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**State of  
Connecticut**

# **Highway Safety Office ANNUAL REPORT**

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**Federal Fiscal Year 2023**

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# INTRODUCTION

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 (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, 405, and 1906 highway safety grant funds made available to the States to carry out their annual Highway Safety Plan. The Connecticut Highway Safety Program is an extension of this Federal requirement. The Connecticut Highway Safety Office (HSO) is located in the Connecticut Department of Transportation (CTDOT) in the Bureau of Policy and Planning. The primary objectives of the HSO are to plan, coordinate, and implement effective highway safety programs and to provide technical leadership, support and policy direction to highway safety partners.

This Annual Report contains information on initiatives, projects, accomplishments, and financial expenditures of Connecticut's Highway Safety Program for Federal Fiscal Year (FFY) 2023. Fatality data in this report are sourced from the Fatality Analysis Reporting System (FARS) or State data, which are used when FARS data are unavailable. Injury and other data are sourced through the HSO. Note the 2021 Connecticut FARS data used in this document are from the FARS Annual Report Files and may change when the FARS files are finalized. Enforcement efforts, coupled with bilingual media, public information and education campaigns, as well as training programs for law enforcement, car seat technicians, motorcycle safety instructors and other safety professionals make up a component of the comprehensive Highway Safety activity. As the Moving Ahead for Progress in the 21st Century (MAP-21) Act, the Fixing America's Surface Transportation (FAST) Act, and the Bipartisan Infrastructure Law (BIL) require, the HSO has coordinated safety efforts shared by the Department's Highway Safety Improvement Plan (HSIP) and Strategic Highway Safety Plan (SHSP). The 2023 Highway Safety Plan shares the three (3) core performance goals required by MAP-21 and FAST Act and the HSO is an active member of the SHSP steering committee.

## Process Participants

The National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) continue to provide leadership and technical assistance.

Participants include:

- Connecticut Office of the Governor and Lieutenant Governor
- Connecticut Department of Emergency Services and Public Protection (CTDESPP)/State Police and the Division of Scientific Services/Toxicology Laboratory
- Connecticut Department of Mental Health and Addiction Services (CTDMHAS)

- Connecticut Department of Public Health (CTDPH)
- Connecticut Department of Motor Vehicles (CTDMV)
- Connecticut Division of Criminal Justice (CTDCJ)
- Centralized Infractions Bureau (CIB)
- Connecticut Office of the Chief State’s Attorney
- Connecticut Office of Policy and Management (CTOPM)
- Connecticut Police Chiefs Association (CPCA) and Municipal law enforcement agencies
- Connecticut Regional and Municipal Planning Agencies
- Councils of Governments (COGs)
- Connecticut Department of Consumer Protection- Liquor Control
- Connecticut Department of Children and Families
- University of Connecticut (UConn)
- Connecticut Safety Research Center (CTSRC) at UConn
- Central Connecticut State University (CCSU)
- Federal Motor Carrier Safety Administration (FMCSA)
- Mothers Against Drunk Driving (MADD)
- AARP (American Association of Retired Persons)
- The Connecticut Coalition to Stop Underage Drinking
- Safe Kids
- Connecticut Motorcycle Riders Association
- American Automobile Association (AAA)
- Connecticut Interscholastic Athletic Conference (CIAC)
- Boys and Girls Club of America
- The Governor’s Prevention Partnership
- Yale New Haven Hospital
- Saint Francis Hospital
- Lawrence + Memorial Hospital
- Hartford Healthcare/Hospital
- Griffin Hospital
- Center for Latino Progress
- Local health departments
- City of Hartford Connecticut Department of Health and Human Services
- Connecticut Cannabis Chamber of Commerce
- Private sector and business organizations

Connecticut also actively participates as a member in:

- Governors Highway Safety Association
- Transportation Research Board
- National Association of State Motorcycle Safety Administrators
- American Association of State Highway and Transportation Officials

During FFY2023, the following core “Activity Measures” were achieved during grant funded overtime enforcement. Overtime enforcement initiatives included impaired driving mobilizations and expanded enforcement, *Click It or Ticket* (CIOT) and major cities speed enforcement and distracted driving High Visibility Enforcement (HVE):

Speeding Citations: .....	9,451
Safety-Belt Citations: .....	3,844
Impaired Driving Arrests: .....	544

**Attitude Measure:**

To promote a culture of safe driving, NHTSA highly encourages attitude and awareness measures, as such, the HSO collects attitude and awareness surveys through a contract with Preusser Research Group (PRG). PRG collects self-reported attitudes toward impaired driving, speeding, and belt-use. Refer to the Attitudes and Awareness Surveys Section to view these data.

**Evidence Based Enforcement:**

The HSO understands that the collection of accurate and timely statewide traffic/crash 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 an effective strategic plan. The Elements of Evidence Based Enforcement include Stakeholder Input, Crash Data Analysis/Problem Identification, Countermeasure Selection, Project Implementation and Monitoring and Continuous Follow Up and Adjustment of the Enforcement Plan. These elements were addressed as part of the enforcement planning in the corresponding 2023 Highway Safety Plan. For more complete and concise narrative descriptions of the sustained enforcement activities that were completed during FFY2023, see the Activities Sections for the program areas of Impaired Driving, Occupant Protection, Police Traffic Services, Community Traffic Services and Distracted Driving in this Annual Report.

## CRASH DATA TRENDS

Crash Data	2018	2019	2020	2021	Preliminary 2022 (Data as of 11/21/2023)	Preliminary 2023 (Data as of 12/31/2023)
C-1 – Number of traffic fatalities (FARS, CTDOT)	293	249	299	298	366	322
C-2 – Number of serious injuries in traffic crashes (State crash data files)	1,363	1,365	1,316	1,509	1,503	1,285
C-3 – Fatalities/VMT (FARS, FHWA, CTDOT)	0.927	0.788	1.002	0.994	1.234	*
C-4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS, CTDOT)	73	57	67	74	81	57
C-5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above (FARS, CTDOT)	120	98	123	112	80	37
C-6 – Number of speeding-related fatalities (FARS, CTDOT)	100	64	106	119	74	50
C-7 – Number of motorcyclist fatalities (FARS, CTDOT)	49	46	57	65	65	60
C-8 – Number of unhelmeted motorcyclist fatalities (FARS, CTDOT)	28	28	25	35	28	18
C-9 – Number of drivers aged 20 or younger involved in fatal crashes (FARS, CTDOT)	32	38	39	35	60	21
C-10 – Number of pedestrian fatalities (FARS, CTDOT)	59	54	59	53	73	51
C-11 – Number of bicyclist fatalities (FARS, CTDOT)	1	3	6	3	4	5
B-1 – Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	92.10%	93.70%	93.70%**	91.50%	92.10%	93.50%

Source: FARS Final Files 2018-2020, FARS Annual Report File 2021, CTDOT Preliminary State Data 2022 and 2023, Connecticut Crash Data Repository for C-2, C-4, C-5, C-6, C-8, C-9.

\*The preliminary 2023 State data were not included due to uncertainty/unavailability of the data for this measure at this time; the HSO is waiting on final numbers from FHWA.

\*\*The NHTSA CARES Act Waiver Notice issued on April 9, 2020, waived the requirement to conduct the annual seat belt survey in 2020. Therefore, the HSO did not conduct the 2020 seat belt survey and used the 2019 observed seat belt use rate to report the outcome.

Notes: All the Police Reports for 2022 and 2023 fatalities have not been received yet and the CTDOT data are subject to change. The CTDOT data for C-5 includes drug and alcohol impairment.

## PERFORMANCE MEASURES

# DESCRIPTION AND DATA SOURCES

This section reviews Connecticut’s performance measures using the most recent available data. Fatality data are sourced from the FARS final report file (2019-2020), the FARS Annual Report file (2021), and CTDOT data (2022 - 2023). CTDOT data were used in lieu of FARS data for 2022-2023 due to the unavailability of the data from NHTSA at the time this document was created. The Vehicle Miles Traveled (VMT) data are obtained from FHWA and data up to year 2021 were available at the time of publication. The CTDOT 2022 VMT number for Connecticut was used to calculate the 2022 Fatality Rate for the purpose of this Annual Report, since the 2022 VMT number is not yet published by FHWA. Serious (A) Injury data were obtained from the Connecticut Crash File at the Connecticut Crash Data Repository. Statewide Observed Belt Use rates are sourced from Connecticut’s Annual Statewide Belt Use Survey, conducted by PRG.

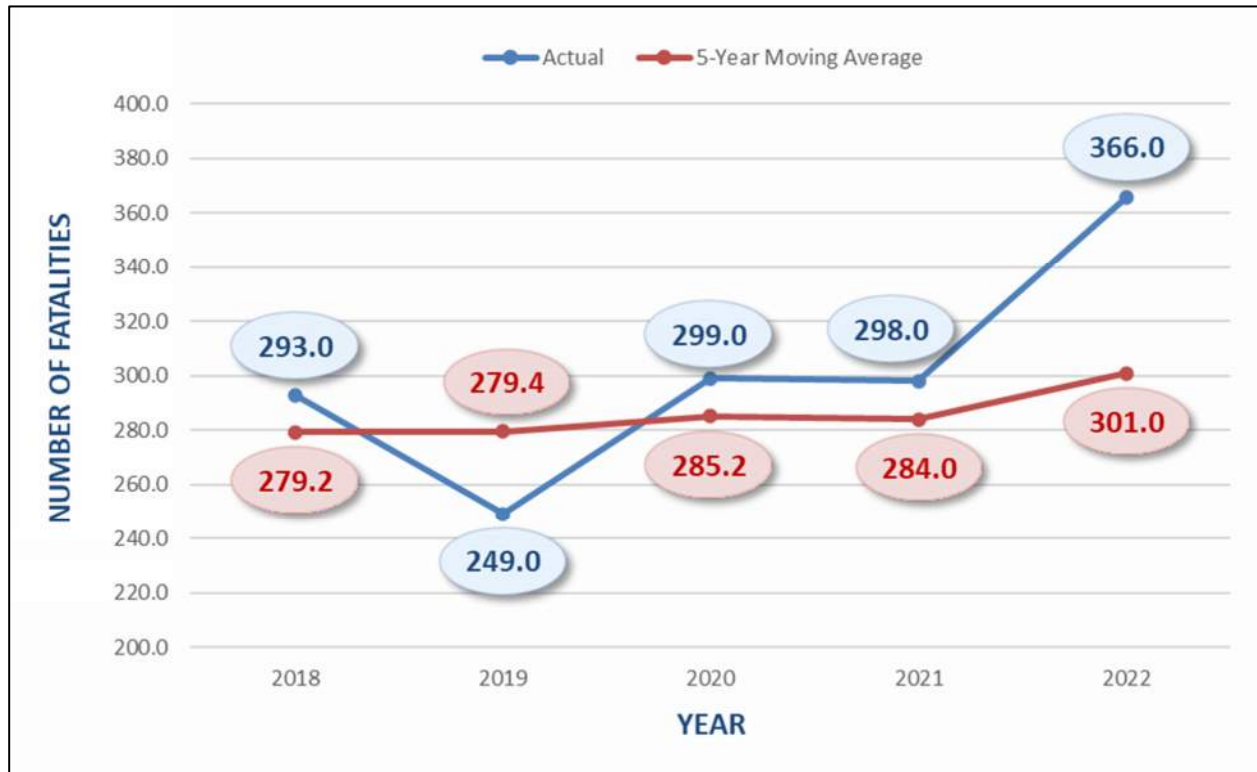
The 2019-2023 or the annual 2023 data, as applicable, has been used to determine whether Connecticut meets the Targets for the different Performance Measures.

	Performance Measure	Target Period and Years	Target Value 2019-2023	Status
1	C-1 – Number of traffic fatalities (FARS)	5-yr Moving Avg; 2019-2023	270	In Progress Possibility that target will not be met
2	C-2 – Number of serious injuries in traffic crashes (State crash data files)	5-yr Moving Avg; 2019-2023	1300	In Progress Possibility that target will not be met
3	C-3 – Fatalities/VMT (FARS, FHWA)	5-yr Moving Avg; 2019-2023	0.85	In Progress Possibility that target will not be met
4	C-4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5-yr Moving Avg; 2019-2023	63	In Progress Possibility that target will not be met
5	C-5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above (FARS)	5-yr Moving Avg; 2019-2023	110	In Progress Possibility that target will be met
6	C-6 – Number of speeding-related fatalities (FARS)	5-yr Moving Avg; 2019-2023	83	In Progress Possibility that target will be met



<b>7</b>	C-7 – Number of motorcyclist fatalities (FARS)	5-yr Moving Avg; 2019-2023	52	In Progress Possibility that target will not be met
<b>8</b>	C-8 – Number of unhelmeted motorcyclist fatalities (FARS)	5-yr Moving Avg; 2019-2023	30	In Progress Possibility that target will be met
<b>9</b>	C-9 – Number of drivers aged 20 or younger involved in fatal crashes (FARS)	5-yr Moving Avg; 2019-2023	32	In Progress Possibility that target will not be met
<b>10</b>	C-10 – Number of pedestrian fatalities (FARS)	5-yr Moving Avg; 2019-2023	53	In Progress Possibility that target will not be met
<b>11</b>	C-11 – Number of bicyclist fatalities (FARS)	5-yr Moving Avg; 2019-2023	3	In Progress Possibility that target will not be met
<b>12</b>	B-1 – Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual; 2023	94%	Not Met
<b>13</b>	Number of distracted driving fatalities	5-yr Moving Avg; 2019-2023	10	In Progress Possibility that target will be met
<b>14</b>	Percentage of Citations adjudicated through On-Line Disposition System and posted to Driver History File	Annual; 2023	80%	Met
<b>15</b>	Percentage of Law Enforcement Agencies Participating in the Use of eCitation	Annual; 2023	80%	Not Met
<b>16</b>	Traffic Stop Data Collection	Annual; 2023	100%	Met

## C-1 – NUMBER OF TRAFFIC FATALITIES



Source: FARS Final Files 2018-2020, FARS Annual Report File 2021, CTDOT data 2022 as of 11/21/2023. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

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

**Outcome:** In Progress. Possibility that the target will not be met.

**Analysis:** The number of fatalities has continually increased since the COVID-19 pandemic. Connecticut's preliminary data for 2023 show a fatality number of 322. The final fatality count for 2021-2023 may change as additional information regarding cases are received. In order to meet the target of 270 for the five-year period of 2019-2023, data analysis suggests that the fatality number needs to be 138 or lower in 2023. Connecticut will not meet the performance target.

**State's effort to show progress in meeting target/State's adjustment to 2025 Annual Grant Application (AGA) to facilitate meeting target:** The COVID-19 pandemic changed travel patterns and driving behavior significantly. The effectiveness of high visibility enforcement (HVE)

campaigns has been impacted by a decline in the number of participating police agencies. There has been a drop in the sustained enforcement efforts by police departments since the COVID-19 pandemic and the passage of Connecticut's Police Accountability Act as evident from the reduction in Traffic Stops and issuance of Traffic Citations. There has also been less participation of law enforcement agencies in high visibility enforcement campaigns due to staffing issues. The data for 2022-2023 show the number of motor vehicle fatalities increased compared to previous years.

The Highway Safety Office will participate in National "crackdown" mobilizations such as *Click It or Ticket*, *U Drive. U Text. U Pay.*, 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. Recreational use of cannabis was legalized in Connecticut in 2021 and a number of dispensaries opened in 2023. The HSO is working with the Governor's support to increase the number of Drug Recognition Expert (DRE) trainings and certifications in the State. 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 reduced crash injuries and fatalities on Connecticut's roadways. The State also held a Green Lab in February 2023 which provided training to law enforcement partners and provided a chance to assess volunteers under the influence of cannabis as well as combined with alcohol. This training is highly beneficial to law enforcement who may have little exposure to the increased impairing effects of legalized recreational cannabis.



In 2022, Connecticut experienced a sharp rise in fatal wrong-way crashes on the state's interstates and highways. Thirteen fatal wrong-way crashes resulted in 23 fatalities, accounting for six percent of total crashes and an approximately 500 percent increase in wrong-way fatalities. Nearly all fatal wrong-way crashes involved alcohol impairment, with many drivers also testing positive for cannabis and other drugs. To counteract this rise in wrong-way crashes, Connecticut announced the implementation of \$20 million in State funding for wrong-way driving alert systems in July 2022. Media campaigns were created to address wrong-way driving. In addition to this program, the CTDOT Safety Engineering Unit has upgraded signage on 700 limited access highway off-ramps including oversized signs and red retro-reflective strips and has improved pavement arrows and line delineation at off-ramps with double-wide stop lines. The Safety Engineering Unit is also installing updated traffic signaling at ramp intersections and installing wrong-way signs on the back sides of speed limit signs along highways. Within the CTDOT HSO, there has been added funding to state and local police with Alcohol-Impaired and

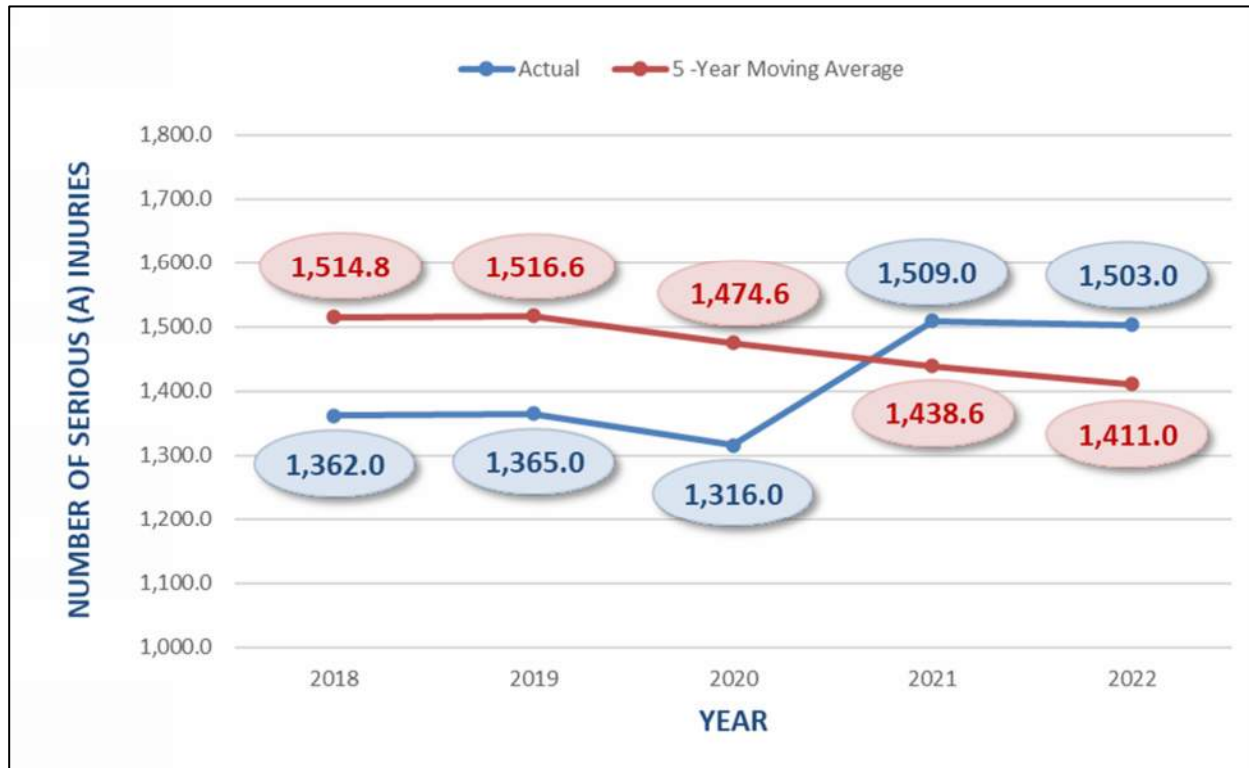
Distracted Driving enforcement grants, increased media campaigns addressing cannabis and alcohol use and additional support for the implementation of programs such as Drug Recognition Expert (DRE) trainings, DUI (Driving under the Influence) sobriety checkpoints and roving patrols. CTDOT introduced a legislative bill to lower the legal limit of Blood Alcohol Concentration (BAC) from 0.08 to 0.05 g/dl during the 2023 legislative session. The CTDOT HSO has worked to address this issue in the State through various avenues including but not limited to educational and awareness campaigns, and enforcement grants. With these continued efforts, there was seven wrong-way fatalities in 2023 compared to 23 in 2022.



The primary focus areas of enforcement activities include Impaired Driving, Occupant Protection, Speed Enforcement, and Distracted Driving. Paid media campaigns are used to bring awareness to these high visibility and sustained enforcement activities. Educational campaigns to clarify misconceptions about impaired driving after cannabis consumption are being developed and advertised. The HSO will also implement countermeasures developed to specifically target over-represented groups identified through a data analysis and equity lens. In addition to the above, the HSO intends to continue to focus on high-risk areas and over-represented groups, engaging the targeted communities and renewed networking efforts with other agencies such as the CTDMV, CTDPH, Community Based Organizations (CBOs), and Local Health Agencies. The HSO also worked to coordinate projects with the State's Councils of Governments (COGs) to develop local programs to address crash concerns within each region. Crash data sharing will help local groups better focus their crash reduction efforts.

While the information about the FFY2025 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the AGA.

## C-2 – NUMBER OF SERIOUS INJURIES IN TRAFFIC CRASHES



Source: Connecticut Crash Data Repository as of 11/21/2023. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

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

**Outcome:** In Progress. Possibility that the target will not be met.

**Analysis:** Connecticut had decreasing number of serious injuries from 2018-2020 but saw a sharp increase thereafter. The State's preliminary data for 2023 show a serious injury number of 1,285. In order to meet the target of 1,300 for the five-year period of 2019-2023, data analysis suggests that the serious injury number needs to be 807 or less in 2023. It is unlikely that the HSO will meet the performance target.

**State's effort to show progress in meeting target/State's adjustment to 2025 AGA to facilitate meeting target:** The HSO will continue work to improve and enhance enforcement programs to help reduce unsafe driving behaviors on the roadways. The State's effort will be to continue the execution of countermeasures developed to specifically target over-represented groups

identified through data analysis. These strategies include participation in National “crackdown” 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 support will be offered to law enforcement officers for better identification of impaired drivers, addressing autonomous vehicle crashes, addressing police officer burnout, and highlighting the importance of timely and accurate reporting of crash data to reduce crash 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. In addition to working with law enforcement, the HSO has and will continue to work with several traffic safety partners, non-profits, and State’s Councils of Governments to address traffic safety issues at the community level. Through various projects, the HSO reached out to underserved communities identified by Justice 40 and EJSscreen databases including but not limited to Bridgeport, Waterbury, New Haven, and Hartford to educate parents and caregivers on the importance of proper car seat use as well as adult seat belt use. The HSO has implemented several projects to combat impaired driving in Connecticut. A notable one included Healthcare Heroes Against Impaired Driving, aimed at addressing the dangers of impaired driving from a

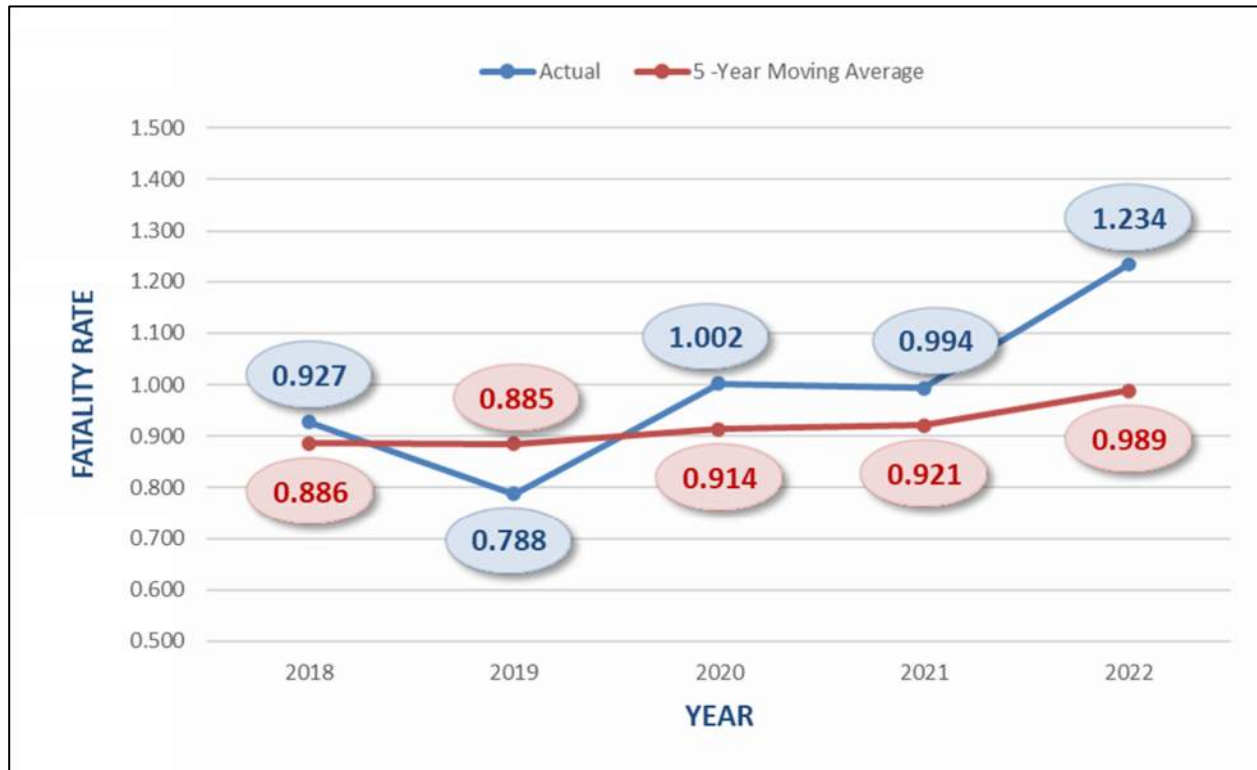


healthcare worker’s perspective. Media campaigns and outreach have highlighted how "Not One More" drink, smoke, etc. can reduce injuries and save lives. The HSO also works with organizations such as MADD to educate parents and teenagers about the risks of driving impaired. The Choices Matter project in Connecticut brings awareness to high school students about the dangers of impaired driving through presentations, attitude and awareness surveys, and hands-on experience about impaired driving through the use of a simulator. In 2023, the HSO initiated the Driven to Protect Initiative, focusing on the Driver Alcohol Detection System for Safety (DADSS) through public outreach, high school education campaigns and introducing the groundbreaking alcohol detection technology to the public. The *Watch for Me CT* program continues to be a crucial component of the HSO’s non-motorists’ safety efforts, and these

projects, with their involvement in both of these campaigns and their annual efforts for non-motorized safety continue to further penetrate communities throughout the state, including but not limited to large, underserved communities of Hartford, Bridgeport, Waterbury, Stamford, New Britain, Manchester, New Haven, Norwalk and East Hartford. The HSO will continue to address non-motorist safety through press releases, media interviews and social media posts. The HSO has worked to engage new partners including city health departments in the hopes of impacting underserved and at-risk communities to address pedestrian and bicyclist safety throughout the State.

While the information about the FFY2025 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the AGA.

## C-3 – FATALITIES/100M VMT



Source: FARS Final Files 2018-2020, FARS Annual Report File 2021, CTDOT data 2022 as of 11/21/2023, CTDOT 2022 VMT data. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

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

**Outcome:** In Progress. Possibility that the target will not be met.

**Analysis:** The fatality rate has continued to increase in Connecticut. The State's preliminary data for 2023 show a fatality number of 322. In order to meet the target of 0.850 for the five-year period of 2019-2023, data analysis suggests that the fatality rate needs to be 0.232 or lower in 2023 which is highly unlikely with the increased number of fatalities. The final fatality count for 2021-2023 may change as additional information regarding the cases is received. Connecticut will not meet the performance target.

**State's effort to show progress in meeting target/State's adjustment to 2025 AGA to facilitate meeting target:** The COVID-19 pandemic changed travel patterns and driving behavior



significantly. The high visibility enforcement (HVE) efforts also took a hit with a reduced number of police agencies participating in the campaigns. There has been a drop in the sustained enforcement efforts by the police departments since the COVID-19 pandemic and the passage of Connecticut's Police Accountability Act as evident from the reduction in Traffic Stops and issuance of Traffic Citations. There has also been less participation of law enforcement agencies in high visibility enforcement campaigns due to staffing issues. The data for 2022-2023 show the number of motor vehicle fatalities increased compared to the previous years.

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 reduced crash injuries and fatalities on Connecticut's roadways. Additionally, in early 2023, the HSO developed a green lab for training and educating DREs on the detection of cannabis impairment with the help of a grant award from the Governor's Highway Safety Association (GHSA). This training also included an alcohol component. To address the problem of impaired driving on Connecticut roadways, CTDOT introduced a legislative bill to lower the legal limit of Blood Alcohol Concentration (BAC) from 0.08 to 0.05 g/dl during the 2023 legislative session. The CTDOT HSO has worked to address this issue in the state through various avenues including but not limited to educational and awareness campaigns and enforcement grants. There has been added funding to state and local police with Alcohol-Impaired and Distracted Driving enforcement grants, increased media campaigns addressing cannabis and alcohol use, and additional support for the implementation of programs such as Drug Recognition Expert (DRE) trainings, DUI sobriety checkpoints and roving patrols.

In addition to working with law enforcement, the HSO has worked with several traffic safety partners, non-profits and State's Councils of Governments to address traffic safety issues at the community level. Through various projects, the HSO reached out to underserved communities identified by Justice 40 and EJScreen databases, including but not limited to Bridgeport, Waterbury, New Haven, and Hartford to educate parents and caregivers on the importance of proper car seat use as well as adult seat belt use. The HSO has implemented several projects to combat impaired driving in Connecticut. A notable one included Healthcare Heroes Against Impaired Driving, aimed at addressing the dangers of impaired driving from a healthcare worker's perspective. Media campaigns and outreach have highlighted how "Not One More" drink, smoke, etc. can reduce injuries and save lives. The HSO also works with organizations such as MADD to educate parents and teenagers about the risks of driving impaired. The Choices Matter project in Connecticut brings awareness to high school students about the dangers of impaired driving through presentations, attitude and awareness surveys, and hands-on experience about impaired driving through the use of a simulator. In 2023, the HSO initiated the Driven to Protect Initiative, focusing on the Driver Alcohol Detection System for Safety (DADSS) through public outreach, high school education campaigns and introducing the groundbreaking alcohol detection technology to the public. The *Watch for Me CT* program continues to be a crucial component the HSO's non-motorists' safety efforts and these projects, with their involvement in

both of these campaigns and their annual efforts for non-motorized safety continue to further penetrate communities throughout the state including but not limited to large, underserved communities of Hartford, Bridgeport, Waterbury, Stamford, New Britain, Manchester, New Haven, Norwalk and East Hartford. The HSO will continue to address non-motorist safety through press releases, media interviews, and social media posts. The HSO has worked to engage new partners including city health departments in the hopes of impacting underserved and at-risk communities to address pedestrian and bicyclist safety throughout the State.

In an effort to address the increase in wrong-way crashes in Connecticut in 2022, the HSO has been working with CTDOT Traffic Safety engineers. Measures already taken include upgraded signage on 700 limited access highway off-ramps including oversized signs and red retro-reflective strips as well as improved pavement arrows and clearer line delineation at off-ramps with double-wide stop lines. Measures in progress include a pilot program with wrong-way vehicle 360-degree detection cameras and active flashers on wrong-way signs, updated traffic signaling with arrow indicators, and the installation of wrong-way signs on the back side of speed limit signs along highways. The HSO will be working closely with the CTDOT Traffic Safety engineers on an awareness media campaign for the wrong-way driving issue. In

2022, there was an approximately 500 percent increase in wrong-way fatal crashes. With the continued efforts, there were seven fatalities in 2023 compared to 23 in 2022. In addition, Connecticut announced the implementation of \$20 million in State funding for wrong-way driving alert systems.

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. Educational campaigns to clarify misconceptions about impaired driving after cannabis consumption are being developed and advertised. The HSO will also implement countermeasures developed to specifically target over-represented groups identified through a data analysis and equity lens. In addition to the above, the HSO intends to continue to focus on high-risk areas and over-represented groups, engaging the targeted communities and renewed networking efforts with other agencies such as the CTDMV, CTDPH, and Local Health Agencies. The HSO is also actively working to coordinate with the State's Councils of Governments (COGs) to develop local programs to address crash concerns within each region. Crash data sharing will help local groups better focus their crash reduction efforts.





CTDOT is committed to eliminating traffic fatalities and is leading the effort with the State's Vision Zero Council (<https://portal.ct.gov/DOT/VisionZeroCouncil/WhatIsTheVisionZeroCouncil>). The Vision Zero Council of Connecticut is an interagency work group tasked with developing statewide policy to eliminate transportation-related fatalities and severe injuries involving pedestrians, bicyclists, transit users, motorists, and passengers. The Council was established in 2021 by the Connecticut General Assembly as part of *Public Act 21-28*, a landmark transportation safety bill. Members of the council include the commissioners (or their designees) of the Connecticut Departments of Transportation, Public Health, Emergency Services and Public Protection, Motor Vehicles, Education, Aging and Disability Services, Office of Early Childhood, and Office of the Chief State's Attorney.

Recently, the Council and its subcommittees, focusing on equity, enforcement, engineering, and education, developed proposals for legislation on the next steps to implement the recommendations of the Vision Zero Council. These recommendations included:

- Requiring a Complete Streets plan for each municipality
- Adopting an ICE (Intersection Control Evaluation) Policy
- Studying of specific traffic movement regulations
- Increasing requirements for driver retraining
- Enacting a prohibition on open alcohol containers in motor vehicles
- Implementing automated traffic enforcement
- Enacting a helmet law for all motorcycle riders
- Establishing a Fatal Collision Reduction Team to engage in high visibility enforcement blitzes
- Utilizing schools to better educate children about road safety
- Utilizing the judicial system in driver re-training
- Utilizing the CTDMV to educate drivers on a more frequent basis
- Utilizing CTDPH to educate around emerging traffic safety issues
- Improving data, identify uses, formalize statewide consideration of equity
- Establishing traffic safety campaigns and education
- Creating opportunities for car seat distribution and education
- Promoting seatbelt safety among populations with lower usage rates
- Reforming license suspension and traffic court processes
- Creating infrastructure that specifically protects bicyclists, the disabled, and pedestrians

The HSO is taking proactive steps to implement some of the strategies outlined above. For instance, the HSO is collaborating with CTDMV to provide frequent education and awareness programs to drivers in the state. The HSO is working on several projects to educate high school students about driver training, including the *Save a Life Tour* (Distracted Driving), *DADSS* (Impaired Driving) and *Choices Matter* (Impaired Driving) programs. The HSO continues to support disadvantaged communities by providing parents and caregivers education on car seat use as well as giving out car seats to the state's communities in need. To educate the public about ongoing traffic safety issues, there have been campaigns regarding seat belt use and cannabis-impaired driving, including ongoing *Click it or Ticket* and *Drive High = DUI* campaigns across digital and traditional media and multiple public venues across the state. The HSO supports the use of automatic traffic enforcement safety devices through the use of cameras in areas where red light violations and speeding are a concern in locations such as pedestrian safety zones, school zones, and work zones. Connecticut passed the legislation for these in 2023 and the program will be rolled out in 2024. State funding was used for these pilot programs in 2023. Furthermore, CTDOT is pushing for legislation to enact a helmet law and an open-container law to help prevent fatalities and serious injuries.

While the information about the FFY2025 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the AGA.

## C-4 – NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL SEAT POSITIONS



Source: FARS Final Files 2018-2020, FARS Annual Report File 2021, Connecticut Data Repository 2022 as of 11/21/2023. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

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

**Outcome:** In Progress. Possibility that the target will not be met.

**Analysis:** The unrestrained vehicle occupant fatalities have steadily increased since a low in 2019. Connecticut’s preliminary data for 2023 have the number of unrestrained passenger vehicle occupant fatalities in all seat positions at 57. The final numbers for 2021-2023 may change as additional information regarding cases is received. In order to meet the target of 63 for the five-year period of 2019-2023, data analysis suggests that the fatality number needs to be 36 or lower in 2023. Connecticut will not meet the performance target.

**State’s effort to show progress in meeting target/State’s adjustment to 2025 AGA to facilitate meeting target:**

The HSO will continue to work to increase sustained enforcement of seat belt use by encouraging police agencies to enforce seat belt laws as a secondary focus during other overtime enforcement grant work. The HSO will use year-round seat belt social norming media campaigns as well as run commercials during mobilizations to increase seat belt use. Greater effort and funding will be placed on low seat belt usage areas, high unrestrained injuries/fatalities and males aged 18-34 through increased enforcement and education. This will be accomplished by analyzing crash and observation data to identify towns and areas with low belt use. This analysis will be focused on the combination of low belt use towns identified through observation surveys paired with ranked analysis of unbelted crashes and fatalities, population and VMT data over a five-year period. This process will serve to prioritize funding opportunities for participating law enforcement agencies. This increased focus on low belt use and unbelted crashes will not preclude the HSO from continuing historical practice of attempting to achieve statewide law enforcement participation during national mobilizations. The HSO will continue to encourage law enforcement

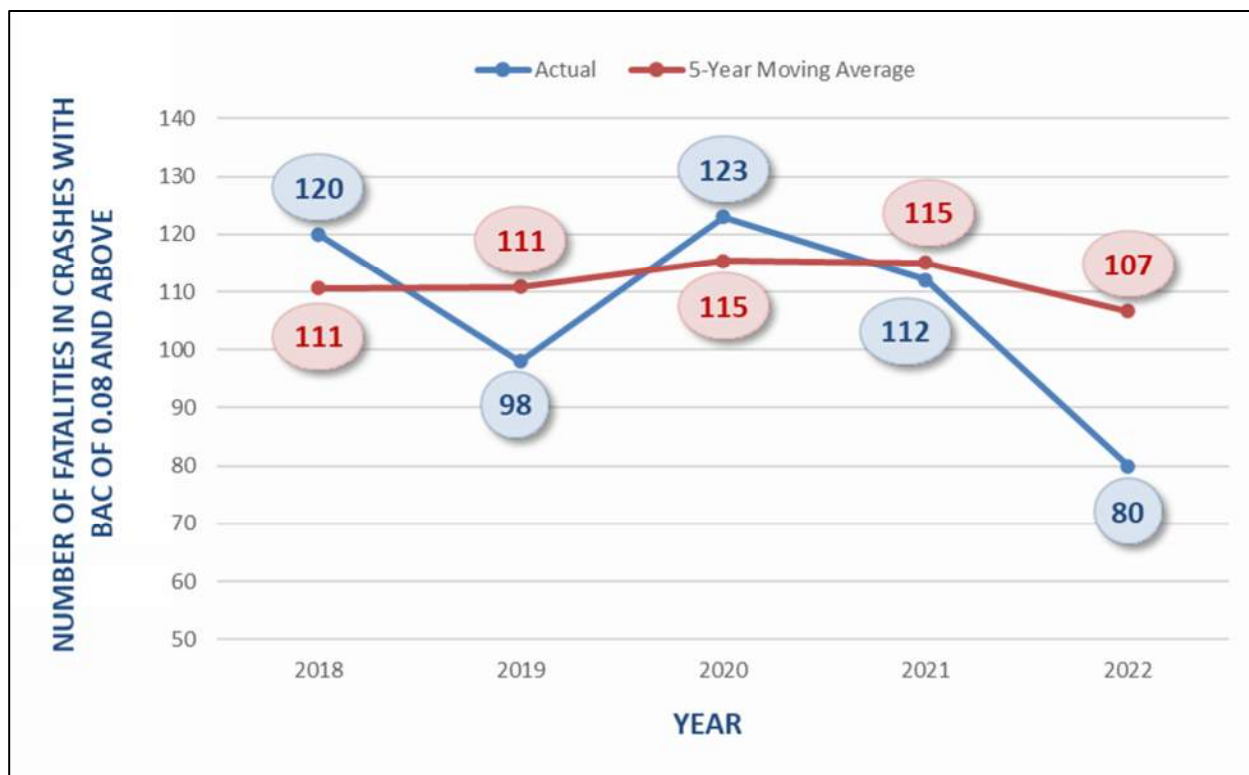


agencies statewide to apply for and participate in the *Click It or Ticket* mobilizations in May and November regardless of funding availability. There was an increase in the seat belt use rate in 2023. The rate has been improving in each of the last three years. The HSO in collaboration with the Connecticut State Police undertakes community outreach events at town fairs, high schools and middle schools throughout Connecticut and especially towns with underserved communities, to relay the importance of seat belt use. In addition, through various projects, the HSO also reaches out to underserved communities identified by Justice 40 and EJSscreen databases including but not limited to Bridgeport, Waterbury, New Haven, and Hartford to educate parents and caregivers on the importance of proper car seat use as well as adult seat belt use. HSO staff and subgrantees routinely speak to parents and caregivers about child passenger safety and seat belt safety geared towards adults. It is essential that the adults understand the importance of buckling up for themselves and the children they transport. Through projects with various organizations such as Yale New Haven Hospital, the Waterbury Police Department, Connecticut Children’s Medical Center, and the *Hangtime* program, discussions are had with attendees, most of whom are black males and females, with the Hispanic males and females being the next largest group and Caucasians coming in third. The mix of males and females is usually even, but it may depend on the day or region attended. *Hangtime* only reaches out to underserved communities. They have had a small number of veterans from the community – mainly from the Bridgeport area – who attend meetings. The *Hertime* program also serves the black and brown females in the state’s underserved communities. *Choices* is another

program under the *Hangtime* umbrella which targets underserved high school students. This program targets high school athletes as they are often the more popular people within the school community. Staff members who speak to these individuals have been incarcerated and were themselves high school athletes who made wrong choices. The program attempts to impact this population to help them make better choices that will keep them safe and out of prison. The Seatbelt Working Group continues to meet to discuss strategies to increase seat belt use and reduce unrestrained injuries and fatalities.

While the information about the FFY2025 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the AGA.

## C-5 – NUMBER OF FATALITIES IN CRASHES INVOLVING A DRIVER OR MOTORCYCLE OPERATOR WITH A BAC OF 0.08 AND ABOVE



Source: FARS Final Files 2018-2020, FARS Annual Report File 2021, CTDOT data 2022 as of 11/21/2023. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

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

**Outcome:** In Progress. Possibility that the target will be met.

**Analysis:** The number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above has fluctuated over the years. The 2022 State data are not imputed and may change when NHTSA's quality control and imputation is completed. In order to meet the target of 110 for the five-year period of 2019-2023, data analysis suggests that the alcohol-impaired fatality number needs to be 137 or lower in 2023. The preliminary 2023 State data have the fatality number of 37. The State data are not imputed and include impairment due to both alcohol and drugs combined. Based on the 2018-2022 data and the available 2023 data, Connecticut will likely achieve the five-year moving average target of 110.



**State's effort to show progress in meeting target/State's adjustment to 2025 AGA to facilitate meeting target:**

The Impaired Driving program emphasized HVE efforts to reduce driving under the influence (DUI) of drugs and/or alcohol. Municipalities are encouraged to work cooperatively with neighboring towns in the form of Regional Traffic Units which provide for opportunities for smaller towns with limited financial resources to benefit from HVE activities. The Impaired Driving program helped to substantially increase the number of officers throughout the State engaged in HVE. Activities included a combination of extra DUI patrols and sobriety checkpoints. These activities were aimed at deterring motorists from driving impaired. Efforts were made to promote sustained enforcement year-round, with an emphasis during the days and times when DUI crashes are more likely. The Impaired Driving program will continue to partner with State and Municipal law enforcement agencies in an effort to expand the Comprehensive DUI Enforcement program by increasing enforcement activity beyond the amount of police patrols that were conducted in FFY2023. There were continued training activities to increase the number of certified Standardized Field Sobriety Test (SFST) instructors and practitioners by providing ongoing SFST training to law enforcement personnel. The number of law enforcement officers trained in various other types of impaired driving beyond alcohol impairment will be continued by providing Advanced Roadside Impaired Driving Enforcement (ARIDE) training through the Drug Evaluation and Classification Program (DECP). The goal of the DECP is to train and certify law enforcement officers in drug recognition and provide the training opportunity to become a Drug Recognition Expert (DRE). Due to the legalization of recreational cannabis in Connecticut, legislation requires all new officers in the state to be ARIDE trained within three years of becoming a certified police officer in the State of Connecticut. This has increased the number of ARIDE classes being held and attended statewide. Connecticut hosted its first green lab in February 2023, allowing officers to see first-hand the impact of cannabis, alcohol and the combination of cannabis and alcohol on volunteers. SFSTs were performed on the volunteers, educating both officers and cannabis users. A DRE school was offered which led to an additional 16 officers becoming DREs. The Traffic Safety Resource Prosecutor (TSRP) performed prosecutorial activities, such as researching DUI law and assisting in the preparation of DUI cases. The TSRP also acts in an advisory capacity to State and Municipal law enforcement agencies and the HSO on all DUI and/or impaired driving legislation. The TSRP also developed and updated training manuals aiding in successful identification and prosecution of DUI offenders for both law enforcement and judicial officials. In addition, the TSRP conducted other DUI-enforcement-related training for prosecutors and judges. The Administrative Hearing Attorneys continued to review Administrative Per Se cases and provide



procedural oversight during hearings and provide assistance to law enforcement personnel. These attorneys also represented the CTDMV at Ignition Interlock Device (IID) violation hearings and provided administrative oversight of components of the IID program. HSO staff works cooperatively with the TSRP and the Administrative Hearing Attorneys to increase successful prosecution and conviction of DUI offenders. Both the TSRP and Administrative Hearing Attorneys continued to train law enforcement, prosecutors, and judges. The training conducted by these prosecutors has led to improved report writing, testifying and overall success of DUI prosecution. Media efforts were enhanced through new partnerships and new messaging. The

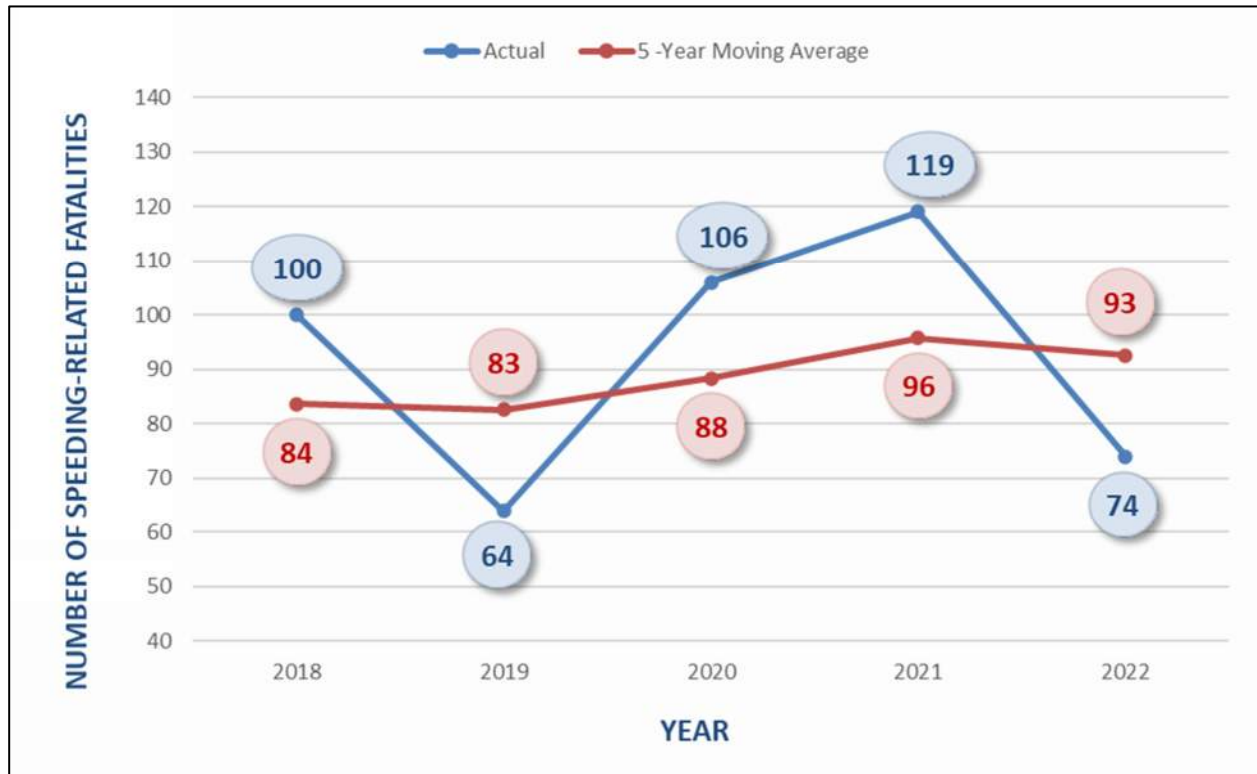
HSO continues to lead an Impaired Driving Task Force where members identify problems and trends, share information, explore options, and provide sustainable solutions. DUI Overtime Enforcement project monitoring activities are conducted through periodic visits to participating law enforcement agencies, in



particular agencies that purchase equipment with grant funds. Meetings are held with law enforcement representatives to address the use of crash data in the planning of DUI activities, grant participation issues and grant performance issues. Police training needs were assessed, and police training opportunities discussed. The HSO has implemented several projects to combat impaired driving in Connecticut. A notable one included Healthcare Heroes Against Impaired Driving which aims to address the dangers of impaired driving from a healthcare worker's perspective. Media campaigns and outreach have highlighted how "Not One More" drink, smoke, etc. can save lives. The HSO also works with organizations such as MADD to educate parents and teenagers about the risks of driving impaired. The Choices Matter project in Connecticut brings awareness to high school students about the dangers of impaired driving through presentations, attitude and awareness surveys, and hands-on experience about impaired driving with a simulator. In addition, in 2023 the HSO initiated the Driven to Protect Initiative, focusing on the Driver Alcohol Detection System for Safety (DADSS) through public outreach, high school education campaigns and introducing the groundbreaking alcohol detection technology to the

public. During the 2023 fiscal year, the HSO initiated the process for training law enforcement in phlebotomy to draw blood in the field when drug impairment is suspected and will be implementing a pilot program in FFY2024. In addition, the HSO initiated the planning and coordination with several law enforcement agencies for implementing a pilot for roadside preliminary oral fluid testing for drug impairment in accordance with the existing State statutes for addressing impaired driving issues in Connecticut.

## C-6 – NUMBER OF SPEEDING-RELATED FATALITIES



Source: FARS Final Files 2018-2020, FARS Annual Report File 2021, Connecticut Crash Data Repository 2022 as of 11/21/2023. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

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

**Outcome:** In Progress. Possibility that the target will be met.

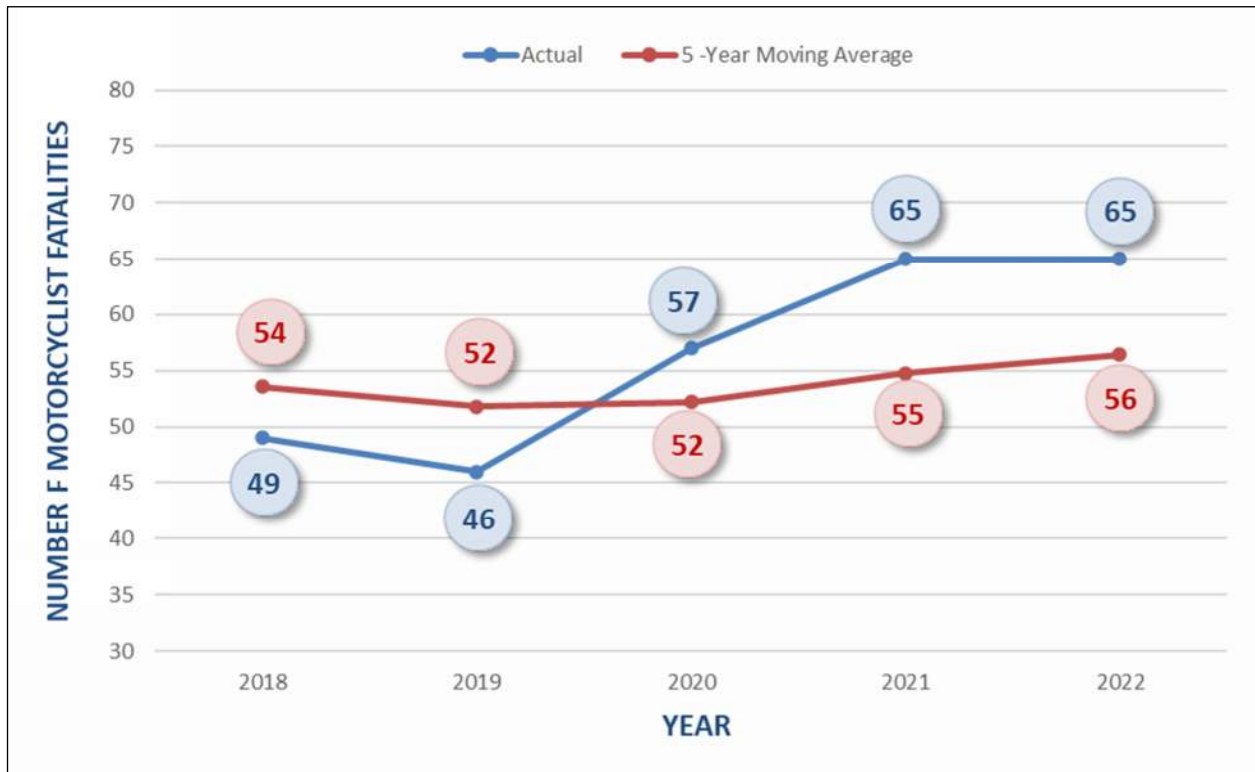
**Analysis:** The number of speeding-related fatalities have fluctuated over the years. The 38 percent drop in speeding-related fatalities from 2021 to 2022 is a positive development. In order to meet the target of 83 for the five-year period of 2019-2023, data analysis suggests that the speeding-related fatality number needs to be 52 or below in 2023. Connecticut preliminary data for 2023 have a fatality number of 50. Although the 2023 data are preliminary, Connecticut is optimistic about achieving the five-year moving average target of 83.

**State's effort to show progress in meeting target/State's adjustment to 2025 AGA to facilitate meeting target:** The HSO has utilized flexible Distracted Driving resources in addition to 402

monies to fund the speed enforcement campaign taking place during the summer months, when most speeding-related crashes occur. This HVE effort includes a corresponding media campaign funded by 405e and 402 funds. To address the continuing increase in speeding-related fatalities and serious injuries, the HSO will seek to increase the number of law enforcement agencies participating as well as increase the amount of funding allocated to projects to address speed and aggressive driving.

Additionally, the HSO will consider grant submissions from law enforcement agencies identifying specific speed related crash data within their jurisdictions, substantiated by enforcement and crash data. Law enforcement agencies will have to identify these areas as having higher incidences of speed related crashes. Grant participants will be chosen based on major contributing factors and types of crashes that are typically indicative of speed as cause of crash. Additionally, areas with high population, high traffic volumes, and roadways with low posted speed limits, may lead 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. Speeding-related crashes, injuries and fatalities will be addressed through funding the HVE projects. Speed Problem ID data will be used to select police agencies to participate in speed-related enforcement through various methods including dedicated high visibility speed enforcement grants to achieve the goals listed above. This coordinated with the Strategic Highway Safety Plan (SHSP), in this program area, will be achieved through overlapping speed related countermeasures based on CTDOT data for areas with the highest incidents of crashes, injuries and fatalities. A media campaign will run during the summer months in conjunction with the HVE, reminding motorists that *When Speeding Kills, it's Never an Accident*. Additional and new media creative may also be explored. The HSO is planning to continue these practices. Furthermore, the HSO supports the Vision Zero Council of Connecticut recommendation to implement automated cameras to monitor speeding in school zones and work zones. The work zone camera project was initiated in 2023. The HSO will be participating and implementing the FHWA High Risk Rural Roads project in 2024 to combat speeding on FHWA identified rural roads with law enforcement and media campaigns.

## C-7 – NUMBER OF MOTORCYCLIST FATALITIES



Source: FARS Final Files 2018-2020, FARS Annual Report File 2021, CTDOT data 2022 as of 11/21/2023. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

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

**Outcome:** In Progress. Possibility that the target will not be met.

**Analysis:** The number of motorcyclist fatalities steadily declined until 2019, but the COVID-19 pandemic upended the progress and Connecticut saw a sharp increase in motorcyclist fatalities in 2020-2022. Looking ahead, Connecticut’s preliminary data for 2023 have a motorcyclist fatality number of 60. The final fatality count for 2021-2023 may change as additional information regarding the cases is received. In order to meet the target of 52 for the five-year period of 2019-2023, data analysis suggests that the fatality number needs to be 27 or lower in 2023. Connecticut will not meet the performance target.

**State’s effort to show progress in meeting target/State’s adjustment to 2025 AGA to facilitate meeting target:** The HSO has worked to raise awareness about motorcyclist safety prior to the

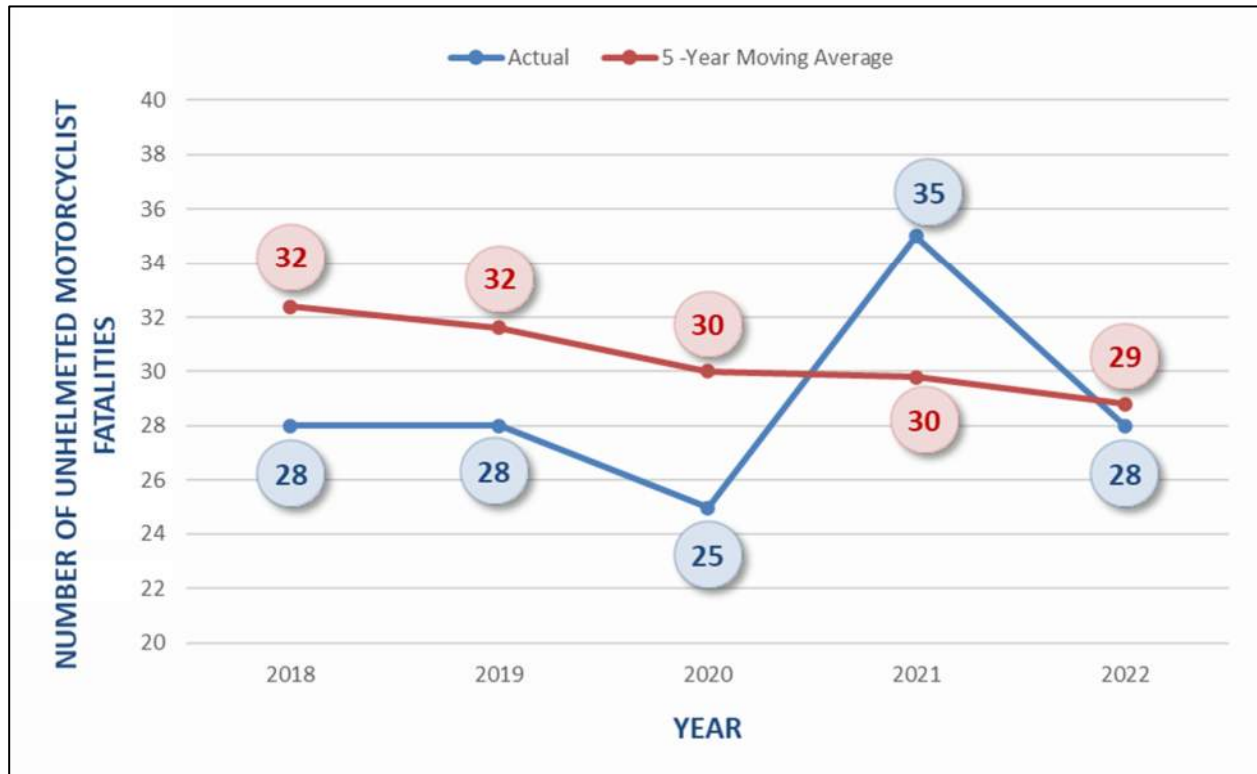
summer months when rider fatalities are at their highest. The HSO also continued an aggressive advertising campaign in FFY2023, reminding motorists to share the road with motorcyclists as well as a continued effort to expand on existing motorcycle safety courses targeting returning and beginner riders.



Current available data from 2023 indicate that this performance measure has a possibility of not being met. Continued efforts to reach un-licensed and un-trained riders with beginning and experienced rider training is continually being explored. Efforts to remind the motoring public to *Share the Road* with motorcyclists was used via a summer-long multi-media campaign featuring radio spots, and billboards. Additionally, eight (8) RiderCoaches were trained via The Connecticut Rider Education Program (CONREP) in tandem with Be Crash Free, a Motorcycle Safety Foundation (MSF) approved provider with training programs designed to prepare current and future RiderCoaches with the tools to provide adequate training for beginners and returning riders. This gives CONREP the ability to continue to address single vehicle crashes by increasing the availability of safety training at both the novice and experienced levels. An annual update for RiderCoaches was conducted to refresh the importance of motorcycle safety. Crash data indicate that single vehicle motorcycle crashes are most influenced by excessive speed. The HSO will continue efforts to make motorcyclists aware of their own level of riding proficiency and to ride within their skill level. CONREP continues to stress the importance of safety through training and educational materials in tandem with the Vision Zero Council of Connecticut to change policy which will reduce rider fatalities.

While the information about the FFY2025 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the AGA.

## C-8 – NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES



Source: FARS Final Files 2018-2020, FARS Annual Report File 2021, Connecticut Crash Data Repository 2022 as of 11/21/2023. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

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

**Outcome:** In Progress. Possibility that the target will be met.

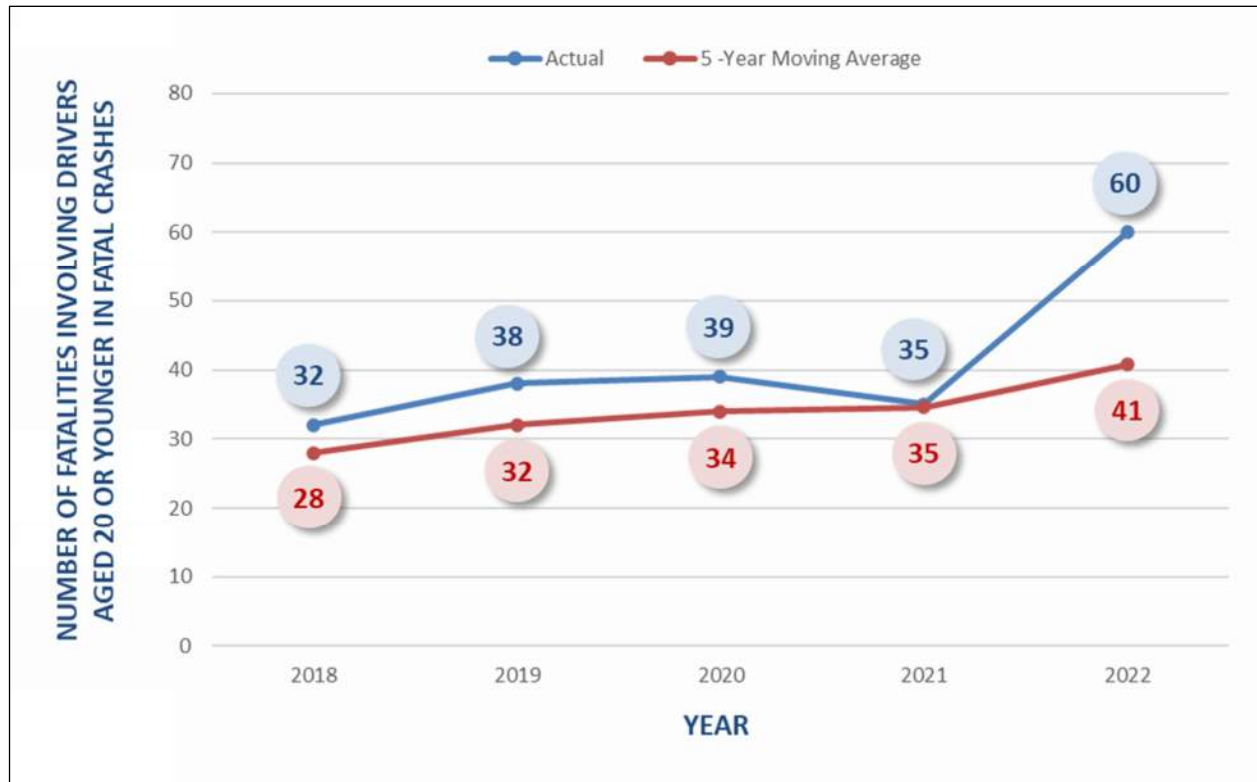
**Analysis:** Connecticut saw a decline in the unhelmeted motorcyclist fatalities from 2018-2020 with a sharp increase in 2021 and again a drop in 2022. The five-year moving average dropped slightly. Looking ahead, Connecticut's preliminary data for 2023 have an unhelmeted motorcyclist fatality number of 18. The final fatality count for 2021-2023 may change as additional information regarding the cases is received. In order to meet the target of 30 (moving average for the five-year period of 2019-2023), data analysis suggests that the fatality number needs to be 34 or lower in 2023. Although the 2023 data are preliminary, Connecticut is cautiously optimistic about achieving the five-year moving average target.



**State's effort to show progress in meeting target/State's adjustment to 2025 AGA to facilitate meeting target:** The HSO has been working to raise awareness of motorcyclist safety during the summer months when rider fatalities are at their highest. Although unhelmeted fatalities continue to be a problem, the Connecticut Legislature failed to pass a raised bill requiring the use of helmets for all motorcycle riders. Through the Vision Zero Council of Connecticut, the HSO hopes to enact policies which will mandate the use of helmets across all age groups, as well as continuing efforts to expand on existing motorcycle safety courses that target returning and beginner riders.

Current available data from 2022 indicate that this performance measure has a very likely chance of being met. The HSO has continued efforts to reach un-licensed and un-trained riders with beginning and experienced training offered through the Connecticut Rider Education Program (CONREP). Part of the HSO's efforts to remind the motoring public to *Share the Road* with motorcyclists was used via a summer-long multi-media campaign featuring radio spots and billboards. Additionally, the HSO added eight (8) RiderCoaches who were trained through Be Crash Free, a Motorcycle Safety Foundation (MSF) approved provider with training programs designed to prepare current and future RiderCoaches with the tools to provide adequate training for beginners and returning riders. This allows CONREP to continue to address single vehicle crashes by increasing the availability of safety training at both the novice and experienced level across the state of Connecticut. The HSO has continued efforts to make riders aware of their own level of riding proficiency and to ride within their skill level. The HSO continued to remind motorcyclists of the importance, and safety benefits of wearing a DOT approved motorcycle helmet.

## C-9 – NUMBER OF DRIVERS AGED 20 OR YOUNGER INVOLVED IN FATAL CRASHES\*



Source: FARS Final Files 2018-2020, FARS Annual Report File 2021, Connecticut Crash Data Repository for Preliminary 2022 and 2023 data as of 11/26/2023. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

\*The graph shows Connecticut's fatalities involving drivers aged 20 or younger involved in fatal crashes.

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

**Outcome:** In Progress. Possibility that the target will not be met.

**Analysis:** Looking ahead, Connecticut's preliminary data for 2023 have a drivers aged 20 or younger fatality number of 21. The final fatality count for 2021-2023 may change as additional information regarding the cases is received. In order to meet the target of 32 for the five-year period of 2019-2023, data analysis suggests that the drivers aged 20 or younger fatality number needs to be 0 in 2023. It is not likely that Connecticut can meet this performance target.

**State's effort to show progress in meeting target/State's adjustment to 2025 AGA to facilitate meeting target:**

The HSO has continued to make safe driving educational programming for high school students a priority on a statewide level. The HSO brings two programs to Connecticut, the Save a Life Tour (Distracted Driving) and Choices Matter (Impaired Driving), in an effort to reduce crashes, injuries and fatalities amongst drivers aged 20 or younger. These interactive programs utilize motivational speakers, driving simulators, and educational tools that focus on the dangers of distracted and impaired driving and typically reach well over 100 schools per year. The HSO works directly with the managers of these programs to ensure they are being delivered to high-risk and underserved communities. The HSO will also continue to engage other agencies, such as but not limited to the CTDMV, to collaborate on new efforts related to younger drivers, and will continue the role of advocate in any policy discussions pertaining to drivers aged 20 or younger. The HSO will also look to begin new conversations with law enforcement to discuss current issues with enforcing Graduated Driver License (GDL) laws and potential solutions that will increase awareness of the laws amongst this at-risk demographic.

While the information about the FFY2025 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the AGA.

## C-10 – NUMBER OF PEDESTRIAN FATALITIES



Source: FARS Final Files 2018-2020, FARS Annual Report File 2021, CTDOT data 2022 as of 11/21/2023. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

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

**Outcome:** In Progress. Possibility that the target will not be met.

**Analysis:** Connecticut's preliminary data for 2023 show a pedestrian fatality number of 51. The final fatality count for 2021-2023 may change as additional information regarding the cases is received. In order to meet the target of 53 for the five-year period of 2019-2023, data analysis suggests that the pedestrian fatality number needs to be 26 or lower in 2023. It is not likely that Connecticut can meet this performance target.

**State's effort to show progress in meeting target/State's adjustment to 2025 AGA to facilitate meeting target:** Like many other states, Connecticut continues to see pedestrian fatality numbers trending upward. The HSO continues to dedicate significant resources to addressing pedestrian safety, and innovative pedestrian safety programs and projects will continue to be a priority for

the HSO. Recent legislation was enacted that was specifically aimed at improving the safety of pedestrians in Connecticut, and the HSO continues to lead the effort to educate road users on these new laws. An additional campaign was developed with AARP which increased awareness and education to the older population being over-represented in pedestrian crashes and continues to raise awareness statewide. Efforts will continue with both of these campaigns to enhance pedestrian safety and protect vulnerable road users. The *Watch for Me CT* program continues to be a crucial component the HSO's pedestrian safety efforts and these projects, as their involvement in both of these campaigns and their annual efforts for non-motorized safety continue to further penetrate communities throughout the state including but not limited to large underserved communities of Hartford, Bridgeport, Waterbury, Stamford, New Britain, Manchester, New Haven, Norwalk and East Hartford which have been identified by Justice 40 and EJScreen databases. The HSO will continue to support and promote National Pedestrian Safety Month, which will include press releases, media interviews and social media posts. The HSO will also work with additional safety partners and stakeholders on potential legislative changes and SHSP emphasis areas, as well as serve on Complete Streets and related committees. Additionally, the HSO has worked to engage new partners including city health departments in the hopes of impacting underserved and at-risk communities to address pedestrian safety throughout the State.



While the information about the FFY2025 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the AGA.

## C-11 – NUMBER OF BICYCLIST FATALITIES



Source: FARS Final Files 2018-2020, FARS Annual Report File 2021, CTDOT data 2022 as of 11/21/2023. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

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

**Outcome:** In Progress. Possibility that the target will not be met.

**Analysis:** The number of bicyclist fatalities has fluctuated over the past years with a sharp increase in 2020, but the five-year moving average has stayed relatively flat. Connecticut’s preliminary data for 2023 have the bicyclist fatality number of 5. The final fatality count for 2021-2023 may change as additional information regarding the cases is received. In order to meet the target of 3 for the five-year period of 2019-2023, data analysis suggests that the fatality number needs to be 0 in 2023. It is not likely that Connecticut can meet this performance target.

**State’s effort to show progress in meeting target/State’s adjustment to 2025 AGA to facilitate meeting target:** The HSO continues to dedicate significant resources to addressing non-motorized safety, and innovative safety programs and projects that include bicyclist safety will

continue to be a priority in future planning documents for the HSO. Prior to and following law changes that went into effect on October 1, 2021, the HSO developed a new education and outreach campaign focusing on legislative changes that were passed in the state in an effort to promote the safety of bicyclists which included enacting a dooring law. The HSO's campaign materials included significant advertising and the creation of a website that informed road users of this new law. The *Watch for Me CT* program continues to be a crucial component of bicyclist safety efforts, as their involvement in this campaign and their annual statewide efforts for non-motorized safety continue to further penetrate the state. This recently included a World Day of Remembrance event for victims of traffic crashes resulting in significant earned media, and more events of this kind will be explored. The HSO also continues to be an active member of the CTDOT's Complete Streets Committee and SHSP's Non-Motorized Emphasis Area committee that focuses on bicyclist and pedestrian safety. Additionally, the HSO has worked to engage new partners including city health departments in the hopes of impacting underserved and at-risk communities to address non-motorized safety.

While the information about the FFY2025 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the AGA.

## B-1 – OBSERVED SEAT BELT USE FOR PASSENGER VEHICLES, FRONT SEAT OUTBOARD OCCUPANTS (SURVEY)



NOTE: NHTSA has not released the 2023 national belt use rate yet; the 91.6 percent national rate is from the year prior and is a temporary placeholder.

\*The NHTSA CARES Act Waiver Notice issued on April 9, 2020, waived the requirement to conduct the annual seat belt survey in 2020. Therefore, the HSO did not conduct the 2020 seat belt survey and used the 2019 observed seat belt use rate to report the outcome.

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

**Outcome:** Performance Target was not met.

The observed seat belt use increased in 2023 from 92.1 percent to 93.5 percent.

**State’s effort to show progress in meeting target/State’s adjustment to 2025 AGA to facilitate meeting target:** Connecticut will continue efforts to increase the use of seat belts. The HSO will be meeting with law enforcement to see how to raise seat belt usage, as the challenges are well known nationally and not specific to Connecticut. The HSO in collaboration with the Connecticut State Police undertakes community outreach events at town fairs, high schools and middle



schools throughout Connecticut and especially the communities identified as underserved by the Justice 40 and EJScreen databases, to relay the importance of seat belt use. The HSO has and will continue to work with the Council of Governments to increase outreach and awareness regarding adult seat belt use. A Seatbelt Working Group was created to discuss methods to increase belt use in Connecticut. The Working Group is represented by state and Municipal law enforcement, PRG, American Automobile Association (AAA), CashmanKatz Media Consultants, Connecticut Transportation Safety Research Center (CTSRC), CTDPH, area hospital Emergency Room doctors, hospitals injury prevention departments and the HSO. As a result of the Working Group, changes were made which included revisions to the media campaign which focused on educating drivers on the fines associated with not wearing a seatbelt and increased sustained enforcement along with other education strategies. A combination of adding the fines to the media campaign, having year-round seat belt messaging, and encouraging law enforcement agencies to increase sustained enforcement will continue to be the main focus to help raise the belt use rate.

The HSO joined law enforcement agencies in mobilizing the national campaign for *Click it or Ticket* (CIOT) “Thanksgiving Holiday Travel” to reinforce the message that driving or riding unbuckled will result in a ticket. The HSO will continue year-round social norming campaign during non-CIOT periods. The HSO is working to increase sustained enforcement of belts by encouraging police agencies to enforce belt laws as a secondary focus during other overtime enforcement grant work. Greater effort and funding will be placed on low seat belt usage areas, high unrestrained injuries/fatalities and males aged 18-34 through increased enforcement and education. The Seatbelt Working Group continues to meet to discuss strategies to increase seat belt use and reduce unrestrained injuries and fatalities.



While the information about the FFY2025 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the AGA.

## NUMBER OF DISTRACTED DRIVING FATALITIES



Source: FARS Final Files 2018-2020, FARS Annual Report File 2021, Connecticut Crash Data Repository 2022 as of 12/4/2023. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

**Performance Target:** To maintain the five-year (2016-2020) moving average of ten (10) distracted driver fatalities during the HSP 2023 planning period.

**Outcome:** In Progress. Possibility that the target will be met.

**Analysis:** Connecticut saw a decline in the distracted driving fatalities from 2019-2022. The five-year moving average decreased in 2022. Looking ahead, Connecticut's preliminary data for 2023 show a distracted driving fatality number of nine. The final fatality count for 2021-2023 may change as additional information regarding the cases is received. In order to meet the target of 10 for the five-year period of 2019-2023, data analysis suggests that the fatality number needs to be 12 or lower in 2023. Although the 2023 data are preliminary, Connecticut is cautiously optimistic about achieving the five-year moving average target.

**State's effort to show progress in meeting target/State's adjustment to 2025 AGA to facilitate meeting target:** Per the recommendation from NHTSA Region 2, the HSO changed the performance measure for distracted driving in FFY2022. The new performance measure is to maintain the five-year (2016-2020) moving average of 10 distracted driver fatalities for FFY2023 which has been met this year.

The HSO worked closely with State and Municipal law enforcement agencies to increase participation in high visibility enforcement campaigns to reduce distracted driving fatalities and injuries on Connecticut roadways. The HSO continued to work closely with media contractors to raise public awareness and educate the public about the importance of not driving distracted and ultimately to convince the public to change their attitudes and driving behaviors resulting in safer roadways for everyone. The HSO will continue to bring the *Save a Life Tour* program back to approximately 80 high schools, bringing safety programs and messaging to students who are in the process of obtaining or have just obtained their driver's license and will educate students on the consequences of distracted driving. The HSO also worked to bring onboard the top 60 municipalities which ranked the highest and will continue to strive at lowering actual fatalities below the five-year moving average. Additionally, the HSO will continue to take part in distracted driving high visibility enforcement campaigns in October and April.

# PERCENTAGE OF CITATIONS ADJUDICATED THROUGH ON-LINE DISPOSITION SYSTEM AND POSTED TO DRIVER HISTORY FILE

**Performance Target:** To decrease the time it takes to adjudicate and post the outcome to the Driver History File to 80 percent in 2023.

**Outcome:** Performance Target met.

The mean number of days from the date a citation is issued to the date the citation/adjudication disposition is entered into the Driver Record File. *Connecticut’s method for calculation is the total number of days and hours from citation/ adjudication disposition to posting of the disposition outcome to the Driver History File.* The mean number of days decreased from 1.227 days in 2017-2018, to 0.274 days in 2018-2019, which is a 77.62 percent improvement. The mean number of days further decreased to 0.0703 days in 2019-2020, which is a 74.40 percent improvement compared to the 2018-2019 period or a 95 percent improvement compared to the 2017-2018 period. However, due to the COVID-19 pandemic, the citation traffic violations that were disposed online by the court during this period decreased by 41.14 percent (7,890 citations in 2019-2020 compared to 4,644 citations in 2020-2021) and the time it took for the adjudication increased by 133.87 percent (0.070 days to 0.164 days per citation). During the 2021-2022 period, there was improvement of 61.33 percent from 0.16451335 in the average number of days to 0.063615 days in 2021-2022. Current data show an improvement of 35.23 percent from 0.063615 in the average number of days in 2021-2022 to 0.04120075 days in 2022-2023. Also, during the period of 2022-2023, the total number of online dispositions increased significantly from 11,491 to 15,024. Overall, during the period of 2022-2023, there was an improvement of 96.64 percent compared to the period of 2017-2018.

Time Period	04/01/2017 to 03/31/2018	04/01/2018 to 03/31/2019	04/01/2019 to 03/31/2020	04/01/2020 to 03/31/2021	04/01/2021 to 03/31/2022	04/01/2022 to 03/31/2023
<b>Number of days from Citation Issuance to when Disposition is entered in Driver History File</b>	1.227642276 days	0.274798928 days	0.07034221 days	0.16451335 days	0.063615 days	0.04120075 days
<b>Change</b>	-	-77.62%	-74.40%	133.87%	-61.33%	-35.23%
<b>Improvement (Reduction)</b>	-	77.62%	74.40%	-133.87%	61.33%	35.23%

**State's effort to show progress in meeting target/State's adjustment to 2025 AGA to facilitate meeting target:** There was a significant setback during the COVID-19 pandemic period between 2020-2021, with processing time being impacted by courts shutting down. However, with the court backlog being cleared and routine work activities resuming back to the new normal, improvements in the processing timeline have been evident.

## PERCENTAGE OF LAW ENFORCEMENT AGENCIES PARTICIPATING IN USE OF eCITATION

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

**Outcome:** Performance Target not met.

Out of 95 Police agencies, currently there are 71 agencies using the eCitation system (70 Municipal and one University Police Department) and 24 agencies are still using paper tickets. 75 percent of the Police agencies are currently using eCitation which is an increase of 3 percent from the previous year. Connecticut State Police also uses eCitation.

**State's effort to show progress in meeting target/ State's adjustment to 2025 AGA to facilitate meeting target:** The HSO and the Connecticut Centralized Infractions Bureau have renewed outreach and discussions with additional law enforcement agencies in the HSO's overarching goal to have 100 percent of agencies transition to using eCitation. There are several police agencies that changed their records management system (RMS) vendors in 2023, and some will be changing their RMS vendors in calendar year 2024. The new RMS software will allow agencies to start using the eCitation platform. The HSO collaborates with the Connecticut Centralized Infractions Bureau, which monitors monthly citation formats and generates reports to identify departments that are still using paper tickets. This enables targeted outreach, including offering grant funding for eCitation equipment to complete agency fleets and eliminate all paper tickets.

While the information about the FFY2025 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the next AGA.

## TRAFFIC STOP DATA COLLECTION

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

**Outcome:** Performance Target met.

At present, all 107 police agencies collect data at the time of the stop and submit data electronically.

**State’s effort to show progress in meeting target/State’s adjustment to 2025 AGA to facilitate meeting target:**

Reporting Year	Number of agencies required to report traffic stop records to the state	Percentage of agencies reporting data	Percentage of agencies reporting data electronically at time of stop
10/1/2013 to 9/30/2014	105	96%	76%
10/1/2014 to 9/30/2015	105	100%	81%
10/1/2015 to 9/30/2016	106	97%	93%
10/1/2016 to 9/30/2017	106	99%	93%
10/1/2017 to 9/30/2018	107	100%	94%
10/1/2018 to 9/30/2019	107	100%	97%
10/1/2019 to 9/30/2020	107	100%	98%
10/1/2020 to 9/30/2021	107	100%	99%
10/1/2021 to 9/30/2022	107	100%	99%
10/1/2022 to 9/30/2023	107	100%	100%

The currently available data indicate that the Performance Target has been met. Currently, there are 107 police agencies that are required to collect and submit traffic stop records. These include 94 Municipal Police agencies, six (6) University Police agencies, two (2) Tribal Police agencies, the Connecticut State Police, and four (4) Special Police agencies. All 107 police departments required

to collect and submit traffic stop records do so electronically through the department's records management system (RMS). At the time of the stop, the officer will complete the required data collection fields by entering the information into the computer available in the police car. Most of the RMS systems are designed to automatically complete basic information for the officer such as date, time, location, etc. The RMS vendor then sends the data to the Criminal Justice Information System (CJIS). Some RMS systems are designed to send the records to CJIS at the end of each day, while others are designed to send the records to CJIS once a month.



## **PROGRAM AREAS**

# IMPAIRED DRIVING (ID)

## Performance Measure

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

## Activities

### *Planned Impaired Driving Activities Implemented*

#### **Planned Activity ID-1: Impaired Driving Administration**

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

The task included 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 was provided for personnel, employee-related expenses and overtime, professional and outside services, travel, materials, supplies and other related operating expenses. Funding was expended for overtime and operating expenses.

The Connecticut Statewide Impaired Driving Task Force was established in March 2013. The purpose of this forum is to bring together area highway safety stakeholders and develop comprehensive strategies to prevent and reduce impaired driving behavior. The mission of the task force is “To save lives and reduce injuries due to impaired driving on Connecticut roadways through program leadership, innovation, and facilitation of effective partnerships with public and private organizations.” The task force is comprised of a variety of disciplines including the HSO, the Federal Motor Carrier Safety Administration, the Department of Mental Health and Addiction Services, the Department of Motor Vehicles, the Office of the Chief State’s Attorney, the Police Officer Standards and Training (POST) Council, the State and Municipal police agencies, the University of Connecticut (UConn), the University of New Haven, Connecticut Children’s Medical Center, Mothers Against Drunk Driving, AAA, Hartford Healthcare Injury Prevention, and PRG.

The task force held four (4) meetings in FFY2023 (November 16, 2022; February 15, 2023; May 17, 2023; and August 16, 2023). Objectives addressed by the task force throughout the year included HVE initiatives, police training initiatives, Administrative Per Se hearing evaluations, Ignition Interlock Device (IID) updates, media campaigns, legislative efforts pertaining to DUI, addressing the use of oral fluids and electronic warrants in Connecticut, toxicological changes in DUI, drug impaired driving issues and research.



Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-AL	0203-0704-AA	CT-DOT/HSO	Alcohol Program Management	\$61.86
154-EDU_AL	0203-0721-1-AA	CT-DOT/HSO	Alcohol Program Management (154)	\$1,299.00

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### Planned Activity ID-2: DUI Overtime Enforcement and Equipment

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

The HVE objectives were accomplished through coordinated sobriety checkpoint activity and roving/saturation patrols. Law enforcement agencies were offered DUI overtime enforcement grants to conduct HVE activities. To fulfill the Impaired Driving program countermeasures, the HSO made an extra effort to add additional saturation patrols and checkpoints during the national crackdowns of the Thanksgiving, Christmas and New Year’s holidays, as well as Super Bowl Sunday, Saint Patrick’s Day, Cinco de Mayo, Memorial Day, July 4th and Labor Day. These grants were available to police departments for the holiday/high travel periods and for non-holiday travel periods creating year-round sustained HVE. The enforcement efforts were targeted at high DUI activity periods identified in the statewide DUI problem identification, and by Municipal police departments based on specific community core hours of related alcohol activity. Through this task, HSO staff made every effort to encourage DUI checkpoint activity throughout the year. The HSO awarded 36 Comprehensive DUI Enforcement projects in FFY2023 to the Connecticut State Police, Resident State Trooper offices and municipal police agencies. Enforcement targeted high risk regions and communities where DUI activity was known to be significant, based on a multi-year data analysis of passenger vehicle injury crashes.

During the reporting period, there were a total of 36 law enforcement agencies (the State Police, 6 Resident State Trooper offices and 29 Municipal police agencies) that participated in the Comprehensive DUI Enforcement program. A total of 496 DUI arrests were made statewide through this program. The HVE crackdown periods were supplemented with the Expanded DUI



enforcement periods that fell outside the crackdowns. Throughout the entire reporting period, there were 11 agencies that conducted checkpoints using 3,578.25 man-hours.

The HSO continued 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) (e.g., 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 these cones from public works departments. Approval for capital equipment acquisition(s) (as defined in 23 CFR 1200.21) were addressed when the specific needs analysis was complete and program structure was determined. A limited number of police agencies purchased equipment, such as cones, lights for checkpoint lighting, digital cameras for DUI evidence, fatal vision goggles for DUI education, and stop sticks for checkpoint safety.

#### Participating Funded Agencies

Funding Source	Project Number	Agency	Title	\$ Amount Expended
154-ENF_AL	0203-0722-AG	Glastonbury	Comprehensive DUI Enforcement	\$24,122.12
154-ENF_AL	0203-0722-AJ	Bristol	Comprehensive DUI Enforcement	\$4,439.85
154-ENF_AL	0203-0722-AL	Greenwich	Comprehensive DUI Enforcement	\$25,694.99

154-ENF_AL	0203-0722-AN	New Britain	Comprehensive DUI Enforcement	\$82,118.50
154-ENF_AL	0203-0722-AQ	Naugatuck	Comprehensive DUI Enforcement	\$29,532.80
154-ENF_AL	0203-0722-AT	Fairfield	Comprehensive DUI Enforcement	\$37,434.17
154-ENF_AL	0203-0722-AU	Meriden	Comprehensive DUI Enforcement	\$5,369.68
154-ENF_AL	0203-0722-BA	Bridgeport	Comprehensive DUI Enforcement	\$7,489.81
154-ENF_AL	0203-0722-BC	Cromwell	Comprehensive DUI Enforcement	\$15,209.61
154-ENF_AL	0203-0722-BD	Norwalk	Comprehensive DUI Enforcement	\$13,261.54
154-ENF_AL	0203-0722-BH	Manchester	Comprehensive DUI Enforcement	\$66,742.52
154-ENF_AL	0203-0722-BI	Branford	Comprehensive DUI Enforcement	\$30,809.81
154-ENF_AL	0203-0722-BZ	Wilton	Comprehensive DUI Enforcement	\$20,137.46
154-ENF_AL	0203-0722-CB	Hartford	Comprehensive DUI Enforcement	\$298,885.39
154-ENF_AL	0203-0722-CC	Wallingford	Comprehensive DUI Enforcement	\$28,981.34
154-ENF_AL	0203-0722-CD	East Haddam	Comprehensive DUI Enforcement	\$17,903.35
154-ENF_AL	0203-0722-CF	Tolland	Comprehensive DUI Enforcement	\$2,431.78

154-ENF_AL	0203-0722-CI	Monroe	Comprehensive DUI Enforcement	\$30,314.53
154-ENF_AL	0203-0722-CN	Enfield	Comprehensive DUI Enforcement	\$65,276.05
154-ENF_AL	0203-0722-CP	Colchester	Comprehensive DUI Enforcement	\$12,546.16
154-ENF_AL	0203-0722-CS	Montville	Comprehensive DUI Enforcement	\$24,639.46
154-ENF_AL	0203-0722-CV	Waterford	Comprehensive DUI Enforcement	\$11,539.81
154-ENF_AL	0203-0722-CY	Suffield	Comprehensive DUI Enforcement	\$8,531.66
154-ENF_AL	0203-0722-DC	Westbrook	Comprehensive DUI Enforcement	\$7,439.13
154-ENF_AL	0203-0722-DE	Torrington	Comprehensive DUI Enforcement	\$47,601.34
154-ENF_AL	0203-0722-DL	Old Saybrook	Comprehensive DUI Enforcement	\$5,875.68
154-ENF_AL	0203-0722-DQ	Windsor Locks	Comprehensive DUI Enforcement	\$16,746.25
154-ENF_AL	0203-0722-DS	Farmington	Comprehensive DUI Enforcement	\$8,701.33
154-ENF_AL	0203-0722-DT	CT State Police	Comprehensive DUI Enforcement	\$273,460.35
154-ENF_AL	0203-0722-DU	Mansfield	Comprehensive DUI Enforcement	\$33,137.39
154-ENF_AL	0203-0722-DW	East Windsor	Comprehensive DUI Enforcement	\$16,198.40

154-ENF_AL	0203-0722-DY	East Hartford	Comprehensive DUI Enforcement	\$18,075.39
154-ENF_AL	0203-0722-DZ	New London	Comprehensive DUI Enforcement	\$13,207.44
154-ENF_AL	0203-0722-EC	Preston	Comprehensive DUI Enforcement	\$3,742.54
154-ENF_AL	0203-0722-ED	Waterbury	Comprehensive DUI Enforcement	\$25,164.27
154-ENF_AL	0203-0722-EN	Southington	Comprehensive DUI Enforcement	\$9,719.59
154-ENF_AL	0203-0722-EZ	Stamford	Comprehensive DUI Enforcement	\$8,222.93




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

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*Administrative Oversight:* Connecticut Department of Transportation, Highway Safety Office  
*Staff Person:* Robert Klin

Funding was provided for judicial and law enforcement agencies to train personnel in the latest methods of DUI enforcement. Nine (9) SFST and fifteen (15) ARIDE training sessions were conducted at various locations and 663 officers were trained through this project. This task ensured that NHTSA approved SFST procedures were implemented uniformly by practitioners throughout the State. Funding was provided for overtime expenses, travel and lodging for instructors through various other projects such as DRE Instructor Support and DRE Training.

Training Class	2021	2022	2023
<b>SFST</b> – HVE Trained Officers	103	177	294
<b>ARIDE</b> – Advanced Roadside Impaired Driving Enforcement	175	298	369
<b>Total Law Enforcement Trained</b>	278	475	663

Funding Source	Project Number	Agency	Title	\$ Amount Expended
154-EDU_AL	0203-0721-1-AB	CTDOT/HSO	Alcohol-Related Program Training	\$626.09

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

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*Administrative Oversight:* Connecticut Department of Transportation, Highway Safety Office  
*Staff Person:* Robert Klin

The DRE call out initiative continues to be a work in progress. To date, a statewide DRE notification system has been implemented. This planned activity is critical to maintaining a responsive DRE program. Additional funding was obtained in the form of instructor support grants which allowed DRE instructors to participate in the coordination of DRE training activities, ensuring compliance with DRE recertification requirements, overseeing the collection and transmission of electronic data collected through DRE evaluations, and providing support to all current Connecticut DRE's throughout the state. Of the nine (9) DRE instructor grants, the South Windsor Police Department did not apply for funding. The towns of Southington and Norwich do not have DRE instructors anymore and hence did not apply for funding.





Funding Source	Project Number	Agency	Title	\$ Amount Expended
154-LET_DG	0203-0724-2-AE	CTDOT/HSO	DRE Overtime Call-Out	\$0
154-LET_DG	0203-0724-2-AF	CTDESPP	DRE Instructor Support (3)	\$69,475.93
154-LET_DG	0203-0724-2-AG	Manchester	DRE Instructor Support	\$48,423.27
154-LET_DG	0203-0724-2-AH	Montville	DRE Instructor Support	\$34,934.47
154-LET_DG	0203-0724-2-AI	Newtown	DRE Instructor Support	\$27,573.19
154-LET_DG	0203-0724-2-AJ	South Windsor	DRE Instructor Support	\$0
154-LET_DG	0203-0724-2-AK	Waterford	DRE Instructor Support	\$34,055.29
154-LET_DG	0203-0724-2-AL	Southington	DRE Instructor Support	\$0
154-LET_DG	0203-0724-2-AM	New Milford	DRE Instructor Support	\$13,173.82
154-LET_DG	0203-0724-2-AN	Vernon	DRE Instructor Support	\$12,004.15
154-LET_DG	0203-0724-2-AO	Norwalk	DRE Instructor Support	\$26,399.94
154-LET_DG	0203-0724-2-AP	Norwich	DRE Instructor Support	\$0

Note: South Windsor Police Department had an approved grant but did not use the funding. The towns of Southington and Norwich do not have DRE instructors anymore and hence did not apply for funding.

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## Planned Activity ID-5: Toxicology Testing Program

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

This task provided for three (3) full-time Laboratory Assistant III positions and a full-time Secretary position at the CTDESPP Division of Scientific Services (DSS). The positions will be divided between support of the analysts in the Toxicology Unit (80%) and work in the breathalyzer discipline (20%). Activities in BAT included 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 included determination of alcohol concentration in blood and urine samples using Headspace-GC analysis, Enzyme Multiplied Immunoassay Technique (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. A total of 770 DUI-related cases were received during the project period.

There was a need to acquire service protection plans, warranties and operating supplies used for equipment maintenance and 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 purchases assisted in the identification of impairment through forensic science activity:

- **Equipment and Warranties** – The CTDESPP DSS purchased a Triple Quadrupole Liquid Chromatograph/Mass Spectrometer System and Centrifuge for the analysis of DUI toxicological evidence. In addition to the equipment, contractual services and operating costs were purchased.
- **Operational Supplies and Consumables** – The CTDESPP DSS purchased general consumables and breathalyzer gases. General consumables purchased through this project will be used to achieve the objective of adequately processing, analyzing, and maintaining biological specimens. Breathalyzer gases purchased through this project will be used to achieve the objective of ensuring that every breathalyzer instrument is verified with a certifying reagent gas.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405d-5 (M5BAC)	0203-0743-5-BQ	CTDESPP	Toxicology Lab Personnel	\$308,989.50
405d-5 (M5BAC)	0203-0743-5-DO	CTDESPP	Operational Supplies and Consumables	\$76,956.99
405d-5 (M5BAC)	0203-0743-5-DN	CTDESPP	Equipment and Warranties	\$324,963.72

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

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

A Statewide Traffic Safety Resource Prosecutor (TSRP) position was funded within the Office of the Chief State’s Attorney. Objectives included implementing and continually refining a DUI training component for all prosecutors, researching DUI prosecution efforts and disseminating this information to prosecutors and grant funding sources, maintaining a liaison between NHTSA, the Division of Criminal Justice, State and municipal police agencies, and other State agencies and interested organizations, handling significant DUI cases, serving as consultant to other prosecutors handling DUI cases and providing training to law enforcement officials. Activities included successful prosecutions of DUI and other drug-impaired-related cases through training/education programs for professionals from all related fields, including law enforcement officials, prosecutors, judges, and hearing officers. The TSRP is also creating and updating training manuals which will aid in the successful identification and prosecution of DUI offenders for both law enforcement and judicial officials. The TSRP acted in an advisory capacity to State and Municipal law enforcement agencies and the HSO on all DUI and/or impaired driving legislation and has worked on drafting legislation to strengthen the DUI laws. The TSRP networked with many traffic safety partners including the HSO, the Department of Motor Vehicles, Mothers Against Drunk Driving (MADD), the Central Infractions Bureau (CIB), the Connecticut Police Training Academy and the Connecticut Police Chiefs Association and serves as a critical member of the Connecticut Statewide Impaired Driving Task Force. The TSRP headed the working groups regarding oral fluids in DUI prosecution and the electronic warrant initiative. Reports on TSRP activities were submitted monthly to the HSO.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405d-4 (M5CS)	0203-0743-4-AC	CT Judicial	TSRP	\$194,620.75
154-DUI_AL	0203-0719-1-AC	CT Judicial	TSRP (Additional Alcohol)	\$0
154-DUI_DG	0203-0719-2-AC	CT Judicial	TSRP (Additional Drugs)	\$0

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### Planned Activity ID-8: DUI Media Campaign

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

Funding was used for paid advertising in support of NHTSA scheduled crackdown periods (i.e., Thanksgiving/Christmas/New Year’s, Super Bowl, St. Patrick’s Day, Memorial Day, July 4th and Labor Day holiday periods). Paid advertising in the forms of but not limited to social media, digital marketing, outdoor billboards, radio, and television were used to complement associated enforcement in support of national holiday mobilizations and is the major component of this activity. Paid media buys included the development of a creative concept and images and targeted the overrepresented alcohol-related crash demographic of 18- to 34-year-old males. This included research in the form of focus groups to develop this new creative, and the results indicated that what gives drivers pause regarding driving impaired are campaigns that focus on the potential consequences of this dangerous behavior. A bilingual component for Spanish speaking audiences was also included. Earned media supplemented paid media buys and media was tracked and measured through required reports from media agencies.



Advertising impaired driving messages (including *Drive Sober or Get Pulled Over* and *Buzzed Driving is Drunk Driving*) in the form of signage, in-event promotions and message specific promotions related to the respective partners were purchased at the following venues, including the Travelers Championship in Cromwell, Hartford’s XL Center and Xfinity Theatre, Bridgeport’s Total Mortgage Arena, Gampel Pavilion in Storrs, Rentschler Field in East Hartford, Toyota Oakdale Theatre in Wallingford, racing venues and festivals throughout the state, Dunkin’ Park in Hartford, and Dodd Stadium in Norwich, among others. The HSO also utilized a company to engage in impaired driving outreach at many of these venues via an interactive display, encouraging people on-site to find a sober ride.



Funding Source	Project Number	Agency	Title	\$ Amount Expended
154-PM_AL	0203-0720-1-AA	CTDOT/HSO	DUI Media Campaign	\$1,313,556.64

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

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

Funding was used for the employment of a full-time program coordinator position to administer the Healthcare Heroes Against Impaired Driving campaign. The program coordinator began outreach with MADD, local public health departments and Connecticut trauma centers. A coalition of the 12 trauma centers in the State of Connecticut was formed with the mutual goal to use the voices of medical professionals to reduce impaired driving.

A large portion of the grant funding was used for the impaired driving prevention campaign that uses the voices of healthcare providers with new creative materials in print, graphics, video and audio formats. A freestanding website (<https://www.notonemore.org>) was also created to serve as a home for the campaign. The website features all creative materials of the *Not One More* campaign, for saying “no” to one more; one more beer, joint, etc. The campaign also consists of

a pledge that can be taken online, which shows a tally of the current number of individuals who have signed. Creatives have been shared widely on social media, television, radio and billboards across the state. The funded program coordinator participated in outreach across the state to spread the campaign message.



The HealthCare Heroes website also lists links to several treatment services and sources under the section “Ready to Quit? Help is Here:” to give people resources to quit. This includes links to supporting organizations and agencies websites including:

- Hartford HealthCare Addiction Treatment
- Hartford HealthCare Alcohol Abuse Treatment
- Waterbury Hospital Addiction Treatment Services
- Connecticut Department of Mental Health and Addiction Services
- Naloxone and Overdose Response App (NORA) Saves
- Connecticut Clearinghouse from Wheeler Clinic

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405d-7 (M5PEM)	0203-0743-7-AB	Hartford Hospital	Healthcare Heroes Against Impaired Driving	\$665,789.56

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

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

Funding was provided to the Connecticut Department of Motor Vehicles (CTDMV) for two (2) Administrative Per Se Hearing Attorneys. Funding this position provided legal counsel and

representation for the arresting officer during CTDMV Administrative Per Se hearings. The total number of cases reviewed decreased by 8.5 percent between 2022 and 2023, primarily due to the number of non-processable cases. The total number of cases presented decreased by 3.5 percent between 2022 and 2023. Monthly activity reports were submitted to the HSO for project monitoring. Through this project, the Per Se Hearing Attorneys provided education to law enforcement officials, which has resulted in a reduction in the number of licenses that have been restored to individuals that were subject to DUI arrest.

**Administrative Per Se Hearing Attorney(s) Activity by Quarter:**

- From October 2022 to December 2022:
  - Reports Reviewed ..... 1,456
  - Cases Presented ..... 151
  - Non-processable Reports Reviewed ..... 86
- From January 2023 to March 2023:
  - Reports Reviewed ..... 1,502
  - Cases Presented ..... 177
  - Non-processable Reports Reviewed ..... 64
- From April 2023 to June 2023:
  - Reports Reviewed ..... 1,393
  - Cases Presented ..... 159
  - Non-processable Reports Reviewed ..... 79
- From July 2023 to September 2023:
  - Reports Reviewed ..... 1,377
  - Cases Presented ..... 173
  - Non-processable Reports Reviewed ..... 0

The total number of Per Se hearings reports reviewed was 5,728. The total number of cases presented was 660. The total number of non-processable reports reviewed was 229.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405d-4 (M5CS)	0203-0743-4-BF	CTDMV	Administrative Per Se Hearing Attorneys	\$372,078.08

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

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*Administrative Oversight:* Connecticut Department of Transportation, Highway Safety Office  
*Staff Person:* Robert Klin

Funding was allocated to train personnel in the latest methods of drug evaluation and classification. Also included in this task was the recertification of practitioners and instructors. This task ensured that the NHTSA/International Association of Chiefs of Police (IACP) credentialed DRE evaluations are implemented uniformly by eleven (11) DRE instructors and 46 DRE practitioners (57 total DREs) throughout the State. A DRE School was held in FFY2023, certifying fifteen (15) new DREs.

The HSO partnered with the UConn Transportation Safety Research Center (CTSRC), to collect and analyze DRE evaluation data. The data collected assist in tracking and problem identification. The use of electronic tablets to collect data allowed for expedited reporting to the NHTSA DRE data system. This task directly supported the DRE training program and provided expert field material for each of the 57 State's DREs.

Field kits were purchased this fiscal year, in conjunction with the HSO's October DRE School as part of the DRE Training project.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
154-LET_DG	0203-0724-2-AB	CT-DOT/HSO	DRE Training	\$62,668.36
405d-1 (M5HVE)	0203-0743-1-BM	CTDOT/HSO	Drug Recognition Expert Field Kits	\$0
405d-5 (M5BAC)	0203-0743-5-DK	UConn/CTSRC	Tablets, Software and Evaluation for DRE Program	\$34,302.95



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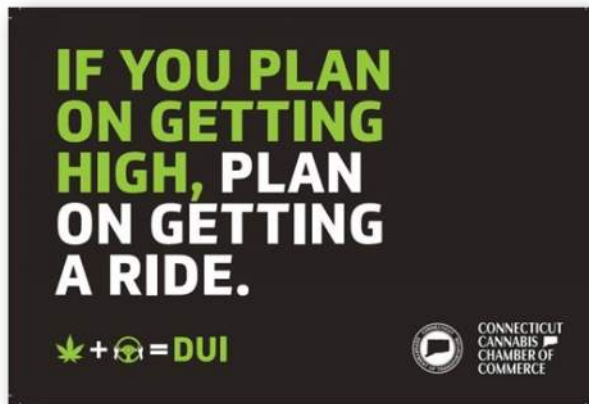
**Planned Activity ID-15: Cannabis Impairment Awareness Media Campaign**

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

*Staff Person:* Bryan Pavlik/Phyllis DiFiore

Funding was used for paid media campaigns in both English and Spanish languages to reduce injuries and fatalities related to drug impaired driving. The HSO continued the *Drive High = DUI* media campaign focused on the dangers of driving under the influence of cannabis. Funds were used for paid advertising in support of Cannabis Impairment Awareness efforts throughout the



State with the opening of recreational cannabis dispensaries in January 2023. Media buys included television/cable, radio, billboards, and internet and social media in both English and Spanish. Media effectiveness was tracked through impressions, reach and interactions. The messaging ran on various dates throughout FFY2023.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
154-PM_DG	0203-0720-2-AB	CTDOT/HSO	Cannabis Impairment Awareness Media Campaign	\$499,900.82

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## Planned Activity ID-16: Educational Outreach and Driver Alcohol Detection System for Safety (DADSS) Program Deployment

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

*Staff Person:* John Russell

In FFY2023, the CTDOT in collaboration with the Automotive Coalition for Traffic Safety (ACTS), has significantly progressed the Driven to Protect Initiative, focusing on the Driver Alcohol Detection System for Safety (DADSS). A dual goal drives this Initiative: to introduce this groundbreaking alcohol detection technology to the public and to collect data crucial for refining and improving the system.

Integral to CTDOT's initiative was adapting two vehicles with the DADSS system: the HSO's public outreach vehicle and the CTDOT Commissioner's vehicle. These modified vehicles were central to outreach efforts, providing real-life demonstrations at various events, such as the Driven to Protect announcement at Fairfield Ludlowe High School in Fairfield, CT. This venue was chosen



for its connection to a tragic drunk driving incident. The HSO first publicly presented the work with ACTS, utilizing the HSO vehicle equipped with the DADSS technology for engaging demonstrations. Another significant event was a UConn Football Game, where the DADSS technology was showcased to a larger audience. Here, the HSO public outreach vehicle played a key role in educating attendees about safe driving practices and the potential of DADSS technology.

Additionally, DADSS offers an educational website called the Discovery Hub. This website offers information on the dangers of alcohol-impaired driving and the technologies in development to make our roadways safer. Sections include a general education module, STEM modules, and educational videos (<https://dadss.org/discovery-hub/>)



These efforts have increased awareness and acceptance of the DADSS technology and have also been instrumental in gathering valuable data. These data are critical for enhancing the system's effectiveness and reliability, ensuring its readiness for broader deployment. By combining educational outreach with tangible demonstrations using the modified vehicles, this HSO initiative has laid a robust foundation for the future promotion and deployment of this life-saving technology while gathering essential insights to refine its functionality.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
154-EDU_AL	0203-0721-1-AD	CTDOT/HSO	DADSS CT Trial Deployment	\$737,985.42

### Total Amount of Funds Expended in this Program Area during FFY2023

Funding Source	Total Amount Expended
402-AL	\$61.86
405d	\$1,977,701.55
154-PM	\$181,547.46
154-ENF	\$1,354,532.76
154-LET	\$328,708.42
154-EDU	\$739,910.51

## ***Planned Impaired Driving Activities Not Implemented***

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### **Planned Activity ID-6: Emerging Initiatives**

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

This is a placeholder project for funds that were not allotted to a specific planned activity in the HSP, but which would have been programmed for projects in the Impaired Driving program area as needed. If any emerging initiative projects came in, an amendment would have been submitted for NHTSA Region 2 approval. The funding was not utilized in FFY2023.

<b>Funding Source</b>	<b>Project Number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount Expended</b>
154-ENF_AL	0203-0722-YZ	CTDOT/HSO	Emerging Initiatives	\$0

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### **Planned Activity ID-10: Safe States DUI Media Campaign**

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

Due to the release of new media campaigns focusing on issues such as impairment involved in wrong-way driving, the HSO chose not to execute this campaign to avoid having multiple campaigns running up against each other.

<b>Funding Source</b>	<b>Project Number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount Expended</b>
154-PM_AL	0203-0720-1-AB	CTDOT/HSO	Safe States DUI Media Campaign	\$0

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

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

The Ignition Interlock Device (IID) Staff Positions planned activity did not take place due to CTDMV not applying for the staff positions this Federal fiscal year.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
154-ENF_AL	0203-0722-EI	CTDMV	Ignition Interlock Device (IID) Staff Positions	\$0

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### Planned Activity ID-13: Emerging Initiatives

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

The goal of this project was to make funds available when safety partners brought emerging initiatives, ideas or programs to the HSO. If any emerging issue(s) came up, this funding would have covered any crisis. If any emerging initiative projects came in, an amendment would have been submitted for NHTSA Region 2 approval.

**Intended Subrecipient(s):** CTDOT/HSO

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405d-ii-6 (FDIOT)	0203-0740-6-YZ	CTDOT/HSO	Emerging Initiatives	\$0

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

## Performance Measures

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

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

## Activities for Occupant Protection (OP)

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### *Planned Occupant Protection Activities Implemented*

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#### **Planned Activity OP-1: Occupant Protection Program Administration**

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

The goal of this project was to increase seat belt use in Connecticut. This project included 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 was provided for personnel, employee-related expenses and overtime, professional and outside services, travel expenses for training and to attend outreach events, to purchase educational materials and supplies for outreach and press events, and other related operating expenses. The HSO continued Seat Belt Working Group meetings, sustained enforcement, educational outreach and media buys during enforcement and non-enforcement periods.

A small portion of this project was used to fund salary and operating expenses.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-OP	0203-0702-AA	CTDOT/HSO	Occupant Protection Program Administration	\$5,407.82

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### Planned Activity OP-2: *Click It or Ticket (CIOT) Enforcement*

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

The goal of this project was to decrease the number of unbelted drivers involved in fatal and injury crashes by encouraging law enforcement to ticket unbelted drivers during a focused patrol. This project provided funding for enforcement of occupant protection laws through the selective traffic enforcement program or wave during the Thanksgiving Holiday Travel, in conjunction with the focused patrol and roving/saturation patrols. Law enforcement agencies reported a pre, post and enforcement survey to the HSO.



In FFY2023, there were two (2) CIOT Enforcement Mobilizations effort commencing in November 2022 and May 2023. Municipal law enforcement departments conducted seat belt checkpoints that included local media news coverage. During the November and May mobilizations there were a total of 3,436 seat belt citations; 1 child safety seat citation; 4 speeding and reckless driving citations; 280 mobile phone and distracted driving citations; and 1 DUI arrest.

Connecticut joined law enforcement agencies across the United States in the CIOT Thanksgiving Holiday mobilization to reinforce the message that driving or riding unbuckled will result in a ticket. During the CIOT Thanksgiving Holiday mobilization, the extra earned media helped to educate the public. There were 14 law enforcement agencies that participated in the November 2022 mobilization and 18 law enforcement agencies that participated in the May 2023 mobilization. The agencies were selected based on a data and performance-driven process.

The HSO increased the focus on low seat belt use towns and areas with unrestrained crashes based on data from Connecticut's 2019 *Seat Belt Use Report*. This was accomplished by analyzing crash and observation data to identify towns and areas with low belt use. This analysis focused on the combination of low belt use



towns identified through observation surveys and paired it with ranked analysis of unbelted crashes and fatalities, population and VMT data over a five-year period. Increased effort was focused on low seat belt use towns through increased enforcement and education.

#### Participating Funded Agencies

Funding Source	Project Number	Agency	November 2022	May 2023	Title	\$ Amount Expended
402-OP	0203-0702-AM	Bridgeport	Y	Y	<i>Click It or Ticket Enforcement</i>	\$12,168.66
402-OP	0203-0702-AN	Danbury	N	Y	<i>Click It or Ticket Enforcement</i>	\$4,348.80
402-OP	0203-0702-AP	East Hartford	Y	Y	<i>Click It or Ticket Enforcement</i>	\$9,088.58
402-OP	0203-0702-AQ	Enfield	N	Y	<i>Click It or Ticket Enforcement</i>	\$3,417.68
402-OP	0203-0702-AR	Fairfield	Y	Y	<i>Click It or Ticket Enforcement</i>	\$9,154.85
402-OP	0203-0702-AS	Farmington	N	Y	<i>Click It or Ticket Enforcement</i>	\$4,036.09



402-OP	0203-0702-AT	Glastonbury	Y	Y	<i>Click It or Ticket Enforcement</i>	\$9,306.00
402-OP	0203-0702-AU	Hamden	N	Y	<i>Click It or Ticket Enforcement</i>	\$19,659.54
402-OP	0203-0702-AV	Hartford	N	Y	<i>Click It or Ticket Enforcement</i>	\$16,365.66
402-OP	0203-0702-AX	Meriden	Y	Y	<i>Click It or Ticket Enforcement</i>	\$7,950.58
402-OP	0203-0702-AY	Monroe	Y	Y	<i>Click It or Ticket Enforcement</i>	\$5,738.76
402-OP	0203-0702-AZ	Naugatuck	Y	Y	<i>Click It or Ticket Enforcement</i>	\$8,623.10
402-OP	0203-0702-BA	New Britain	Y	Y	<i>Click It or Ticket Enforcement</i>	\$3,855.68
402-OP	0203-0702-BD	South Windsor	N	Y	<i>Click It or Ticket Enforcement</i>	\$4,550.47
402-OP	0203-0702-BG	Vernon	Y	Y	<i>Click It or Ticket Enforcement</i>	\$4,165.43
402-OP	0203-0702-BH	Wallingford	Y	Y	<i>Click It or Ticket Enforcement</i>	\$5,864.71
402-OP	0203-0702-BI	Waterbury	Y	Y	<i>Click It or Ticket Enforcement</i>	\$2,837.38
402-OP	0203-0702-BJ	Watertown	Y	Y	<i>Click It or Ticket Enforcement</i>	\$2,669.48
402-OP	0203-0702-BK	West Hartford	Y	N	<i>Click It or Ticket Enforcement</i>	\$1,612.08
402-OP	0203-0702-BO	Woodbridge	N	N	<i>Click It or Ticket Enforcement</i>	\$0

402-OP	0203-0702-BQ	Bristol	N	Y	<i>Click It or Ticket Enforcement</i>	\$858.49
402-OP	0203-0702-BS	Canton	Y	Y	<i>Click It or Ticket Enforcement</i>	\$4,327.96
402-OP	0203-0702-BY	New Haven	N	Y	<i>Click It or Ticket Enforcement</i>	\$3,276.38
402-OP	0203-0702-CD	Norwalk	Y	Y	<i>Click It or Ticket Enforcement</i>	\$4,747.86
402-OP	0203-0702-CF	Plainville	N	Y	<i>Click It or Ticket Enforcement</i>	\$6,780.24
402-OP	0203-0702-CJ	Stamford	Y	Y	<i>Click It or Ticket Enforcement</i>	\$3,794.59
402-OP	0203-0702-CK	Stratford	Y	Y	<i>Click It or Ticket Enforcement</i>	\$9,272.70
402-OP	0203-0702-CL	Suffield	Y	N	<i>Click It or Ticket Enforcement</i>	\$1,576.55
402-OP	0203-0702-CM	Torrington	Y	Y	<i>Click It or Ticket Enforcement</i>	\$8,957.74
402-OP	0203-0702-CN	Trumbull	Y	Y	<i>Click It or Ticket Enforcement</i>	\$1,726.18
402-OP	0203-0702-CR	Wolcott	N	Y	<i>Click It or Ticket Enforcement</i>	\$6,966.48

Note: Woodbridge Police Department had an approved grant but did not participate in the CIOT enforcement due to staffing issues. No funds were expended.

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

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

The goal of this project was 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.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405b-1 (M1HVE)	0203-0741-1-AC	CTDESPP	Occupant Protection Enforcement	\$123,847.38

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### Planned Activity OP-4: Waterbury Area Traffic Safety Program

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

The Waterbury Area Traffic Safety Program (WATSP), administered through the City's Police Department, serves primarily the Waterbury and Litchfield County region of the State and also other locations in the State, as needed. Ten (10) certification classes were held. All classes for CTDMV for violators of the Child Passenger Safety (CPS) Law are being held again. There was a total of 322 classes attended by 209 violators with no repeat offenders. These presentations are held for groups as small as 8 to as large as 300, and these presentations are a minimum of two hours in duration. Educational materials were handed out at every in-person presentation to the parents, caregivers, and children.



The WATSP maintains a close relationship with Saint Mary's Hospital, Campion Ambulance, Waterbury Police Department, Waterbury Fire Department, Waterbury Elks, Naugatuck Police

Department, Watertown Police Department, Yale New Haven Children’s Hospital and the Connecticut State Police to network on numerous programs presented in the community.

There were ten (10) police officers who received Police Officer Standards and Training (POST) credits on child passenger safety while attending regional trainings conducted at the Waterbury Police Department. The WATSP updates the statewide car seat fitting station listing and submits it to CTDOT on a monthly basis. This involves tracking the contact at each location and making sure their location continues to have a certified CPS technician on hand, adding new information with new contacts, verifying their days and times of operation and removing stations that are no longer active. In addition, all departments of newly trained technicians were contacted to see if the departments are actively checking car seats and want to be on the State listing. There are presently 94 fitting stations in the State of Connecticut.

Ten (10) CPS Certification classes were held during the grant year, adding 106 new technicians to the State.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-OP	0203-0702-AD	Waterbury PD	Waterbury Area Traffic Safety Program	\$113,253.34

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**Planned Activity OP-5: Safety Belt Convincer/Rollover Simulator Education and Equipment**

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

The goal of this task was to increase occupant restraint usage statewide and to increase public education programs through physical demonstrations. Utilizing the Convincer and the Rollover Simulator the Connecticut State Police are able to demonstrate visually and physically the value of wearing a seat belt. Seat Belt Convincer and Rollover Simulator demonstrations were planned at schools, fairs, places of employment and community events. The Connecticut State Police attended 51 demonstration events at various schools, camps, and safety fairs. Total observers for the Convincer



and Rollover Simulator were in excess of 356,000 people, and total riders on the Convincer Simulator was in excess of 850 people.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405b-2 (M1PE)	0203-0741-2-AE	CTDESPP	Convincer/Rollover Simulator Education and Equipment	\$142,874.59

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

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

The goal of this task was to reduce the number of unbelted fatalities by increasing awareness of Connecticut drivers and passengers as to the dangers of not wearing seat belts or not using proper child safety restraints. The project provided paid media funding in support of the national *Click it or Ticket* enforcement mobilizations and year-round social norming belt messaging in both English and Spanish. Various platforms and methods were used to achieve this including multiple forms of television advertising, streaming audio and video, social media and radio. Media effectiveness was tracked and measured through required evaluation reports from media agencies.



Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-OP	0203-0702-AE	CTDOT/HSO	Occupant Protection Media Buy	\$0
405b-2 (M1PE)	0203-0741-2-AD	CTDOT/HSO	Occupant Protection Media Buy	\$349,845.51

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

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

The goal of this task was to educate drivers and passengers on the importance of wearing their seat belts. Educational materials were distributed at health and safety fairs, school events and other public outreach events. Five (5) public information and education events at a variety of public outreach venues were attended. Safety belt messages and images including *Click It or Ticket*, *Buckle Up Connecticut* and *Seat Belts Save Lives* were prominently displayed at several of the States sports venues (including but not limited to Dunkin’ Donuts Park, Hartford XL Center, Bridgeport’s Total Mortgage Arena, Rentschler Field, Dodd Stadium, Live Nation theatres, Ives



Center, Lime Rock Park, Stafford Motor Speedway and the Thompson International Speedway) through the paid media project. In support of the visual messages, public outreach was conducted at those venues through tabling occasions which provided the opportunity to educate

motorists about the importance of safety belt use for themselves and their passengers. Because of the lockdowns due to the COVID-19 pandemic, there was enough educational materials remaining for use at the various outreach events. There were no funds expended on this project.

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

<b>Funding Source</b>	<b>Project Number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount Expended</b>
402-OP	0203-0702-AF	CTDOT/HSO	Occupant Protection PI&E	\$0

### ***Planned Occupant Protection Activities Not Implemented***

None

## Activities for Child Passenger Safety (CPS)

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### Planned Child Passenger Safety Activities Implemented

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#### Planned Activity CPS-1: Child Restraint Administration

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

There were 127 technicians who were eligible to recertify for Connecticut from October 2022 through September 2023. A total of 71 technicians did recertify bringing Connecticut to a 55.91 percent recertification rate compared to a 52.77 percent national average. For many that did not recertify, it was due to their position change at their job or due to retirement.



In FFY2023, the number of fitting stations increased to 94. Printed literature, car seat recommendations and educational supplies were provided to assist in supporting the fitting stations. There are 419 CPS Certified Technicians of which 22 are CPS Certified Instructors. These CPS Instructors are available to teach certification classes for those interested in becoming a car seat technician.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-CR	0203-0709-AA	CTDOT/HSO	Child Restraint Administration	\$2,267.00

#### Planned Activity CPS-2: Child Passenger Safety Support – Training

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



The HSO along with Yale New Haven Health, Yale New Haven Children’s Hospital hosted four (4) CPS Update Classes where six (6) CEUs were provided to assist the 93 technicians that attended in maintaining their certification. This class provided technicians hands-on learning with some of the latest car seats and technology on the market. The classes were held at various locations across the State. The Stork Committee Advisory board continues to discuss ways to assist children with special healthcare needs.

The HSO is still following COVID-19 pandemic guidelines and did not pay for food during the training courses.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-CR	0203-0709-AB	CTDOT/HSO	CPS Training	\$13,454.50

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### Planned Activity CPS-3: Child Passenger Safety Support – Fitting Stations

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

Connecticut Children’s Medical Center purchased CPS supplies for 29 grant applicants, where 329 seats were checked, and 164 free seats were distributed. Approximately 375 parents/caregivers were reached. Grant recipients held 31 events during Child Passenger Safety Week. At the fitting station in Hartford, in addition to performing safety checks and fittings for all families, free car seats were provided to families in financial need. Safe Kids Connecticut works with Connecticut Children’s Medical Center and other community partners to identify expecting parents who cannot afford a car seat. Replacement seats were also provided for seats that have been in a car crash which the family cannot afford to replace. Being positioned in Hartford allows families to be served at all levels of need, and the funding received helps ensure every child has safe transportation, regardless of financial hardship.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-CR	0203-0709-AC	Connecticut Children’s Medical Center	CPS Fitting Stations Support	\$73,659.52

Yale-New Haven Children’s Hospital had a total of 53 applications received. These applicants included police departments, state troop locations, fire/EMS departments, hospitals and one (1) AAA office, one (1) community-based family services organization, and one (1) not-for-profit livery service. There was a total of 1,800 educational handouts distributed and a total of 2,070 *KIDS Alert!* kits distributed during this grant cycle. “Right Fit” and proper seat belt usage during pregnancy forms were offered in English and Spanish. During CPS Week, 512 car seats were checked, 101 car seats were distributed/replaced, and 556 caregivers were educated at the events.



Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-CR	0203-0709-AD	Yale New Haven Children’s Hospital	CPS Fitting Stations Support	\$101,849.71

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**Planned Activity CPS-4: Yale New Haven Children’s Hospital Community Traffic Safety Program**

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

The coordinator of this program taught at six (6) certification classes as well as four (4) CPS update classes. Despite the COVID-19 pandemic, the fitting station program continues to be in demand. The coordinator was able to assist families through virtual methods as well as in-person. This Coordinator also serves as a resource to other technicians, parents, and caregivers to help with the proper way to transport children with special healthcare needs. The coordinator and other certified staff provided 300 car seat signoffs and assisted 42 technicians on maintaining active status as a car seat technician. During this grant period, 249 scheduled seat checks/installations were performed. Approximately 42 seats were given/replaced during this cycle in order to ensure safe transportation of children.

Yale New Haven Children’s Hospital (YNHCH) utilizes a Motor Vehicle Crash (MVC) protocol. When a child aged eight years old or younger comes into the pediatric emergency department, and meets one of the eight criteria from the post MVC protocol, the parent(s)/guardian(s) are issued a car seat along with education before leaving the hospital. The entire pediatric medical staff and nursing staff have all received in-service education of Connecticut’s car seat law, specific type of car seat and booster seat selection, and education material to be given to families.



Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-CR	0203-0709-AE	Yale New Haven Children’s Hospital	Community Traffic Safety Program	\$119,179.26

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**Planned Activity CPS-5: Targeting Disparities to Increase Proper Car Seat Use**

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

While this grant was effective on October 1, 2022, there was a delay of over six months before the appropriate candidate was found. Since the coordinator was hired late into the grant cycle, they were not able to accomplish their initial goals fully. In the last five months of the grant period, the coordinator has networked and created



some culturally appropriate curricula around CPS for various applications. They worked on the translation of educational material to Spanish, and connections were made with the Meriden Health Department in Meriden, CT, for future activities and education to caregivers. They participated in the Kidz in Motion (KIM) Conference where contacts were made, and they were able to obtain some ideas on how to approach underserved populations. Additionally, they made contacts with technicians who already have been working in areas that have a high population of these demographics.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-CR	0203-0709-AI	Yale New Haven Hospital	Targeting Disparities to Increase Proper Car Seat Use	\$38,934.52

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### Planned Activity CPS-6: Hangtime Community Traffic Safety Program

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

In an effort to increase the use of child safety restraint systems, and in particular, increase the use in underserved communities, the funds from this grant were used to provide car seats to individuals by collaborating with organizations that work with ex-offenders, single moms and families to offer education on proper car seat use. This was done by attending Hangtime/Hertime and other inner



community events in Waterbury, Bridgeport, New Haven, Hartford and other locations to provide an educational presentation. The impact of this project was life-changing and lifesaving by providing resources to formerly incarcerated individuals who have limited financial capabilities while completing their time within halfway houses. Despite the project getting a late start, 22 children were provided car seats while the caregivers received education on proper seat installation and the importance of having their children properly restrained. The coordinator taught at three update classes and four certification classes.



Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-CR	0203-0709-AJ	Waterbury Police Department	Hangtime Community Traffic Safety Program	\$62,622.63

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**Planned Activity CPS-8: Western Connecticut Child Passenger Safety Support**

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

This CPS program for western Connecticut served communities in Danbury, Norwalk, and the surrounding areas with a focus on recent immigrant communities. This grant had a late start as it took time to fill this position. Once a coordinator was hired, connections were made with Danbury Health Department, Norwalk Health Department, daycare centers, Catholic Charities, as well as many other local organizations. Thirty (30) car seat installations were performed, twenty-seven (27) families were served, five (5) seats were given out and eighteen (18) events were attended. Additionally, two (2) CTDCF skills tests for new foster parents were conducted, three (3) CPS presentations for expecting parents were held, as well as a demonstration at Memorable Moments Daycare in Bridgeport. CPS booklets were purchased in Ukrainian, Portuguese, Afghan, Pashto, and Dari so caregivers who speak those languages can feel comfortable having information they can understand and refer back to as needed.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-CR	0203-0709-AG	Connecticut Children’s Medical Center	Western Connecticut CPS Support	\$91,276.38

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### Planned Activity CPS-9: *Look Before You Lock, Where's Baby* Education Campaign

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

The *Look Before You Lock, Where's Baby* Education Campaign emphasized child passenger safety by delivering safety messages to increase awareness of the issue of hot cars and to provided tips for parents and caregivers. A summer safety press event was held to kick-off this event. Safety tips included how not to forget children or leave children in a motor vehicle unattended. The campaign utilized radio, billboards, shopping carts, bus tails, streaming audio, online media and social media, to deliver the safety messages. Posters were also put at area rest stops throughout the State. The campaign ran from May 1 to September 30, 2023.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-OP	0203-0702-AG	Connecticut Children's Medical Center	<i>Look Before You Lock</i> Education Campaign	\$221,655.69



**Total Amount of Funds Expended in this Program Area (Occupant Protection and Child Passenger Safety) during FFY2023**

Funding Source	Total Amount Expended
405b	\$616,567.48
402-OP	\$528,015.55
402-CR	\$503,243.52

***Planned Child Passenger Safety Activities Not Implemented***

**Planned Activity CPS-7: Safe Kids Hartford Child Passenger Safety Program**

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

This program was not implemented due to two program directors taking other positions leaving no one to implement the project.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-CR	0203-0709-AH	City of Hartford Department of Health and Human Services	Safe Kids Hartford Child Passenger Safety Program	\$0

## POLICE TRAFFIC SERVICES (PTS)

### Performance Measures

Number of Speeding-Related Fatalities (C-6)

Traffic Stop Data Collection

### Activities

#### *Planned Police Traffic Services Activities Implemented*

##### **Planned Activity PTS-1: Police Traffic Services Program Administration**

*Administrative Oversight:* Connecticut Department of Transportation, Highway Safety Office  
*Staff Person:* Keven McNeill

This task included coordination of activities and projects outlined in the Police Traffic Services program area, 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 providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 office. Funding was provided for personnel, support the maintenance and function of the Law Enforcement Liaison (LEL) position within the HSO, employee-related expenses and overtime, professional and outside services, travel, materials, supplies, and other related operating expenses. Much of this project was used to fund salary while a small portion was used for travel and operating expenses.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-PT	0203-0707-AA	CTDOT/HSO	Police Traffic Administration	\$2,370.47



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## Planned Activity PTS-2: Intelligrants IGX eGrants Implementation and Maintenance

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

The IntelliGrants IGX eGrants management system is a commercial-off-the-shelf grants management solution that is being developed to allow the HSO the ability to manage each step of the grant lifecycle in an online environment. Functions being developed include grant



applications, workflow, review, scoring, awards, and accounting, and will also include internal and federal reporting requirements. The HSO continues to work with the vendor (Agate Software, Inc.) to develop, configure, and test the digital grant management system for Connecticut. In September 2023, the HSO began accepting grants for DUI Enforcement. The HSO is continuing to work with the eGrants vendor in FFY2024 to further configure the system for Connecticut, completing the remaining grant application designs as well as the reimbursement process.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-PT	0203-0707-AW	CTDOT/HSO	Intelligrants IGX eGrants Implementation and Maintenance	\$117,117.32
154-PA	0203-0723-AB	CTDOT/HSO	Intelligrants IGX eGrants Implementation and Maintenance	\$63,063.18

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## Planned Activity PTS-3: Speed and Aggressive Driving Enforcement

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*Administrative Oversight:* Connecticut Department of Transportation, Highway Safety Office  
*Staff Person:* Keven McNeill

This task provided funding for high visibility enforcement (HVE) speed specific grants. Speed enforcement focused on the four (4) predominant contributing factors listed in the Police Traffic Services problem ID. The HSO considered grant submissions from police agencies identifying

specific speeding-related crash data within their jurisdictions, substantiated by enforcement and crash data. This task addressed speeding-related crashes, injuries, and fatalities in urban areas. Law enforcement agencies have identified these respective areas as having higher incidences of speeding-related crashes. Grant participants were chosen based on the major contributing factors, types of crashes, are typically indicative of speed as cause of crash. 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 speeding-related crashes.

The State and Municipal law enforcement agencies who participated in this initiative issued 6,632 infractions for speeding and reckless driving; 80 infractions for mobile phone violations; 77 suspended licenses and uninsured; 60 seat belt violations; 2 DUI; and 1,159 other violations. The HVE ran July 1 to September 4, 2023.

#### Participating Funded Agencies

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-SE	0203-0706-AD	Bristol	Speed and Aggressive Driving Enforcement	\$20,978.39
402-SE	0203-0706-AF	Danbury	Speed and Aggressive Driving Enforcement	\$37,401.44
402-SE	0203-0706-AG	East Hartford	Speed and Aggressive Driving Enforcement	\$35,075.16
402-SE	0203-0706-AI	Fairfield	Speed and Aggressive Driving Enforcement	\$36,121.68
402-SE	0203-0706-AJ	Hamden	Speed and Aggressive Driving Enforcement	\$48,337.00
402-SE	0203-0706-AK	Hartford	Speed and Aggressive Driving Enforcement	\$72,937.79

402-SE	0203-0706-AM	Meriden	Speed and Aggressive Driving Enforcement	\$6,874.92
402-SE	0203-0706-AO	New Britain	Speed and Aggressive Driving Enforcement	\$26,551.52
402-SE	0203-0706-AP	New Haven	Speed and Aggressive Driving Enforcement	\$68,176.13
402-SE	0203-0706-AR	Norwalk	Speed and Aggressive Driving Enforcement	\$26,060.48
402-SE	0203-0706-AV	Waterbury	Speed and Aggressive Driving Enforcement	\$27,024.38
402-SE	0203-0706-AY	Stamford	Speed and Aggressive Driving Enforcement	\$11,249.87
402-SE	0203-0706-AZ	Norwich	Speed and Aggressive Driving Enforcement	\$22,160.58
402-SE	0203-0706-BB	Wallingford	Speed and Aggressive Driving Enforcement	\$35,895.82
405e-4 (M8*SE)	0203-0745-4-EQ	CTDESPP	Speed and Aggressive Driving Enforcement & Equipment	\$273,666.17

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

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*Administrative Oversight:* Connecticut Department of Transportation, Highway Safety Office  
*Staff Person:* Keven McNeill

The goal of this project was a speed enforcement program media campaign for the HSO. This campaign increased awareness of the dangers of speeding on Connecticut roads. Running this media campaign in concurrence with the HVE activity of the HSO’s law enforcement partners is the most effective way of obtaining results.



The objectives of this media campaign included developing and implementing a realistic and effective “speeding” marketing/communications strategy for the HSO. The consultant was responsible for conducting market research on demographics, developing communication materials, evaluating the awareness campaigns, and provided continued assistance to the HSO during their public information campaigns. Market research was incorporated into the development of the HSO’s public information and education campaigns in order to more effectively reach the target populations.

The media campaign included cable television, radio, outdoor billboards, social media, and digital banners. Media ran June 27 through September 11, 2023, and included both English and Spanish language media buys.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405e-6 (M8*PM)	0203-0745-6-AB	CTDOT/HSO	HVE Speed Campaign Media Buy	\$299,997.92

**Planned Activity PTS-5: Connecticut Police Chiefs Association – Public Information and Education (Breaking Barriers)**

*Administrative Oversight:* Connecticut Department of Transportation, Highway Safety Office  
*Staff Person:* Keven McNeill

The goal of this project was for two (2) driver safety media campaigns during busy holiday seasons. These campaign increased awareness of the dangers of speeding, driving distracted, pedestrian safety, importance of using seat belts and the dangers of driving impaired on Connecticut roads. Running these media campaigns in concurrence with the HSO’s law enforcement partners is the most effective way of obtaining results.

The objectives of this media campaign included creating, developing, and implementing a realistic and effective safety marketing/communications strategy for the HSO. The Connecticut Police Chiefs Association (CPCA) worked with a local media consultant firm who was responsible for developing and evaluating the awareness campaigns and provided continued assistance during their public information campaigns. The media campaign included cable television, outdoor digital billboards, internet, internet radio, social media and digital banners during the Halloween season and the winter holiday season. The media message was Connecticut specific and emphasized the importance of driving responsibly.



Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-PM	0203-0711-AC	CT Police Chiefs Association	PI&E	\$349,997.00
402-PT	0203-0707-AG	CT Police Chiefs Association	Breaking Barriers	\$126,850.00

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## Planned Activity PTS-6: 1906 Racial Profiling

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*Administrative Oversight:* Connecticut Department of Transportation, Highway Safety Office  
*Staff Person:* Piotr Milczek

Connecticut Statute requires that nearly all law enforcement agencies with the power to make a traffic stop, report race, and ethnicity data to the Connecticut Office of Policy and Management (CTOPM). The Racial Profiling Prohibition Project funded through Connecticut's Federal 1906 funds has established a system for all statutorily required police agencies to report their data electronically through the Criminal Justice Information System (CJIS). The goal is that 100 percent of agencies required to report these data do so electronically. Currently, there are 107 police agencies that are required to collect and submit traffic stop records. These include 94 Municipal Police agencies, six (6) University Police agencies, two (2) Tribal Police agencies, the Connecticut State Police and four (4) Special Police agencies. For the first time, all police departments required to collect and submit traffic stop records do so electronically through the department's records management system (RMS).



Since May 2012, the Institute for Municipal and Regional Policy (IMRP) at UConn has been developing and implementing the Connecticut Racial Profiling Prohibition Project (CTRP3). Over the last decade, the IMRP project team with guidance from several national experts on racial profiling developed a standardized method to more efficiently and effectively collect racial profiling data from traffic stops. The IMRP team 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. Lastly, the IMRP published numerous advanced analytical reports on traffic stops in the country.

Connecticut's anti-racial profiling law, entitled The Alvin W. Penn Racial Profiling Prohibition Act (*Connecticut General Statutes Sections 54-1l and 54-1m*), was changed significantly during the 2012 and 2013 legislative sessions. The intent of revising this legislation was to ensure a more rigorous application of the initial law while allowing for methods and guidelines to be put in place that would effectively infuse current and future best practices into all facets of its key provisions (e.g., the data collection/analysis, training, and complaint processes).

The work to date on this project has been significant. In FFY2023 the project team completed the following objectives outlined in the grant application:

- Maintained the statewide data collection portal and continued to work with law enforcement vendors to troubleshoot any connection issues throughout the year.
- Maintained a partnership with the Connecticut Data Collaborative to update the online portal for public consumption of raw data collected as well as information in summary format. The Connecticut Data Collaborative has direct access to the data server, which helps with more regular uploads of data. The collaborative also integrated data stories to the website, which helps the public better understand the analytical methodologies applied to the data.
- Continued to meet with the advisory board compiled of end users, agencies, community members and interested groups to discuss IMRP's findings.
- Worked with technical consultants to analyze Connecticut's traffic stop data at the statewide, Municipal department, and Connecticut State Police troop level. The scope of work consisted of four (4) distinct components:
  - A. Synthetic Control for Departments
  - B. Veil of Darkness Methodology data and robustness checks for departments identified using this method
  - C. Post-Stop Search and Stop Disposition analysis
  - D. Support with general descriptive statistics
- Completed the eighth annual analysis (*2021 Traffic Stop Data Analysis and Findings Report*) of traffic stop data and published IMRP's findings, in accordance with C.G.S. 54-1m. The report was released through a presentation to the Connecticut Racial Profiling Prohibition Advisory Board. The report analyzed approximately 273,000 traffic stops conducted by 107 law enforcement agencies in Connecticut. Report link: <http://trafficstops.ctdata.org/reports/pdfs/ctrp3-2021.pdf>
- Made modifications to the analytical methods used based on the most readily available academic literature.
- Worked with the Criminal Justice Information System (CJIS) to update the data portal to allow additional police departments to submit more detailed location information, including latitude and longitude information when available.
- Worked with New York University's Marron Institute to develop a data dashboard for law enforcement administrators to easily track traffic stop trends, officer-level trends, and other relevant information. The dashboard is intended to act as an early warning system for police administrators to identify departmental or officer disparities.

- Worked with the Centralized Infractions Bureau (CIB) to access statewide citation data and connect that information to the traffic stop portal. This information provides more detail when an infraction is issued, which enhanced statewide analysis.
- Completed phase one of a project to create an estimated driving population using mobility data. The IMRP received access to mobility data through a non-profit data-sharing company and submitted a proposal through the UConn Internal Review Board for approval.
- Completed the eight-year audit of racial profiling record discrepancies of the Connecticut State Police. The IMRP published a full report of the findings.
- Hosted a public forum in Middletown, CT, at a local community center. The forum was attended by approximately 50 community members and was moderated by IMRP Chairman Bill Dyson. Ken Barone provided a presentation about the project and the recent study completed on racial and ethnic disparities in Middletown. The forum was attended by the Middletown Police Chief, local State’s Attorney, the Mayor, State Representatives and Senators, and members of the advisory board.
- Worked with Connecticut State Police command staff, and the private law firm hired by Connecticut Governor Lamont to further investigate the State Police ticket record issue. The IMRP provided additional data and responded to all inquiries from both parties about IMRP’s report.
- Finalized the 2022 traffic stop data file and provided it to Northeastern University for analysis. Preliminary analysis is available at <https://www.ctdata.org/2023-traffic-stops>



Preliminary 2023 Traffic Stop data for the period of January 1 - October 31:

2023 Traffic Stops		
State Police	45506	18.8%
Municipal Police	190779	79.0%
Other (CT Universities, Capitol Police, Tribal Police and DMV)	5191	2.1%
Race/Ethnicity		
White	143541	59.4%
Black	43498	18.0%
Asian / Pacific Islander	5166	2.1%
American Indian / Alaska Native	4175	1.7%
Hispanic	45114	18.7%
Gender		
Male	150566	62.4%
Female	90928	37.7%



Funding Source	Project Number	Agency	Title	\$ Amount Expended
1906 (F1906ER)	0203-0725-AA	University of Connecticut	Racial Profiling Prohibition	\$711,440.71

## Total Amount of Funds Expended in this Program Area during FFY2023

Funding Source	Total Amount Expended
402-PT	\$246,337.79
402-PM	\$349,997.00
402-SE	\$474,845.16
405e	\$573,664.09
1906	\$711,440.71
154-PA	\$63,063.18

## *Planned Police Traffic Services Activities Not Implemented*

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### Planned Activity PTS-7: Emerging Initiatives

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*Administrative Oversight:* Connecticut Department of Transportation, Highway Safety Office  
*Staff Person:* Keven McNeill

The goal of this project was to make funds available when safety partners may have brought potential emerging initiatives, ideas, or programs to the HSO. If any emerging issue(s) came up in the Police Traffic Services program area, this funding would have covered any crisis. This funding was not utilized.

<b>Funding Source</b>	<b>Project Number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount Expended</b>
1906 (F1906ER)	0203-0725-YZ	CTDOT/HSO	Emerging Initiatives	\$0

# DISTRACTED DRIVING (DD)

## Performance Measures

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

## Activities

### *Planned Distracted Driving Activities Implemented*

#### Planned Activity DD-1: HVE Distracted Driving Enforcement

*Administrative Oversight:* Connecticut Department of Transportation, Highway Safety Office  
*Staff Person:* Piotr Milczek

This task provided funding for distracted driving high visibility enforcement (DDHVE) by municipal law enforcement agencies. This evidence-based enforcement program used data sourced from table DD-1 (see FFY2023 HSP) to prioritize funding levels based on various types of crash data from crash type, severity, population, and roadway data. The primary goal of this task was to support the national *U Drive. U Text. U Pay.* mobilization in April. The Distracted



Driving campaign was planned for two (2) weeks in October 2022 and the entire month of April 2023. Participating agencies were able to choose dates throughout the six-week period to carry out HVE, targeting drivers who use mobile phones behind the wheel. Forty-one police agencies (Connecticut State Police plus 40 Municipal law enforcement agencies) were approved for grants to participate in the DDHVE campaign.



The six-week mobilization saw a combined 6,485 citations written by municipal law enforcement agencies for mobile phone, texting, and distracted driving violations. An additional 1,404 citations were written for speeding, seatbelts, suspended licenses, and other motor vehicle citations. Due to the hostility towards law enforcement coupled with a lack of staffing, more warnings were issued compared to the 2022 HVE.

Participating Law Enforcement also contributed to earned media campaign. News media outlets in the State covered the increased law enforcement presence targeting drivers who chose to talk or text while driving. Additionally, the HSO conducted observation surveys before and after the October and April enforcement periods to measure its effect. The data analysis has not been completed at the time of submission of this Annual Report. The HSO will submit the results to NHTSA as soon as the data are available.

The 41 Municipal Law Enforcement Agencies that participated in the October 2022 and April 2023 DDHVE campaigns are listed below.

#### Participating Funded Agencies

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405e-2 (M8DDLE)	0203-0745-2-AD	Danbury	Distracted Driving Enforcement	\$30,685.52
405e-2 (M8DDLE)	0203-0745-2-AE	Waterbury	Distracted Driving Enforcement	\$10,049.62
405e-2 (M8DDLE)	0203-0745-2-AF	Hartford	Distracted Driving Enforcement	\$42,260.16
405e-2 (M8DDLE)	0203-0745-2-AG	Manchester	Distracted Driving Enforcement	\$26,264.87
405e-2 (M8DDLE)	0203-0745-2-AH	Norwalk	Distracted Driving Enforcement	\$40,174.20

405e-2 (M8DDLE)	0203-0745-2-AJ	Westport	Distracted Driving Enforcement	\$10,437.73
405e-2 (M8DDLE)	0203-0745-2-AK	Hamden	Distracted Driving Enforcement	\$51,048.15
405e-2 (M8DDLE)	0203-0745-2-AL	Farmington	Distracted Driving Enforcement	\$4,349.62
405e-2 (M8DDLE)	0203-0745-2-AM	Orange	Distracted Driving Enforcement	\$12,239.75
405e-2 (M8DDLE)	0203-0745-2-AN	Bristol	Distracted Driving Enforcement	\$1,121.84
405e-2 (M8DDLE)	0203-0745-2-AO	Norwich	Distracted Driving Enforcement	\$7,049.06
405e-2 (M8DDLE)	0203-0745-2-AQ	Bridgeport	Distracted Driving Enforcement	\$57,175.55
405e-2 (M8DDLE)	0203-0745-2-AR	Stamford	Distracted Driving Enforcement	\$23,224.38
405e-2 (M8DDLE)	0203-0745-2-AT	Stratford	Distracted Driving Enforcement	\$28,709.84
405e-2 (M8DDLE)	0203-0745-2-AV	Trumbull	Distracted Driving Enforcement	\$6,536.94
405e-2 (M8DDLE)	0203-0745-2-AW	Wethersfield	Distracted Driving Enforcement	\$8,439.19
405e-2 (M8DDLE)	0203-0745-2-AZ	Bloomfield	Distracted Driving Enforcement	\$2,765.11
405e-2 (M8DDLE)	0203-0745-2-BB	West Hartford	Distracted Driving Enforcement	\$40,066.53
405e-2 (M8DDLE)	0203-0745-2-BC	Southington	Distracted Driving Enforcement	\$1,870.16

405e-2 (M8DDLE)	0203-0745-2-BE	Wallingford	Distracted Driving Enforcement	\$23,464.04
405e-2 (M8DDLE)	0203-0745-2-BF	East Hartford	Distracted Driving Enforcement	\$29,328.40
405e-2 (M8DDLE)	0203-0745-2-BK	Berlin	Distracted Driving Enforcement	\$0
405e-2 (M8DDLE)	0203-0745-2-BL	Meriden	Distracted Driving Enforcement	\$23,293.47
405e-2 (M8DDLE)	0203-0745-2-BN	Wilton	Distracted Driving Enforcement	\$23,327.16
405e-2 (M8DDLE)	0203-0745-2-BS	Canton	Distracted Driving Enforcement	\$21,971.41
405e-2 (M8DDLE)	0203-0745-2-BV	New Milford	Distracted Driving Enforcement	\$10,830.20
405e-2 (M8DDLE)	0203-0745-2-BW	Greenwich	Distracted Driving Enforcement	\$24,607.44
405e-2 (M8DDLE)	0203-0745-2-BX	Avon	Distracted Driving Enforcement	\$4,285.41
405e-2 (M8DDLE)	0203-0745-2-BY	New Britain	Distracted Driving Enforcement	\$23,851.14
405e-2 (M8DDLE)	0203-0745-2-CA	Naugatuck	Distracted Driving Enforcement	\$17,312.95
405e-2 (M8DDLE)	0203-0745-2-CG	Ridgefield	Distracted Driving Enforcement	\$11,357.09
405e-2 (M8DDLE)	0203-0745-2-CH	Plymouth	Distracted Driving Enforcement	\$17,492.34
405e-2 (M8DDLE)	0203-0745-2-CK	Watertown	Distracted Driving Enforcement	\$5,899.69

405e-2 (M8DDLE)	0203-0745-2-CL	New Canaan	Distracted Driving Enforcement	\$13,284.88
405e-2 (M8DDLE)	0203-0745-2-CN	Glastonbury	Distracted Driving Enforcement	\$24,367.02
405e-2 (M8DDLE)	0203-0745-2-CP	Torrington	Distracted Driving Enforcement	\$5,585.70
405e-2 (M8DDLE)	0203-0745-2-CT	Fairfield	Distracted Driving Enforcement	\$50,623.70
405e-2 (M8DDLE)	0203-0745-2-ES	Seymour	Distracted Driving Enforcement	\$20,852.29
405e-2 (M8DDLE)	0203-0745-2-EU	Woodbridge	Distracted Driving Enforcement	\$6,239.54
405e-2 (M8DDLE)	0203-0745-2-EV	Ansonia	Distracted Driving Enforcement	\$12,585.12

Note: Berlin Police Department had an approved grant but did not participate in the Distracted Driving enforcement due to staffing issues. No funds were expended.

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

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*Administrative Oversight:* Connecticut Department of Transportation, Highway Safety Office  
*Staff Person:* Piotr Milczek

This task provided funding for distracted driving high visibility enforcement (DDHVE) by the Connecticut State Police (CSP) in the Connecticut Department of Emergency Services and Public Protection (CTDESPP). This evidence-based enforcement program used data sourced from table DD-1 (see FFY2023 HSP) to prioritize funding levels based on various types of crash data from crash type, severity, population, and roadway data. The primary goal of this task was to support the state’s *U Drive. U Text. U Pay.* mobilization.

The DDHVE ran October 15-31, 2022, and April 1-30, 2023. The CSP were able to choose dates throughout the six-week period to carry out HVE enforcement targeting drivers who use mobile phones behind the wheel. The mobilization saw a combined 442 citations written by the Connecticut State Police for mobile phone, texting, and distracted driving violations. Additional

citations written were 573, which included citations for speeding, seat belts, DUI, and other motor vehicle citations. The CSP also contributed to a very highly publicized earned media campaign. Paid and earned media supported the HVE mobilization. Nearly every major news media outlet in the state as well as many local and hyper-local outlets in participating communities covered the increased law enforcement presence targeting drivers who chose to talk or text while driving. Additionally, the HSO conducted observation surveys before and after the October 2022 enforcement period to measure its effect. The data from this survey (Pre/Post Distracted Driving Observations) are included in the Attitudes and Awareness Surveys Section of this Annual Report.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405e-2 (M8DDLE)	0203-0745-2-DW	CTDESPP	Distracted Driving Enforcement	\$96,424.30

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### Planned Activity DD-3: Data Analysis and Surveys

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*Administrative Oversight:* Connecticut Department of Transportation, Highway Safety Office  
*Staff Person:* John Russell

This project provided funding to the consultant for the provision of data support to the Highway Safety Office for the different program areas including impaired driving; police traffic services and speed and aggressive driving; occupant protection and child passenger safety; motorcycle safety; distracted driving; and community traffic safety. This project provided funding to plan and conduct the statewide annual seat belt use observations, bellwether observations, distracted driving observations, as well as data evaluation. This project also funds the data evaluation and support for annual planning documents including but not limited to the highway safety plan and the annual report. In addition, this project supports the NHTSA core performance measure mandated attitude and awareness surveys and analysis.

The following surveys were conducted during FFY2023, and the findings of the surveys are included in the Attitudes and Awareness Surveys Section of this Annual Report:

- High Visibility Enforcement – Seat Belt “Wave” Program
- Public Information/Attitudes (CTDMV/Awareness Surveys)
- Bellwether Seat Belt Observations
- Statewide Annual Seat Belt Use Observations
- Speeding High Visibility Enforcement



Funding Source	Project Number	Agency	Title	\$ Amount Expended
405e-3 (M8*PT)	0203-0745-3-EP	CT-DOT/HSO	Data Analysis and Surveys	\$400,000.00

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### Planned Activity DD-5: Distracted Driving Public Messaging Campaign

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

The goal of this task was to reduce injuries and fatalities related to distracted driving crashes through paid media campaigns occurring throughout the year. Focusing on mobile phone use, these campaigns focused on timeframes which included national high-visibility enforcement waves in April and October. Also included was year-round social norming messaging. Campaign materials were also created and released for Spanish speaking communities. Avenues for communicating this distracted driving awareness included but was not limited to statewide streaming and cable television, social media, traditional radio, streaming audio, billboards and gaming platforms. Media effectiveness was tracked and measured through required evaluation reports from media agencies.



Funding Source	Project Number	Agency	Title	\$ Amount Expended
405e-1 (M8PE)	0203-0745-1-DY	CT-DOT/HSO	Distracted Driving Public Messaging Campaign	\$549,964.67

## Total Amount of Funds Expended in this Program Area during FFY2023

Funding Source	Total Amount Expended
405e	\$1,821,416.18

### *Planned Distracted Driving Activities Not Implemented*

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

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

Distracted Driving Citation Holders were not ordered this fiscal year because the HSO had inventory of holders. The HSO plans to order updated holders in the next fiscal year.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405e-1 (M8PE)	0203-0745-1-DZ	CT-DOT/HSO	Distracted Driving PI&E	\$0

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#### Planned Activity DD-4: Emerging Initiatives

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

**Planned Activity Description:** The goal of this project was to make funds available when safety partners may have brought emerging initiatives, ideas, or programs to the HSO. If an emerging issue came up in the Distracted Driving program area, this funding would have covered any crisis. This funding was not utilized.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405e-8 (M8X)	0203-0745-8-YZ	CT-DOT/HSO	Emerging Initiatives	\$0

# MOTORCYCLE SAFETY (MS)

## Performance Measures

Number of Motorcyclist Fatalities (C-7)

Number of Unhelmeted Motorcyclist Fatalities (C-8)

## Activities

### *Planned Motorcycle Safety Activities Implemented*

#### Planned Activity MS-1: Motorcycle Safety Program Administration

*Administrative Oversight:* Connecticut Department of Transportation, Highway Safety Office  
*Staff Person:* Piotr Milczek

The task included 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. The Program Coordinator served as a direct line of communication between the HSO and the Connecticut Community College system that administers the Connecticut Rider Education Program (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 was 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 and annual dues, travel related to training opportunities, providing educational materials for distribution to students and other related operating expenses.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-MC	0203-0701-AA	CTDOT/HSO	Motorcycle Safety Program Administration	\$2,476.41

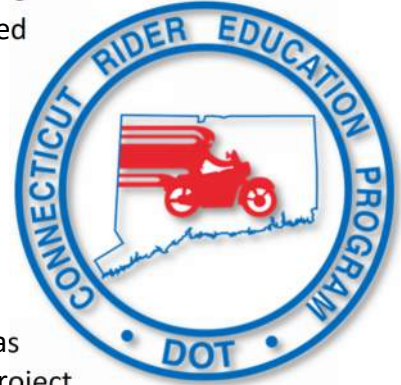
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**Planned Activity MS-2: Connecticut Rider Education Program (Training) Administration**

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*Administrative Oversight:* Connecticut Department of Transportation, Highway Safety Office  
*Staff Person:* Piotr Milczek

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 unhelmeted fatalities. This task provided for the oversight of the CONREP in the following ways; the training and monitoring of 82 certified motorcycle safety instructors, providing support services to the Connecticut Rider Education Program (CONREP) training sites by providing funding for quality assurance monitoring, technical assistance and support services, Motorcycle Safety Foundation (MSF) curriculum materials, updating and maintaining the program’s website (<https://www.ride4ever.org>), which is the programs direct point of contact for course students and license waiver information. A Motorcycle Training Coordinator was utilized to accomplish this task. Preparing and maintaining project documentation and evaluating task accomplishments. Funding was provided for professional and outside services, materials, supplies, and other related operating expenses.



Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-MC	0203-0701-AB	CT-DOT/HSO	CONREP Technical Assistance	\$32,449.56

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**Planned Activity MS-3: Public Information and Education/Community Outreach  
about Motorcycle Riders**

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*Administrative Oversight:* Connecticut Department of Transportation, Highway Safety Office  
*Staff Person:* Piotr Milczek

The project 0203-0744-2-AC was implemented consisting of a Connecticut-run *Share the Road* media campaign. *Share the Road* media ran on radio starting May 8, 2023, and ran through September 3, 2023. Billboards were run from May 8, 2023, to August 28, 2023, with a total of 16,109,117 impressions. No messaging about helmet use was included in this media outreach. Public outreach was conducted via assigned venues through tabling events that provide an opportunity to communicate with the driving public regarding the importance of being aware of motorcyclists on the road.

The project 0203-0744-1-AB was not implemented during this time.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405f-2 (M11MA)	0203-0744-2-AC	CT-DOT/HSO	PI&E	\$70,000.00
405f-1 (M11MT)	0203-0744-1-AB	CT-DOT/HSO	PI&E	\$0

**Total Amount of Funds Expended in this Program Area during FFY2023**

Funding Source	Total Amount Expended
402-MC	\$34,925.97
405f	\$70,000.00

***Planned Motorcycle Safety Activities Not Implemented***

None

## TRAFFIC RECORDS (TR)

### Performance Measures

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

Percentage of Law Enforcement Agencies Participating in the Use of eCitation

### Activities

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#### *Planned Traffic Records Activities Implemented*

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##### Planned Activity TR-1: Traffic Records Administration

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*Administrative Oversight:* Connecticut Department of Transportation, Highway Safety Office  
*Staff Person:* John Russell

The task provided for the 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 also included providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2. Funding was used for personnel, employee-related expenses, professional and outside services including consulting services that provide TRCC coordination, travel, materials, supplies, assessments, and other related operating expenses.

No funding was utilized from project 0203-0705-AA for any of the above-mentioned activities.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405c (M3DA)	0203-0742-AA	CT-DOT/HSO	Traffic Records Administration	\$73,080.00
402-TR	0203-0705-AA	CT-DOT/HSO	Traffic Records Administration	\$0

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### Planned Activity TR-2: Traffic Records Strategic Plan Implementation

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*Administrative Oversight:* Connecticut Department of Transportation, Highway Safety Office  
*Staff Person:* John Russell

This task provided funding to assess and develop the Connecticut Traffic Records program by implementing the following projects outlined in the Section 405(c).

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

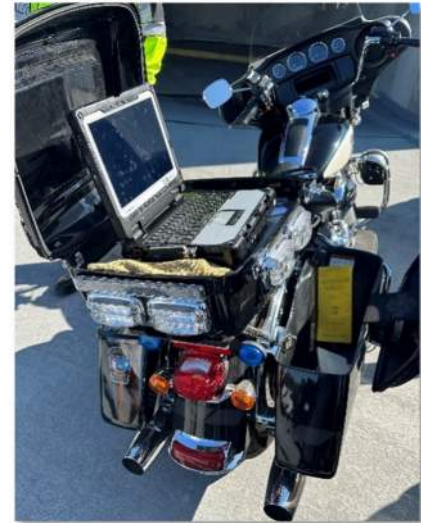
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The project assisted local/municipal police departments in acquiring public safety equipment. Some departments don't have computers or mobile data terminals (MDTs) in their vehicles, hindering their abilities for selective enforcement. Better tools/resources, including technology as well as software support where warranted, enable local police departments to participate in the eCitation initiative.

Equipment as well as software support were provided to support local/municipal law enforcement agencies in implementing eCitation. Equipment/software support was awarded to those agencies requesting assistance for the purchase and installation of computers, printers, or other mobile technology, as well as software applications.



The need for planning and coordination among law enforcement agencies is critical to the success of this effort. This eCitation support initiative aids in improving police officer efficiency by reducing the amount of time that officers spend collecting citation data and decrease the time it takes this data to be received by the appropriate State agency. This project funded six (6) agencies in FFY2023, Bristol, East Hartford, East Lyme, East Windsor, Fairfield, and Wethersfield Police Departments. Three other police agencies, Canton, Hartford, and Vernon Police Departments approached the HSO for funding in FFY2023 but did not submit the grant and were not funded.



#### Participating Funded Agencies

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-TR	0203-0705-AK	Wethersfield	eCitation Local Law Enforcement	\$14,662.70
402-TR	0203-0705-AL	East Hartford	eCitation Local Law Enforcement	\$29,461.45
402-TR	0203-0705-AM	Bristol	eCitation Local Law Enforcement	\$249,681.00
402-TR	0203-0705-AN	East Lyme	eCitation Local Law Enforcement	\$17,558.00
402-TR	0203-0705-AO	East Windsor	eCitation Local Law Enforcement	\$18,346.34
402-TR	0203-0705-AP	Fairfield	eCitation Local Law Enforcement	\$18,210.15

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

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During the FFY2023 period, seven (7) more Municipal law enforcement agencies (East Lyme, East Windsor, Easton, Granby, Montville, New London, and Winchester Police Departments) were added to eCitation through validation of the new vendor schema and both technical and business process support through implementation; comprehensive monthly statistical reports were created to monitor the use of eCitation by recording the monthly percentage of eCitations versus manual citations by law enforcement agencies; several police departments that are not currently using eCitation were contacted and meetings held to discuss the process about implementing eCitations. Legal opinion was sought on making the use of E-Citations mandatory and a memo was provided by the legal services to Centralized Infractions Bureau. The memo suggested that no statutory change will be necessary. The feasibility analysis was conducted to incorporate Motor Vehicle Misdemeanor Summons in eCitations and it was determined that this effort would require significant changes to the existing system.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405c (M3DA)	0203-0742-AE	CT Judicial (CIB)	eCitation Processing System	\$24,240.15

**Total Amount of Funds Expended in this Program Area during FFY2023**

Funding Source	Total Amount Expended
402-TR	\$347,919.64
405c	\$97,320.15

## ***Planned Traffic Records Activities Not Implemented***

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### **Planned Activity TR-2c: Online Disposition System**

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

*Staff Person:* John Russell

The goal of this project was the continued development of the online disposition system in Connecticut. This project was not implemented in FFY2023 due to staffing issue with the subgrantee, Centralized Infractions Bureau (CIB).

<b>Funding Source</b>	<b>Project Number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount Expended</b>
405c (M3DA)	0203-0742-AD	CT Judicial (CIB)	Online Disposition System	\$0

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### **Planned Activity TR-2d: Connecticut Department of Public Health (CTDPH) Emergency Medical Services (EMS) System**

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

*Staff Person:* John Russell

This project was not implemented because CTDPH decided to use their own funding.

<b>Funding Source</b>	<b>Project Number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount Expended</b>
405c (M3DA)	0203-0742-AG	CTDPH	CTDPH EMS System	\$0

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**Planned Activity TR-2e: eCitation Resident Trooper Towns**

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

*Staff Person:* John Russell

This project was not implemented because no grant was submitted by the Connecticut State Police.

<b>Funding Source</b>	<b>Project Number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount Expended</b>
405c (M3DA)	0203-0742-AM	CTDESPP	eCitation Resident Trooper Towns	\$0

# COMMUNITY TRAFFIC SAFETY (CTS)

## Performance Measures

Number of drivers aged 20 or younger involved in fatal crashes (C-9)

Number of Pedestrian Fatalities (C-10)

Number of Bicyclist Fatalities (C-11)

## Activities

### *Planned Community Traffic Safety Activities Implemented*

#### Planned Activity CTS-1: Mothers Against Drunk Driving (MADD) Initiatives

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

The Mothers Against Drunk Driving (MADD) educational outreach program, *Power of Parents, It's Your Influence*, received federal funding under this task. The program was a 30-minute workshop given to parents. It was based on a parent handbook, which motivated parents to talk with their teens about alcohol. Handbooks were presented in a virtual environment to every parent in attendance at each workshop. The workshops were presented by trained facilitators who attended a facilitator training led by the MADD National Office in a virtual format. A Program Specialist had administrative oversight regarding the implementation of this program. A total of 61 virtual and in-person distribution events were held over the course of the grant year, reaching approximately 3,900 parents, caregivers, and community members. A total of approximately 4,800 other educational materials were distributed to parents, caregivers, and community members.



Funding Source	Project Number	Agency	Title	\$ Amount Expended
154-EDU_AL	0203-0721-1-EE	Mothers Against Drunk Driving (MADD)	<i>Power of Parents</i>	\$34,500.44

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

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

The HSO was able to bring the *Choices Matter* impaired driving program back to Connecticut on a full-scale level in FFY2023, as in-person presentations resumed with more normalcy. The program visited 47 schools during the school year, as schools and administrators were eager to bring these types of educational opportunities back to their students. When Chris Sandy was 22 years old, he was charged and convicted on two counts of vehicular homicide by DUI and spent eight and a half years in prison for his crime. In prison, Chris Sandy committed himself to preventing anyone else from repeating his mistakes, and his story has since been the inspiration for a book and EMMY winning documentary. Chris is now serving the remainder of his sentence on Parole/Probation until 2031. This former inmate continues sharing his dynamic live presentation at schools, colleges, conferences, military bases, and business organizations nationwide. Chris Sandy is considered one of the most talented speakers in the youth industry. An impaired driving simulator was included for students as a hands-on portion of this program to allow participants the experience to see the potentially devastating consequences of driving impaired in a safe setting. Surveys were also given to the students during this portion of the program to gauge their attitudes and awareness related to impaired driving. This presentation is emotional and inspirational to people of all ages, but especially teens becoming experienced drivers and responsible passengers.



Funding Source	Project Number	Agency	Title	\$ Amount Expended
154-EDU_AL	0203-0721-1-AY	CTDOT/HSO	<i>Choices Matter</i>	\$235,000.00

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## Planned Activity CTS-6: Distracted Driving Education Programming and Younger Driver Education

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

The HSO brought the *Save a Life Tour* to Connecticut to raise awareness of the dangers of distracted driving among youths, many of which have just obtained their license or in the process of getting a learner's permit. The program has continued to be one of if not the most popular educational high school program in the state. The *Save a Life Tour* was able to visit 80 high schools, and due to a special request from law enforcement to attend a safety-oriented summer camp, the program was on-site for an additional three days after the school year. Administrators continue to request it for their future students at each location. Updated materials and distracted driving simulators continue to yield positive feedback from students that are more and more technologically focused each year, and therefore at an increasingly heightened risk to drive while distracted. Students could take a behavioral survey related to distracted driving during the simulator portion of the program. These results are compiled and delivered back in a condensed PDF file to monitor the impact of the program and the opinions and beliefs of the students regarding distracted driving.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405e-1 (M8PE)	0203-0745-1-AA	CTDOT/HSO	<i>Save a Life Tour</i>	\$249,000.00

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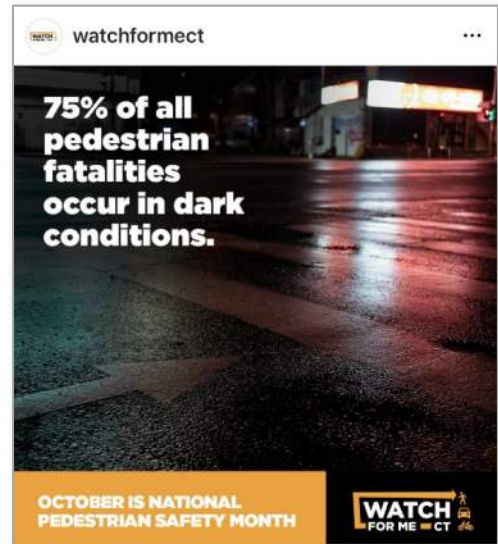
## Planned Activity CTS-7: Pedestrian and Bicyclist Safety Media and Community Awareness Project

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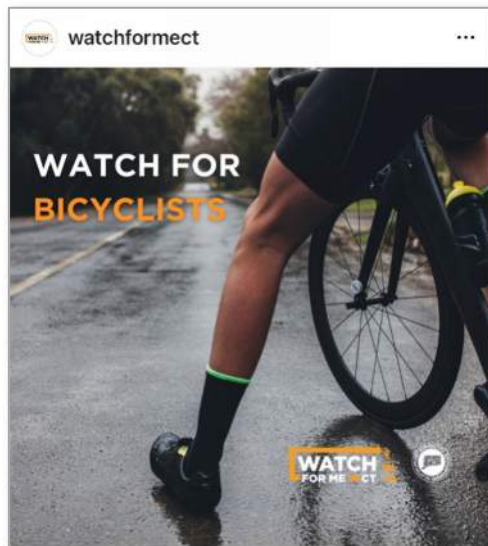
*Administrative Oversight:* Connecticut Department of Transportation, Highway Safety Office  
*Staff Person:* Michael Whaley

The HSO continued its partnership with the Connecticut Children's Medical Center (CCMC) on the *Watch for Me CT* pedestrian and bicycle community awareness project in year seven of the program. The message continues to be widely recognized due to the outreach, education, and media efforts combined with the work of the Pedestrian/Bicyclist Safety Outreach Coordinator and the HSO. In FFY2023, *Watch for Me CT* maintained its year-round media campaign, which included holidays and other key times of the year when a rise in pedestrian deaths is typically

seen. The program utilized cable television, radio, and out-of-home advertisements to disseminate safety messages to audiences across the state. A multi-channel digital and social media strategy was used to provide additional targeted reach and message frequency while driving website traffic and encouraging social media discussion. Display banners ran across a range of websites based upon the target audience’s online behaviors and searches, as well as the *Watch for Me CT* social media channels Facebook and Instagram. Bus tail posters were placed in the state’s largest urban and suburban markets to provide broad audience coverage on secondary roads near dining, shopping, and recreational areas where crashes historically occur. Overall, the campaign had 17.5 million impressions. The program’s website was revamped to make it more useful in real-time for media, advocates, and others. This included adding tickers for yearly statistics, a live feed linked to Facebook for real-time news stories and announcements while creating a more serious tone to match the seriousness of the issue. Additional highlights included a back-to-school focused safety campaign, and a month-long targeted social media messaging campaign in October for Pedestrian Safety Month. For earned media, the *Watch for Me CT* program manager performed a number of media interviews throughout the year with different agencies, including Spanish speaking organizations. Other earned media events included press conferences, including as an invitee for Connecticut Senator Blumenthal’s Road to Zero Resolution.



The *Watch for Me CT* program manager also engaged with a number of communities through events and outreach. This included events in Hartford, New Haven, Collinsville, Bristol, and East



Hartford. Technical assistance was also provided to communities around the state, including Westport, New Britain, Avon, Bristol, Waterbury, Hartford, Norwalk, Stamford, Fairfield, Bridgeport, and others. Pedestrian and bicyclist safety programs were supported by sending educational materials to New London, Enfield, East Hartford, and other towns. Aside from continuing to support related CTDOT efforts, the program also continued its very strong partnerships with a myriad of organizations across the state including but not limited to Safe Routes to Schools, the Bicycle and Pedestrian Advisory Board, AARP, Hartford Complete Streets Committee, the Connecticut Training and Technical Assistance (T2) Center, AAA, the Connecticut State Health Improvement Plan (SHIP) Injury and Prevention



Action Team, Transport Hartford, the New Haven Coalition for Active Transportation, Mothers Against Drunk Driving, Impact Teen Drivers, Connecticut Metropolitan COG (MetroCOG), Naugatuck Valley COG (NVCOG), and Capitol Region COG (CRCOG). The program manager serves on CRCOG’s Bicycle and Pedestrian Committee, Complete Streets Committee, Active Living Active Transportation Advisory Committee, and Micromobility Team, and was recently asked to join the NVCOG’s Active Transportation Committee.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-PS	0203-0710-AC	Connecticut Children’s Medical Center	Pedestrian Safety Awareness Project <i>Watch for Me CT</i>	\$378,365.82

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

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

To address increasing traffic fatalities and serious injuries for drivers and pedestrians over the age of 65, in FFY2023 the HSO again collaborated with Watch for Me CT and AARP members to deliver the educational campaign titled *Words to Live By*. This included advertisements on



connected and cable television, transit, and digital and social media to raise awareness of this critical safety issue impacting the older population.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405d-ii-4 (M7*PS)	0203-0740-4-AT	CTDOT/HSO	Bike/Ped Media Buy (AARP)	\$200,000.00

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

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

Traffic safety advocates in Connecticut worked to pass numerous new laws and revisions to past laws related to pedestrians and bicyclists. Laws centered on “granting the right-of-way to pedestrians who affirmatively indicate their intention to cross the road in a crosswalk” and to “establish a fine for opening the door of a motor vehicle in a way that impedes the travel of a pedestrian or a person riding a bicycle” were passed via HB-5429 becoming Public Act 21-28 in 2021. This project was to again develop and deliver an education and awareness campaign specifically about the new state laws that went into effect on October 1, 2021. *The Pedestrian Rules* campaign was the method to promote this awareness and the safety of non-motorized road users in accordance with the new laws. This included public service announcements on a variety of platforms, public relations, and social media messaging. The campaign includes four separate videos that each focus on particular road users and how these laws apply to them during their commute, and what they can do to travel safely. This effort has been led by many units within CTDOT, and the HSO has been designated as the unit to handle the educational/media component of these law changes.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405h-2 (FHPE)	0203-0746-2-AC	CTDOT/HSO	Non-Motorized Education and Outreach	\$299,856.45

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## Planned Activity CTS-11: Highway Safety Office Staff Community Outreach

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

Public outreach and education are critical in disseminating HSO messages to the public. To directly impact large crowds and audiences with safe driving messages, the HSO has many community partners in Connecticut including sports teams, concert and entertainment venues, racing facilities, state colleges, high school sports championships and festivals. These teams and venues are in diverse city communities, and many make efforts to focus on underserved members of their populations by including Spanish speaking elements and promotions. The HSO program



manager works directly with each of these partners to create a custom advertising plan. When HSO staff attends events at these venues to conduct public outreach, those in attendance routinely ask staff members questions related to the diverse safe driving campaigns. This funding allowed staff to conduct overtime public outreach outside of normal business hours on behalf of all HSO campaigns to best serve community members staff engages with while educating these community members and providing resources on a variety of safe driving topics.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-CP	0203-0703-AA	CTDOT/HSO	HSO Staff Community Outreach	\$17,434.82

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## Planned Activity CTS-13: Flagman: Slow Down Move Over Education Outreach Program

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*Administrative Oversight:* Connecticut Department of Transportation, Highway Safety Office  
*Staff Person:* Keven McNeill

Flagman was a pilot program geared toward educating grades K-12 about the Move Over law and keeping first responders, tow truck drivers, and constructions workers safe. The program

consisted of a student assembly as well as surveys showing pre and post awareness of the dangers of working in the shoulders of the highway. The Flagman pilot program took place in April 2023 in Fairfield County and reached approximately 4,739 students (grades K-1 1,955; grades 3-5 1,624; grades 9-12 1,160).

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-CP	0203-0703-AB	Flagman	Slow Down Move Over Education Outreach Program	\$67,539.17

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### Planned Activity CTS-14: Community Outreach Liaison

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*Administrative Oversight:* Connecticut Department of Transportation, Highway Safety Office  
*Staff Person:* Keven McNeill

The CPCA Community Outreach Liaison (COL) pilot program was tasked with establishing and fostering relationships between municipalities and community groups. The COL position continues to aim towards recruiting five agencies to foster goodwill among the community and the departments to increase the community’s knowledge of traffic safety. The COL developed and maintained a community engagement relationship with the New Haven Police Department and various outreach groups in the area. The duties and responsibilities pertained to all aspects of highway and roadway safety. The COL works with various community groups, non-profit agencies, and media outlets to educate drivers, parents, and teens on the importance of safe driving habits and practices. In the past, it has been difficult for communities that are in need to establish a working relationship with local law enforcement agencies. The COL has gained success in garnering the trust and support of the community, as well as local law enforcement partners



Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-CP	0203-0703-AC	CT Police Chiefs Association	Community Outreach Liaison	\$24,453.62

## Total Amount of Funds Expended in this Program Area during FFY2023

Funding Source	Total Amount Expended
402-CP	\$109,427.61
402-PS	\$378,365.82
405d	\$200,000.00
405e	\$249,000.00
405h	\$299,856.45
154-EDU_AL	\$269,500.44

## Planned Community Traffic Safety Activities Not Implemented

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

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

This project was not implemented in FFY2023 due to not receiving a project concept form from the CTDMV, which was previously discussed to address GDL materials.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-TSP	0203-0708-AA	CT-DOT/HSO	GDL/Teen Driving Education	\$0

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### Planned Activity CTS-3: Drive Safe Connecticut Media Partnership

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

This project was not implemented in FFY2023 as the HSO focused its outreach and education efforts in long-established media projects.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405e-6 (M8*PM)	0203-0745-6-DX	CT-DOT/HSO	Drive Safe CT Media Partnership	\$0

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### Planned Activity CTS-4: City-Centric Pedestrian and Bicyclist Safety Campaign

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

Despite significant efforts to establish this partnership in FFY2023, multiple staffing changes at the agency during the grant process occurred which did not allow them to produce a sufficient grant application.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-PS	0203-0710-AG	City of Hartford Department of Health and Human Services	City-Centric Pedestrian and Bicyclist Safety Campaign	\$0

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

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

This program was not funded in FFY2023 as the HSO shifted to engaging city organizations in an effort to develop new future partnerships and developing these materials via this project was not needed.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-PS	0203-0710-AE	CT-DOT/HSO	PI&E	\$0

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### Planned Activity CTS-12: Pedestrian Training for Law Enforcement

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

Due to continued challenges with the social climate surrounding enforcement of pedestrian related safety laws, the HSO continued to focus on education and outreach for its pedestrian safety efforts.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405h-2 (FHPE)	0203-0746-2-AD	CT-DOT/HSO	Pedestrian Training and Law Enforcement	\$0

# PLANNING AND ADMINISTRATION (P&A)

## Activities

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### Planned Activity PA-1: Planning and Administration Program Administration

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*Administrative Oversight:* Connecticut Department of Transportation, Highway Safety Office  
*Staff Person:* John Russell

The Connecticut Office of Highway Safety served as the primary agency responsible for ensuring the highway safety concerns for Connecticut are identified and addressed through the development and implementation of appropriate countermeasures. The Planning and Administration Area included the necessary costs related to the overall management of the programs and projects in FFY2023. The HSO worked with traffic safety stakeholders, including state and municipal law enforcement agencies and all grant recipients to administer the statewide traffic safety program and coordinate activities and projects outlined in the 2022 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 was provided for personnel, employee-related expenses and staff member's travel, materials, supplies and other related operating expenses.

Other activities accomplished include but not limited to:

- Provided data for Federal and state reports, provided program staff, professional development, travel funds, space, equipment, materials, and fiscal support for all programs.
- Provided data and information to policy and decision-makers on the benefits of various traffic safety laws.
- Identified and prioritized highway safety problems for future HSO attention, programming, and activities.
- Conducted program management and oversight for all activities within this priority area.
- Participated on various traffic safety committees.
- Promoted safe driving activities.
- Covered equipment costs related to completion of highway safety plans, reports and grant management.



- Prepared and submitted the 2021 Annual Report by December 31, 2022.
- Prepared and submitted the FFY2024-2026 Triennial Highway Safety Plan by July 3, 2023.
- Prepared and submitted the FFY2024 Annual Grant Application and 405 applications by August 1, 2023.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-PA	0203-0733-AA	CT-DOT/HSO	Planning and Administration	\$364,179.18

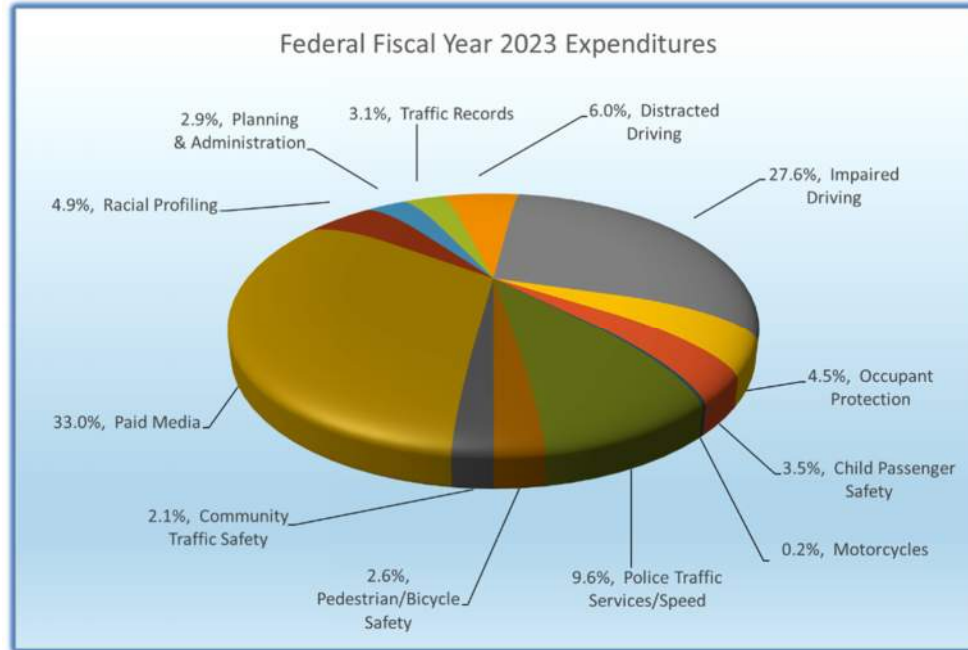
### Total Amount of Funds Expended in this Program Area during FFY2023

Funding Source	Total Amount Expended
402-PA	\$364,179.18

## FINANCIAL SUMMARY

# FFY2023 FINANCIAL SUMMARY

Financial Summary (Data as of 12/28/2023)																
	402	154ENF	154PA	154PM	154LET	154EDU	1906	405 B	405 C	405 D	405 D Int	405 E	405 F	405 H	Total	% of Total
Planning & Administration	\$364,179.18		\$63,063.18												\$427,242.36	2.9%
Traffic Records	\$347,919.64								\$97,320.15						\$445,239.79	3.1%
Distracted Driving												\$871,451.51			\$871,451.51	6.0%
Impaired Driving	\$61.86	\$1,354,532.76			\$328,708.42	\$1,009,410.95				\$1,311,911.99					\$4,004,625.98	27.6%
Occupant Protection	\$528,015.55							\$123,847.38							\$651,862.93	4.5%
Child Passenger Safety	\$503,243.52														\$503,243.52	3.5%
Motorcycles	\$34,925.97														\$34,925.97	0.2%
Police Traffic Services/Speed	\$721,182.95											\$673,666.17			\$1,394,849.12	9.6%
Pedestrian/Bicycle Safety	\$378,365.82														\$378,365.82	2.6%
Community Traffic Safety	\$109,427.61										\$200,000.00				\$309,427.61	2.1%
Paid Media	\$349,997.00			\$1,813,457.46				\$492,720.10		\$665,789.56		\$1,098,962.59	\$70,000.00	\$299,856.45	\$4,790,783.16	33.0%
Racial Profiling							\$711,440.71								\$711,440.71	4.9%
<b>TOTAL</b>	<b>\$3,337,319.10</b>	<b>\$1,354,532.76</b>	<b>\$63,063.18</b>	<b>\$1,813,457.46</b>	<b>\$328,708.42</b>	<b>\$1,009,410.95</b>	<b>\$711,440.71</b>	<b>\$616,567.48</b>	<b>\$97,320.15</b>	<b>\$1,977,701.55</b>	<b>\$200,000.00</b>	<b>\$2,644,080.27</b>	<b>\$70,000.00</b>	<b>\$299,856.45</b>	<b>\$14,523,458.48</b>	<b>100.00%</b>



## FFY2023 PROJECT LIST

Program Area	Project Number	Town/Agency	Project Description	HSP Original Amount	HSP Amended Amount	Grant Amount	FFY2023 Expended Amount
154-ENF_AL	0203-0722-AA	CT-DOT/HSO	Alcohol Program Management (154)	\$100,000.00	\$50,000.00	\$50,000.00	\$3,828.34
154-ENF_AL	0203-0722-AB	CT-DOT/HSO	Alcohol Related Program Training	\$100,000.00	\$0.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-AC	CT Judicial	TSRP (Additional Alcohol)	\$150,000.00	\$0.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-AD	Automotive Coalition for Traffic Safety, Inc. (ACTS)	DADSS CT Trial Deployment.	\$0.00	\$0.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-AG	Glastonbury	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$24,489.46	\$24,122.12
154-ENF_AL	0203-0722-AJ	Bristol	Comprehensive DUI Enforcement	\$125,000.00	\$125,000.00	\$85,683.56	\$4,439.85
154-ENF_AL	0203-0722-AL	Greenwich	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$29,560.88	\$25,694.99
154-ENF_AL	0203-0722-AM	Watertown	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-AN	New Britain	Comprehensive DUI Enforcement	\$120,000.00	\$120,000.00	\$119,618.40	\$82,118.50

154-ENF_AL	0203-0722-AQ	Naugatuck	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$31,031.17	\$29,532.80
154-ENF_AL	0203-0722-AT	Fairfield	Comprehensive DUI Enforcement	\$45,000.00	\$45,000.00	\$39,735.94	\$37,434.17
154-ENF_AL	0203-0722-AU	Meriden	Comprehensive DUI Enforcement	\$55,000.00	\$55,000.00	\$36,171.43	\$5,369.68
154-ENF_AL	0203-0722-AX	Seymour	Comprehensive DUI Enforcement	\$45,000.00	\$45,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-AY	CT-DOT/HSO	Choices Matter	\$325,000.00	\$0.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-BA	Bridgeport	Comprehensive DUI Enforcement	\$160,000.00	\$160,000.00	\$137,256.31	\$7,489.81
154-ENF_AL	0203-0722-BB	Stafford	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-BC	Cromwell	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$17,192.63	\$15,209.61
154-ENF_AL	0203-0722-BD	Norwalk	Comprehensive DUI Enforcement	\$90,000.00	\$90,000.00	\$69,083.62	\$13,261.54
154-ENF_AL	0203-0722-BH	Manchester	Comprehensive DUI Enforcement	\$160,000.00	\$160,000.00	\$159,677.37	\$66,742.52
154-ENF_AL	0203-0722-BI	Branford	Comprehensive DUI Enforcement	\$45,000.00	\$45,000.00	\$40,454.60	\$30,809.81
154-ENF_AL	0203-0722-BL	Coventry	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00

154-ENF_AL	0203-0722-BR	Bloomfield	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-BS	Stonington	Comprehensive DUI Enforcement	\$45,000.00	\$45,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-BX	Danbury	Comprehensive DUI Enforcement	\$45,000.00	\$45,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-BY	Berlin	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-BZ	Wilton	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$24,534.40	\$20,137.46
154-ENF_AL	0203-0722-CB	Hartford	Comprehensive DUI Enforcement	\$325,000.00	\$325,000.00	\$324,213.34	\$298,885.39
154-ENF_AL	0203-0722-CC	Wallingford	Comprehensive DUI Enforcement	\$85,000.00	\$85,000.00	\$45,277.00	\$28,981.34
154-ENF_AL	0203-0722-CD	East Haddam	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$19,568.42	\$17,903.35
154-ENF_AL	0203-0722-CF	Tolland	Comprehensive DUI Enforcement	\$20,000.00	\$20,000.00	\$14,849.90	\$2,431.78
154-ENF_AL	0203-0722-CH	Vernon	Comprehensive DUI Enforcement	\$45,000.00	\$45,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-CI	Monroe	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$34,537.24	\$30,314.53
154-ENF_AL	0203-0722-CM	Stratford	Comprehensive DUI Enforcement	\$0.00	\$40,000.00	\$0.00	\$0.00

154-ENF_AL	0203-0722-CN	Enfield	Comprehensive DUI Enforcement	\$85,000.00	\$85,000.00	\$75,751.39	\$65,276.05
154-ENF_AL	0203-0722-CO	Newington	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-CP	Colchester	Comprehensive DUI Enforcement	\$20,000.00	\$20,000.00	\$14,562.06	\$12,546.16
154-ENF_AL	0203-0722-CS	Montville	Comprehensive DUI Enforcement	\$65,000.00	\$65,000.00	\$64,881.33	\$24,639.46
154-ENF_AL	0203-0722-CV	Waterford	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$22,638.04	\$11,539.81
154-ENF_AL	0203-0722-CX	Plymouth	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-CY	Suffield	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$24,456.32	\$8,531.66
154-ENF_AL	0203-0722-DA	Newtown	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-DC	Westbrook	Comprehensive DUI Enforcement	\$20,000.00	\$20,000.00	\$17,615.03	\$7,439.13
154-ENF_AL	0203-0722-DE	Torrington	Comprehensive DUI Enforcement	\$55,000.00	\$55,000.00	\$54,978.30	\$47,601.34
154-ENF_AL	0203-0722-DI	New Haven	Comprehensive DUI Enforcement	\$160,000.00	\$160,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-DK	Plainfield	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00

154-ENF_AL	0203-0722-DL	Old Saybrook	Comprehensive DUI Enforcement	\$40,000.00	\$40,000.00	\$36,542.76	\$5,875.68
154-ENF_AL	0203-0722-DN	Orange	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-DP	Hamden	Comprehensive DUI Enforcement	\$45,000.00	\$45,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-DQ	Windsor Locks	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$34,428.64	\$16,746.25
154-ENF_AL	0203-0722-DR	West Hartford	Comprehensive DUI Enforcement	\$65,000.00	\$65,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-DS	Farmington	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$24,384.21	\$8,701.33
154-ENF_AL	0203-0722-DT	DESPP	Expanded DUI Enforcement & Equipment	\$800,000.00	\$800,000.00	\$577,852.22	\$273,460.35
154-ENF_AL	0203-0722-DU	Mansfield	Comprehensive DUI Enforcement	\$60,000.00	\$60,000.00	\$59,668.06	\$33,137.39
154-ENF_AL	0203-0722-DW	East Windsor	Comprehensive DUI Enforcement	\$45,000.00	\$45,000.00	\$39,754.61	\$16,198.40
154-ENF_AL	0203-0722-DX	Portland	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-DY	East Hartford	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$24,963.12	\$18,075.39
154-ENF_AL	0203-0722-DZ	New London	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$34,557.62	\$13,207.44



154-ENF_AL	0203-0722-EC	Preston	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$24,406.42	\$3,742.54
154-ENF_AL	0203-0722-ED	Waterbury	Comprehensive DUI Enforcement	\$160,000.00	\$160,000.00	\$88,281.60	\$25,164.27
154-ENF_AL	0203-0722-EE	MADD	Power of Parents	\$70,000.00	\$0.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-EF	Wolcott	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-EG	Shelton	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-EI	DMV	Ignition Interlock Device Staff Positions	\$300,000.00	\$300,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-EN	Southington	Comprehensive DUI Enforcement	\$45,000.00	\$45,000.00	\$9,993.80	\$9,719.59
154-ENF_AL	0203-0722-EZ	Stamford	Comprehensive DUI Enforcement	\$120,000.00	\$120,000.00	\$111,131.86	\$8,222.93
154-ENF_AL	0203-0722-FC	Ansonia	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-FD	Milford	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-FE	Middletown	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-FG	West Haven	Comprehensive DUI Enforcement	\$45,000.00	\$45,000.00	\$0.00	\$0.00

154-ENF_AL	0203-0722-YZ	CT-DOT/HSO	Emerging Initiatives	\$3,000,000.00	\$2,950,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-ZZ	Municipal Police Agencies	Comprehensive DUI Enforcement & Equipment (ZZ)	\$2,500,000.00	\$1,690,000.00	\$0.00	\$0.00
154-EDU_AL	0203-0721-1-AA	CT-DOT/HSO	Alcohol Program Management (154)	\$0.00	\$50,000.00	\$50,000.00	\$1,299.00
154-EDU_AL	0203-0721-1-AB	CT-DOT/HSO	Alcohol Related Program Training	\$0.00	\$100,000.00	\$100,000.00	\$626.09
154-EDU_AL	0203-0721-1-AD	Automotive Coalition for Traffic Safety, Inc. (ACTS)	DADSS CT Trial Deployment.	\$0.00	\$770,000.00	\$769,307.07	\$737,985.42
154-EDU_AL	0203-0721-1-AY	CT-DOT/HSO	Choices Matter	\$0.00	\$325,000.00	\$325,000.00	\$235,000.00
154-EDU_AL	0203-0721-1-EE	MADD	Power of Parents	\$0.00	\$70,000.00	\$49,147.56	\$34,500.44
154-DUI_AL	0203-0719-1-AC	CT Judicial	TSRP (Additional Alcohol)	\$0.00	\$150,000.00	\$0.00	\$0.00
154-DUI_DG	0203-0719-2-AC	CT Judicial	TSRP (Additional Drugs)	\$150,000.00	\$150,000.00	\$0.00	\$0.00
154-PA	0203-0723-AB	CT-DOT/HSO	IntelliGrants IGX eGrants Implementation & Maintenance	\$245,000.00	\$245,000.00	\$245,000.00	\$63,063.18
154-PM_AL	0203-0720-1-AA	CT-DOT/HSO	DUI Media Campaign	\$2,500,000.00	\$2,500,000.00	\$2,500,000.00	\$1,313,556.64

154-PM_AL	0203-0720-1-AB	CT-DOT/HSO	Safe States DUI Media Campaign	\$200,000.00	\$200,000.00	\$0.00	\$0.00
154-PM_DG	0203-0720-2-AB	CT-DOT/HSO	Cannabis Media Campaign	\$0.00	\$500,000.00	\$500,000.00	\$499,900.82
154-LET_DG	0203-0724-2-AB	CT-DOT/HSO	DRE Training	\$250,000.00	\$250,000.00	\$250,000.00	\$62,668.36
154-LET_DG	0203-0724-2-AD	CT-DOT/HSO	Cannabis Impairment Awareness Media Campaign	\$500,000.00	\$0.00	\$0.00	\$0.00
154-LET_DG	0203-0724-2-AE	CT-DOT/HSO	DRE Overtime Call-Out (new money drugs ENF_DG)	\$900,000.00	\$900,000.00	\$0.00	\$0.00
154-LET_DG	0203-0724-2-AF	DESPP	DRE Instructor Support (3)	\$150,000.00	\$150,000.00	\$150,000.00	\$69,475.93
154-LET_DG	0203-0724-2-AG	Manchester	DRE Instructor Support	\$50,000.00	\$100,000.00	\$49,597.00	\$48,423.27
154-LET_DG	0203-0724-2-AH	Montville	DRE Instructor Support	\$50,000.00	\$50,000.00	\$49,322.75	\$34,934.47
154-LET_DG	0203-0724-2-AI	Newtown	DRE Instructor Support	\$50,000.00	\$50,000.00	\$41,658.21	\$27,573.19
154-LET_DG	0203-0724-2-AJ	South Windsor	DRE Instructor Support	\$50,000.00	\$50,000.00	\$0.00	\$0.00
154-LET_DG	0203-0724-2-AK	Waterford	DRE Instructor Support	\$50,000.00	\$50,000.00	\$49,972.16	\$34,055.29
154-LET_DG	0203-0724-2-AL	Southington	DRE Instructor Support	\$50,000.00	\$50,000.00	\$0.00	\$0.00

154-LET_DG	0203-0724-2-AM	New Milford	DRE Instructor Support	\$50,000.00	\$50,000.00	\$49,820.57	\$13,173.82
154-LET_DG	0203-0724-2-AN	Vernon	DRE Instructor Support	\$50,000.00	\$50,000.00	\$19,907.33	\$12,004.15
154-LET_DG	0203-0724-2-AO	Norwalk	DRE Instructor Support	\$50,000.00	\$50,000.00	\$49,945.94	\$26,399.94
154-LET_DG	0203-0724-2-AP	Norwich	DRE Instructor Support	\$50,000.00	\$50,000.00	\$0.00	\$0.00
1906-F1906ER	0203-0725-AA	UCONN	Racial Profiling Prohibition	\$1,200,000.00	\$1,200,000.00	\$1,199,332.29	\$711,440.71
1906-F1906ER	0203-0725-YZ	CT-DOT/HSO	Emerging Initiatives	\$1,200,000.00	\$1,200,000.00	\$0.00	\$0.00
402-AL	0203-0704-AA	CT-DOT/HSO	Alcohol Program Management	\$10,000.00	\$10,000.00	\$10,000.00	\$61.86
402-CR	0203-0709-AA	CT-DOT/HSO	Child Restraint Administration	\$10,000.00	\$10,000.00	\$10,000.00	\$2,267.00
402-CR	0203-0709-AB	CT-DOT/HSO	CPS Training	\$25,000.00	\$25,000.00	\$25,000.00	\$13,454.50
402-CR	0203-0709-AC	CCMC	CPS Fitting Stations Support	\$75,000.00	\$75,000.00	\$75,000.00	\$73,659.52
402-CR	0203-0709-AD	YNHH	CPS Fitting Stations Support	\$110,000.00	\$110,000.00	\$110,000.00	\$101,849.71
402-CR	0203-0709-AE	YNHH	Community Traffic Safety Program	\$150,000.00	\$150,000.00	\$150,000.00	\$119,179.26

402-CR	0203-0709-AG	CCMC	Western CT CPS Support	\$150,000.00	\$150,000.00	\$150,000.00	\$91,276.38
402-CR	0203-0709-AH	City of Hartford Dept of Health and Human Services	Safe Kids Hartford CPS Program	\$130,000.00	\$130,000.00	\$0.00	\$0.00
402-CR	0203-0709-AI	YNHH	Targeting Disparities to Increase Proper Car Seat use	\$160,000.00	\$160,000.00	\$147,788.08	\$38,934.52
402-CR	0203-0709-AJ	Waterbury PD	Hangtime Community Traffic Safety Program	\$120,000.00	\$120,000.00	\$77,091.57	\$62,622.63
402-CR	0203-0709-AK	TBD	TBD	\$0.00	\$0.00	\$0.00	\$0.00
402-MC	0203-0701-AA	CT-DOT/HSO	Motorcycle Safety Program Administration	\$10,000.00	\$10,000.00	\$10,000.00	\$2,476.41
402-MC	0203-0701-AB	CT-DOT/HSO	CONREP Technical Assistance	\$100,000.00	\$100,000.00	\$100,000.00	\$32,449.56
402-OP	0203-0702-AA	CT-DOT/HSO	OP Program Administration	\$10,000.00	\$10,000.00	\$10,000.00	\$5,407.82
402-OP	0203-0702-AD	Waterbury PD	Waterbury Area Traffic Safety Program	\$200,000.00	\$200,000.00	\$145,556.00	\$113,253.34
402-OP	0203-0702-AE	CT-DOT/HSO	Occupant Protection Media Buy	\$100,000.00	\$100,000.00	\$0.00	\$0.00
402-OP	0203-0702-AF	CT-DOT/HSO	Occupant Protection PI&E	\$10,000.00	\$10,000.00	\$10,000.00	\$0.00

402-OP	0203-0702-AG	CCMC	Look Before You Lock Education Campaign, Where's Baby	\$225,000.00	\$225,000.00	\$225,000.00	\$221,655.69
402-OP	0203-0702-AK	Berlin	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$0.00	\$0.00
402-OP	0203-0702-AL	Bloomfield	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$0.00	\$0.00
402-OP	0203-0702-AM	Bridgeport	Click It or Ticket Enforcement	\$20,000.00	\$20,000.00	\$17,942.21	\$12,168.66
402-OP	0203-0702-AN	Danbury	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$4,800.00	\$4,348.80
402-OP	0203-0702-AP	East Hartford	Click It or Ticket Enforcement	\$15,000.00	\$15,000.00	\$14,840.23	\$9,088.58
402-OP	0203-0702-AQ	Enfield	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$9,565.15	\$3,417.68
402-OP	0203-0702-AR	Fairfield	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$9,154.85	\$9,154.85
402-OP	0203-0702-AS	Farmington	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$4,036.09	\$4,036.09
402-OP	0203-0702-AT	Glastonbury	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$9,795.79	\$9,306.00
402-OP	0203-0702-AU	Hamden	Click It or Ticket Enforcement	\$20,000.00	\$20,000.00	\$20,000.00	\$19,659.54
402-OP	0203-0702-AV	Hartford	Click It or Ticket Enforcement	\$20,000.00	\$20,000.00	\$18,383.35	\$16,365.66

402-OP	0203-0702-AW	Manchester	Click It or Ticket Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
402-OP	0203-0702-AX	Meriden	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$9,042.86	\$7,950.58
402-OP	0203-0702-AY	Monroe	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$8,288.94	\$5,738.76
402-OP	0203-0702-AZ	Naugatuck	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$8,623.10	\$8,623.10
402-OP	0203-0702-BA	New Britain	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$4,849.92	\$3,855.68
402-OP	0203-0702-BC	Orange	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$0.00	\$0.00
402-OP	0203-0702-BD	South Windsor	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$4,864.00	\$4,550.47
402-OP	0203-0702-BE	Southington	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$0.00	\$0.00
402-OP	0203-0702-BF	Stonington	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-BG	Vernon	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$4,804.30	\$4,165.43
402-OP	0203-0702-BH	Wallingford	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$9,114.66	\$5,864.71
402-OP	0203-0702-BI	Waterbury	Click It or Ticket Enforcement	\$15,000.00	\$15,000.00	\$10,063.69	\$2,837.38

402-OP	0203-0702-BJ	Watertown	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$9,306.58	\$2,669.48
402-OP	0203-0702-BK	West Hartford	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$4,536.00	\$1,612.08
402-OP	0203-0702-BM	Westport	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-BO	Woodbridge	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$4,859.21	\$0.00
402-OP	0203-0702-BQ	Bristol	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$7,429.47	\$858.49
402-OP	0203-0702-BR	Brookfield	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-BS	Canton	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$5,000.00	\$4,327.96
402-OP	0203-0702-BU	Granby	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-BV	Groton	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-BW	Middletown	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-BY	New Haven	Click It or Ticket Enforcement	\$20,000.00	\$20,000.00	\$4,336.39	\$3,276.38
402-OP	0203-0702-BZ	New Milford	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$0.00	\$0.00



402-OP	0203-0702-CB	Newtown	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-CC	North Haven	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-CD	Norwalk	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$5,000.00	\$4,747.86
402-OP	0203-0702-CE	Norwich	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-CF	Plainville	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$8,029.94	\$6,780.24
402-OP	0203-0702-CH	Shelton	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-CJ	Stamford	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$4,869.60	\$3,794.59
402-OP	0203-0702-CK	Stratford	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$9,675.96	\$9,272.70
402-OP	0203-0702-CL	Suffield	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$9,782.53	\$1,576.55
402-OP	0203-0702-CM	Torrington	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$9,990.59	\$8,957.74
402-OP	0203-0702-CN	Trumbull	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$4,744.26	\$1,726.18
402-OP	0203-0702-CP	Winchester	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00

402-OP	0203-0702-CQ	Windsor	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-CR	Wolcott	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$9,504.00	\$6,966.48
402-OP	0203-0702-CS	Coventry	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-CT	Portland	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-CU	Weston	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-CV	Seymour	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-CW	Plymouth	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-DI	North Branford	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-DP	Greenwich	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-ZZ	Municipal Police Agencies	Click It or Ticket Enforcement (ZZ)	\$330,000.00	\$615,000.00	\$0.00	\$0.00
402-PA	0203-0733-AA	CT-DOT/HSO	Planning and Administration	\$800,000.00	\$825,000.00	\$800,000.00	\$364,179.18
402-CP	0203-0703-AA	CT-DOT/HSO	HSO Staff Community Outreach	\$75,000.00	\$75,000.00	\$75,000.00	\$17,434.82

402-CP	0203-0703-AB	Flagman Slow Down Move Over Education Outreach Program	Community Traffic Safety Project	\$0.00	\$75,000.00	\$75,000.00	\$67,539.17
402-CP	0203-0703-AC	CPCA	LEL Outreach	\$0.00	\$40,000.00	\$39,513.21	\$24,453.62
402-TR	0203-0705-AA	CT-DOT/HSO	Traffic Records Administration	\$50,000.00	\$50,000.00	\$50,000.00	\$0.00
402-TR	0203-0705-AK	Wethersfield PD	Traffic Records Administration	\$0.00	\$21,000.00	\$20,434.05	\$14,662.70
402-TR	0203-0705-AL	East Hartford PD	Traffic Records Administration	\$0.00	\$31,000.00	\$29,461.45	\$29,461.45
402-TR	0203-0705-AM	Bristol PD	Traffic Records Administration	\$0.00	\$251,000.00	\$249,681.00	\$249,681.00
402-TR	0203-0705-AN	East Lyme PD	Traffic Records Administration	\$0.00	\$18,000.00	\$17,558.00	\$17,558.00
402-TR	0203-0705-AO	East Windsor PD	Traffic Records Administration	\$0.00	\$19,000.00	\$18,346.34	\$18,346.34
402-TR	0203-0705-AP	Fairfield PD	Traffic Records Administration	\$0.00	\$19,000.00	\$18,210.15	\$18,210.15
402-TR	0203-0705-ZZ	Municipal Police Agencies	E-citation Local Law Enforcement	\$700,000.00	\$341,000.00		
402-SE	0203-0706-AC	Bridgeport	Speed and Aggressive Driving Enforcement	\$75,000.00	\$75,000.00	\$0.00	\$0.00

402-SE	0203-0706-AD	Bristol	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$41,424.75	\$20,978.39
402-SE	0203-0706-AF	Danbury	Speed and Aggressive Driving Enforcement	\$75,000.00	\$75,000.00	\$52,096.00	\$37,401.44
402-SE	0203-0706-AG	East Hartford	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$49,763.68	\$35,075.16
402-SE	0203-0706-AI	Fairfield	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$48,877.39	\$36,121.68
402-SE	0203-0706-AJ	Hamden	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$48,337.00	\$48,337.00
402-SE	0203-0706-AK	Hartford	Speed and Aggressive Driving Enforcement	\$75,000.00	\$75,000.00	\$74,190.64	\$72,937.79
402-SE	0203-0706-AM	Meriden	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$27,393.05	\$6,874.92
402-SE	0203-0706-AN	Middletown	Speed and Aggressive Driving Enforcement	\$75,000.00	\$75,000.00	\$0.00	\$0.00
402-SE	0203-0706-AO	New Britain	Speed and Aggressive Driving Enforcement	\$75,000.00	\$75,000.00	\$73,241.72	\$26,551.52
402-SE	0203-0706-AP	New Haven	Speed and Aggressive Driving Enforcement	\$75,000.00	\$75,000.00	\$74,007.71	\$68,176.13
402-SE	0203-0706-AR	Norwalk	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$49,345.28	\$26,060.48
402-SE	0203-0706-AS	Shelton	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00

402-SE	0203-0706-AU	Trumbull	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
402-SE	0203-0706-AV	Waterbury	Speed and Aggressive Driving Enforcement	\$75,000.00	\$75,000.00	\$40,850.60	\$27,024.38
402-SE	0203-0706-AX	Wethersfield	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
402-SE	0203-0706-AY	Stamford	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$49,994.56	\$11,249.87
402-SE	0203-0706-AZ	Norwich	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$49,060.40	\$22,160.58
402-SE	0203-0706-BA	West Haven	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
402-SE	0203-0706-BB	Wallingford	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$44,456.79	\$35,895.82
402-SE	0203-0706-ZZ	Municipal Police Agencies	Speed and Aggressive Driving Enforcement (ZZ)	\$0.00	\$395,000.00	\$0.00	\$0.00
402-PT	0203-0707-AA	CT-DOT/HSO	PTS Administration	\$20,000.00	\$20,000.00	\$20,000.00	\$2,370.47
402-PT	0203-0707-AG	CPCA	Breaking Barriers	\$350,000.00	\$350,000.00	\$350,000.00	\$126,850.00
402-PT	0203-0707-AW	CT-DOT/HSO	IntelliGrants IGX eGrants Implementation & Maintenance	\$455,000.00	\$455,000.00	\$455,000.00	\$117,117.32
402-TSP	0203-0708-AA	CT-DOT/HSO	GDL/Teen Driving Education	\$400,000.00	\$400,000.00	\$0.00	\$0.00

402-PS	0203-0710-AC	CCMC	Pedestrian Safety Awareness Project-Watch for Me CT	\$380,000.00	\$380,000.00	\$380,000.00	\$378,365.82
402-PS	0203-0710-AE	CT-DOT/HSO	PI&E	\$10,000.00	\$10,000.00	\$0.00	\$0.00
402-PS	0203-0710-AG	City of Hartford Health and Human Services	City-Centric Pedestrian and Bicyclist Safety Campaign	\$110,000.00	\$110,000.00	\$0.00	\$0.00
402-PM	0203-0711-AC	CPCA	Public Outreach & Education Campaigns	\$350,000.00	\$350,000.00	\$350,000.00	\$349,997.00
405b-1 (M1HVE)	0203-0741-1-AC	DESPP	Occupant Protection Enforcement	\$150,000.00	\$150,000.00	\$148,094.53	\$123,847.38
405b-2 (M1PE)	0203-0741-2-AD	CT-DOT/HSO	Occupant Protection Media Buy	\$800,000.00	\$800,000.00	\$800,000.00	\$349,845.51
405b-2 (M1PE)	0203-0741-2-AE	DESPP	Convincer/Rollover Simulator Education and Equipment	\$200,000.00	\$200,000.00	\$151,684.11	\$142,874.59
405c (M3DA)	0203-0742-AA	CT-DOT/HSO	Traffic Records Administration	\$150,000.00	\$150,000.00	\$100,000.00	\$73,080.00
405c (M3DA)	0203-0742-AD	CT Judicial (CIB)	Online Disposition System	\$200,000.00	\$200,000.00	\$0.00	\$0.00
405c (M3DA)	0203-0742-AE	CT Judicial (CIB)	E-Citation Processing System	\$200,000.00	\$200,000.00	\$200,000.00	\$24,240.15
405c (M3DA)	0203-0742-AG	Dept of Public Health	Emergency Medical System	\$150,000.00	\$150,000.00	\$0.00	\$0.00
405c (M3DA)	0203-0742-AM	DESPP	E-Citation Resident Trooper Town	\$600,000.00	\$631,500.00	\$0.00	\$0.00

405d-1 (M5HVE)	0203-0743-1-AB	Hartford Hospital	Healthcare Heroes Against Impaired Driving	\$700,000.00	\$0.00	\$0.00	\$0.00
405d-1 (M5HVE)	0203-0743-1-AC	CT Judicial	TSRP	\$300,000.00	\$0.00	\$555,130.90	\$0.00
405d-1 (M5HVE)	0203-0743-1- BM	CT-DOT/HSO	Drug Recognition Expert Field Kits	\$150,000.00	\$150,000.00	\$0.00	\$0.00
405d-1 (M5HVE)	0203-0743-1-DK	UCONN (CTSRC)	Tablets, Software, and Evaluation for DRE Program	\$130,000.00	\$0.00	\$0.00	\$0.00
405d-4 (M5CS)	0203-0743-4-AC	CT Judicial	TSRP	\$0.00	\$300,000.00	\$277,565.45	\$194,620.75
405d-4 (M5CS)	0203-0743-4-BF	DMV	Administrative (Per Se) Hearing Attorneys	\$550,000.00	\$550,000.00	\$540,094.13	\$372,078.08
405d-5 (M5BAC)	0203-0743-5-BQ	DESPP	Toxicology Lab Personnel	\$590,000.00	\$590,000.00	\$590,000.00	\$308,989.50
405d-5 (M5BAC)	0203-0743-5- DO	DESPP	Toxicology Supplies	\$84,000.00	\$84,000.00	\$84,000.00	\$76,956.99
405d-5 (M5BAC)	0203-0743-5- DN	DESPP	Warranties and Equipment	\$515,000.00	\$515,000.00	\$390,017.39	\$324,963.72
405d-5 (M5BAC)	0203-0743-5-DK	UCONN (CTSRC)	Tablets, Software, and Evaluation for DRE Program	\$0.00	\$130,000.00	\$34,384.76	\$34,302.95
405d-7 (M5PEM)	0203-0743-7-AB	Hartford Hospital	Healthcare Heroes Against Impaired Driving	\$0.00	\$700,000.00	\$700,000.00	\$665,789.56
405d-ii-4 (M7*PS)	0203-0740-4-AT	CT-DOT/HSO	Bike/Ped Media Buy (AARP)	\$200,000.00	\$200,000.00	\$200,000.00	\$200,000.00

405d-ii-6 (FDIOT)	0203-0740-6-YZ	CT-DOT/HSO	Emerging Initiatives	\$250,000.00	\$250,000.00	\$0.00	\$0.00
405e-1 (M8PE)	0203-0745-1-AA	CT-DOT/HSO	Save A Life Tour	\$250,000.00	\$250,000.00	\$250,000.00	\$249,000.00
405e-1 (M8PE)	0203-0745-1-DY	CT-DOT/HSO	Distracted Driving Public Messaging Campaign	\$950,000.00	\$950,000.00	\$950,000.00	\$549,964.67
405e-1 (M8PE)	0203-0745-1-DZ	CT-DOT/HSO	Distracted Driving PI&E	\$40,000.00	\$40,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0203-0745-2-AC	New Haven	Distracted Driving Enforcement	\$85,000.00	\$85,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0203-0745-2-AD	Danbury	Distracted Driving Enforcement	\$65,000.00	\$65,000.00	\$61,600.00	\$30,685.52
405e-2 (M8DDLE)	0203-0745-2-AE	Waterbury	Distracted Driving Enforcement	\$85,000.00	\$85,000.00	\$35,164.50	\$10,049.62
405e-2 (M8DDLE)	0203-0745-2-AF	Hartford	Distracted Driving Enforcement	\$85,000.00	\$85,000.00	\$83,070.16	\$42,260.16
405e-2 (M8DDLE)	0203-0745-2-AG	Manchester	Distracted Driving Enforcement	\$65,000.00	\$65,000.00	\$64,937.43	\$26,264.87
405e-2 (M8DDLE)	0203-0745-2-AH	Norwalk	Distracted Driving Enforcement	\$55,000.00	\$55,000.00	\$49,000.35	\$40,174.20
405e-2 (M8DDLE)	0203-0745-2-AI	Newington	Distracted Driving Enforcement	\$45,000.00	\$45,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0203-0745-2-AJ	Westport	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$24,960.00	\$10,437.73



405e-2 (M8DDLE)	0203-0745-2-AK	Hamden	Distracted Driving Enforcement	\$85,000.00	\$85,000.00	\$85,000.00	\$51,048.15
405e-2 (M8DDLE)	0203-0745-2-AL	Farmington	Distracted Driving Enforcement	\$35,000.00	\$35,000.00	\$34,834.59	\$4,349.62
405e-2 (M8DDLE)	0203-0745-2-AM	Orange	Distracted Driving Enforcement	\$55,000.00	\$55,000.00	\$48,235.62	\$12,239.75
405e-2 (M8DDLE)	0203-0745-2-AN	Bristol	Distracted Driving Enforcement	\$45,000.00	\$45,000.00	\$23,002.75	\$1,121.84
405e-2 (M8DDLE)	0203-0745-2-AO	Norwich	Distracted Driving Enforcement	\$35,000.00	\$35,000.00	\$28,054.05	\$7,049.06
405e-2 (M8DDLE)	0203-0745-2-AP	West Haven	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0203-0745-2-AQ	Bridgeport	Distracted Driving Enforcement	\$85,000.00	\$85,000.00	\$81,920.69	\$57,175.55
405e-2 (M8DDLE)	0203-0745-2-AR	Stamford	Distracted Driving Enforcement	\$65,000.00	\$65,000.00	\$54,783.00	\$23,224.38
405e-2 (M8DDLE)	0203-0745-2-AS	Derby	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0203-0745-2-AT	Stratford	Distracted Driving Enforcement	\$35,000.00	\$35,000.00	\$34,557.00	\$28,709.84
405e-2 (M8DDLE)	0203-0745-2-AU	Plainville	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0203-0745-2-AV	Trumbull	Distracted Driving Enforcement	\$35,000.00	\$35,000.00	\$12,809.51	\$6,536.94

405e-2 (M8DDLE)	0203-0745-2- AW	Wethersfield	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$24,262.00	\$8,439.19
405e-2 (M8DDLE)	0203-0745-2-AY	North Haven	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0203-0745-2-AZ	Bloomfield	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$9,983.00	\$2,765.11
405e-2 (M8DDLE)	0203-0745-2-BA	New London	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0203-0745-2-BB	West Hartford	Distracted Driving Enforcement	\$65,000.00	\$65,000.00	\$63,413.76	\$40,066.53
405e-2 (M8DDLE)	0203-0745-2-BC	Southington	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$11,131.12	\$1,870.16
405e-2 (M8DDLE)	0203-0745-2-BE	Wallingford	Distracted Driving Enforcement	\$35,000.00	\$35,000.00	\$34,261.53	\$23,464.04
405e-2 (M8DDLE)	0203-0745-2-BF	East Hartford	Distracted Driving Enforcement	\$35,000.00	\$35,000.00	\$34,627.19	\$29,328.40
405e-2 (M8DDLE)	0203-0745-2-BG	Waterford	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0203-0745-2-BH	Brookfield	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0203-0745-2-BI	Willimantic	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0203-0745-2-BK	Berlin	Distracted Driving Enforcement	\$35,000.00	\$35,000.00	\$22,646.37	\$0.00

405e-2 (M8DDLE)	0203-0745-2-BL	Meriden	Distracted Driving Enforcement	\$45,000.00	\$45,000.00	\$44,209.53	\$23,293.47
405e-2 (M8DDLE)	0203-0745-2-BN	Wilton	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$24,696.00	\$23,327.16
405e-2 (M8DDLE)	0203-0745-2-BO	Monroe	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0203-0745-2-BS	Canton	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$24,003.37	\$21,971.41
405e-2 (M8DDLE)	0203-0745-2-BV	New Milford	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$24,569.73	\$10,830.20
405e-2 (M8DDLE)	0203-0745-2- BW	Greenwich	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$24,607.44	\$24,607.44
405e-2 (M8DDLE)	0203-0745-2-BX	Avon	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$24,426.83	\$4,285.41
405e-2 (M8DDLE)	0203-0745-2-BY	New Britain	Distracted Driving Enforcement	\$55,000.00	\$55,000.00	\$32,794.80	\$23,851.14
405e-2 (M8DDLE)	0203-0745-2-CA	Naugatuck	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$24,252.48	\$17,312.95
405e-2 (M8DDLE)	0203-0745-2-CG	Ridgefield	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$11,899.44	\$11,357.09
405e-2 (M8DDLE)	0203-0745-2-CH	Plymouth	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$24,275.09	\$17,492.34
405e-2 (M8DDLE)	0203-0745-2-CI	Bethel	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00

405e-2 (M8DDLE)	0203-0745-2-CK	Watertown	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$24,060.24	\$5,899.69
405e-2 (M8DDLE)	0203-0745-2-CL	New Canaan	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$24,987.93	\$13,284.88
405e-2 (M8DDLE)	0203-0745-2-CN	Glastonbury	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$24,979.25	\$24,367.02
405e-2 (M8DDLE)	0203-0745-2-CP	Torrington	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$14,208.84	\$5,585.70
405e-2 (M8DDLE)	0203-0745-2-CT	Fairfield	Distracted Driving Enforcement	\$55,000.00	\$55,000.00	\$53,727.51	\$50,623.70
405e-2 (M8DDLE)	0203-0745-2-CV	Middletown	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0203-0745-2- DW	DESPP	Distracted Driving Enforcement	\$155,000.00	\$155,000.00	\$155,000.00	\$96,424.30
405e-2 (M8DDLE)	0203-0745-2-EF	Newtown	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0203-0745-2-ER	Shelton	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0203-0745-2-ES	Seymour	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$20,852.29	\$20,852.29
405e-2 (M8DDLE)	0203-0745-2-ET	Thomaston	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0203-0745-2-EU	Woodbridge	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$23,324.21	\$6,239.54

405e-2 (M8DDLE)	0203-0745-2-EV	Ansonia	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$22,220.69	\$12,585.12
405e-2 (M8DDLE)	0203-0745-2-ZZ	Municipal Police Agencies	Distracted Driving Enforcement (ZZ)	\$1,135,000.00	\$1,135,000.00		
405e-3 (M8*PT)	0203-0745-3-EP	CT-DOT/HSO	Data Analysis & Surveys	\$400,000.00	\$400,000.00	\$400,000.00	\$400,000.00
405e-4 (M8*SE)	0203-0745-4-EQ	DESPP	Speed and Aggressive Driving Enforcement & Equipment	\$250,000.00	\$350,000.00	\$350,000.00	\$273,666.17
405e-6 (M8*PM)	0203-0745-6-AB	CT-DOT/HSO	HVE Speed Campaign Media Buy	\$300,000.00	\$300,000.00	\$300,000.00	\$299,997.92
405e-6 (M8*PM)	0203-0745-6-DX	CT-DOT/HSO	Drive Safe CT Media Partnership	\$200,000.00	\$200,000.00	\$0.00	\$0.00
405e-8 (M8X)	0203-0745-8-YZ	CT-DOT/HSO	Emerging Initiatives	\$900,000.00	\$800,000.00	\$0.00	\$0.00
405f-1 (M11MT)	0203-0744-1-AB	CT-DOT/HSO	PI&E	\$10,000.00	\$10,000.00	\$10,000.00	\$0.00
405f-2 (M11MA)	0203-0744-2-AC	CT-DOT/HSO	PI&E Media	\$100,000.00	\$123,000.00	\$70,000.00	\$70,000.00
405h-2 (FHPE)	0203-0746-2-AC	CT-DOT/HSO	Non-Motorized Media and Outreach	\$300,000.00	\$300,000.00	\$300,000.00	\$299,856.45
405h-2 (FHPE)	0203-0746-2-AD	CT-DOT/HSO	Pedestrian Training for Law Enforcement	\$100,000.00	\$100,000.00	\$0.00	\$0.00
<b>Totals</b>				<b>\$38,844,000.00</b>	<b>\$39,718,500.00</b>	<b>\$23,230,028.58</b>	<b>\$14,523,458.48</b>

## FFY2023 AMENDMENT LIST

	Highway Safety Plan Amendments – FFY2023	Project Number	SENT	APPROVED	AMOUNT	Funding Taken from	Increase in Plan
1	FFY23 HSP Projects	ALL	8/18/2022	8/24/2023	\$38,844,000.00		\$0.00
2	eCitation Local law Enforcement	0203-0705-AK, AL, AM	11/14/2022	11/17/2022	\$303,000.00	0203-0705-ZZ	\$0.00
3	Comprehensive DUI Enforcement and Equipment	0203-0722-CM	11/14/2022	11/17/2022	\$40,000.00	0203-0722-ZZ	\$0.00
4	Slow Down Move Over Education Outreach Program (Flagman)	0203-0703-AB	12/15/2022	1/5/2023	\$75,000.00	0203-0702-ZZ	\$0.00
5	Speed and Aggressive Driving Enforcement and Equipment (DESPP)	0203-0745-4-EQ	2/16/2023	3/6/2023	\$350,000.00	0203-0745-8-YZ	\$0.00
6	<i>Various Projects</i>						
	Click It or Ticket Enforcement	0203-0702-ZZ			\$400,000.00		
	Planning and Administration	0203-0733-AA			\$25,000.00		
	Speed and Aggressive Driving Enforcement	0203-0706-ZZ	2/28/2023	3/6/2023	\$395,000.00	NHTSA New Funds	\$874,500.00
	eCitation Resident Trooper Town	0203-0742-AM			\$31,500.00		
	Public Information and Education (PI&E) Media	0203-0744-2-AC			\$23,000.00		
7	eCitation Local Law Enforcement	0203-0705-AN, AO	3/22/2023	3/22/2023	\$37,000.00	0203-0705-ZZ	\$0.00
8	DRE Overtime Call Out and DRE Instructor Support	0203-0724-AG	4/4/2023	4/5/2023	\$50,000.00	0203-0722-YZ	\$0.00

<b>9</b>	Driver Alcohol Detection System for Safety (DADSS)	0203-0721-1-AD	4/6/2323	4/11/2023	\$770,000.00	0203-0722-ZZ	\$0.00
<b>10</b>	eCitation Local Law Enforcement	0203-0705-AP	4/13/2023	4/25/2023	\$19,000.00	0203-0705-ZZ	\$0.00
<b>11</b>	CT Police Chiefs Association LEL Outreach	0203-0703-AC	4/20/2023	4/25/2023	\$40,000.00	0203-0702-ZZ	\$0.00
						<b>Total</b>	<b>\$874,500.00</b>

## LIST OF PROJECTS INCLUDED IN THE FFY2023 HSP BUT NO GRANTS RECEIVED

Program Area	Project Number	Town/Agency	Project Description	HSP Original Amount	HSP Amended Amount	Grant Amount	FFY2023 Expended Amount
154-ENF_AL	0203-0722-AB	CT-DOT/HSO	Alcohol Related Program Training	\$100,000.00	\$0.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-AC	CT Judicial	TSRP (Additional Alcohol)	\$150,000.00	\$0.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-AD	Automotive Coalition for Traffic Safety, Inc. (ACTS)	DADSS CT Trial Deployment	\$0.00	\$0.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-AM	Watertown	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-AX	Seymour	Comprehensive DUI Enforcement	\$45,000.00	\$45,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-AY	CT-DOT/HSO	Choices Matter	\$325,000.00	\$0.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-BB	Stafford	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-BL	Coventry	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-BR	Bloomfield	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00



154-ENF_AL	0203-0722-BS	Stonington	Comprehensive DUI Enforcement	\$45,000.00	\$45,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-BX	Danbury	Comprehensive DUI Enforcement	\$45,000.00	\$45,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-BY	Berlin	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-CH	Vernon	Comprehensive DUI Enforcement	\$45,000.00	\$45,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-CM	Stratford	Comprehensive DUI Enforcement	\$0.00	\$40,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-CO	Newington	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-CX	Plymouth	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-DA	Newtown	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-DI	New Haven	Comprehensive DUI Enforcement	\$160,000.00	\$160,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-DK	Plainfield	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-DN	Orange	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-DP	Hamden	Comprehensive DUI Enforcement	\$45,000.00	\$45,000.00	\$0.00	\$0.00

154-ENF_AL	0203-0722-DR	West Hartford	Comprehensive DUI Enforcement	\$65,000.00	\$65,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-DX	Portland	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-EE	MADD	Power of Parents	\$70,000.00	\$0.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-EF	Wolcott	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-EG	Shelton	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-EI	DMV	Ignition Interlock Device Staff Positions	\$300,000.00	\$300,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-FC	Ansonia	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-FD	Milford	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-FE	Middletown	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-FG	West Haven	Comprehensive DUI Enforcement	\$45,000.00	\$45,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-YZ	CT-DOT/HSO	Emerging Initiatives	\$3,000,000.00	\$2,950,000.00	\$0.00	\$0.00
154-ENF_AL	0203-0722-ZZ	Municipal Police Agencies	Comprehensive DUI Enforcement & Equipment (ZZ)	\$2,500,000.00	\$1,690,000.00	\$0.00	\$0.00

154-DUI_AL	0203-0719-1-AC	CT Judicial	TSRP (Additional Alcohol)	\$0.00	\$150,000.00	\$0.00	\$0.00
154-DUI_DG	0203-0719-2-AC	CT Judicial	TSRP (Additional Drugs)	\$150,000.00	\$150,000.00	\$0.00	\$0.00
154-PM_AL	0203-0720-1-AB	CT-DOT/HSO	Safe States DUI Media Campaign	\$200,000.00	\$200,000.00	\$0.00	\$0.00
154-LET_DG	0203-0724-2-AD	CT-DOT/HSO	Cannabis Impairment Awareness Media Campaign	\$500,000.00	\$0.00	\$0.00	\$0.00
154-LET_DG	0203-0724-2-AE	CT-DOT/HSO	DRE Overtime Call-Out (new money drugs ENF_DG)	\$900,000.00	\$900,000.00	\$0.00	\$0.00
154-LET_DG	0203-0724-2-AJ	South Windsor	DRE Instructor Support	\$50,000.00	\$50,000.00	\$0.00	\$0.00
154-LET_DG	0203-0724-2-AL	Southington	DRE Instructor Support	\$50,000.00	\$50,000.00	\$0.00	\$0.00
154-LET_DG	0203-0724-2-AP	Norwich	DRE Instructor Support	\$50,000.00	\$50,000.00	\$0.00	\$0.00
1906-F1906ER	0203-0725-YZ	CT-DOT/HSO	Emerging Initiatives	\$1,200,000.00	\$1,200,000.00	\$0.00	\$0.00
402-CR	0203-0709-AH	City of Hartford Dept of Health and Human Services	Safe Kids Hartford CPS Program	\$130,000.00	\$130,000.00	\$0.00	\$0.00
402-CR	0203-0709-AK	TBD	TBD	\$0.00	\$0.00	\$0.00	\$0.00
402-OP	0203-0702-AE	CT-DOT/HSO	Occupant Protection Media Buy	\$100,000.00	\$100,000.00	\$0.00	\$0.00

402-OP	0203-0702-AK	Berlin	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$0.00	\$0.00
402-OP	0203-0702-AL	Bloomfield	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$0.00	\$0.00
402-OP	0203-0702-AW	Manchester	Click It or Ticket Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
402-OP	0203-0702-BC	Orange	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$0.00	\$0.00
402-OP	0203-0702-BE	Southington	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$0.00	\$0.00
402-OP	0203-0702-BF	Stonington	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-BM	Westport	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-BR	Brookfield	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-BU	Granby	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-BV	Groton	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-BW	Middletown	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-BZ	New Milford	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$0.00	\$0.00

402-OP	0203-0702-CB	Newtown	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-CC	North Haven	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-CE	Norwich	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-CH	Shelton	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-CP	Winchester	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-CQ	Windsor	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-CS	Coventry	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-CT	Portland	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-CU	Weston	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-CV	Seymour	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-CW	Plymouth	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-DI	North Branford	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00

402-OP	0203-0702-DP	Greenwich	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0203-0702-ZZ	Municipal Police Agencies	Click It or Ticket Enforcement (ZZ)	\$330,000.00	\$615,000.00	\$0.00	\$0.00
402-SE	0203-0706-AC	Bridgeport	Speed and Aggressive Driving Enforcement	\$75,000.00	\$75,000.00	\$0.00	\$0.00
402-SE	0203-0706-AN	Middletown	Speed and Aggressive Driving Enforcement	\$75,000.00	\$75,000.00	\$0.00	\$0.00
402-SE	0203-0706-AS	Shelton	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
402-SE	0203-0706-AU	Trumbull	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
402-SE	0203-0706-AX	Wethersfield	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
402-SE	0203-0706-BA	West Haven	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
402-SE	0203-0706-ZZ	Municipal Police Agencies	Speed and Aggressive Driving Enforcement (ZZ)	\$0.00	\$395,000.00	\$0.00	\$0.00
402-TSP	0203-0708-AA	CT-DOT/HSO	GDL/Teen Driving Education	\$400,000.00	\$400,000.00	\$0.00	\$0.00
402-PS	0203-0710-AE	CT-DOT/HSO	PI&E	\$10,000.00	\$10,000.00	\$0.00	\$0.00
402-PS	0203-0710-AG	City of Hartford Health and Human Services	City-Centric Pedestrian and Bicyclist Safety Campaign	\$110,000.00	\$110,000.00	\$0.00	\$0.00

405c (M3DA)	0203-0742-AD	CT Judicial (CIB)	Online Disposition System	\$200,000.00	\$200,000.00	\$0.00	\$0.00
405c (M3DA)	0203-0742-AG	Dept of Public Health	Emergency Medical System	\$150,000.00	\$150,000.00	\$0.00	\$0.00
405c (M3DA)	0203-0742-AM	DESPP	E-Citation Resident Trooper Town	\$600,000.00	\$631,500.00	\$0.00	\$0.00
405d-1 (M5HVE)	0203-0743-1-AB	Hartford Hospital	Healthcare Heroes Against Impaired Driving	\$700,000.00	\$0.00	\$0.00	\$0.00
405d-1 (M5HVE)	0203-0743-1-BM	CT-DOT/HSO	Drug Recognition Expert Field Kits	\$150,000.00	\$150,000.00	\$0.00	\$0.00
405d-1 (M5HVE)	0203-0743-1-DK	UCONN (CTSRC)	Tablets, Software, and Evaluation for DRE Program	\$130,000.00	\$0.00	\$0.00	\$0.00
405d-ii-6 (FDIOT)	0203-0740-6-YZ	CT-DOT/HSO	Emerging Initiatives	\$250,000.00	\$250,000.00	\$0.00	\$0.00
405e-1 (M8PE)	0203-0745-1-DZ	CT-DOT/HSO	Distracted Driving PI&E	\$40,000.00	\$40,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0203-0745-2-AC	New Haven	Distracted Driving Enforcement	\$85,000.00	\$85,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0203-0745-2-AI	Newington	Distracted Driving Enforcement	\$45,000.00	\$45,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0203-0745-2-AP	West Haven	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0203-0745-2-AS	Derby	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00

405e-2 (M8DDLE)	0203-0745-2-AU	Plainville	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0203-0745-2-AY	North Haven	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0203-0745-2-BA	New London	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0203-0745-2-BG	Waterford	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0203-0745-2-BH	Brookfield	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0203-0745-2-BI	Willimantic	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0203-0745-2-BO	Monroe	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0203-0745-2-CI	Bethel	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0203-0745-2-CV	Middletown	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0203-0745-2-EF	Newtown	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0203-0745-2-ER	Shelton	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0203-0745-2-ET	Thomaston	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00



405e-6 (M8*PM)	0203-0745-6-DX	CT-DOT/HSO	Drive Safe CT Media Partnership	\$200,000.00	\$200,000.00	\$0.00	\$0.00
405e-8 (M8X)	0203-0745-8-YZ	CT-DOT/HSO	Emerging Initiatives	\$900,000.00	\$800,000.00	\$0.00	\$0.00
405h-2 (FHPE)	0203-0746-2-AD	CT-DOT/HSO	Pedestrian Training for Law Enforcement	\$100,000.00	\$100,000.00	\$0.00	\$0.00
<b>Totals</b>				<b>\$15,995,000.00</b>	<b>\$13,961,500.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

## LIST OF PROJECTS THAT RECEIVED GRANTS FOR FFY2023 BUT NO FUNDS EXPENDED

Program Area	Project Number	Town/Agency	Project Description	HSP Original Amount	HSP Amended Amount	Grant Amount	FFY2023 Expended Amount
402-OP	0203-0702-AF	CT-DOT/HSO	Occupant Protection PI&E	\$10,000.00	\$10,000.00	\$10,000.00	\$0.00
402-OP	0203-0702-BO	Woodbridge	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$4,859.21	\$0.00
402-TR	0203-0705-AA	CT-DOT/HSO	Traffic Records Administration	\$50,000.00	\$50,000.00	\$50,000.00	\$0.00
405d-1 (M5HVE)	0203-0743-1-AC	CT Judicial	TSRP	\$300,000.00	\$0.00	\$555,130.90	\$0.00
405e-2 (M8DDLE)	0203-0745-2-BK	Berlin	Distracted Driving Enforcement	\$35,000.00	\$35,000.00	\$22,646.37	\$0.00
405f-1 (M11MT)	0203-0744-1-AB	CT-DOT/HSO	PI&E	\$10,000.00	\$ 10,000.00	\$10,000.00	\$0.00

Note: An explanation of why these planned activities were not implemented during FFY2023 has been provided in the respective program areas.

# ATTITUDES AND AWARENESS SURVEYS

## List of Surveys

1. Connecticut Highway Safety Office 2023 Attitude and Awareness Survey
2. Connecticut Highway Safety Office 2021-2023 Attitude and Awareness Survey
3. Connecticut Statewide Seat Belt Use Observations 2023
4. Connecticut Child Restraint Use Observation 2023
5. Connecticut Distracted Driving Observations April/October 2023
6. Connecticut Distracted Driving Observations 2015-2023

# Connecticut Highway Safety Office

## 2023 Awareness Survey Results

*(TELEPHONE & WEB COMBINED)*

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The purpose of this summary report is to share with the Connecticut Department of Transportation's Highway Safety Office (HSO) early results of the 2023 telephone and web awareness survey. Since 2020, this survey has been conducted in lieu of in-person DMV surveys (not possible during the ongoing COVID-19 pandemic). The survey questions covered four key highway safety program areas: occupant protection, distracted driving, speed, and impaired driving and assessed the likelihood of getting a ticket for each type of infraction.

### DATA COLLECTION

A 65-question combination phone/web survey was conducted in July 2023, beginning soon after the July 4<sup>th</sup> holiday and continued for 5-6 weeks until the required sample size was obtained. The survey was designed to assess respondents' knowledge and awareness of the heightened enforcement activity and paid media campaign that is funded by the HSO. All Connecticut DMV offices shut down in mid-March 2020 due to the ongoing COVID-19 pandemic. While DMVs have resumed business operations, it is on a "by appointment" basis only. We are uncertain when (or if) operations will ever return to pre-COVID conditions where we had a captive audience for data collection (i.e., a room full of people waiting for the processing of their driver license or vehicle registration transactions).

### BASIC INFORMATION AND DEMOGRAPHICS

Data were collected from 505 telephone respondents. The data presented here were weighted by sex and age to reduce possible sampling error. Table 1 summarizes the demographic characteristics of survey respondents. Half of respondents were female (50.4%), close to half (49.2%) were male, and less than 1 percent (0.4%) were non-binary or preferred to self-describe. The two most common reported age categories for respondents were *55-64 years old* (18.6%), *45-54 years old* (16.6%) and *25-34 years old* (16.6%). Most respondents were *White* (77.7%), followed by African American (12.5%). One in ten respondents (10.5%) reported being of Hispanic/Latino/Spanish origin and less than one percent (0.6%) were Native American.

Additional information regarding respondent characteristics like income and education level are reported in Appendix A. Respondents' media habits and preferences are reported in Appendix B.

**TABLE 1.**

**DEMOGRAPHIC CHARACTERISTICS OF SURVEY RESPONDENTS**

	<i>Characteristic</i>	<i>Percent</i>
<i>Q59. Gender</i>	<b>Male</b>	49.2%
	<b>Female</b>	50.4%
	<b>Non-binary</b>	0.2%
	<b>Self-describe</b>	0.2%
	<i>Total N</i>	<b>505</b>
<i>Q60. Age</i>	<b>18-20</b>	3.7%
	<b>21-24</b>	6.0%
	<b>25-34</b>	16.6%
	<b>35-44</b>	16.1%
	<b>45-54</b>	16.6%
	<b>55-64</b>	18.6%
	<b>65-74</b>	13.6%
	<b>75+</b>	8.8%
	<i>Total N</i>	<b>505</b>
<i>Q61. Race</i>	<b>White</b>	77.7%
	<b>African-Am</b>	12.5%
	<b>Native</b>	0.6%
	<b>Asian-Am</b>	2.3%
	<b>Hawaiian/Pac Isl</b>	0.1%
	<b>Other/Mixed Race</b>	4.9%
	<b>No response</b>	1.9%
	<i>Total N</i>	<b>505</b>
<i>Q62. Hispanic</i>	<b>Yes</b>	10.5%
	<b>No</b>	89.5%
		<i>Total N</i>

**TRANSPORTATION HABITS**

Table 2 provides a snapshot of respondents' transportation driving habits. Driving is by far the most common mode of transportation, followed by walking. The majority (62.3%) of participants report driving every single day; close to one-third (32.2%) of respondents report walking every single day. More than one third (38.3%) do not currently commute to work. Of those who do, most (88.1%) drive themselves to work, and 70.5 percent commute at least 5 days a week (Table 3).

**TABLE 2. MODES OF TRANSPORTATION**

<i>Question</i>		<i>Percent</i>
<i>Q11. How often do you currently use the following modes of transportation?</i>		
<i>Driving</i>	Never	1.4%
	Once a month or less	3.0%
	A few times a month	4.4%
	A few times a week	28.8%
	Every day	62.3%
	<i>Total N</i>	<i>505</i>
<i>Bus</i>	Never	72.0%
	Once a month or less	15.2%
	A few times a month	4.7%
	A few times a week	6.2%
	Every day	1.9%
	<i>Total N</i>	<i>505</i>
<i>Train</i>	Never	62.0%
	Once a month or less	28.3%
	A few times a month	6.8%
	A few times a week	2.3%
	Every day	0.6%
	<i>Total N</i>	<i>505</i>
<i>Bike</i>	Never	65.5%
	Once a month or less	16.0%
	A few times a month	8.3%
	A few times a week	9.0%
	Every day	1.2%
	<i>Total N</i>	<i>505</i>
<i>Walking</i>	Never	20.5%
	Once a month or less	11.7%
	A few times a month	13.9%
	A few times a week	21.6%
	Every day	32.2%
	<i>Total N</i>	<i>505</i>

**TABLE 3. COMMUTING HABITS**

<i>Question</i>	<i>Percent</i>	
<i>Q12. Do you currently commute to work?</i>	<b>Yes</b>	61.7%
	<b>No</b>	38.3%
	<b>Total N</b>	<b>505</b>
<i>Q12-1. If so, how?</i>		
<i>Car driven by me</i>	<b>Yes</b>	88.1%
	<b>No</b>	11.9%
	<b>Total N</b>	<b>311</b>
<i>Car driven by other</i>	<b>Yes</b>	9.0%
	<b>No</b>	91.0%
	<b>Total N</b>	<b>311</b>
<i>Public transportation</i>	<b>Yes</b>	6.8%
	<b>No</b>	93.2%
	<b>Total N</b>	<b>311</b>
<i>Foot or Bike</i>	<b>Yes</b>	4.5%
	<b>No</b>	95.5%
	<b>Total N</b>	<b>311</b>
<i>Other</i>	<b>Yes</b>	0.6%
	<b>No</b>	99.4%
	<b>Total N</b>	<b>311</b>
<i>Q12-2. If yes, how many days a week do you currently commute?</i>	<b>One or two</b>	6.9%
	<b>3 or 4</b>	22.6%
	<b>5 or more</b>	70.5%
	<b>Total N</b>	<b>311</b>
<i>Q13. Did you commute to work 6 months ago?</i>	<b>Yes</b>	35.0
	<b>No</b>	65.0
	<b>Total N</b>	<b>505</b>
<i>Q13-1. If so, how?</i>		
<i>Car driven by me</i>	<b>Yes</b>	88.7%
	<b>No</b>	11.3%
	<b>Total N</b>	<b>328</b>
<i>Car driven by other</i>	<b>Yes</b>	8.2%
	<b>No</b>	91.8%
	<b>Total N</b>	<b>328</b>
<i>Public transportation</i>	<b>Yes</b>	5.8%
	<b>No</b>	94.2%
	<b>Total N</b>	<b>328</b>
<i>Foot or Bike</i>	<b>Yes</b>	3.0%
	<b>No</b>	97.0%
	<b>Total N</b>	<b>328</b>
<i>Other</i>	<b>Yes</b>	0.6%
	<b>No</b>	99.4%
	<b>Total N</b>	<b>328</b>
<i>Q13a. If yes, how many days a week did you commute?</i>	<b>One or two</b>	7.4
	<b>3 or 4</b>	19.0
	<b>5 or more</b>	73.6
	<b>Total N</b>	<b>328</b>

Respondents' attitudes toward various groups and agencies related to traffic and automotive safety information were also assessed. Among the most trusted agencies are AAA, State Police, and the CT Department of Transportation. Results are shown in Table 4.

**TABLE 4. ATTITUDES TOWARD TRAFFIC SAFETY AGENCIES/GROUPS**

<i>Question</i>	<i>Percent</i>
<i>Q14. How much do you trust the following groups to provide traffic and auto safety info?</i>	
<i>CT Dept of Transportation</i>	<b>Greatly trust</b> 41.4%
	<b>Slightly trust</b> 28.1%
	<b>Neither trust nor distrust</b> 24.4%
	<b>Slightly distrust</b> 3.8%
	<b>Greatly distrust</b> 2.3%
	<b>Total N</b> <b>505</b>
<i>US DOT/NHTSA</i>	<b>Greatly trust</b> 36.6%
	<b>Slightly trust</b> 32.0%
	<b>Neither trust nor distrust</b> 25.5%
	<b>Slightly distrust</b> 3.0%
	<b>Greatly distrust</b> 3.0%
	<b>Total N</b> <b>505</b>
<i>CT State Police</i>	<b>Greatly trust</b> 43.8%
	<b>Slightly trust</b> 26.9%
	<b>Neither trust nor distrust</b> 18.7%
	<b>Slightly distrust</b> 6.5%
	<b>Greatly distrust</b> 4.2%
	<b>Total N</b> <b>505</b>
<i>Local Police</i>	<b>Greatly trust</b> 39.0%
	<b>Slightly trust</b> 30.2%
	<b>Neither trust nor distrust</b> 18.3%
	<b>Slightly distrust</b> 7.9%
	<b>Greatly distrust</b> 4.6%
	<b>Total N</b> <b>505</b>
<i>Governor's Office</i>	<b>Greatly trust</b> 23.9%
	<b>Slightly trust</b> 30.4%
	<b>Neither trust nor distrust</b> 29.3%
	<b>Slightly distrust</b> 10.8%
	<b>Greatly distrust</b> 5.6%
	<b>Total N</b> <b>505</b>
<i>Universities</i>	<b>Greatly trust</b> 24.6%
	<b>Slightly trust</b> 24.8%
	<b>Neither trust nor distrust</b> 37.5%
	<b>Slightly distrust</b> 9.3%
	<b>Greatly distrust</b> 3.8%
	<b>Total N</b> <b>505</b>



TABLE 4 (continued)

<i>Question</i>		<i>Percent</i>
<b>AAA</b>	<b>Greatly trust</b>	43.2%
	<b>Slightly trust</b>	31.6%
	<b>Neither trust nor distrust</b>	21.0%
	<b>Slightly distrust</b>	3.0%
	<b>Greatly distrust</b>	1.1%
	<i>Total N</i>	<b>505</b>
<b>MADD</b>	<b>Greatly trust</b>	30.8%
	<b>Slightly trust</b>	30.2%
	<b>Neither trust nor distrust</b>	31.5%
	<b>Slightly distrust</b>	4.7%
	<b>Greatly distrust</b>	2.7%
	<i>Total N</i>	<b>505</b>
<b>CT Dept of Motor Vehicles</b>	<b>Greatly trust</b>	27.0%
	<b>Slightly trust</b>	36.8%
	<b>Neither trust nor distrust</b>	25.9%
	<b>Slightly distrust</b>	5.8%
	<b>Greatly distrust</b>	4.5%
	<i>Total N</i>	<b>505</b>
<b>CT Dept of Public Health</b>	<b>Greatly trust</b>	34.3%
	<b>Slightly trust</b>	26.9%
	<b>Neither trust nor distrust</b>	27.9%
	<b>Slightly distrust</b>	6.6%
	<b>Greatly distrust</b>	4.3%
	<i>Total N</i>	<b>505</b>
<b>Q15. How do you feel about each of the following groups and agencies?</b>		
<b>CT Dept of Transportation</b>	<b>Greatly like</b>	24.5%
	<b>Slightly like</b>	24.1%
	<b>Neither like nor dislike</b>	43.6%
	<b>Slightly dislike</b>	5.0%
	<b>Greatly dislike</b>	2.8%
	<i>Total N</i>	<b>505</b>
<b>US DOT/NHTSA</b>	<b>Greatly like</b>	27.1%
	<b>Slightly like</b>	24.2%
	<b>Neither like nor dislike</b>	42.4%
	<b>Slightly dislike</b>	3.6%
	<b>Greatly dislike</b>	2.8%
	<i>Total N</i>	<b>505</b>
<b>CT State Police</b>	<b>Greatly like</b>	34.6%
	<b>Slightly like</b>	23.5%
	<b>Neither like nor dislike</b>	28.5%
	<b>Slightly dislike</b>	7.2%
	<b>Greatly dislike</b>	6.2%
	<i>Total N</i>	<b>505</b>

TABLE 4 (continued)

<i>Question</i>	<i>Percent</i>
<i>Local Police</i>	Greatly like 33.2%
	Slightly like 24.1%
	Neither like nor dislike 28.8%
	Slightly dislike 7.6%
	Greatly dislike 6.5%
	<i>Total N 505</i>
<i>Governor's Office</i>	Greatly like 18.1%
	Slightly like 27.9%
	Neither like nor dislike 35.8%
	Slightly dislike 9.9%
	Greatly dislike 8.2%
	<i>Total N 505</i>
<i>Universities</i>	Greatly like 28.1%
	Slightly like 24.8%
	Neither like nor dislike 39.8%
	Slightly dislike 4.4%
	Greatly dislike 2.9%
	<i>Total N 505</i>
<i>AAA</i>	Greatly like 35.0%
	Slightly like 34.0%
	Neither like nor dislike 27.3%
	Slightly dislike 3.4%
	Greatly dislike 0.3%
	<i>Total N 505</i>
<i>MADD</i>	Greatly like 31.7%
	Slightly like 28.9%
	Neither like nor dislike 32.4%
	Slightly dislike 4.5%
	Greatly dislike 2.5%
	<i>Total N 505</i>
<i>CT Dept of Motor Vehicles</i>	Greatly like 19.9%
	Slightly like 22.4%
	Neither like nor dislike 40.9%
	Slightly dislike 11.1%
	Greatly dislike 5.6%
	<i>Total N 505</i>
<i>CT Dept of Public Health</i>	Greatly like 30.8%
	Slightly like 22.8%
	Neither like nor dislike 37.3%
	Slightly dislike 5.2%
	Greatly dislike 3.9%
	<i>Total N 505</i>

## SAFETY HABITS AND AWARENESS QUESTIONS

### OCCUPANT PROTECTION/SEAT BELTS

Respondents were asked about their seat belt wearing habits and whether they had heard of any enforcement program focused on seat belt use. More than 90 percent (91.4%) of those surveyed indicated *always* wearing their seatbelt when riding in a motor vehicle. The rate of belt use in the rear seat was much lower. Of those who do ride in the rear seat, half (49.4%) reported *always* wearing their seat belt in the rear seat (see Table 5 for details).

**TABLE 5. SEAT BELT HABITS**

<i>Question</i>		<i>Percent</i>
<b>Q20. How often do you wear a seat belt when you drive or ride in a motor vehicle?</b>	<b>Always</b>	91.4%
	<b>Nearly always</b>	4.7%
	<b>Sometimes</b>	1.3%
	<b>Rarely</b>	1.6%
	<b>Never</b>	1.1%
	<b>Total N</b>	<b>505</b>
<b>Q21. When was the last time you did not wear your seat belt while driving?</b>	<b>Today</b>	5.0%
	<b>Past week</b>	6.3%
	<b>Past month</b>	2.9%
	<b>Past year</b>	3.6%
	<b>Don't know/more than a year</b>	82.2%
	<b>Total N</b>	<b>505</b>
<b>Q22. How often do you wear a seat belt when you are in the rear seat of a motor vehicle? (if YES)</b>	<b>Always</b>	49.4%
	<b>Nearly always</b>	15.5%
	<b>Sometimes</b>	15.1%
	<b>Rarely</b>	11.1%
	<b>Never</b>	9.0%
	<b>Total N</b>	<b>437</b>

Approximately one third (32.5%) of respondents reported having *read, seen, or heard* about police being focused on seat belt enforcement. *TV, Radio, and Billboard* were the more common source of information among those who had heard of such enforcement (Table 6). Six percent (6.0%) of respondents did not know the name of any belt enforcement program in CT; the program slogan *Click It or Ticket* recognized by more than 80 percent (83.8%) of respondents (Table 7).

**TABLE 6. MEDIA AWARENESS – SEAT BELT**

<i>Question</i>	<i>Percent</i>	
<i>Q23. In the past 3 month, have you read, seen, or heard about police being focused on seat belt enforcement?</i>	<b>Yes</b>	32.5%
	<b>No</b>	67.5%
	<b>Total N</b>	<b>505</b>
<i>Q23A. If yes, where did you see or hear about it?</i>		
<i>Newspaper</i>	<b>Yes</b>	16.8%
	<b>No</b>	83.2%
	<b>Total N</b>	<b>164</b>
<i>Radio</i>	<b>Yes</b>	32.6%
	<b>No</b>	67.4%
	<b>Total N</b>	<b>164</b>
<i>Internet/Online Ad/Website</i>	<b>Yes</b>	24.0%
	<b>No</b>	76.0%
	<b>Total N</b>	<b>164</b>
<i>TV</i>	<b>Yes</b>	44.7%
	<b>No</b>	55.3%
	<b>Total N</b>	<b>164</b>
<i>Poster</i>	<b>Yes</b>	5.0%
	<b>No</b>	95.0%
	<b>Total N</b>	<b>164</b>
<i>Billboard</i>	<b>Yes</b>	31.0%
	<b>No</b>	69.0%
	<b>Total N</b>	<b>164</b>
<i>Police Patrol</i>	<b>Yes</b>	9.7%
	<b>No</b>	90.3%
	<b>Total N</b>	<b>164</b>
<i>Electronic message sign</i>	<b>Yes</b>	30.0%
	<b>No</b>	70.0%
	<b>Total N</b>	<b>164</b>
<i>Bus Ad</i>	<b>Yes</b>	4.4%
	<b>No</b>	95.6%
	<b>Total N</b>	<b>164</b>
<i>Other</i>	<b>Yes</b>	2.0%
	<b>No</b>	98.0%
	<b>Total N</b>	<b>164</b>
<i>Don't know/remember</i>	<b>Yes</b>	1.4%
	<b>No</b>	98.6%
	<b>Total N</b>	<b>164</b>

**TABLE 7. SLOGAN RECOGNITION – SEAT BELT**

<i>Question</i>	<i>Percent</i>	
<b><i>Q24. Do you know the name or any seat belt enforcement programs in CT?</i></b>		
<b><i>Click It or Ticket</i></b>	<b>Yes</b>	83.8%
	<b>No</b>	16.2%
	<b>Total N</b>	<b>505</b>
<b><i>Buckle Up, No Excuses! It's the Law, It's Enforced</i></b>	<b>Yes</b>	17.1%
	<b>No</b>	82.9%
	<b>Total N</b>	<b>505</b>
<b><i>Seat belts save lives. Buckle Up Every Time</i></b>	<b>Yes</b>	24.7%
	<b>No</b>	75.3%
	<b>Total N</b>	<b>505</b>
<b><i>Clickity Clack, in the front and the back</i></b>	<b>Yes</b>	2.8%
	<b>No</b>	97.2%
	<b>Total N</b>	<b>505</b>
<b><i>Survive your drive and stay alive</i></b>	<b>Yes</b>	5.4%
	<b>No</b>	94.6%
	<b>Total N</b>	<b>505</b>
<b><i>Buckle Up Connecticut</i></b>	<b>Yes</b>	21.1%
	<b>No</b>	78.9%
	<b>Total N</b>	<b>505</b>
<b><i>Seat belts rule! Wear yours (it's cool)</i></b>	<b>Yes</b>	2.2%
	<b>No</b>	97.8%
	<b>Total N</b>	<b>505</b>
<b><i>Other</i></b>	<b>Yes</b>	0.0%
	<b>No</b>	100.0%
	<b>Total N</b>	<b>505</b>

## DISTRACTED DRIVING

Respondents were asked about their cell phone use while driving and whether they had heard of any enforcement program focused on distracted driving. More than half (53.2%) of respondents indicated *never talking on a cell phone while driving* (Table 8); close to 60 percent (59.6%) reported *never sending text messages, DMs, or emails while driving* (Table 9).

**TABLE 8. TALKING ON A CELL PHONE USE WHILE DRIVING**

<i>Question</i>	<i>Percent</i>	
<b>Q25. How often do you talk on a phone while driving?</b>	<b>Multiple times/trip</b>	5.0%
	<b>Once a trip</b>	3.9%
	<b>On occasional trips</b>	12.2%
	<b>Rarely</b>	25.7%
	<b>Never</b>	53.2%
	<b>Total N</b>	<b>505</b>
<b>Q26. How do you talk on you cell while driving?</b>		
<b>Hold phone in hand and up to ear</b>	<b>Yes</b>	4.2%
	<b>No</b>	95.8%
	<b>Total N</b>	<b>505</b>
<b>Hold phone in hand and use speaker function</b>	<b>Yes</b>	11.9%
	<b>No</b>	88.1%
	<b>Total N</b>	<b>505</b>
<b>Use hands free in-vehicle or phone voice activated technology</b>	<b>Yes</b>	43.1%
	<b>No</b>	56.9%
	<b>Total N</b>	<b>505</b>
<b>Use Bluetooth (handsfree) headset</b>	<b>Yes</b>	27.2%
	<b>No</b>	72.8%
	<b>Total N</b>	<b>505</b>
<b>I do not talk on cell while driving</b>	<b>Yes</b>	32.6%
	<b>No</b>	67.4%
	<b>Total N</b>	<b>505</b>
<b>Q27. When was the last time you talked on a cell phone while driving?</b>	<b>Today</b>	10.4%
	<b>Past week</b>	21.7%
	<b>Past month</b>	15.0%
	<b>Past year</b>	10.5%
	<b>Don't know/more than a year</b>	13.9%
	<b>Never</b>	28.6%
	<b>Total N</b>	<b>505</b>

**TABLE 9. USING TEXT FUNCTIONS WHILE DRIVING**

<i>Question</i>	<i>Percent</i>	
<i>Q28. How often do you send text messages, DMs, or emails on a cell phone while driving?</i>	<b>Multiple times/trip</b>	6.3%
	<b>Once a trip</b>	3.5%
	<b>On occasional trips</b>	9.2%
	<b>Rarely</b>	21.5%
	<b>Never</b>	59.6%
	<i>Total N</i>	<b>505</b>
<i>Q29. How do you send texts, DMs, or emails on your cell while driving?</i>		
<i>Hold phone in hand and look down/up briefly (multitask)</i>	<b>Yes</b>	5.8%
	<b>No</b>	94.2%
	<i>Total N</i>	<b>505</b>
<i>Wait until you are at a red light or stop sign and quickly type/send message</i>	<b>Yes</b>	18.8%
	<b>No</b>	81.2%
	<i>Total N</i>	<b>505</b>
<i>Use handsfree in-vehicle or phone voice activated technology</i>	<b>Yes</b>	19.6%
	<b>No</b>	80.4%
	<i>Total N</i>	<b>505</b>
<i>Use Bluetooth (handsfree) headset</i>	<b>Yes</b>	9.4%
	<b>No</b>	90.6%
	<i>Total N</i>	<b>505</b>
<i>Pull over in safe area or exit roadway, put car in park, then write/send text, DM, or email</i>	<b>Yes</b>	15.1%
	<b>No</b>	84.9%
	<i>Total N</i>	<b>505</b>
<i>I do not write/send texts, DMs or email when I drive</i>	<b>Yes</b>	51.7%
	<b>No</b>	48.3%
	<i>Total N</i>	<b>505</b>
<i>Q30. When was the last time you texted etc. while driving?</i>	<b>Today</b>	4.6%
	<b>Past week</b>	12.4%
	<b>Past month</b>	12.2%
	<b>Past year</b>	6.8%
	<b>Don't know/more than a year</b>	12.8%
	<b>Never</b>	51.2%
	<i>Total N</i>	<b>505</b>

The majority (75.4%) of respondents *never use their cell phone for entertainment or social media* while driving. Details on frequency and manner of use are available in Table 10.

**TABLE 10. USE OF CELL PHONE FOR ENTERTAINMENT**

<i>Question</i>	<i>Percent</i>	
<b>Q31. How often do you use your cell for entertainment or social media while driving?</b>	<b>Multiple times/trip</b>	6.1%
	<b>Once a trip</b>	3.1%
	<b>On occasional trips</b>	5.2%
	<b>Rarely</b>	10.2%
	<b>Never</b>	75.4%
	<b>Total N</b>	<b>505</b>
<b>Q32. How do you use your cell for entertainment or social media while driving?</b>		
<b>Hold phone in one hand and look down/up briefly (multitask)</b>	<b>Yes</b>	4.1%
	<b>No</b>	95.9%
	<b>Total N</b>	<b>505</b>
<b>Phone is mounted in holder, hands are on the wheel, eyes on the road</b>	<b>Yes</b>	8.5%
	<b>No</b>	91.5%
	<b>Total N</b>	<b>505</b>
<b>Phone is mounted and connected to in-vehicle technology (manually use touch screen or buttons)</b>	<b>Yes</b>	7.0%
	<b>No</b>	93.0%
	<b>Total N</b>	<b>505</b>
<b>Phone is mounted and connected to in-vehicle technology, handsfree</b>	<b>Yes</b>	6.4%
	<b>No</b>	93.6%
	<b>Total N</b>	<b>505</b>
<b>Keep phone on lap so you can quickly look down at red lights and stop signs</b>	<b>Yes</b>	3.1%
	<b>No</b>	96.9%
	<b>Total N</b>	<b>505</b>
<b>I do not use my phone for entertainment or social media while driving</b>	<b>Yes</b>	77.4%
	<b>No</b>	22.6%
	<b>Total N</b>	<b>505</b>
<b>Q33. When was the last time you used your phone for entertainment or social media while driving?</b>	<b>Today</b>	3.3%
	<b>Past week</b>	5.0%
	<b>Past month</b>	5.8%
	<b>Past year</b>	3.2%
	<b>Don't know/more than a year</b>	10.7%
	<b>Never</b>	72.1%
	<b>Total N</b>	<b>505</b>

More than one third (35.2%) of respondents reported having *read, seen, or heard* about police being focused on enforcing distracted driving related to cell phone use. More than 25 percent (26.3%) did not know the name of any distracted driving program in CT; the slogan *U Drive, U Text, U Pay* was the most widely recognized (by 34.4% of respondents) (Table 11).



TABLE 11. SLOGAN RECOGNITION – DISTRACTED DRIVING

<i>Question</i>		<i>Percent</i>
<i>Q34. In the past 3 months, have you read, seen, or heard anything about police being focused on enforcing distracted driving?</i>	<b>Yes</b>	35.2%
	<b>No</b>	64.8%
	<b>Total N</b>	<b>505</b>
<i>Q35. Do you know the name or any distracted driving enforcement programs in CT?</i>		
<i>Phone in one hand, ticket in the other</i>	<b>Yes</b>	14.2%
	<b>No</b>	85.8%
	<b>Total N</b>	<b>505</b>
<i>U Drive, U Text, U Pay</i>	<b>Yes</b>	34.4%
	<b>No</b>	65.6%
	<b>Total N</b>	<b>505</b>
<i>It can wait</i>	<b>Yes</b>	23.2%
	<b>No</b>	76.8%
	<b>Total N</b>	<b>505</b>
<i>Want to survive? Don't text and drive!</i>	<b>Yes</b>	7.5%
	<b>No</b>	92.5%
	<b>Total N</b>	<b>505</b>
<i>Drivers in the front (seat), cell phones in the back</i>	<b>Yes</b>	3.5%
	<b>No</b>	96.5%
	<b>Total N</b>	<b>505</b>
<i>SubstraCT the distraction</i>	<b>Yes</b>	2.6%
	<b>No</b>	97.4%
	<b>Total N</b>	<b>505</b>
<i>Put the phone away or you will pay</i>	<b>Yes</b>	4.4%
	<b>No</b>	95.6%
	<b>Total N</b>	<b>505</b>
<i>Don't be a clown, put your phone down.</i>	<b>Yes</b>	3.1%
	<b>No</b>	96.9%
	<b>Total N</b>	<b>505</b>
<i>Eyes on the road, not on your phone</i>	<b>Yes</b>	6.0%
	<b>No</b>	94.0%
	<b>Total N</b>	<b>505</b>

## SPEED

Respondents were asked about their speeding habits and whether they had heard of any enforcement program focused on speeding. Close to a quarter (24.0%) of respondents indicated *never* driving more than 35mph on local roads with a 20mph speed limit and 15 percent (14.8%) reported never driving faster than 70mph on local roads with a speed limit of 65mph (Table 12).

**TABLE 12. SPEEDING HABITS**

<i>Question</i>		<i>Percent</i>
<b>Q36. On local roads with a speed limit of 20 mph, how often do you drive faster than 35mph?</b>	<b>Always</b>	2.2%
	<b>Nearly always</b>	4.9%
	<b>Sometimes</b>	35.8%
	<b>Rarely</b>	33.1%
	<b>Never</b>	24.0%
	<b>Total N</b>	<b>505</b>
<b>Q37. On local roads with a speed limit of 65 mph, how often do you drive faster than 70mph?</b>	<b>Always</b>	7.2%
	<b>Nearly always</b>	15.9%
	<b>Sometimes</b>	39.3%
	<b>Rarely</b>	22.8%
	<b>Never</b>	14.8%
	<b>Total N</b>	<b>505</b>

Close to 30 percent (28.2%) of respondents reported having heard, seen, or heard of police being focused on speed enforcement. More than 40 percent (43.8%) did not know the name of any speed enforcement programs in CT and slogans recognition rates were fairly low. The most recognized slogan was *When speed kills, it's never an accident*, identified by 18.6 percent of respondents (Table 13).

**TABLE 13. SPEED MEDIA AND SLOGAN RECOGNITION**

<i>Question</i>		<i>Percent</i>
<i>Q38. In the past 3 months, have you read, seen, or heard anything about police being focused on speed enforcement?</i>	<b>Yes</b>	28.2%
	<b>No</b>	71.8%
	<b>Total N</b>	<b>505</b>
<i>Q39. Do you know the name of any speeding related enforcement programs in CT?</i>		
<i>Slow Down or Pay Up</i>	<b>Yes</b>	15.4%
	<b>No</b>	84.6%
	<b>Total N</b>	<b>505</b>
<i>Go too fast &amp; you will crash</i>	<b>Yes</b>	8.1%
	<b>No</b>	91.9%
	<b>Total N</b>	<b>505</b>
<i>Driving &amp; Speeding = Crashing &amp; Bleeding</i>	<b>Yes</b>	5.1%
	<b>No</b>	94.9%
	<b>Total N</b>	<b>505</b>
<i>When speed kills, it's never an accident.</i>	<b>Yes</b>	18.6%
	<b>No</b>	81.4%
	<b>Total N</b>	<b>505</b>
<i>Other</i>	<b>Yes</b>	0.3%
	<b>No</b>	99.7%
	<b>Total N</b>	<b>505</b>

## IMPAIRED DRIVING

Respondents were asked about their habits with regards to impaired driving and whether they had heard of any enforcement program focused on enforcing drunk driving laws. More than 90 percent of respondents indicated *never* having driven within two hours of consuming an impairing substance in the past 3 months (Table 14).

**TABLE 14. IMPAIRED DRIVING HABITS**

<i>Question</i>		<i>Percent</i>
<i>Q40. In the past 3 months, how many times have you driven a motor vehicle within 2 hours of drinking alcohol?</i>	<b>Zero</b>	91.9%
	<b>Once or twice</b>	4.4%
	<b>3 or more</b>	3.7%
	<i>Total N</i>	<b>505</b>
<i>Q41. In the past 3 months, how many times have you driven a motor vehicle within 2 hours of using cannabis/marijuana?</i>	<b>Zero</b>	92.4%
	<b>Once or twice</b>	2.7%
	<b>3 or more</b>	4.9%
	<i>Total N</i>	<b>505</b>
<i>Q42. In the past 3 months, how often have you driven within 2 hours of using drug other than cannabis/marijuana?</i>	<b>Zero</b>	96.6%
	<b>Once or twice</b>	0.7%
	<b>3 or more</b>	2.7%
	<i>Total N</i>	<b>505</b>

More than a quarter (28.0%) of respondents reported having *read, seen, or heard* about police being focused on enforcing drunk driving laws. *TV, Radio, and Billboard* were the more common source of information among those who had heard of such enforcement (Table 15). Sixteen percent (15.6%) of respondents did not know the name of any impaired driving enforcement program in CT; the slogan *Drive Sober or Get Pulled Over* was recognized by about half (51.0%) of respondents (Table 16).

More than two-thirds (69.2%) of respondents said “yes” when asked “*Can someone be arrested in Connecticut for driving under the influence of cannabis/marijuana.*” Few (3.5%) said “no,” and more than a quarter (27.3%) responded “I don’t know.”

**TABLE 15. MEDIA AWARENESS - IMPAIRED DRIVING**

<i>Question</i>	<i>Percent</i>	
<i>Q43. In the past 30 days, have you seen a mobile alcohol breath testing unit where police process drunk drivers?</i>	<b>Yes</b>	7.6%
	<b>No</b>	92.6%
	<b>Total N</b>	<b>505</b>
<i>Q44. In the past 30 days, have you read, seen, or heard anything about police being focused on enforcing drunk driving laws?</i>	<b>Yes</b>	28.0%
	<b>No</b>	72.0%
	<b>Total N</b>	<b>505</b>
<i>Q45a. If yes, where did you read, see or hear about it?</i>		
<i>Newspaper</i>	<b>Yes</b>	19.4%
	<b>No</b>	80.6%
	<b>Total N</b>	<b>141</b>
<i>Radio</i>	<b>Yes</b>	37.1%
	<b>No</b>	62.9%
	<b>Total N</b>	<b>141</b>
<i>Internet/Online Ad/Website</i>	<b>Yes</b>	23.0%
	<b>No</b>	77.0%
	<b>Total N</b>	<b>141</b>
<i>TV</i>	<b>Yes</b>	51.2%
	<b>No</b>	48.8%
	<b>Total N</b>	<b>141</b>
<i>Poster</i>	<b>Yes</b>	7.2%
	<b>No</b>	92.8%
	<b>Total N</b>	<b>141</b>
<i>Billboard</i>	<b>Yes</b>	28.0%
	<b>No</b>	72.0%
	<b>Total N</b>	<b>141</b>
<i>Police Patrol</i>	<b>Yes</b>	9.3%
	<b>No</b>	90.7%
	<b>Total N</b>	<b>141</b>
<i>Electronic message sign</i>	<b>Yes</b>	25.8%
	<b>No</b>	74.2%
	<b>Total N</b>	<b>141</b>
<i>Bus Ad</i>	<b>Yes</b>	2.8%
	<b>No</b>	97.2%
	<b>Total N</b>	<b>141</b>
<i>Other</i>	<b>Yes</b>	1.5%
	<b>No</b>	98.5%
	<b>Total N</b>	<b>141</b>

**TABLE 16. SLOGAN RECOGNITION – IMPAIRED DRIVING**

<i>Question</i>	<i>Percent</i>	
<b><i>Q46. Do you know the name or any alcohol impaired enforcement programs in CT?</i></b>		
<b><i>Drive Sober or Get Pulled Over</i></b>	<b>Yes</b>	51.0%
	<b>No</b>	49.0%
	<b>Total N</b>	<b>505</b>
<b><i>The Ripple Effect</i></b>	<b>Yes</b>	2.8%
	<b>No</b>	97.2%
	<b>Total N</b>	<b>505</b>
<b><i>You Drink and Drive. You Lose.</i></b>	<b>Yes</b>	17.7%
	<b>No</b>	82.3%
	<b>Total N</b>	<b>505</b>
<b><i>Team DUI</i></b>	<b>Yes</b>	3.6%
	<b>No</b>	96.4%
	<b>Total N</b>	<b>505</b>
<b><i>Friends don't let friends drive drunk</i></b>	<b>Yes</b>	43.4%
	<b>No</b>	56.6%
	<b>Total N</b>	<b>505</b>
<b><i>Please step away from your vehicles</i></b>	<b>Yes</b>	2.6%
	<b>No</b>	97.4%
	<b>Total N</b>	<b>505</b>
<b><i>Enough!</i></b>	<b>Yes</b>	1.4%
	<b>No</b>	98.6%
	<b>Total N</b>	<b>505</b>
<b><i>MADD's red ribbon</i></b>	<b>Yes</b>	6.9%
	<b>No</b>	93.1%
	<b>Total N</b>	<b>505</b>
<b><i>Buzzed Driving is Drunk Driving</i></b>	<b>Yes</b>	31.6%
	<b>No</b>	68.4%
	<b>Total N</b>	<b>505</b>
<b><i>Other</i></b>	<b>Yes</b>	0.0%
	<b>No</b>	100.0%
	<b>Total N</b>	<b>505</b>

## PERCEPTIONS OF SAFE DRIVING

Respondents were asked about the impact that certain behaviors may have on *a person's* ability to drive. They were then asked how these same behaviors might impact *their own* ability to drive safely. Overall, respondents believed their own driving to be safer than that of others, even in riskier circumstances. Results are shown in Table 17.

**TABLE 17. PERCEPTIONS OF SAFE DRIVING**

<i>Question</i>		<i>Percent</i>
<i>Q50. Would texting while driving negatively affect a <u>person's</u> ability to drive safely?</i>	<b>A great deal</b>	85.0%
	<b>Somewhat</b>	12.4%
	<b>Not at all</b>	2.7%
	<i>N</i>	<b>505</b>
<i>Q51. Would using cannabis/ marijuana negatively affect a <u>person's</u> ability to drive safely?</i>	<b>A great deal</b>	71.7%
	<b>Somewhat</b>	21.2%
	<b>Not at all</b>	7.2%
	<i>N</i>	<b>505</b>
<i>Q52. Would drinking alcohol negatively affect a <u>person's</u> ability to drive safely?</i>	<b>A great deal</b>	90.5%
	<b>Somewhat</b>	6.1%
	<b>Not at all</b>	3.4%
	<i>N</i>	<b>505</b>
<i>Q53. Would texting while driving negatively affect <u>your</u> ability to drive?</i>	<b>A great deal</b>	76.2%
	<b>Somewhat</b>	15.5%
	<b>Not at all</b>	8.2%
	<i>N</i>	<b>505</b>
<i>Q54. Would using cannabis/ marijuana negatively affect <u>your</u> ability to drive?</i>	<b>A great deal</b>	70.1%
	<b>Somewhat</b>	16.3%
	<b>Not at all</b>	13.6%
	<i>N</i>	<b>505</b>
<i>Q55. Would drinking alcohol negatively affect <u>your</u> ability to drive?</i>	<b>A great deal</b>	82.4%
	<b>Somewhat</b>	9.4%
	<b>Not at all</b>	8.2%
	<i>N</i>	<b>505</b>

## CHANCE OF TICKETING DAYTIME/NIGHTTIME

Respondents were asked about their likelihood of receiving a citation for a variety of safety violations. Table 20 shows the results for daytime ticketing, Table 21 shows nighttime ticketing. There were surprisingly few large differences between daytime and nighttime perceptions of enforcement.

**TABLE 20. CHANCES OF TICKETING IN THE DAYTIME**

Question	<i>Percent</i>	
<i>Q57. What do you think the chances are of someone getting a ticket or being arrested during daylight hours for:</i>		
<i>57a. Driving while talking on a handheld phone?</i>	Always	18.6%
	Nearly always	17.1%
	Sometimes	41.5%
	Rarely	18.0%
	Never	4.8%
	<i>Total N</i>	<b>505</b>
<i>57b. Driving while texting/messaging (etc.) on a handheld phone?</i>	Always	21.9%
	Nearly always	15.1%
	Sometimes	40.9%
	Rarely	17.3%
	Never	4.8%
	<i>Total N</i>	<b>505</b>
<i>57c. Driving while not wearing a seatbelt?</i>	Always	21.8%
	Nearly always	18.5%
	Sometimes	35.0%
	Rarely	17.5%
	Never	7.2%
	<i>Total N</i>	<b>505</b>
<i>57d. Driving with a young child not properly restrained?</i>	Always	30.7%
	Nearly always	17.1%
	Sometimes	29.3%
	Rarely	16.6%
	Never	6.4%
	<i>Total N</i>	<b>505</b>
<i>57e. Driving over the speed limit?</i>	Always	21.3%
	Nearly always	24.1%
	Sometimes	39.7%
	Rarely	10.2%
	Never	4.6%
	<i>Total N</i>	<b>505</b>
<i>57f. Driving under the influence of alcohol (DUI)?</i>	Always	38.1%
	Nearly always	20.3%
	Sometimes	29.8%
	Rarely	6.1%
	Never	5.8%
	<i>Total N</i>	<b>505</b>
<i>57g. Driving under the influence of drugs (DUID)?</i>	Always	35.3%
	Nearly always	19.8%
	Sometimes	30.9%
	Rarely	7.6%
	Never	6.4%
	<i>Total N</i>	<b>505</b>



TABLE 21. CHANCES OF TICKETING IN THE NIGHTTIME

Question	Percent	
<i>Q58. What do you think the chances are of someone getting a ticket or being arrested during nighttime/after dark hours for:</i>		
<i>58a. Driving while talking on a handheld phone?</i>	Always Nearly always Sometimes Rarely Never <i>Total N</i>	20.1% 20.6% 33.8% 20.7% 4.9% <b>505</b>
<i>58b. Driving while texting/messaging (etc.) on a handheld phone?</i>	Always Nearly always Sometimes  Rarely Never <i>Total N</i>	20.5% 20.3% 33.2%  20.6% 5.5% <b>505</b>
<i>58c. Driving while not wearing a seatbelt?</i>	Always Nearly always Sometimes Rarely Never <i>Total N</i>	19.6% 16.2% 28.2% 28.1% 7.9% <b>505</b>
<i>58d. Driving with a young child not properly restrained?</i>	Always Nearly always Sometimes Rarely Never <i>Total N</i>	27.9% 10.8% 28.6% 25.3% 7.4% <b>505</b>
<i>58e. Driving over the speed limit?</i>	Always Nearly always Sometimes Rarely Never <i>Total N</i>	27.5% 23.0% 36.9% 7.8% 4.8% <b>505</b>
<i>58f. Driving under the influence of alcohol (DUI)?</i>	Always Nearly always Sometimes Rarely Never <i>Total N</i>	37.6% 21.4% 31.3% 5.5% 4.3% <b>505</b>
<i>58g. Driving under the influence of drugs (DUID)?</i>	Always Nearly always Sometimes Rarely Never <i>Total N</i>	36.7% 18.9% 32.0% 8.1% 4.3% <b>505</b>

## Appendices

**Appendix A. Additional Respondent Characteristics**

<b>Question</b>	<b>Percent</b>
<b>63. What was your total household income last year?</b>	<b>Less than \$25,000</b> 12.3%
	<b>\$25,00 to \$34,999</b> 11.6%
	<b>\$35,000 to \$49,999</b> 13.9%
	<b>\$50,000 to 74,999</b> 19.0%
	<b>\$75,000 to \$99,999</b> 17.2%
	<b>\$100,000 to \$149,999</b> 12.3%
	<b>\$150,000 to \$199,999</b> 4.8%
	<b>More than \$200,000</b> 4.3%
	<b>No response</b> 4.5%
	<b>Total N</b> <b>505</b>
<b>64. What is the highest degree or level of education you completed?</b>	<b>Some high school</b> 2.5%
	<b>High school or equivalent</b> 32.7%
	<b>Bachelor's degree</b> 29.4%
	<b>Master's degree</b> 18.0%
	<b>Ph.D. or higher</b> 3.0%
	<b>Trade school</b> 6.2%
	<b>Other</b> 5.3%
	<b>No response</b> 2.8%
<b>Total N</b> <b>505</b>	
<b>16. Do you currently own, lease, or regularly drive a car?</b>	<b>Yes</b> 92.8%
	<b>No</b> 7.2%
<b>Total N</b> <b>505</b>	
<b>17. What type of motor vehicle do you drive or ride in most often?</b>	<b>Car</b> 62.6%
	<b>Pickup Truck</b> 3.8%
	<b>SUV</b> 29.6%
	<b>Minivan</b> 2.3%
	<b>Full Van</b> 0.3%
	<b>Other</b> 1.3%
	<b>Total N</b> <b>505</b>
<b>18. Have you been involved in a crash in the last 3 months?</b>	<b>Yes</b> 3.9%
	<b>No</b> 96.1%
<b>Total N</b> <b>505</b>	
<b>19. Have you received a ticket in the last 3 months?</b>	<b>Yes</b> 3.2%
	<b>No</b> 96.8%
<b>Total N</b> <b>505</b>	
<b>19a. If yes, what was it for? (multiple answers possible)</b>	<b>Speeding</b> 66.2%
	<b>Distracted (cell)</b> 23.8%
	<b>Distracted (not cell)</b> 10.5%
	<b>Seat belt</b> 14.8%
	<b>Child safety seat</b> 9.0%
	<b>DUI – alcohol</b> 0.0%
	<b>DUI – drug</b> 0.0%
	<b>Work Safety Zone</b> 0.0%
	<b>Non traffic related</b> 7.2%
	<b>Total N</b> <b>16</b>

## Appendix B. Media-Related Questions

Question	Percent
<b>5. Which of the following apps, services, and types of media do you use? (multiple responses possible)</b> (% Yes)	<b>FM/AM Radio</b> 64.4%
	<b>Satellite Radio</b> 20.1%
	<b>Network Television</b> 33.8%
	<b>Cable Television</b> 50.3%
	<b>Podcasts</b> 31.0%
	<b>Hulu</b> 45.0%
	<b>Netflix</b> 69.3%
	<b>Spotify</b> 30.7%
	<b>Pandora</b> 24.1%
	<b>iTunes</b> 20.7%
	<b>YouTube</b> 75.0%
	<b>TikTok</b> 36.1%
	<b>Twitter/X</b> 26.2%
	<b>Facebook</b> 66.5%
	<b>Instagram</b> 53.2%
	<b>Snapchat</b> 26.2%
	<b>Twitch</b> 10.0%
	<b>Tumblr</b> 4.8%
	<b>Gas Station TV/Radio</b> 7.1%
	<b>Other</b> 1.6%
<b>None of these</b> 1.2%	
	<b>Total N 505</b>
<b>6. Do you have a favorite radio station?</b>	<b>Yes</b> 61.5%
	<b>No</b> 38.5%
	<b>Total N 505</b>
<b>6a. If yes, is it affiliated with:</b>	<b>Connecticut</b> 86.0%
	<b>New York</b> 14.0%
	<b>Total N 310</b>
<b>7. Do you have a favorite TV station?</b>	<b>Yes</b> 52.8%
	<b>No</b> 47.2%
	<b>Total N 505</b>
<b>7a, If yes, is it affiliated with:</b>	<b>Connecticut</b> 84.7%
	<b>New York</b> 15.3%
	<b>Total N 266</b>

Question						
<i>8. How often do you use each of the following apps, services, or types of media?</i>						
	Every Day	A few days a week	Once a week	A few days a month	Once a month or less	Total N
Media	Percent					
FM/AM Radio	41.7%	43.9%	6.5%	5.0%	2.9%	505
Satellite Radio	55.8%	36.4%	2.5%	2.0%	3.3%	101
Network Television	60.9%	28.5%	4.3%	3.2%	3.1%	170
Cable Television	77.3%	15.7%	1.8%	3.1%	2.1%	254
Podcasts	24.7%	29.0%	27.8%	14.2%	4.2%	156
Hulu	27.2%	43.7%	13.4%	11.0%	4.8%	227
Netflix	26.2%	39.9%	14.4%	16.7%	2.8%	350
Spotify	45.2%	36.0%	3.2%	10.7%	5.0%	155
Pandora	29.9%	39.5%	11.2%	9.5%	9.9%	122
iTunes	33.1%	26.2%	16.7%	12.3%	11.7%	105
YouTube	46.9%	32.4%	11.1%	6.3%	3.2%	379
TikTok	61.4%	23.4%	8.6%	4.7%	1.9%	182
Twitter/X	41.9%	38.5%	8.1%	6.5%	5.0%	133
Facebook	67.8%	23.6%	3.3%	3.6%	1.7%	336
Instagram	58.6%	17.0%	7.7%	5.1%	11.6%	269
Snapchat	55.1%	24.7%	8.8%	9.4%	1.9%	133
Twitch	10.0%	52.8%	9.9%	11.9%	15.5%	50
Tumblr	22.9%	51.3%	0.0%	12.8%	13.0%	24
Gas Station TV/Radio	10.2%	19.9%	27.1%	15.7%	27.1%	36
Other	78.8%	21.2%	0.0%	0.0%	0.0%	8

Question	Percent
<i>10. Which of the following topics interest you? (multiple responses possible) (% Yes)</i>	
Sports	44.4%
Celebrities	25.4%
Food/Cooking	64.9%
Beauty	25.8%
Video Games	29.7%
Cars	27.3%
Movies	63.2%
Religion/Spirituality	15.9%
Wellness	25.8%
Health & Exercise	39.5%
News/Current Events	49.3%
History	40.7%
Tech	25.7%
Music	59.5%
Crafts	21.0%
Other	8.9%
None of these	1.4%

# Connecticut Highway Safety Office

## 2021-2023 Awareness Survey Results

*(TELEPHONE & WEB COMBINED)*

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The purpose of this summary report is to share with the Connecticut Department of Transportation's Highway Safety Office (HSO) results of the 2021, 2022, and 2023 telephone and web awareness survey. Since 2021, this survey has been conducted in lieu of in-person DMV surveys (not possible during the ongoing COVID-19 pandemic). The survey questions covered four key highway safety program areas: occupant protection, distracted driving, speed, and impaired driving and assessed the likelihood of getting a ticket for each type of infraction.

### DATA COLLECTION

A 65-question combination phone/web survey was conducted in July of each year, beginning soon after the July 4<sup>th</sup> holiday and continued for 5-6 weeks until the required sample size was obtained. The survey was designed to assess respondents' knowledge and awareness of the heightened enforcement activity and paid media campaign that is funded by the HSO. All Connecticut DMV offices shut down in mid-March 2020 due to the ongoing COVID-19 pandemic. While DMVs have resumed business operations, it is on a "by appointment" basis only. We are uncertain when (or if) operations will ever return to pre-COVID conditions where we had a captive audience for data collection (i.e., a room full of people waiting for the processing of their driver license or vehicle registration transactions).

### BASIC INFORMATION AND DEMOGRAPHICS

Data were collected from approximately 500 telephone respondents each year (total N= 1,508) The data presented here were weighted by sex and age to reduce possible sampling error. Table 1 summarizes the demographic characteristics of survey respondents. Half of respondents were female (50.5%), close to half (49.0%) were male, and less than 1 percent (0.5%) were non-binary or preferred to self-describe. The two most common reported age categories for respondents were *55-64 years old* (18.8%), *45-54 years old* (16.6%) and *25-34 years old* (16.7%). Most respondents were *White* (79.2%), followed by *African American* (10.7%). One in ten respondents (10.7%) reported being of *Hispanic/Latino/Spanish* origin and less than one percent (0.4%) were *Native American*.

Additional information regarding respondent characteristics like income and education level are reported in Appendix A. Respondents' media habits and preferences are reported in Appendix B.

**TABLE 1.**

**DEMOGRAPHIC CHARACTERISTICS OF SURVEY RESPONDENTS**

<i>Characteristic</i>		<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Q59. Gender</b>	<b>Male</b>	48.5%	49.2%	49.2%
	<b>Female</b>	50.9%	50.2%	50.4%
	<b>Non-binary</b>	0.6%	0.6%	0.2%
	<b>Self-describe</b>	0.0%	0.0%	0.2%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<b>Q60. Age</b>	<b>18-20</b>	4.3%	4.0%	3.7%
	<b>21-24</b>	6.1%	6.1%	6.0%
	<b>25-34</b>	17.0%	16.6%	16.6%
	<b>35-44</b>	16.0%	15.8%	16.1%
	<b>45-54</b>	16.4%	16.8%	16.6%
	<b>55-64</b>	19.0%	18.7%	18.6%
	<b>65-74</b>	12.7%	13.0%	13.6%
	<b>75+</b>	8.5%	8.9%	8.8%
<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>	
<b>Q61. Race</b>	<b>White</b>	81.0%	78.9%	77.7%
	<b>African-Am</b>	9.6%	10.0%	12.5%
	<b>Native</b>	0.6%	0.0%	0.6%
	<b>Asian-Am</b>	2.0%	2.4%	2.3%
	<b>Hawaiian/Pac Isl</b>	0.0%	1.2%	0.1%
	<b>Other/Mixed Race</b>	4.3%	6.2%	4.9%
	<b>No response</b>	2.5%	1.3%	1.9%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<b>Q62. Hispanic</b>	<b>Yes</b>	9.6%	12.1%	10.5%
	<b>No</b>	90.4%	87.9%	89.5%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>

**TRANSPORTATION HABITS**

Table 2 provides a snapshot of respondents’ transportation driving habits. Driving is by far the most common mode of transportation, followed by walking. The majority (64.4%) of participants report driving every single day; thirty percent (29.5%) of survey respondents report walking every single day. More than one third (38.7%) do not currently commute to work. Of those who do, most (90.7%) drive themselves to work, and 71.1 percent commute at least 5 days a week (Table 3).

**TABLE 2. MODES OF TRANSPORTATION**

<i>Question</i>					
<b>Q11. How often do you currently use the following modes of transportation?</b>			<b>2021</b>	<b>2022</b>	<b>2023</b>
<b><i>Driving</i></b>	<b>Never</b>		2.5%	3.0%	1.4%
	<b>Once a month or less</b>		3.2%	2.3%	3.0%
	<b>A few times a month</b>		3.8%	3.7%	4.4%
	<b>A few times a week</b>		29.1%	21.7%	28.8%
	<b>Every day</b>		61.5%	69.4%	62.3%
		<b><i>Total N</i></b>		<b>500</b>	<b>503</b>
<b><i>Bus</i></b>	<b>Never</b>		76.0%	77.1%	72.0%
	<b>Once a month or less</b>		15.6%	12.4%	15.2%
	<b>A few times a month</b>		5.4%	7.2%	4.7%
	<b>A few times a week</b>		1.4%	1.8%	6.2%
	<b>Every day</b>		1.7%	1.5%	1.9%
		<b><i>Total N</i></b>		<b>500</b>	<b>503</b>
<b><i>Train</i></b>	<b>Never</b>		62.5%	69.9%	62.0%
	<b>Once a month or less</b>		31.3%	23.5%	28.3%
	<b>A few times a month</b>		4.5%	5.3%	6.8%
	<b>A few times a week</b>		1.1%	0.8%	2.3%
	<b>Every day</b>		0.7%	0.5%	0.6%
		<b><i>Total N</i></b>		<b>500</b>	<b>503</b>
<b><i>Bike</i></b>	<b>Never</b>		67.7%	70.4%	65.5%
	<b>Once a month or less</b>		15.8%	9.9%	16.0%
	<b>A few times a month</b>		11.8%	11.5%	8.3%
	<b>A few times a week</b>		3.8%	7.3%	9.0%
	<b>Every day</b>		0.9%	0.9%	1.2%
		<b><i>Total N</i></b>		<b>500</b>	<b>503</b>
<b><i>Walking</i></b>	<b>Never</b>		14.5%	15.4%	20.5%
	<b>Once a month or less</b>		14.6%	12.3%	11.7%
	<b>A few times a month</b>		16.7%	16.4%	13.9%
	<b>A few times a week</b>		28.6%	25.3%	21.6%
	<b>Every day</b>		25.6%	30.6%	32.2%
		<b><i>Total N</i></b>		<b>500</b>	<b>503</b>



**TABLE 3. COMMUTING HABITS**

<i>Question</i>		<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Q12. Do you currently commute to work?</b>	<b>Yes</b>	58.4%	63.8%	61.7%
	<b>No</b>	41.6%	36.2%	38.3%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<b>Q12-1. If so, how?</b>				
<i>Car driven by me</i>	<b>Yes</b>	89.5%	94.6%	88.1%
	<b>No</b>	10.5%	5.4%	11.9%
	<b>Total N</b>	<b>292</b>	<b>321</b>	<b>311</b>
<i>Car driven by other</i>	<b>Yes</b>	8.9%	7.3%	9.0%
	<b>No</b>	91.1%	92.7%	91.0%
	<b>Total N</b>	<b>292</b>	<b>321</b>	<b>311</b>
<i>Public transportation</i>	<b>Yes</b>	6.6%	4.7%	6.8%
	<b>No</b>	93.4%	95.3%	93.2%
	<b>Total N</b>	<b>292</b>	<b>321</b>	<b>311</b>
<i>Foot or Bike</i>	<b>Yes</b>	3.6%	4.1%	4.5%
	<b>No</b>	96.4%	95.9%	95.5%
	<b>Total N</b>	<b>292</b>	<b>321</b>	<b>311</b>
<i>Other</i>	<b>Yes</b>	1.8%	0.0%	0.6%
	<b>No</b>	98.2%	100%	99.4%
	<b>Total N</b>	<b>292</b>	<b>321</b>	<b>311</b>
<b>Q12-2. If yes, how many days a week do you currently commute?</b>	<b>One or two</b>	6.2%	7.9%	6.9%
	<b>3 or 4</b>	25.1%	17.9%	22.6%
	<b>5 or more</b>	68.7%	74.2%	70.5%
	<b>Total N</b>	<b>291</b>	<b>321</b>	<b>311</b>
<b>Q13. Did you commute to work 6 months ago?</b>	<b>Yes</b>	58.0%	36.0%	35.0%
	<b>No</b>	42.0%	64.0%	65.0%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<b>Q13-1. If so, how?</b>				
<i>Car driven by me</i>	<b>Yes</b>	88.8%	91.3%	88.7%
	<b>No</b>	11.2%	8.7%	11.3%
	<b>Total N</b>	<b>290</b>	<b>322</b>	<b>328</b>
<i>Car driven by other</i>	<b>Yes</b>	10.0%	9.1%	8.2%
	<b>No</b>	90.0%	90.9%	91.8%
	<b>Total N</b>	<b>290</b>	<b>322</b>	<b>328</b>
<i>Public transportation</i>	<b>Yes</b>	8.2%	6.7%	5.8%
	<b>No</b>	91.8%	93.3%	94.2%
	<b>Total N</b>	<b>290</b>	<b>322</b>	<b>328</b>
<i>Foot or Bike</i>	<b>Yes</b>	3.5%	4.3%	3.0%
	<b>No</b>	96.5%	95.7%	97.0%
	<b>Total N</b>	<b>290</b>	<b>322</b>	<b>328</b>
<i>Other</i>	<b>Yes</b>	1.0%	0.0%	0.6%
	<b>No</b>	99.0%	100%	99.4%
	<b>Total N</b>	<b>290</b>	<b>322</b>	<b>328</b>
<b>Q13a. If yes, how many days a week did you commute?</b>	<b>One or two</b>	8.6%	9.5%	7.4%
	<b>3 or 4</b>	22.8%	15.6%	19.0%
	<b>5 or more</b>	68.6%	74.9%	73.6%
	<b>Total N</b>	<b>290</b>	<b>322</b>	<b>328</b>

Respondents' attitudes toward various groups and agencies related to traffic and automotive safety information were also assessed. Among the most trusted agencies are AAA, State Police, and the CT Department of Transportation. Results are shown in Table 4.

**TABLE 4. ATTITUDES TOWARD TRAFFIC SAFETY AGENCIES/GROUPS**

<i>Question</i>		<i>Percent</i>		
<b>Q14. How much do you trust the following groups to provide traffic and auto safety info?</b>		<b>2021</b>	<b>2022</b>	<b>2023</b>
<i>CT Dept of Transportation</i>	<b>Greatly trust</b>	32.1%	34.4%	41.4%
	<b>Slightly trust</b>	35.4%	30.3%	28.1%
	<b>Neither trust nor distrust</b>	25.8%	29.9%	24.4%
	<b>Slightly distrust</b>	3.9%	3.3%	3.8%
	<b>Greatly distrust</b>	2.9%	2.1%	2.3%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>US DOT/NHTSA</i>	<b>Greatly trust</b>	30.4%	31.4%	36.6%
	<b>Slightly trust</b>	34.1%	32.9%	32.0%
	<b>Neither trust nor distrust</b>	29.3%	30.3%	25.5%
	<b>Slightly distrust</b>	4.1%	3.4%	3.0%
	<b>Greatly distrust</b>	2.2%	2.0%	3.0%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>CT State Police</i>	<b>Greatly trust</b>	41.0%	43.2%	43.8%
	<b>Slightly trust</b>	31.1%	26.7%	26.9%
	<b>Neither trust nor distrust</b>	16.5%	20.0%	18.7%
	<b>Slightly distrust</b>	6.9%	5.5%	6.5%
	<b>Greatly distrust</b>	4.6%	4.5%	4.2%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Local Police</i>	<b>Greatly trust</b>	39.6%	38.1%	39.0%
	<b>Slightly trust</b>	30.2%	27.8%	30.2%
	<b>Neither trust nor distrust</b>	18.1%	21.1%	18.3%
	<b>Slightly distrust</b>	6.8%	7.5%	7.9%
	<b>Greatly distrust</b>	5.3%	5.5%	4.6%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Governor's Office</i>	<b>Greatly trust</b>	20.4%	20.4%	23.9%
	<b>Slightly trust</b>	31.3%	25.0%	30.4%
	<b>Neither trust nor distrust</b>	33.9%	36.8%	29.3%
	<b>Slightly distrust</b>	7.6%	9.4%	10.8%
	<b>Greatly distrust</b>	6.9%	8.4%	5.6%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Universities</i>	<b>Greatly trust</b>	22.2%	21.7%	24.6%
	<b>Slightly trust</b>	28.8%	28.8%	24.8%
	<b>Neither trust nor distrust</b>	38.7%	40.2%	37.5%
	<b>Slightly distrust</b>	6.2%	5.2%	9.3%
	<b>Greatly distrust</b>	4.1%	4.2%	3.8%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>

TABLE 4 (continued)

Question		Percent		
		2021	2022	2023
AAA	Greatly trust	43.4%	42.9%	43.2%
	Slightly trust	33.9%	28.3%	31.6%
	Neither trust nor distrust	19.7%	25.5%	21.0%
	Slightly distrust	1.9%	1.8%	3.0%
	Greatly distrust	1.1%	1.6%	1.1%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
MADD	Greatly trust	30.1%	34.2%	30.8%
	Slightly trust	31.8%	27.2%	30.2%
	Neither trust nor distrust	30.8%	31.6%	31.5%
	Slightly distrust	5.1%	4.7%	4.7%
	Greatly distrust	2.2%	2.4%	2.7%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
CT Dept of Motor Vehicles	Greatly trust	27.3%	23.6%	27.0%
	Slightly trust	34.1%	32.3%	36.8%
	Neither trust nor distrust	29.6%	34.2%	25.9%
	Slightly distrust	4.7%	6.9%	5.8%
	Greatly distrust	4.2%	3.0%	4.5%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
CT Dept of Public Health	Greatly trust	27.1%	26.1%	34.3%
	Slightly trust	32.2%	28.3%	26.9%
	Neither trust nor distrust	33.7%	37.0%	27.9%
	Slightly distrust	4.4%	5.1%	6.6%
	Greatly distrust	2.6%	3.5%	4.3%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<b>Q15. How do you feel about each of the following groups and agencies?</b>				
CT Dept of Transportation	Greatly like	19.9%	19.6%	24.5%
	Slightly like	31.9%	29.6%	24.1%
	Neither like nor dislike	40.3%	45.3%	43.6%
	Slightly dislike	4.7%	3.2%	5.0%
	Greatly dislike	3.2%	2.3%	2.8%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
US DOT/NHTSA	Greatly like	18.7%	19.4%	27.1%
	Slightly like	29.6%	28.9%	24.2%
	Neither like nor dislike	44.0%	45.9%	42.4%
	Slightly dislike	4.8%	3.1%	3.6%
	Greatly dislike	2.9%	2.7%	2.8%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
CT State Police	Greatly like	31.1%	36.8%	34.6%
	Slightly like	31.3%	24.6%	23.5%
	Neither like nor dislike	27.3%	29.4%	28.5%
	Slightly dislike	5.2%	4.7%	7.2%
	Greatly dislike	5.1%	4.5%	6.2%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>

TABLE 4 (continued)

<i>Question</i>		<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Q15. How do you feel about each of the following groups and agencies? (cont'd)</b>				
<i>Local Police</i>	<b>Greatly like</b>	34.9%	35.1%	33.2%
	<b>Slightly like</b>	26.8%	25.5%	24.1%
	<b>Neither like nor dislike</b>	25.1%	26.7%	28.8%
	<b>Slightly dislike</b>	8.0%	6.4%	7.6%
	<b>Greatly dislike</b>	5.4%	6.3%	6.5%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Governor's Office</i>	<b>Greatly like</b>	18.1%	18.6%	18.1%
	<b>Slightly like</b>	28.9%	20.7%	27.9%
	<b>Neither like nor dislike</b>	36.3%	39.6%	35.8%
	<b>Slightly dislike</b>	7.6%	11.9%	9.9%
	<b>Greatly dislike</b>	9.2%	9.1%	8.2%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Universities</i>	<b>Greatly like</b>	26.9%	24.1%	28.1%
	<b>Slightly like</b>	27.7%	28.6%	24.8%
	<b>Neither like nor dislike</b>	36.0%	39.4%	39.8%
	<b>Slightly dislike</b>	6.5%	4.5%	4.4%
	<b>Greatly dislike</b>	2.9%	3.3%	2.9%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>AAA</i>	<b>Greatly like</b>	41.7%	36.7%	35.0%
	<b>Slightly like</b>	32.3%	32.3%	34.0%
	<b>Neither like nor dislike</b>	23.6%	28.3%	27.3%
	<b>Slightly dislike</b>	1.8%	1.2%	3.4%
	<b>Greatly dislike</b>	0.5%	1.4%	0.3%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>MADD</i>	<b>Greatly like</b>	33.0%	31.5%	31.7%
	<b>Slightly like</b>	27.0%	23.8%	28.9%
	<b>Neither like nor dislike</b>	33.6%	38.1%	32.4%
	<b>Slightly dislike</b>	4.3%	3.7%	4.5%
	<b>Greatly dislike</b>	2.1%	2.8%	2.5%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>CT Dept of Motor Vehicles</i>	<b>Greatly like</b>	18.3%	18.7%	19.9%
	<b>Slightly like</b>	25.5%	23.5%	22.4%
	<b>Neither like nor dislike</b>	37.2%	41.2%	40.9%
	<b>Slightly dislike</b>	12.3%	9.8%	11.1%
	<b>Greatly dislike</b>	6.6%	6.8%	5.6%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>CT Dept of Public Health</i>	<b>Greatly like</b>	22.9%	23.5%	30.8%
	<b>Slightly like</b>	29.3%	23.8%	22.8%
	<b>Neither like nor dislike</b>	38.9%	43.4%	37.3%
	<b>Slightly dislike</b>	5.2%	5.8%	5.2%
	<b>Greatly dislike</b>	3.7%	3.5%	3.9%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>

## SAFETY HABITS AND AWARENESS QUESTIONS

### *Program Area: OCCUPANT PROTECTION/SEAT BELTS*

Respondents were asked about their seat belt wearing habits and whether they had heard of any enforcement program focused on seat belt use. More than 90 percent (90.9%) of those surveyed indicated *always* wearing their seatbelt when riding in a motor vehicle. The rate of belt use in the rear seat was much lower. Of those who do ride in the rear seat, half (51.5%) reported *always* wearing their seat belt in the rear seat (see Table 5 for details).

**TABLE 5. SEAT BELT HABITS**

<i>Question</i>		<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Q20. How often do you wear a seat belt when you drive or ride in a motor vehicle?</b>	<b>Always</b>	88.9%	92.4%	91.4%
	<b>Nearly always</b>	5.5%	5.1%	4.7%
	<b>Sometimes</b>	2.3%	0.8%	1.3%
	<b>Rarely</b>	2.0%	1.0%	1.6%
	<b>Never</b>	1.4%	0.6%	1.1%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<b>Q21. When was the last time you did not wear your seat belt while driving?</b>	<b>Today</b>	9.0%	5.1%	5.0%
	<b>Past week</b>	5.2%	4.0%	6.3%
	<b>Past month</b>	4.1%	5.6%	2.9%
	<b>Past year</b>	4.1%	2.5%	3.6%
	<b>Don't know/more than a year</b>	77.6%	82.8%	82.2%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<b>Q22. How often do you wear a seat belt when you are in the rear seat of a motor vehicle? (if YES)</b>	<b>Always</b>	49.9%	55.1%	49.4%
	<b>Nearly always</b>	14.4%	16.2%	15.5%
	<b>Sometimes</b>	15.1%	14.0%	15.1%
	<b>Rarely</b>	11.4%	8.9%	11.1%
	<b>Never</b>	9.3%	5.8%	9.0%
	<i>Total N</i>	<b>431</b>	<b>450</b>	<b>437</b>

Approximately one third (34.8%) of respondents reported having *read, seen, or heard* about police being focused on seat belt enforcement. *TV, Radio, and Billboard* were the more common source of information among those who had heard of such enforcement (Table 6). Seven percent (7.3%) of respondents did not know the name of any belt enforcement program in CT; the program slogan *Click It or Ticket* recognized by more than 80 percent (82.0%) of respondents (Table 7).

**TABLE 6. MEDIA AWARENESS – SEAT BELT**

<i>Question</i>		<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Q23. In the past 3 month, have you read, seen, or heard about police being focused on seat belt enforcement?</b>	<b>Yes</b>	35.3%	36.6%	32.5%
	<b>No</b>	64.7%	63.4%	67.5%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<b>Q23A. If yes, where did you see or hear about it?</b>				
<i>Newspaper</i>	<b>Yes</b>	22.1%	14.0%	16.8%
	<b>No</b>	77.9%	86.0%	83.2%
	<b>Total N</b>	<b>176</b>	<b>184</b>	<b>164</b>
<i>Radio</i>	<b>Yes</b>	36.6%	27.0%	32.6%
	<b>No</b>	63.4%	73.0%	67.4%
	<b>Total N</b>	<b>176</b>	<b>184</b>	<b>164</b>
<i>Internet/Online Ad/Website</i>	<b>Yes</b>	15.0%	13.8%	24.0%
	<b>No</b>	85.0%	86.2%	76.0%
	<b>Total N</b>	<b>176</b>	<b>184</b>	<b>164</b>
<i>TV</i>	<b>Yes</b>	43.8%	46.2%	44.7%
	<b>No</b>	56.2%	53.8%	55.3%
	<b>Total N</b>	<b>176</b>	<b>184</b>	<b>164</b>
<i>Poster</i>	<b>Yes</b>	6.9%	6.2%	5.0%
	<b>No</b>	93.1%	93.8%	95.0%
	<b>Total N</b>	<b>176</b>	<b>184</b>	<b>164</b>
<i>Billboard</i>	<b>Yes</b>	23.0%	32.7%	31.0%
	<b>No</b>	77.0%	67.3%	69.0%
	<b>Total N</b>	<b>176</b>	<b>184</b>	<b>164</b>
<i>Police Patrol</i>	<b>Yes</b>	8.1%	6.0%	9.7%
	<b>No</b>	91.9%	94.0%	90.3%
	<b>Total N</b>	<b>176</b>	<b>184</b>	<b>164</b>
<i>Electronic message sign</i>	<b>Yes</b>	24.4%	19.6%	30.0%
	<b>No</b>	75.6%	80.4%	70.0%
	<b>Total N</b>	<b>176</b>	<b>184</b>	<b>164</b>
<i>Bus Ad</i>	<b>Yes</b>	3.7%	2.3%	4.4%
	<b>No</b>	96.3%	97.7%	95.6%
	<b>Total N</b>	<b>176</b>	<b>184</b>	<b>164</b>
<i>Other</i>	<b>Yes</b>	1.4%	2.1%	2.0%
	<b>No</b>	98.6%	97.9%	98.0%
	<b>Total N</b>	<b>176</b>	<b>184</b>	<b>164</b>
<i>Don't know/remember</i>	<b>Yes</b>	3.8%	3.0%	1.4%
	<b>No</b>	96.2%	97.0%	98.6%
	<b>Total N</b>	<b>176</b>	<b>184</b>	<b>164</b>

**TABLE 7. SLOGAN RECOGNITION – SEAT BELT**

<i>Question</i>		<i>2021</i>	<i>2022</i>	<i>2023</i>
<b>Q24. Do you know the name or any seat belt enforcement programs in CT?</b>				
<i>Click It or Ticket</i>	<b>Yes</b>	79.4%	82.9%	83.8%
	<b>No</b>	20.6%	17.1%	16.2%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Buckle Up, No Excuses! It's the Law, It's Enforced</i>	<b>Yes</b>	18.1%	18.6%	17.1%
	<b>No</b>	81.9%	81.4%	82.9%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Seat belts save lives. Buckle Up Every Time</i>	<b>Yes</b>	20.7%	19.5%	24.7%
	<b>No</b>	79.3%	80.5%	75.3%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Clickity Clack, in the front and the back</i>	<b>Yes</b>	3.6%	3.8%	2.8%
	<b>No</b>	96.4%	96.2%	97.2%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Survive your drive and stay alive</i>	<b>Yes</b>	4.9%	3.5%	5.4%
	<b>No</b>	95.1%	96.5%	94.6%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Buckle Up Connecticut</i>	<b>Yes</b>	26.6%	24.2%	21.1%
	<b>No</b>	73.4%	75.8%	78.9%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Seat belts rule! Wear yours (it's cool)</i>	<b>Yes</b>	1.6%	1.9%	2.2%
	<b>No</b>	98.4%	98.1%	97.8%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Other</i>	<b>Yes</b>	0.1%	0.0%	0.0%
	<b>No</b>	99.9%	100.0%	100.0%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>

**Program Area: *DISTRACTED DRIVING***

Respondents were asked about their cell phone use while driving and whether they had heard of any enforcement program focused on distracted driving. More than half (55.3%) of respondents indicated *never talking on a cell phone* while driving (Table 8); more than 60 percent (63.4%) reported *never sending text messages, DMs, or emails* while driving (Table 9).

**TABLE 8. TALKING ON A CELL PHONE USE WHILE DRIVING**

<i>Question</i>		<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Q25. How often do you talk on a phone while driving?</b>	<b>Multiple times/trip</b>	3.8%	3.5%	5.0%
	<b>Once a trip</b>	4.9%	3.1%	3.9%
	<b>On occasional trips</b>	7.7%	10.3%	12.2%
	<b>Rarely</b>	28.1%	25.9%	25.7%
	<b>Never</b>	55.6%	57.1%	53.2%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<b>Q26. How do you talk on your cell while driving?</b>				
<i>Hold phone in hand and up to ear</i>	<b>Yes</b>	4.5%	2.1%	4.2%
	<b>No</b>	95.5%	97.9%	95.8%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Hold phone in hand and use speaker function</i>	<b>Yes</b>	10.6%	10.5%	11.9%
	<b>No</b>	89.4%	89.5%	88.1%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Use hands free in-vehicle or phone voice activated technology</i>	<b>Yes</b>	40.5%	39.9%	43.1%
	<b>No</b>	59.5%	60.1%	56.9%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Use Bluetooth (handsfree) headset</i>	<b>Yes</b>	29.9%	30.5%	27.2%
	<b>No</b>	70.1%	69.5%	72.8%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>I do not talk on cell while driving</i>	<b>Yes</b>	29.6%	33.4%	32.6%
	<b>No</b>	70.4%	66.6%	67.4%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<b>Q27. When was the last time you talked on a cell phone while driving?</b>	<b>Today</b>	12.0%	9.9%	10.4%
	<b>Past week</b>	22.4%	23.5%	21.7%
	<b>Past month</b>	17.7%	14.2%	15.0%
	<b>Past year</b>	7.9%	6.2%	10.5%
	<b>Don't know/more than a year</b>	13.8%	15.7%	13.9%
	<b>Never</b>	26.2%	30.4%	28.6%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>



**TABLE 9. USING TEXT FUNCTIONS WHILE DRIVING**

<i>Question</i>		<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Q28. How often do you send text messages, DMs, or emails on a cell phone while driving?</b>	<b>Multiple times/trip</b>	4.2%	4.2%	6.3%
	<b>Once a trip</b>	4.1%	3.5%	3.5%
	<b>On occasional trips</b>	9.1%	10.0%	9.2%
	<b>Rarely</b>	19.3%	15.1%	21.5%
	<b>Never</b>	63.3%	67.2%	59.6%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<b>Q29. How do you send texts, DMs, or emails on your cell while driving?</b>				
<i>Hold phone in hand and look down/up briefly (multitask)</i>	<b>Yes</b>	7.1%	7.0%	5.8%
	<b>No</b>	92.9%	93.0%	94.2%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Wait until you are at a red light or stop sign and quickly type/send message</i>	<b>Yes</b>	15.9%	15.1%	18.8%
	<b>No</b>	84.1%	84.9%	81.2%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Use handsfree in-vehicle or phone voice activated technology</i>	<b>Yes</b>	16.8%	17.4%	19.6%
	<b>No</b>	83.2%	82.6%	80.4%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Use Bluetooth (handsfree) headset</i>	<b>Yes</b>	8.1%	10.0%	9.4%
	<b>No</b>	91.9%	90.0%	90.6%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Pull over in safe area or exit roadway, put car in park, then write/send text, DM, or email</i>	<b>Yes</b>	13.1%	14.4%	15.1%
	<b>No</b>	86.9%	85.6%	84.9%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>I do not write/send texts, DMs or email when I drive</i>	<b>Yes</b>	58.9%	56.0%	51.7%
	<b>No</b>	41.1%	44.0%	48.3%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<b>Q30. When was the last time you texted etc. while driving?</b>	<b>Today</b>	5.4%	4.7%	4.6%
	<b>Past week</b>	9.9%	11.1%	12.4%
	<b>Past month</b>	13.5%	9.3%	12.2%
	<b>Past year</b>	3.9%	4.6%	6.8%
	<b>Don't know/more than a year</b>	12.5%	14.4%	12.8%
	<b>Never</b>	54.8%	55.9%	51.2%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>

The majority (77.9%) of respondents *never use their cell phone for entertainment or social media* while driving. Details on frequency and manner of use are available in Table 10.

**TABLE 10. USE OF CELL PHONE FOR ENTERTAINMENT**

<i>Question</i>		<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Q31. How often do you use your cell for entertainment or social media while driving?</b>	<b>Multiple times/trip</b>	4.2%	3.0%	6.1%
	<b>Once a trip</b>	4.7%	3.4%	3.1%
	<b>On occasional trips</b>	3.9%	7.5%	5.2%
	<b>Rarely</b>	7.7%	7.3%	10.2%
	<b>Never</b>	79.5%	78.8%	75.4%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<b>Q32. How do you use your cell for entertainment or social media while driving?</b>				
<b>Hold phone in one hand and look down/up briefly (multitask)</b>	<b>Yes</b>	3.1%	6.0%	4.1%
	<b>No</b>	96.9%	94.0%	95.9%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<b>Phone is mounted in holder, hands are on the wheel, eyes on the road</b>	<b>Yes</b>	6.7%	8.7%	8.5%
	<b>No</b>	93.3%	91.3%	91.5%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<b>Phone is mounted and connected to in-vehicle technology (manually use touch screen or buttons)</b>	<b>Yes</b>	7.3%	10.2%	7.0%
	<b>No</b>	92.7%	89.8%	93.0%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<b>Phone is mounted and connected to in-vehicle technology, handsfree</b>	<b>Yes</b>	8.0%	8.4%	6.4%
	<b>No</b>	92.0%	91.6%	93.6%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<b>Keep phone on lap so you can quickly look down at red lights and stop signs</b>	<b>Yes</b>	3.3%	4.6%	3.1%
	<b>No</b>	96.7%	95.4%	96.9%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<b>I do not use my phone for entertainment or social media while driving</b>	<b>Yes</b>	77.9%	75.0%	77.4%
	<b>No</b>	22.1%	25.0%	22.6%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<b>Q33. When was the last time you used your phone for entertainment or social media while driving?</b>	<b>Today</b>	4.4%	2.2%	3.3%
	<b>Past week</b>	5.0%	6.3%	5.0%
	<b>Past month</b>	4.2%	4.2%	5.8%
	<b>Past year</b>	5.3%	2.3%	3.2%
	<b>Don't know/more than a year</b>	6.4%	10.9%	10.7%
	<b>Never</b>	74.8%	74.1%	72.1%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>

More than one third (36.7%) of respondents reported having *read, seen, or heard* about police being focused on enforcing distracted driving related to cell phone use. Close to 25 percent (22.5%) did not know the name of any distracted driving program in CT; the slogan *U Drive, U Text, U Pay* was the most widely recognized (by 39.1% of respondents) (Table 11).

**TABLE 11. SLOGAN RECOGNITION – DISTRACTED DRIVING**

<i>Question</i>		<i>2021</i>	<i>2022</i>	<i>2023</i>
<b>Q34. In the past 3 months, have you read, seen, or heard anything about police being focused on enforcing distracted driving?</b>	<b>Yes</b>	37.4%	37.4%	35.2%
	<b>No</b>	62.6%	62.6%	64.8%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<b>Q35. Do you know the name or any distracted driving enforcement programs in CT?</b>				
<i>Phone in one hand, ticket in the other</i>	<b>Yes</b>	9.5%	14.4%	14.2%
	<b>No</b>	90.5%	85.6%	85.8%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>U Drive, U Text, U Pay</i>	<b>Yes</b>	41.5%	41.5%	34.4%
	<b>No</b>	58.5%	58.5%	65.6%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>It can wait</i>	<b>Yes</b>	24.2%	21.8%	23.2%
	<b>No</b>	75.8%	78.2%	76.8%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Want to survive? Don't text and drive!</i>	<b>Yes</b>	7.1%	6.3%	7.5%
	<b>No</b>	92.9%	93.7%	92.5%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Drivers in the front (seat), cell phones in the back</i>	<b>Yes</b>	2.3%	2.8%	3.5%
	<b>No</b>	97.7%	97.2%	96.5%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>SubstraCT the distraction</i>	<b>Yes</b>	1.1%	2.0%	2.6%
	<b>No</b>	98.9%	98.0%	97.4%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Put the phone away or you will pay</i>	<b>Yes</b>	5.4%	6.2%	4.4%
	<b>No</b>	94.6%	93.8%	95.6%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Don't be a clown, put your phone down.</i>	<b>Yes</b>	3.8%	3.7%	3.1%
	<b>No</b>	96.2%	96.3%	96.9%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Eyes on the road, not on your phone</i>	<b>Yes</b>	5.4%	5.4%	6.0%
	<b>No</b>	94.6%	94.6%	94.0%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>

## ***Program Area: SPEED***

Respondents were asked about their speeding habits and whether they had heard of any enforcement program focused on speeding. Close to a quarter (23.6%) of respondents indicated *never* driving more than 35mph on local roads with a 20mph speed limit and 16 percent (16.3) reported never driving faster than 70mph on local roads with a speed limit of 65mph (Table 12).

**TABLE 12. SPEEDING HABITS**

<b><i>Question</i></b>		<b><i>2021</i></b>	<b><i>2022</i></b>	<b><i>2023</i></b>
<b>Q36. On local roads with a speed limit of 20 mph, how often do you drive faster than 35mph?</b>	<b>Always</b>	2.4%	3.9%	2.2%
	<b>Nearly always</b>	7.2%	6.7%	4.9%
	<b>Sometimes</b>	29.8%	28.3%	35.8%
	<b>Rarely</b>	36.7%	38.2%	33.1%
	<b>Never</b>	23.9%	22.9%	24.0%
	<b><i>Total N</i></b>	<b><i>500</i></b>	<b><i>503</i></b>	<b><i>505</i></b>
<b>Q37. On local roads with a speed limit of 65 mph, how often do you drive faster than 70mph?</b>	<b>Always</b>	5.9%	6.2%	7.2%
	<b>Nearly always</b>	20.4%	19.4%	15.9%
	<b>Sometimes</b>	34.4%	32.4%	39.3%
	<b>Rarely</b>	22.1%	25.1%	22.8%
	<b>Never</b>	17.1%	16.9%	14.8%
	<b><i>Total N</i></b>	<b><i>500</i></b>	<b><i>503</i></b>	<b><i>505</i></b>

Close to 30 percent (28.6%) of respondents reported having heard, seen, or heard of police being focused on speed enforcement. Close to half (47.0%) of respondents did not know the name of any speed enforcement programs in CT and slogans recognition rates were fairly low. The campaign slogan *When speed kills, it's never an accident* was identified by just 14.7 percent of respondents (Table 13).

**TABLE 13. SPEED MEDIA AND SLOGAN RECOGNITION**

<i>Question</i>		<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Q38. In the past 3 months, have you read, seen, or heard anything about police being focused on speed enforcement?</b>	<b>Yes</b>	29.3%	28.2%	28.2%
	<b>No</b>	70.7%	71.8%	71.8%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<b>Q39. Do you know the name of any speeding related enforcement programs in CT?</b>				
<i>Slow Down or Pay Up</i>	<b>Yes</b>	16.6%	13.5%	15.4%
	<b>No</b>	83.4%	86.5%	84.6%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Go too fast &amp; you will crash</i>	<b>Yes</b>	5.8%	6.7%	8.1%
	<b>No</b>	94.2%	93.3%	91.9%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Driving &amp; Speeding = Crashing &amp; Bleeding</i>	<b>Yes</b>	4.1%	3.6%	5.1%
	<b>No</b>	95.9%	96.4%	94.9%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>When speed kills, it's never an accident.</i>	<b>Yes</b>	10.3%	15.1%	18.6%
	<b>No</b>	89.7%	84.9%	81.4%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Other</i>	<b>Yes</b>	0.1%	0.5%	0.3%
	<b>No</b>	99.9%	99.5%	99.7%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>

## ***Program Area: IMPAIRED DRIVING***

Respondents were asked about their habits with regards to impaired driving and whether they had heard of any enforcement program focused on enforcing drunk driving laws. More than 90 percent of respondents indicated *never* having driven within two hours of consuming an impairing substance in the past 3 months (Table 14).

**TABLE 14. IMPAIRED DRIVING HABITS**

<b><i>Question</i></b>		<b><i>2021</i></b>	<b><i>2022</i></b>	<b><i>2023</i></b>
<b>Q40. In the past 3 months, how many times have you driven a motor vehicle within 2 hours of drinking alcohol?</b>	<b>Zero</b>	88.0%	90.2%	91.9%
	<b>Once or twice</b>	7.9%	6.4%	4.4%
	<b>3 or more</b>	4.2%	3.3%	3.7%
	<b><i>Total N</i></b>	<b>500</b>	<b>503</b>	<b>505</b>
<b>Q41. In the past 3 months, how many times have you driven a motor vehicle within 2 hours of using cannabis/marijuana?</b>	<b>Zero</b>	91.7%	93.3%	92.4%
	<b>Once or twice</b>	3.1%	2.0%	2.7%
	<b>3 or more</b>	5.2%	4.7%	4.9%
	<b><i>Total N</i></b>	<b>500</b>	<b>503</b>	<b>505</b>
<b>Q42. In the past 3 months, how often have you driven within 2 hours of using drug other than cannabis/marijuana?</b>	<b>Zero</b>	97.2%	97.6%	96.6%
	<b>Once or twice</b>	1.5%	1.0%	0.7%
	<b>3 or more</b>	1.3%	1.4%	2.7%
	<b><i>Total N</i></b>	<b>500</b>	<b>503</b>	<b>505</b>

More than a quarter (28.5%) of respondents reported having *read, seen, or heard* about police being focused on enforcing drunk driving laws. *TV, Radio, and Billboard* were the more common source of information among those who had heard of such enforcement (Table 15). Sixteen percent (16.0%) of respondents did not know the name of any impaired driving enforcement program in CT; the slogan *Drive Sober or Get Pulled Over* was recognized by close to half (46.3%) of respondents (Table 16).

Close to two-thirds (65.2%) of respondents said “yes” when asked “*Can someone be arrested in Connecticut for driving under the influence of cannabis/marijuana.*” Few (4.3%) said “no,” and the remainder (30.4%) responded “I don’t know.”

**TABLE 15. MEDIA AWARENESS - IMPAIRED DRIVING**

<i>Question</i>		<i>2021</i>	<i>2022</i>	<i>2023</i>
<b>Q43. In the past 30 days, have you seen a mobile alcohol breath testing unit where police process drunk drivers?</b>	<b>Yes</b>	4.9%	6.9%	7.6%
	<b>No</b>	95.1%	93.1%	92.6%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<b>Q44. In the past 30 days, have you read, seen, or heard anything about police being focused on enforcing drunk driving laws?</b>	<b>Yes</b>	26.0%	31.5%	28.0%
	<b>No</b>	74.0%	68.5%	72.0%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<b>Q45a. If yes, where did you read, see or hear about it?</b>				
<i>Newspaper</i>	<b>Yes</b>	27.0%	16.1%	19.4%
	<b>No</b>	73.0%	83.9%	80.6%
	<b>Total N</b>	<b>130</b>	<b>159</b>	<b>141</b>
<i>Radio</i>	<b>Yes</b>	34.8%	36.8%	37.1%
	<b>No</b>	65.2%	63.2%	62.9%
	<b>Total N</b>	<b>130</b>	<b>159</b>	<b>141</b>
<i>Internet/Online Ad/Website</i>	<b>Yes</b>	23.2%	21.5%	23.0%
	<b>No</b>	76.8%	78.5%	77.0%
	<b>Total N</b>	<b>130</b>	<b>159</b>	<b>141</b>
<i>TV</i>	<b>Yes</b>	55.9%	45.0%	51.2%
	<b>No</b>	44.1%	55.0%	48.8%
	<b>Total N</b>	<b>130</b>	<b>159</b>	<b>141</b>
<i>Poster</i>	<b>Yes</b>	8.7%	3.8%	7.2%
	<b>No</b>	91.3%	96.2%	92.8%
	<b>Total N</b>	<b>130</b>	<b>159</b>	<b>141</b>
<i>Billboard</i>	<b>Yes</b>	27.5%	26.4%	28.0%
	<b>No</b>	72.5%	73.6%	72.0%
	<b>Total N</b>	<b>130</b>	<b>159</b>	<b>141</b>
<i>Police Patrol</i>	<b>Yes</b>	14.4%	11.9%	9.3%
	<b>No</b>	85.6%	88.1%	90.7%
	<b>Total N</b>	<b>130</b>	<b>159</b>	<b>141</b>
<i>Electronic message sign</i>	<b>Yes</b>	19.3%	20.3%	25.8%
	<b>No</b>	80.7%	79.7%	74.2%
	<b>Total N</b>	<b>130</b>	<b>159</b>	<b>141</b>
<i>Bus Ad</i>	<b>Yes</b>	7.1%	3.4%	2.8%
	<b>No</b>	92.9%	96.6%	97.2%
	<b>Total N</b>	<b>130</b>	<b>159</b>	<b>141</b>
<i>Other</i>	<b>Yes</b>	1.4%	2.7%	1.5%
	<b>No</b>	98.6%	97.3%	98.5%
	<b>Total N</b>	<b>130</b>	<b>159</b>	<b>141</b>

**TABLE 16. SLOGAN RECOGNITION – IMPAIRED DRIVING**

<i>Question</i>		<i>2021</i>	<i>2022</i>	<i>2023</i>
<b>Q46. Do you know the name or any alcohol impaired enforcement programs in CT?</b>				
<i>Drive Sober or Get Pulled Over</i>	<b>Yes</b>	40.5%	47.5%	51.0%
	<b>No</b>	59.5%	52.5%	49.0%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<i>The Ripple Effect</i>	<b>Yes</b>	3.6%	3.1%	2.8%
	<b>No</b>	96.4%	96.9%	97.2%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<i>You Drink and Drive. You Lose.</i>	<b>Yes</b>	23.2%	20.4%	17.7%
	<b>No</b>	76.8%	79.6%	82.3%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Team DUI</i>	<b>Yes</b>	3.9%	2.8%	3.6%
	<b>No</b>	96.1%	97.2%	96.4%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Friends don't let friends drive drunk</i>	<b>Yes</b>	37.5%	39.4%	43.4%
	<b>No</b>	62.5%	60.6%	56.6%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Please step away from your vehicles</i>	<b>Yes</b>	3.9%	2.9%	2.6%
	<b>No</b>	96.1%	97.1%	97.4%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Enough!</i>	<b>Yes</b>	2.0%	3.0%	1.4%
	<b>No</b>	98.0%	97.0%	98.6%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<i>MADD's red ribbon</i>	<b>Yes</b>	8.4%	8.7%	6.9%
	<b>No</b>	91.6%	91.3%	93.1%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Buzzed Driving is Drunk Driving</i>	<b>Yes</b>	28.7%	27.1%	31.6%
	<b>No</b>	71.3%	72.9%	68.4%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<i>Other</i>	<b>Yes</b>	0.0%	0.2%	0.0%
	<b>No</b>	100.0%	99.8%	100.0%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>



## *Program Area: ALL*

### PERCEPTIONS OF SAFE DRIVING

Respondents were asked about the impact that certain behaviors may have on *a person's* ability to drive. They were then asked how these same behaviors might impact *their own* ability to drive safely. Overall, respondents believed their own driving to be safer than that of others, even in riskier circumstances. Results are shown in Table 17.

**TABLE 17. PERCEPTIONS OF SAFE DRIVING**

<i>Question</i>		<i>2021</i>	<i>2022</i>	<i>2023</i>
<b>Q50. Would texting while driving negatively affect a <u>person's</u> ability to drive safely?</b>	<b>A great deal</b>	87.7%	85.8%	85.0%
	<b>Somewhat</b>	9.2%	11.7%	12.4%
	<b>Not at all</b>	3.1%	2.5%	2.7%
	<i>N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<b>Q51. Would using cannabis/marijuana negatively affect a <u>person's</u> ability to drive safely?</b>	<b>A great deal</b>	67.2%	76.8%	71.7%
	<b>Somewhat</b>	26.2%	16.5%	21.2%
	<b>Not at all</b>	6.6%	6.6%	7.2%
	<i>N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<b>Q52. Would drinking alcohol negatively affect a <u>person's</u> ability to drive safely?</b>	<b>A great deal</b>	86.9%	91.6%	90.5%
	<b>Somewhat</b>	9.9%	5.8%	6.1%
	<b>Not at all</b>	3.3%	2.6%	3.4%
	<i>N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<b>Q53. Would texting while driving negatively affect <u>your</u> ability to drive?</b>	<b>A great deal</b>	79.9%	78.8%	76.2%
	<b>Somewhat</b>	14.6%	14.1%	15.5%
	<b>Not at all</b>	5.5%	7.1%	8.2%
	<i>N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<b>Q54. Would using cannabis/marijuana negatively affect <u>your</u> ability to drive?</b>	<b>A great deal</b>	71.0%	74.5%	70.1%
	<b>Somewhat</b>	17.0%	14.0%	16.3%
	<b>Not at all</b>	12.0%	11.5%	13.6%
	<i>N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<b>Q55. Would drinking alcohol negatively affect <u>your</u> ability to drive?</b>	<b>A great deal</b>	82.1%	83.7%	82.4%
	<b>Somewhat</b>	12.0%	9.6%	9.4%
	<b>Not at all</b>	5.9%	6.7%	8.2%
	<i>N</i>	<b>500</b>	<b>503</b>	<b>505</b>

### CHANCE OF TICKETING DAYTIME/NIGHTTIME

Respondents were asked about their likelihood of receiving a citation for a variety of safety violations. Table 20 shows the results for daytime ticketing, Table 21 shows nighttime ticketing. There were surprisingly few large differences between daytime and nighttime perceptions of enforcement.

**TABLE 20. CHANCES OF TICKETING IN THE DAYTIME**

<b>Question</b>		<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Q57. What do you think the chances are of someone getting a ticket or being arrested during daylight hours for:</b>				
<b>57a. Driving while talking on a handheld phone?</b>	<b>Always</b>	20.1%	25.1%	18.6%
	<b>Nearly always</b>	16.0%	18.4%	17.1%
	<b>Sometimes</b>	38.0%	33.7%	41.5%
	<b>Rarely</b>	20.0%	16.5%	18.0%
	<b>Never</b>	6.0%	6.3%	4.8%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<b>57b. Driving while texting/messaging (etc.) on a handheld phone?</b>	<b>Always</b>	22.0%	25.6%	21.9%
	<b>Nearly always</b>	19.3%	18.3%	15.1%
	<b>Sometimes</b>	33.3%	33.5%	40.9%
	<b>Rarely</b>	18.8%	16.0%	17.3%
	<b>Never</b>	6.6%	6.7%	4.8%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<b>57c. Driving while not wearing a seatbelt?</b>	<b>Always</b>	19.3%	23.8%	21.8%
	<b>Nearly always</b>	15.4%	13.7%	18.5%
	<b>Sometimes</b>	38.7%	35.6%	35.0%
	<b>Rarely</b>	19.1%	19.6%	17.5%
	<b>Never</b>	7.5%	7.4%	7.2%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<b>57d. Driving with a young child not properly restrained?</b>	<b>Always</b>	25.1%	27.1%	30.7%
	<b>Nearly always</b>	16.1%	16.1%	17.1%
	<b>Sometimes</b>	33.0%	30.1%	29.3%
	<b>Rarely</b>	16.8%	18.1%	16.6%
	<b>Never</b>	8.9%	8.5%	6.4%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<b>57e. Driving over the speed limit?</b>	<b>Always</b>	20.7%	23.4%	21.3%
	<b>Nearly always</b>	21.0%	22.0%	24.1%
	<b>Sometimes</b>	42.9%	38.3%	39.7%
	<b>Rarely</b>	11.3%	12.2%	10.2%
	<b>Never</b>	4.0%	4.2%	4.6%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<b>57f. Driving under the influence of alcohol (DUI)?</b>	<b>Always</b>	31.6%	37.9%	38.1%
	<b>Nearly always</b>	22.7%	18.9%	20.3%
	<b>Sometimes</b>	31.4%	29.9%	29.8%
	<b>Rarely</b>	8.2%	8.3%	6.1%
	<b>Never</b>	6.0%	5.0%	5.8%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>
<b>57g. Driving under the influence of drugs (DUID)?</b>	<b>Always</b>	30.6%	36.1%	35.3%
	<b>Nearly always</b>	19.3%	16.0%	19.8%
	<b>Sometimes</b>	32.8%	29.7%	30.9%
	<b>Rarely</b>	9.8%	11.7%	7.6%
	<b>Never</b>	7.6%	6.6%	6.4%
	<b>Total N</b>	<b>500</b>	<b>503</b>	<b>505</b>

**TABLE 21. CHANCES OF TICKETING IN THE NIGHTTIME**

Question	2021	2022	2023	
<b>Q58. What do you think the chances are of someone getting a ticket or being arrested during nighttime/after dark hours for:</b>				
<i>58a. Driving while talking on a handheld phone?</i>	Always	18.6%	23.3%	20.1%
	Nearly always	15.3%	15.3%	20.6%
	Sometimes	37.2%	30.4%	33.8%
	Rarely	22.0%	22.7%	20.7%
	Never	6.9%	8.4%	4.9%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>58b. Driving while texting/messaging (etc.) on a handheld phone?</i>	Always	20.5%	23.8%	20.5%
	Nearly always	14.7%	13.6%	20.3%
	Sometimes	35.9%	32.7%	33.2%
	Rarely	22.2%	22.3%	20.6%
	Never	6.8%	7.7%	5.5%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>58c. Driving while not wearing a seatbelt?</i>	Always	15.7%	24.3%	19.6%
	Nearly always	13.5%	9.4%	16.2%
	Sometimes	31.1%	31.2%	28.2%
	Rarely	29.9%	27.5%	28.1%
	Never	9.9%	7.6%	7.9%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>58d. Driving with a young child not properly restrained?</i>	Always	19.5%	25.9%	27.9%
	Nearly always	14.4%	12.7%	10.8%
	Sometimes	31.2%	28.9%	28.6%
	Rarely	25.8%	24.1%	25.3%
	Never	9.1%	8.4%	7.4%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>58e. Driving over the speed limit?</i>	Always	22.0%	27.6%	27.5%
	Nearly always	24.1%	19.9%	23.0%
	Sometimes	40.4%	38.7%	36.9%
	Rarely	8.8%	8.4%	7.8%
	Never	4.7%	5.5%	4.8%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>58f. Driving under the influence of alcohol (DUI)?</i>	Always	32.4%	36.3%	37.6%
	Nearly always	22.1%	20.1%	21.4%
	Sometimes	34.6%	31.2%	31.3%
	Rarely	4.6%	7.0%	5.5%
	Never	6.2%	5.4%	4.3%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<i>58g. Driving under the influence of drugs (DUID)?</i>	Always	29.1%	34.2%	36.7%
	Nearly always	21.7%	19.2%	18.9%
	Sometimes	34.7%	31.6%	32.0%
	Rarely	8.1%	8.6%	8.1%
	Never	6.3%	6.3%	4.3%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>

## **List of Appendices**

**Appendix A. Additional Respondent Characteristics**

**Appendix B. Media-Related Questions**

## Appendix A. Additional Respondent Characteristics

Question		2021	2022	2023
<b>63. What was your total household income last year?</b>	<b>Less than \$25,000</b>	15.3%	10.0%	12.3%
	<b>\$25,00 to \$34,999</b>	8.6%	8.8%	11.6%
	<b>\$35,000 to \$49,999</b>	16.3%	14.6%	13.9%
	<b>\$50,000 to 74,999</b>	16.8%	23.8%	19.0%
	<b>\$75,000 to \$99,999</b>	9.5%	14.5%	17.2%
	<b>\$100,000 to \$149,999</b>	17.7%	11.5%	12.3%
	<b>\$150,000 to \$199,999</b>	6.1%	6.4%	4.8%
	<b>More than \$200,000</b>	3.1%	4.5%	4.3%
	<b>No response</b>	6.6%	6.0%	4.5%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<b>64. What is the highest degree or level of education you completed?</b>	<b>Some high school</b>	0.6%	3.9%	2.5%
	<b>High school or equivalent</b>	37.0%	33.9%	32.7%
	<b>Bachelor's degree</b>	28.6%	30.4%	29.4%
	<b>Master's degree</b>	14.9%	11.6%	18.0%
	<b>Ph.D. or higher</b>	2.1%	2.5%	3.0%
	<b>Trade school</b>	8.4%	6.9%	6.2%
	<b>Other</b>	5.6%	8.6%	5.3%
	<b>No response</b>	2.8%	2.1%	2.8%
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<b>16. Do you currently own, lease, or regularly drive a car?</b>	<b>Yes</b>	94.1%	95.1%	92.8%
	<b>No</b>	5.9%	4.9%	7.2%
		<i>Total N</i>	<b>500</b>	<b>503</b>
<b>17. What type of motor vehicle do you drive or ride in most often?</b>	<b>Car</b>	60.9%	59.8%	62.6%
	<b>Pickup Truck</b>	5.9%	5.6%	3.8%
	<b>SUV</b>	28.2%	29.2%	29.6%
	<b>Minivan</b>	3.0%	3.2%	2.3%
	<b>Full Van</b>	0.5%	0.4%	0.3%
	<b>Other</b>	1.6%	1.8%	1.3%
		<i>Total N</i>	<b>500</b>	<b>503</b>
<b>18. Have you been involved in a crash in the last 3 months?</b>	<b>Yes</b>	4.4%	4.2%	3.9%
	<b>No</b>	95.6%	95.8%	96.1%
		<i>Total N</i>	<b>500</b>	<b>503</b>
<b>19. Have you received a ticket in the last 3 months?</b>	<b>Yes</b>	3.7%	4.3%	3.2%
	<b>No</b>	96.3%	95.7%	96.8%
		<i>Total N</i>	<b>500</b>	<b>503</b>
<b>19a. If yes, what was it for? (multiple answers possible)</b>	<b>Speeding</b>	49.4%	44.3%	66.2%
	<b>Distracted (cell)</b>	17.7%	3.2%	23.8%
	<b>Distracted (not cell)</b>	6.5%	10.1%	10.5%
	<b>Seat belt</b>	36.6%	3.2%	14.8%
	<b>Child safety seat</b>	10.9%	0.0%	9.0%
	<b>DUI – alcohol</b>	3.7%	9.7%	0.0%
	<b>DUI – drug</b>	0.0%	0.0%	0.0%
	<b>Work Safety Zone</b>	3.7%	0.0%	0.0%
	<b>Non traffic related</b>	10.3%	29.5%	7.2%
	<i>Total N</i>	<b>19</b>	<b>22</b>	<b>16</b>

## Appendix B. Media-Related Questions

Question		2021	2022	2023
<b>5. Which of the following apps, services, and types of media do you use? (multiple responses possible) (% Yes)</b>	<b>FM/AM Radio</b>	64.7%	64.3%	64.4%
	<b>Satellite Radio</b>	22.0%	22.5%	20.1%
	<b>Network Television</b>	36.5%	30.6%	33.8%
	<b>Cable Television</b>	54.9%	48.6%	50.3%
	<b>Podcasts</b>	22.8%	21.5%	31.0%
	<b>Hulu</b>	38.0%	44.8%	45.0%
	<b>Netflix</b>	66.8%	66.5%	69.3%
	<b>Spotify</b>	28.2%	28.5%	30.7%
	<b>Pandora</b>	25.9%	24.7%	24.1%
	<b>iTunes</b>	24.7%	18.9%	20.7%
	<b>YouTube</b>	68.2%	68.0%	75.0%
	<b>TikTok</b>	24.2%	28.7%	36.1%
	<b>Twitter/X</b>	27.3%	30.9%	26.2%
	<b>Facebook</b>	67.5%	67.9%	66.5%
	<b>Instagram</b>	47.4%	44.1%	53.2%
	<b>Snapchat</b>	24.5%	27.6%	26.2%
	<b>Twitch</b>	9.7%	8.1%	10.0%
	<b>Tumblr</b>	5.2%	3.6%	4.8%
	<b>Gas Station TV/Radio</b>	5.6%	3.1%	7.1%
	<b>Other</b>	2.6%	2.1%	1.6%
<b>None of these</b>	1.4%	1.5%	1.2%	
	<i>Total N</i>	<b>500</b>	<b>503</b>	<b>505</b>
<b>6. Do you have a favorite radio station?</b>	<b>Yes</b>	57.2%	55.9%	61.5%
	<b>No</b>	42.8%	44.1%	38.5%
		<i>Total N</i>	<b>500</b>	<b>503</b>
<b>6a. If yes, is it affiliated with:</b>	<b>Connecticut</b>	57.2%	55.9%	86.0%
	<b>New York</b>	42.8%	44.1%	14.0%
		<i>Total N</i>	<b>500</b>	<b>503</b>
<b>7. Do you have a favorite TV station?</b>	<b>Yes</b>	84.3%	87.1%	52.8%
	<b>No</b>	15.7%	12.9%	47.2%
		<i>Total N</i>	<b>286</b>	<b>281</b>
<b>7a, If yes, is it affiliated with:</b>	<b>Connecticut</b>	53.7%	51.0%	84.7%
	<b>New York</b>	46.3%	49.0%	15.3%
		<i>Total N</i>	<b>268</b>	<b>257</b>

<i>Question</i>		<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Question 8. How often do you use the following apps, services, or media?</b>				
<i>FM/AM Radio</i>	Every day	44.6%	46.9%	41.7%
	A few days a week	37.2%	35.6%	43.9%
	Once a week	6.6%	5.6%	6.5%
	A few days a month	5.8%	5.7%	5.0%
	Once a month or less	5.8%	6.2%	2.9%
	<b>Total N</b>	<b>323</b>	<b>323</b>	<b>505</b>
<i>Satellite Radio</i>	Every day	61.5%	44.7%	55.8%
	A few days a week	25.9%	39.0%	36.4%
	Once a week	8.8%	4.3%	2.5%
	A few days a month	1.0%	4.0%	2.0%
	Once a month or less	1.9%	8.0%	3.3%
	<b>Total N</b>	<b>110</b>	<b>113</b>	<b>101</b>
<i>Network TV</i>	Every day	68.6%	67.9%	60.9%
	A few days a week	23.2%	20.6%	28.5%
	Once a week	3.6%	5.3%	4.3%
	A few days a month	2.7%	3.9%	3.2%
	Once a month or less	2.0%	2.3%	3.1%
	<b>Total N</b>	<b>183</b>	<b>154</b>	<b>170</b>
<i>Cable TV</i>	Every day	76.0%	81.0%	77.3%
	A few days a week	17.0%	13.9%	15.7%
	Once a week	1.1%	1.9%	1.8%
	A few days a month	2.3%	0.7%	3.1%
	Once a month or less	3.7%	2.5%	2.1%
	<b>Total N</b>	<b>275</b>	<b>244</b>	<b>254</b>
<i>Podcasts</i>	Every day	27.0%	29.5%	24.7%
	A few days a week	43.9%	31.7%	29.0%
	Once a week	12.5%	19.6%	27.8%
	A few days a month	10.5%	12.4%	14.2%
	Once a month or less	6.4%	6.8%	4.2%
	<b>Total N</b>	<b>114</b>	<b>108</b>	<b>156</b>
<i>Hulu</i>	Every day	32.6%	29.1%	27.2%
	A few days a week	34.2%	36.4%	43.7%
	Once a week	18.2%	14.8%	13.4%
	A few days a month	10.0%	12.9%	11.0%
	Once a month or less	5.0%	6.8%	4.8%
	<b>Total N</b>	<b>190</b>	<b>225</b>	<b>227</b>
<i>Netflix</i>	Every day	34.7%	40.4%	26.2%
	A few days a week	43.1%	33.4%	39.9%
	Once a week	11.1%	15.0%	14.4%
	A few days a month	9.4%	7.8%	16.7%
	Once a month or less	1.8%	3.4%	2.8%
	<b>Total N</b>	<b>334</b>	<b>334</b>	<b>350</b>

<i>Question</i>		<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Question 8. How often do you use the following apps, services, or media? (cont'd)</b>				
<i>Spotify</i>	Every day	46.4%	47.3%	45.2%
	A few days a week	32.6%	33.7%	36.0%
	Once a week	9.7%	7.1%	3.2%
	A few days a month	8.8%	7.5%	10.7%
	Once a month or less	2.6%	4.4%	5.0%
	<b>Total N</b>	<b>141</b>	<b>143</b>	<b>155</b>
<i>Pandora</i>	Every day	24.8%	33.3%	29.9%
	A few days a week	30.6%	31.3%	39.5%
	Once a week	15.6%	11.2%	11.2%
	A few days a month	17.3%	13.3%	9.5%
	Once a month or less	11.7%	10.9%	9.9%
	<b>Total N</b>	<b>130</b>	<b>124</b>	<b>122</b>
<i>iTunes</i>	Every day	27.5%	28.5%	33.1%
	A few days a week	25.0%	33.8%	26.2%
	Once a week	16.2%	11.6%	16.7%
	A few days a month	21.2%	16.7%	12.3%
	Once a month or less	10.2%	9.3%	11.7%
	<b>Total N</b>	<b>123</b>	<b>95</b>	<b>105</b>
<i>YouTube</i>	Every day	45.0%	56.4%	46.9%
	A few days a week	28.0%	22.7%	32.4%
	Once a week	13.1%	10.4%	11.1%
	A few days a month	9.8%	6.6%	6.3%
	Once a month or less	4.1%	3.9%	3.2%
	<b>Total N</b>	<b>341</b>	<b>342</b>	<b>379</b>
<i>TikTok</i>	Every day	60.1%	63.8%	61.4%
	A few days a week	24.0%	20.8%	23.4%
	Once a week	8.8%	9.0%	8.6%
	A few days a month	3.7%	3.5%	4.7%
	Once a month or less	3.4%	2.9%	1.9%
	<b>Total N</b>	<b>121</b>	<b>144</b>	<b>182</b>
<i>Twitter/X</i>	Every day	50.5%	55.9%	41.9%
	A few days a week	25.5%	21.6%	38.5%
	Once a week	8.4%	12.0%	8.1%
	A few days a month	5.1%	5.7%	6.5%
	Once a month or less	10.5%	4.8%	5.0%
	<b>Total N</b>	<b>137</b>	<b>155</b>	<b>133</b>
<i>Facebook</i>	Every day	69.8%	71.6%	67.8%
	A few days a week	17.4%	14.4%	23.6%
	Once a week	6.6%	6.4%	3.3%
	A few days a month	2.8%	5.4%	3.6%
	Once a month or less	3.3%	2.3%	1.7%
	<b>Total N</b>	<b>337</b>	<b>342</b>	<b>336</b>



<i>Question</i>		<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Question 8. How often do you use the following apps, services, or media? (cont'd)</b>				
<i>Instagram</i>	Every day	68.4%	66.1%	58.6
	A few days a week	18.0%	16.7%	17.0%
	Once a week	5.6%	7.4%	7.7%
	A few days a month	4.8%	5.4%	5.1%
	Once a month or less	3.3%	4.4%	11.6%
	<b>Total N</b>	<b>237</b>	<b>222</b>	<b>269</b>
<i>Snapchat</i>	Every day	59.6%	58.5%	55.1%
	A few days a week	23.6%	24.4%	24.7%
	Once a week	7.1%	5.4%	8.8%
	A few days a month	2.7%	4.3%	9.4%
	Once a month or less	7.0%	7.4%	1.9%
	<b>Total N</b>	<b>123</b>	<b>139</b>	<b>133</b>
<i>Twitch</i>	Every day	35.8%	40.5%	10.0%
	A few days a week	23.0%	15.1%	52.8%
	Once a week	17.4%	16.0%	9.9%
	A few days a month	17.4%	12.4%	11.9%
	Once a month or less	6.4%	15.9%	15.5%
	<b>Total N</b>	<b>48</b>	<b>41</b>	<b>50</b>
<i>Tumblr</i>	Every day	33.3%	37.2%	22.9%
	A few days a week	12.3%	26.6%	51.3%
	Once a week	29.8%	15.5%	0.0%
	A few days a month	7.9%	6.4%	12.8%
	Once a month or less	16.7%	14.3%	13.0%
	<b>Total N</b>	<b>26</b>	<b>18</b>	<b>24</b>
<i>Gas Station TV/Radio</i>	Every day	14.8%	16.4%	10.2%
	A few days a week	21.8%	3.0%	19.9%
	Once a week	14.6%	38.9%	27.1%
	A few days a month	20.3%	0.0%	15.7%
	Once a month or less	28.5%	41.7%	27.1%
	<b>Total N</b>	<b>28</b>	<b>15</b>	<b>36</b>
<i>Other</i>	Every day	85.7%	86.3%	78.8%
	A few days a week	14.3%	6.0%	21.2%
	Once a week	0.0%	7.7%	0.0%
	A few days a month	0.0%	0.0%	0.0%
	Once a month or less	0.0%	0.0%	0.0%
	<b>Total N</b>	<b>13</b>	<b>11</b>	<b>8</b>

Question		2021	2022	2023
<b>10. Which of the following topics interest you? (multiple responses possible) (% Yes)</b>	<b>Sports</b>	44.1%	43.4%	44.4%
	<b>Celebrities</b>	27.0%	21.8%	25.4%
	<b>Food/Cooking</b>	59.5%	56.3%	64.9%
	<b>Beauty</b>	24.2%	19.1%	25.8%
	<b>Video Games</b>	30.6%	28.3%	29.7%
	<b>Cars</b>	28.5%	32.1%	27.3%
	<b>Movies</b>	67.4%	64.8%	63.2%
	<b>Religion/Spirituality</b>	18.0%	19.3%	15.9%
	<b>Wellness</b>	31.6%	27.4%	25.8%
	<b>Health &amp; Exercise</b>	41.8%	39.5%	39.5%
	<b>News/Current Events</b>	48.7%	49.9%	49.3%
	<b>History</b>	47.6%	46.1%	40.7%
	<b>Tech</b>	26.4%	27.6%	25.7%
	<b>Music</b>	60.5%	55.5%	59.5%
	<b>Crafts</b>	25.8%	23.7%	21.0%
	<b>Other</b>	4.0%	5.2%	8.9%
<b>None of these</b>	1.8%	2.0%	1.4%	

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# Connecticut Statewide Seat Belt Use

## 2023 Post “*Click It or Ticket*” Daytime Roadside Observation Results



### *Final Report*

**Connecticut Department of Transportation  
Highway Safety Office**

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# 2023 Seat Belt Use in Connecticut



**DECEMBER 2023**

*Prepared for:*

**Connecticut Department of Transportation;  
Highway Safety Office**

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# I. INTRODUCTION

## Background

This report documents Connecticut’s 2023 statewide seat belt use survey. The survey was conducted under the direction of the Connecticut Department of Transportation’s Highway Safety Office (HSO).

The HSO is responsible for the administration of the State of Connecticut’s Highway Safety Program. Occupant protection is among several significant program areas for which HSO is responsible. A portion of HSO occupant protection program funding comes from the Federal Government which requires administration of a statewide survey of seat belt use that must adhere to Federal Register Guidelines. Connecticut’s first statewide survey using Federal Register Guidelines was completed in 1995. This is the 26<sup>th</sup> follow-up to the original survey in 1995.

The current survey was conducted in June 2023, directly after the “*Click It or Ticket*” campaign. This campaign combines heightened law enforcement efforts with supporting media messages. The daytime survey provides a statewide estimate of seat belt use in Connecticut that is comparable to the 1995 estimate accredited by NHTSA in September 1998, and the statewide surveys conducted thereafter.

## Survey Scope

The 2023 survey was the second year the most recent resample site locations were used. This resample was approved by NHTSA for a five-year period (2022 – 2026). Brand new sites will be selected again for 2027 data collection. The purpose of the annual roadside survey is to determine statewide safety belt usage for drivers and outboard front seat passengers in passenger vehicles during daytime hours. Additional use rates were calculated for specific locations, type of vehicle, as well as other factors that may have had an effect on seat belt use.

The 2023 survey was probability based and estimates are representative of seat belt use for the entire State of Connecticut. Statewide belt use (the official belt use rate reported to NHTSA) is derived solely from *daytime* observations; the 2023 survey results provide an up-to-date estimate comparable to the twenty-five (25) previous statewide surveys of belt use.

## Overview of Results

Across the 120 observation sites, a total of 20,695 drivers and front-seat outboard passengers were observed during daytime hours. The weighted use rate for these drivers and passengers combined was **93.5** percent. Statewide safety belt use has increased 32.9 percentage points since the first statewide survey in 1995.

**Table 1. Driver/Passenger Daytime and Nighttime Statewide Percent Seat Belt Use by Year**

<b>YEAR</b>	<b>DAYTIME SEAT BELT USE</b>	<b>NIGHTTIME SEAT BELT USE</b>
1995	59.2%	-----
1998	70.1%	-----
1999	72.9%	-----
2000	76.3%	-----
2001	78.0%	-----
2002	78.0%	-----
2003	78.0%	-----
2004	82.9%	76.7%
2005	81.6%	-----
2006	83.5%	76.2%
2007	85.8%	81.3%
2008	88.0%	85.2%
2009	85.9%	-----
2010	88.2%	81.0%
2011	88.4%	-----
2012	86.8%	-----
2013	86.6%	-----
2014	85.1%	-----
2015	85.4%	-----
2016	89.4%	-----
2017	90.3%	-----
2018	92.1%	-----
2019	93.7%*	-----
2020	93.7%**	-----
2021	91.5%	-----
2022	92.1%	-----
<b>2023</b>	<b>93.5%</b>	-----

\*Observations took place in December (not June per usual)

\*\*NHTSA waived seat belt use reporting during the 1<sup>st</sup> year of the pandemic; this rate is from the prior year (2019).



## II. PROCEDURES

### *Seat Belt Usage Rate and Variability Calculations*

The sample sites used in the 2023 daytime observational surveys provide a statewide representation.

#### **Calculation of Overall Seat Belt Usage Rate**

Seat belt use rates will be calculated using formulas based on the proportion of the state’s total DVMT<sup>1</sup> “represented” by each site. Seat belt use rate calculations will follow a three-step process.

First, estimated rates will be calculated for each of the five road type strata within each county. Observed use rates for all of the sites within each road stratum-county combination will be combined by simple averaging, as shown in Formula 1. Since the sites’ original probability of inclusion in the sample was proportional to their DVMT (as adjusted, where appropriate, to ensure that every segment in the database in the county-road stratum was proportionally representative of all comparable road segments), averaging their use rates makes use of that sampling probability to reflect their different DVMTs.

$$P_{ij} = \sum_{k=1}^{n_{ij}} p_{ijk} / n_{ij} \quad (1)$$

where  $i$  = road stratum,  $j$  = county,  $k$  = site within road stratum-county,  $n_{ij}$  = number of sites within the road stratum-county, and  $p_{ijk}$  = the observed seat belt use rate at site  $ijk$  =  $B_{ijk}/O_{ijk}$ , where  $B_{ijk}$  = total number of belted occupants (drivers and outboard front-seat passengers) observed at the site and  $O_{ijk}$  = total number of occupants whose belt use was observed at the site, excluding Unknown use, according to the selection and observation procedures described in the Observations section of this proposal.

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<sup>1</sup> Again, “adjusted DVMT” (this was done by dividing the actual DVMT values of the municipally owned roads by their sampling proportion).

Next, road stratum-county seat belt use rates will be combined across road strata within counties, weighted by the road stratum's relative contribution to total county DVMT<sup>2</sup>, to yield a county-by-county seat belt use rate  $p_j$ :

$$p_j = \frac{\sum_i DVMT_{ij} p_{ij}}{\sum_i DVMT_{ij}} \quad (2)$$

where  $i$  = road stratum,  $j$  = county,  $DVMT_{ij}$  = DVMT of all roads in road stratum  $i$  in county  $j$ , and  $p_{ij}$  = seat belt use rate for road stratum  $i$  in county  $j$ .

Finally, rates from the 6 counties will be combined by weighting them by their total DVMT values  $DVMT_j$ :

$$p = \frac{\sum_j DVMT_j p_j}{\sum_j DVMT_j} \quad (3)$$

where  $DVMT_j$  = total DVMT for county  $j$ .

The result will be a weighted combination of the individual site seat belt use rates.

Estimates of subgroups of occupants, such as male drivers, female passengers, male drivers of pickup trucks, etc., may be calculated in the same way.

### ***Calculation of the Standard Error of the Overall Seat Belt Use Rate***

Standard error of estimate values will be estimated through a jackknife approach, based on the general formula:

$$\hat{\sigma}_{\hat{p}} = \left[ \frac{n-1}{n} \sum_{i=1}^n (\hat{p}_i - \hat{p})^2 \right]^{1/2} \quad (4)$$

where  $\hat{\sigma}_{\hat{p}}$  = standard deviation (standard error) of the estimated statewide seat belt use proportion  $\hat{p}$  (equivalent to  $p$  in the notation of Formulas 1-3),  $n$  = the number of sites, i.e., 120,

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<sup>2</sup> As determined from the State's HPMS reporting to FHWA; weights are based on a separate run of (town within) county  $\times$  roadway functional class DVMT on 4/10/2012. DVMT values are available upon request.

and  $\hat{p}_i$  = the estimated statewide belt use proportion with site  $i$  excluded from the calculation. The 95% confidence interval, i.e.,  $\hat{p} \pm 1.96\hat{\sigma}_{\hat{p}}$ , will also be calculated. These values will be reported for the overall statewide seatbelt use rate.

## ***Seat Belt Observations***

### **Site Selection**

The following steps were taken when selecting new sites during the most recent (2022) resample. Prior to the actual data collection, specific locations for roadside data collection observations were carefully selected, based on observer visits to the locations, maps, and/or available online satellite images, aerial photos, and detailed street level imaging.

The direction of travel to be observed (for 2-way roadways) was selected randomly, with each direction having equal probability of selection. Sites were chosen for both observer and general traffic safety so that the observer has a clear view of the vehicles to be coded. When possible, sites were selected where traffic naturally slows (intersections, etc.). More details are provided in the following section.

Day of week was assigned across counties. For each county, one or two observation days were on a weekend, the rest were chosen from the weekdays. Specific days were randomly assigned within these selection constraints. A detailed site list is attached as ***Appendix A***.

### **Site Observation Details**

After initial site selection took place, all sites were described by location, possible observation points, and direction of travel to be observed (selected randomly in advance). The complete road segment was also described by map details such as road name or number and segment begin and end points. This was done so that each observer would know the range of alternate sites to consider in the off chance that a replacement site needed to be selected.

Due to the extent of data that needs to be collected for each vehicle, (vehicle type, gender, race, driver/passenger belt use, etc.), we gave preference to observation points where traffic naturally slows or stops. Preferable locations were near intersections which may cause vehicles to slow, increasing the time for observation and improving data completeness and accuracy. For limited access highway segments, we capture traffic at or near an exit ramp where traffic should be slow enough to allow reliable and accurate observations to be made. Finding a

location with slowing traffic is not a strict requirement; in the past our observers have accurately made such observations during free-flowing traffic with a minimum number of “unknowns.”

### **Observers**

All observers are hired and trained by PRG. Four (4) PRG staff members participated in the 2023 daytime observations, all having had extensive seat belt observation experience in addition to field instruction and multiple training sessions. These observers, working alone, performed all field data collection for this evaluation. Prior to any data collection, all observers went through a “refresher course” where the procedures were reviewed with all observers in a training session which included classroom and roadside practice sessions. Training included additional procedures to follow should a site be temporarily unusable (e.g., due to bad weather or temporary traffic disruption), unusable during this survey period (e.g., due to construction), or permanently unusable. Training was conducted in the weeks leading up to the start of observations.

### **Scheduling**

Daytime observations were conducted Friday-Thursday during daylight hours between 7:00 a.m. and 6:00 p.m. Each county’s observations were scheduled, in advance, to be conducted in four clusters, with roughly five sites scheduled for each day. The first site to be observed was randomly selected; the subsequent sites were assigned in an order which provided balance by type of site and time of day while minimizing travel distance and time. For each site, the schedule specified time of day, day of week, roadway to observe, and direction of traffic to observe. Time of day was specified as one of five time periods, 7:00 – 9:00 a.m., 9:00 – 11:00 a.m., 11:00 a.m. – 2:00 p.m., 2:00 – 4:00 p.m., and 4:00 – 6:00 p.m., with a 45-minute observation period to take place for each individual site (within the timeframes noted above).

Observation sites were mapped in advance by the survey manager. Mapping helped to identify geographic location of sites as well as the target day for observation. Advanced mapping preparation enabled observers to plan trips well ahead of time, thereby increasing efficiency in travel and labor. Each scheduled observer used GPS to reach all site locations, then referred to individual maps for instructions on where to park, stand, etc.

## **Data Collection**

Data collection procedures were set forth before any observations took place. These procedures were guided by the Federal Register's Uniform Criteria for State Observational Surveys of Seat Belt Use.

All data collection was conducted according to the observer instructions/procedures provided in *Appendix B*. Observers were told to review these instructions on a regular basis during the observation process. In general, the procedures indicated:

- Length of observation period is exactly 45 minutes;
- Qualifying vehicles include cars, pickup trucks, sport utility vehicles and vans;
- Qualifying occupants include the driver and the outboard, front seat passenger (children in a front seat child restraint are excluded from the survey; children that are not restrained and in the front seat qualify);
- Each lane of traffic in one direction is to be observed for equal amounts of time;
- If traffic is moving too quickly on heavy traffic roadways, a reference point some distance away on the road is chosen, by which the next qualifying vehicle must pass before being recorded on the data sheet;
- If rain, heavy fog or other inclement weather occurs, the observer will halt the survey for 15 minutes; if bad weather persists, the site is to be rescheduled; and
- If construction compromises a site, the observer is to move to a nearby location (on the same street) and observe the same stream of traffic. If this is not feasible, an alternate site will be selected.

All passenger vehicles less than 10,000 lbs Gross Vehicle Weight Rating (GVWR) were eligible to be observed. Survey information was recorded on an observation data collection form (*Appendix C*) for each 45-minute seat belt observation session. The form was designed so that all pertinent site information can be documented, including county name, city/town/area identifier, exact roadway location, date, day of week, time, weather condition, direction of traffic flow and lane(s) observed. All through lanes will be observed; if traffic is too heavy to observe all at one time, then time should be split among the lanes to give each through lane equal observation time. Each one-page form includes space to record information on 70 vehicles, the driver of that vehicle, and the outboard, front seat passenger, if any. If more than 70 observations are made, additional sheets will be used and all sheets for the observation site will be stapled together. Observations will include vehicle type (Car, Pick-up truck, SUV or Van) and person gender and race (white, non-white) in addition to belt use.

## **Building a Data Set**

One staff member was assigned the responsibility of keypunching all of the observation data. After the data entry was completed, 10 percent of all data records were checked and confirmed in order to verify the quality and accuracy of data entry. No substantial keypunch problems were found with any of the data entry staff. The data set was then analyzed using both Excel and the Statistical Package for the Social Sciences (SPSS).

## **Quality Control**

Quality control monitors conducted random, unannounced visits to a minimum of 10 observation sites for the purpose of quality control. The monitor ensured that the observer was in place and making observations during the observation period. When and where possible, the monitor remained undetected by the observer.

Comparisons were made between data collected by individual observers. Differences were not beyond what would be expected and accepted as normal.

### III. Results

#### Statewide Daytime Seat Belt Use

Across the 120 sample sites, 17,086 drivers and 3,609 outboard front seat passengers were observed during daytime statewide observations. Roadside data was collected in 66 cities and towns across the State of Connecticut. The number of drivers and passengers observed for each municipality are displayed in Table 2 below. An overview of all 120 observation site locations showing driver, passenger and combined belt use rates across all sites is provided at the end of this report in *Appendix D*.

**Table 2. Drivers and Passengers Observed by Municipality, 2023**

<b>City/ Town</b>	<b>Drivers <i>N Observed</i></b>	<b>Passengers <i>N Observed</i></b>	<b>Combined <i>Total N</i></b>
ANDOVER	134	35	169
BEACON FALLS	136	47	183
BOLTON	189	20	209
BOZRAH	32	5	37
BRANFORD	303	64	367
BRIDGEPORT	382	85	467
CANTON	138	37	175
CHESTER	29	4	33
CLINTON	159	41	200
COLCHESTER	331	58	389
COLUMBIA	318	99	417
COVENTRY	265	53	318
CROMWELL	157	25	182
DANBURY	1145	335	1480
DURHAM	266	72	338
EAST HADDAM	9	0	9
EAST HAMPTON	88	34	122
EAST LYME	363	151	514
EAST WINDSOR	191	24	215
ELLINGTON	88	20	108
ENFIELD	170	13	183
ESSEX	256	42	298
GLASTONBURY	278	131	409
GRISWOLD	18	2	20
GROTON	312	105	417
GUILFORD	292	64	356
HADDAM	167	47	214

<b>City/ Town</b>	<b>Drivers <i>N Observed</i></b>	<b>Passengers <i>N Observed</i></b>	<b>Combined <i>Total N</i></b>
HARTFORD	351	48	399
LEDYARD	466	113	579
LISBON	258	56	314
MANCHESTER	387	77	464
MANSFIELD	146	26	172
MERIDEN	180	54	234
MIDDLEFIELD	157	43	200
MIDDLETOWN	354	125	479
MILFORD	317	100	417
NEW BRITAIN	315	80	395
NEW CANAAN	249	23	272
NEW HAVEN	513	93	606
NEW LONDON	107	14	121
NEWTOWN	361	78	439
NORTH BRANFORD	235	35	270
NORTH HAVEN	360	65	425
NO. STONINGTON	471	55	526
NORWALK	236	36	272
NORWICH	67	7	74
OLD LYME	91	29	120
OLD SAYBROOK	79	25	104
ORANGE	101	23	124
PORTLAND	60	10	70
ROCKY HILL	283	63	346
SIMSBURY	339	104	443
SOMERS	38	5	43
SOUTH WINDSOR	24	7	31
SOUTHINGTON	273	80	353
STAMFORD	478	91	569
STONINGTON	30	3	33
STRATFORD	147	29	176
SUFFIELD	51	8	59
TOLLAND	187	30	217
VERNON	254	46	300
WATERBURY	422	144	566
WESTPORT	197	35	232
WILLINGTON	265	90	355
WINDSOR	317	38	355
WOODBIDGE	249	83	332
<b>TOTALS</b>	<b>15,631</b>	<b>3,684</b>	<b>19,315</b>

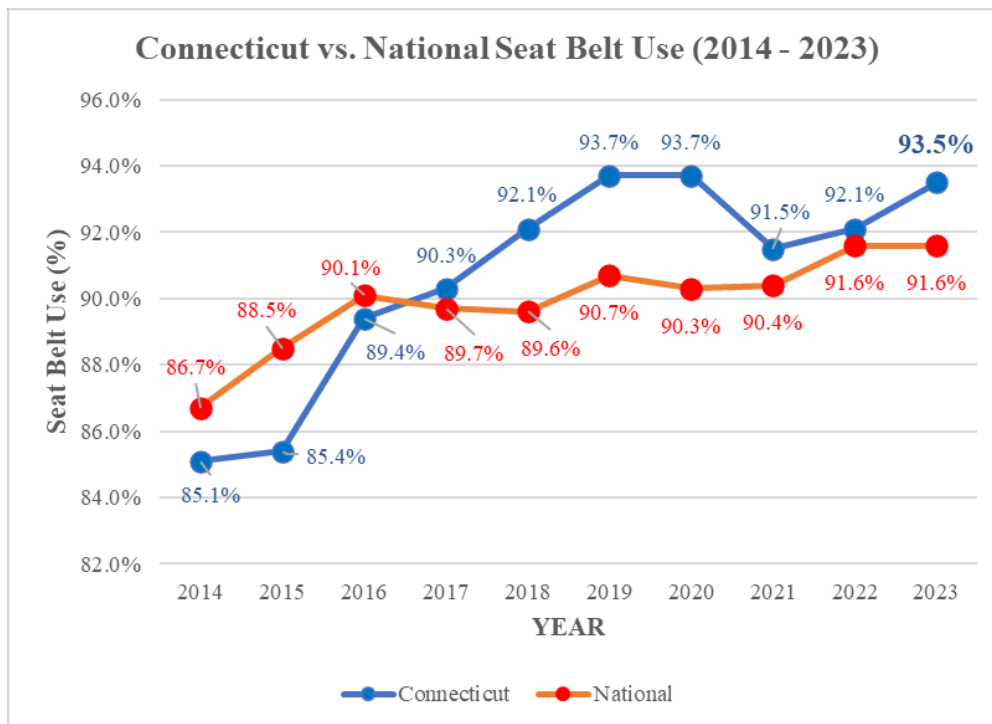


The 2023 seat belt use rate for Connecticut, based on the formulas previously described, was 93.5 percent for drivers and passengers combined (95 percent CI,  $\pm$  2 percent). The Connecticut statewide belt use rates have increased steadily over time, from 59.2 percent in 1995 to a high of 93.7 percent in 2019, to the current 93.5 percent in 2023 (see Table 3). The State of Connecticut remains above the national average for the 7<sup>th</sup> consecutive year.

**Table 3. Connecticut vs. National Statewide Seat Belt Use (10 Year Period)**

YEAR	CONNECTICUT DAYTIME SEAT BELT USE	NATIONAL DAYTIME SEAT BELT USE
2014	85.1%	87.0%
2015	85.4%	87.0%
2016	89.4%	90.1%
2017	90.3%	89.7%
2018	92.1%	89.6%
2019	93.7%	90.7%
2020	93.7%	90.3%
2021	91.5%	90.4%
2022	92.1%	91.6%
<b>2023</b>	<b>93.5%</b>	<b>91.6%*</b>

\*2023 national rate is pending and will be released in early 2024.



**Figure 1. Connecticut vs. National Seat Belt Use (2010 – 2023)**

## Descriptive Statistics

The results provided in the tables and discussion that follow were calculated from raw data counts of drivers and outboard front seat passengers during daytime observations.

**Table 4. Driver and Passenger Percent Belt Use by Municipality, 2023**

<b>Site #</b>	<b>City/ Town</b>	<b>Drivers</b>	<b>Passengers</b>	<b>Combined</b>
1101	DANBURY	96.4%	100.0%	97.2%
1102	BRIDGEPORT	97.0%	98.2%	97.2%
1103	NEWTOWN	98.9%	96.3%	98.3%
1104	WESTPORT	98.5%	99.2%	98.7%
1201	NEWTOWN	99.1%	100.0%	99.2%
1202	STAMFORD	79.6%	91.5%	81.5%
1203	NORWALK	88.2%	93.6%	89.1%
1204	NEW CANAAN	94.0%	100.0%	94.6%
1301	DANBURY	92.6%	91.9%	92.4%
1302	BRIDGEPORT	94.1%	86.2%	92.7%
1303	DANBURY	91.2%	96.0%	92.0%
1304	STAMFORD	86.4%	86.9%	86.5%
1401	NORWALK	82.8%	0.0%	81.5%
1402	DANBURY	87.4%	100.0%	89.9%
1403	DANBURY	88.5%	96.6%	90.2%
1404	NEWTOWN	95.5%	82.4%	92.9%
1501	NEW CANAAN	96.4%	100.0%	97.1%
1502	STRATFORD	95.7%	91.7%	95.3%
1503	WESTPORT	97.7%	100.0%	98.0%
1504	STRATFORD	93.9%	91.3%	93.3%
3101	WINDSOR	97.5%	98.2%	97.6%
3102	GLASTONBURY	97.5%	94.4%	96.5%
3104	HARTFORD	89.8%	93.3%	90.2%
3107	ROCKY HILL	93.2%	66.7%	91.9%
3201	CANTON	91.3%	100.0%	92.2%
3202	MANCHESTER	89.4%	94.7%	90.6%
3203	ENFIELD	93.6%	100.0%	94.0%
3204	NEW BRITAIN	96.8%	100.0%	97.3%
3301	NEW BRITAIN	90.9%	97.1%	92.0%
3302	SIMSBURY	92.5%	83.3%	90.8%
3304	MANCHESTER	96.2%	95.0%	96.1%
3305	SIMSBURY	87.8%	93.0%	89.1%
3401	EAST WINDSOR	100.0%	100.0%	100.0%
3402	SOUTHINGTON	93.2%	100.0%	94.4%
3403	SOUTHINGTON	90.5%	100.0%	92.3%
3404	SOUTHINGTON	89.6%	95.2%	90.8%

<b>Site #</b>	<b>City/ Town</b>	<b>Drivers</b>	<b>Passengers</b>	<b>Combined</b>
<b>3501</b>	SOUTHINGTON	89.3%	86.7%	88.7%
<b>3503</b>	WINDSOR	94.7%	100.0%	95.5%
<b>3504</b>	SOUTH WINDSOR	100.0%	100.0%	100.0%
<b>3510</b>	SUFFIELD	97.4%	80.0%	95.5%
<b>7101</b>	CROMWELL	95.3%	91.5%	94.7%
<b>7102</b>	MIDDLETOWN	97.1%	95.5%	96.8%
<b>7103</b>	ESSEX	96.4%	98.1%	96.6%
<b>7104</b>	MIDDLETOWN	89.3%	0.0%	89.3%
<b>7201</b>	DURHAM	92.6%	100.0%	93.6%
<b>7202</b>	MIDDLETOWN	96.8%	97.8%	97.0%
<b>7204</b>	PORTLAND	98.3%	98.5%	98.3%
<b>7205</b>	EAST HAMPTON	98.3%	100.0%	98.5%
<b>7301</b>	HADDAM	98.7%	100.0%	98.9%
<b>7302</b>	DURHAM	96.7%	100.0%	97.4%
<b>7303</b>	CROMWELL	98.3%	94.7%	97.7%
<b>7304</b>	CLINTON	96.5%	93.9%	96.0%
<b>7401</b>	MIDDLEFIELD	96.7%	100.0%	97.4%
<b>7402</b>	HADDAM	97.1%	100.0%	97.4%
<b>7403</b>	EAST HADDAM	90.0%	100.0%	90.9%
<b>7404</b>	CHESTER	92.1%	100.0%	92.7%
<b>7501</b>	MIDDLEFIELD	95.2%	100.0%	95.8%
<b>7502</b>	MIDDLEFIELD	95.5%	80.0%	92.6%
<b>7503</b>	OLD SAYBROOK	92.3%	100.0%	94.4%
<b>7504</b>	MIDDLETOWN	100.0%	100.0%	100.0%
<b>9101</b>	GUILFORD	97.5%	94.1%	97.3%
<b>9102</b>	WOODBIDGE	92.7%	93.6%	92.9%
<b>9103</b>	BRANFORD	96.5%	100.0%	96.7%
<b>9104</b>	WATERBURY	90.3%	89.4%	90.0%
<b>9201</b>	MILFORD	84.1%	100.0%	85.1%
<b>9202</b>	MILFORD	87.7%	82.4%	87.2%
<b>9203</b>	ORANGE	93.6%	83.3%	93.1%
<b>9204</b>	WOODBIDGE	95.2%	100.0%	96.1%
<b>9301</b>	NEW HAVEN	79.8%	85.7%	80.2%
<b>9302</b>	MILFORD	92.7%	90.0%	92.6%
<b>9303</b>	MERIDEN	86.3%	100.0%	90.4%
<b>9304</b>	NORTH BRANFORD	88.2%	87.0%	88.0%
<b>9401</b>	NORTH HAVEN	85.1%	90.2%	86.0%
<b>9402</b>	NEW HAVEN	81.3%	50.0%	79.7%
<b>9403</b>	NORTH HAVEN	83.8%	86.4%	84.3%
<b>9404</b>	NEW HAVEN	88.2%	84.6%	87.8%
<b>9501</b>	WATERBURY	69.8%	82.1%	72.9%
<b>9502</b>	MILFORD	91.7%	100.0%	92.3%

<b>Site #</b>	<b>City/ Town</b>	<b>Drivers</b>	<b>Passengers</b>	<b>Combined</b>
<b>9503</b>	NEW HAVEN	88.7%	100.0%	89.2%
<b>9504</b>	BEACON FALLS	82.6%	90.7%	84.7%
<b>11101</b>	COLCHESTER	94.1%	100.0%	95.0%
<b>11103</b>	NORTH STONINGTON	91.9%	91.2%	91.8%
<b>11104</b>	LISBON	93.1%	97.1%	93.9%
<b>11106</b>	GROTON	94.7%	94.0%	94.5%
<b>11201</b>	LEDYARD	96.0%	96.8%	96.2%
<b>11203</b>	NORTH STONINGTON	91.9%	100.0%	92.7%
<b>11205</b>	LEDYARD	90.8%	83.3%	90.5%
<b>11208</b>	NEW LONDON	92.4%	100.0%	92.8%
<b>11301</b>	COLCHESTER	94.5%	80.0%	93.7%
<b>11302</b>	EAST LYME	98.0%	97.9%	98.0%
<b>11303</b>	GROTON	92.2%	100.0%	94.1%
<b>11304</b>	EAST LYME	96.9%	97.3%	97.0%
<b>11401</b>	BOZRAH	80.8%	80.0%	80.6%
<b>11402</b>	OLD LYME	94.8%	89.3%	93.3%
<b>11403</b>	NORWICH	91.5%	85.7%	91.0%
<b>11404</b>	LEDYARD	86.8%	88.9%	87.3%
<b>11501</b>	STONINGTON	100.0%	0.0%	100.0%
<b>11502</b>	GRISWOLD	91.7%	100.0%	92.9%
<b>11503</b>	LEDYARD	88.7%	89.5%	88.9%
<b>11504</b>	OLD LYME	96.4%	100.0%	96.8%
<b>13101</b>	WILLINGTON	96.4%	94.2%	95.9%
<b>13102</b>	VERNON	93.5%	94.7%	93.8%
<b>13103</b>	WILLINGTON	90.9%	100.0%	92.7%
<b>13104</b>	BOLTON	98.0%	94.5%	97.2%
<b>13201</b>	ANDOVER	94.6%	90.0%	93.8%
<b>13202</b>	COVENTRY	98.0%	100.0%	98.3%
<b>13203</b>	COLUMBIA	94.9%	95.4%	95.1%
<b>13204</b>	COVENTRY	98.4%	100.0%	98.7%
<b>13301</b>	MANSFIELD	99.3%	100.0%	99.4%
<b>13302</b>	MANSFIELD	100.0%	100.0%	100.0%
<b>13303</b>	VERNON	92.4%	100.0%	93.5%
<b>13304</b>	TOLLAND	97.4%	100.0%	97.7%
<b>13401</b>	EAST WINDSOR	96.4%	100.0%	96.6%
<b>13402</b>	SOMERS	96.9%	100.0%	97.3%
<b>13403</b>	COLUMBIA	95.2%	91.7%	94.4%
<b>13404</b>	ELLINGTON	90.7%	100.0%	91.5%
<b>13501</b>	TOLLAND	100.0%	100.0%	100.0%
<b>13502</b>	VERNON	92.5%	100.0%	93.3%
<b>13503</b>	ELLINGTON	88.2%	75.0%	85.7%
<b>13504</b>	MANSFIELD	100.0%	100.0%	100.0%

There was an increase in statewide seat belt use from 2022 to 2023; specifically, 92.1 % to 93.5%. Historically, female motorists have been shown to wear their seat belts more frequently than male motorists. This was the case for all categories across the board in 2023 (vehicle type, roadway, day of week, county, etc.)

Results from the 2023 daytime statewide survey indicate that drivers of SUVs, passenger cars, and vans were far more likely to wear a seat belt than drivers of pickup trucks. Historically, pick-up truck drivers/passengers have had the lowest observed belt use. This continued to be the case for both pick-up truck categories in 2023. Driver and passenger belt use was similar across vehicle type. Sport utility vehicles had the highest seat belt use rates for both drivers and passengers (see Table 5 for details).

**Table 5. Percent Seat Belt Use by Vehicle Type and Year**

Vehicle Type	DRIVERS			PASSENGERS			ALL OCCUPANTS		
	<i>Male</i>	<i>Female</i>	<i>Total</i>	<i>Male</i>	<i>Female</i>	<i>Total</i>	<i>Male</i>	<i>Female</i>	<i>Total</i>
<b>Caro</b>	92.6%	94.7%	93.5%	89.8%	96.8%	94.1%	92.5%	94.9%	93.7%
<b>SUV</b>	94.4%	96.0%	95.2%	94.6%	95.6%	94.6%	94.4%	96.3%	95.4%
<b>Van</b>	89.9%	94.5%	91.3%	86.9%	93.9%	91.2%	89.3%	93.6%	90.6%
<b>All-but-Pickup</b>	93.0%	95.3%	94.1%	90.8%	96.1%	93.6%	92.9%	95.5%	94.2%
<b>Pickup</b>	87.8%	92.4%	87.9%	87.3%	94.8%	89.2%	87.5%	93.5%	87.9%
<b>TOTAL</b>	91.9%	95.2%	93.3%	89.7%	95.7%	93.0%	91.9%	95.4%	93.5%

The highest driver belt use rates were found in Middlesex (94.9 %) and New London (94.1%) counties. The highest passenger belt use rates were found in Tolland and New London counties. The “lowest” driver belt use rates were found in Tolland (92.1%) and Hartford County (93.2%). The term “low” in this write-up is relative; all 2019 rates are the highest they have ever been in the twenty years PRG has been conducting these observations.

**Table 6. Percent Seat Belt Use by County, 2023**

<i>County</i>	<b>DRIVERS</b>			<b>PASSENGERS</b>			<b>ALL OCCUPANTS</b>		
	<i>Male</i>	<i>Female</i>	<i>Total</i>	<i>Male</i>	<i>Female</i>	<i>Total</i>	<i>Male</i>	<i>Female</i>	<i>Total</i>
<b>Fairfield</b>	93.4%	96.6%	94.7%	90.0%	98.4%	93.9%	93.1%	97.0%	94.8%
<b>Hartford</b>	91.7%	95.9%	93.7%	88.8%	93.6%	91.8%	91.9%	95.6%	93.7%
<b>Middlesex</b>	95.5%	94.4%	95.2%	96.5%	96.1%	96.4%	95.5%	94.2%	95.2%
<b>New Haven</b>	89.5%	92.7%	90.7%	86.7%	95.2%	91.7%	89.4%	93.6%	91.1%
<b>New London</b>	91.4%	95.3%	92.9%	93.0%	94.3%	93.8%	91.6%	95.5%	93.2%
<b>Tolland</b>	94.3%	97.0%	95.3%	94.1%	98.4%	96.4%	94.1%	97.2%	95.4%
<b>TOTAL</b>	91.9%	95.2%	93.3%	89.7%	95.7%	93.0%	91.9%	95.4%	93.5%

Statewide seat belt use in 2023 was also analyzed by roadway functional classification type (categorized as Interstate/Other Freeway, Other Principal Arterial, Minor Arterial, Collector, or Local Road). Both driver and passenger belt use were highest on Interstates followed by Local Roads. Belt use was lowest on Collectors for all occupants in 2023 (see Table 7).

**Table 7. Percent Seat Belt Use by Roadway Functional Class, 2023**

<b>Roadway Functional Class</b>	<b>DRIVERS</b>			<b>PASSENGERS</b>			<b>ALL OCCUPANTS</b>		
	<i>Male</i>	<i>Female</i>	<i>Total</i>	<i>Male</i>	<i>Female</i>	<i>Total</i>	<i>Male</i>	<i>Female</i>	<i>Total</i>
<b>Interstate/Other Freeway</b>	94.6%	96.0%	95.2%	91.0%	95.7%	93.9%	94.5%	95.9%	95.1%
<b>Principal Arterial</b>	89.1%	95.4%	92.0%	92.9%	97.8%	95.9%	89.7%	95.8%	92.5%
<b>Minor Arterial</b>	89.2%	93.3%	91.0%	87.1%	94.6%	91.9%	88.9%	94.2%	91.3%
<b>Collector</b>	86.9%	94.6%	90.0%	81.8%	97.3%	86.5%	86.6%	95.1%	90.3%
<b>Local Road</b>	91.7%	94.7%	93.0%	93.1%	93.1%	94.0%	91.9%	94.6%	93.2%
<b>TOTAL</b>	91.9%	95.2%	93.3%	89.7%	95.7%	93.0%	91.9%	95.4%	93.5%

Historically, Connecticut's annual seat belt surveys have shown that white drivers and passengers are more likely to wear a seat belt, compared to non-white drivers and passengers. The last few surveys have shown less fluctuation in belt use in both racial groups for both drivers and passengers. White drivers and passengers produced the highest belt use in 2023 (94 and 95 percent, respectively), while Black drivers/passengers came in slightly lower in terms of observed belt use (90 and 92 percent). Drivers of “other” races (neither white nor black) had belt use rates in between those for Caucasian and African American drivers.

**Table 8. Percent Seat Belt Use by Race (2022)**

<b>RACE</b>	<b>White</b>	<b>Black</b>	<b>Other</b>
	<i>% Belt Use</i>	<i>% Belt Use</i>	<i>% Belt Use</i>
<i>Driver</i>	94%	90%	92%
<i>Passenger</i>	95%	92%	93%

In 2023, seat belt use was about the same during weekdays and weekends (see Table 9).

**Table 9. Percent Seat Belt Use by Day of Week (2023)**

	<b>Day of Week</b>	<b>Total Belted</b>	<b>Total Observed</b>	<b>% Seat Belt Use</b>
<i>Weekday</i>	Monday	1,853	2,026	91%
	Tuesday	3,762	4,021	94%
	Wednesday	2,771	2,881	96%
	Thursday	3,116	3,355	93%
	Friday	2,380	2,472	96%
	<i>Total</i>	<i>13,882</i>	<i>14,755</i>	<i>94% (average)</i>

	<b>Day of Week</b>	<b>Total Belted</b>	<b>Total Observed</b>	<b>% Seat Belt Use</b>
<i>Weekend</i>	Saturday	3,192	3,397	94%
	Sunday	2,325	2,543	91%
	<i>Total</i>	<i>5,517</i>	<i>5,940</i>	<i>93% (average)</i>

### Appendix A. Connecticut Daytime Seat Belt Observation Site List

Site	Day	Start Time	City/Town	Dir	Observed Roadway Description	Lat	Long
1101	Sat	8:00	DANBURY	E	I-84 E from Kenosia Ave Overpass.	41.3865588	-73.4970673
1103	Fri	7:00	NEWTOWN	E	I-84 E from Church Hill Rd (Rt 34 & Rt 6) Overpass. Park at Citgo	41.4175352	-73.291364
1104	Fri	15:15	WESTPORT	N	Rt 15 N (Merritt Pkwy) from Newtown Turnpike Overpass	41.1630108	-73.3836383
1110	Fri	10:15	Fairfield	N	I-95 N from Kings Hwy Cutoff Overpass (Park at Stop & Shop or closer Medical Building 1152 Kings Highway Cutoff, or Old Spring Rd off Meadowbrook Rd, and hike to overpass) (Replaces site 1102)	41.1545945	-73.2448312
1201	Fri	9:00	NEWTOWN	E	Rt 34 (Birshire Rd) Eastbound from Pole Bridge Rd to Nighthawk Ln	41.39351283	-73.22897881
1202	Tue	14:00	STAMFORD	N	Rt 106 (Courtland Ave) Northbound from Rt 1 (East Main St) to Hamilton Ave	41.05956188	-73.51388099
1203	Tue	11:00	NORWALK	N	Rt 1 (Connecticut Ave) Northbound from Scribner Ave to entrance to I-95 S	41.10258023	-73.43576252
1204	Tue	9:00	NEW CANAAN	N	Rt 123 (New Norwalk Rd) Northbound from Brushy Ridge Rd to Smith Ridge Rd	41.15331178	-73.49249859
1301	Sat	15:00	Danbury	W	WHITE ST Westbound from Federal Rd to Locust Ave	41.39950069	-73.435557
1302	Fri	14:00	Bridgeport	W	BROADBRIDGE RD Westbound from Blueberry Rd to East Main St (Rt 127)	41.2216432	-73.1720282
1303	Sat	10:00	DANBURY	E	Mill Plain Rd (Rt 6 & 202) Eastbound from Westwood Dr to University Blvd	41.3897357	-73.50099343
1304	Tue	16:00	Stamford	S	SUMMER ST Southbound from Hoyt St to North St	41.06061757	-73.54091617
1401	Tue	7:00	Norwalk	S	EAST ROCKS RD Southbound from Allen Rd to Cannon St	41.12610273	-73.40848268
1402	Sat	12:30	Danbury	N	BALMFORTH AVE Northbound from White St to North St	41.3980251	-73.4509596
1403	Sat	17:00	Danbury	S	TAMARACK AVE Southbound from Hayestown Ave to Hospital Ave	41.41162462	-73.45052575
1404	Fri	11:00	Newtown		HIGH BRIDGE RD between Botsford Hill Rd and Avalon Way	41.36759883	-73.25119679
1501	Fri	17:15	NEW CANAAN	N	LAUREL RD Northbound from Turner Hill Rd to N Wilton Rd	41.1730279	-73.48749005



Site	Day	Start Time	City/Town	Dir	Observed Roadway Description	Lat	Long
1501	Fri	17:15	NEW CANAAN	N	LAUREL RD Northbound from Turner Hill Rd to N Wilton Rd	41.1730279	-73.48749005
1502	Fri	8:15	STRATFORD	S	LONG BEACH BLVD Southbound from Lordship Blvd (Rt 113) to Amazon Delivery Station	41.1679828	-73.149834
1503	Fri	13:15	WESTPORT	N	MAPLE AV NORTH Northbound from Hyde Ln to Long Lots Rd	41.14340808	-73.31323852
1504	Fri	16:00	STRATFORD	SW	WOODEND RD Southwestbound From Main St to Lordship Blvd	41.1791986	-73.1305314
3101	Thu	9:00	WINDSOR	N	I-91 N from Bloomfield Ave Overpass	41.852075	-72.6630917
3102	Sat	17:15	GLASTONBURY	E	Rt 2 E from Wassuc Rd Overpass	41.6667655	-72.5332733
3103	Thu	7:30	FARMINGTON	E	I-84 E from South Rd Overpass	41.7227726	-72.7891405
3104	Thu	16:30	HARTFORD	E	I-84 E from Prospect Ave Overpass	41.7494792	-72.7151564
3201	Thu	9:35	CANTON	E	RT 44 (Albany Tpk) Eastbound from Breezy Hill Rd to Mohawk Dr	41.84973854	-72.94705011
3202	Sat	11:00	MANCHESTER	N	Rt 30 Northwestbound (Deming St)	41.81385736	-72.52687827
3203	Mon	7:30	ENFIELD	E	Rt 190 (Hazard Ave) Eastbound from Palomba Dr to S George Washington Rd	41.98891494	-72.56680855
3204	Tue	17:15	NEW BRITAIN	E	Rt 372 (W Main St) Eastbound from Journey Rd to Wooster St	41.66845064	-72.82048127
3301	Tue	15:15	New Britain	S	Main St Southbound from Columbus Blvd to Arch St	41.66854324	-72.7818053
3302	Thu	11:45	SIMSBURY	N	Rt 167 (Bushy Hill Rd) Northbound from Davey St to West St (Rt 309 and 167)	41.8697468	-72.8182513
3303	Thu	7:00	NEWINGTON	E	Rt 287 (East Robbins Ave) Eastbound from Main St to Berlin Tpk	41.68778228	-72.71061776
3304	Sat	14:00	MANCHESTER	E	CT 502 (West Center St) Eastbound	41.77214756	-72.53611897
3401	Thu	14:00	South Windsor		Rye St between Plantation Rd & Windsorville Rd	41.8687946	-72.57149023
3402	Sun	11:45	Southington	E	East St Eastbound from Meriden Ave to Under Mountain Crossing	41.58132985	-72.86911968
3404	Sun	14:35	SOUTHINGTON	N	Meriden Ave (Rt 120) Northbound from Savage St to East St	41.5762899	-72.86543191
3501	Sun	7:30	SOUTHINGTON	E	SPRING ST Eastbound from West St (Rt 229) to Graham Pl	41.6283182	-72.8996753

Site	Day	Start Time	City/Town	Dir	Observed Roadway Description	Lat	Long
3502	Thu	14:35	WEST HARTFORD	W	ASYLUM AVE Westbound from North Main St to Fox Chase Ln	41.77925522	-72.74615007
3503	Thu	11:00	WINDSOR	W	CAPEN ST Westbound from Rt 159 (Broad St) to Cook Hill Rd	41.84524465	-72.64752234
3504	Thu	16:00	SOUTH WINDSOR	N	WEST RD Northbound from Strong Rd to Sullivan Ave (Rt 194)	41.84089953	-72.57787196
7103	Mon	15:15	ESSEX	N	RT 9 N from Dennison Rd Overpass	41.3545764	-72.4082002
7105	Tue	12:30	Middletown	N	Rt 9 N from Saybrook Rd Overpass (Replaced 7104)	41.5425129	-72.6264589
7108	Tue	10:15	Clinton	N	I-95 N from Nob Rd Overpass (Replaces 7101)	41.28779	-72.54833
7109	Tue	8:15	MIDDLETOWN	N	I-91 N from Middleton Rest Area (Replaces 7102)	41.551801	-72.744137
7201	Mon	17:00	DURHAM	N	Rt 17 (New Haven Rd) Northbound from Canterbury Dr to Meeting House Hill Rd	41.44886021	-72.70066461
7202	Sat	14:00	MIDDLETOWN	N	Rt 17 (S Main St) Northbound from Royal Oak Dr to Round Hill Rd	41.49618843	-72.67793419
7203	Tue	17:00	PORTLAND	E	Rt 66 (Portland-Cobalt Rd) Eastbound from Payne Blvd to Gas Station 1633 Portland Cobalt Rd	41.56374319	-72.58831428
7204	Tue	15:00	PORTLAND	E	Rt 66 (Main St) Eastbound from St Johns Square to Marlborough St (RT 17)	41.5725471	-72.6410145
7301	Mon	10:15	HADDAM	E	Rt 82 Eastbound from Rt 9 to Rt 154 (Saybrook Rd Middlesex Ave)	41.4435921	-72.4713368
7302	Sat	16:00	DURHAM	NW	Rt 147 (Middlefield Rd) Northbound from Main St (Rt 17) to Cherry Hill Rd	41.48955525	-72.69028908
7303	Tue	13:15	CROMWELL	N	Rt 99 (Main St) Northbound from Travelers Championship Dr to Martin Dr	41.63477117	-72.64886864
7304	Sun	8:15	CLINTON	N	Rt 1 (W Main St) Northbound from Highland Dr to Grove St	41.27824686	-72.53686094
7401	Sat	11:00	MIDDLEFIELD	N	Main St (Rt 157) Northbound from Ross Rd to Carlie Ct	41.53072574	-72.69114901
7402	Tue	8:00	HADDAM	NW	Rt 154 (Saybrook Rd) Northwestbound from Walkley Hill Rd to Killingworth Rd (Rt 81)	41.49661434	-72.54091363
7403	Mon	8:15	East Haddam		SCHULMAN VESELAK RD between Newberry Rd & Mt Parnassus Rd (CT 434)	41.4883615	-72.39081483

Site	Day	Start Time	City/Town	Dir	Observed Roadway Description	Lat	Long
7404	Mon	13:15	CHESTER	N	Rt 145 (Winthrop Rd) Northbound from Swamp Ledge Rd to West Main St (Rt 148)	41.38704691	-72.50817723
7501	Sat	7:00	MIDDLEFIELD	S	POWDER HILL RD Southbound from Baileyville Rd (Rt 147) to South St	41.5122779	-72.7251992
7502	Sat	9:00	MIDDLEFIELD	E	WAY RD Eastbound from Baileyville Rd (Rt 147) to Chestnut Hill Rd	41.5171014	-72.7277393
7503	Sun	10:15	OLD SAYBROOK	N	AYERS POINT RD Northbound from Essex Rd to Otter Cove Dr	41.3224333	-72.3686579
7504	Tue	10:00	MIDDLETOWN	S	EASTERN DR Southbound from River Rd to Silver St	41.5593596	-72.6347802
9101	Wed	8:00	GUILFORD	N	I-95 N from Leets Island Rd Overpass	41.2952156	-72.7631072
9102	Sun	7:00	WOODBRIIDGE	N	Rt 15 N (Wilbur Cross Pkwy) from Racebrook Rd Overpass	41.3131071	-73.0213171
9103	Wed	10:00	BRANFORD	N	I-95 N from Featherbed Ln Overpass	41.2935489	-72.776048
9104	Sun	16:00	WATERBURY	E	I-84 East from Chase Pkwy Overpass	41.5477731	-73.0674678
9201	Thu	17:15	MILFORD	N	Rt 1 (Bridgeport Ave) Northbound from Lenox Ave to Fairview St	41.20216522	-73.10209592
9202	Thu	10:15	MILFORD	N	Rt 1 (Boston Post Rd) Northbound from Woodruff Rd to Peck Ln	41.2470005	-73.02592149
9203	Thu	8:15	ORANGE	E	Rt 34 (Derby Turnpike) Eastbound from Greenway Rd to Racebrook Rd	41.30147998	-73.0251577
9204	Sun	9:00	WOODBRIIDGE	N	Rt 69 (Litchfield Turnpike) Northbound	41.35210449	-72.98452119
9301	Wed	12:30	New Haven	S	PROSPECT ST Southbound from Edwards St to Grove St	41.31173879	-72.92561155
9302	Thu	15:15	Milford	NW	SCHOOL HOUSE RD Northwestbound from Rt 1 (Bridgeport Ave) to Entrance to I-95 N	41.21257348	-73.08749217
9303	Sun	16:30	Meriden		West Main St between Gwen Rd and Johnson Ave	41.54964162	-72.83771675
9304	Mon	15:00	NORTH BRANFORD	E	Rt 22 (Clintonville Rd) Eastbound from Woodhouse Ave to Middletown Ave	41.39487211	-72.79481085
9401	Mon	10:00	North Haven		SACKETT POINT RD between State St & Universal Dr N	41.36810427	-72.8813944
9402	Wed	15:00	New Haven	NE	ELM ST Northeastbound from Howe St to Dwight St	41.31195216	-72.93355739
9403	Mon	12:30	North Haven		BASSETT RD between Clintonville Rd (Rt 22) & Blakeslee Ave	41.39185133	-72.83824181

Site	Day	Start Time	City/Town	Dir	Observed Roadway Description	Lat	Long
9404	Wed	17:00	New Haven	S	BLAKE ST Southbound from Fitch St to Osborn Ave	41.32347735	-72.95151624
9501	Sun	14:00	WATERBURY	S	RAILROAD HILL ST Southbound from Washington Ave to Eagle St	41.54401196	-73.04091332
9502	Thu	13:15	MILFORD	NW	MAXWELL DR from Red Bush Ln to Westwood Rd	41.2461918	-73.0308828
9503	Mon	8:00	NEW HAVEN	E	POND LILY AVE Eastbound from Valley St to Private Driveway	41.33983882	-72.97417857
9504	Sun	11:00	BEACON FALLS	N	CT 852 (NORTH MAIN ST) Northbound from access to Rt 8 NB to Church St.	41.4447544	-73.06427928
11103	Tue	14:35	NORTH STONINGTON	N	I-95 N from Pendleton Hill Rd (Rt 49) On Ramp	41.4192478	-71.8440724
11105	Thu	8:00	East Lyme	N	I-95 N from Society Rd Overpass (11104 Replacement)	41.3445864	-72.2283884
11107	Tue	16:30	Waterford	N	I-95 N from Cross Rd Overpass (Replaces 11102)	41.3680659	-72.1652496
11110	Sat	15:15	Montville	N	I-395 N from Fitch Hill Rd Overpass (Replaced site 11101)	41.4934445	-72.1142744
11201	Thu	17:00	LEDYARD	E	RT 2 (Norwich-Westerly Rd) Eastbound from Watson Rd to Milltown Rd	41.47916529	-71.96163519
11202	Fri	8:00	FRANKLIN	N	Rt 32 (Windham Rd) Northbound from Pond Rd (Rt 207) to Pleasure Hill Rd	41.6456378	-72.16101039
11203	Tue	7:30	NORTH STONINGTON	E	Rt 2 (Norwich-Westerley Rd) Eastbound from Rocky Hollow Rd to Providence-New London Tpk (Rt 184)	41.43619115	-71.87206456
11204	Fri	10:00	FRANKLIN	N	Rt 32 (Franklin Tpk) Northbound from Manning Rd to Meeting House Hill Rd	41.61023964	-72.14422607
11301	Fri	17:00	COLCHESTER	E	Lake Hayward Rd (CT 637) Eastbound from Rt 11 Exit 6 off ramp to New London Rd (Rt 85)	41.55948273	-72.32119482
11302	Sun	15:15	EAST LYME	E	Rt 156 (Main St) Eastbound from Methodist St to Smith Ave	41.32357124	-72.19187142
11303	Tue	9:35	GROTON	N	Rt 27 (Old Mystic Center Rd) Northbound from Main St to Gold Star Hwy (Rt 184)	41.39116351	-71.96520054
11304	Sun	17:15	EAST LYME	N	Rt 1 (Boston Post Rd) Northbound from Church Ln to Flanders Rd (Rt 161)	41.36605778	-72.2119047

Site	Day	Start Time	City/Town	Dir	Observed Roadway Description	Lat	Long
11401	Fri	15:00	Bozrah	S	Stockhouse Rd Southbound from Norwich-Lebanon Rd to Fitchville Rd (Norwich Colchester Turnpike)	41.56371201	-72.15629585
11402	Sun	13:15	Old Lyme	S	LYME ST Southbound from Library Ln to McCurdy Rd	41.3134675	-72.3310421
11403	Fri	12:30	Norwich	S	Wawecus St (Browning Rd) Southbound from Otrobondo Ave to Entrance to Rt 2 E	41.54673568	-72.11464056
11404	Thu	15:00	LEDYARD	SE	Foxwoods Blvd (CT 680) Southeastbound from Grand Pequot Ave to Lantern Hill Rd (Rt 214)	41.47325065	-71.95483418
11501	Tue	11:45	STONINGTON	E	PALMER ST Eastbound form Prospect St to Mechanic St	41.37235462	-71.83498784
11502	Thu	10:00	GRISWOLD	SE	RIXTOWN RD Southbound from Sibicky Rd to Glasgo Rd (Rt 201)	41.53342205	-71.89349628
11503	Thu	12:30	LEDYARD	NW	SHEWVILLE RD NO 1 Northwestbound from Iron St (Rt 214) to Coachman Pike	41.44858923	-71.97765062
11504	Mon	17:15	OLD LYME		GRASSY HILL RD Northbound from Boston Post Rd (Rt1) to Lyme-Old Lyme TL	41.3500892	-72.2957701
13101	Wed	16:30	WILLINGTON	E	I-84 Eastbound from Ruby Rd Overpass	41.9224749	-72.2595017
13102	Sat	9:00	VERNON	E	I-84 East from Dobson Rd Overpass	41.8254847	-72.4885033
13104	Sat	16:00	BOLTON	E	I-384 East from Bolton Center Rd Overpass (from Bike Ln)	41.7781553	-72.4615948
13106	Wed	14:35	TOLLAND	E	I-84 Eastbound from Old Cathole Rd N (Replaces 13103)	41.8697733	-72.3472702
13201	Sat	8:15	ANDOVER	E	Rt 6 (Jonathan Trumbull Hwy) Eastbound from Hendee Rd to Burnap Brook Rd	41.75315957	-72.39804162
13202	Wed	14:35	COVENTRY	E	Rt 44 (Boston Turnpike) Eastbound from Silver St to Main St (Rt 31)	41.79834805	-72.38068301
13203	Sat	13:15	COLUMBIA	E	Rt 66 (Main St and Middletown Rd) Eastbound from Wellswood Rd to Hunt Rd	41.66927197	-72.34377062
13204	Wed	16:30	COVENTRY	W	Rt 44 (Boston Turnpike) Westbound from Mark Dr to Bread & Milk St (Rt 31)	41.79850551	-72.38660219

Site	Day	Start Time	City/Town	Dir	Observed Roadway Description	Lat	Long
13301	Wed	9:35	MANSFIELD	N	Rt 32 (Stafford Rd) Northbound from South Eagleville Rd (Rt 275) to North Eagleville Rd	41.79041318	-72.27933219
13302	Wed	11:45	MANSFIELD	E	Rt 44 (Middle Turnpike) from Storrs Rd (Rt 195) to Moulton Rd	41.83048612	-72.25767651
13303	Sat	7:00	VERNON	N	CT 533 Northbound (Tunnel Rd)	41.82534085	-72.4632403
13304	Wed	9:35	TOLLAND	N	Rt 30 (Tolland Stage Rd) Northbound from Hartford Turnpike to Crystal Lake Rd	41.87134608	-72.40661706
13401	Mon	16:30	Ellington	E	WINDSORVILLE RD (Rockville Rd) Eastbound from E Rd to Pinney Rd	41.8736629	-72.51710121
13402	Mon	9:35	Somers	N	PINNEY RD Northbound from 9th District Rd to Hutton Rd	41.95282833	-72.48250588
13403	Sat	10:15	COLUMBIA	E	Rt 66 (Willimantic Rd) Eastbound from Rt 6 to Cards Mill Rd	41.71983615	-72.2735125
13404	Mon	11:45	ELLINGTON	N	Rt 30 (Stafford Rd) Northbound from Burbank Rd to Sandy Beach Rd (Rt 140)	41.92059699	-72.38927597
13501	Wed	11:45	TOLLAND	E	RHODES RD Eastbound from Old Cathole Rd S to Anthony Rd	41.8608988	-72.34435359
13502	Wed	7:30	VERNON	N	VERNON AV Northbound from South St to West Main St	41.85524979	-72.44958586
13503	Mon	14:35	ELLINGTON	S	STEIN RD Southbound from Mountain Rd to Ellington Ave	41.89536381	-72.45256244
13504	Wed	7:30	MANSFIELD	SE	MANSFIELD CITY RD Southeast from Stafford Rd (Rt 32) to Browns Rd	41.7767681	-72.2731722

## Appendix B. Seat Belt Observation Procedures

The total observation period will consist of a 45-minute session of driver and passenger seat belt use observations.

### Driver and Passenger Seat Belt Use Observations - General Instructions

- Qualifying vehicles include passenger automobiles, pickup trucks, SUVs, minivans, and standard vans (private, public and commercial) of less than 10,000 lbs. GVWR. Pickup trucks should be coded as “trucks.” Jeeps, Broncos, Blazers and other vehicles of that type should be coded as sport utility vehicles. Eligible vehicles should be observed regardless of the state in which they are registered. All qualified vehicles should be coded.
- Belt use will be observed for front seat occupants only. Observe and record data for the driver and passenger in the right front seat. If there is more than one front seat passenger, observe only the “outside” passenger. Do not record data for passengers in the back seat or for a third passenger riding in the middle of the front seat.
- If a child is present in the outboard front seat in a child restraint seat, do not record anything. However, children riding in the outboard front seat, of any age, who are not in child restraint seats should be observed as any other outboard front seat passenger. Record belt use for children in booster seats.
- If a qualified passenger is in the outboard front seat, record belt use; leave the passenger section blank only if there is no qualified passenger in the outboard front seat.
- Each observation period will last exactly 45 minutes.

The following procedures will be used in conducting observations of seat belt use:

1. As you observe a qualifying vehicle, record the type of vehicle (car, truck, SUV, van), the occupants’ race (white, non-white, or (rarely) unsure), sex (male, female, or (rarely) unsure) and shoulder restraint use (yes, no, or (rarely) unsure) for the front seat occupants (driver and front seat “outside” passenger only).
2. Code restrained (yes) if you see a properly positioned shoulder belt. If you notice a lap belt in use without a shoulder belt, it should be recorded as not restrained. Only shoulder belts are to be counted.
3. If the person has the shoulder strap under his/her arm or behind the back, record this as not restrained.
4. If you cannot tell whether or not the person has a properly positioned shoulder belt, code unsure.
5. For multi-lane roads too busy to record all vehicles, you may observe traffic in each lane for an equal amount of time, and in the direction specified, throughout the 45-minute observation time period.
6. In many situations, it will be possible to observe every qualified vehicle. However, if traffic is moving too quickly to observe every vehicle, you should determine a reference point up the road. Observe the next vehicle to pass the reference point (in the appropriate lane) after the last vehicle has been coded.
7. Do not observe if it is raining or foggy or other inclement weather arises. If you arrive at a site and it begins to rain, do not collect data in the rain. Find a dry place and wait 15 minutes to see if the rain stops. If the rain does stop, begin observing again and extend the observation period to make up for the time missed. Otherwise, you will have to reschedule the site; consult your supervisor to do this. (Note: observer may continue observations in light fog, drizzle, or mist; use your judgment).
8. If more than one data sheet is used, staple the sheets together at the end of the observation period and note the number of sheets used at the top of the first data form.
9. It may happen that the site you are assigned is seriously compromised due to construction or some other condition. If this occurs, you may move one block in any direction on the same street such that you are observing the same stream of traffic that would have normally been observed had there been no obstruction. If moving one block will not solve the problem, then do not conduct the observation. An alternate site will be selected and observed at a future time.

## Appendix C. Connecticut Seat Belt Observation Data Collection Form

SITE NUMBER: \_\_\_\_\_ SITE: \_\_\_\_\_

NOTES: \_\_\_\_\_

DATE: \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_ DAY OF WEEK: \_\_\_\_\_

**WEATHER CONDITIONS**  
 1 Clear / Sunny      4 Fog  
 2 Light Rain        5 Clear But Wet  
 3 Cloudy

DIRECTION OF TRAFFIC FLOW (Circle one): N S E W

START TIME: \_\_\_\_\_ (Observation period will last exactly 45 minutes)

DRIVER				PASSENGER				DRIVER				PASSENGER			
Veh. #	Vehicle C = car T = truck S = suv V = van	Race W = white B = black N/S = unsure	Sex M = male F = female N/S = unsure	Use Y = yes N = no N/S = unsure	Race W = white B = black N/S = unsure	Sex M = male F = female N/S = unsure	Use Y = yes N = no N/S = unsure	Veh. #	Vehicle C = car T = truck S = suv V = van	Race W = white B = black N/S = unsure	Sex M = male F = female N/S = unsure	Use Y = yes N = no N/S = unsure	Race W = white B = black N/S = unsure	Sex M = male F = female N/S = unsure	Use Y = yes N = no N/S = unsure
1								36							
2								37							
3								38							
4								39							
5								40							
6								41							
7								42							
8								43							
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28								63							
29								64							
30								65							
31								66							
32								67							
33								68							
34								69							
35								70							



## Appendix D. 2023 Statewide Daytime Observation Totals by Site Number

Site Code	City/Town	Drivers			Passengers			Combined		
		N Observed	N Belted	%	N Observed	N Belted	%	Total N	Total Belted	Total %
1101	DANBURY	111	107	96%	30	30	100%	141	137	97%
1102	BRIDGEPORT	296	287	97%	56	55	98%	352	342	97%
1103	NEWTOWN	267	264	99%	80	77	96%	347	341	98%
1104	WESTPORT	403	397	99%	130	129	99%	533	526	99%
1201	NEWTOWN	213	211	99%	25	25	100%	238	236	99%
1202	STAMFORD	245	195	80%	47	43	91%	292	238	82%
1203	NORWALK	220	194	88%	47	44	94%	267	238	89%
1204	NEW CANAAN	234	220	94%	27	27	100%	261	247	95%
1301	DANBURY	121	112	93%	37	34	92%	158	146	92%
1302	BRIDGEPORT	135	127	94%	29	25	86%	164	152	93%
1303	DANBURY	125	114	91%	25	24	96%	150	138	92%
1304	STAMFORD	301	260	86%	61	53	87%	362	313	86%
1401	NORWALK	64	53	83%	1	0	0%	65	53	82%
1402	DANBURY	111	97	87%	28	28	100%	139	125	90%
1403	DANBURY	104	92	88%	29	28	97%	133	120	90%
1404	NEWTOWN	67	64	96%	17	14	82%	84	78	93%
1501	NEW CANAAN	28	27	96%	7	7	100%	35	34	97%
1502	STRATFORD	115	110	96%	12	11	92%	127	121	95%
1503	WESTPORT	88	86	98%	14	14	100%	102	100	98%
1504	STRATFORD	82	77	94%	23	21	91%	105	98	93%
3101	WINDSOR	362	353	98%	57	56	98%	419	409	98%
3102	GLASTONBURY	277	270	97%	125	118	94%	402	388	97%
3104	HARTFORD	128	115	90%	15	14	93%	143	129	90%
3107	ROCKY HILL	118	110	93%	6	4	67%	124	114	92%
3201	CANTON	92	84	91%	11	11	100%	103	95	92%
3202	MANCHESTER	208	186	89%	57	54	95%	265	240	91%
3203	ENFIELD	110	103	94%	7	7	100%	117	110	94%
3204	NEW BRITAIN	248	240	97%	50	50	100%	298	290	97%
3301	NEW BRITAIN	164	149	91%	35	34	97%	199	183	92%
3302	SIMSBURY	107	99	93%	24	20	83%	131	119	91%
3304	MANCHESTER	261	251	96%	20	19	95%	281	270	96%

Site Code	City/Town	Drivers			Passengers			Combined		
		N Observed	N Belted	%	N Observed	N Belted	%	N Observed	N Belted	%
3305	SIMSBURY	131	115	88%	43	40	93%	174	155	89%
3401	EAST WINDSOR	32	32	100%	8	8	100%	40	40	100%
3402	SOUTHINGTON	74	69	93%	15	15	100%	89	84	94%
3403	SOUTHINGTON	42	38	90%	10	10	100%	52	48	92%
3404	SOUTHINGTON	77	69	90%	21	20	95%	98	89	91%
3501	SOUTHINGTON	56	50	89%	15	13	87%	71	63	89%
3503	WINDSOR	38	36	95%	6	6	100%	44	42	95%
3504	SO. WINDSOR	22	22	100%	4	4	100%	26	26	100%
3510	SUFFIELD	39	38	97%	5	4	80%	44	42	95%
7101	CROMWELL	320	305	95%	59	54	92%	379	359	95%
7102	MIDDLETOWN	272	264	97%	67	64	96%	339	328	97%
7103	ESSEX	329	317	96%	52	51	98%	381	368	97%
7104	MIDDLETOWN	28	25	89%	0	0	0%	28	25	89%
7201	DURHAM	136	126	93%	21	21	100%	157	147	94%
7202	MIDDLETOWN	185	179	97%	46	45	98%	231	224	97%
7204	PORTLAND	410	403	98%	67	66	99%	477	469	98%
7205	EAST HAMPTON	236	232	98%	39	39	100%	275	271	99%
7301	HADDAM	149	147	99%	28	28	100%	177	175	99%
7302	DURHAM	150	145	97%	42	42	100%	192	187	97%
7303	CROMWELL	181	178	98%	38	36	95%	219	214	98%
7304	CLINTON	143	138	97%	33	31	94%	176	169	96%
7401	MIDDLEFIELD	61	59	97%	15	15	100%	76	74	97%
7402	HADDAM	70	68	97%	6	6	100%	76	74	97%
7403	EAST HADDAM	10	9	90%	1	1	100%	11	10	91%
7404	CHESTER	38	35	92%	3	3	100%	41	38	93%
7501	MIDDLEFIELD	21	20	95%	3	3	100%	24	23	96%
7502	MIDDLEFIELD	22	21	95%	5	4	80%	27	25	93%
7503	OLD SAYBROOK	13	12	92%	5	5	100%	18	17	94%
7504	MIDDLETOWN	16	16	100%	2	2	100%	18	18	100%
9101	GUILFORD	277	270	97%	17	16	94%	294	286	97%
9102	WOODBIDGE	287	266	93%	109	102	94%	396	368	93%
9103	BRANFORD	285	275	96%	17	17	100%	302	292	97%
9104	WATERBURY	339	306	90%	141	126	89%	480	432	90%

Site Code	City/Town	Drivers			Passengers			Combined		
		N Observed	N Belted	%	N Observed	N Belted	%	N Observed	N Belted	%
9201	MILFORD	170	143	84%	11	11	100%	181	154	85%
9202	MILFORD	162	142	88%	17	14	82%	179	156	87%
9203	ORANGE	204	191	94%	12	10	83%	216	201	93%
9204	WOODBIDGE	104	99	95%	25	25	100%	129	124	96%
9301	NEW HAVEN	99	79	80%	7	6	86%	106	85	80%
9302	MILFORD	179	166	93%	10	9	90%	189	175	93%
9303	MERIDEN	73	63	86%	31	31	100%	104	94	90%
9304	NO. BRANFORD	246	217	88%	54	47	87%	300	264	88%
9401	NORTH HAVEN	181	154	85%	41	37	90%	222	191	86%
9402	NEW HAVEN	75	61	81%	4	2	50%	79	63	80%
9403	NORTH HAVEN	179	150	84%	44	38	86%	223	188	84%
9404	NEW HAVEN	85	75	88%	13	11	85%	98	86	88%
9501	WATERBURY	116	81	70%	39	32	82%	155	113	73%
9502	MILFORD	12	11	92%	1	1	100%	13	12	92%
9503	NEW HAVEN	124	110	89%	6	6	100%	130	116	89%
9504	BEACON FALLS	155	128	83%	54	49	91%	209	177	85%
11101	COLCHESTER	85	80	94%	16	16	100%	101	96	95%
11103	N. STONINGTON	382	351	92%	68	62	91%	450	413	92%
11104	LISBON	130	121	93%	35	34	97%	165	155	94%
11106	GROTON	262	248	95%	100	94	94%	362	342	94%
11201	LEDYARD	250	240	96%	94	91	97%	344	331	96%
11203	N. STONINGTON	123	113	92%	14	14	100%	137	127	93%
11205	LEDYARD	120	109	91%	6	5	83%	126	114	90%
11208	NEW LONDON	131	121	92%	8	8	100%	139	129	93%
11301	COLCHESTER	181	171	94%	10	8	80%	191	179	94%
11302	EAST LYME	149	146	98%	47	46	98%	196	192	98%
11303	GROTON	51	47	92%	17	17	100%	68	64	94%
11304	EAST LYME	191	185	97%	74	72	97%	265	257	97%
11401	BOZRAH	26	21	81%	5	4	80%	31	25	81%
11402	OLD LYME	77	73	95%	28	25	89%	105	98	93%
11403	NORWICH	71	65	92%	7	6	86%	78	71	91%
11404	LEDYARD	106	92	87%	36	32	89%	142	124	87%
11501	STONINGTON	4	4	100%	0	0	0%	4	4	100%

Site Code	City/Town	Drivers			Passengers			Combined		
		N Observed	N Belted	%	N Observed	N Belted	%	N Observed	N Belted	%
11502	GRISWOLD	12	11	92%	2	2	100%	14	13	93%
11503	LEDYARD	62	55	89%	19	17	89%	81	72	89%
11504	OLD LYME	55	53	96%	8	8	100%	63	61	97%
13101	WILLINGTON	221	213	96%	69	65	94%	290	278	96%
13102	VERNON	124	116	94%	38	36	95%	162	152	94%
13103	WILLINGTON	99	90	91%	24	24	100%	123	114	93%
13104	BOLTON	252	247	98%	73	69	95%	325	316	97%
13201	ANDOVER	147	139	95%	30	27	90%	177	166	94%
13202	COVENTRY	303	297	98%	55	55	100%	358	352	98%
13203	COLUMBIA	158	150	95%	65	62	95%	223	212	95%
13204	COVENTRY	374	368	98%	87	87	100%	461	455	99%
13301	MANSFIELD	138	137	99%	16	16	100%	154	153	99%
13302	MANSFIELD	83	83	100%	11	11	100%	94	94	100%
13303	VERNON	66	61	92%	11	11	100%	77	72	94%
13304	TOLLAND	152	148	97%	21	21	100%	173	169	98%
13401	EAST WINDSOR	83	80	96%	6	6	100%	89	86	97%
13402	SOMERS	32	31	97%	5	5	100%	37	36	97%
13403	COLUMBIA	125	119	95%	36	33	92%	161	152	94%
13404	ELLINGTON	54	49	91%	5	5	100%	59	54	92%
13501	TOLLAND	46	46	100%	4	4	100%	50	50	100%
13502	VERNON	67	62	93%	8	8	100%	75	70	93%
13503	ELLINGTON	17	15	88%	4	3	75%	21	18	86%
13504	MANSFIELD	19	19	100%	3	3	100%	22	22	100%

# 2023 Bellwether (Child Seat) Observation Results

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## CHILD RESTRAINT USE OBSERVATIONS

### Description and Methodology

PRG conducted child restraint observations in 29 cities and towns across Connecticut in October 2023. Observations were recorded only for vehicles with at least one passenger under 13. Restraint use by observed passenger (up to 3 per vehicle) was recorded for more than 400 vehicles (N=461). Observations were conducted on both weekdays and weekends, during daytime hours (starting time between 6:50am and 3:30pm). Observers recorded passenger **Age** (infant, toddler, young child, older child), **Sex** (female, male, unknown/undetermined), and **Restraint Use**. **Restraint Type** was also recorded for each passenger: seat belt, rear-facing car seat, front-facing car seat, high-back booster seat, backless booster seat, as well as absence of restraint.

A convenience sample was used for these observations. Specifically, these sites were selected based on proximity to establishments that have a high likelihood of child passengers in the back seat (near rest stops, trampoline parks, schools, grocery stores, shopping centers, etc.). The cities and towns in which observations took place are listed below; a full site list is provided at the end of this document.

- Bridgeport
- Hartford
- New Britain
- North Haven
- Stafford
- Bristol
- Manchester
- New Canaan
- Norwalk
- Stratford
- Cromwell
- Middlefield
- New Haven
- Norwich
- Tolland
- East Haven
- Middletown
- New London
- Orange
- Waterbury
- East Lyme
- Monroe
- Newington
- Seymour
- West Hartford
- Haddam
- Montville
- Newtown
- Shelton

### Vehicles

Of the 461 vehicles observed (i.e., with passengers under 13), close to half (47.5%) were SUVs and 41.0% were passenger cars. Vans (8.0%) and pickup trucks (3.5%) were not observed as frequently. Only 6.3% of observed vehicles (n=29) had more than one child passenger.

### Restraint Rate by Age Group

Restraint use was collected for nearly 500 (N=490) child passengers. Fifteen percent of the child passengers observed (15.1%) were judged to be infants (< 1 year), 36.5% were toddlers

(1 to 3 years old), 23.1% were young children (4-5 years), and 25.3% were older children (ages 6 to 12).

Overall, 94.3 percent of passengers were observed restrained. All the infants (100%) were restrained, as were 96 percent (95.5%) of toddlers. Children 4 and older were restrained at lower rates than the younger groups. Distribution of child passengers by age group and restraint use is shown in Table 1.

**Table 1. Child Passengers by Age Group (*N Observed & Percent Restrained*)**

<b>Child Age</b>	<b>N observed (%)</b>	<b>Pct Restrained</b>
<i>Infant</i> (under 1)	74 (15.1%)	100.0%
<i>Toddler</i> (1 to 3)	179 (36.5%)	95.5%
<i>Young Child</i> (4 to 5)	113 (23.1%)	91.2%
<i>Older Child</i> (6 to 12)	124 (25.3%)	91.9%
<b>Total</b>	<b>490 (100.0%)</b>	<b>94.3%</b>

**Restraint Type by Age Group**

Table 2 shows the type of restraint used by children in various age groups. Infants were most often in a rear-facing (85.1%) car seat and toddlers were most often in a forward-facing car seat (89.4%). Young children were most often in backless booster seats (53.1%) or wearing seat belts (18.6%). The vast majority of the older children were wearing seat belts (91.9%).

**Table 2. Restraint Type by Child Passenger Age (Percent and N observed)**

<b>Restraint Type</b>	<b>Infant (&lt;1)</b>	<b>Toddler (1 to 3)</b>	<b>Young Child (4 to 5)</b>	<b>Older Child (6 to 12)</b>	<b>Total</b>
<b>Rear-facing Car Seat % (N)</b>	85.1% (63)	2.2% (4)	0.0% (0)	0.0% (0)	13.7% (67)
<b>Forward-facing Car Seat % (N)</b>	12.2% (9)	89.4% (160)	2.7% (3)	0.0% (0)	35.1% (172)
<b>High-back Booster Seat % (N)</b>	0.0% (0)	1.7% (3)	16.8% (19)	0.0% (0)	4.5% (22)
<b>Backless Booster Seat % (N)</b>	2.7% (2)	1.1% (2)	53.1% (60)	0.0% (0)	13.1% (64)
<b>Seat Belt % (N)</b>	0.0% (0)	1.1% (2)	18.6% (21)	91.9% (114)	28.0% (137)
<b>Unrestrained % (N)</b>	0.0% (0)	4.5% (8)	8.8% (10)	8.1% (10)	5.7% (28)
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Children Under 4**

Table 3 shows observed restraint use for children ages 0 to 3 years from the State’s child restraint observations over the period 2016-2023. A resample of sites was performed in 2017 in lieu of a child restraint survey. These new sites better reflect child restraint use across the state and may not be comparable to previous years. The table indicates that in 2023, 96.8 percent of children under age 4 were restrained. This represents a small (0.3 percentage point) drop from the 97.1% observed in 2022 and a 2 percentage point drop from the 98.8% restrained observed in 2021.

**Table 3. Child Restraint Use (Age 0 to 3 Years) 1997 and 2016-2023**

	<b>1997 (N=247)</b>	<b>2016 (N=163)</b>	<b>2018 (N=392)</b>	<b>2019 (N=163)</b>	<b>2020 (N=212)</b>	<b>2021 (N=164)</b>	<b>2022 (N=103)</b>	<b>2023 (N=253)</b>
<b>Child Restraint Use*</b>	70.4%	90.8%	92.4%	93.3%	88.2%	98.8%	97.1%	96.8%

*Source: 1997-2022, Connecticut Bellwether Seat Belt and Child Restraint Observations. Observations were first conducted in 1997; as such, 1997 is considered the baseline year for these data.*

**Restraint Rate by Sex of Child**

Approximately half of children observed were female (46.3%), 44.1% were male, and sex was undetermined for the remainder (9.6%). Sex could not be determined for half (50.0%) of infants observed. Table 4 shows the breakdown of sex for each age group.

**Table 4. Sex of Child by Age Group**

	<b>Male</b>	<b>Female</b>	<b>Undetermined</b>
<b>Infant % (N)</b>	24.3% (18)	25.7% (19)	50.0% (37)
<b>Toddler % (N)</b>	45.8% (82)	50.3% (90)	3.9% (7)
<b>Young Child % (N)</b>	46.9% (53)	51.3% (58)	1.8% (2)
<b>Older Child % (N)</b>	50.% (63)	48.4% (60)	0.8% (1)
<b>Total % (N)</b>	44.1% (216)	46.3% (227)	9.6% (47)

Table 5 shows restraint rates by sex of children. There was little difference in restraint use between boys and girls. Overall, 93.5 percent of boys were restrained and 94.3% of girls were restrained. Almost all (97.9%) of children of undetermined sex were restrained.

**Table 5. Restraint Use by Sex of Child**

<b>Sex of Child</b>	<b>N observed (%)</b>	<b>Pct Restrained</b>
<b>Male</b>	216 (44.0%)	93.5%
<b>Female</b>	227 (46.3%)	94.3%
<b>Undetermined</b>	47 (9.6%)	97.9%
<b><i>Total</i></b>	<b><i>490 (100.0%)</i></b>	<b><i>94.3%</i></b>



### Connecticut Bellwether (*Child Seat*) Observation Site Locations

<b>Time</b>	<b>DOW</b>	<b>Site</b>	<b>City/Town</b>	<b>Dir</b>	<b>Site Location</b>	<b>GPS</b>
7:30 - 8:30	Wed	<b>21</b>	<b>New London</b>	N	Bayonet Street near TVCCA Child Care	41.37122, -72.11442
10:00 - 11:00	Wed	<b>22</b>	<b>Haddam</b>	E	157 and 82 (154 @ 82)	41.4478, -72.47557
12:00 - 1:00	Wed	<b>23</b>	<b>East Lyme</b>	N	Flanders Plaza Shopping Center	41.36718, -72.2099
1:30 - 2:30	Wed	<b>24</b>	<b>Norwich</b>	W	Super Stop and Shop	41.54648, -72.09171
3:15 - 4:15	Wed	<b>25</b>	<b>Montville</b>	N	Route 32--any stoplight North of McDonalds (try to get traffic from day care center)	41.44269, -72.10485
7:00 - 8:00	Thu	<b>36</b>	<b>West Hartford</b>	S	S Main St & Farmington Ave (Ben & Jerry's, Shopping, Restaurants, Library)	41.76167, -72.74224
9:30 - 10:30	Thu	<b>37</b>	<b>Cromwell</b>	N	Route 3 at Route 372	41.60357, -72.67606
11:45 - 12:45	Thu	<b>38</b>	<b>North Haven</b>	S	Universal Drive near McDonald's (part of Home Depot/TJ Maxx plaza)	41.35624, -72.87186
1:15 - 2:15	Thu	<b>39</b>	<b>East Haven</b>	W*	Main St & Hemingway Ave (Walgreens, Town Green)	41.27627, -72.86785
3:00 - 4:00	Thu	<b>40</b>	<b>East Haven</b>	W	Hemingway Ave & Trolley Square (Trolley Square Stop & Shop Entrance)	41.27745, -72.86766
7:30-8:30	Fri	<b>31</b>	<b>Bridgeport</b>	SE	North Ave and Park Ave area	41.18316, -73.20659
10:00-11:00	Fri	<b>32</b>	<b>Seymour</b>	S	Bank St (Rt 67) at Klarides Shopping Plaza (Ocean State & McDonalds)	41.39755, -73.08366
11:45-12:45	Fri	<b>33</b>	<b>Waterbury</b>	E	Reidville Dr at Waterbury Plaza (Stop & Shop, BJs, BK, McDonalds)	41.53871, -72.99924
1:45-2:45	Fri	<b>34</b>	<b>Bristol</b>	W	Route 6 (between Stop & Shop and Friendly's/Walgreens plazas)	41.69006, -72.92557
3:15-4:15	Fri	<b>35</b>	<b>Bristol</b>	E	Route 6 (near Hobby Lobby/Shoprite/Walmart plazas)	41.69797, -72.902

<b>Time</b>	<b>DOW</b>	<b>Site</b>	<b>City/Town</b>	<b>Dir</b>	<b>Site Location</b>	<b>GPS</b>
7:00-8:00	Sat	<b>6</b>	<b>Middlefield</b>	<b>NS</b>	Lyman Orchards, Lyman Orchards Golf, Powder Ridge Ski Area (Weekend Site)	41.49995, -72.71583
9:30-10:30	Sat	<b>7</b>	<b>New Haven</b>	<b>S</b>	Peabody Museum (Closed Mondays) Whitney Ave @ Sachem St	41.3154, -72.92086
11:30-12:30	Sat	<b>8</b>	<b>New Haven</b>	<b>E</b>	Elm St @ Church St New Haven Green, Public Library, Court.	41.30826, -72.92425
1:15-2:15	Sat	<b>9</b>	<b>Orange</b>	<b>W</b>	Post Road (near McDonald's or Chucky Cheese - across the street from each other)	41.2781, -72.98776
3:30-4:30	Sat	<b>10</b>	<b>Norwalk</b>	<b>NSE</b>	Aquarium Area	41.10083, -73.41663
7:30 - 8:30	Sun	<b>11</b>	<b>Middletown</b>	<b>W</b>	Washington at Main Street (City Kids Museum, Roller Rink)	41.56231, -72.65099
10:00 - 11:00	Sun	<b>12</b>	<b>New Britain</b>	<b>S</b>	Production Ct & Flight Trampoline Park. Three schools in the area.	41.66566, -72.75753
12:00 - 1:00	Sun	<b>13</b>	<b>Newington</b>	<b>S</b>	Berlin Turnpike & Pascone Place (Chuck E. Cheese, Dollar Tree, Jo-Ann's Fabrics Plaza)	41.6663, -72.71985
1:30 - 2:30	Sun	<b>14</b>	<b>Manchester</b>	<b>E</b>	Redstone Rd & Buckland St (Sonic, Wendy's, Movie Theaters)	41.79878, -72.55073
3:15 - 4:15	Sun	<b>15</b>	<b>New Britain</b>	<b>E</b>	Glen St & Main St (YWCA, C-Town)	41.66479, -72.78058
7:00 - 8:00	Mon	<b>26</b>	<b>Tolland</b>	<b>W</b>	Pre-School of the Arts	41.87387, -72.37252
9:30 - 10:30	Mon	<b>27</b>	<b>Stafford</b>	<b>E</b>	West Stafford Rd Near McDonald's/Big Y	41.96908, -72.33128
11:30 - 12:30	Mon	<b>28</b>	<b>Manchester</b>	<b>N</b>	82 Buckland St Chuck E Cheese, Forever Young Learning Center	41.7986, -72.55345
1:15 - 2:15	Mon	<b>29</b>	<b>Hartford</b>	<b>E</b>	Prospect Ave & Kane St (near Burger King, McDonalds, Prospect Plaza w Rainbow Kids)	41.75182, -72.71505
3:00- 4:00	Mon	<b>30</b>	<b>Hartford</b>	<b>N</b>	Kensington St & Barbour St North End Hartford (Burger & Pizza Land, Dollar General, Community Center, Wish Elementary)	41.79338, -72.67724

<b>Time</b>	<b>DOW</b>	<b>Site</b>	<b>City/Town</b>	<b>Dir</b>	<b>Site Location</b>	<b>GPS</b>
7:00-8:00	Tue	<b>17</b>	<b>Norwalk</b>	<b>E</b>	Near Walmart/McDonalds/Costco	41.09405, -73.45086
9:15-10:15	Tue	<b>16</b>	<b>New Canaan</b>	<b>S</b>	Shopping center Park and Elm	41.14656, -73.49537
11:45-12:45	Tue	<b>18</b>	<b>Norwalk</b>	<b>N</b>	Near McDonalds on Main Ave	41.13778, -73.42554
1:45-2:45	Tue	<b>19</b>	<b>New Haven</b>	<b>E</b>	Carmel St @ Whalley Ave. (Between KFC & Dunkin Donuts)	41.31708, -72.94344
3:15-4:15	Tue	<b>20</b>	<b>New Haven</b>	<b>EW</b>	Hallock St @ Congress Ave (Playground, School, Progress Mkt, Hamburgers, China Cafe)	41.30029, -72.93866
7:30-8:30	Wed	<b>1</b>	<b>Bridgeport</b>	<b>E</b>	Boston Ave near Burger King (Do AM Rush)	41.20161, -73.18596
10:00-11:00	Wed	<b>2</b>	<b>Stratford</b>	<b>E</b>	McDonalds Barnum Ave	41.19001, -73.15489
12:00-1:00	Wed	<b>3</b>	<b>Shelton</b>	<b>SE</b>	Walmart	41.28995, -73.11228
1:30-2:30	Wed	<b>4</b>	<b>Monroe</b>	<b>SE</b>	Big Y	41.31931, -73.21377
3:15-4:15	Wed	<b>5</b>	<b>Newtown</b>	<b>SEW</b>	"Plaza South" Kumon Math & Reading Center, Martial Arts School, Elem. School 1 block south	41.36869, -73.27093

# PREUSSER RESEARCH GROUP, INC.

## *Pre/Post Distracted Driving Observations*

### **April & October 2023 HVE Campaigns – FINAL RESULTS**

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PRG conducted four (4) total rounds of roadside distracted driving observations in 2023. Site locations, which have been modified over the years, were originally selected from towns that received HSO grant funding in 2015 to conduct distracted driving related high visibility enforcement (HVE). We chose one control town, Torrington, which received no additional funding. The remaining cities/towns included Berlin, Danbury, Fairfield, Hamden, Hartford, Monroe, New Haven, Stamford and Trumbull. It is not currently known the extent to which these towns are still productively enforcing the distracted driving laws during the most recent HVE waves.

As in prior years, there were two separate HVE periods in 2023 consisting of an annual total of six (6) weeks of enforcement. After modifications were made in 2020 due to the pandemic, the 2023 observations followed the “usual” month of enforcement in April and two weeks of enforcement in October. Round 1 (Spring Pre) observations occurred in February/March 2023 prior to the start of the April HVE. Round 2 (Spring Post) took place in May (directly after the April campaign). Round 3 (Fall Pre) occurred prior to the October 16-31 enforcement campaign, and the final round for 2023 took place in early November following the second 2023 high visibility enforcement period.

Trained and experienced PRG observers coded vehicle type, sex of driver, estimated age of driver, race of driver, and whether the driver was engaged in either a handheld (phone to the ear) conversation or manipulating a cell phone (e.g., texting or typing of any kind).

Tables 1 through 3 below show the number of observations for each variable broken down by Wave. There were approximately 9,000 observations per Wave, for a total of 38,134 observations in 2023. Slightly more than half (57%) of the drivers observed were male. Most of the observed drivers (68%) were judged to be in the 25-59 age group.

**Table 1. Frequency by Wave: Sex of Driver**

Sex	April HVE		October HVE		Total
	Pre	Post	Pre	Post	
<b>Male</b>	6,308	5,258	5,704	4,412	<b>21,682</b>
<b>Female</b>	4,686	4,129	4,469	3,101	<b>16,385</b>
<b>Unknown</b>	22	24	7	14	<b>67</b>
<b>Total N observations</b>	<b>11,016</b>	<b>9,411</b>	<b>10,180</b>	<b>7,527</b>	<b>38,134</b>

**Table 2. Frequency by Wave: Age of Driver**

Age	April HVE		October HVE		Total
	Pre	Post	Pre	Post	
<b>Under 25</b>	1,811	1,523	1,560	1,184	<b>6,078</b>
<b>25 to 59</b>	7,576	6,420	6,945	5,027	<b>25,968</b>
<b>60 and over</b>	1,628	1,459	1,670	1,312	<b>6,069</b>
<b>Unknown</b>	1	9	5	4	<b>19</b>
<b>Total N observations</b>	<b>11,016</b>	<b>9,411</b>	<b>10,180</b>	<b>7,527</b>	<b>38,134</b>

**Table 3. Frequency by Wave: Vehicle Type**

Vehicle	April HVE		October HVE		Total
	Pre	Post	Pre	Post	
Car	4,263	3,621	3,395	2,855	<b>14,134</b>
Pickup Trucks	1,156	983	1,173	825	<b>4,137</b>
SUV	4,684	4,104	4,789	3,228	<b>16,805</b>
Van	913	703	823	617	<b>3,056</b>
<b>Total N observations</b>	<b>11,016</b>	<b>9,411</b>	<b>10,180</b>	<b>7,525</b>	<b>38,132</b>

### **Distracted Driving Rates**

Two kinds of distracted driving behaviors were recorded: talking on a handheld cell phone or manipulation. *Handheld (HH)* was selected when a cell phone was observed being held in the driver’s hand while he/she was talking (either held up to ear or using speaker phone). *Manipulation (MO)* was coded when a driver was observed texting, typing, or otherwise manipulating the keyboard or screen of a cell phone. Manipulation could include texting, dialing, checking e-mail, using a mobile GPS application or other activities. No attempt was made to distinguish between these activities.

One unique feature of these observations is the addition of a “*probable*” interpretation to the manipulation coding. Probable manipulation was recorded when the phone itself could not be seen but the driver’s behavior indicated that texting was taking place (e.g., repeated, quick, furtive glances to one’s lap). For the purpose of data analysis, manipulation is represented in two separate categories: Manipulation Observed (MO) where the phone in hand was clearly observed, and Manipulation including Probable (MiP) which combines the observed and probable manipulations.

A general distracted variable was also created: “Any Observed” distraction (AO) which was coded when a driver was either talking on a handheld cell phone (HH) or observed manipulating a phone (MO). Lastly, the most inclusive variable “Any including Probable” (AiP) was coded when a driver was observed talking on a handheld cell phone (HH) or manipulating a phone including probable manipulation (MiP).

The tables below present three categories of behavior: 1) Talking on a handheld cell phone while driving (HH), 2) Manipulating a cell phone (MO, MiP), and 3) Any observed distraction (AO, AiP). Please note that an individual driver can be coded as performing more than one distracted behavior. The distracted behaviors will be further compared across vehicle type, driver sex, and driver age.

Overall rates of distracted behaviors are presented in Table 4. Rates for talking on a handheld cell phone were the lowest at 1.9 percent, followed by observed manipulation (5.4%). The addition of probable manipulation raised the rate of distraction to 6.1 percent. Distracted driving rates were 6.2 percent for the combination of handheld and observed manipulation (i.e., any observed). The most inclusive category (any including probable) had the highest distraction rate at 7.0 percent. Chi-square analyses were conducted to explore distracted driving rates observed between pre- and post-enforcement for each of the April and October campaigns.

The Spring and Fall HVE campaigns did result in significant decreases in every distracted driving rate except for talking on a handheld cell phone. There was a significant decrease in observed phone manipulation the Spring and Fall HVE (a 1.6 percentage points drop in both cases). The decrease in MiP was also significant in both enforcement waves (-1.7 percentage points in the Spring, -1.8 percentage points in the Fall).

For both waves of enforcement, rates of *any observed distraction* (handheld or manipulating) decreased significantly from pre- to post-enforcement (-1.5 percentage points in April, -1.7 percentage points in October). The decrease in rates of *any including probable* were also significant (See Table 4 for details).

**Table 4. Overall Rates of Distracted Behaviors (% distracted, N distracted)**

Behavior	April HVE		October HVE		Total
	Pre	Post (W27)	Pre	Post	
<b>Talking on Handheld (HH) (%)</b> (N)	2.1% (227)	1.8% (168)	1.8% (188)	1.8% (134)	<b>1.9%</b> <b>(717)</b>
<b>Manipulation Observed (MO) %</b> (N)	6.2% (672)	4.6%* (433)	5.9% (599)	4.3%* (322)	<b>5.4%</b> <b>(2,026)</b>
<b>Manipulation incl. Probable (MiP)</b> (%) (N)	7.1% (779)	5.4%* (507)	6.7% (686)	4.9%* (368)	<b>6.1%</b> <b>(2,340)</b>
<b>Any Distraction Observed (AO) (%)</b> (N)	7.0% (767)	5.5%* (516)	6.9% (698)	5.2%* (391)	<b>6.2%</b> <b>(2,372)</b>
<b>Any incl. Probable (AiP) (%)</b> (N)	7.9% (874)	6.3%* (590)	7.7% (785)	5.8%* (437)	<b>7.0%</b> <b>(2,686)</b>

^p<.05 \*p<.01

### Distracted Driving Rates by Sex of Driver

A little more than half (56.9%) of the drivers observed were male, 43.0 percent were female, and sex could not be determined in less than 1 percent (0.2%) of drivers. Chi-square analyses were conducted to explore distracted driving rates across waves and across sex (drivers of unknown sex were excluded from these analyses).

The rates of *talking on a handheld cell phone* while driving were low (2.0% for men, 1.8% for women) and there was no significant decrease in use for either male or female drivers (Table 5).

**Table 5. Handheld Cell Phone Use While Driving, by Sex and Wave (% distracted)**

Behavior	Sex	April HVE		October HVE		Total
		Pre	Post	Pre	Post	
Handheld (HH)	Men % (N)	2.3% (143)	1.9% (102)	1.9% (109)	1.6% (69)	2.0% (423)
	Women % (N)	1.8% (84)	1.6% (66)	1.8% (79)	2.0% (63)	1.8% (292)

^p<.05 \*p<.01

Table 6 shows the usage rates for *manipulating a cell phone while driving*. Male and female drivers had similar phone manipulation rates (within 0.1 percentage point of each other). Male and female drivers both showed a significant drop in MO after the Spring (-1.9 percentage points for men, -1.0 for women) and Fall (-2.0 percentage points for men and -1.1 for women) campaigns. Both men and women also showed a significant drop in MiP in the Spring and male drivers showed a significant decrease in the Fall as well.

**Table 6. Cell Phone Manipulation While Driving, by Sex and Wave (% distracted)**

Behavior	Sex	April HVE		October HVE		Total
		Pre	Post	Pre	Post	
Manipulation Observed (MO)	Men % (N)	6.2% (387)	4.3%* (226)	6.2% (349)	4.2%* (183)	5.3% (1,145)
	Women % (N)	6.1% (283)	5.1%^ (207)	5.6% (250)	4.5%^ (137)	5.4% (877)
Manipulation incl. Probable (MiP)	Men % (N)	7.1% (446)	5.1%* (267)	7.1% (403)	4.6%* (203)	6.1% (1,319)
	Women % (N)	7.1% (331)	5.8%^ (240)	6.3% (283)	5.3% (163)	6.2% (1,017)

^p<.05 \*p<.01

Rates of *any distraction* as well as rates of *any including probable* distraction were slightly higher among men than women drivers. Male drivers showed a significant decrease in usage after each of the Spring and Fall enforcement campaigns whereas women drivers showed a significant drop only after the Spring campaign (see Table 7).

**Table 7. Any Distraction While Driving, by Sex and Wave (% distracted)**

Behavior	Sex	April HVE		October HVE		Total
		Pre	Post	Pre	Post	
Any Distraction Observed (MO)	Men % (N)	7.2% (457)	5.5%* (291)	7.4% (420)	5.1%* (225)	6.4% (1,393)
	Women % (N)	6.6% (308)	5.4%^ (225)	6.2% (278)	5.3% (163)	5.9% (974)
Any incl. Probable (MiP)	Men % (N)	8.2% (516)	6.3%* (332)	8.3% (474)	5.6%* (245)	7.2% (1,567)
	Women % (N)	7.6% (356)	6.2%^ (258)	7.0% (311)	6.1% (189)	6.8% (1,114)

^p<.05 \*p<.01

## Distracted Driving Rates by Age of Driver

More than half (68.1%) of the drivers observed were estimated to be between the ages of 25 and 59, 15.9 percent were estimated to be under the age of 25, 15.9 percent were estimated to be 60 and over, and age could not be estimated in less than 1 percent (0.0%) of drivers. Drivers of unknown age were excluded from these analyses.

Overall handheld rates were lowest in the oldest age group (1.0%) and highest in the 25-59 group (2.2%). Table 8 shows the HH use rates for the three age groups. There was no significant change in handheld use for any age group.

**Table 8. Handheld Cell Phone Use While Driving, by Age and Wave (% distracted)**

Behavior	Age	April HVE		October HVE		Total
		Pre	Post	Pre	Post	
Handheld (HH)	<25 % (N)	2.4% (44)	2.1% (32)	1.9% (30)	2.3% (27)	<b>2.2%</b> <b>(133)</b>
	25-59 % (N)	2.2% (169)	1.8% (117)	2.1% (145)	1.9% (93)	<b>2.0%</b> <b>(524)</b>
	60+ % (N)	0.8% (13)	1.3% (19)	0.8% (13)	1.0% (13)	<b>1.0%</b> <b>(58)</b>

^p<.05 \*p<.01

Phone manipulation rates are shown in Table 9. The average rate of *observed* manipulation was highest in the youngest group (7.8%) and lowest in the oldest group (1.6%). Following the April HVE campaign, only the 25-59 age group showed a significant decrease; following the October HVE campaign, both the under 25 (-2.8 percentage points) and the 25-59 age groups (-1.7 percentage points) showed a significant drop.

When *probable* manipulation was added to the *observed* manipulation, average rates ranged from 1.7 percent in the oldest group to 8.9 percent in the youngest group. The two younger groups showed a significant decrease in both the Spring and Fall campaigns. The oldest age group did not show any significant change.

**Table 9. Manipulating a Cell Phone While Driving, by Age and Wave (% distracted)**

Behavior	Age	April HVE		October HVE		Total
		Pre	Post	Pre	Post	
Manipulation Observed (MO)	<25 % (N)	8.0% (143)	6.3% (95)	9.6% (148)	6.8%^ (80)	<b>7.8%</b> <b>(466)</b>
	25-59 % (N)	6.7% (500)	5.0%* (317)	6.1% (421)	4.4%* (219)	<b>5.7%</b> <b>(1,457)</b>
	60+ % (N)	1.7% (28)	1.4% (21)	1.7% (29)	1.7% (22)	<b>1.6%</b> <b>(100)</b>
Manipulation incl. Probable (MiP)	<25 % (N)	9.4% (170)	7.4%^ (113)	10.5% (164)	7.9%^ (93)	<b>8.9%</b> <b>(540)</b>
	25-59 % (N)	7.6% (579)	5.8%* (370)	7.1% (490)	5.0%* (251)	<b>6.5%</b> <b>(1,690)</b>
	60+ % (N)	1.8% (29)	1.6% (23)	1.9% (31)	1.8% (23)	<b>1.7%</b> <b>(106)</b>

^p<.05 \*p<.01



Rates of *any observed distraction* are shown in Table 10 and ranged from an overall rate of 2.2 percent in the 60+ group to 8.5 percent in the under 25 group. Only the 25-59 age group showed a significant decrease following the April campaign; the under 25 group and the 25-59 age group both showed a significant following the October campaign: -2.3 percentage point in the youngest age group, -1.8 points in the 25-59 age group.

Overall rates of *any distraction including probable* were highest in the youngest drivers (9.7%) and lowest in the oldest drivers (2.3%). The 25-59 group showed a significant decline following both the Spring and Fall HVE campaigns.

**Table 10. Any Distraction While Driving, by Age and Wave (% distracted)**

Behavior	Age	April HVE		October HVE		Total
		Pre	Post	Pre	Post	
Any Distraction Observed (AO)	<25 % (N)	8.7% (158)	7.2% (110)	10.1% (158)	7.8%^ (92)	8.5% (518)
	25-59 % (N)	7.6% (578)	5.8%* (372)	7.2% (500)	5.4%* (570)	6.6% (1,720)
	60+ % (N)	1.8% (30)	2.3% (34)	2.3% (39)	2.1% (28)	2.2% (131)
Any incl. Probable (MiP)	<25 % (N)	10.2% (185)	8.4% (128)	11.2% (174)	8.9% (105)	9.7% (592)
	25-59 % (N)	8.7% (657)	6.6%* (425)	8.2% (569)	6.0%* (302)	7.5% (1,953)
	60+ % (N)	1.9% (31)	2.5% (36)	2.5% (41)	2.2% (29)	2.3% (137)

^p<.05 \*p<.01

### Distracted Driving Rates by Type of Vehicle

The overall rates of *talking on a handheld cell phone* were highest among van drivers (3.3%) and lowest among drivers of SUVs (1.6%). The only group to show a significant decrease was drivers of vans, following the April campaign. No other pre-post campaign change was significant (Table 11).

**Table 11. Handheld Cell Phone Use While Driving, by Vehicle and Wave (% distracted)**

Behavior	Vehicle	April HVE		October HVE		Total
		Pre	Post	Pre	Post	
Handheld (HH)	Car % (N)	1.6% (68)	1.7% (63)	1.6% (54)	1.4% (40)	1.6% (225)
	Pickup % (N)	3.6% (42)	2.4% (24)	2.9% (34)	2.1% (17)	2.8% (117)
	SUV % (N)	1.7% (80)	1.7% (68)	1.4% (66)	1.9% (60)	1.6% (274)
	Van % (N)	4.1% (37)	1.8%^ (13)	4.1% (34)	2.8% (17)	3.3% (101)

^p<.05 \*p<.01

Overall, rates of *observed* manipulation were highest in vans (6.6%) and lowest in cars (5.0%) (see Table 12). The Spring campaign was associated with a decrease in MO and MiP for drivers of all types of vehicles; the Fall campaign was associated with a decrease in MO and MiP for drivers of cars, SUVs, and vans.

**Table 12. Manipulating a Cell Phone While Driving, by Vehicle and Wave (% distracted)**

Behavior	Vehicle	April HVE		October HVE		Total
		Pre	Post	Pre	Post	
Manipulation Observed (MO)	Car % (N)	5.7% (243)	4.7% ^ (168)	5.6% (190)	3.7% * (104)	<b>5.0%</b> <b>(705)</b>
	Pickup % (N)	7.9% (91)	3.7% * (37)	7.1% (82)	5.8% (48)	<b>6.3%</b> <b>(258)</b>
	SUV % (N)	5.8% (269)	4.8% ^ (194)	5.5% (259)	4.4% ^ (140)	<b>5.2%</b> <b>(862)</b>
	Van % (N)	7.6% (69)	4.9% ^ (34)	8.3% (68)	4.9% ^ (30)	<b>6.6%</b> <b>(201)</b>
Manipulation incl. Probable (MiP)	Car % (N)	6.4% (274)	5.3% ^ (191)	6.3% (214)	4.3% * (122)	<b>5.7%</b> <b>(801)</b>
	Pickup % (N)	8.8% (102)	4.8% * (47)	8.0% (94)	6.3% (52)	<b>7.1%</b> <b>(295)</b>
	SUV % (N)	7.0% (327)	5.6% * (231)	6.3% (303)	5.0% ^ (160)	<b>6.1%</b> <b>(1,021)</b>
	Van % (N)	8.3% (76)	5.4% ^ (38)	9.1% (75)	5.5% ^ (34)	<b>7.3%</b> <b>(223)</b>

^p<.05 \*p<.01

Table 13 shows the usage rates for *any distraction* across vehicle types. Overall rates of *any observed* distraction ranged from 5.8 percent in drivers of cars and SUVs to 8.3 percent in drivers of vans. Rates of AO dropped significantly in pickup trucks (-4.5 percentage points) and vans (-3.3 percentage points) after the April HVE campaign. The October campaign was associated with significant decreases for cars and vans.

Overall rates of any distraction *including probable* were highest in van drivers (9.1%) and lowest in car drivers (6.4%). The decrease from pre to post April campaign was significant for pickup trucks (-4.5 percentage points), SUVs (-1.3) and vans (-3.5); the decrease from pre to post October campaign was significant for all vehicle types (details in Table 13).

**Table 13. Any Distraction While Driving, by Vehicle and Wave (% distracted)**

Behavior	Vehicle	April HVE		October HVE		Total
		Pre	Post	Pre	Post	
Any Distraction Observed (AO)	Car % (N)	6.4% (272)	5.6% (201)	6.3% (214)	4.4%* (127)	5.8% (814)
	Pickup % (N)	9.9% (115)	5.4%* (53)	9.1% (107)	6.8% (56)	8.0% (331)
	SUV % (N)	6.3% (294)	5.3% (219)	6.1% (291)	5.2% (168)	5.8% (972)
	Van % (N)	9.4% (86)	6.1%^ (43)	10.4% (86)	6.5%* (40)	8.3% (255)
Any incl. Probable (AiP)	Car % (N)	7.1% (303)	6.2% (224)	7.0% (238)	5.1%* (145)	6.4% (910)
	Pickup % (N)	10.9% (126)	6.4%* (63)	10.1% (119)	7.3%^ (60)	8.9% (368)
	SUV % (N)	7.5% (352)	6.2%^ (256)	7.0% (335)	5.8%^ (188)	6.7% (1,131)
	Van % (N)	10.2% (93)	6.7%^ (47)	11.3% (93)	7.1%* (44)	9.1% (277)

^p<.05 \*p<.01

### Summary

The April and October 2023 HVE campaigns were successful in reducing observed cell phone use rates across many categories. The only unchanged behavior was talking on a handheld cell phones – but the rates were very low overall (under 2 percent) and thus don't have much “room to move” down. Rates of phone manipulation showed significant decreases following both the April and October campaigns, dropping below 5 percent post-enforcement. The rate of any observed phone use (i.e., “any”) dropped by nearly 2 percentage points after the April and the October campaigns, settling at approximately 5 percent.

Distraction rates tended to drop more among male drivers than female drivers, perhaps due to men's higher starting rates. Decreases in rates of distracted driving were observed more often in the two youngest groups of drivers (i.e., under 25 and 25 to 59) than in the 60 and over group. Here too, the two youngest groups started out with higher distracted driving rates overall, giving them more “room” to lower their rates.

Most vehicle types showed decreases in at least one category. Drivers of vans have been typically more resistant to change in past years, but 2023 observations reveal a nearly 4 percentage point decrease in overall rates of distracted driving.

Despite technological advances helping minimize talking on handheld cell phone, phone manipulation remains a road safety issue. Still, the two high-visibility enforcement periods conducted in Connecticut in 2023 were successful and were associated with a decrease in distracted driving behaviors.

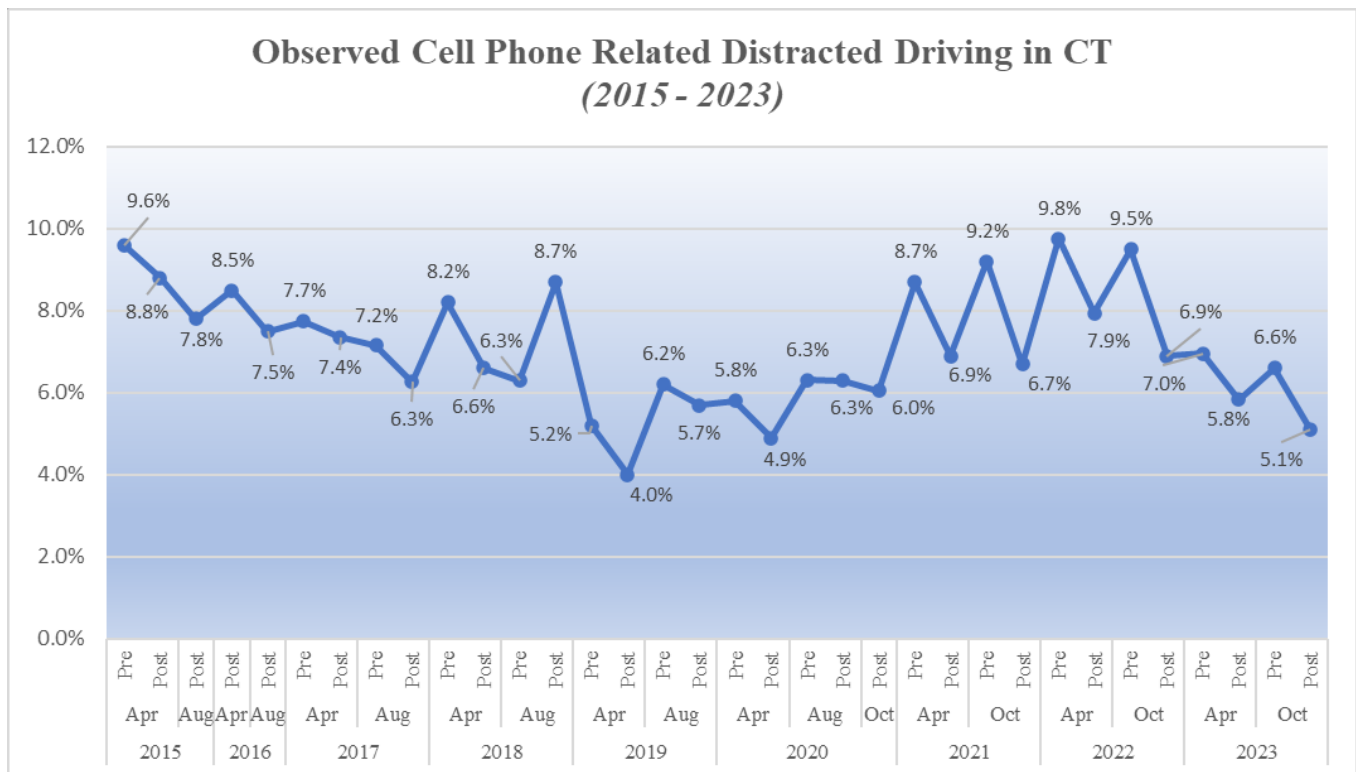
# Connecticut Distracted Driving Observation Data

## OVERVIEW OF RESULTS

APRIL 2015 – OCTOBER 2023

Since 2015, Preusser Research Group, Inc. has collected roadside observations measuring driver cell phone use (handheld or texting/manipulating) surrounding law enforcement efforts. Each year, police departments apply for grant funds to conduct six (6) total weeks of distracted driving enforcement throughout the year. There has been some shift over time as to when enforcement efforts take place over the years. Four weeks in April, national Distracted Driving month, and two weeks in August were the norm until recently. Due to summer staffing issues, the August wave was moved to the last two weeks in October.

The results that follow include all available distracted driving observation rates from 2015 through May 2022. These percentages are averages of *all* types of distraction observed during data collection (hand-held cell phone use, texting/manipulating, etc.).



2015		2016		2017				2018				2019				
Apr		Aug	Apr	Aug	Apr		Aug		Apr		Aug		Apr		Aug	
<i>Pre</i>	<i>Post</i>	<i>Post</i>	<i>Post</i>	<i>Post</i>	<i>Pre</i>	<i>Post</i>	<i>Pre</i>	<i>Post</i>	<i>Pre</i>	<i>Post</i>	<i>Pre</i>	<i>Post</i>	<i>Pre</i>	<i>Post</i>	<i>Pre</i>	<i>Post</i>
9.6%	8.8%	7.8%	8.5%	7.5%	7.7%	7.4%	7.2%	6.3%	8.2%	6.6%	6.3%	8.7%	5.2%	4.0%	6.2%	5.7%

2020					2021				2022				2023			
Apr		Aug		Oct	Apr		Oct		Apr		Oct		Apr		Oct	
<i>Pre</i>	<i>Post</i>	<i>Pre</i>	<i>Post</i>	<i>Post</i>	<i>Pre</i>	<i>Post</i>	<i>Pre</i>	<i>Post</i>	<i>Pre</i>	<i>Post</i>	<i>Pre</i>	<i>Post</i>	<i>Pre</i>	<i>Post</i>	<i>Pre</i>	<i>Post</i>
5.8%	4.9%	6.3%	6.3%	6.0%	8.7%	6.9%	9.2%	6.7%	9.8%	7.9%	9.5%	6.9%	7.0%	5.8%	6.6%	5.1%