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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<br>2022 (Data as of<br>11/21/2023) | Preliminary<br>2023 (Data as<br>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.

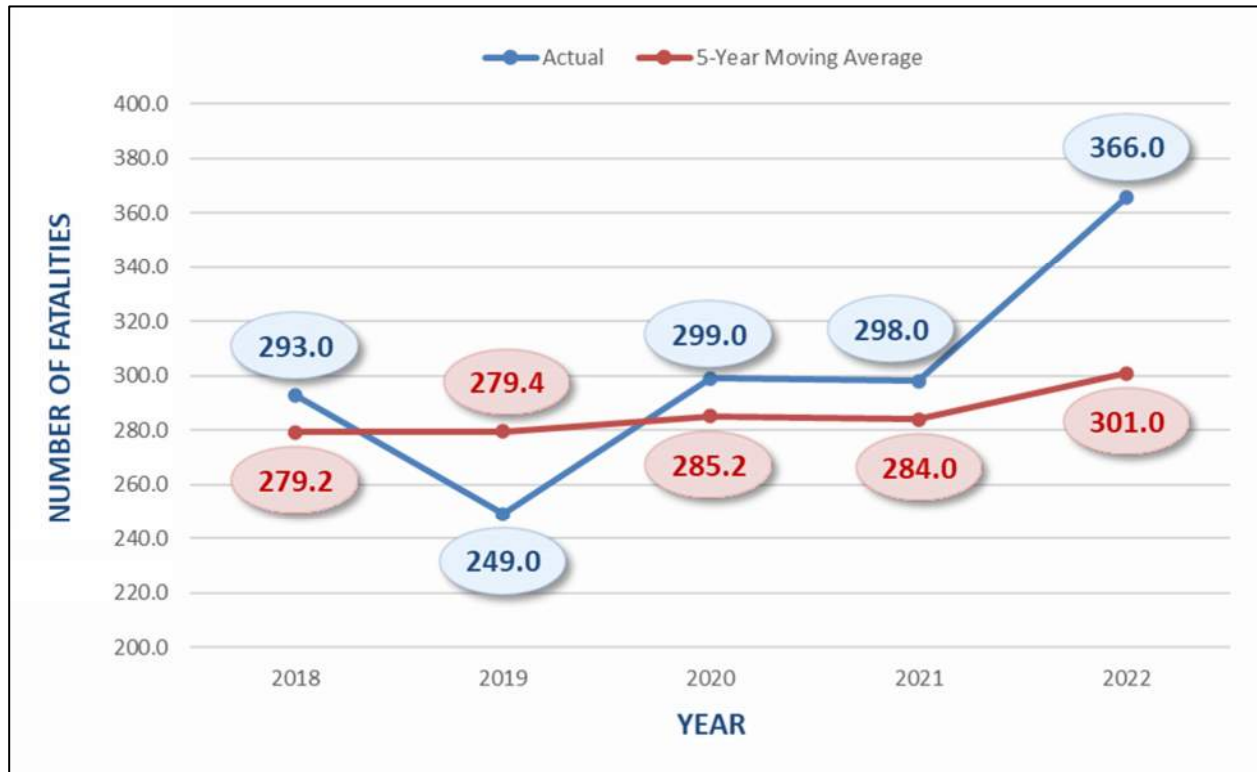
The 2019-2023 or the annual 2023 data, as applicable, has been used to determine whether Connecticut meets the Targets for the different Performance Measures.

|   | 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<br>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<br>Possibility that target will not be met |
| 3 | C-3 – Fatalities/VMT (FARS, FHWA)   | 5-yr Moving Avg; 2019-2023 | 0.85                   | In Progress<br>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<br>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<br>Possibility that target will be met     |
| 6 | C-6 – Number of speeding-related fatalities (FARS)  | 5-yr Moving Avg; 2019-2023 | 83                     | In Progress<br>Possibility that target will be met     |



|           |  |                               |      |  |
|-----------|--|-------------------------------|------|--|
| <b>7</b>  | C-7 – Number of motorcyclist fatalities (FARS)   | 5-yr Moving Avg;<br>2019-2023 | 52   | In Progress<br>Possibility that target will not be met |
| <b>8</b>  | C-8 – Number of unhelmeted motorcyclist fatalities (FARS)  | 5-yr Moving Avg;<br>2019-2023 | 30   | In Progress<br>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;<br>2019-2023 | 32   | In Progress<br>Possibility that target will not be met |
| <b>10</b> | C-10 – Number of pedestrian fatalities (FARS)  | 5-yr Moving Avg;<br>2019-2023 | 53   | In Progress<br>Possibility that target will not be met |
| <b>11</b> | C-11 – Number of bicyclist fatalities (FARS)   | 5-yr Moving Avg;<br>2019-2023 | 3    | In Progress<br>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;<br>2019-2023 | 10   | In Progress<br>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

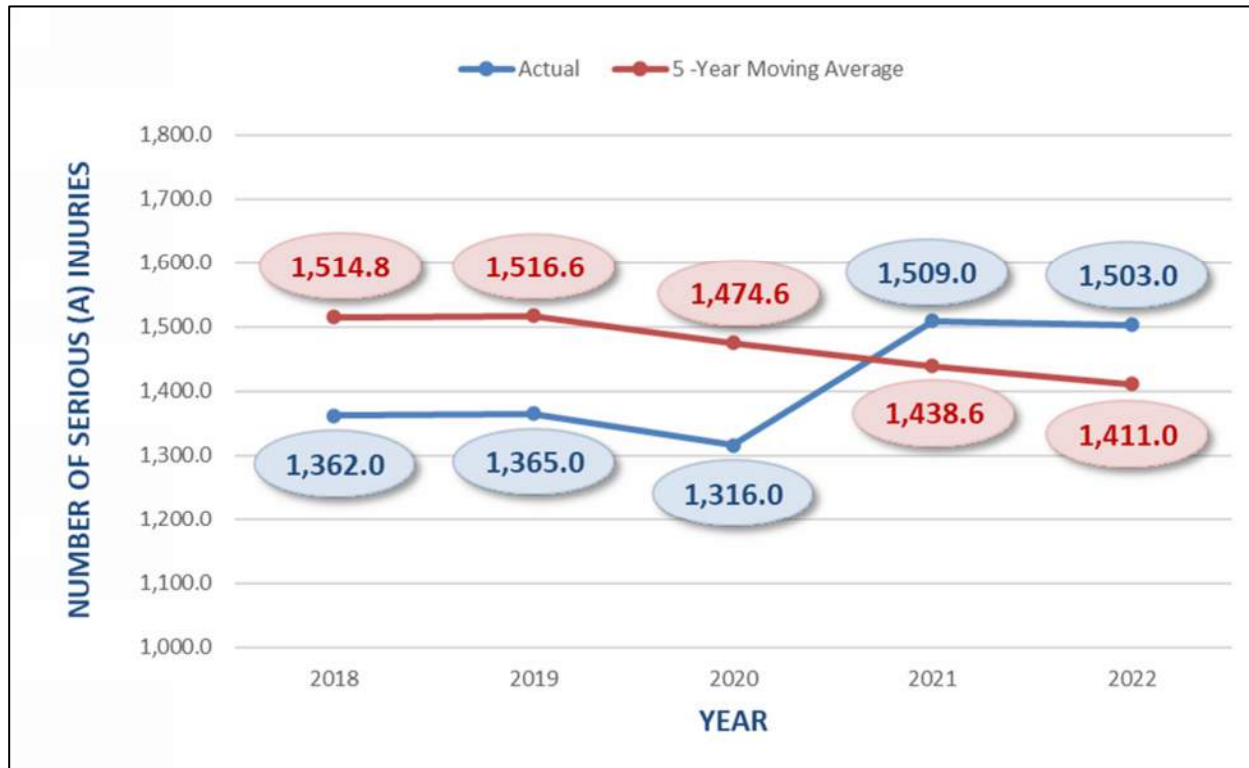
Distracted Driving enforcement grants, increased media campaigns addressing cannabis and alcohol use and additional support for the implementation of programs such as Drug Recognition Expert (DRE) trainings, DUI (Driving under the Influence) sobriety checkpoints and roving patrols. CTDOT introduced a 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

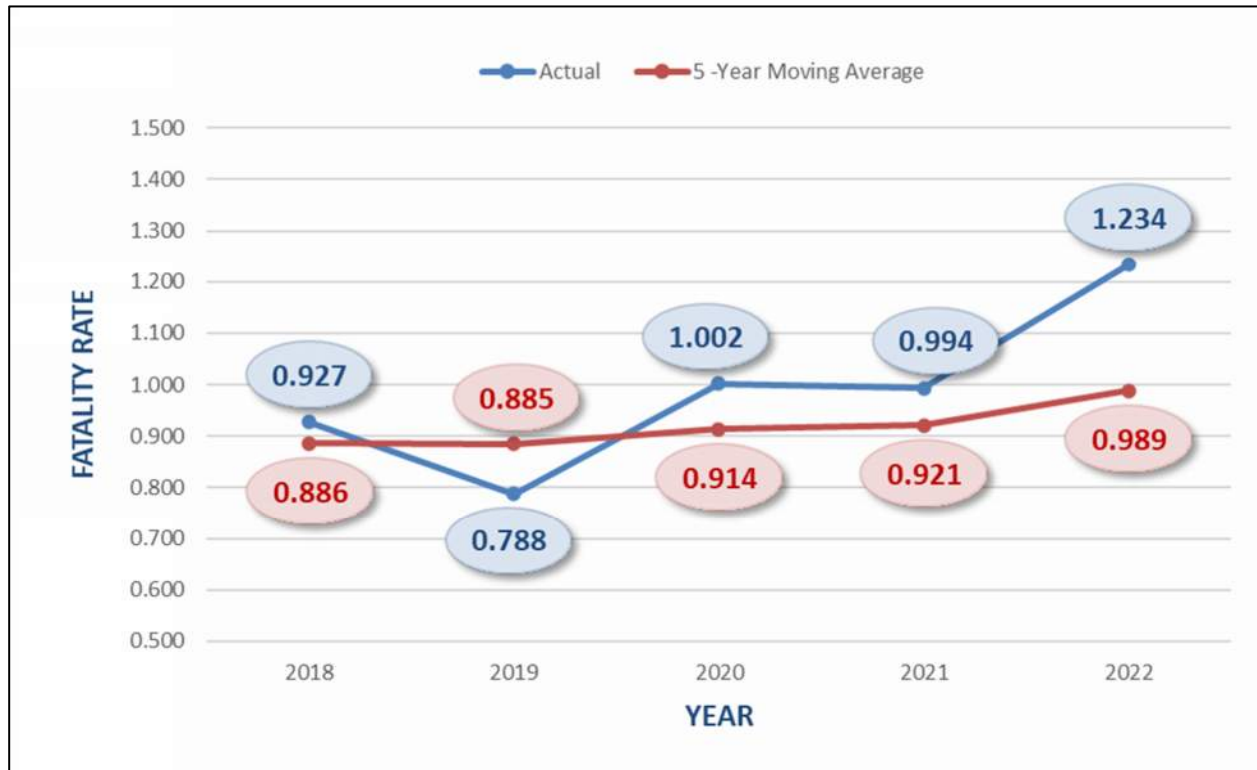


healthcare worker’s perspective. Media campaigns and outreach have highlighted how "Not One More" drink, smoke, etc. can reduce injuries and save lives. The HSO also works with organizations such as MADD to educate parents and teenagers about the risks of driving impaired. The Choices Matter project 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

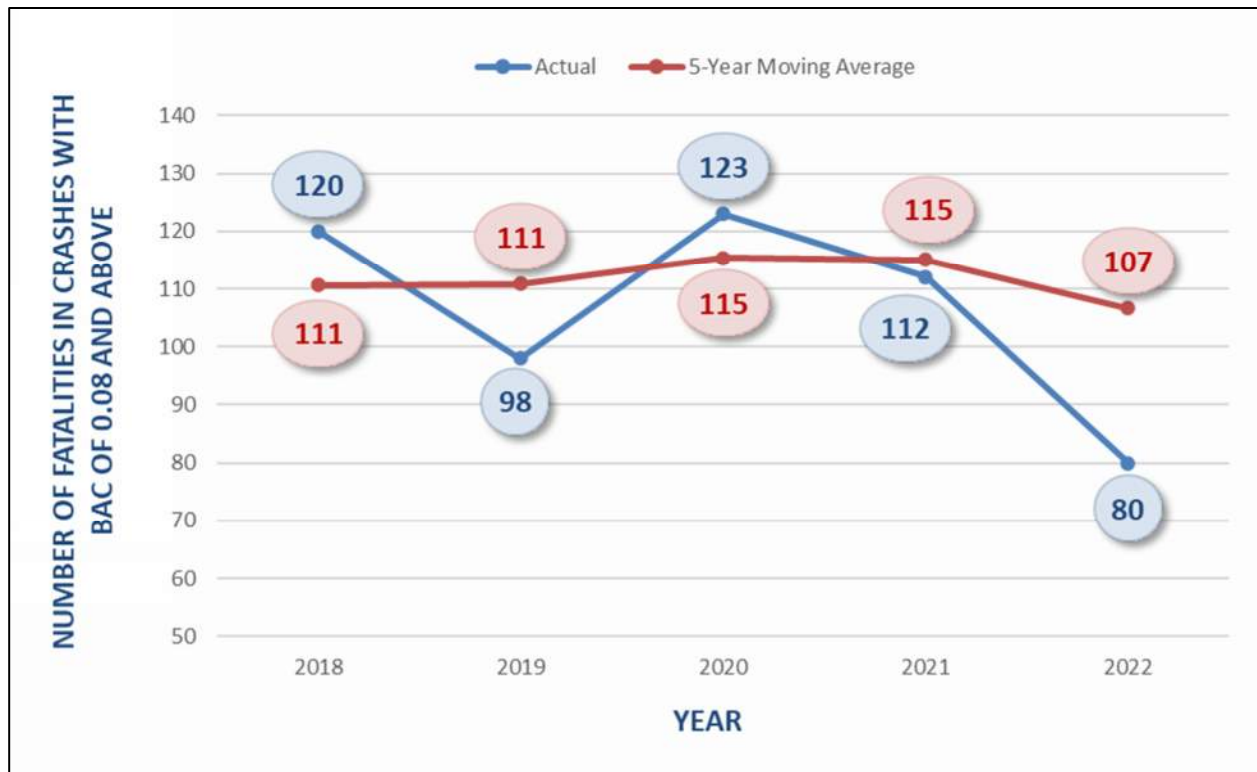


agencies statewide to apply for and participate in the *Click It or Ticket* mobilizations in May and November regardless of funding availability. There was an increase in the seat belt use rate in 2023. The rate has been improving in each of the last three years. The HSO in collaboration with the Connecticut 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.

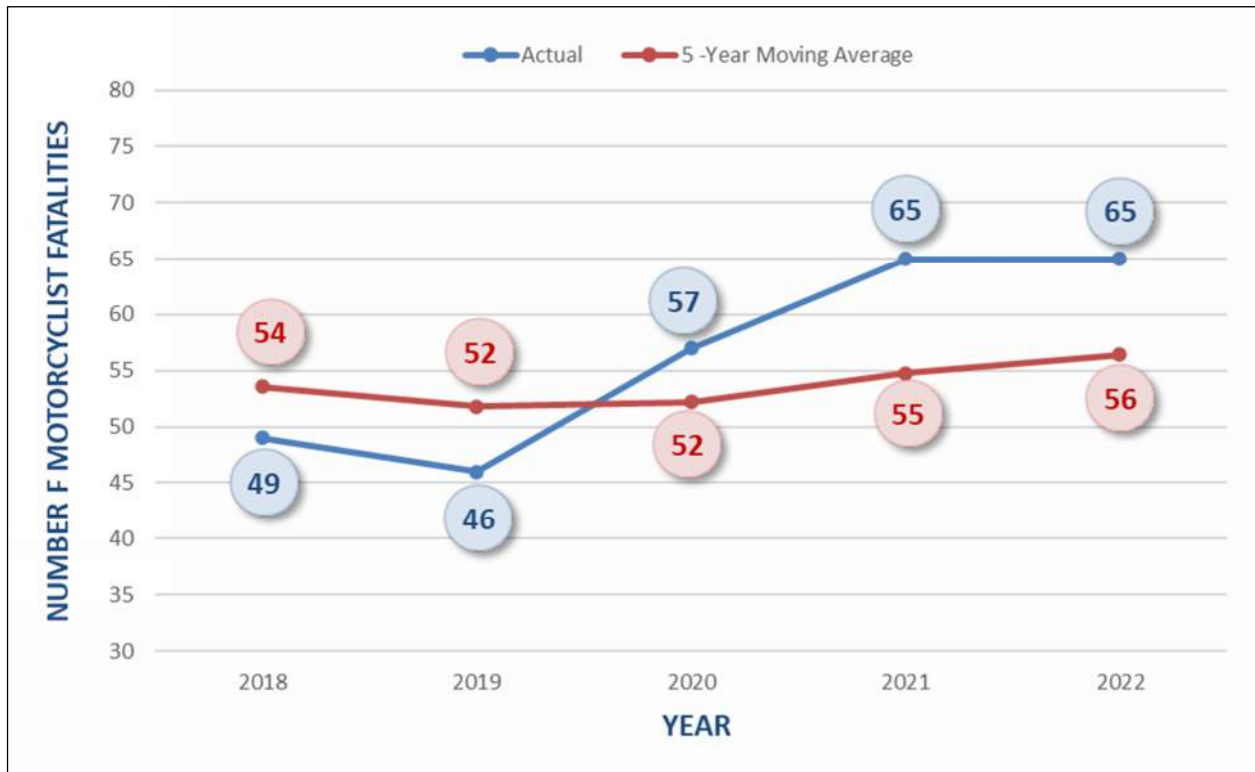
**Analysis:** The number of speeding-related fatalities have fluctuated over the years. The 38 percent drop in speeding-related fatalities from 2021 to 2022 is a positive development. In order to meet the target of 83 for the five-year period of 2019-2023, data analysis suggests that the speeding-related 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

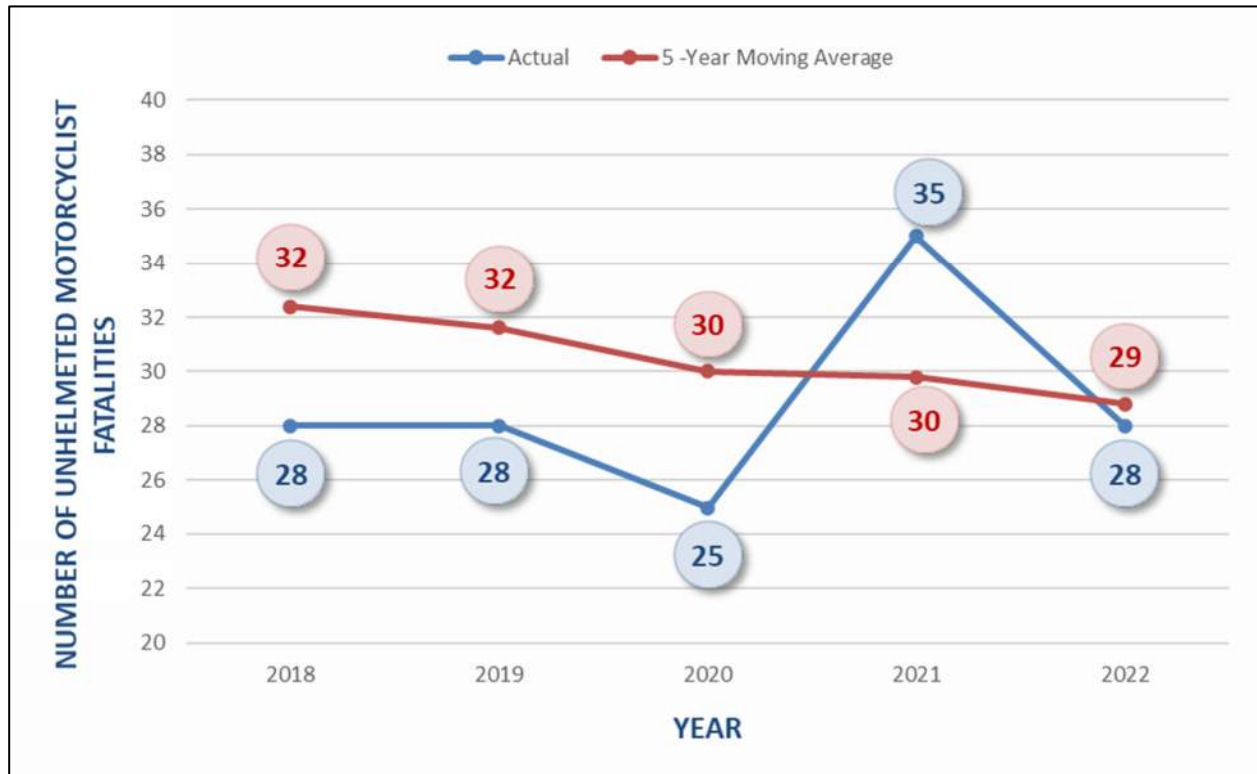
summer months when rider fatalities are at their highest. The HSO also continued an aggressive advertising campaign in FFY2023, reminding motorists to share the road with motorcyclists as well as a continued effort to expand on existing motorcycle safety courses targeting returning and beginner riders.



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.

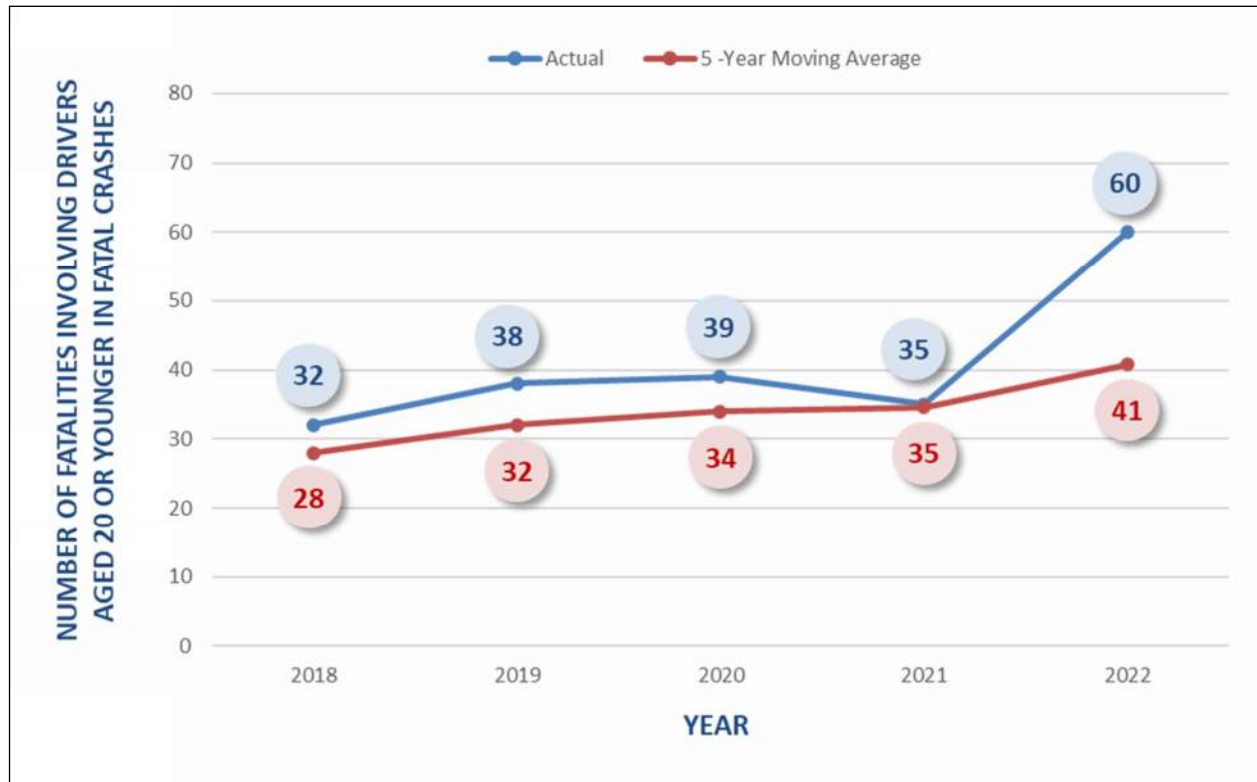
**Analysis:** Connecticut saw a decline in the unhelmeted motorcyclist fatalities from 2018-2020 with a sharp increase in 2021 and again a drop in 2022. The five-year moving average dropped slightly. Looking ahead, Connecticut's preliminary data for 2023 have an unhelmeted motorcyclist fatality number 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.

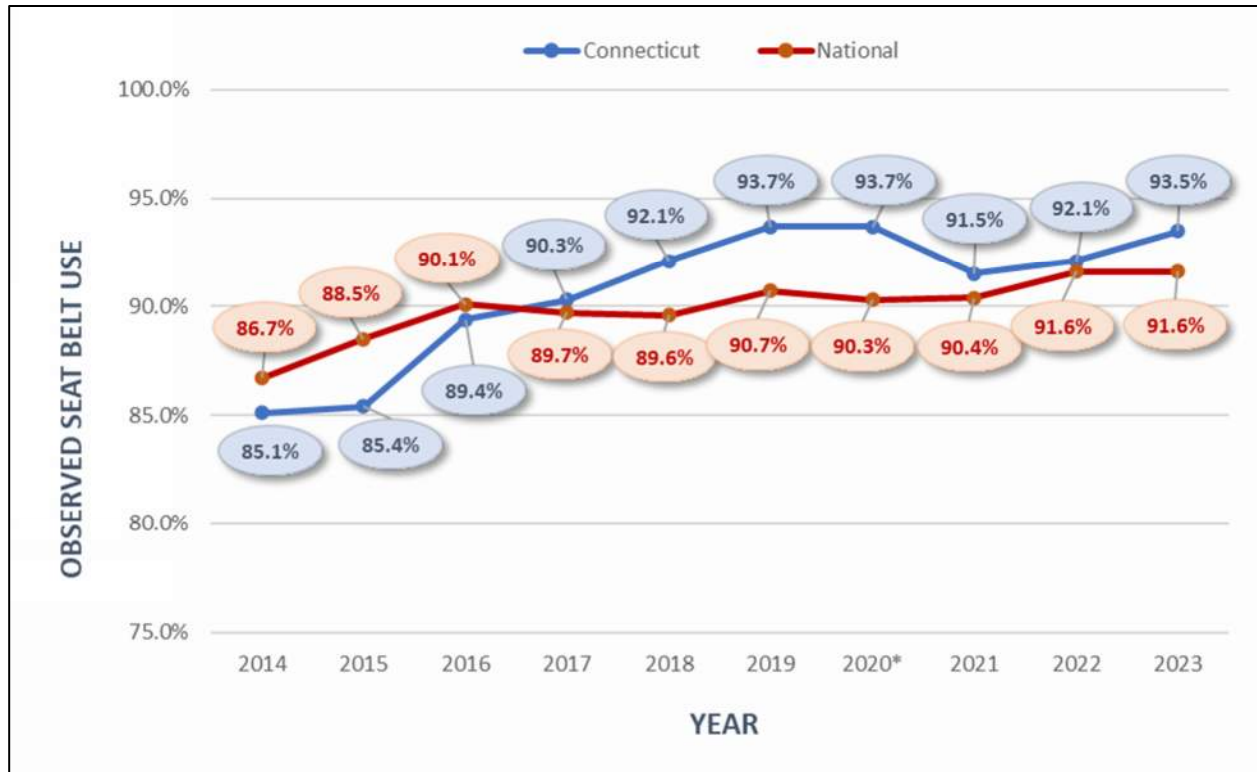
**Analysis:** The number of bicyclist fatalities has fluctuated over the past years with a sharp increase in 2020, but the five-year moving average has stayed relatively flat. Connecticut’s preliminary data for 2023 have the bicyclist fatality number of 5. The final fatality count for 2021-2023 may change 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



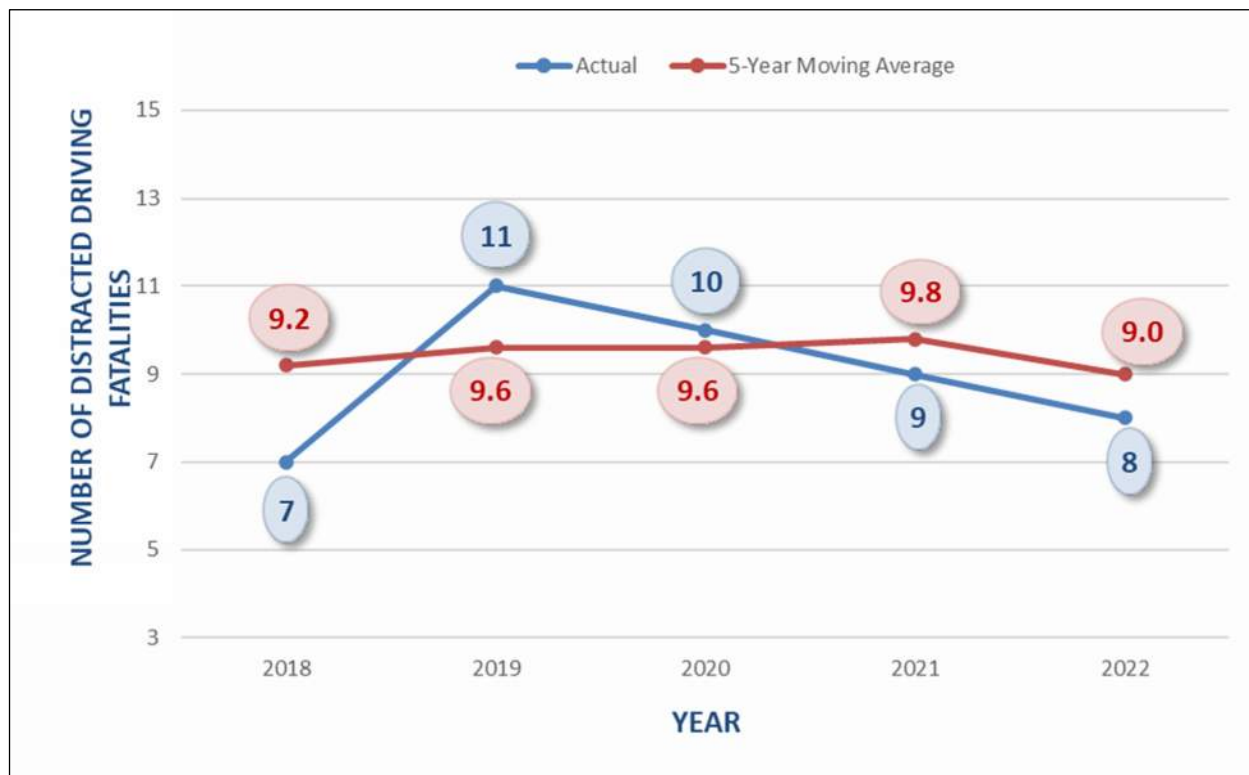
schools throughout Connecticut and especially the communities identified as underserved by the Justice 40 and EJScreen databases, to relay the importance of seat belt use. The HSO has and will continue to work with the Council of Governments to increase outreach and awareness regarding adult seat belt 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<br>to<br>03/31/2018 | 04/01/2018<br>to<br>03/31/2019 | 04/01/2019<br>to<br>03/31/2020 | 04/01/2020<br>to<br>03/31/2021 | 04/01/2021<br>to<br>03/31/2022 | 04/01/2022<br>to<br>03/31/2023 |
|--|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|
| <b>Number of days from Citation Issuance to when Disposition is entered in Driver History File</b> | 1.227642276<br>days            | 0.274798928<br>days            | 0.07034221<br>days             | 0.16451335<br>days             | 0.063615<br>days               | 0.04120075<br>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<br>(Additional Alcohol) | \$0                |
| 154-DUI_DG     | 0203-0719-2-AC | CT Judicial | TSRP<br>(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<br>Against Impaired<br>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.

| <b>Funding Source</b> | <b>Project Number</b> | <b>Agency</b> | <b>Title</b>                                     | <b>\$ Amount Expended</b> |
|-----------------------|-----------------------|---------------|--|---------------------------|
| 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               |



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

*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.

| Funding Source | Project Number | Agency    | Title                       | \$ Amount Expended |
|----------------|----------------|-----------|-----------------------------|--------------------|
| 402-OP         | 0203-0702-AF   | CTDOT/HSO | Occupant Protection<br>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

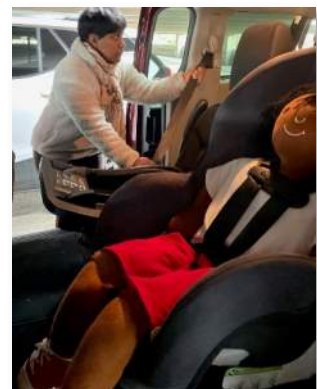
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*Administrative Oversight:* Connecticut Department of Transportation, Highway Safety Office  
*Staff Person:* Juliet Little

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        |

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

*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*

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

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*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<br>Department of Health<br>and Human Services | Safe Kids Hartford<br>Child Passenger<br>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.

| <b>Funding Source</b> | <b>Project Number</b> | <b>Agency</b> | <b>Title</b>                  | <b>\$ Amount Expended</b> |
|-----------------------|-----------------------|---------------|-------------------------------|---------------------------|
| 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.

| Funding Source | Project Number | Agency    | Title                | \$ Amount Expended |
|----------------|----------------|-----------|----------------------|--------------------|
| 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.

| <b>Funding Source</b> | <b>Project Number</b> | <b>Agency</b> | <b>Title</b>         | <b>\$ Amount Expended</b> |
|-----------------------|-----------------------|---------------|----------------------|---------------------------|
| 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         |

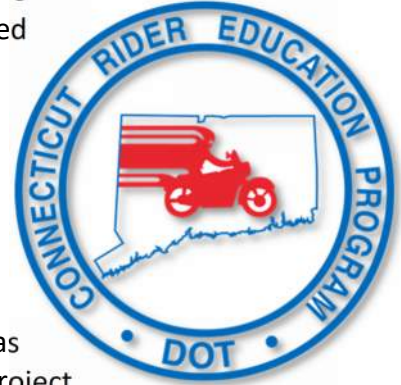
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**Planned Activity MS-2: Connecticut Rider Education Program (Training) Administration**

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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

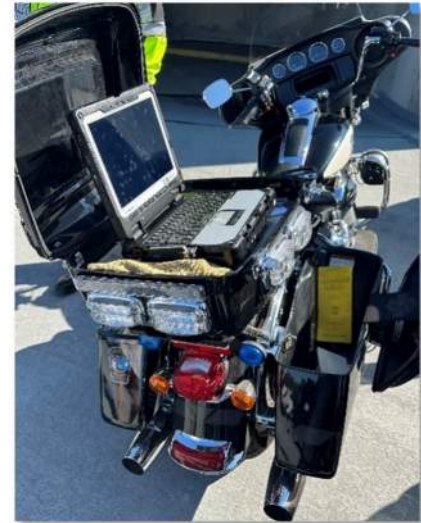
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The project assisted local/municipal police departments in acquiring public safety equipment. Some departments don't have computers or mobile data terminals (MDTs) in their vehicles, hindering their abilities for selective enforcement. Better tools/resources, 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.

| <b>Funding Source</b> | <b>Project Number</b> | <b>Agency</b>     | <b>Title</b>                | <b>\$ Amount Expended</b> |
|-----------------------|-----------------------|-------------------|-----------------------------|---------------------------|
| 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**

| <b>Funding Source</b> | <b>Total Amount Expended</b> |
|-----------------------|------------------------------|
| 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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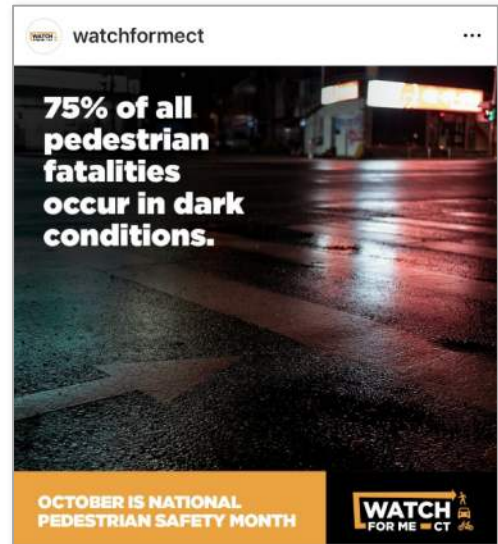
### Planned Activity CTS-7: Pedestrian and Bicyclist Safety Media and Community Awareness Project

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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<br><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<br>Department of Health<br>and Human Services | City-Centric Pedestrian<br>and Bicyclist Safety<br>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       |

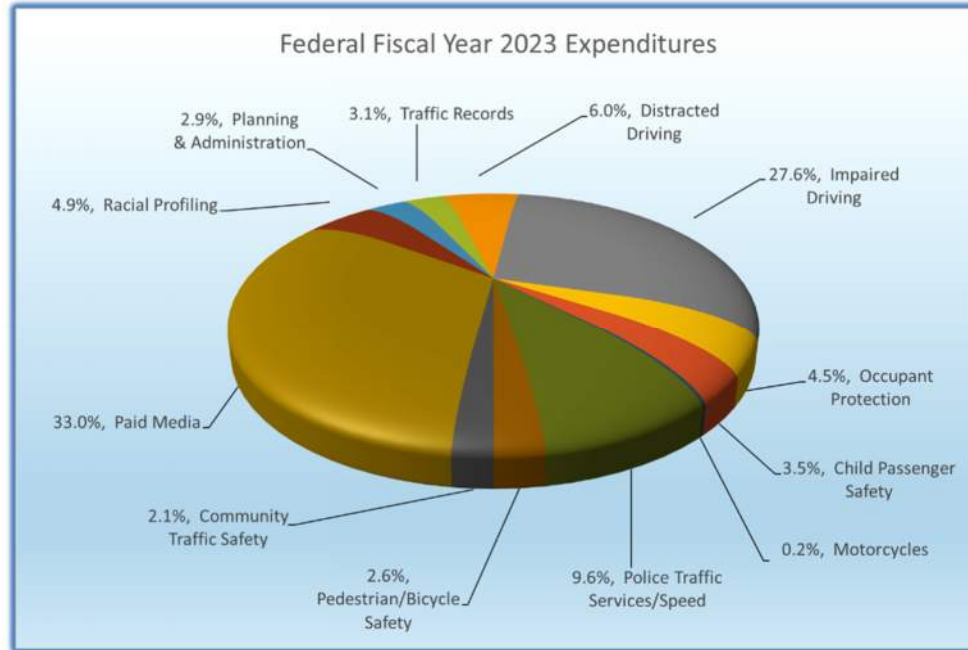
### Total Amount of Funds Expended in this Program Area during FFY2023

| 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<br>Dept of Health<br>and Human<br>Services | Safe Kids Hartford CPS<br>Program                           | \$130,000.00 | \$130,000.00 | \$0.00       | \$0.00       |
| 402-CR | 0203-0709-AI | YNHH  | Targeting Disparities to<br>Increase Proper Car Seat<br>use | \$160,000.00 | \$160,000.00 | \$147,788.08 | \$38,934.52  |
| 402-CR | 0203-0709-AJ | Waterbury PD  | Hangtime Community<br>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<br>Program Administration                 | \$10,000.00  | \$10,000.00  | \$10,000.00  | \$2,476.41   |
| 402-MC | 0203-0701-AB | CT-DOT/HSO  | CONREP Technical<br>Assistance                              | \$100,000.00 | \$100,000.00 | \$100,000.00 | \$32,449.56  |
| 402-OP | 0203-0702-AA | CT-DOT/HSO  | OP Program<br>Administration                                | \$10,000.00  | \$10,000.00  | \$10,000.00  | \$5,407.82   |
| 402-OP | 0203-0702-AD | Waterbury PD  | Waterbury Area Traffic<br>Safety Program                    | \$200,000.00 | \$200,000.00 | \$145,556.00 | \$113,253.34 |
| 402-OP | 0203-0702-AE | CT-DOT/HSO  | Occupant Protection<br>Media Buy                            | \$100,000.00 | \$100,000.00 | \$0.00       | \$0.00       |
| 402-OP | 0203-0702-AF | CT-DOT/HSO  | Occupant Protection<br>PI&E                                 | \$10,000.00  | \$10,000.00  | \$10,000.00  | \$0.00       |

|        |              |               |   |              |              |              |              |
|--------|--------------|---------------|---|--------------|--------------|--------------|--------------|
| 402-OP | 0203-0702-AG | CCMC          | Look Before You Lock<br>Education Campaign,<br>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<br>Enforcement                           | \$10,000.00  | \$10,000.00  | \$0.00       | \$0.00       |
| 402-OP | 0203-0702-AL | Bloomfield    | Click It or Ticket<br>Enforcement                           | \$10,000.00  | \$10,000.00  | \$0.00       | \$0.00       |
| 402-OP | 0203-0702-AM | Bridgeport    | Click It or Ticket<br>Enforcement                           | \$20,000.00  | \$20,000.00  | \$17,942.21  | \$12,168.66  |
| 402-OP | 0203-0702-AN | Danbury       | Click It or Ticket<br>Enforcement                           | \$5,000.00   | \$5,000.00   | \$4,800.00   | \$4,348.80   |
| 402-OP | 0203-0702-AP | East Hartford | Click It or Ticket<br>Enforcement                           | \$15,000.00  | \$15,000.00  | \$14,840.23  | \$9,088.58   |
| 402-OP | 0203-0702-AQ | Enfield       | Click It or Ticket<br>Enforcement                           | \$10,000.00  | \$10,000.00  | \$9,565.15   | \$3,417.68   |
| 402-OP | 0203-0702-AR | Fairfield     | Click It or Ticket<br>Enforcement                           | \$10,000.00  | \$10,000.00  | \$9,154.85   | \$9,154.85   |
| 402-OP | 0203-0702-AS | Farmington    | Click It or Ticket<br>Enforcement                           | \$5,000.00   | \$5,000.00   | \$4,036.09   | \$4,036.09   |
| 402-OP | 0203-0702-AT | Glastonbury   | Click It or Ticket<br>Enforcement                           | \$10,000.00  | \$10,000.00  | \$9,795.79   | \$9,306.00   |
| 402-OP | 0203-0702-AU | Hamden        | Click It or Ticket<br>Enforcement                           | \$20,000.00  | \$20,000.00  | \$20,000.00  | \$19,659.54  |
| 402-OP | 0203-0702-AV | Hartford      | Click It or Ticket<br>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<br>Down Move Over<br>Education<br>Outreach Program | Community Traffic Safety<br>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<br>Administration           | \$50,000.00  | \$50,000.00  | \$50,000.00  | \$0.00       |
| 402-TR | 0203-0705-AK | Wethersfield PD   | Traffic Records<br>Administration           | \$0.00       | \$21,000.00  | \$20,434.05  | \$14,662.70  |
| 402-TR | 0203-0705-AL | East Hartford PD  | Traffic Records<br>Administration           | \$0.00       | \$31,000.00  | \$29,461.45  | \$29,461.45  |
| 402-TR | 0203-0705-AM | Bristol PD  | Traffic Records<br>Administration           | \$0.00       | \$251,000.00 | \$249,681.00 | \$249,681.00 |
| 402-TR | 0203-0705-AN | East Lyme PD  | Traffic Records<br>Administration           | \$0.00       | \$18,000.00  | \$17,558.00  | \$17,558.00  |
| 402-TR | 0203-0705-AO | East Windsor PD   | Traffic Records<br>Administration           | \$0.00       | \$19,000.00  | \$18,346.34  | \$18,346.34  |
| 402-TR | 0203-0705-AP | Fairfield PD  | Traffic Records<br>Administration           | \$0.00       | \$19,000.00  | \$18,210.15  | \$18,210.15  |
| 402-TR | 0203-0705-ZZ | Municipal Police<br>Agencies                                    | E-citation Local Law<br>Enforcement         | \$700,000.00 | \$341,000.00 |              |              |
| 402-SE | 0203-0706-AC | Bridgeport  | Speed and Aggressive<br>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<br>(M5HVE)    | 0203-0743-1-AB     | Hartford Hospital | Healthcare Heroes<br>Against Impaired Driving           | \$700,000.00 | \$0.00       | \$0.00       | \$0.00       |
| 405d-1<br>(M5HVE)    | 0203-0743-1-AC     | CT Judicial       | TSRP  | \$300,000.00 | \$0.00       | \$555,130.90 | \$0.00       |
| 405d-1<br>(M5HVE)    | 0203-0743-1-<br>BM | CT-DOT/HSO        | Drug Recognition Expert<br>Field Kits                   | \$150,000.00 | \$150,000.00 | \$0.00       | \$0.00       |
| 405d-1<br>(M5HVE)    | 0203-0743-1-DK     | UCONN (CTSRC)     | Tablets, Software, and<br>Evaluation for DRE<br>Program | \$130,000.00 | \$0.00       | \$0.00       | \$0.00       |
| 405d-4<br>(M5CS)     | 0203-0743-4-AC     | CT Judicial       | TSRP  | \$0.00       | \$300,000.00 | \$277,565.45 | \$194,620.75 |
| 405d-4<br>(M5CS)     | 0203-0743-4-BF     | DMV               | Administrative (Per Se)<br>Hearing Attorneys            | \$550,000.00 | \$550,000.00 | \$540,094.13 | \$372,078.08 |
| 405d-5<br>(M5BAC)    | 0203-0743-5-BQ     | DESPP             | Toxicology Lab Personnel                                | \$590,000.00 | \$590,000.00 | \$590,000.00 | \$308,989.50 |
| 405d-5<br>(M5BAC)    | 0203-0743-5-<br>DO | DESPP             | Toxicology Supplies                                     | \$84,000.00  | \$84,000.00  | \$84,000.00  | \$76,956.99  |
| 405d-5<br>(M5BAC)    | 0203-0743-5-<br>DN | DESPP             | Warranties and<br>Equipment                             | \$515,000.00 | \$515,000.00 | \$390,017.39 | \$324,963.72 |
| 405d-5<br>(M5BAC)    | 0203-0743-5-DK     | UCONN (CTSRC)     | Tablets, Software, and<br>Evaluation for DRE<br>Program | \$0.00       | \$130,000.00 | \$34,384.76  | \$34,302.95  |
| 405d-7<br>(M5PEM)    | 0203-0743-7-AB     | Hartford Hospital | Healthcare Heroes<br>Against Impaired Driving           | \$0.00       | \$700,000.00 | \$700,000.00 | \$665,789.56 |
| 405d-ii-4<br>(M7*PS) | 0203-0740-4-AT     | CT-DOT/HSO        | Bike/Ped Media Buy<br>(AARP)                            | \$200,000.00 | \$200,000.00 | \$200,000.00 | \$200,000.00 |

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



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

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

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

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

|                    |                |                           |  |                        |                        |                        |                        |
|--------------------|----------------|---------------------------|--|------------------------|------------------------|------------------------|------------------------|
| 405e-2<br>(M8DDLE) | 0203-0745-2-EV | Ansonia                   | Distracted Driving Enforcement                       | \$25,000.00            | \$25,000.00            | \$22,220.69            | \$12,585.12            |
| 405e-2<br>(M8DDLE) | 0203-0745-2-ZZ | Municipal Police Agencies | Distracted Driving Enforcement (ZZ)                  | \$1,135,000.00         | \$1,135,000.00         |                        |                        |
| 405e-3<br>(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<br>(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<br>(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<br>(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<br>(M8X)    | 0203-0745-8-YZ | CT-DOT/HSO                | Emerging Initiatives                                 | \$900,000.00           | \$800,000.00           | \$0.00                 | \$0.00                 |
| 405f-1<br>(M11MT)  | 0203-0744-1-AB | CT-DOT/HSO                | PI&E   | \$10,000.00            | \$10,000.00            | \$10,000.00            | \$0.00                 |
| 405f-2<br>(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<br>(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<br>(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<br>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<br>(M8DDLE) | 0203-0745-2-AU | Plainville  | Distracted Driving Enforcement | \$25,000.00 | \$25,000.00 | \$0.00 | \$0.00 |
| 405e-2<br>(M8DDLE) | 0203-0745-2-AY | North Haven | Distracted Driving Enforcement | \$25,000.00 | \$25,000.00 | \$0.00 | \$0.00 |
| 405e-2<br>(M8DDLE) | 0203-0745-2-BA | New London  | Distracted Driving Enforcement | \$25,000.00 | \$25,000.00 | \$0.00 | \$0.00 |
| 405e-2<br>(M8DDLE) | 0203-0745-2-BG | Waterford   | Distracted Driving Enforcement | \$25,000.00 | \$25,000.00 | \$0.00 | \$0.00 |
| 405e-2<br>(M8DDLE) | 0203-0745-2-BH | Brookfield  | Distracted Driving Enforcement | \$25,000.00 | \$25,000.00 | \$0.00 | \$0.00 |
| 405e-2<br>(M8DDLE) | 0203-0745-2-BI | Willimantic | Distracted Driving Enforcement | \$25,000.00 | \$25,000.00 | \$0.00 | \$0.00 |
| 405e-2<br>(M8DDLE) | 0203-0745-2-BO | Monroe      | Distracted Driving Enforcement | \$25,000.00 | \$25,000.00 | \$0.00 | \$0.00 |
| 405e-2<br>(M8DDLE) | 0203-0745-2-CI | Bethel      | Distracted Driving Enforcement | \$25,000.00 | \$25,000.00 | \$0.00 | \$0.00 |
| 405e-2<br>(M8DDLE) | 0203-0745-2-CV | Middletown  | Distracted Driving Enforcement | \$25,000.00 | \$25,000.00 | \$0.00 | \$0.00 |
| 405e-2<br>(M8DDLE) | 0203-0745-2-EF | Newtown     | Distracted Driving Enforcement | \$25,000.00 | \$25,000.00 | \$0.00 | \$0.00 |
| 405e-2<br>(M8DDLE) | 0203-0745-2-ER | Shelton     | Distracted Driving Enforcement | \$25,000.00 | \$25,000.00 | \$0.00 | \$0.00 |
| 405e-2<br>(M8DDLE) | 0203-0745-2-ET | Thomaston   | Distracted Driving Enforcement | \$25,000.00 | \$25,000.00 | \$0.00 | \$0.00 |



|                   |                |            |   |                        |                        |               |               |
|-------------------|----------------|------------|---|------------------------|------------------------|---------------|---------------|
| 405e-6<br>(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<br>(M8X)   | 0203-0745-8-YZ | CT-DOT/HSO | Emerging Initiatives                    | \$900,000.00           | \$800,000.00           | \$0.00        | \$0.00        |
| 405h-2<br>(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>       | <b>505</b>     |
| <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>       | <b>505</b>     |
| <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>       | <b>505</b>     |
| <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>       | <b>505</b>     |
| <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>       | <b>505</b>     |

**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><i>Q36. On local roads with a speed limit of 20 mph, how often do you drive faster than 35mph?</i></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><i>Q37. On local roads with a speed limit of 65 mph, how often do you drive faster than 70mph?</i></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   | Percent   |   |
|--|---|---|
| <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<br>Nearly always<br>Sometimes<br>Rarely<br>Never<br><i>Total N</i>     | 18.6%<br>17.1%<br>41.5%<br>18.0%<br>4.8%<br>505     |
| <i>57b. Driving while texting/messaging (etc.) on a handheld phone?</i>  | Always<br>Nearly always<br>Sometimes<br><br>Rarely<br>Never<br><i>Total N</i> | 21.9%<br>15.1%<br>40.9%<br><br>17.3%<br>4.8%<br>505 |
| <i>57c. Driving while not wearing a seatbelt?</i>  | Always<br>Nearly always<br>Sometimes<br>Rarely<br>Never<br><i>Total N</i>     | 21.8%<br>18.5%<br>35.0%<br>17.5%<br>7.2%<br>505     |
| <i>57d. Driving with a young child not properly restrained?</i>  | Always<br>Nearly always<br>Sometimes<br>Rarely<br>Never<br><i>Total N</i>     | 30.7%<br>17.1%<br>29.3%<br>16.6%<br>6.4%<br>505     |
| <i>57e. Driving over the speed limit?</i>  | Always<br>Nearly always<br>Sometimes<br>Rarely<br>Never<br><i>Total N</i>     | 21.3%<br>24.1%<br>39.7%<br>10.2%<br>4.6%<br>505     |
| <i>57f. Driving under the influence of alcohol (DUI)?</i>  | Always<br>Nearly always<br>Sometimes<br>Rarely<br>Never<br><i>Total N</i>     | 38.1%<br>20.3%<br>29.8%<br>6.1%<br>5.8%<br>505      |
| <i>57g. Driving under the influence of drugs (DUID)?</i>   | Always<br>Nearly always<br>Sometimes<br>Rarely<br>Never<br><i>Total N</i>     | 35.3%<br>19.8%<br>30.9%<br>7.6%<br>6.4%<br>505      |



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         | 20.1%      |
|  | Nearly always  | 20.6%      |
|  | Sometimes      | 33.8%      |
|  | Rarely         | 20.7%      |
|  | Never          | 4.9%       |
|  | <i>Total N</i> | <b>505</b> |
| <i>58b. Driving while texting/messaging (etc.) on a handheld phone?</i>  | Always         | 20.5%      |
|  | Nearly always  | 20.3%      |
|  | Sometimes      | 33.2%      |
|  | Rarely         | 20.6%      |
|  | Never          | 5.5%       |
|  | <i>Total N</i> | <b>505</b> |
| <i>58c. Driving while not wearing a seatbelt?</i>  | Always         | 19.6%      |
|  | Nearly always  | 16.2%      |
|  | Sometimes      | 28.2%      |
|  | Rarely         | 28.1%      |
|  | Never          | 7.9%       |
|  | <i>Total N</i> | <b>505</b> |
| <i>58d. Driving with a young child not properly restrained?</i>  | Always         | 27.9%      |
|  | Nearly always  | 10.8%      |
|  | Sometimes      | 28.6%      |
|  | Rarely         | 25.3%      |
|  | Never          | 7.4%       |
|  | <i>Total N</i> | <b>505</b> |
| <i>58e. Driving over the speed limit?</i>  | Always         | 27.5%      |
|  | Nearly always  | 23.0%      |
|  | Sometimes      | 36.9%      |
|  | Rarely         | 7.8%       |
|  | Never          | 4.8%       |
|  | <i>Total N</i> | <b>505</b> |
| <i>58f. Driving under the influence of alcohol (DUI)?</i>  | Always         | 37.6%      |
|  | Nearly always  | 21.4%      |
|  | Sometimes      | 31.3%      |
|  | Rarely         | 5.5%       |
|  | Never          | 4.3%       |
|  | <i>Total N</i> | <b>505</b> |
| <i>58g. Driving under the influence of drugs (DUID)?</i>   | Always         | 36.7%      |
|  | Nearly always  | 18.9%      |
|  | Sometimes      | 32.0%      |
|  | Rarely         | 8.1%       |
|  | Never          | 4.3%       |
|  | <i>Total N</i> | <b>505</b> |

## Appendices

## Appendix A. Additional Respondent Characteristics

| Question   | <i>Percent</i>                   |                |
|--|----------------------------------|----------------|
| <i>63. What was your total household income last year?</i>                 | <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> |
| <i>64. What is the highest degree or level of education you completed?</i> | <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>     |
| <i>16. Do you currently own, lease, or regularly drive a car?</i>          | <b>Yes</b>                       | 92.8%          |
|  | <b>No</b>                        | 7.2%           |
|  | <b>Total N</b>                   | <b>505</b>     |
| <i>17. What type of motor vehicle do you drive or ride in most often?</i>  | <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> |
| <i>18. Have you been involved in a crash in the last 3 months?</i>         | <b>Yes</b>                       | 3.9%           |
|  | <b>No</b>                        | 96.1%          |
|  | <b>Total N</b>                   | <b>505</b>     |
| <i>19. Have you received a ticket in the last 3 months?</i>                | <b>Yes</b>                       | 3.2%           |
|  | <b>No</b>                        | 96.8%          |
|  | <b>Total N</b>                   | <b>505</b>     |
| <i>19a. If yes, what was it for? (multiple answers possible)</i>           | <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> |

## 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><br>(% 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%        |
|                       | <b>Total N</b>          | <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%        |
| <b>Total N</b>        | <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%        |
|                       | <b>Total N</b>          | <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%       |
|                       | <b>Total N</b>          | <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>505</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>505</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>505</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>505</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>  | <b>505</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>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>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>  |

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%       |
|   | <i>Total N</i>                     | <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>                   |                                    |             |             |             |
| <i>Hold phone in one hand and look down/up briefly (multitask)</i>                                      | <b>Yes</b>                         | 3.1%        | 6.0%        | 4.1%        |
|   | <b>No</b>                          | 96.9%       | 94.0%       | 95.9%       |
|   | <i>Total N</i>                     | <b>500</b>  | <b>503</b>  | <b>505</b>  |
| <i>Phone is mounted in holder, hands are on the wheel, eyes on the road</i>                             | <b>Yes</b>                         | 6.7%        | 8.7%        | 8.5%        |
|   | <b>No</b>                          | 93.3%       | 91.3%       | 91.5%       |
|   | <i>Total N</i>                     | <b>500</b>  | <b>503</b>  | <b>505</b>  |
| <i>Phone is mounted and connected to in-vehicle technology (manually use touch screen or buttons)</i>   | <b>Yes</b>                         | 7.3%        | 10.2%       | 7.0%        |
|   | <b>No</b>                          | 92.7%       | 89.8%       | 93.0%       |
|   | <i>Total N</i>                     | <b>500</b>  | <b>503</b>  | <b>505</b>  |
| <i>Phone is mounted and connected to in-vehicle technology, handsfree</i>                               | <b>Yes</b>                         | 8.0%        | 8.4%        | 6.4%        |
|   | <b>No</b>                          | 92.0%       | 91.6%       | 93.6%       |
|   | <i>Total N</i>                     | <b>500</b>  | <b>503</b>  | <b>505</b>  |
| <i>Keep phone on lap so you can quickly look down at red lights and stop signs</i>                      | <b>Yes</b>                         | 3.3%        | 4.6%        | 3.1%        |
|   | <b>No</b>                          | 96.7%       | 95.4%       | 96.9%       |
|   | <i>Total N</i>                     | <b>500</b>  | <b>503</b>  | <b>505</b>  |
| <i>I do not use my phone for entertainment or social media while driving</i>                            | <b>Yes</b>                         | 77.9%       | 75.0%       | 77.4%       |
|   | <b>No</b>                          | 22.1%       | 25.0%       | 22.6%       |
|   | <i>Total N</i>                     | <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%       |
|   | <i>Total N</i>                     | <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>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>  |

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 <u>nighttime/after dark</u> 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**

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

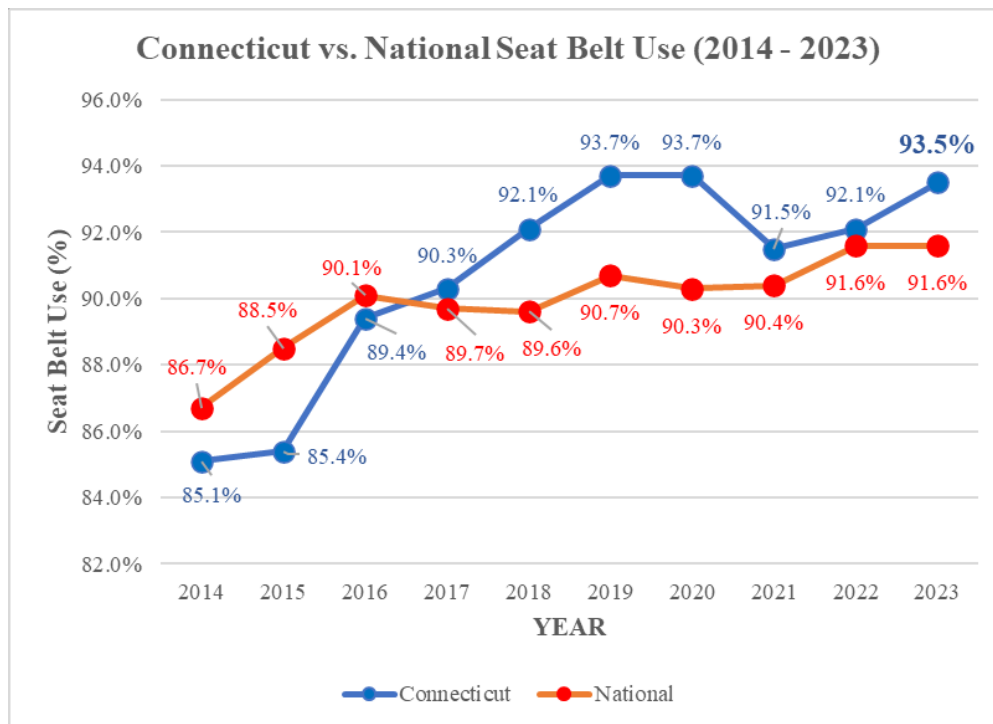


The 2023 seat belt use rate for Connecticut, based on the formulas previously described, was 93.5 percent for drivers and passengers combined (95 percent CI,  $\pm$  2 percent). The Connecticut statewide belt use rates have increased steadily over time, from 59.2 percent in 1995 to a high of 93.7 percent 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 |        |       |
|-----------------------|---------|--------|-------|------------|--------|-------|---------------|--------|-------|
|                       | Male    | Female | Total | Male       | Female | Total | Male          | Female | Total |
| <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       | WOODBIDGE      | 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       | WOODBIDGE      | 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.<br># | Vehicle<br>C = car<br>T = truck<br>S = suv<br>V = van | Race<br>W = white<br>B = black<br>N/S = unsure | Sex<br>M = male<br>F = female<br>N/S = unsure | Use<br>Y = yes<br>N = no<br>N/S = unsure | Race<br>W = white<br>B = black<br>N/S = unsure | Sex<br>M = male<br>F = female<br>N/S = unsure | Use<br>Y = yes<br>N = no<br>N/S = unsure | Veh.<br># | Vehicle<br>C = car<br>T = truck<br>S = suv<br>V = van | Race<br>W = white<br>B = black<br>N/S = unsure | Sex<br>M = male<br>F = female<br>N/S = unsure | Use<br>Y = yes<br>N = no<br>N/S = unsure | Race<br>W = white<br>B = black<br>N/S = unsure | Sex<br>M = male<br>F = female<br>N/S = unsure | Use<br>Y = yes<br>N = no<br>N/S = unsure |
| 1         |   |  |   |  |  |   |  | 36        |   |  |   |  |  |   |  |
| 2         |   |  |   |  |  |   |  | 37        |   |  |   |  |  |   |  |
| 3         |   |  |   |  |  |   |  | 38        |   |  |   |  |  |   |  |
| 4         |   |  |   |  |  |   |  | 39        |   |  |   |  |  |   |  |
| 5         |   |  |   |  |  |   |  | 40        |   |  |   |  |  |   |  |
| 6         |   |  |   |  |  |   |  | 41        |   |  |   |  |  |   |  |
| 7         |   |  |   |  |  |   |  | 42        |   |  |   |  |  |   |  |
| 8         |   |  |   |  |  |   |  | 43        |   |  |   |  |  |   |  |
| 9         |   |  |   |  |  |   |  | 44        |   |  |   |  |  |   |  |
| 10        |   |  |   |  |  |   |  | 45        |   |  |   |  |  |   |  |
| 11        |   |  |   |  |  |   |  | 46        |   |  |   |  |  |   |  |
| 12        |   |  |   |  |  |   |  | 47        |   |  |   |  |  |   |  |
| 13        |   |  |   |  |  |   |  | 48        |   |  |   |  |  |   |  |
| 14        |   |  |   |  |  |   |  | 49        |   |  |   |  |  |   |  |
| 15        |   |  |   |  |  |   |  | 50        |   |  |   |  |  |   |  |
| 16        |   |  |   |  |  |   |  | 51        |   |  |   |  |  |   |  |
| 17        |   |  |   |  |  |   |  | 52        |   |  |   |  |  |   |  |
| 18        |   |  |   |  |  |   |  | 53        |   |  |   |  |  |   |  |
| 19        |   |  |   |  |  |   |  | 54        |   |  |   |  |  |   |  |
| 20        |   |  |   |  |  |   |  | 55        |   |  |   |  |  |   |  |
| 21        |   |  |   |  |  |   |  | 56        |   |  |   |  |  |   |  |
| 22        |   |  |   |  |  |   |  | 57        |   |  |   |  |  |   |  |
| 23        |   |  |   |  |  |   |  | 58        |   |  |   |  |  |   |  |
| 24        |   |  |   |  |  |   |  | 59        |   |  |   |  |  |   |  |
| 25        |   |  |   |  |  |   |  | 60        |   |  |   |  |  |   |  |
| 26        |   |  |   |  |  |   |  | 61        |   |  |   |  |  |   |  |
| 27        |   |  |   |  |  |   |  | 62        |   |  |   |  |  |   |  |
| 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<br/>(N=247)</b> | <b>2016<br/>(N=163)</b> | <b>2018<br/>(N=392)</b> | <b>2019<br/>(N=163)</b> | <b>2020<br/>(N=212)</b> | <b>2021<br/>(N=164)</b> | <b>2022<br/>(N=103)</b> | <b>2023<br/>(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 %<br/>(N)</b>      | 24.3%<br>(18)  | 25.7%<br>(19)  | 50.0%<br>(37)       |
| <b>Toddler %<br/>(N)</b>     | 45.8%<br>(82)  | 50.3%<br>(90)  | 3.9%<br>(7)         |
| <b>Young Child %<br/>(N)</b> | 46.9%<br>(53)  | 51.3%<br>(58)  | 1.8%<br>(2)         |
| <b>Older Child %<br/>(N)</b> | 50.%<br>(63)   | 48.4%<br>(60)  | 0.8%<br>(1)         |
| <b>Total %<br/>(N)</b>       | 44.1%<br>(216) | 46.3%<br>(227) | 9.6%<br>(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<br>(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,<br>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<br>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<br>Green)                                      | 41.27627, -72.86785 |
| 3:00 - 4:00   | Thu        | <b>40</b>   | <b>East Haven</b>    | W          | Hemingway Ave & Trolley Square (Trolley<br>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<br>(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,<br>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<br>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<br>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><br>(N)             | 2.1%<br>(227) | 1.8%<br>(168)  | 1.8%<br>(188) | 1.8%<br>(134)  | <b>1.9%</b><br>(717)   |
| <b>Manipulation Observed (MO) %</b><br>(N)             | 6.2%<br>(672) | 4.6%*<br>(433) | 5.9%<br>(599) | 4.3%*<br>(322) | <b>5.4%</b><br>(2,026) |
| <b>Manipulation incl. Probable (MiP)</b><br>(%)<br>(N) | 7.1%<br>(779) | 5.4%*<br>(507) | 6.7%<br>(686) | 4.9%*<br>(368) | <b>6.1%</b><br>(2,340) |
| <b>Any Distraction Observed (AO) (%)</b><br>(N)        | 7.0%<br>(767) | 5.5%*<br>(516) | 6.9%<br>(698) | 5.2%*<br>(391) | <b>6.2%</b><br>(2,372) |
| <b>Any incl. Probable (AiP) (%)</b><br>(N)             | 7.9%<br>(874) | 6.3%*<br>(590) | 7.7%<br>(785) | 5.8%*<br>(437) | <b>7.0%</b><br>(2,686) |

^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 %<br>(N)   | 2.3%<br>(143) | 1.9%<br>(102) | 1.9%<br>(109) | 1.6%<br>(69) | 2.0%<br>(423) |
|               | Women %<br>(N) | 1.8%<br>(84)  | 1.6%<br>(66)  | 1.8%<br>(79)  | 2.0%<br>(63) | 1.8%<br>(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 %<br>(N)   | 6.2%<br>(387) | 4.3%*<br>(226) | 6.2%<br>(349) | 4.2%*<br>(183) | 5.3%<br>(1,145) |
|                                   | Women %<br>(N) | 6.1%<br>(283) | 5.1%^<br>(207) | 5.6%<br>(250) | 4.5%^<br>(137) | 5.4%<br>(877)   |
| Manipulation incl. Probable (MiP) | Men %<br>(N)   | 7.1%<br>(446) | 5.1%*<br>(267) | 7.1%<br>(403) | 4.6%*<br>(203) | 6.1%<br>(1,319) |
|                                   | Women %<br>(N) | 7.1%<br>(331) | 5.8%^<br>(240) | 6.3%<br>(283) | 5.3%<br>(163)  | 6.2%<br>(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 %<br>(N)   | 7.2%<br>(457) | 5.5%*<br>(291) | 7.4%<br>(420) | 5.1%*<br>(225) | 6.4%<br>(1,393) |
|                               | Women %<br>(N) | 6.6%<br>(308) | 5.4%^<br>(225) | 6.2%<br>(278) | 5.3%<br>(163)  | 5.9%<br>(974)   |
| Any incl. Probable (MiP)      | Men %<br>(N)   | 8.2%<br>(516) | 6.3%*<br>(332) | 8.3%<br>(474) | 5.6%*<br>(245) | 7.2%<br>(1,567) |
|                               | Women %<br>(N) | 7.6%<br>(356) | 6.2%^<br>(258) | 7.0%<br>(311) | 6.1%<br>(189)  | 6.8%<br>(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 %<br>(N)   | 2.4%<br>(44)  | 2.1%<br>(32)  | 1.9%<br>(30)  | 2.3%<br>(27) | <b>2.2%</b><br><b>(133)</b> |
|               | 25-59 %<br>(N) | 2.2%<br>(169) | 1.8%<br>(117) | 2.1%<br>(145) | 1.9%<br>(93) | <b>2.0%</b><br><b>(524)</b> |
|               | 60+ %<br>(N)   | 0.8%<br>(13)  | 1.3%<br>(19)  | 0.8%<br>(13)  | 1.0%<br>(13) | <b>1.0%</b><br><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 %<br>(N)   | 8.0%<br>(143) | 6.3%<br>(95)   | 9.6%<br>(148)  | 6.8%^<br>(80)  | <b>7.8%</b><br><b>(466)</b>   |
|                                   | 25-59 %<br>(N) | 6.7%<br>(500) | 5.0%*<br>(317) | 6.1%<br>(421)  | 4.4%*<br>(219) | <b>5.7%</b><br><b>(1,457)</b> |
|                                   | 60+ %<br>(N)   | 1.7%<br>(28)  | 1.4%<br>(21)   | 1.7%<br>(29)   | 1.7%<br>(22)   | <b>1.6%</b><br><b>(100)</b>   |
| Manipulation incl. Probable (MiP) | <25 %<br>(N)   | 9.4%<br>(170) | 7.4%^<br>(113) | 10.5%<br>(164) | 7.9%^<br>(93)  | <b>8.9%</b><br><b>(540)</b>   |
|                                   | 25-59 %<br>(N) | 7.6%<br>(579) | 5.8%*<br>(370) | 7.1%<br>(490)  | 5.0%*<br>(251) | <b>6.5%</b><br><b>(1,690)</b> |
|                                   | 60+ %<br>(N)   | 1.8%<br>(29)  | 1.6%<br>(23)   | 1.9%<br>(31)   | 1.8%<br>(23)   | <b>1.7%</b><br><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 %<br>(N)   | 8.7%<br>(158)  | 7.2%<br>(110)  | 10.1%<br>(158) | 7.8%^<br>(92)  | 8.5%<br>(518)   |
|                               | 25-59 %<br>(N) | 7.6%<br>(578)  | 5.8%*<br>(372) | 7.2%<br>(500)  | 5.4%*<br>(570) | 6.6%<br>(1,720) |
|                               | 60+ %<br>(N)   | 1.8%<br>(30)   | 2.3%<br>(34)   | 2.3%<br>(39)   | 2.1%<br>(28)   | 2.2%<br>(131)   |
| Any incl. Probable (MiP)      | <25 %<br>(N)   | 10.2%<br>(185) | 8.4%<br>(128)  | 11.2%<br>(174) | 8.9%<br>(105)  | 9.7%<br>(592)   |
|                               | 25-59 %<br>(N) | 8.7%<br>(657)  | 6.6%*<br>(425) | 8.2%<br>(569)  | 6.0%*<br>(302) | 7.5%<br>(1,953) |
|                               | 60+ %<br>(N)   | 1.9%<br>(31)   | 2.5%<br>(36)   | 2.5%<br>(41)   | 2.2%<br>(29)   | 2.3%<br>(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 %<br>(N)    | 1.6%<br>(68) | 1.7%<br>(63)  | 1.6%<br>(54) | 1.4%<br>(40) | 1.6%<br>(225) |
|               | Pickup %<br>(N) | 3.6%<br>(42) | 2.4%<br>(24)  | 2.9%<br>(34) | 2.1%<br>(17) | 2.8%<br>(117) |
|               | SUV %<br>(N)    | 1.7%<br>(80) | 1.7%<br>(68)  | 1.4%<br>(66) | 1.9%<br>(60) | 1.6%<br>(274) |
|               | Van %<br>(N)    | 4.1%<br>(37) | 1.8%^<br>(13) | 4.1%<br>(34) | 2.8%<br>(17) | 3.3%<br>(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 %<br>(N)    | 5.7%<br>(243) | 4.7% ^<br>(168) | 5.6%<br>(190) | 3.7% *<br>(104) | <b>5.0%</b><br><b>(705)</b>   |
|                                   | Pickup %<br>(N) | 7.9%<br>(91)  | 3.7% *<br>(37)  | 7.1%<br>(82)  | 5.8%<br>(48)    | <b>6.3%</b><br><b>(258)</b>   |
|                                   | SUV %<br>(N)    | 5.8%<br>(269) | 4.8% ^<br>(194) | 5.5%<br>(259) | 4.4% ^<br>(140) | <b>5.2%</b><br><b>(862)</b>   |
|                                   | Van %<br>(N)    | 7.6%<br>(69)  | 4.9% ^<br>(34)  | 8.3%<br>(68)  | 4.9% ^<br>(30)  | <b>6.6%</b><br><b>(201)</b>   |
| Manipulation incl. Probable (MiP) | Car %<br>(N)    | 6.4%<br>(274) | 5.3% ^<br>(191) | 6.3%<br>(214) | 4.3% *<br>(122) | <b>5.7%</b><br><b>(801)</b>   |
|                                   | Pickup %<br>(N) | 8.8%<br>(102) | 4.8% *<br>(47)  | 8.0%<br>(94)  | 6.3%<br>(52)    | <b>7.1%</b><br><b>(295)</b>   |
|                                   | SUV %<br>(N)    | 7.0%<br>(327) | 5.6% *<br>(231) | 6.3%<br>(303) | 5.0% ^<br>(160) | <b>6.1%</b><br><b>(1,021)</b> |
|                                   | Van %<br>(N)    | 8.3%<br>(76)  | 5.4% ^<br>(38)  | 9.1%<br>(75)  | 5.5% ^<br>(34)  | <b>7.3%</b><br><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 %<br>(N)    | 6.4%<br>(272)  | 5.6%<br>(201)  | 6.3%<br>(214)  | 4.4%*<br>(127) | 5.8%<br>(814)   |
|                               | Pickup %<br>(N) | 9.9%<br>(115)  | 5.4%*<br>(53)  | 9.1%<br>(107)  | 6.8%<br>(56)   | 8.0%<br>(331)   |
|                               | SUV %<br>(N)    | 6.3%<br>(294)  | 5.3%<br>(219)  | 6.1%<br>(291)  | 5.2%<br>(168)  | 5.8%<br>(972)   |
|                               | Van %<br>(N)    | 9.4%<br>(86)   | 6.1%^<br>(43)  | 10.4%<br>(86)  | 6.5%*<br>(40)  | 8.3%<br>(255)   |
| Any incl. Probable (AiP)      | Car %<br>(N)    | 7.1%<br>(303)  | 6.2%<br>(224)  | 7.0%<br>(238)  | 5.1%*<br>(145) | 6.4%<br>(910)   |
|                               | Pickup %<br>(N) | 10.9%<br>(126) | 6.4%*<br>(63)  | 10.1%<br>(119) | 7.3%^<br>(60)  | 8.9%<br>(368)   |
|                               | SUV %<br>(N)    | 7.5%<br>(352)  | 6.2%^<br>(256) | 7.0%<br>(335)  | 5.8%^<br>(188) | 6.7%<br>(1,131) |
|                               | Van %<br>(N)    | 10.2%<br>(93)  | 6.7%^<br>(47)  | 11.3%<br>(93)  | 7.1%*<br>(44)  | 9.1%<br>(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.

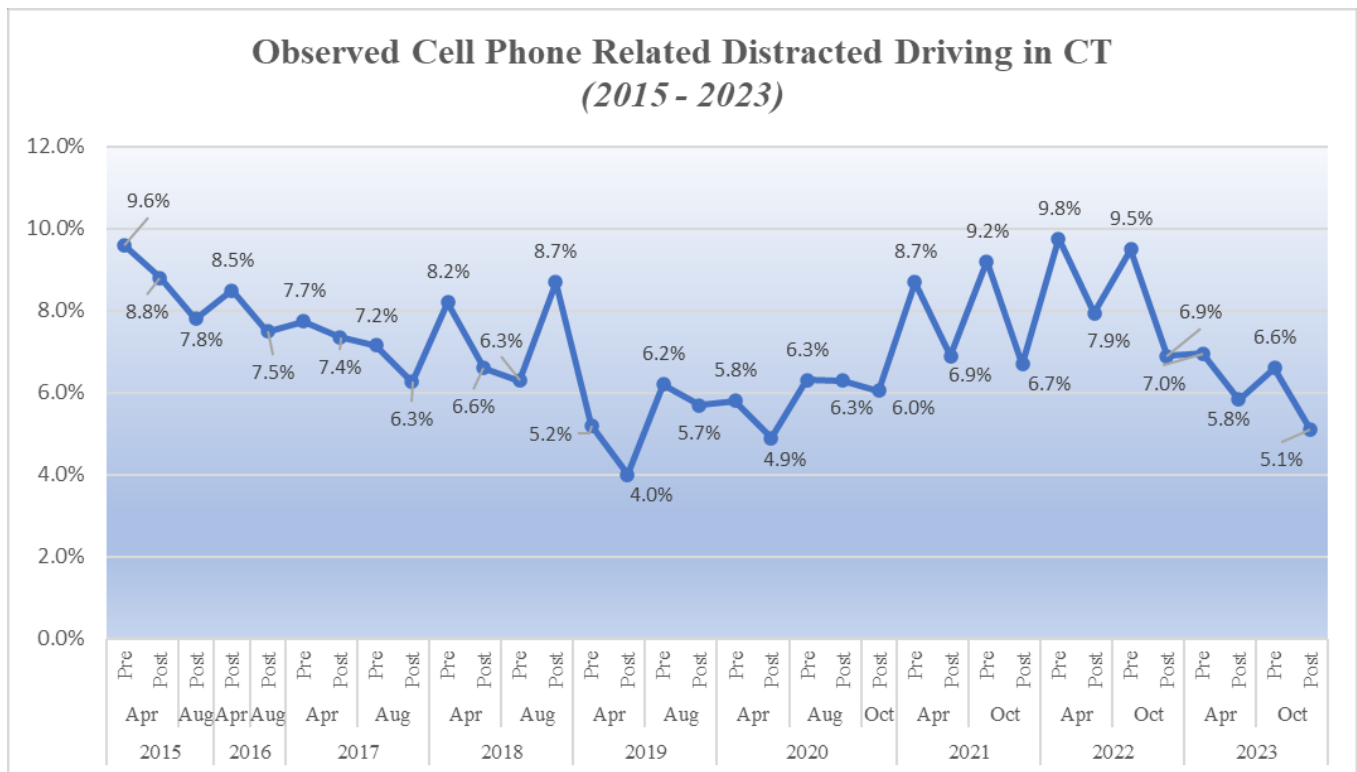
# Connecticut Distracted Driving Observation Data

## 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%        |