



2018 CONNECTICUT

CRASH FACTS BOOK

OCT 2019 // PREPARED BY CT TRANSPORTATION SAFETY RESEARCH CENTER



Section I: Executive Summary

INTRODUCTION

This report presents data of motor vehicle crashes that occurred on Connecticut's publicly maintained roadways during 2018. The information required to produce this report was obtained from police crash reports supplied to the Connecticut Department of Transportation (CT DOT) by investigating police agencies. This information is then transferred to the Connecticut Crash Data Repository (CTCDR), which is housed at the Connecticut Transportation Safety Research Center (CTSRC).

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

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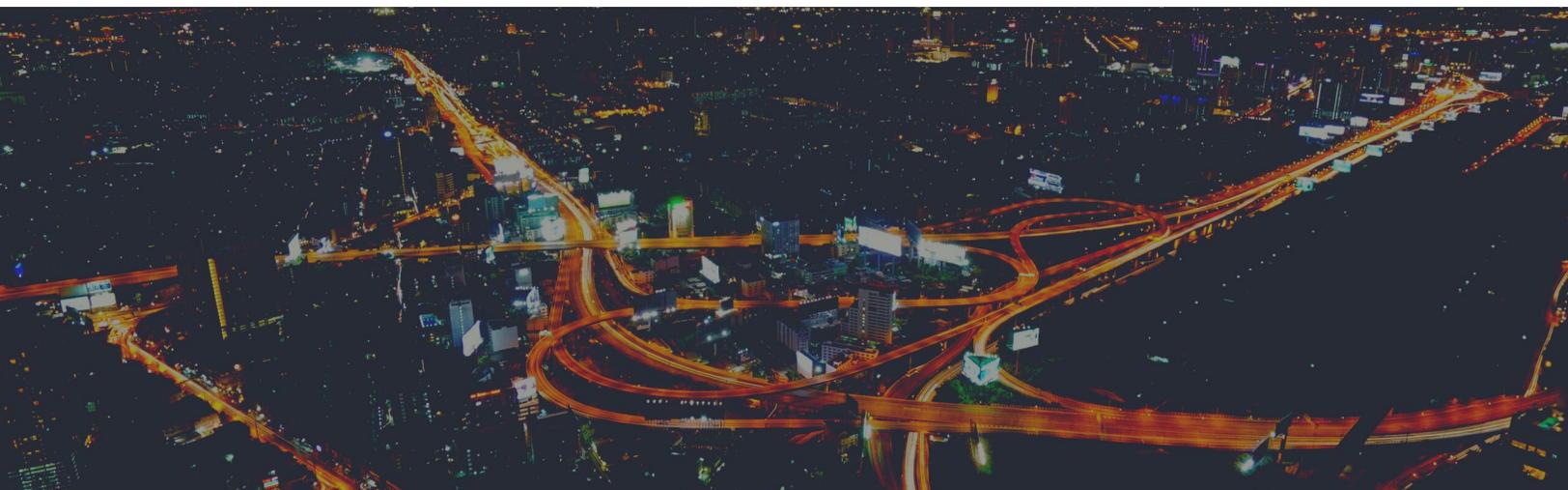
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State Data
TODAY

ACKNOWLEDGMENTS

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

- CT DOT Bureau of Policy and Planning**
- Connecticut Transportation Safety Research Center**
- Connecticut Traffic Records Coordinating Committee**
- Connecticut State Police**
- Connecticut Local Law Enforcement**
- National Highway Traffic Safety Administration**
- Federal Highway Administration**



NOTES AND DATA LIMITATIONS

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

- The town of Windsor Locks did not submit crash data to CT DOT for 2011. Therefore, there are no Windsor Locks crashes on file for that year.
- Property damage only crashes that occurred on locally maintained roadways were not coded for inclusion in the CT DOT traffic crash database for the time period of March 1, 2011 to December 31, 2011. The reader should be aware of the omission of local road property damage only crashes when reviewing data for this particular period.
- Only motor vehicle traffic crashes that have been reported to the CT DOT are included in this report. Not included are crashes that did not meet the minimum criteria for a reportable crash, crashes that the police did not investigate, and crashes that the police investigated but did not report or that CT DOT did not receive.
- The data contained within this report is only reflective of two years of crash data collected on the revised crash report form. Therefore, many of the variations between 2015-2017 data and data from previous years can be attributed to the changes in data collection.
- In order to minimize misinterpretation of the data presented, please take note of the definitions provided in the glossary (Appendix A).
- Please be aware that graphs and charts are presented in a logarithmic scale. This was an intentional choice by the authors to make the data more visible for readers.
- Data discrepancies may exist between this report and previous crash fact book publications. These differences can be attributed to newer and updated information becoming available throughout the crash investigation as well as the state's transition to a new electronic crash reporting system and many substantial changes to the police crash reporting form.

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

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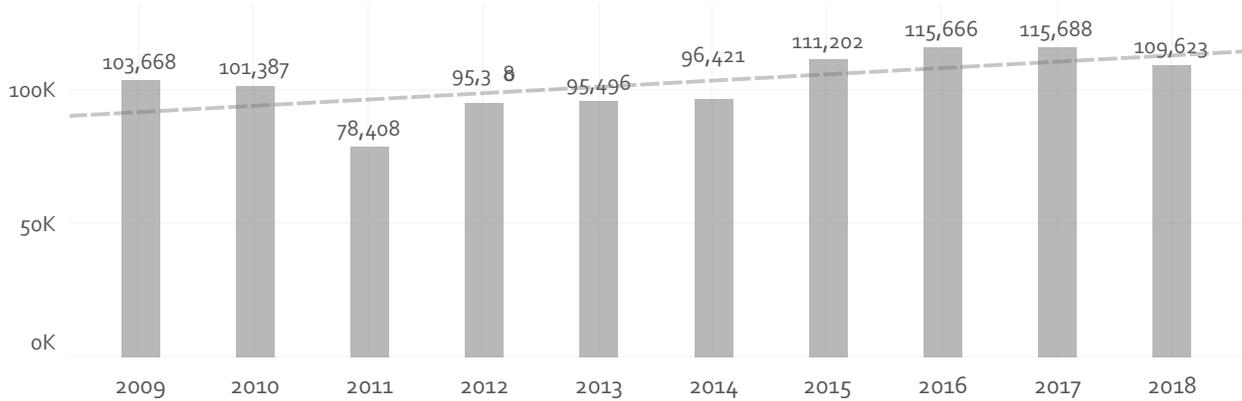
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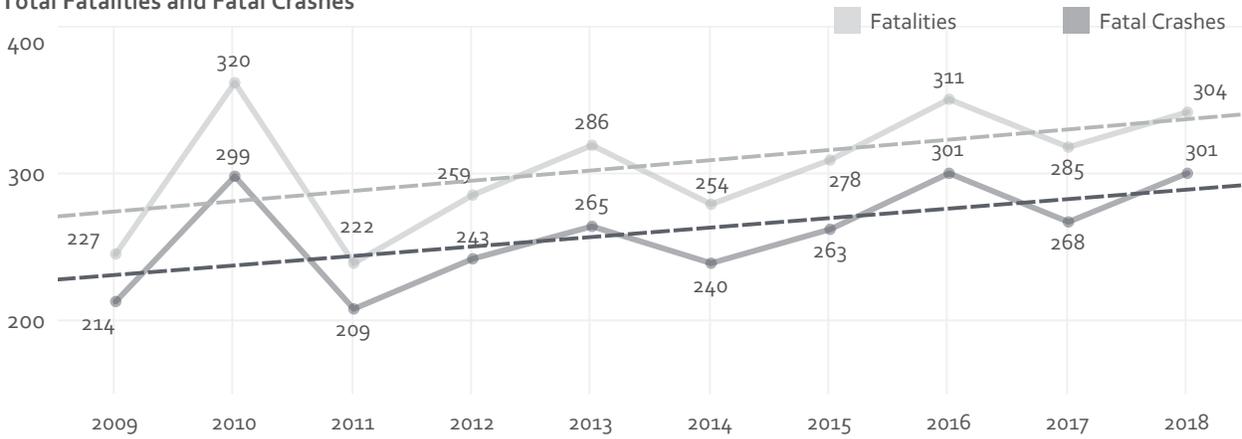
Section II: Trends

TEN YEAR TRENDS: 2009-2018

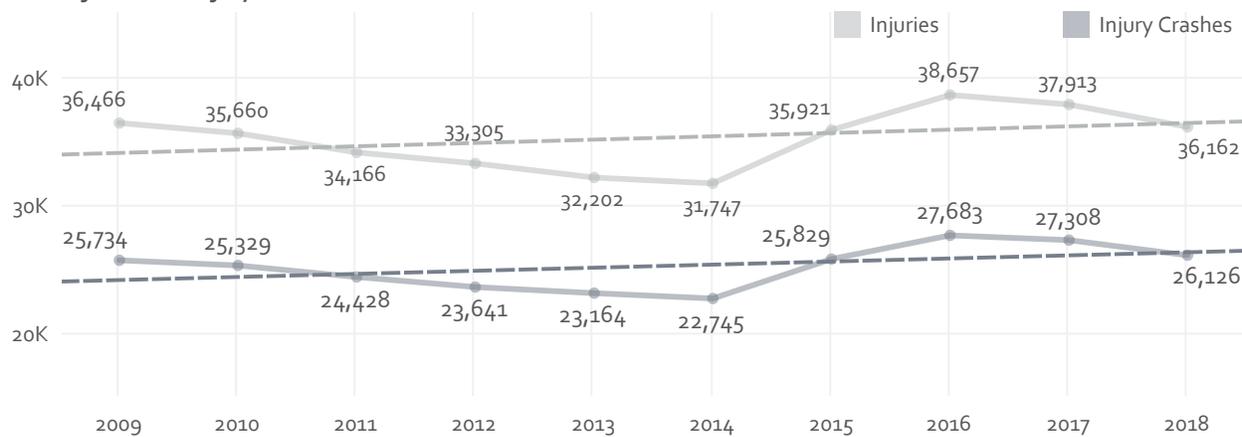
Total Crashes



Total Fatalities and Fatal Crashes



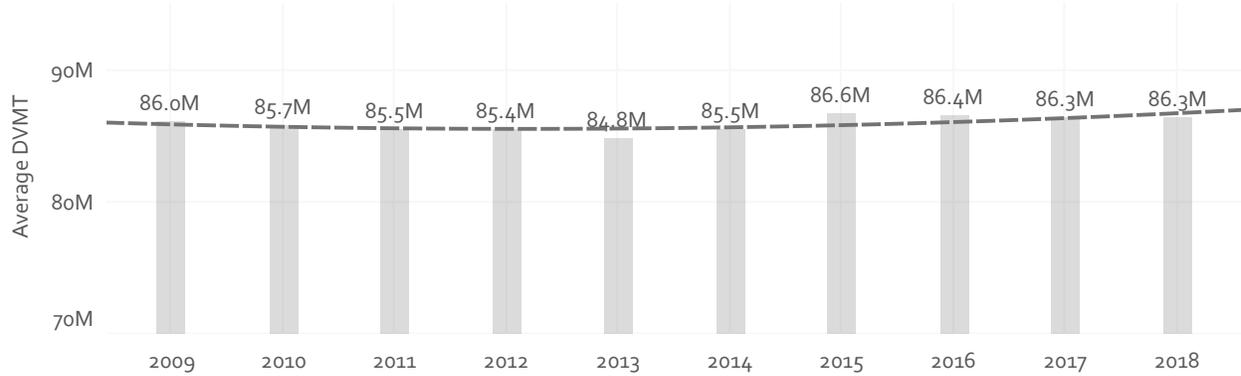
Total Injuries and Injury Crashes



AVERAGE DVMT: 2009-2018

The three graphs below display statewide crashes by Daily Vehicles Miles Travelled (DVMT). DVMT measures the average daily miles traveled on all of the roads in the state. The ratio of crashes to DVMT shows the number of crashes adjusted for the total roadway traffic for the state.

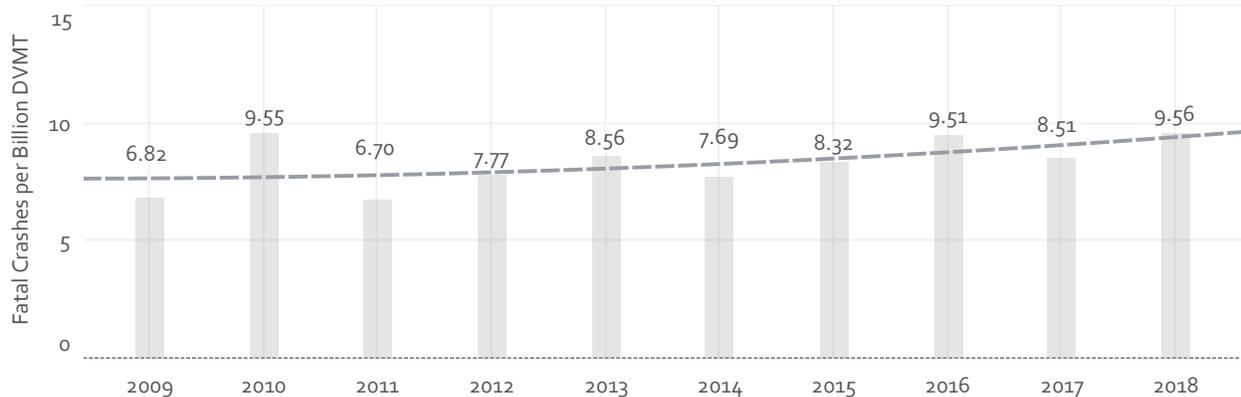
Average DVMT



Crashes by DVMT



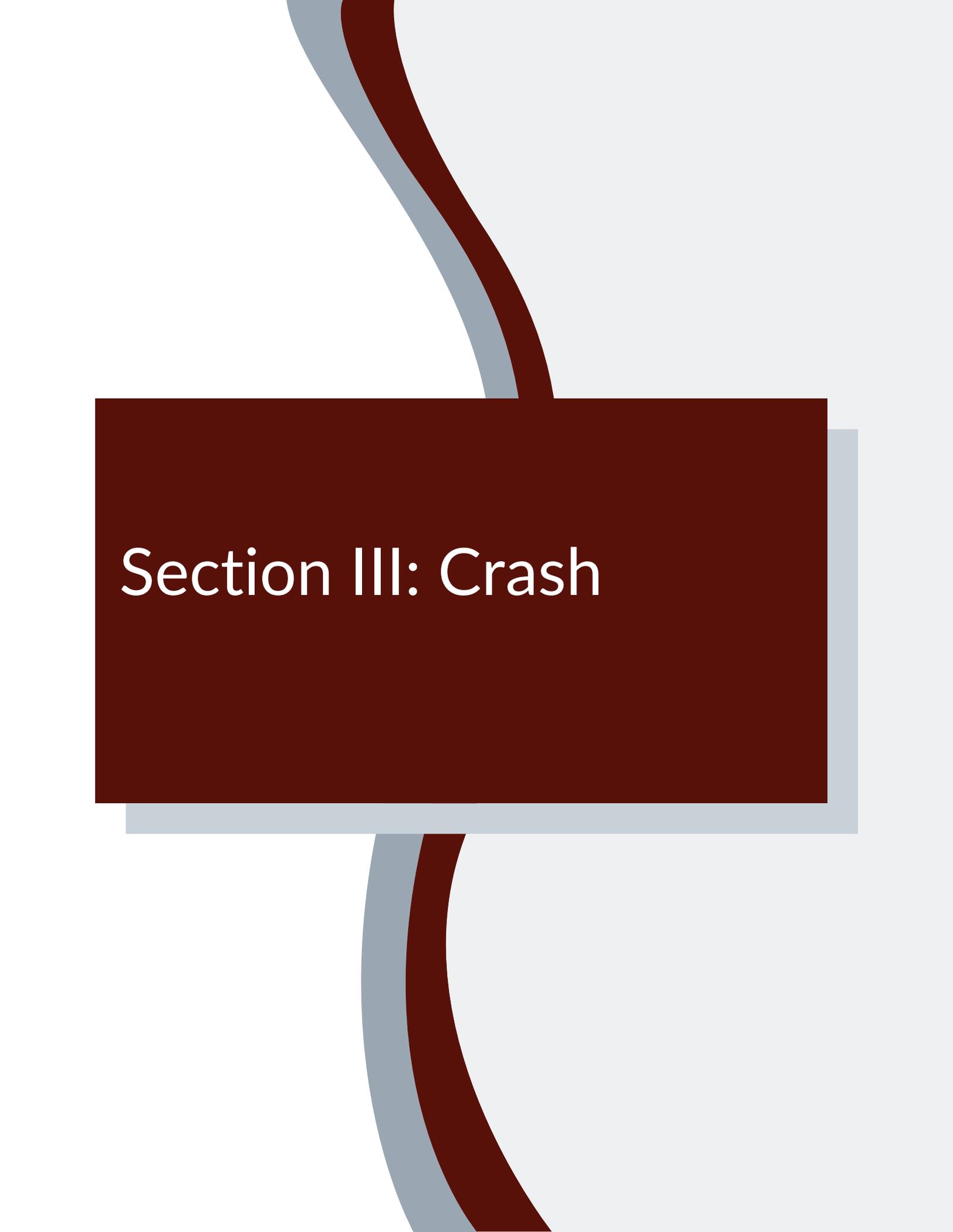
Fatal Crashes by DVMT



HOLIDAY CRASHES: 2016-2018

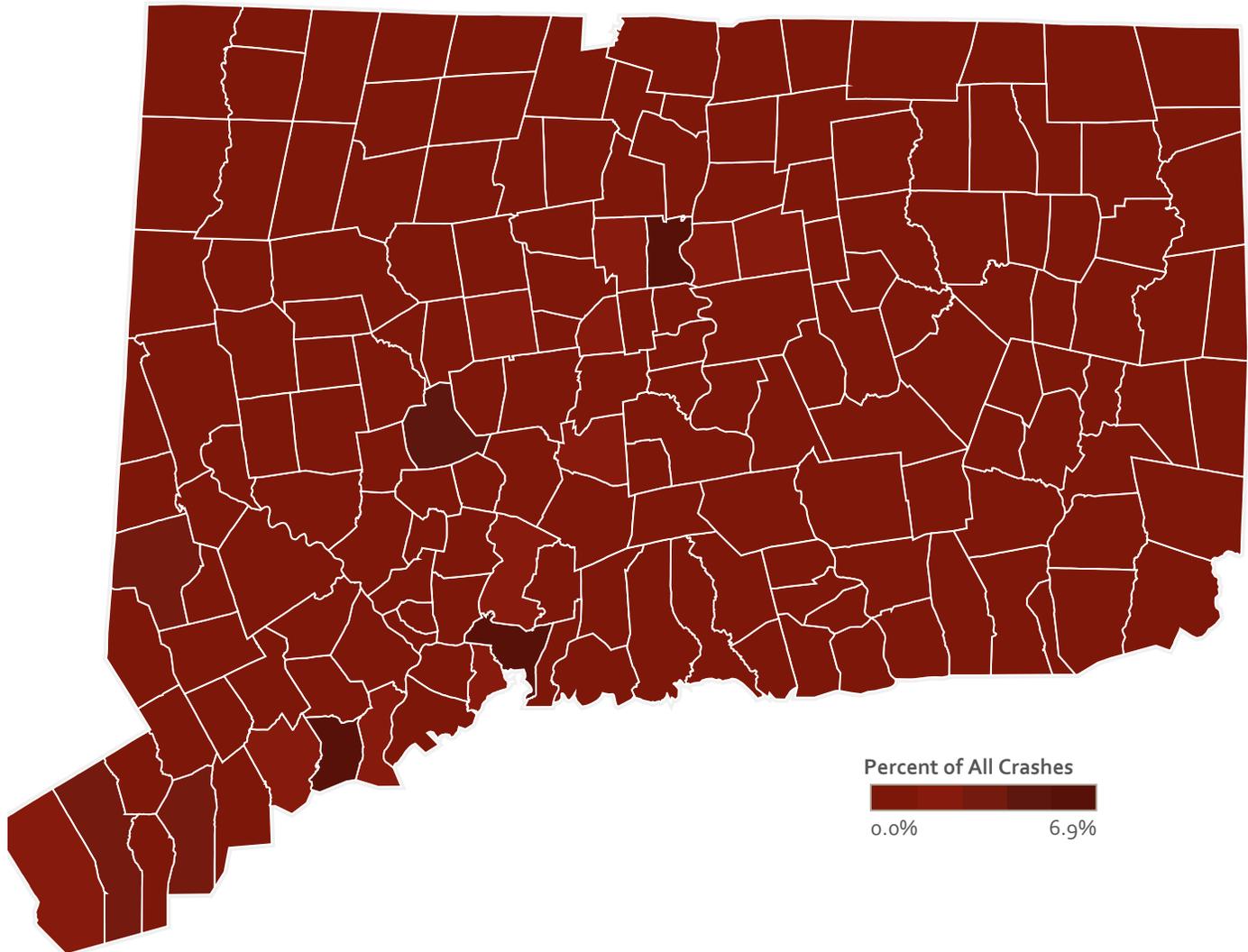
Holiday periods often correspond with different driving patterns as well as an increase in risky driving behaviors. The table below shows the number of crashes, including injury and fatal crashes, for 2016, 2017, and 2018 as a comparison. The range of dates used to define the holidays for each year is shown on the right. Christmas and New Year's crashes increased in 2018 from the previous year.

		2016	2017	2018	
New Year's Day	Injury Crashes	218	260	380	New Year's Date Ranges: 2016: Fri 12/30 to Mon 1/2 2017: Fri 12/29 to Mon 1/1 2018: Fri 12/28 to Tues 1/1
	Fatal Crashes	1	3	5	
	All Crashes	941	1,098	1,666	
St. Patrick's Day	Injury Crashes	234	275	238	St. Patrick's Day Date Ranges: 2016: Thurs 3/17 to Sun 3/20 2017: Fri 3/17 to Mon 3/20 2018: Fri 3/16 to Mon 3/20
	Fatal Crashes	4	2	3	
	All Crashes	1,028	1,273	1,011	
Memorial Day Weekend	Injury Crashes	307	245	292	Memorial Day Date Ranges: 2016: Fri 5/27 to Mon 5/30 2017: Fri 5/26 to Mon 5/29 2018: Fri 5/25 to Mon 5/28
	Fatal Crashes	4	4	3	
	All Crashes	1,122	1,004	1,081	
Independence Day Weekend	Injury Crashes	262	287	196	Independence Day Date Ranges: 2016: Fri 7/1 to Mon 7/4 2017: Sat 7/1 to Tues 7/4 2018: Tues 7/3 to Thurs 7/5
	Fatal Crashes	4	1	4	
	All Crashes	994	1,011	809	
Labor Day Weekend	Injury Crashes	269	308	274	Labor Day Date Ranges: 2016: Fri 9/2 to Mon 9/5 2017: Fri 9/1 to Mon 9/4 2018: Fri 8/31 to Mon 9/3
	Fatal Crashes	2	4	5	
	All Crashes	946	1,138	932	
Thanksgiving	Injury Crashes	344	358	291	Thanksgiving Date Ranges: 2016: Thurs 11/24 to Mon 11/28 2017: Thurs 11/23 to Mon 11/27 2018: Thurs 11/22 to Mon 11/26
	Fatal Crashes	4	6	6	
	All Crashes	1,427	1,522	1,235	
Christmas	Injury Crashes	252	256	325	Christmas Date Ranges: 2016: Fri 12/23 to Sun 12/25 2017: Fri 12/22 to Mon 12/25 2018: Fri 12/21 to Tues 12/25
	Fatal Crashes	4	1	5	
	All Crashes	1,030	1,249	1,441	



Section III: Crash

STATEWIDE CRASH MAP



The map above displays the percent of all 2018 crashes that occurred in each Connecticut town. The greatest proportion of crashes are in the towns of Hartford, Bridgeport, Waterbury and New Haven. These towns are not only some of Connecticut's most densely populated areas but the state's major highways also pass through them, which causes daily vehicle miles traveled to be higher in these areas.

CRASHES BY TOWN (A-D)

The table below and on the next five subsequent pages displays the total number of crashes, fatal crashes, injury crashes, fatalities and injuries for all 169 Connecticut towns and the community of Mashantucket. New Haven had the highest number of total crashes at 7,291. The capital city of Hartford had the highest number of fatal crash victims at 31.

Town	Total Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries
Andover	53	0	0	14	18
Ansonia	398	1	1	105	142
Ashford	50	0	0	16	21
Avon	420	0	0	79	99
Barkhamsted	87	0	0	20	25
Beacon Falls	109	0	0	26	34
Berlin	767	0	0	203	273
Bethany	113	2	2	34	44
Bethel	478	1	1	103	129
Bethlehem	35	0	0	7	9
Bloomfield	739	1	0	215	309
Bolton	109	3	3	25	31
Bozrah	47	0	0	9	9
Branford	797	1	1	203	287
Bridgeport	6,222	11	11	1,763	2,650
Bridgewater	25	0	0	4	6
Bristol	1,720	4	4	398	519
Brookfield	442	1	1	103	145
Brooklyn	124	3	3	33	60
Burlington	108	1	1	33	42
Canaan	33	1	1	6	9
Canterbury	66	1	1	21	27
Canton	267	1	1	58	79
Chaplin	48	1	1	19	27
Cheshire	677	1	1	158	217
Chester	67	0	0	17	22
Clinton	210	0	0	41	60
Colchester	285	3	3	56	83
Colebrook	25	0	0	6	7
Columbia	103	0	0	29	47
Cornwall	35	1	1	11	13
Coventry	208	1	1	41	60
Cromwell	534	2	2	112	150
Danbury	3,544	9	8	726	982
Darien	743	0	0	156	214
Deep River	49	0	0	14	16

CRASHES BY TOWN (D-L)

Town	Total Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries
Derby	408	1	1	83	110
Durham	107	0	0	27	39
East Granby	123	0	0	32	37
East Haddam	105	0	0	28	39
East Hampton	160	4	5	43	60
East Hartford	1,723	3	3	433	596
East Haven	639	1	1	160	217
East Lyme	307	1	1	60	70
East Windsor	337	0	0	81	112
Eastford	26	0	0	8	12
Easton	147	0	0	39	49
Ellington	192	1	1	47	54
Enfield	803	4	7	263	369
Essex	91	1	1	21	28
Fairfield	2,252	1	1	425	561
Farmington	998	2	2	208	277
Franklin	70	0	0	16	19
Glastonbury	644	4	4	150	185
Goshen	49	0	0	11	13
Granby	177	1	1	36	44
Greenwich	1,953	2	2	323	404
Griswold	178	2	2	38	51
Groton	834	3	3	124	163
Guilford	447	2	2	95	129
Haddam	150	2	2	48	66
Hamden	2,093	5	7	477	649
Hampton	28	0	0	10	12
Hartford	6,237	30	31	1,629	2,503
Hartland	18	0	0	6	6
Harwinton	128	1	1	21	24
Hebron	101	0	0	27	34
Kent	43	1	1	14	23
Killingly	424	3	3	93	129
Killingworth	79	0	0	20	21
Lebanon	87	2	2	26	37
Ledyard	197	0	0	42	50
Lisbon	117	1	1	29	32
Litchfield	184	0	0	43	59
Lyme	23	0	0	8	9

CRASHES BY TOWN (M-P)

Town	Total Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries
Madison	292	2	1	63	83
Manchester	1,878	1	1	542	709
Mansfield	474	2	2	87	116
Marlborough	122	1	1	28	48
Meriden	2,018	6	5	554	796
Middlebury	307	2	2	87	119
Middlefield	103	0	0	19	29
Middletown	1,222	2	2	278	400
Milford	1,340	3	3	380	517
Monroe	430	0	0	99	134
Montville	478	1	1	118	165
Morris	41	0	0	10	11
Naugatuck	660	1	1	130	161
New Britain	1,924	8	8	516	711
New Canaan	516	2	2	104	141
New Fairfield	117	0	0	37	48
New Hartford	114	1	2	27	42
New Haven	7,291	20	19	1,978	2,921
New London	918	0	0	128	158
New Milford	634	1	1	183	253
Newington	905	2	2	231	325
Newtown	934	1	1	188	249
Norfolk	41	1	1	11	14
North Branford	261	3	4	62	81
North Canaan	63	1	1	15	20
North Haven	1,299	6	6	302	421
North Stonington	122	5	4	24	34
Norwalk	3,713	5	6	692	894
Norwich	1,361	2	2	267	363
Old Lyme	155	0	0	48	66
Old Saybrook	350	0	0	56	66
Orange	1,087	4	4	311	447
Oxford	182	0	0	44	57
Plainfield	282	2	2	80	104
Plainville	664	2	2	191	243
Plymouth	244	1	1	67	95
Pomfret	52	1	1	10	15

CRASHES BY TOWN (P-W)

Town	Total Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries
Portland	177	1	1	44	62
Preston	165	1	0	53	69
Prospect	176	2	2	44	67
Putnam	212	0	0	44	60
Redding	181	0	0	26	33
Ridgefield	513	0	0	92	111
Rocky Hill	642	1	1	161	217
Roxbury	62	0	0	15	19
Salem	69	0	0	13	16
Salisbury	101	4	4	14	19
Scotland	28	0	0	13	15
Seymour	454	0	0	106	136
Sharon	54	1	1	18	20
Shelton	924	1	2	206	275
Sherman	50	0	0	14	17
Simsbury	411	0	0	111	136
Somers	111	0	0	23	26
South Windsor	433	0	0	137	181
Southbury	475	1	1	92	107
Southington	1,194	2	2	298	385
Sprague	21	0	0	2	3
Stafford	128	0	0	35	45
Stamford	2,949	8	6	542	755
Sterling	32	0	0	11	12
Stonington	500	1	2	102	129
Stratford	1,982	3	3	388	547
Suffield	204	3	3	63	92
Thomaston	236	2	2	51	62
Thompson	115	1	1	25	33
Tolland	256	3	4	64	83
Torrington	977	2	2	193	247
Trumbull	1,217	1	2	285	401
Union	44	1	1	10	13
Vernon	770	3	3	178	245
Voluntown	42	0	0	11	13
Wallingford	1,395	5	5	357	492
Warren	12	0	0	4	4

CRASHES BY TOWN (W)

Town	Total Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries
Washington	70	0	0	23	29
Waterbury	6,094	10	9	1,562	2,150
Waterford	604	3	3	154	223
Watertown	466	2	2	102	153
West Hartford	1,988	1	1	550	752
West Haven	1,889	5	5	432	614
Westbrook	135	2	2	23	24
Weston	112	0	0	31	36
Westport	1,269	1	1	278	387
Wethersfield	970	0	0	191	279
Willington	120	1	1	34	37
Wilton	468	0	0	99	142
Winchester	266	3	3	44	62
Windham	492	1	1	127	157
Windsor	1,133	4	4	248	352
Windsor Locks	345	2	2	82	98
Wolcott	269	1	0	78	107
Woodbridge	347	0	0	83	111
Woodbury	154	1	1	32	50
Woodstock	94	0	0	30	34



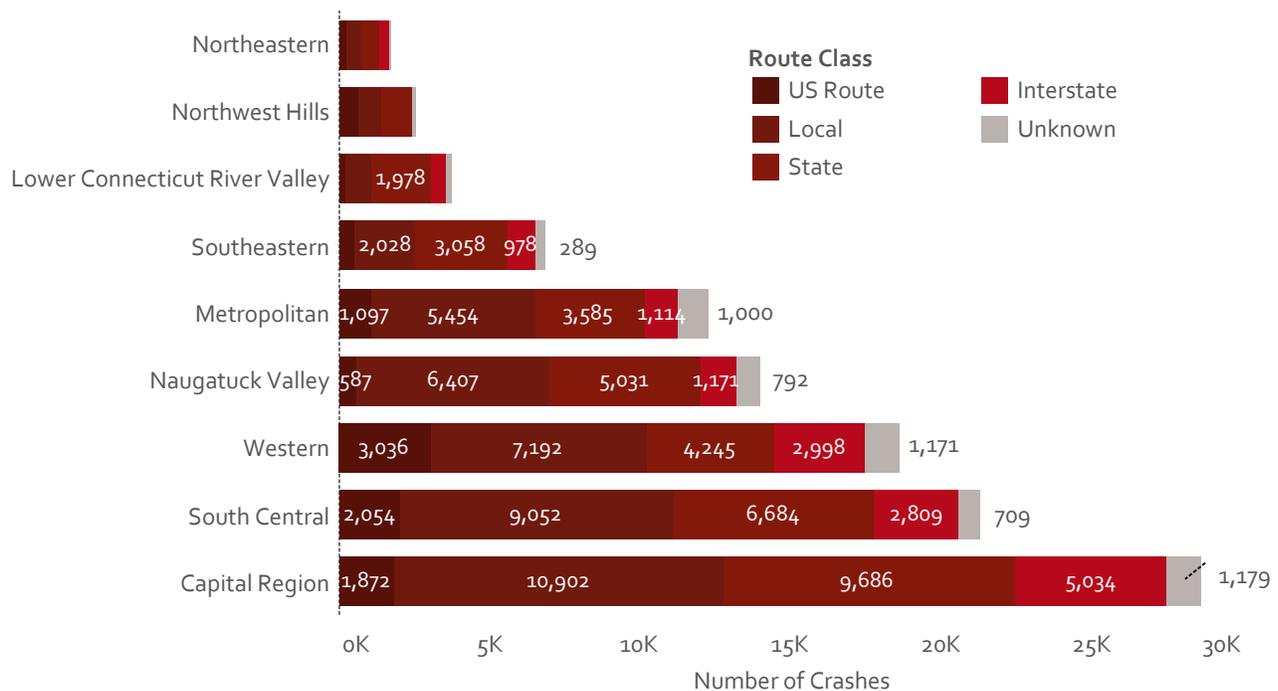
COG AND POPULATION SIZE

Town Population*	Total Crashes	Crashes per 100K people	Injury Crashes	Injury Crashes per 100K people	Fatal Crashes	Fatal Crashes per 100K people
10,000 or fewer people	6,779	1,863	1,694	465	50	14
Between 10,000 and 25,000 people	20,230	2,444	4,771	576	69	8
Between 25,000 and 50,000 people	23,787	2,701	5,348	607	47	5
Between 50,000 and 100,000 people	30,018	3,403	6,836	775	56	6
Greater than 100,000 people	28,793	4,515	7,474	1,172	79	12

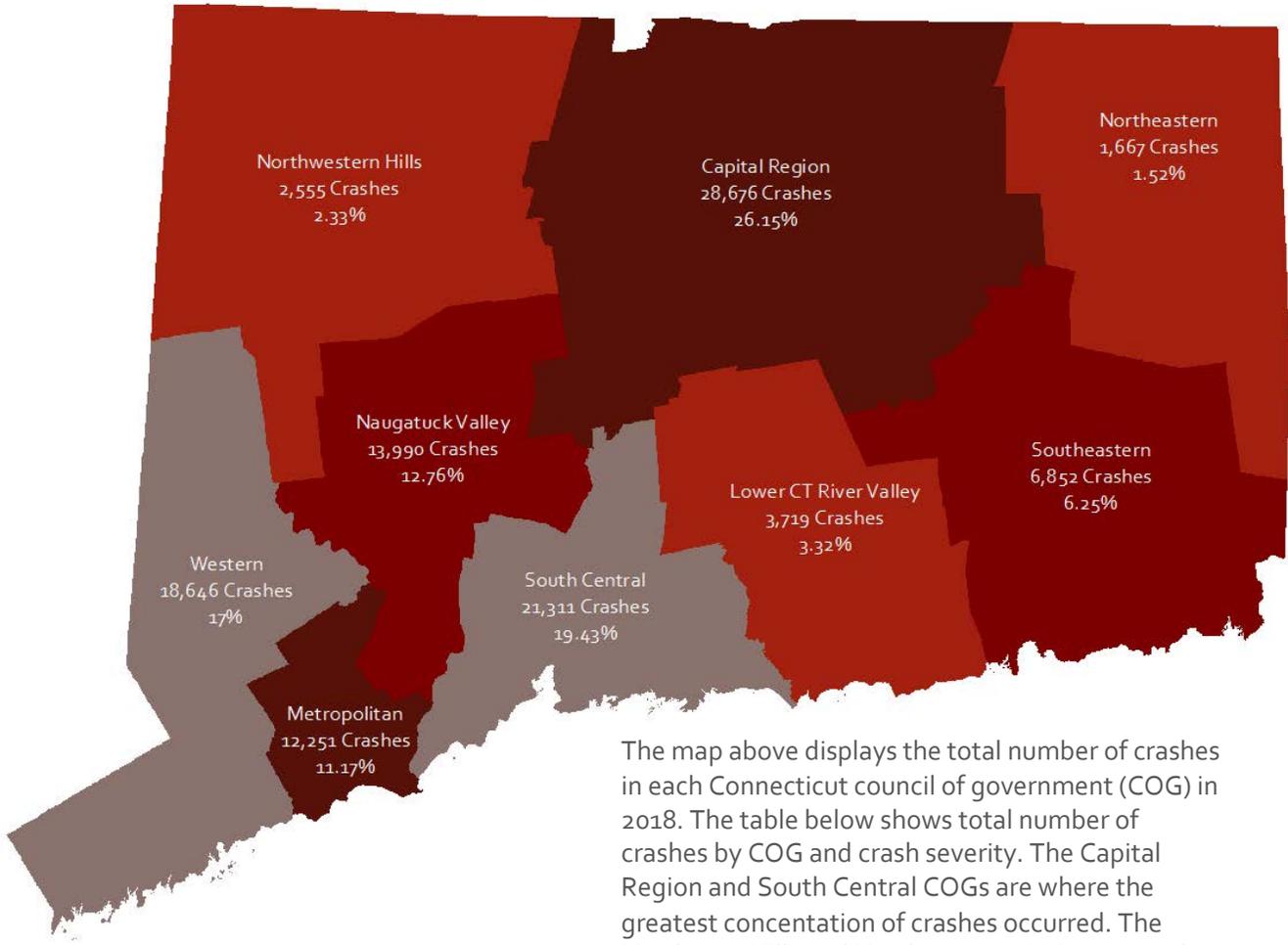
*Population estimates are courtesy of the US Census Bureau's 2010-2014 American Community Survey Results.

The table above portrays 2018 crashes by town population. For each segment of population size, total crashes, as well as injury and fatal crashes are shown. In addition, the number of total, injury, and fatal crashes per 100,000 people are shown.

The bar chart below displays 2018 crashes by council of government and route class.



COUNCIL OF GOVERNMENT (COG)



The map above displays the total number of crashes in each Connecticut council of government (COG) in 2018. The table below shows total number of crashes by COG and crash severity. The Capital Region and South Central COGs are where the greatest concentration of crashes occurred. The Northwest Hills and Northeastern COGs are much less densely populated, rural areas of the state.

COG Crashes by Crash Severity

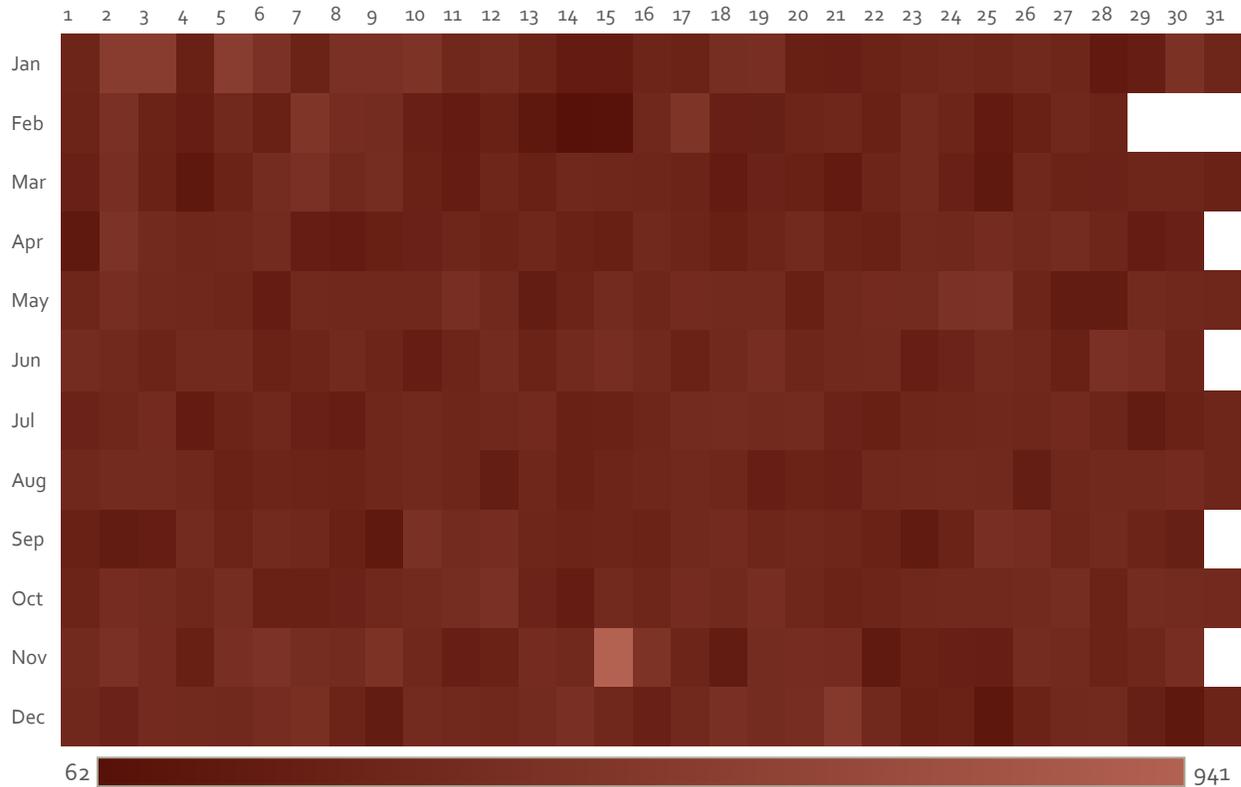
	Fatal	Injury	PDO	Grand Total
Capital Region	87	7,340	21,246	28,673
South Central	65	5,491	15,752	21,308
Western CT	31	3,701	14,909	18,641
Naugatuck Valley	31	3,378	10,579	13,988
CT Metropolitan	16	2,999	9,235	12,250
Southeastern	26	1,388	5,438	6,852
Lower CT River Valley	14	847	2,856	3,717
Northwest Hills	18	545	1,948	2,511
Northeastern	13	434	1,220	1,667

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

DAY OF THE WEEK/TIME OF DAY

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Number of Crashes	% of Total
12 AM	392	225	156	184	222	238	381	1,798	1.64%
1 AM	393	176	115	138	167	203	347	1,539	1.40%
2 AM	471	113	75	80	105	121	425	1,390	1.27%
3 AM	253	91	66	59	60	81	250	860	0.78%
4 AM	160	90	77	70	79	86	187	749	0.68%
5 AM	159	168	168	154	144	194	150	1,137	1.04%
6 AM	153	428	524	444	428	376	219	2,572	2.35%
7 AM	194	934	1,163	1,001	872	859	313	5,336	4.87%
8 AM	286	1,107	1,232	1,216	1,052	967	458	6,318	5.76%
9 AM	300	809	904	794	839	866	615	5,127	4.68%
10 AM	464	714	779	747	699	782	861	5,046	4.60%
11 AM	605	806	732	766	763	972	1,039	5,683	5.18%
12 PM	763	941	985	966	921	1,098	1,168	6,842	6.24%
1 PM	791	931	929	997	861	1,119	1,016	6,644	6.06%
2 PM	789	1,111	1,146	1,136	1,074	1,329	981	7,566	6.90%
3 PM	746	1,320	1,394	1,348	1,366	1,620	968	8,762	7.99%
4 PM	730	1,362	1,399	1,395	1,569	1,706	926	9,087	8.29%
5 PM	766	1,404	1,704	1,572	1,935	1,733	894	10,008	9.13%
6 PM	671	938	1,018	977	1,159	1,148	733	6,644	6.06%
7 PM	543	604	634	609	709	785	617	4,501	4.11%
8 PM	490	497	469	508	554	638	611	3,767	3.44%
9 PM	418	406	448	451	469	621	552	3,365	3.07%
10 PM	352	299	301	356	346	496	549	2,699	2.46%
11 PM	233	221	234	247	312	442	488	2,177	1.99%
Number of Crashes	11,122	15,695	16,652	16,215	16,705	18,480	14,748	59	1,935
% of Total Crashes	10.15%	14.32%	15.19%	14.79%	15.24%	16.86%	13.45%		

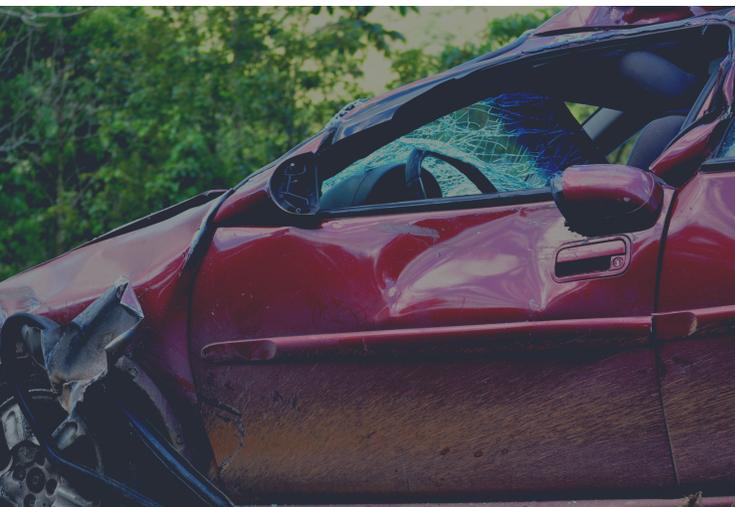
DAY OF THE MONTH



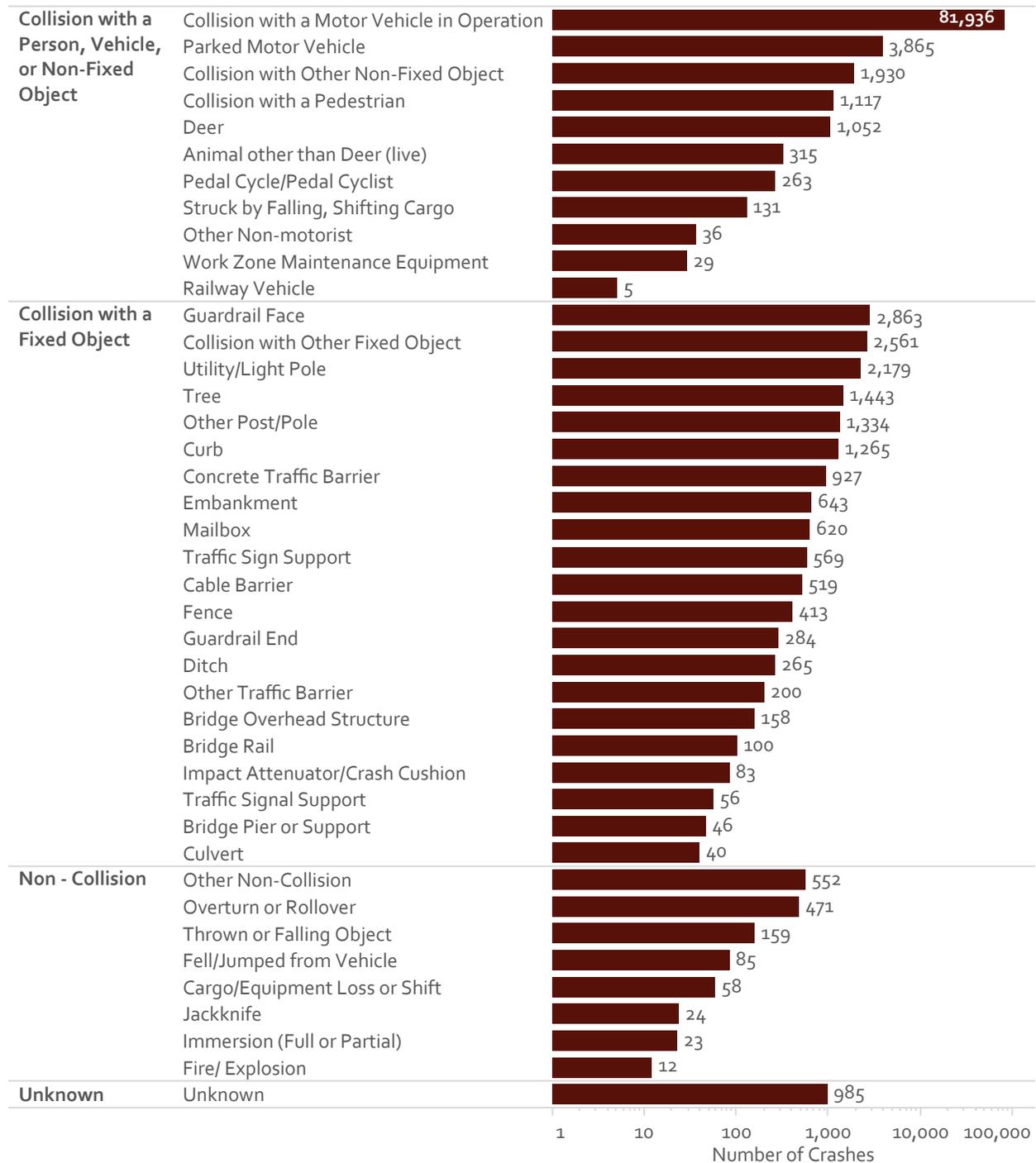
The heatmap above shows the number of crashes for each day of 2018 and the accompanying table provides the crash totals for each month. Crashes occurred on each day of the calendary year. The fewest number of crashes ocucrrred on Feb 14 (62) and the greatest number on Nov 15 (941). Crashes have been steadily declining since 2016.

**blank white spaces indicate no crash data available for that parameter*

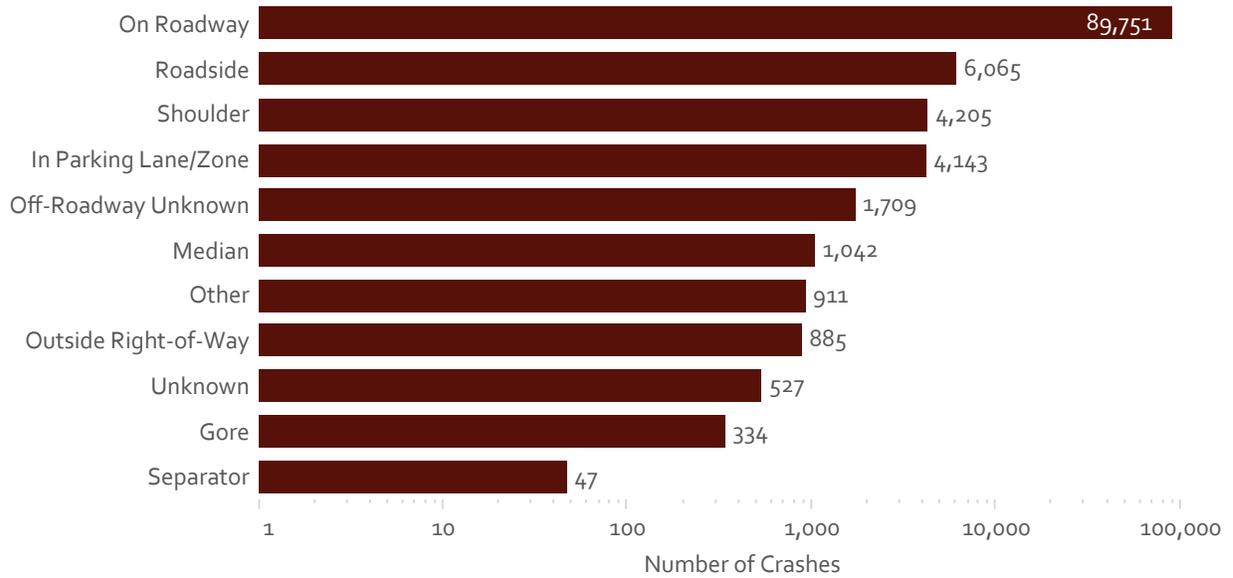
Month of Crash Date	Number of Crashes	% of Total
January	10,048	9.17%
February	7,531	6.87%
March	8,458	7.72%
April	8,468	7.72%
May	9,576	8.74%
June	9,293	8.48%
July	8,934	8.15%
August	9,083	8.29%
September	8,665	7.90%
October	9,815	8.95%
November	10,201	9.31%
December	9,549	8.71%
Grand Total	109,621	100.00%



FIRST HARMFUL EVENT



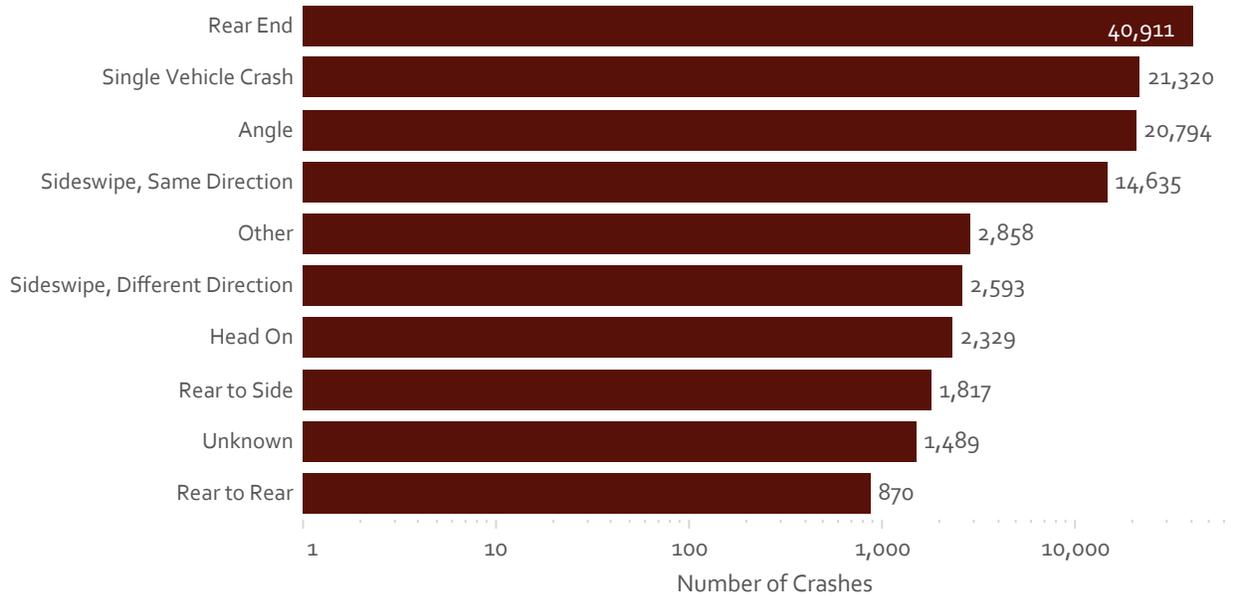
LOCATION OF FIRST HARMFUL EVENT



Location of First Harmful Event	Number of Crashes	% of Total
Separator	47	0.04%
Gore	334	0.30%
Outside Right-of-Way	885	0.81%
Median	1,042	0.95%
Other	911	0.83%
Off-Roadway Unknown	1,709	1.56%
In Parking Lane/Zone	4,143	3.78%
Shoulder	4,205	3.84%
Roadside	6,065	5.53%
On Roadway	89,751	81.88%
Unknown	527	0.48%
Grand Total	109,619	100.00%



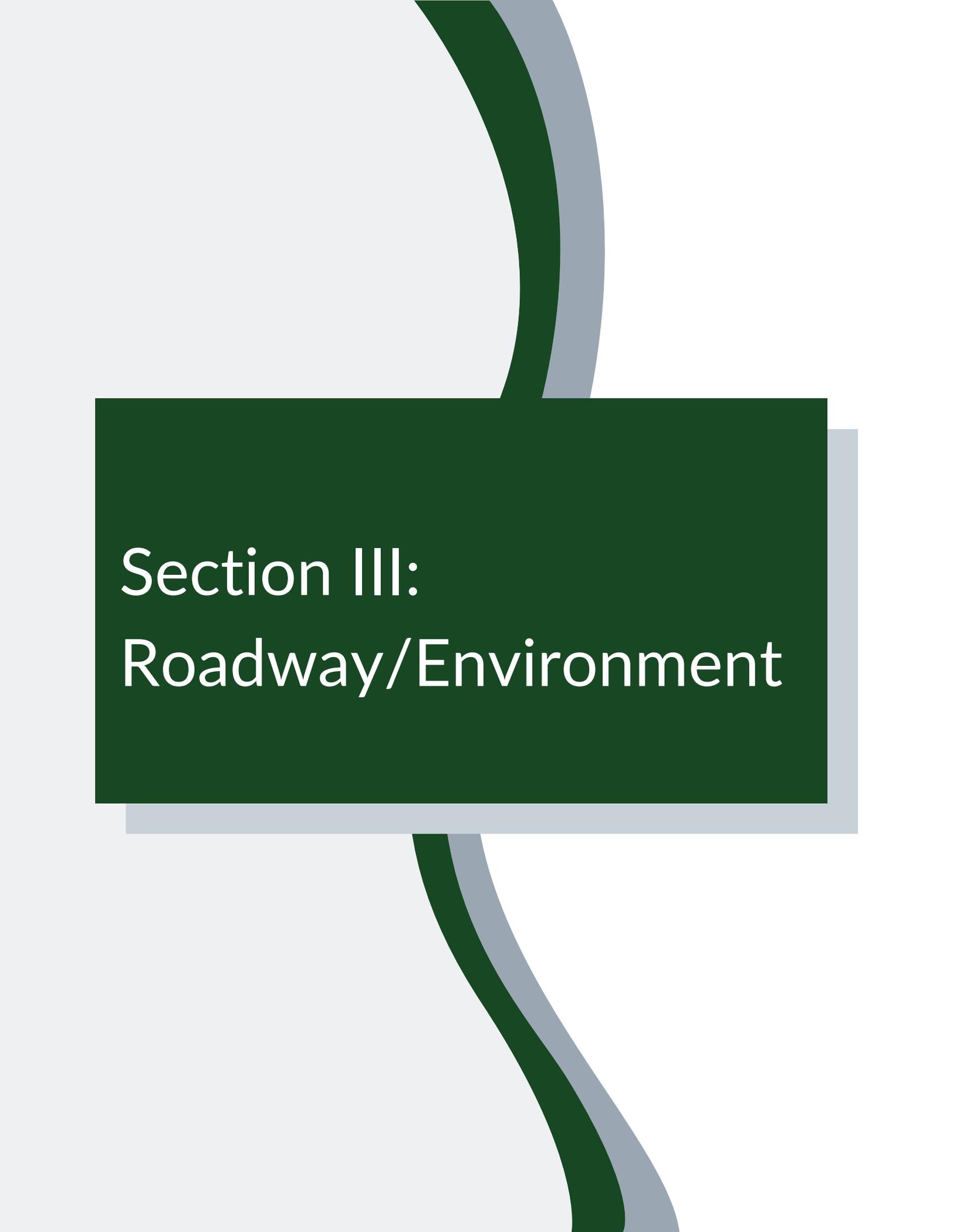
MANNER OF CRASH



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

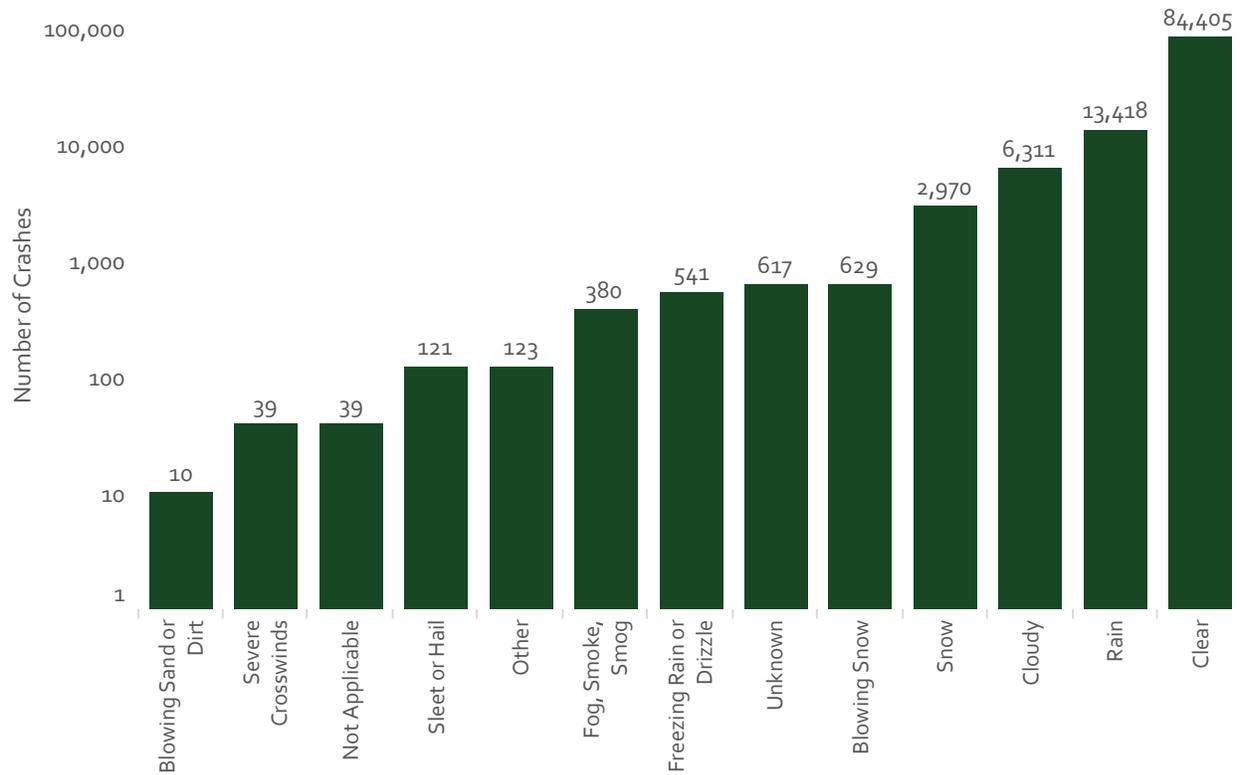
Rear end crashes represents 37% of collision types. Angle and single vehicle crashes are the next two most common collision types, representing 19% and 20% of crashes, respectively.

	Number of Crashes	% of Total
Angle	20,794	18.97%
Head On	2,329	2.12%
Other	2,858	2.61%
Rear End	40,911	37.32%
Rear to Rear	870	0.79%
Rear to Side	1,817	1.66%
Sideswipe, Different Direction	2,593	2.37%
Sideswipe, Same Direction	14,635	13.35%
Single Vehicle Crash	21,320	19.45%
Unknown	1,494	1.36%
Grand Total	109,621	100.00%



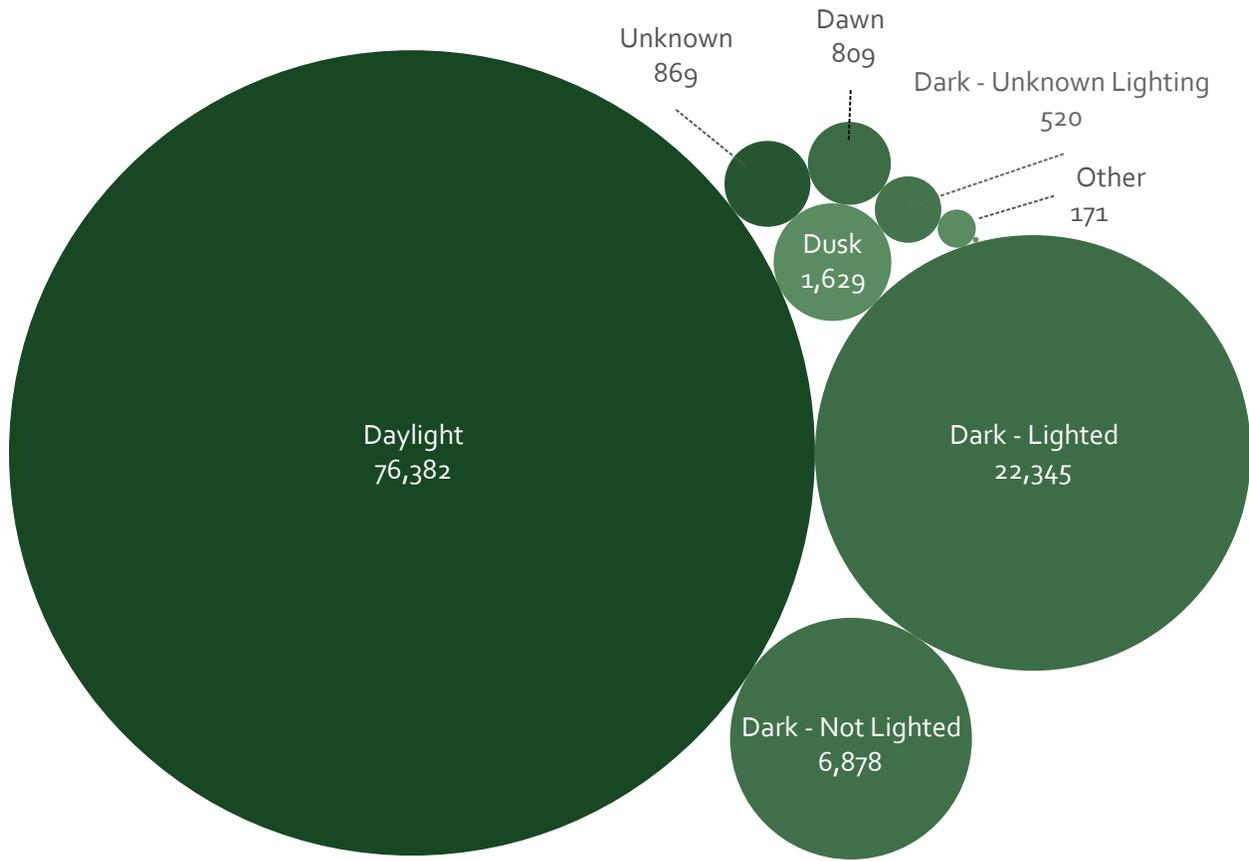
Section III: Roadway/Environment

WEATHER CONDITIONS



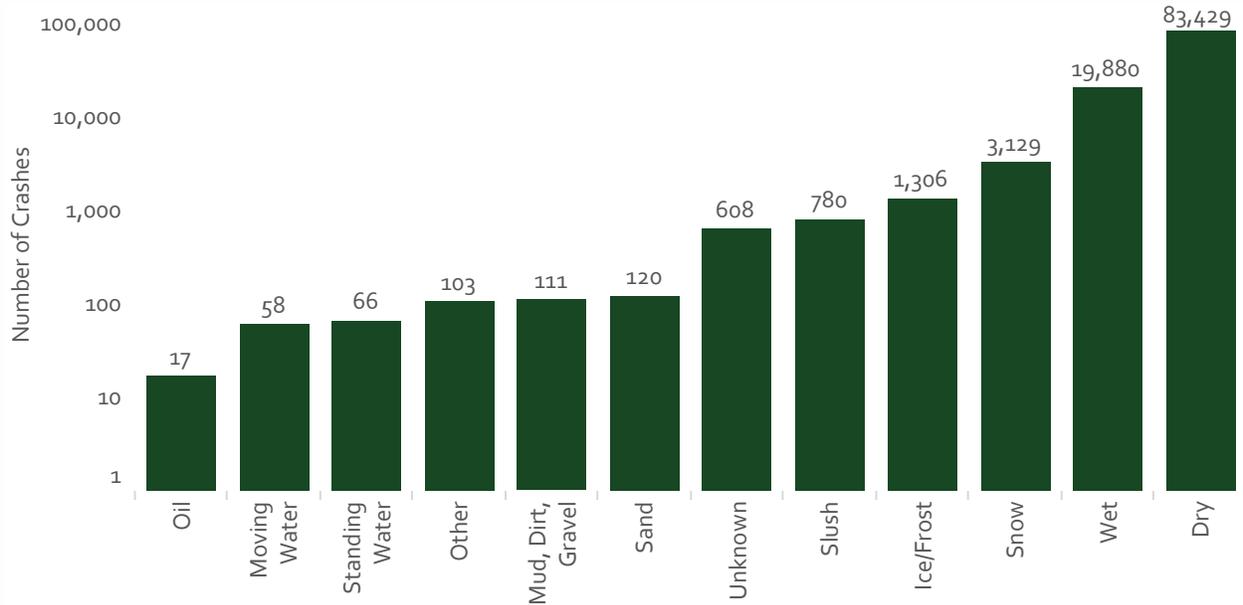
	Fatality	Suspected Serious Injury (A)	Suspected Minor Injury (B)	Possible Injury (C)	Property Damage Only	Unknown Injury	Grand Total
Clear	223	869	7,795	11,569	63,949		84,405
Rain	38	116	1,264	1,957	10,042	1	13,418
Cloudy	24	63	550	985	4,689		6,311
Snow	3	10	221	274	2,462		2,970
Blowing Snow			48	44	537		629
Unknown	5	3	6	45	562		621
Freezing Rain or Drizzle	4	5	47	70	415		541
Fog, Smoke, Smog	4	3	51	42	280		380
Other		1	15	20	87		123
Sleet or Hail			12	17	92		121
Severe Crosswinds		1	2	3	33		39
Not Applicable		1	5	4	29		39
Blowing Sand or Dirt			2	2	6		10

LIGHTING CONDITIONS



	Total Crashes	% of Total
Daylight	76,382	69.69%
Dark - Lighted	22,345	20.39%
Dark - Not Lighted	6,878	6.28%
Dusk	1,629	1.49%
Dawn	809	0.74%
Dark - Unknown Lighting	520	0.47%
Other	171	0.16%
Unknown	869	0.79%
Grand Total	109,603	100.00%

ROAD SURFACE CONDITIONS



Traffic Surface Conditions by Number of Vehicles Involved

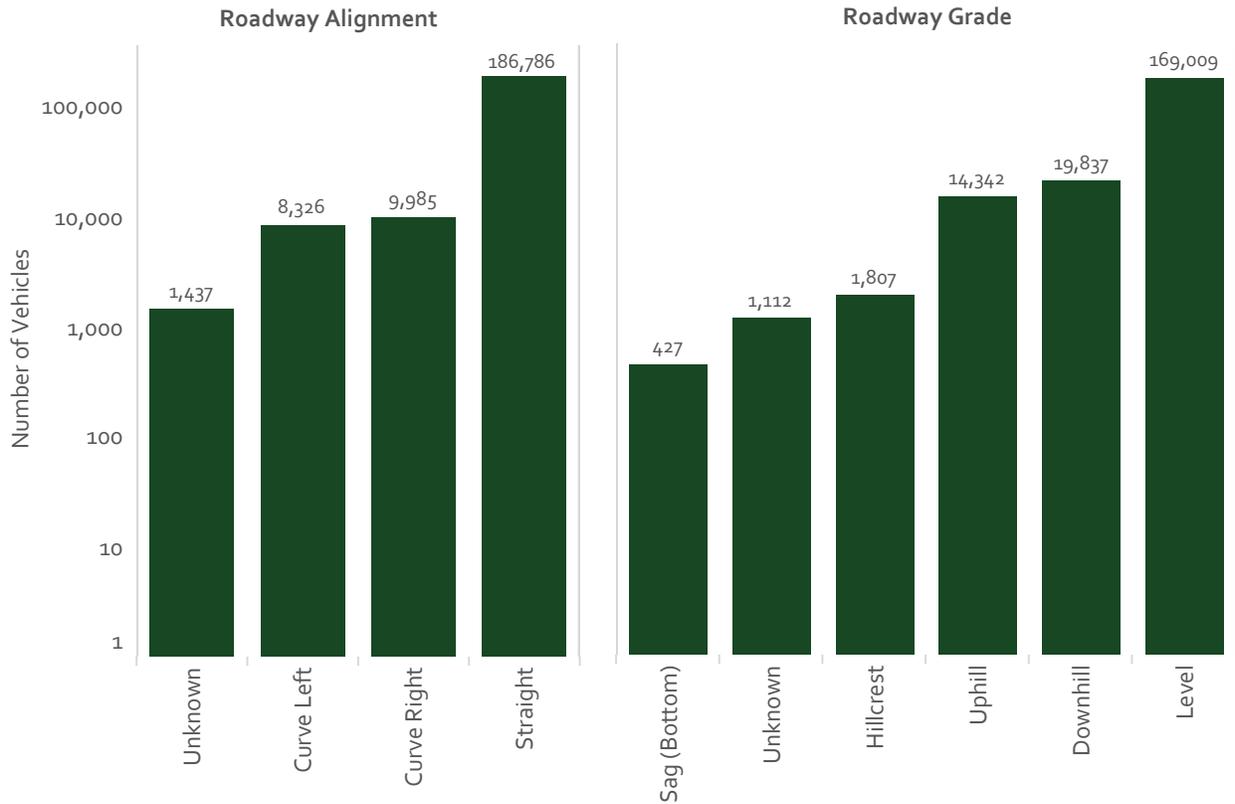
	1		2		3		4+	
	Total Crashes	% of Total						
Dry	12,852	62.7%	65,268	79.2%	4,589	79.8%	720	77.6%
Wet	4,815	23.5%	13,937	16.9%	971	16.9%	157	16.9%
Snow	1,378	6.7%	1,629	2.0%	93	1.6%	29	3.1%
Ice/Frost	739	3.6%	507	0.6%	48	0.8%	12	1.3%
Slush	354	1.7%	397	0.5%	22	0.4%	7	0.8%
Mud, Dirt, Gravel	63	0.3%	46	0.1%	2	0.0%		
Sand	43	0.2%	75	0.1%	2	0.0%		
Other	37	0.2%	60	0.1%	5	0.1%	1	0.1%
Standing Water	34	0.2%	29	0.0%	3	0.1%		
Moving Water	31	0.2%	22	0.0%	5	0.1%		
Oil	11	0.1%	4	0.0%	2	0.0%		
Unknown	134	0.7%	463	0.6%	9	0.2%	2	0.2%
Grand Total	20,491	100.0%	82,437	100.0%	5,751	100.0%	928	100.0%



Road Surface CONDITIONS

'Traffic Surface Conditions' records the road conditions at the time of the crash. Most crashes occurred on dry surfaces, However, wet and snow covered roads were more frequently documented in single-vehicle crashes, by a difference of 6.6%.

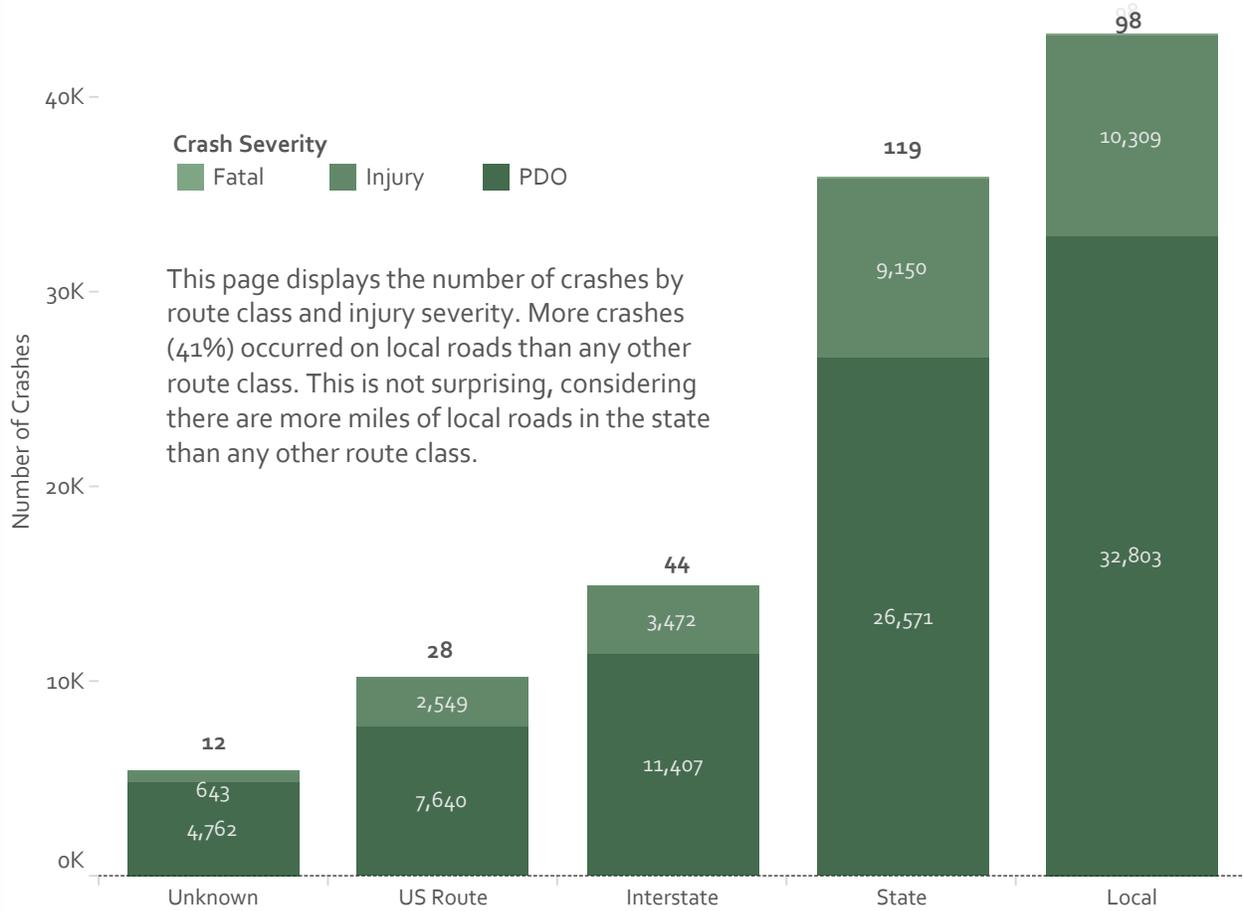
ROADWAY ALIGNMENT AND GRADE



Roadway grade and roadway alignment are collected for each motor vehicle in a crash, so the totals shown here represent the number of vehicles as opposed to the number of crashes. Crashes occurring on straight roads and level grades are the most common for alignment and grade, respectively. Just over 18,000 vehicles were traveling downhill during their crash.

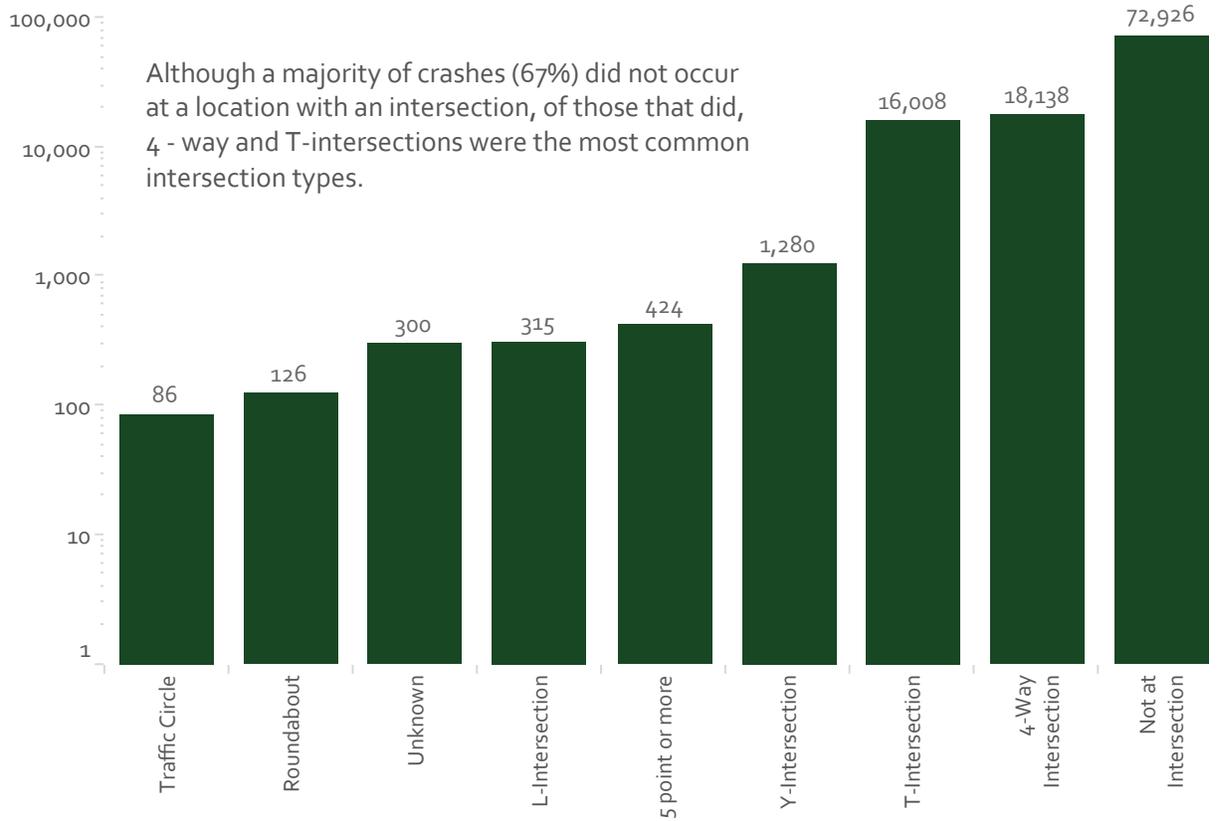
	Count of Vehicles	% of Total Vehicles		Count of Vehicles	% of Total Vehicles
Straight	186,786	90.44%	Level	169,009	81.83%
Curve Right	9,985	4.83%	Downhill	19,837	9.60%
Curve Left	8,326	4.03%	Uphill	14,342	6.94%
Unknown	1,437	0.70%	Hillcrest	1,807	0.87%
Grand Total	206,534	100.00%	Unknown	1,112	0.54%
			Sag (Bottom)	427	0.21%
			Grand Total	206,534	100.00%

ROUTE CLASS



	Fatal		Injury		PDO		Grand Total	
	Total Crashes	% of Total						
Local	98	32.56%	10,309	39.46%	32,803	39.43%	43,210	39.42%
State	119	39.53%	9,150	35.03%	26,571	31.94%	35,840	32.70%
Interstate	44	14.62%	3,472	13.29%	11,407	13.71%	14,923	13.62%
US Route	28	9.30%	2,549	9.76%	7,640	9.18%	10,217	9.32%
Unknown	12	3.99%	643	2.46%	4,762	5.72%	5,417	4.94%
Grand Total	301	100.00%	26,123	100.00%	83,183	100.00%	109,607	100.00%

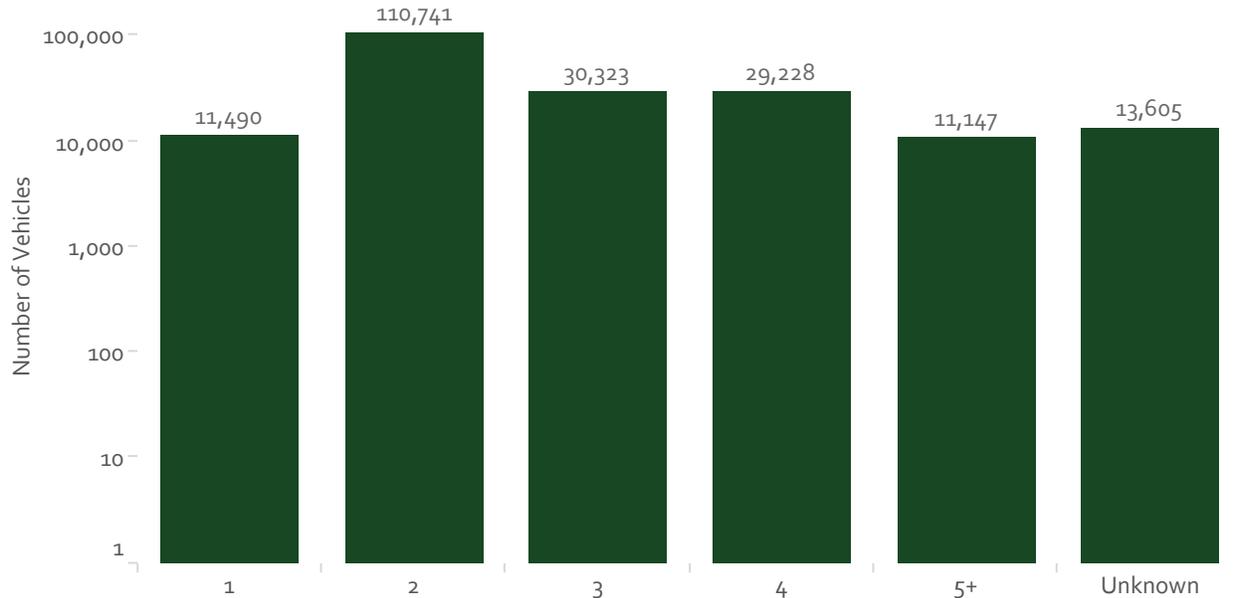
INTERSECTION TYPE



Intersection Crashes by Number of Vehicles Involved

	1		2		3		4+	
	Total Crashes	% of Total						
4-Way Intersection	1,016	31.24%	16,236	51.75%	790	50.13%	96	55.49%
T-Intersection	1,909	58.70%	13,324	42.47%	706	44.80%	69	39.88%
Y-Intersection	199	6.12%	1,027	3.27%	50	3.17%	4	2.31%
5 point or more	36	1.11%	373	1.19%	15	0.95%		
L-Intersection	65	2.00%	238	0.76%	8	0.51%	4	2.31%
Roundabout	18	0.55%	104	0.33%	4	0.25%		
Traffic Circle	9	0.28%	74	0.24%	3	0.19%		
Grand Total	3,252	100.00%	31,376	100.00%	1,576	100.00%	173	100.00%

NUMBER OF LANES

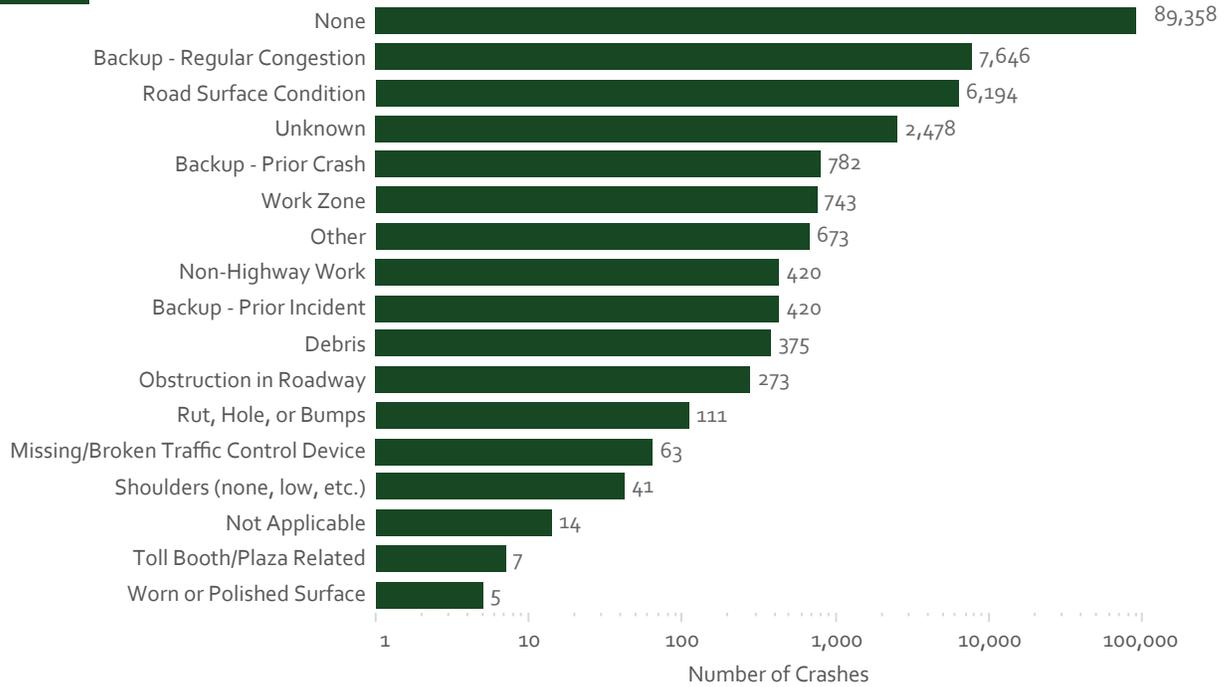


This page details the number of vehicles involved in crashes by the number of lanes in the roadway. The number of lanes is associated with vehicles on the crash reporting form because each vehicle involved in a collision could be traveling from different roadways that may have differing number of lanes, such as at an intersection or a merge. Across the state, crashes occurred most often on two-lane roads. This is the case for all route classes except interstates.

Number of Vehicles by Route Class and Number of Lanes

Total Lanes	Interstate		US Route		State		Local		Unknown	
1	1,717	5.99%	459	2.27%	3,162	4.65%	4,506	5.66%	1,646	16.44%
2	5,079	17.71%	7,982	39.53%	38,961	57.29%	55,854	70.14%	2,865	28.62%
3	14,017	48.87%	2,552	12.64%	8,054	11.84%	5,614	7.05%	86	0.86%
4	6,229	21.72%	6,068	30.05%	10,428	15.33%	6,339	7.96%	164	1.64%
5+	1,518	5.29%	2,264	11.21%	4,844	7.12%	2,458	3.09%	63	0.63%
Unknown	125	0.44%	867	4.29%	2,562	3.77%	4,865	6.11%	5,186	51.81%
Grand Total	28,685	100.00%	20,192	100.00%	68,011	100.00%	79,636	100.00%	10,010	100.00%

CONTRIBUTING CIRCUMSTANCES: ROAD

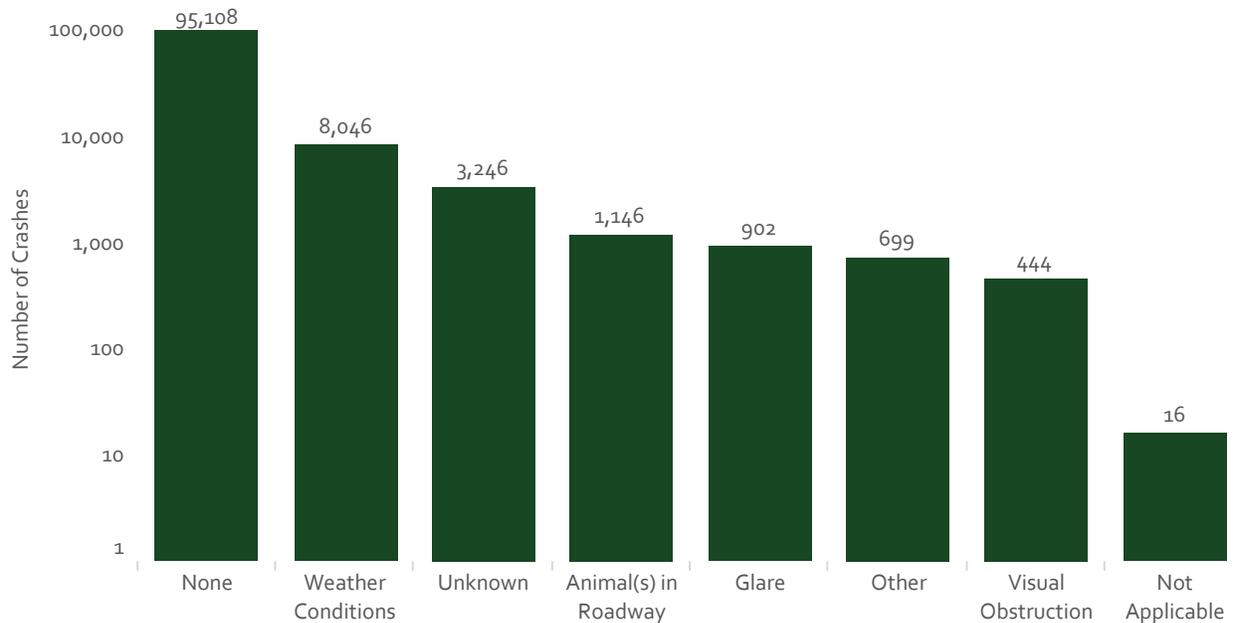


'Contributing Circumstances: Road' refers to factors specific to the road conditions that are deemed by the officer to have contributed to the crash. This includes both attributes related to the road itself, such as holes or surface conditions, as well as backups and obstructions in the roadway.

A majority of crashes (82%) had no roadway circumstances that contributed to the crash. Road surface conditions and backup related to regular congestion were the second and third most common contributing circumstances related to the roadway.

	Total Crashes	% of Total
None	89,358	81.53%
Backup - Regular Congestion	7,646	6.98%
Road Surface Condition	6,194	5.65%
Other	673	0.61%
Work Zone	743	0.68%
Backup - Prior Crash	782	0.71%
Backup - Prior Incident	420	0.38%
Debris	375	0.34%
Non-Highway Work	420	0.38%
Obstruction in Roadway	273	0.25%
Not Applicable	14	0.01%
Rut, Hole, or Bumps	111	0.10%
Shoulders (none, low, etc.)	41	0.04%
Missing/Broken Traffic Control Device	63	0.06%
Worn or Polished Surface	5	0.00%
Toll Booth/Plaza Related	7	0.01%
Unknown	2,478	2.26%
Grand Total	109,603	100.00%

CONTRIBUTING CIRCUMSTANCES: ENVIRONMENT



Weather conditions were the most common environmental contributing circumstance in 2018 crashes.

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

Weather Conditions - indicative of recorded weather conditions contributing to the crash

Visual Obstruction(s) - an object (bush, tree, etc.) that blocks the driver's sight, thus contributing to the crash

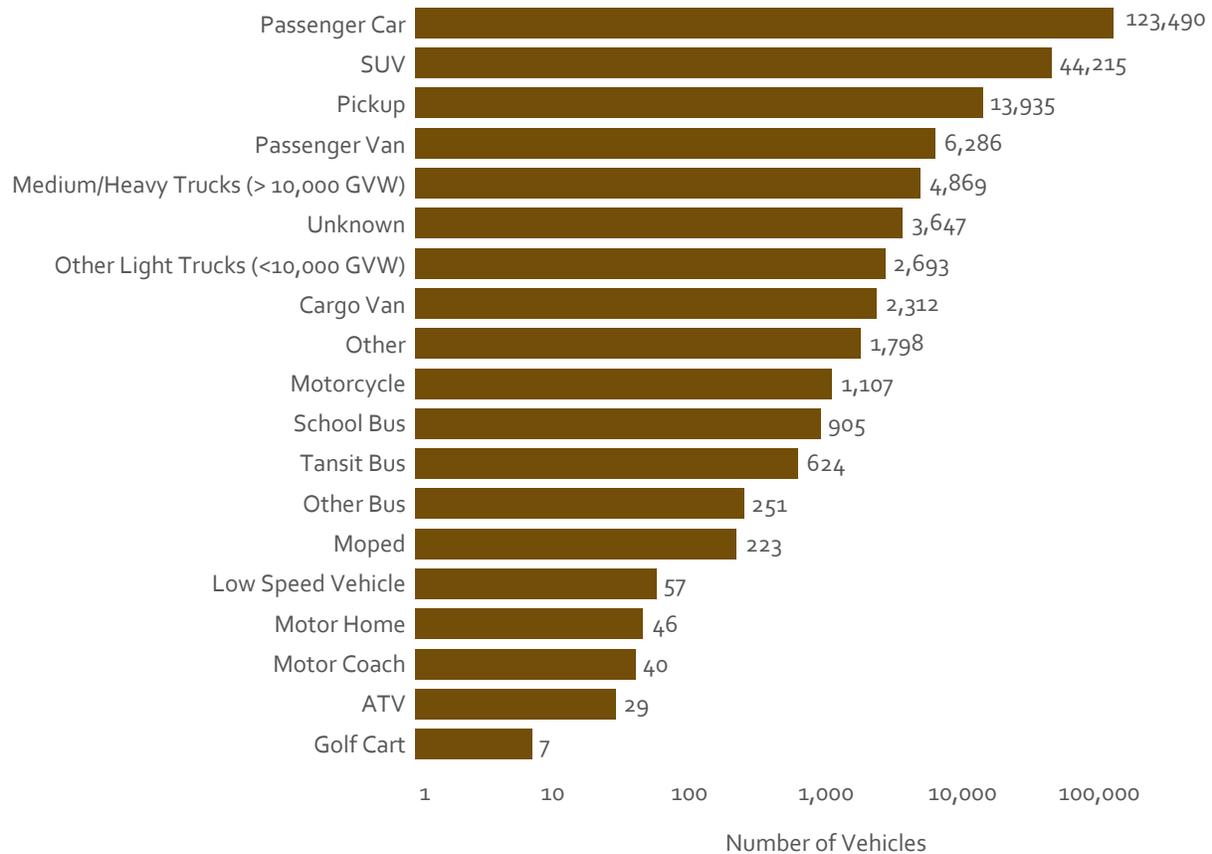
Glare - harsh or bright light that impairs a driver's vision

Animal(s) in Roadway - live wild or domestic animals, excluding animals pulling a conveyance being ridden

	Total Crashes	% of Total
None	95,104	86.77%
Weather Conditions	8,046	7.34%
Animal(s) in Roadway	1,146	1.05%
Other	699	0.64%
Glare	902	0.82%
Visual Obstruction	444	0.41%
Not Applicable	16	0.01%
Unknown	3,246	2.96%
Grand Total	109,607	100.00%

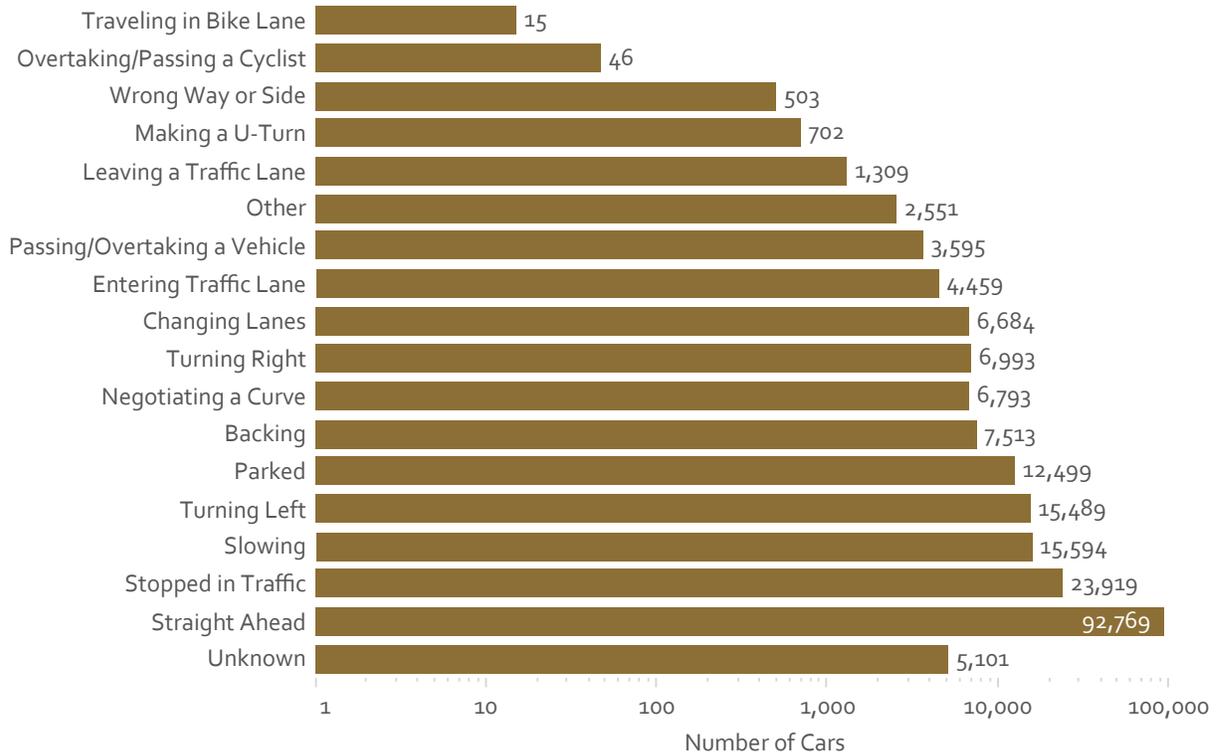
Section III: Vehicle

VEHICLE TYPES



	% of Total Vehicles
Passenger Car	59.79%
SUV	21.41%
Pickup	6.75%
Passenger Van	3.04%
Medium/Heavy Trucks (> 10,000 GVW)	2.36%
Unknown	1.77%
Other Light Trucks (<10,000 GVW)	1.30%
Cargo Van	1.12%
Other	0.87%
Motorcycle	0.54%
School Bus	0.44%
Transit Bus	0.30%
Moped	0.11%
Other Bus	0.12%
Low Speed Vehicle	0.03%
Motor Coach	0.02%
Motor Home	0.02%
ATV	0.01%
Golf Cart	0.00%
Grand Total	100.00%

VEHICLE ACTIONS



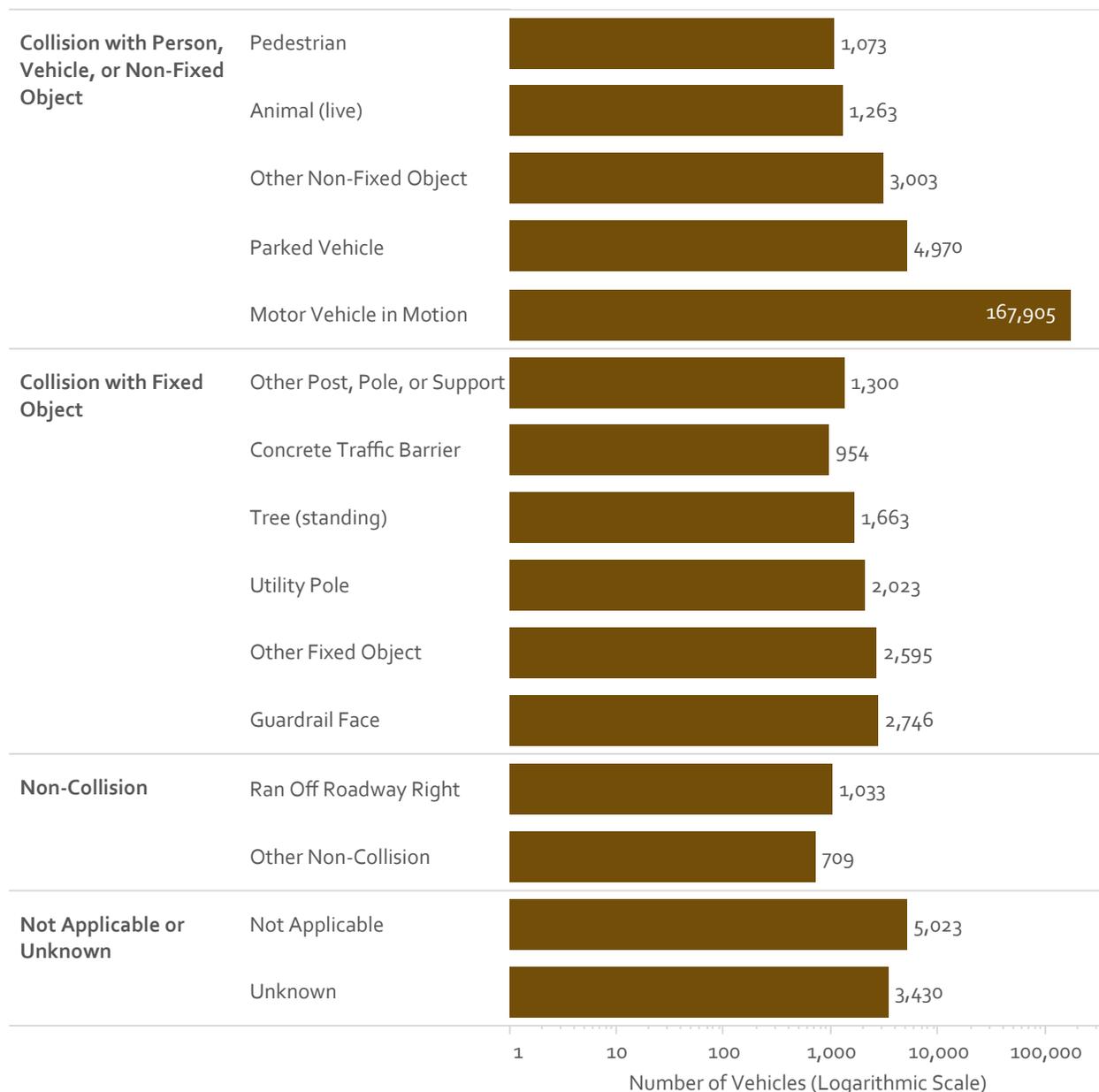
	Count of Vehicles	% of Total Vehicles
Straight Ahead	92,769	44.92%
Stopped in Traffic	23,919	11.58%
Slowing	15,594	7.55%
Turning Left	15,489	7.50%
Parked	12,499	6.05%
Backing	7,513	3.64%
Negotiating a Curve	6,793	3.29%
Turning Right	6,993	3.39%
Changing Lanes	6,684	3.24%
Unknown	5,101	2.47%
Entering Traffic Lane	4,459	2.16%
Passing/Overtaking a Vehicle	3,595	1.74%
Other	2,551	1.24%
Leaving a Traffic Lane	1,309	0.63%
Making a U-Turn	702	0.34%
Wrong Way or Side	503	0.24%
Overtaking/Passing a Cyclist	46	0.02%
Traveling in Bike Lane	15	0.01%
Grand Total	206,534	100.00%

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

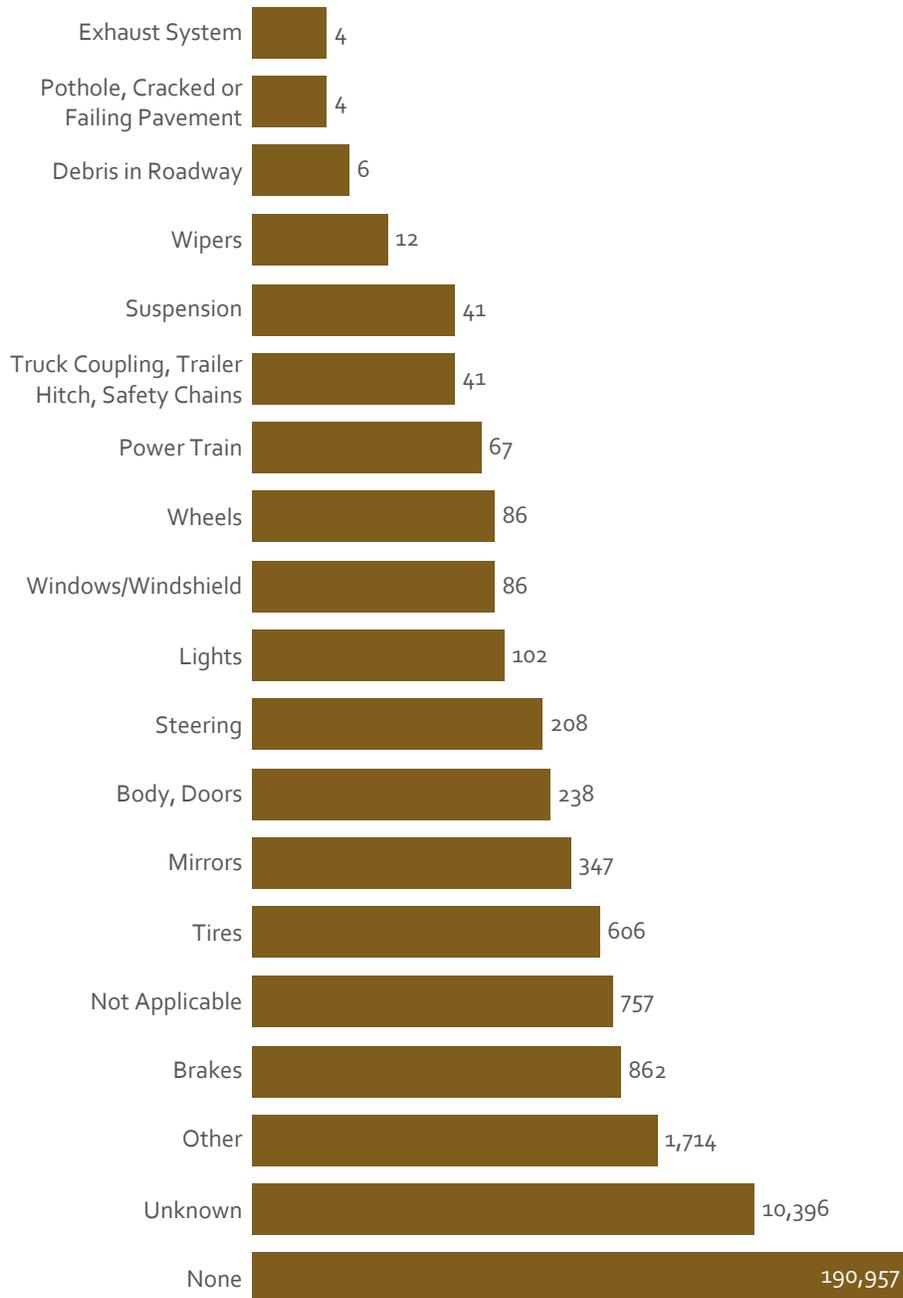
FIRST HARMFUL EVENT

The following graph displays the fifteen most common first harmful events¹ for all vehicles involved in 2017 crashes. Most vehicles were involved in a collision with another vehicle, while it was parked or also in motion.

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



CONTRIBUTING CIRCUMSTANCE: VEHICLE

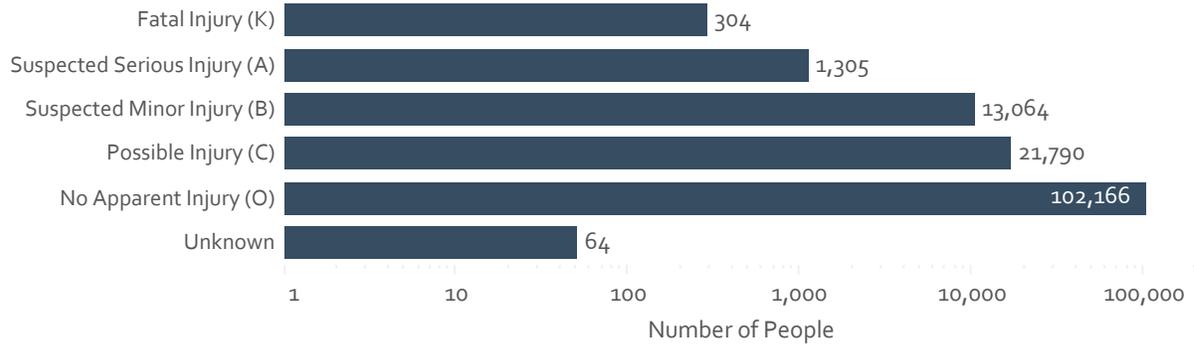




Section III: Persons Involved

FATALITIES AND INJURIES

Injury Status of People



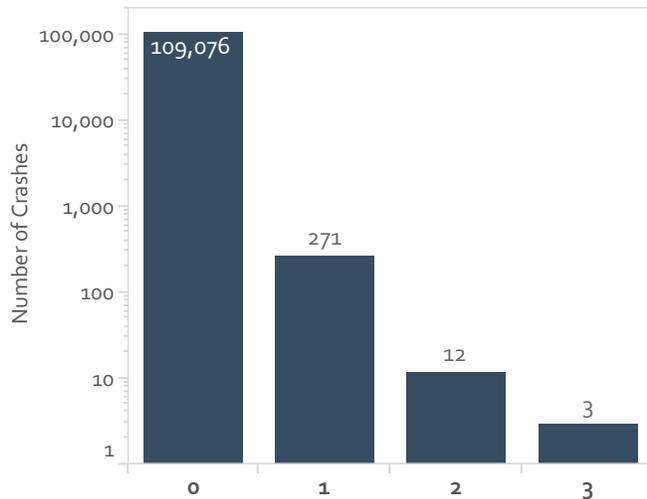
When a person is injured in a motor vehicle crash, their injury is assigned a classification letter.

"K" refers to a deceased crash victim.

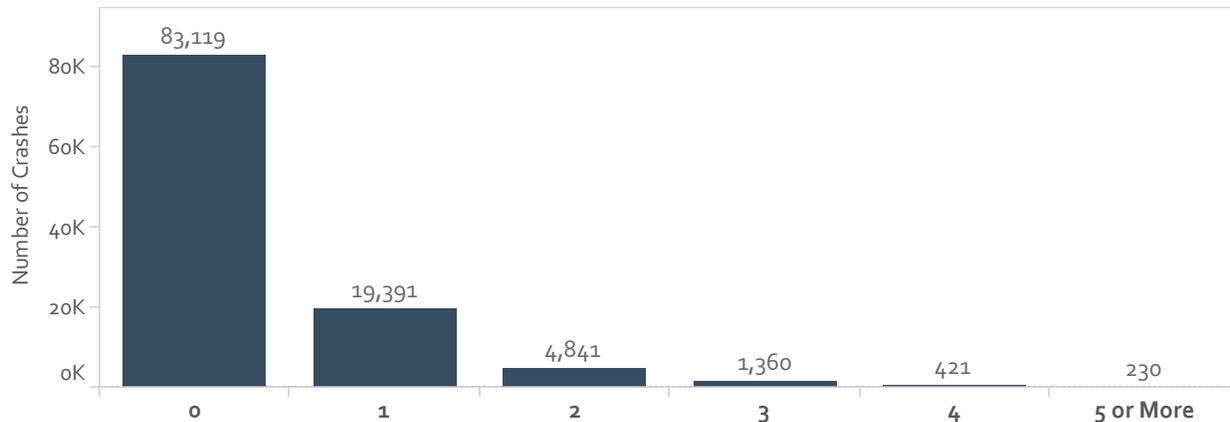
"A", "B", & "C" represent Serious, Minor, and Possible injuries, respectively.

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

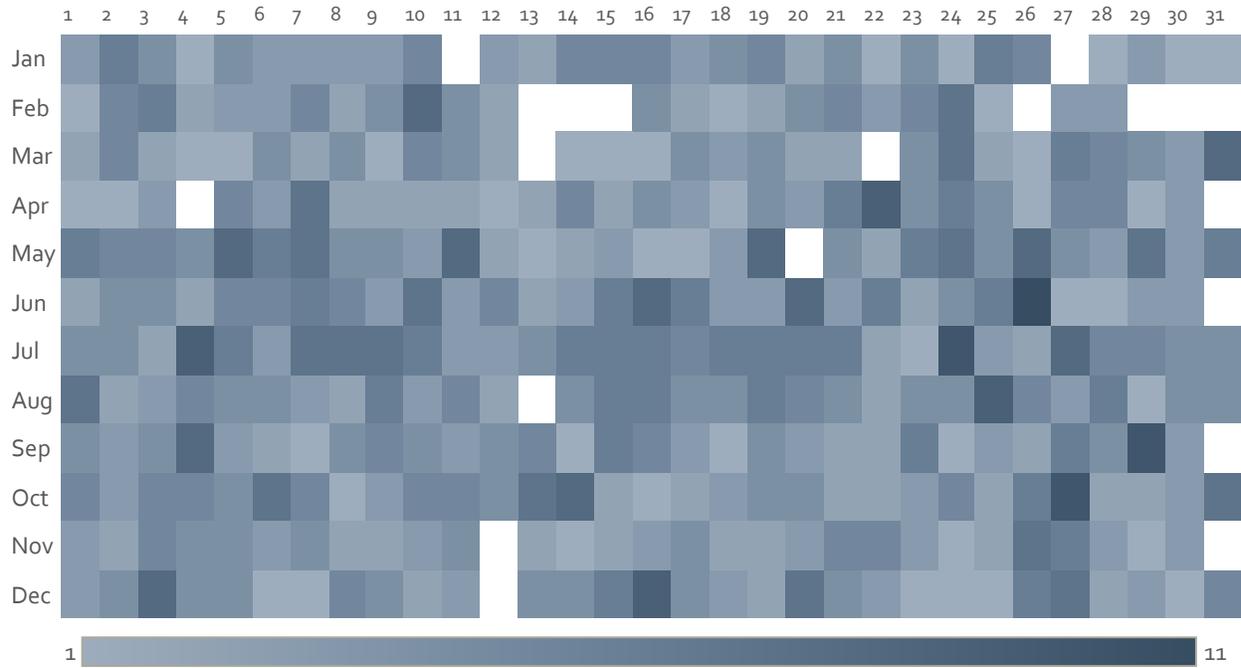
Fatalities Per Crash



Injuries Per Crash



FATAL AND SERIOUS INJURIES



The heatmap above shows the number of killed and serious injured crash victims for each day of 2018 and the accompanying table provides the same totals for each month. The greatest proportion of fatalities and serious injuries occurred during the month of July.

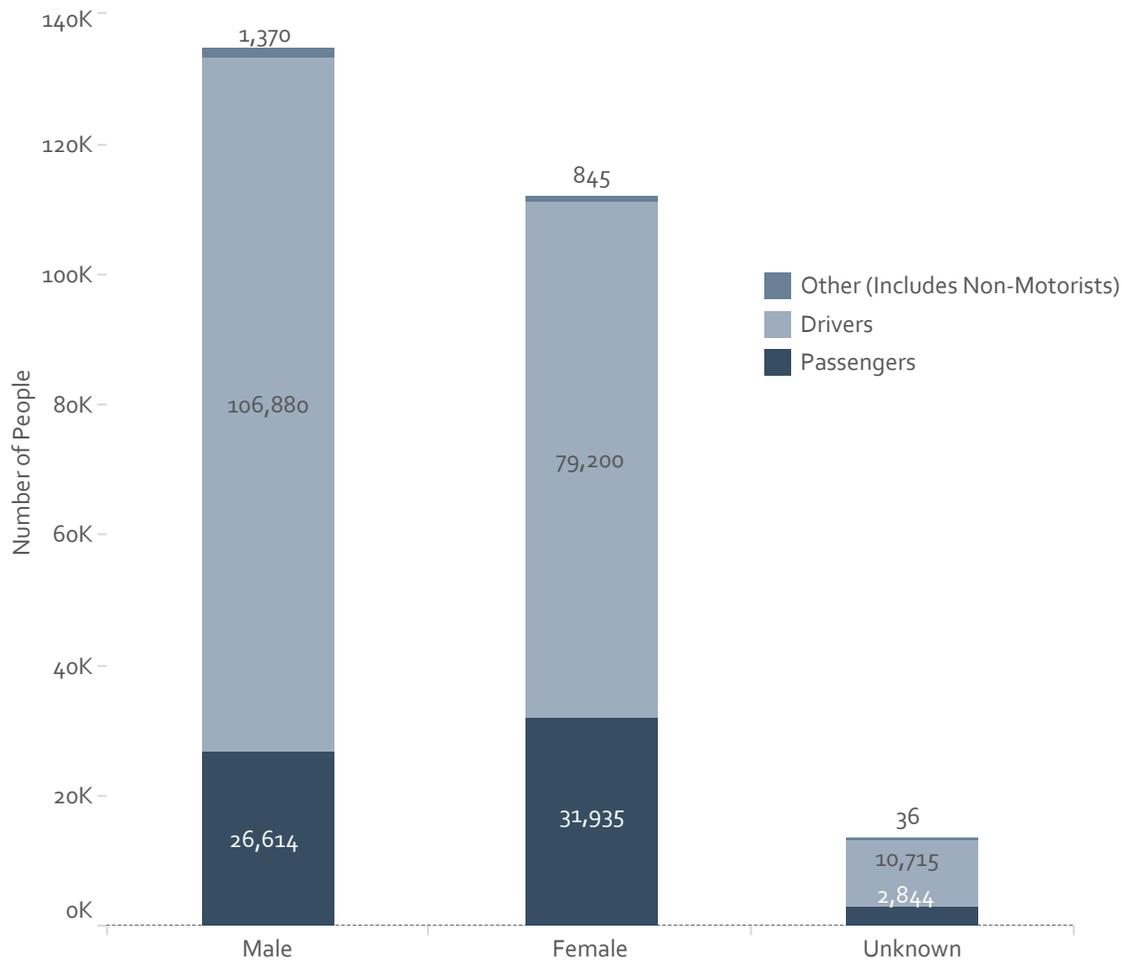
**blank white spaces indicate no crash data available for that parameter*

Monthly Totals of Fatalities and Serious Injuries

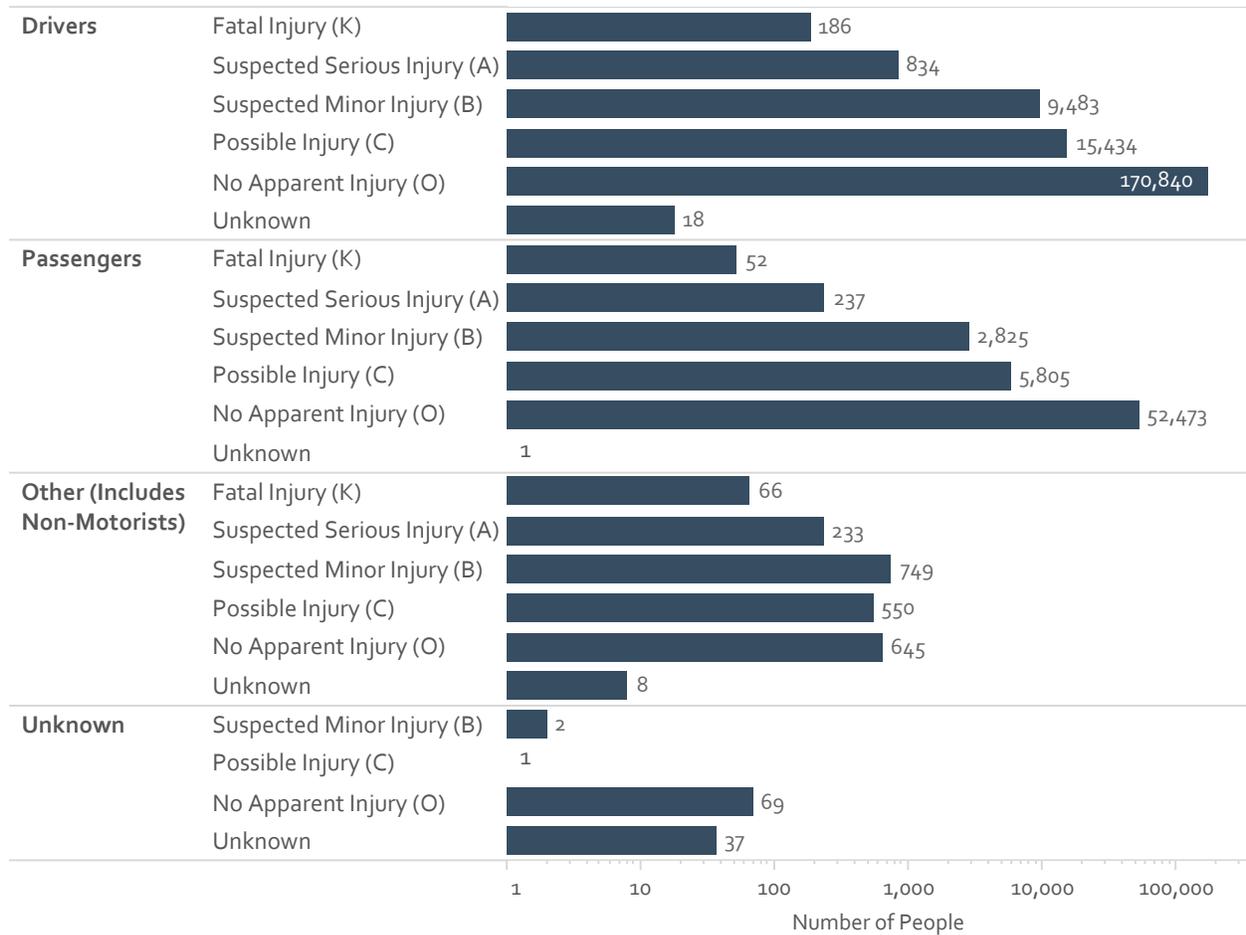
	Total K & A Injuries	% of Total K & A Injuries
January	96	7.06%
February	85	6.25%
March	91	6.70%
April	97	7.14%
May	135	9.93%
June	130	9.57%
July	156	11.48%
August	127	9.35%
September	112	8.24%
October	127	9.35%
November	91	6.70%
December	112	8.24%
Grand Total	1,359	100.00%

GENDER AND PERSON TYPE

		Female	Male	Unknown	Grand Total
Drivers	Number of Total People	79,200	106,880	10,715	196,795
	% of Total People	40.24%	54.31%	5.44%	100.00%
Passengers	Number of Total People	31,935	26,614	2,844	61,393
	% of Total People	52.02%	43.35%	4.63%	100.00%
Other (Includes Non-Motorists)	Number of Total People	845	1,370	36	2,251
	% of Total People	37.54%	60.86%	1.60%	100.00%
Grand Total	Number of Total People	111,980	134,864	13,595	260,439
	% of Total People	43.00%	51.78%	5.22%	100.00%

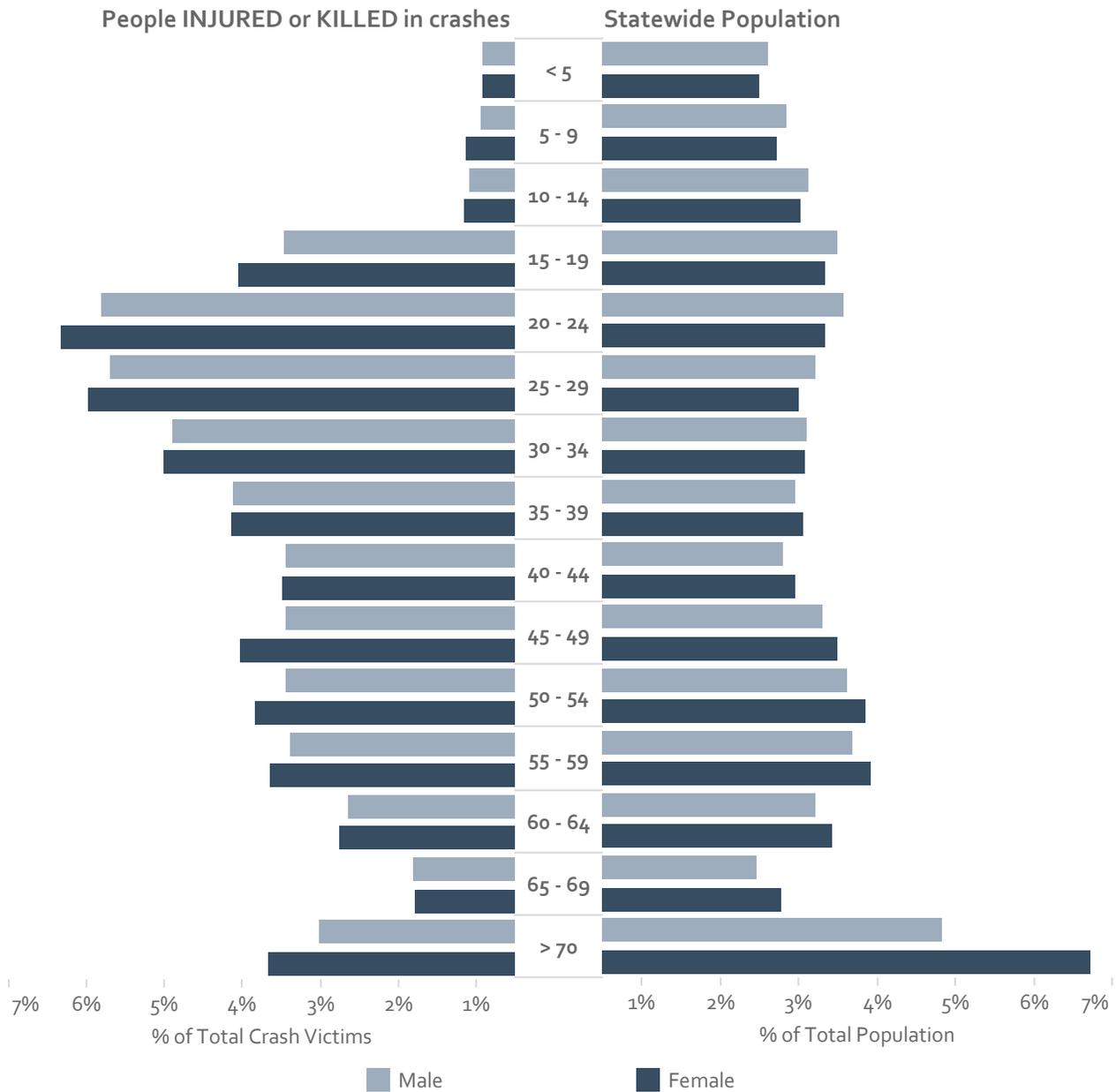


INJURY STATUS BY PERSON TYPE



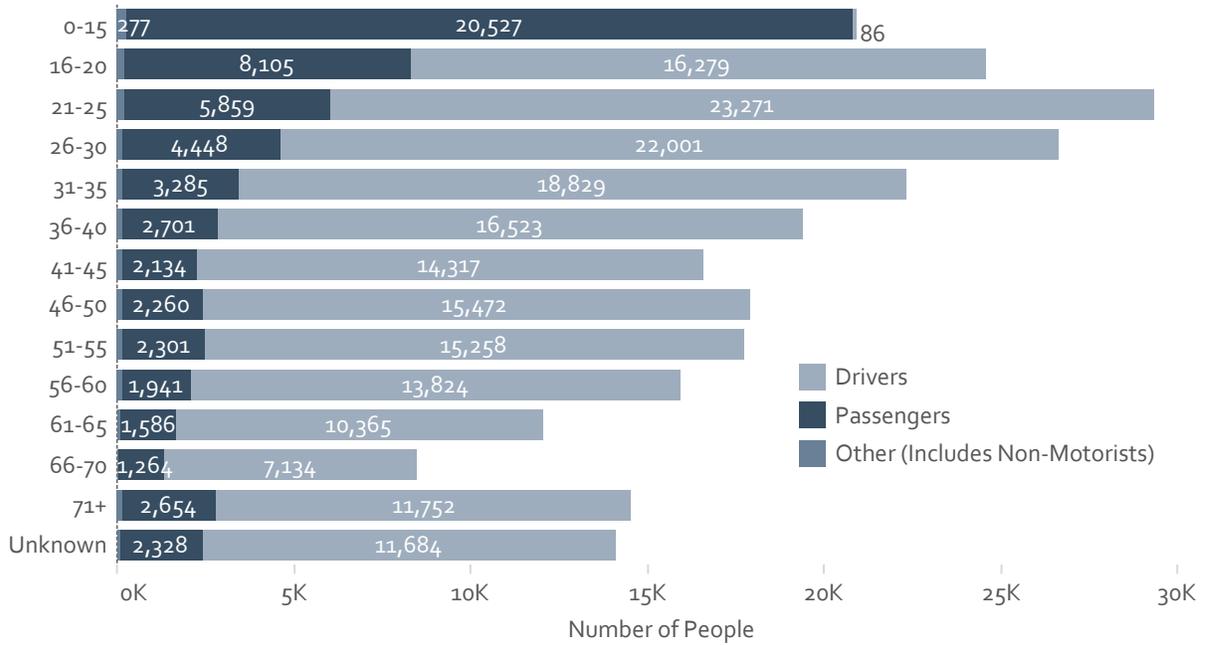
	Drivers	Passengers	Other (Includes Non-Motorists)	Grand Total
	% of Total	% of Total	% of Total	% of Total
Fatal Injury (K)	0.09%	0.08%	2.93%	0.12%
Suspected Serious Injury (A)	0.42%	0.39%	10.35%	0.50%
Suspected Minor Injury (B)	4.82%	4.60%	33.27%	5.01%
Possible Injury (C)	7.84%	9.46%	24.43%	8.37%
No Apparent Injury (O)	86.81%	85.47%	28.65%	85.99%
Unknown	0.01%	0.00%	0.36%	0.01%
Grand Total	100.00%	100.00%	100.00%	100.00%

AGE AND GENDER DISTRIBUTION



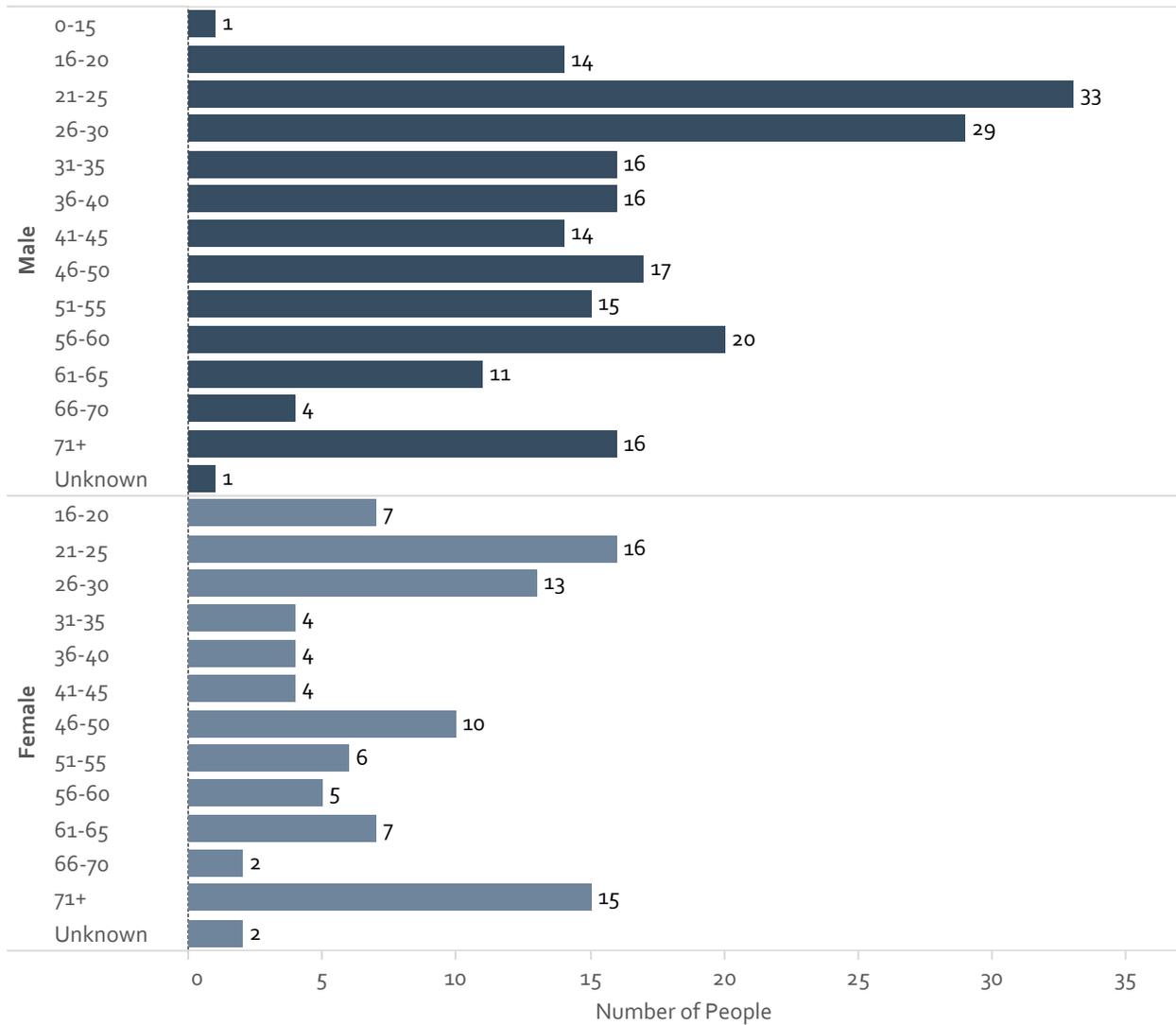
The figure above compares the age distribution for those injured (Serious, Minor, or Possible injuries) or killed in 2018 crashes in Connecticut on the left with the age distribution of the entire state population on the right. Note that the bars represent the percentage of the total, not an absolute count. Motor vehicle injuries and fatalities occur most frequently to people aged 20 to 29. Population data for this figure was retrieved from the US Census Bureau's American Community Survey.

AGE AND PERSON TYPE



	Drivers		Passengers		Other (Includes Non-Motorists)		Grand Total	
	Number of Total People	% of Total	Number of Total People	% of Total	Number of Total People	% of Total	Number of Total People	% of Total
0-15	86	0.04%	20,527	33.44%	277	12.31%	20,890	8.02%
16-20	16,279	8.27%	8,105	13.20%	192	8.53%	24,576	9.44%
21-25	23,271	11.82%	5,859	9.54%	196	8.71%	29,326	11.26%
26-30	22,001	11.18%	4,448	7.25%	187	8.31%	26,636	10.23%
31-35	18,829	9.57%	3,285	5.35%	177	7.86%	22,291	8.56%
36-40	16,523	8.40%	2,701	4.40%	161	7.15%	19,385	7.44%
41-45	14,317	7.28%	2,134	3.48%	140	6.22%	16,591	6.37%
46-50	15,472	7.86%	2,260	3.68%	150	6.66%	17,882	6.87%
51-55	15,258	7.75%	2,301	3.75%	181	8.04%	17,740	6.81%
56-60	13,824	7.02%	1,941	3.16%	169	7.51%	15,934	6.12%
61-65	10,365	5.27%	1,586	2.58%	115	5.11%	12,066	4.63%
66-70	7,134	3.63%	1,264	2.06%	69	3.07%	8,467	3.25%
71+	11,752	5.97%	2,654	4.32%	137	6.09%	14,543	5.58%
Unknown	11,684	5.94%	2,328	3.79%	100	4.44%	14,112	5.42%
Grand Total	196,795	100.00%	61,393	100.00%	2,251	100.00%	260,439	100.00%

FATALITIES BY AGE AND GENDER

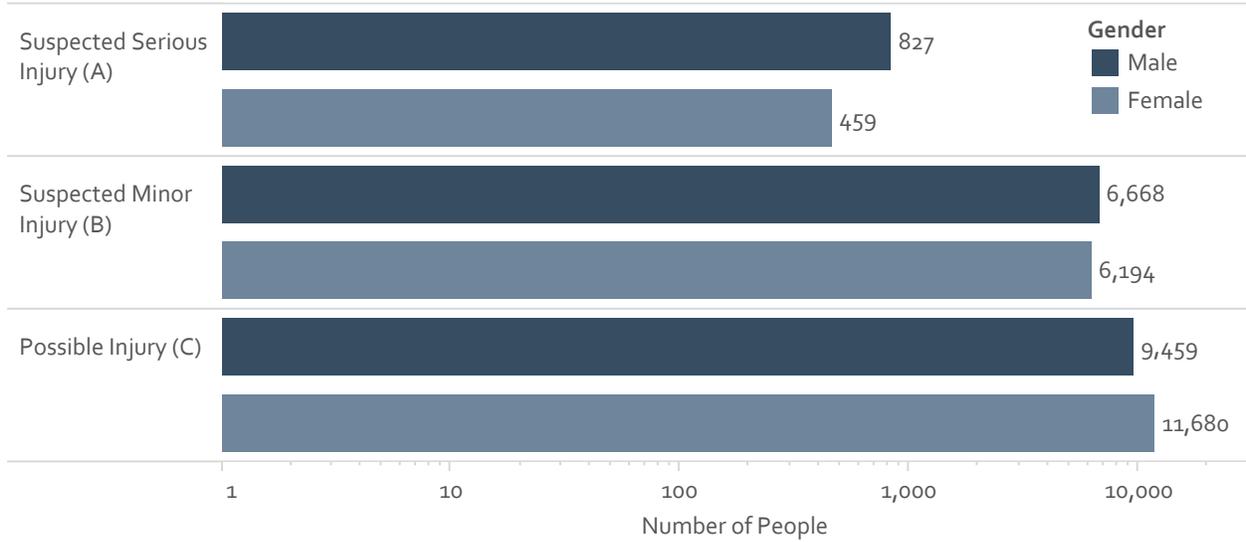


The chart above displays the number of Females and Males in Connecticut who were killed in motor vehicle crashes in 2018 by age cohort.

Of the crash victims who were killed, 68.54% were Males. Many Male victims were between the ages of 21 to 30. For Females however, those over 71 years of age represent the highest concentration of fatalities (16%).

	Fatal Injury (K)	
	Number of Total People	% of Total
Female	95	31.46%
Male	207	68.54%
Grand Total	302	100.00%

INJURIES BY AGE AND GENDER



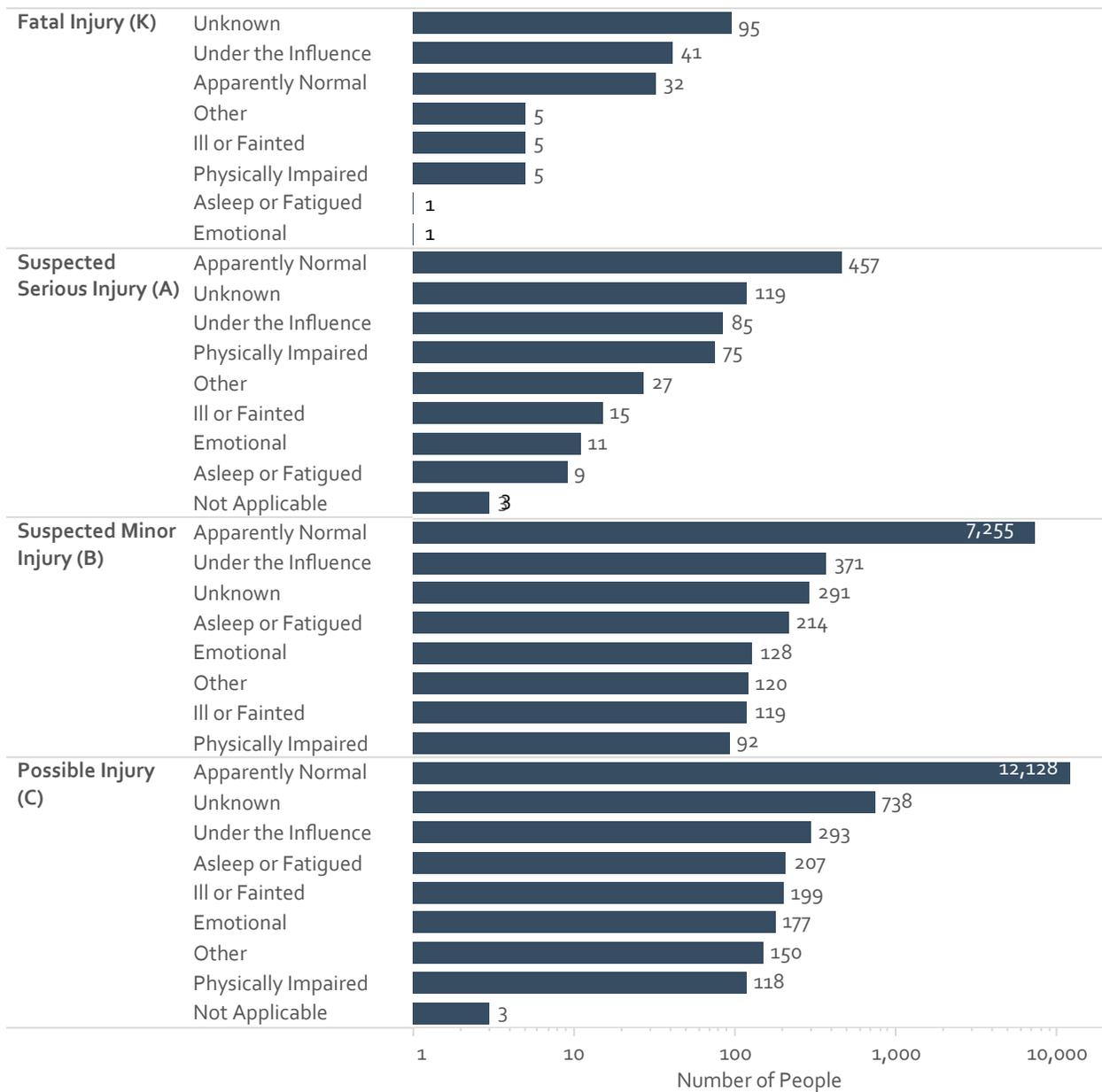
Injury Status By Age

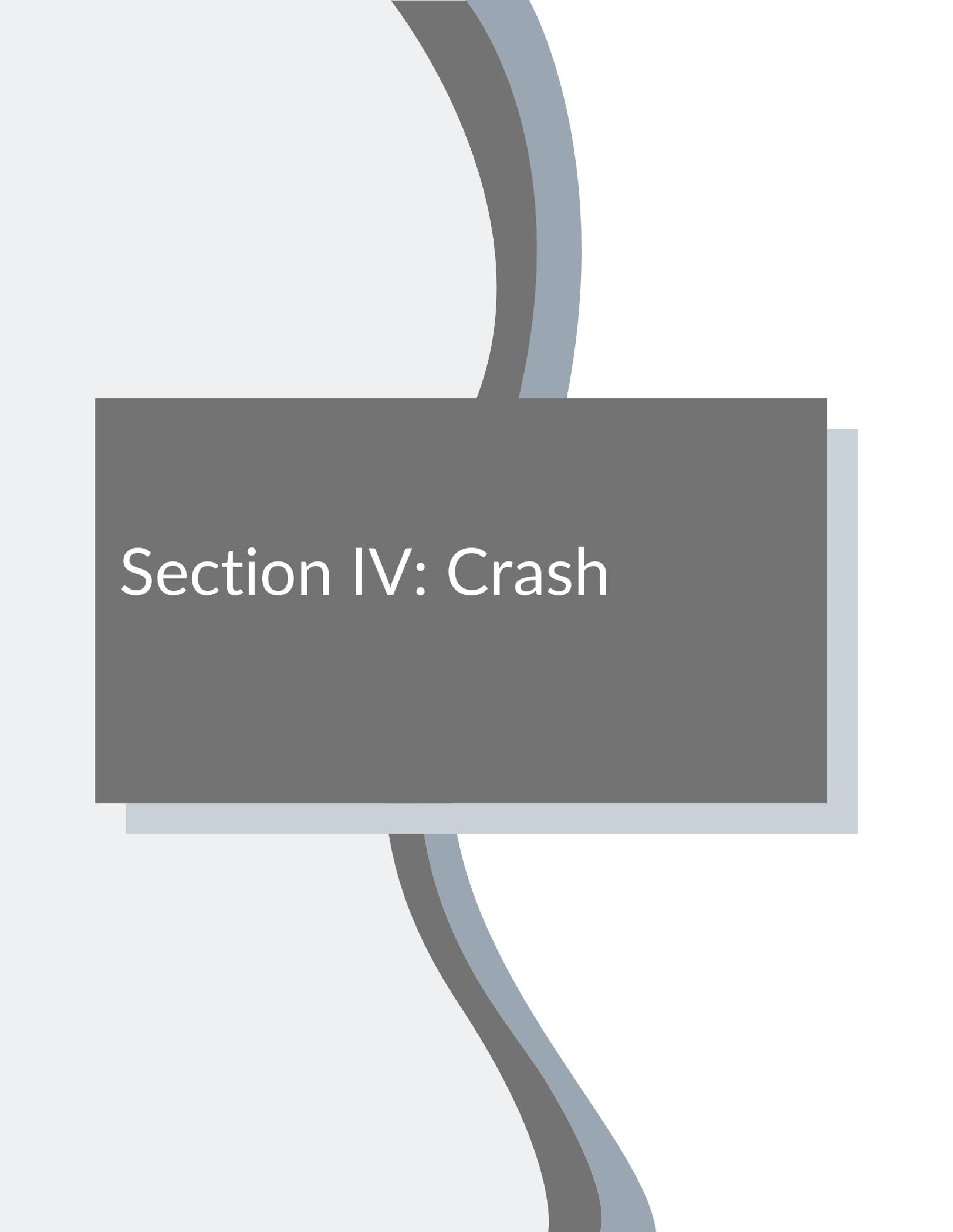
	Suspected Serious Injury (A)		Suspected Minor Injury (B)		Possible Injury (C)		Grand Total	
	Number of Total People	% of Total Injured	Number of Total People	% of Total Injured	Number of Total People	% of Total Injured	Number of Total People	% of Total Injured
0-15	58	2.09%	701	27.52%	1,695	70.39%	2,454	100.00%
16-20	109	3.03%	1,367	39.24%	1,817	57.73%	3,293	100.00%
21-25	172	3.66%	1,726	38.23%	2,416	58.11%	4,314	100.00%
26-30	174	3.76%	1,539	36.68%	2,329	59.57%	4,042	100.00%
31-35	136	3.23%	1,176	34.29%	2,002	62.48%	3,314	100.00%
36-40	97	2.88%	1,041	35.73%	1,686	61.39%	2,824	100.00%
41-45	84	2.85%	844	33.56%	1,558	63.59%	2,486	100.00%
46-50	90	3.02%	922	34.37%	1,605	62.61%	2,617	100.00%
51-55	98	3.24%	908	34.27%	1,590	62.49%	2,596	100.00%
56-60	86	3.19%	797	32.67%	1,487	64.14%	2,370	100.00%
61-65	55	2.75%	607	34.85%	1,063	62.40%	1,725	100.00%
66-70	37	2.66%	442	36.05%	715	61.29%	1,194	100.00%
71+	87	3.73%	845	39.14%	1,202	57.14%	2,134	100.00%
Unknown	22	3.08%	149	18.83%	625	78.08%	796	100.00%

CONDITION AT TIME OF CRASH

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

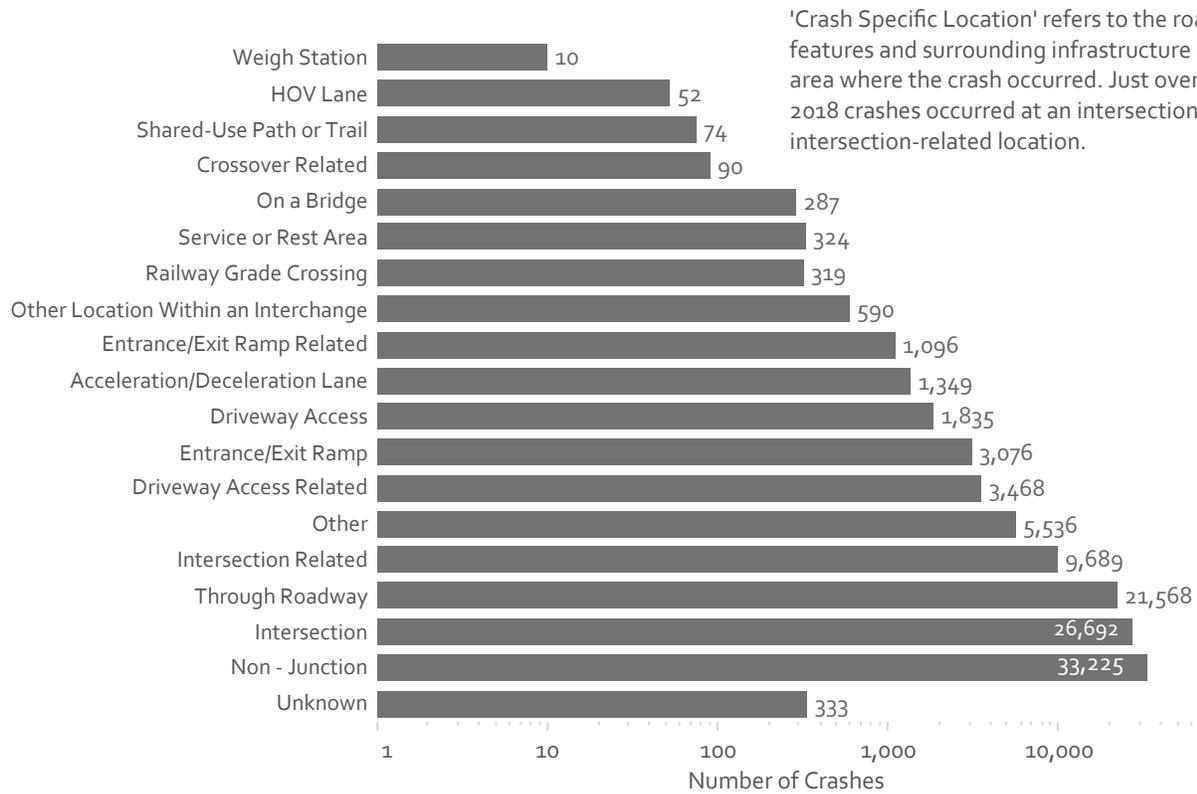
The graph below displays the condition of all motorists and non-motorists by their injury classification; all other person types are excluded. Under the Influence of drugs or alcohol is the most common **known** condition for all injury classifications.





Section IV: Crash

CRASH SPECIFIC LOCATION

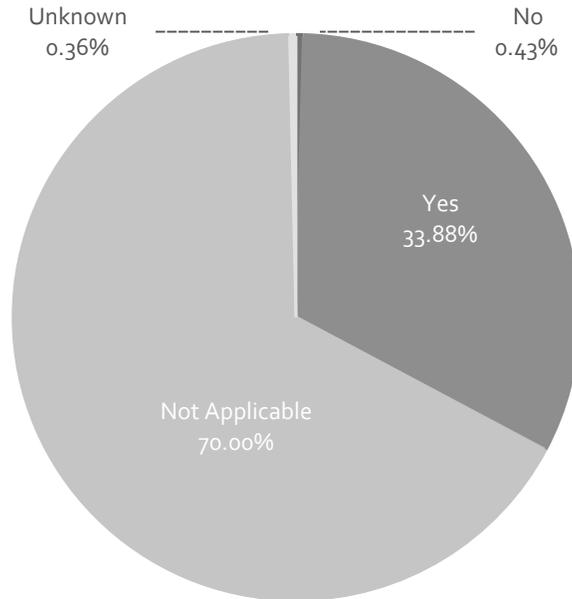


Crash Specific Location	Number of Crashes	% of Total
Non - Junction	33,225	30.31%
Intersection	26,692	24.35%
Through Roadway	21,568	19.68%
Intersection Related	9,689	8.84%
Other	5,536	5.05%
Driveway Access Related	3,468	3.16%
Entrance/Exit Ramp	3,076	2.81%
Driveway Access	1,835	1.67%
Acceleration/Deceleration Lane	1,349	1.23%
Entrance/Exit Ramp Related	1,096	1.00%
Other Location Within an Interchange	590	0.54%
Unknown	333	0.30%
Railway Grade Crossing	319	0.29%
Service or Rest Area	324	0.30%
On a Bridge	287	0.26%
Crossover Related	90	0.08%
Shared-Use Path or Trail	74	0.07%
HOV Lane	52	0.05%
Weigh Station	10	0.01%
Grand Total	109,613	100.00%

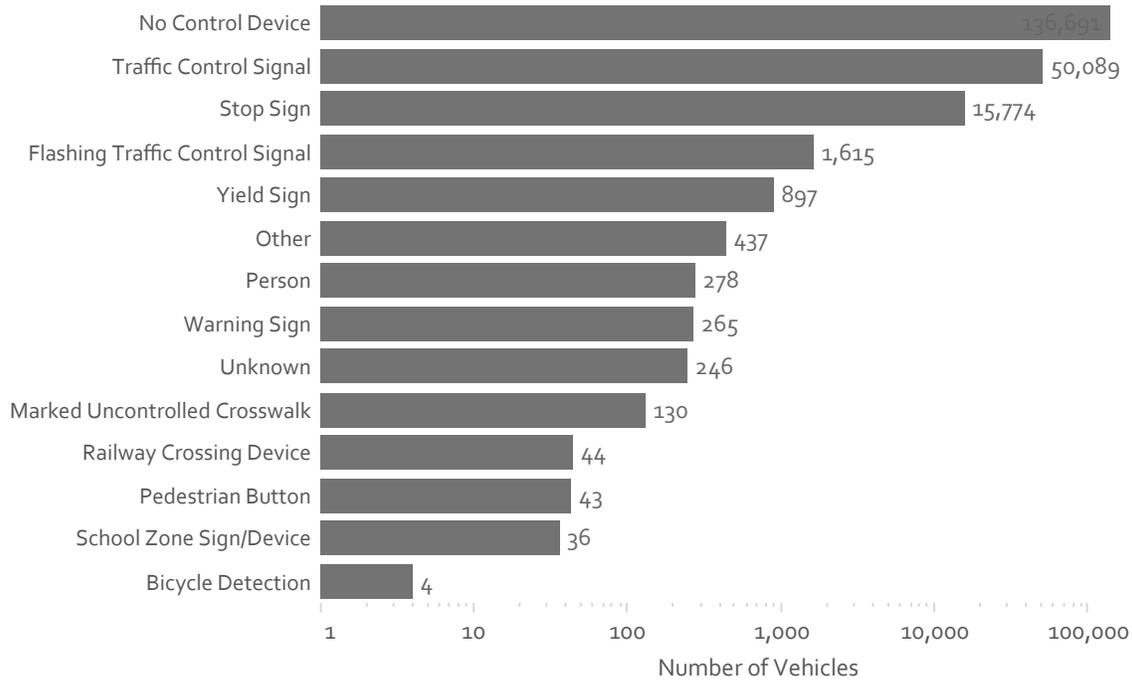


TRAFFIC CONTROL DEVICE TYPE

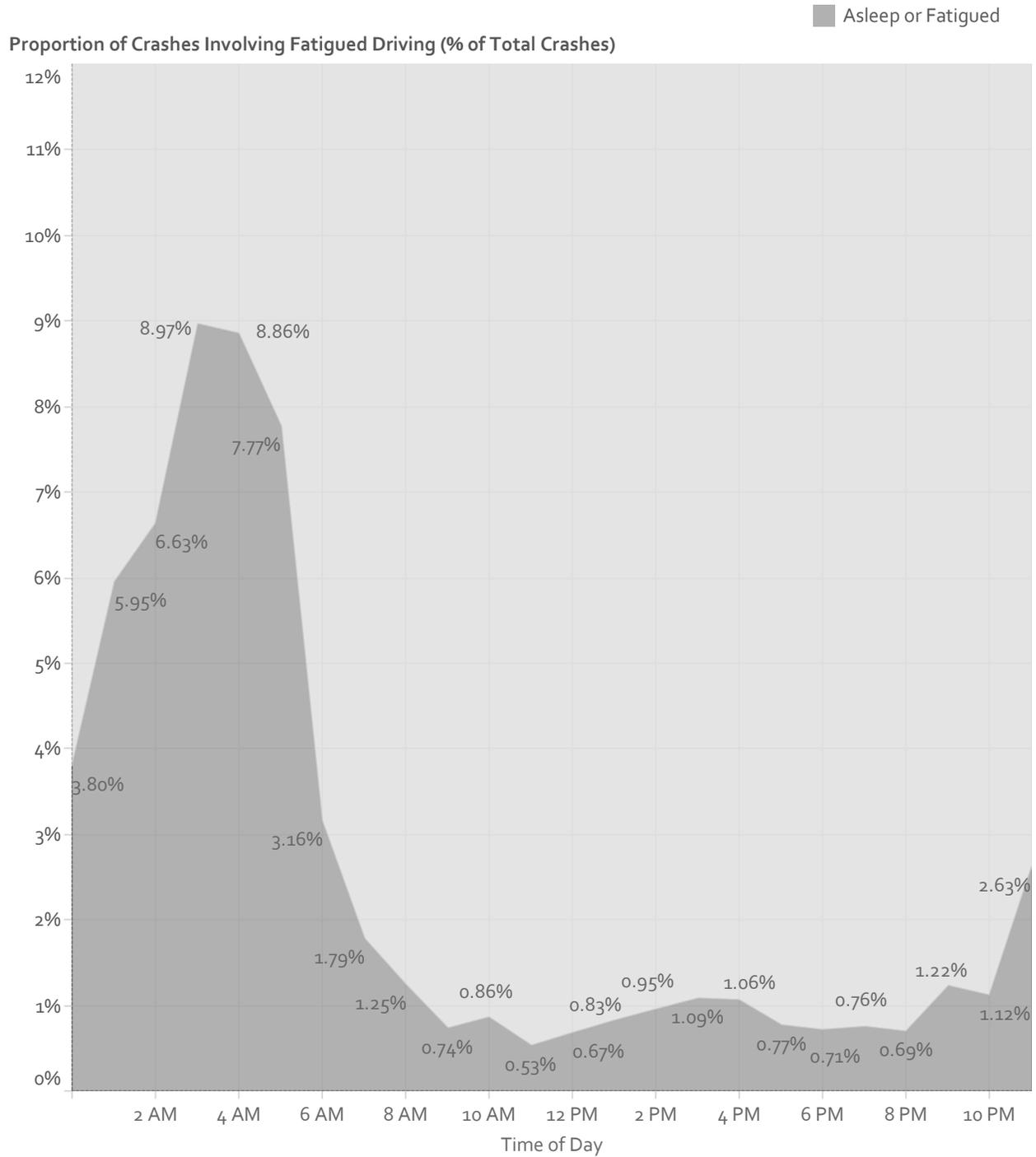
Crashes by Traffic Control Device Status



Vehicles by Traffic Control Device Type

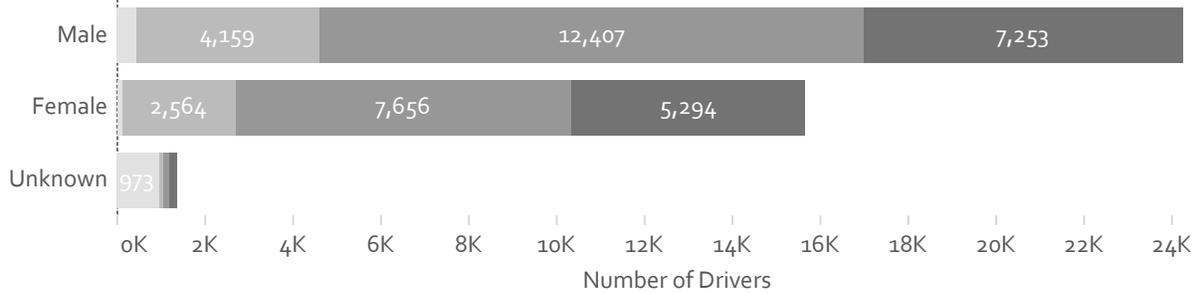


FATIGUED DRIVING



AGGRESSIVE DRIVING

Number of Aggressive Drivers by Age and Gender

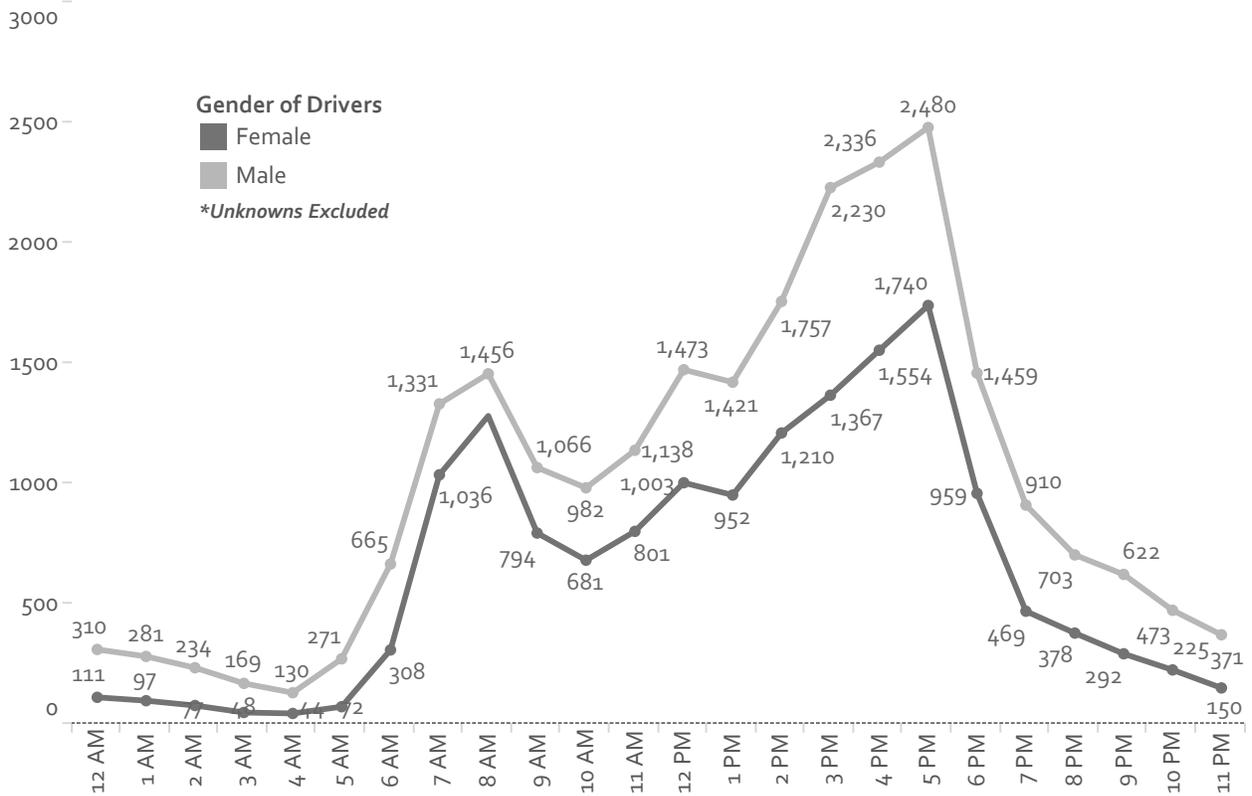


Aggressive driving data includes drivers who were classified as doing one of the following that could have contributed to the crash:

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

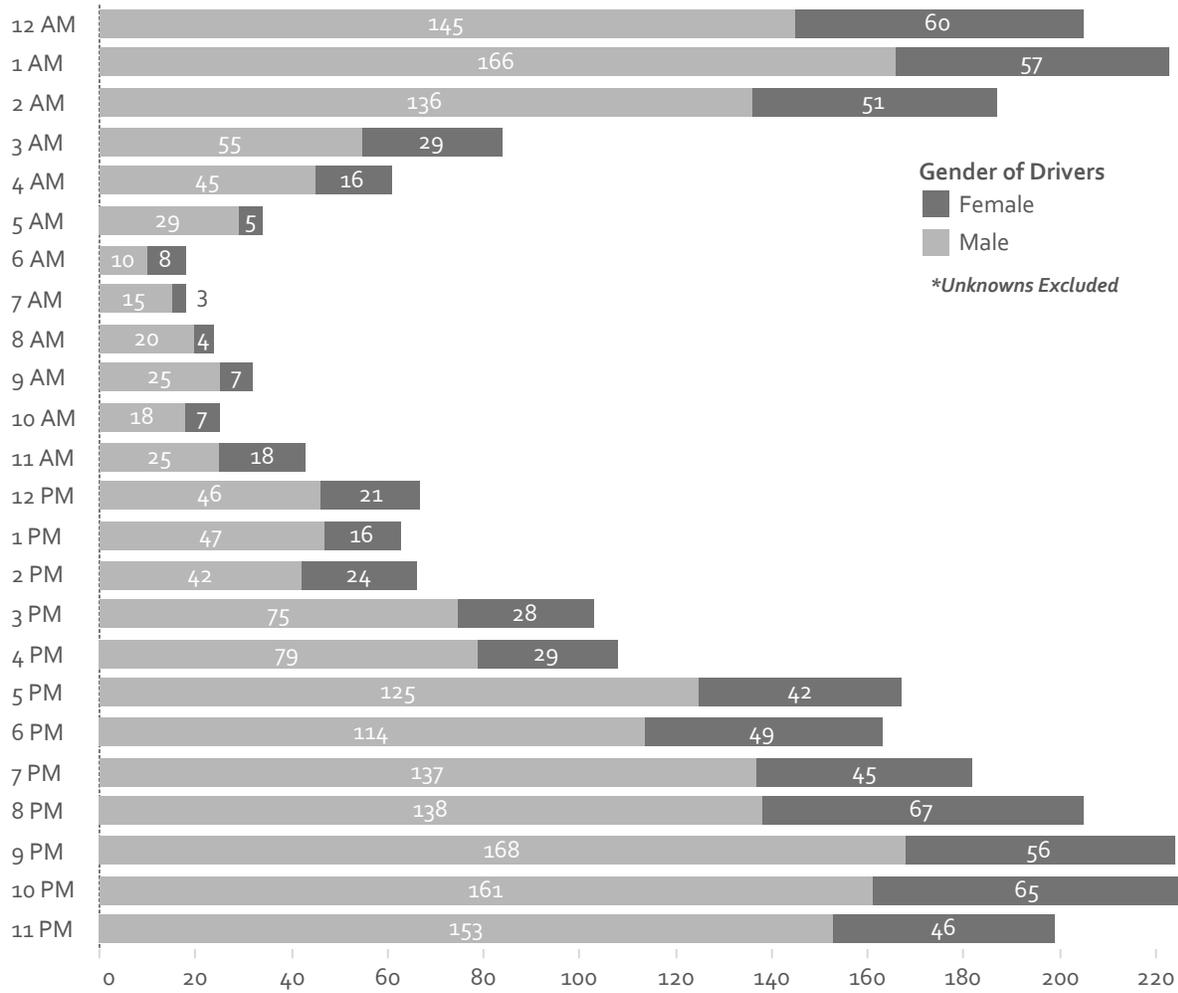
- Young Drivers (15-25)
- Adult Drivers (26-54)
- Senior Drivers (55 or Older)
- Unknown

Gender of Aggressive Drivers by Time of Crash

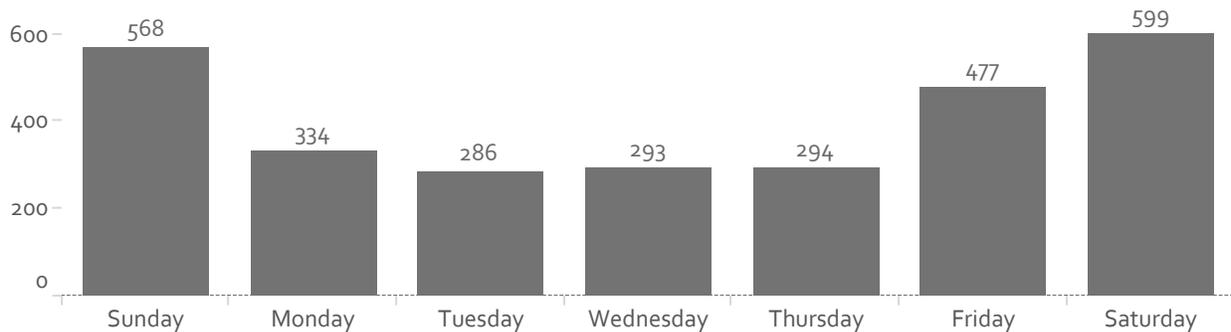


IMPAIRED DRIVING

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



Under the Influence Crashes by Day of the Week

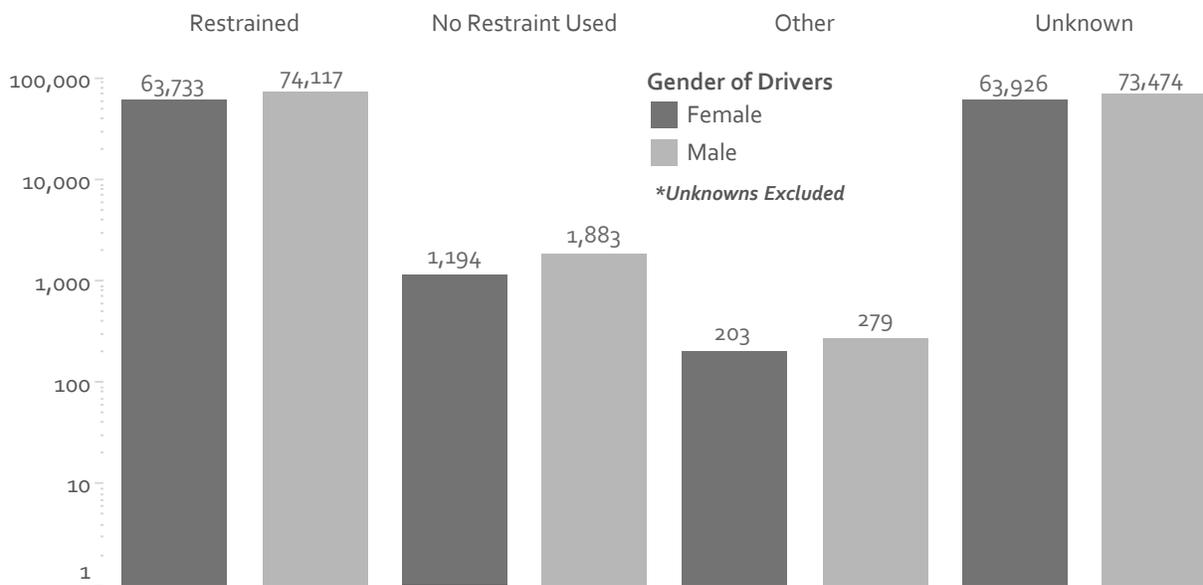


RESTRAINT USE

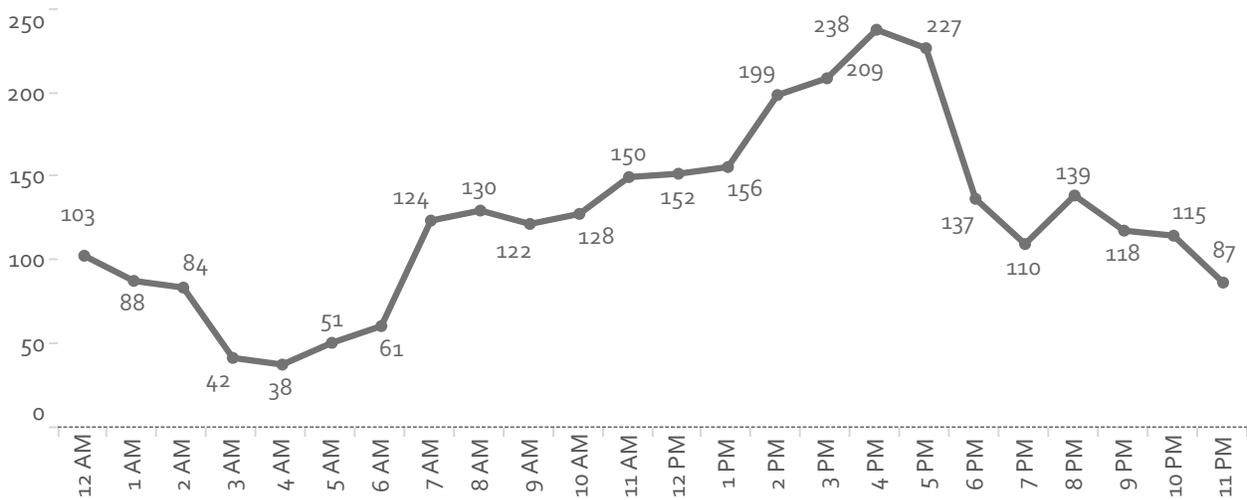
Unrestrained crashes are defined as those crashes in which at least **one** involved person was not wearing a restraint type of any kind during the crash event.

From 2018, crashes involving unrestrained occupants occurred with the greatest frequency during the hours of 2 PM to 5 PM, similar to crashes involving distraction. This could be because this is generally the time of day with the greatest amount of traffic volume.

Restraint Use By Gender* of Occupant



Unrestrained Crashes by Time of Day



SPEEDING CRASHES

Speeding Related	Number of Total People	% of Total
Racing	121	0.06%
Exceeded Speed Limit	1,763	0.90%
Too Fast for Conditions	7,902	4.02%
No	165,607	84.15%
Unknown	21,400	10.87%
Grand Total	196,793	100.00%

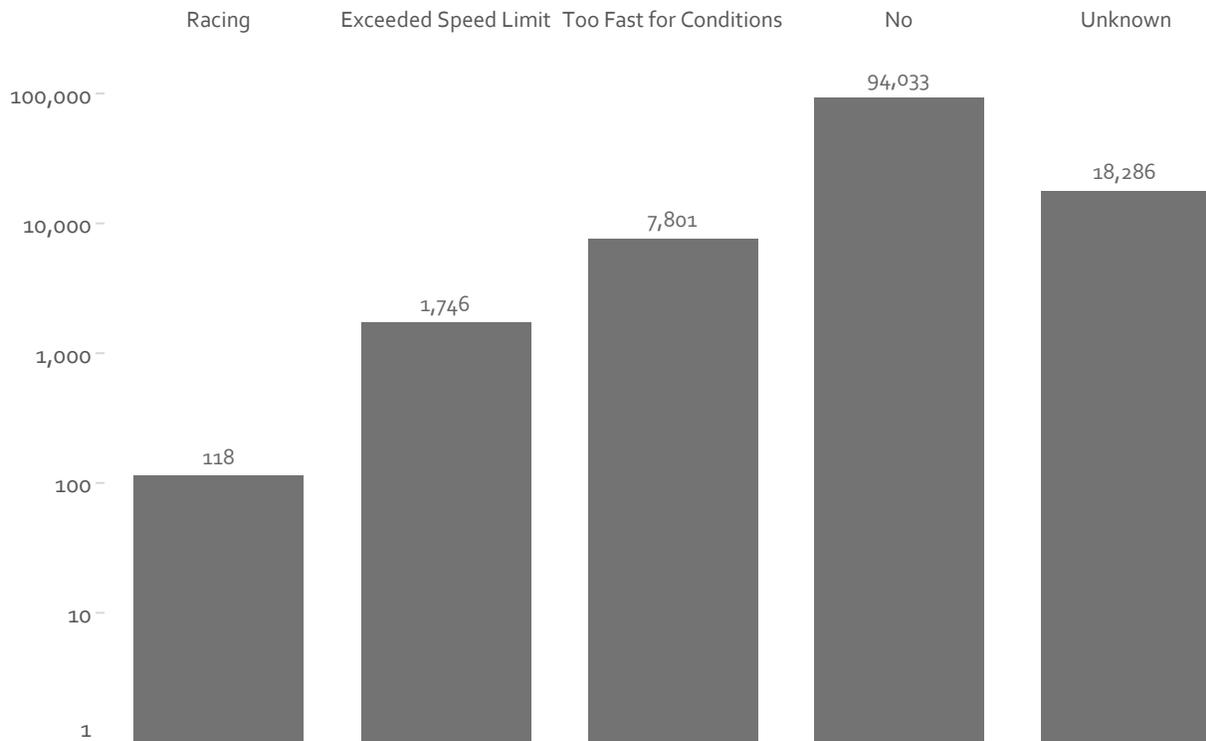
Crashes that involve a speeding motorist are broken down into three classifications by MMUCC:

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

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

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

Number of Speeding Crashes

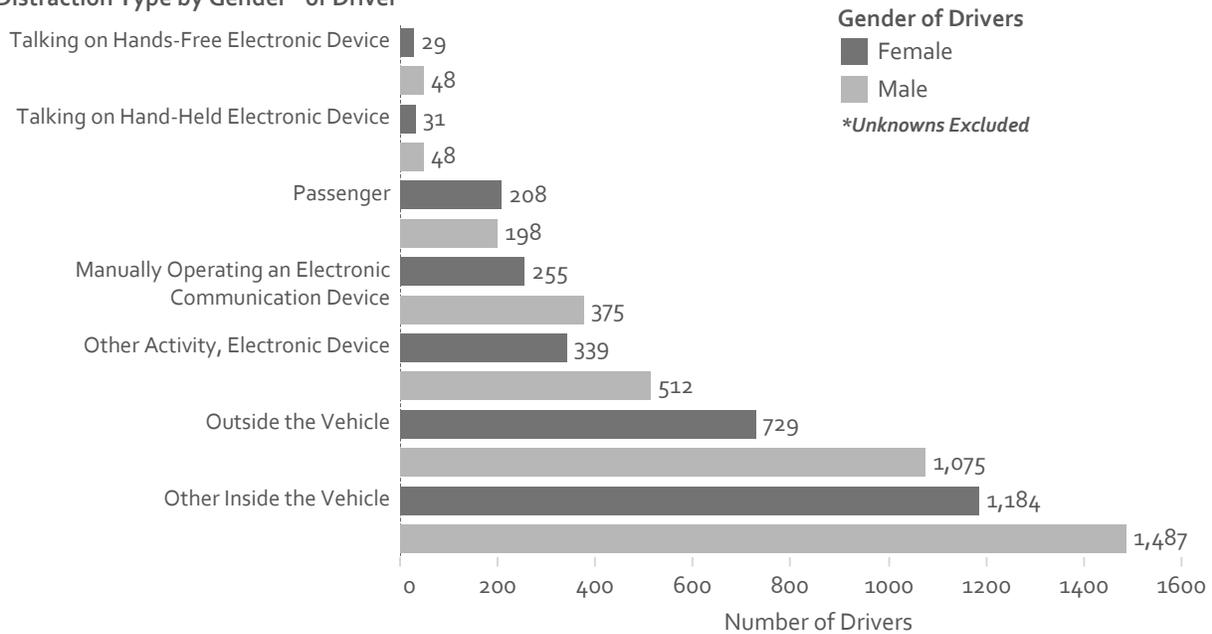


DISTRACTED DRIVING

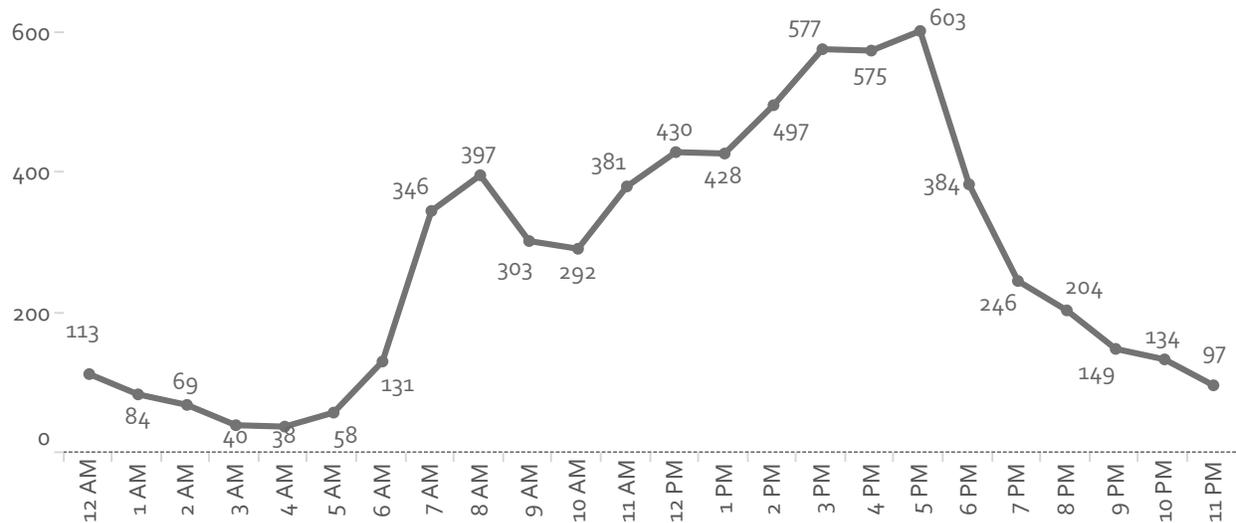
The bar graph below displays the number of drivers who were distracted at the time of the crash by gender. The most common distraction affecting motorists was something inside of their vehicle, which includes behaviors such as eating, drinking, smoking, etc.

The line graph reveals the highest occurrence of crashes involving distraction occurred during the hours of 3 PM to 5 PM, similar to figures for previous years.

Distraction Type by Gender* of Driver

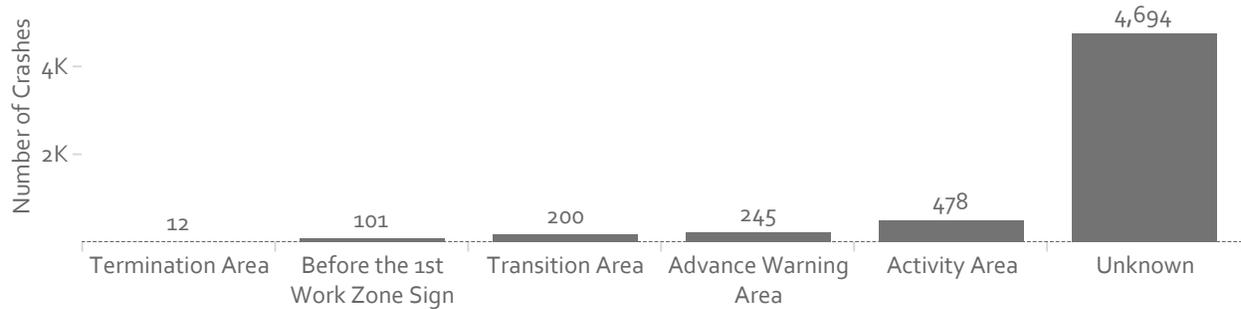


Distacted Driving Crashes by Time of Day



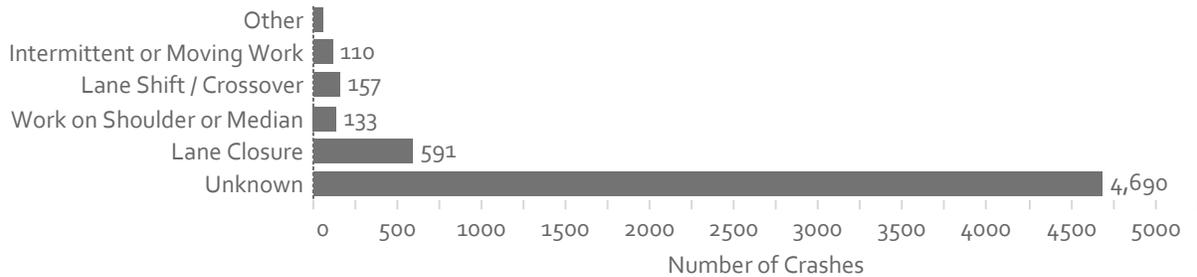
WORK ZONE CRASHES

Location of Crash Relative to Work Zone



	Total Crashes	% of Total
Not Applicable	103,873	94.77%
Activity Area	478	0.44%
Advance Warning Area	245	0.22%
Transition Area	200	0.18%
Before the 1st Work Zone Sign	101	0.09%
Termination Area	12	0.01%
Unknown	4,698	4.29%

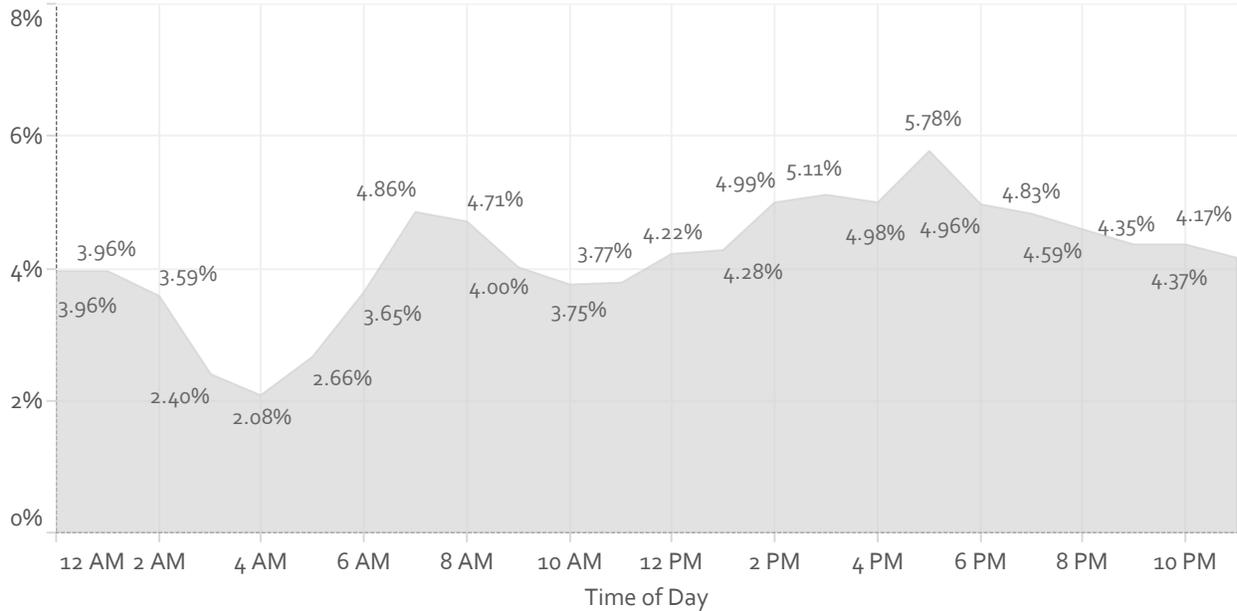
Work Zone Type



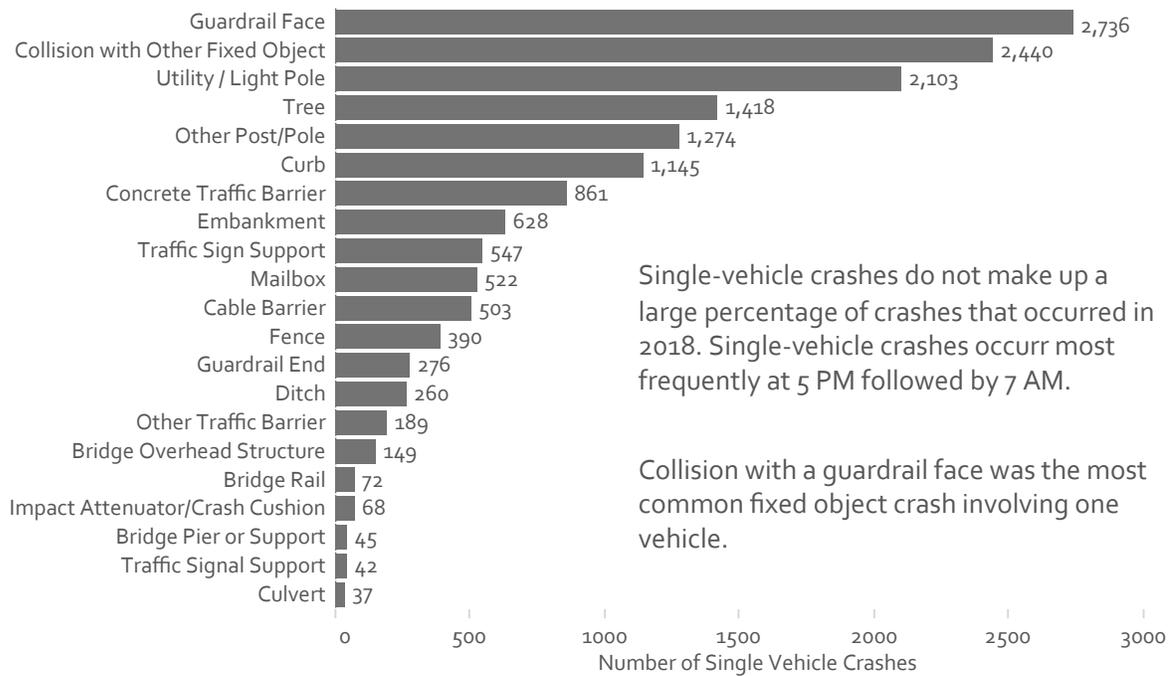
	Total Crashes	% of Total
Not Applicable	103,862	94.76%
Lane Closure	591	0.54%
Work on Shoulder or Median	133	0.12%
Lane Shift/Crossover	157	0.14%
Intermittent or Moving Work	110	0.10%
Other	60	0.05%
Unknown	4,694	4.28%
Grand Total	109,607	100.00%

SINGLE VEHICLE CRASHES

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



Single Vehicle Crashes by Fixed Object Struck



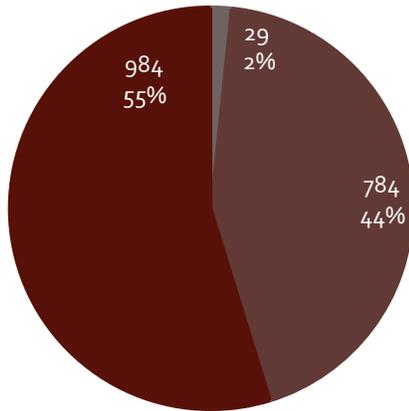
Single-vehicle crashes do not make up a large percentage of crashes that occurred in 2018. Single-vehicle crashes occur most frequently at 5 PM followed by 7 AM.

Collision with a guardrail face was the most common fixed object crash involving one vehicle.

Section IV: Vehicle

COMMERCIAL VEHICLE CRASHES

Qualifying Commercial Vehicle Crashes

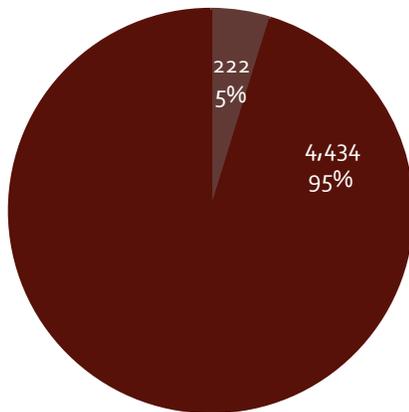


The Federal Motor Carrier Safety Administration (FMCSA) keeps records on commercial vehicle (CV) crashes. The crash and the CV involved need to meet specific criteria in order to be considered.

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

- 1. The vehicle displayed a hazardous material placard.*
- 2. The vehicle has a gross vehicle weight rating or a gross combination weight rating of more than 10,000 lbs and is used on public highways to carry property.*
- 3. The vehicle is designed to transport more than eight (8) persons, including the driver.*

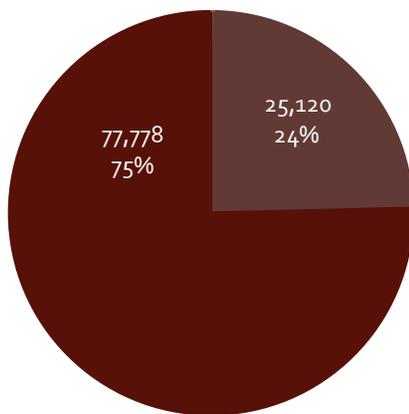
Non-Qualifying Commercial Vehicle Crashes



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

- 1. The crash resulted in at least one fatal injury.*
- 2. The crash resulted in at least injury that resulted in the person being transported to a hospital.*
- 3. The crash resulted in at least one vehicle being damaged to the point where it had to be towed from the scene.*

Other Crashes



- Fatal
- Injury
- Property Damage Only (PDO)

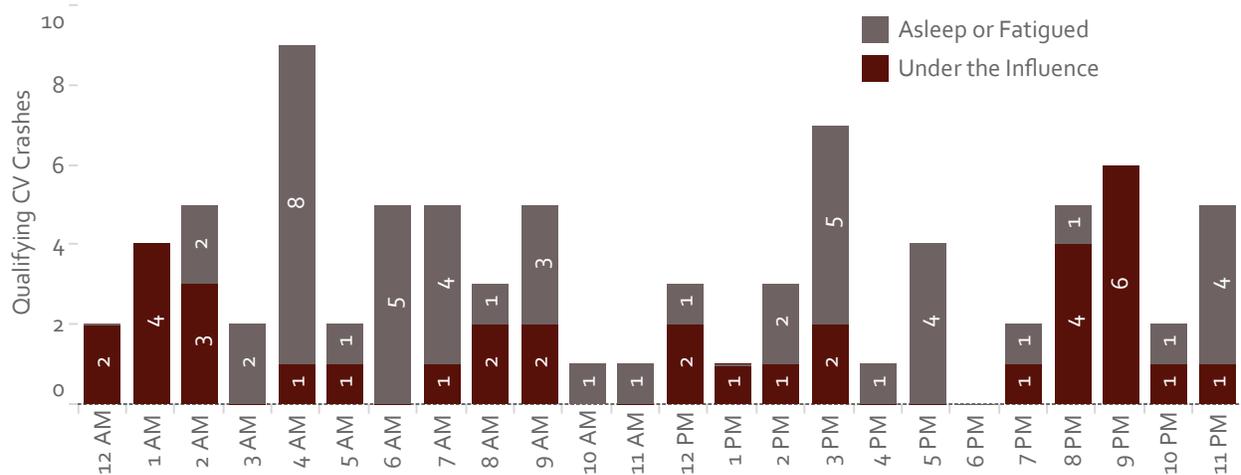
COMMERCIAL VEHICLE CRASHES

Qualifying CV Crashes by First Harmful Event (Top 20)

	Number of CV Crashes	% of CV Crashes
Collision with a Motor Vehicle in Operation	1,435	81.53%
Parked Motor Vehicle	28	1.59%
Collision with Other Non-Fixed Object	32	1.82%
Guardrail Face	55	3.13%
Overturn or Rollover	24	1.36%
Collision with a Pedestrian	31	1.76%
Bridge Overhead Structure	24	1.36%
Collision with Other Fixed Object	24	1.36%
Concrete Traffic Barrier	29	1.65%
Utility/Light Pole	19	1.08%
Other Post/Pole	6	0.34%
Tree	6	0.34%
Other Non-Collision	9	0.51%
Curb	8	0.45%
Cable Barrier	8	0.45%
Embankment	1	0.06%
Cargo/Equipment Loss or Shift	5	0.28%
Struck by Falling, Shifting Cargo	6	0.34%
Traffic Sign Support	6	0.34%
Unknown	4	0.23%
Grand Total	1,760	100.00%

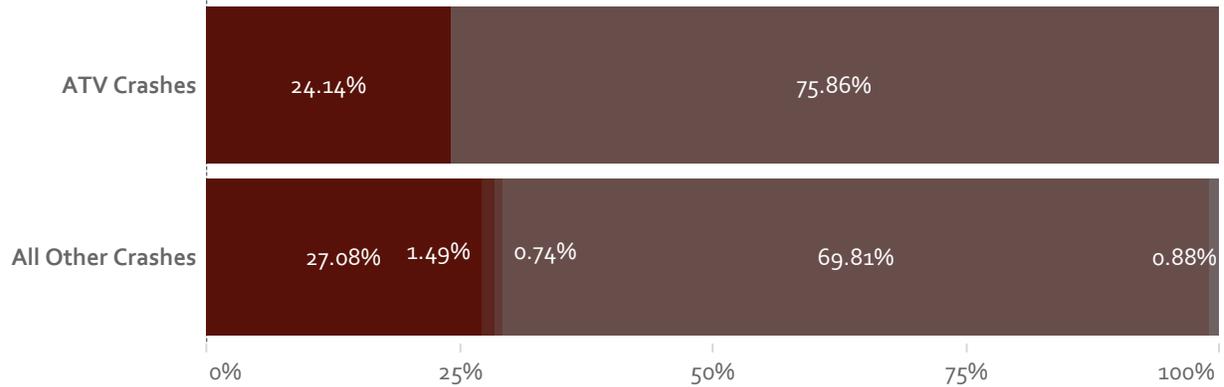
The bar chart below portrays commercial vehicle crashes with drivers who were found to be fatigued or under the influence by the time of day of their crash. The majority of crashes involving asleep or fatigued drivers occurred in the early morning hours between 4 AM and 9 AM. A high number of asleep or fatigued drivers were involved in crashes around 4 AM. Crashes involving CV drivers under the influence occurred more frequently overnight, from 8 PM to 2 AM.

Qualifying CV Crashes by Time of Day and Condition of Driver

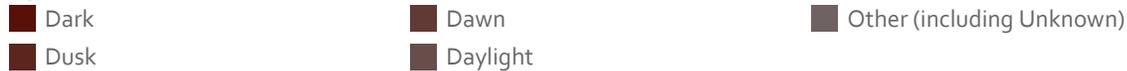


ALL TERRAIN VEHICLE CRASHES

ATV Crashes by Light Conditions



Light Conditions



In 2018, 29 crashes occurred involving ATVs. This represents a 63% decrease in this crash type from the previous year. Three-fourths of ATV crashes took place in the daylight.

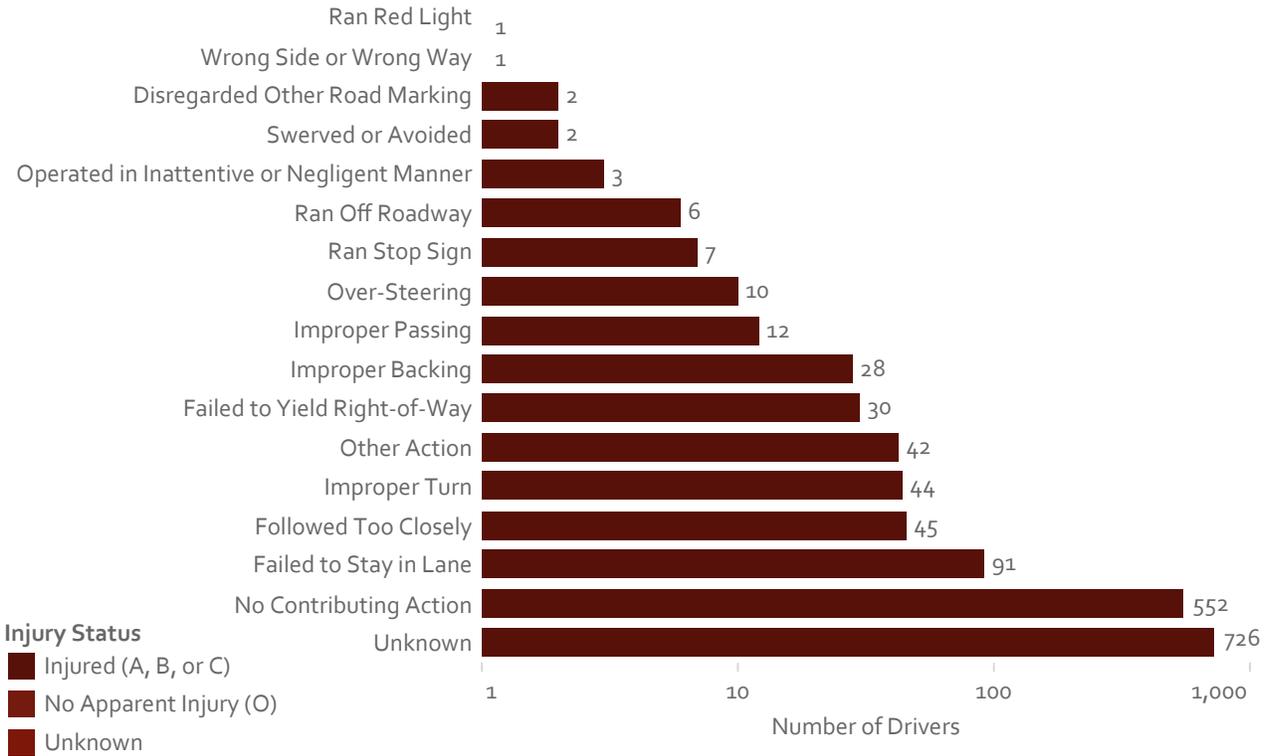
Crash Severity of ATV Crashes

	ATV Crashes		All Other Crashes	
	Number of Crashes	% of Total Crashes	Number of Crashes	% of Total Crashes
Fatal	1	3.45%	291	0.27%
Injury	15	51.72%	26,043	23.84%
Property Damage Only (PDO)	13	44.83%	82,920	75.90%
Grand Total	29	100.00%	109,254	100.00%

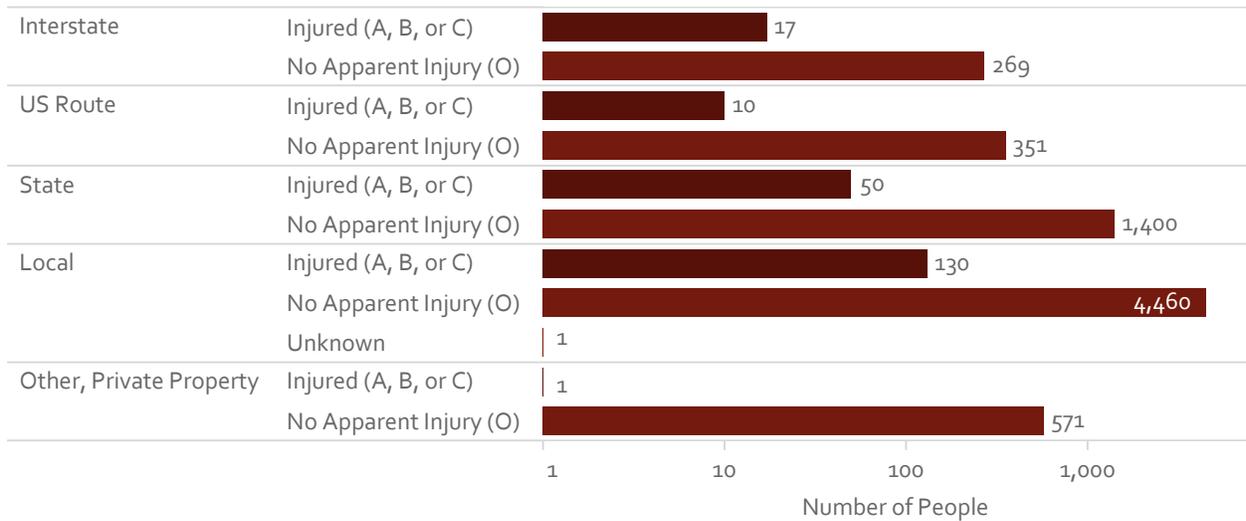


SCHOOL BUS CRASHES

School Bus Crashes by Driver Actions



School Bus Crashes by Injury Status and Route Class



MOTORCYCLE CRASHES

Motorcycle-Involved Crashes by Manner of Crash

	Number of Crashes	% of Total
Single Vehicle Crash	375	34.34%
Angle	285	26.10%
Rear End	197	18.04%
Sideswipe, Same Direction	95	8.70%
Other	70	6.41%
Head On	34	3.11%
Sideswipe, Different Direction	17	1.56%
Unknown	9	0.82%
Rear to Rear	6	0.55%
Rear to Side	4	0.37%
Grand Total	1,092	100.00%

Motorcycle Involved Crashes by Time of Day and Day of Week

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
12 AM	4		1	3	6	5	6
1 AM	3	4		1	4		7
2 AM	3	1			1		6
3 AM	1			1	2		2
4 AM	1	1			1	1	1
5 AM		1		1	1	1	1
6 AM		1	5	4	1	3	3
7 AM	1	4	4	7	7	6	1
8 AM	3	1	5	1	5	4	4
9 AM	2	2	1	4	2	2	5
10 AM	7	4	4	5	1	4	9
11 AM	12	7	3	5	6	4	5
12 PM	13	10	6	10	8	9	14
1 PM	19	8	7	9	9	5	14
2 PM	17	8	10	9	8	13	34
3 PM	15	11	5	12	7	13	21
4 PM	20	7	18	9	14	13	27
5 PM	11	13	16	22	19	14	9
6 PM	17	11	14	12	6	16	12
7 PM	12	9	7	5	4	17	8
8 PM	10	5	6	9	7	11	11
9 PM	9	9	6	9	3	11	9
10 PM	4	2	2	4	5	8	13
11 PM	3	3	3	1	1	2	5

MOTORCYCLE CRASHES

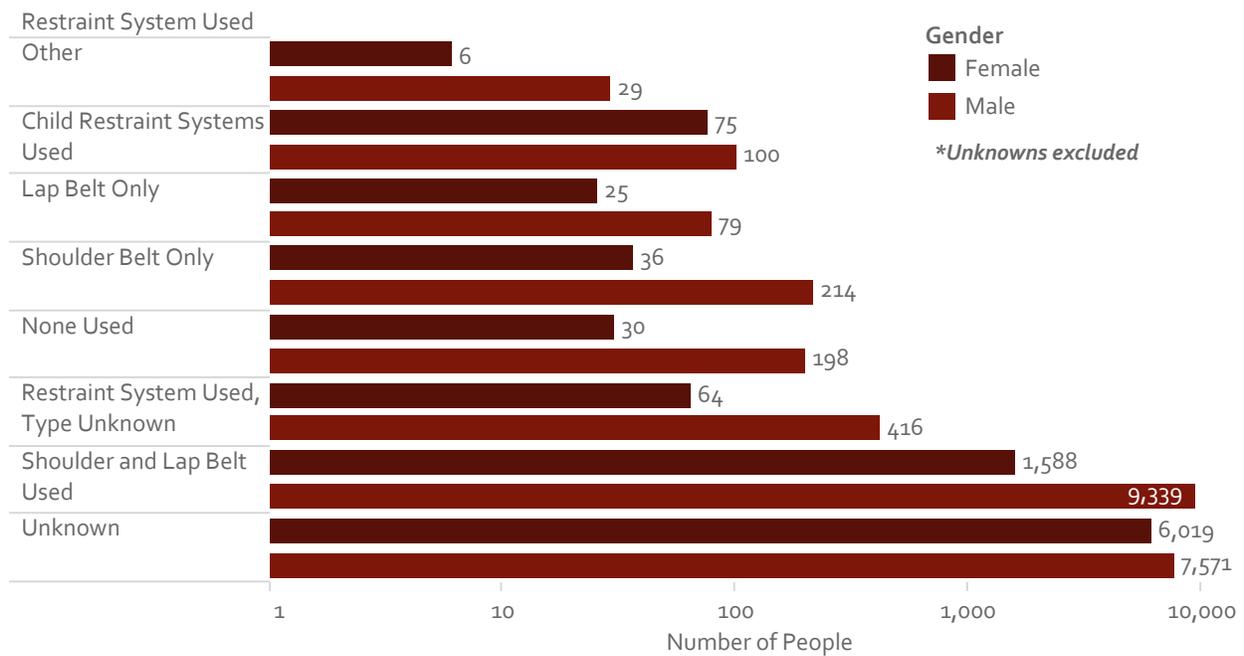
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1			3	2	8	6	6	1	9	3	7	3
2		1			10	7	9	4	7	2	1	
3			1	2	1	14	6	6	9	6	4	1
4		1			4	1	14	5	3	1	4	
5			1	1	15	2	3	10	3	9	1	1
6			1	1	5	3	5	7	4	4		1
7				2	6	9	12	5	7	5	1	1
8				2	10	8	11	5	8	2	5	
9				1	4	3	8	6	8	2	1	2
10	1		1		2	10	5	4		8	2	
11	1	1	1	2	7	6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

Seventy-two crashes involving motorcycles took place between May 16-21, 2018. Another 76 crashes occurred a few weeks later during June 10-15th. In general, motorcycle-involved crashes occur most frequently between the months of June and September. This is a common riding period, especially in Connecticut where the winter months usually bring inclement weather.

**blank white spaces indicate no crash data available for that parameter*

PICKUP TRUCK CRASHES

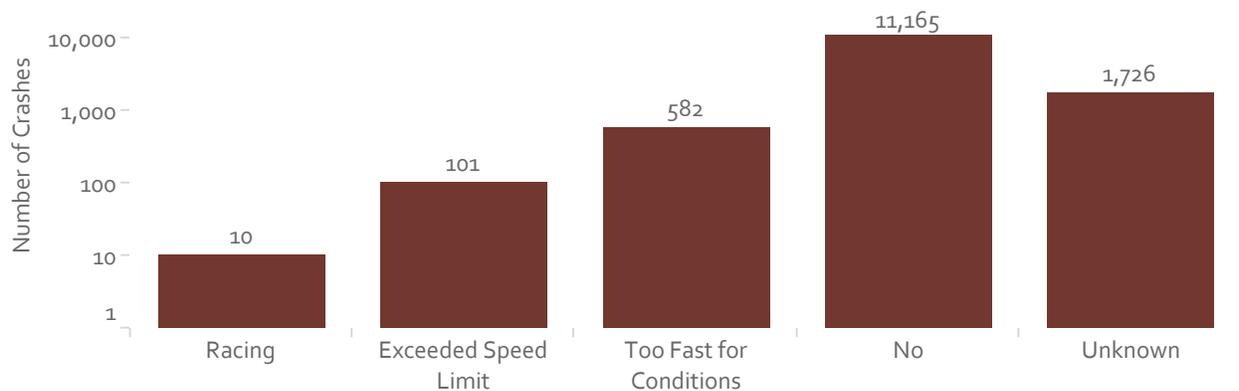
Pickup Truck Occupants by Restraint Type and Gender*



The majority of pickup truck occupants were utilizing both a shoulder and lap belt at the time of their crash. Interestingly, the number of Male occupants is nearly six times that of Females for each category on average, with the exception of child restraint systems. This implies that the discrepancy between gender of crash victims is even greater when looking specifically at pickup truck occupants.

Speeding was a factor in 5% of crashes involving pickup trucks.

Speeding Involvement in Pickup Truck Crashes



Section IV: Involved Persons

DRIVER ACTIONS

Displayed below are the number of drivers who were killed or injured in 2018 crashes categorized by the driver action that contributed to the crash.

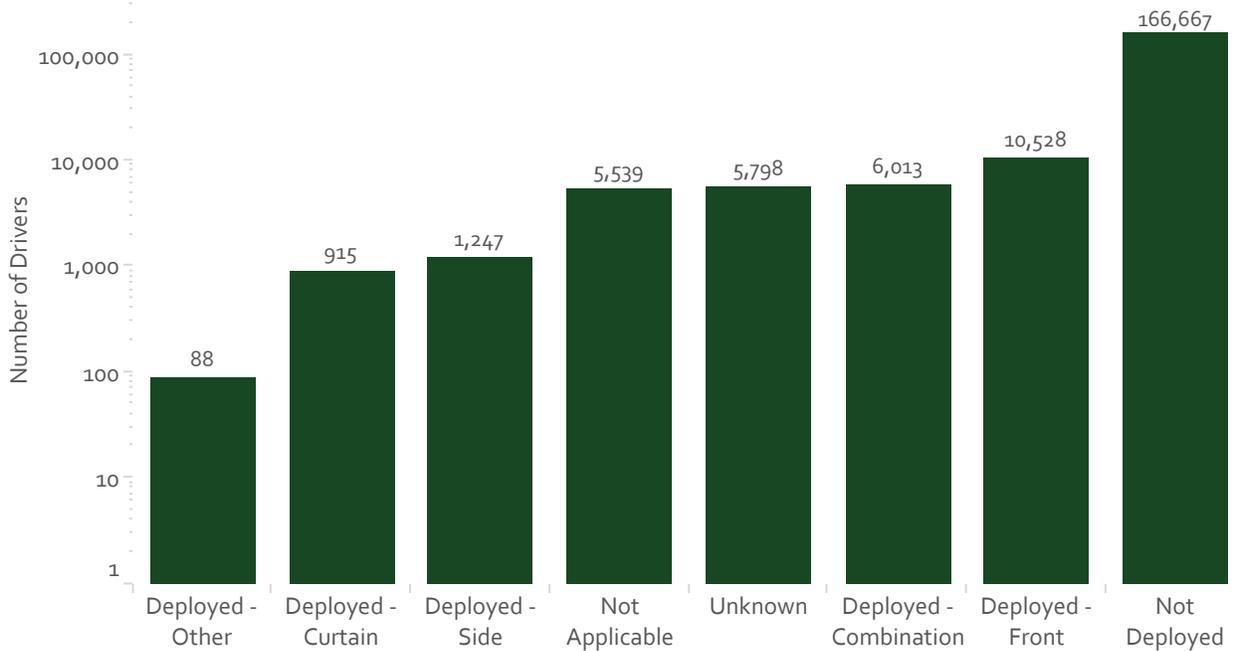
'Failed to Stay in Lane' was cited most often as the contributing driver action for each injury classification.

Driver* Injuries and Fatalities by Driver Actions

	Fatal Injury (K)	Suspected Serious Injury (A)	Suspected Minor Injury (B)	Possible Injury (C)
No Contributing Action	26	289	4,464	9,261
Failed to Stay in Lane	38	145	1,474	1,522
Followed Too Closely	3	31	776	1,230
Failed to Yield Right-of-Way	4	40	520	801
Ran Off Roadway	37	89	516	481
Other Action		39	273	334
Operated in Inattentive or Neglig..	19	24	234	192
Ran Red Light	1	18	163	220
Ran Stop Sign	3	15	166	206
Improper Turn		18	171	198
Operated in a Reckless Manner	15	41	117	102
Swerved or Avoided	1	5	112	89
Improper Passing	4	16	59	88
Over-Steering	1	5	66	52
Wrong Side or Wrong Way	5	10	49	38
Improper Backing		1	20	65
Disregarded Other Traffic Sign	2	4	30	31
Disregarded Other Road Marking			5	5
Overtaking Cyclist				2
Not Applicable				2
Grand Total	159	790	9,215	14,919

*Unknowns are excluded

AIRBAG DEPLOYMENT



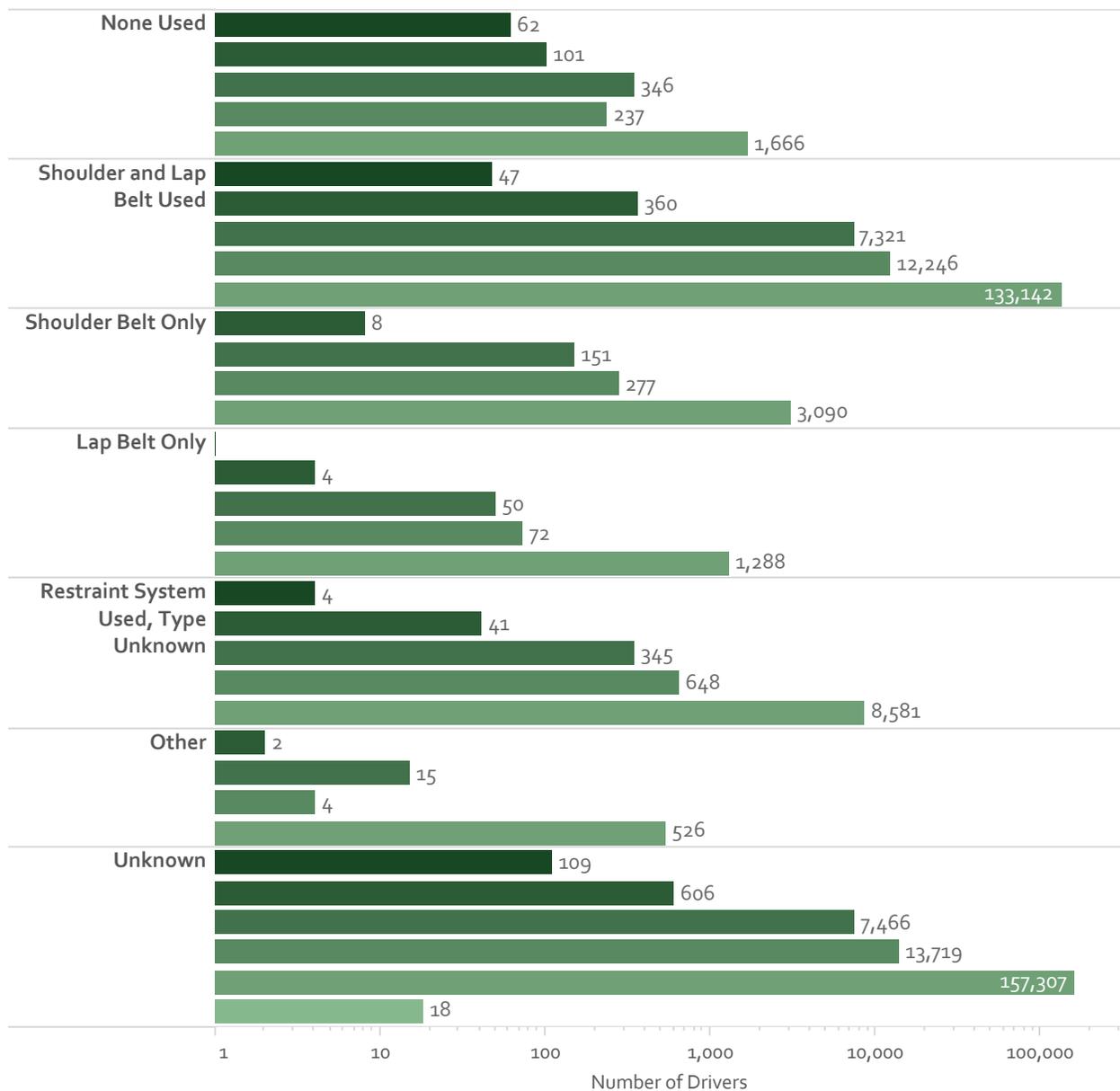
Drivers - Airbag Deployment & Injury Status

	Fatal Injury (K)	Suspected Serious Injury (A)	Suspected Minor Injury (B)	Possible Injury (C)	No Apparent Injury (O)	Unknown
Deployed - Other		1	20	18	49	
Deployed - Curtain	6	7	163	201	538	
Deployed - Side	2	11	219	238	777	
Deployed - Combination	47	189	1,528	1,427	2,822	
Not Applicable	56	212	637	493	4,141	
Deployed - Front	41	222	2,246	2,228	5,791	
Not Deployed	26	184	4,597	10,501	151,359	
Unknown	8	8	73	328	5,363	18



RESTRAINT TYPE

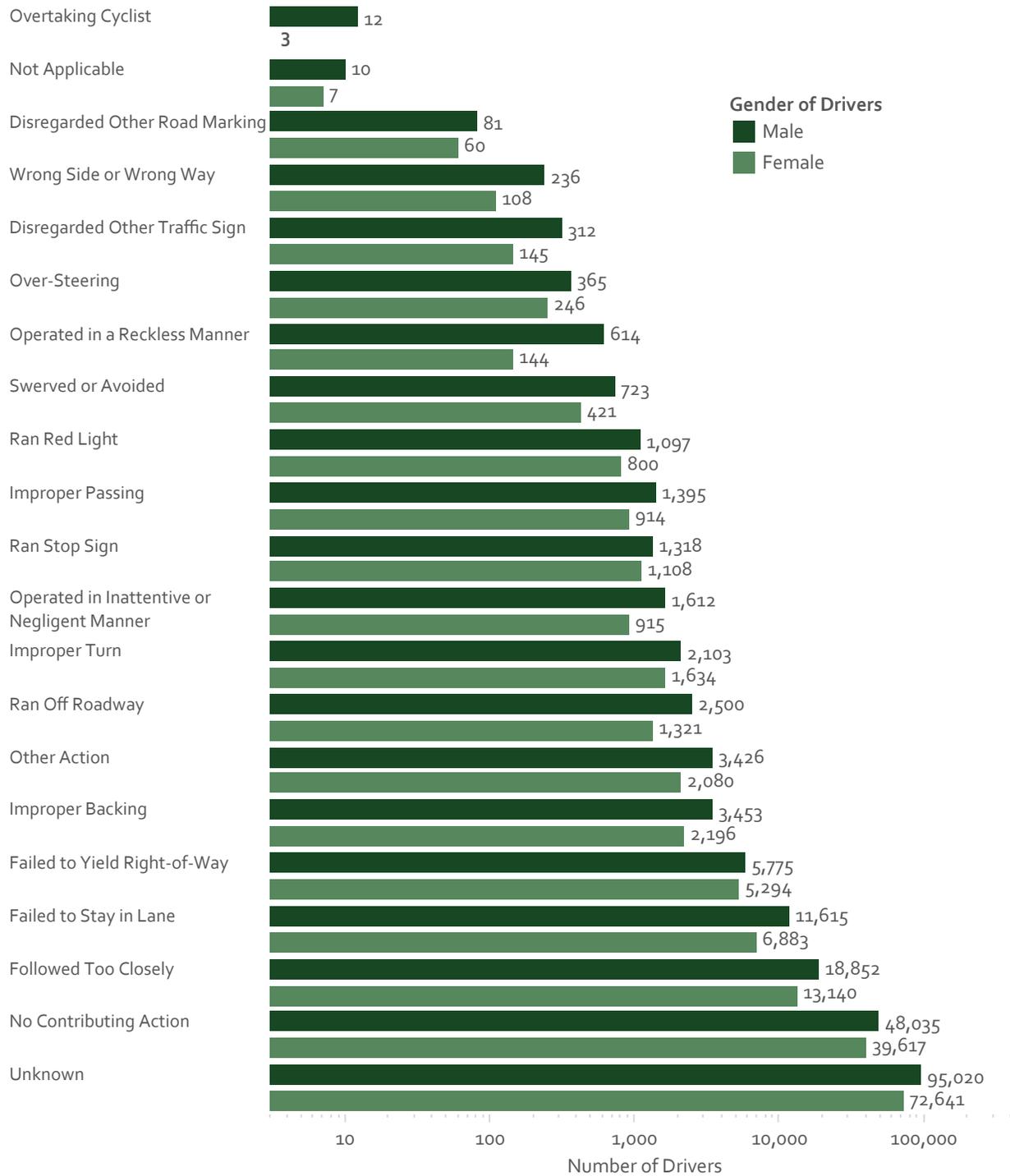
The bar graph below displays the injury classification of drivers involved in 2018 crashes by the restraint type that was used.



Injury Status

- Fatal Injury (K)
- Suspected Minor Injury (B)
- No Apparent Injury (O)
- Suspected Serious Injury (A)
- Possible Injury (C)
- Unknown

DRIVER ACTIONS BY GENDER



DISTRACTED DRIVING

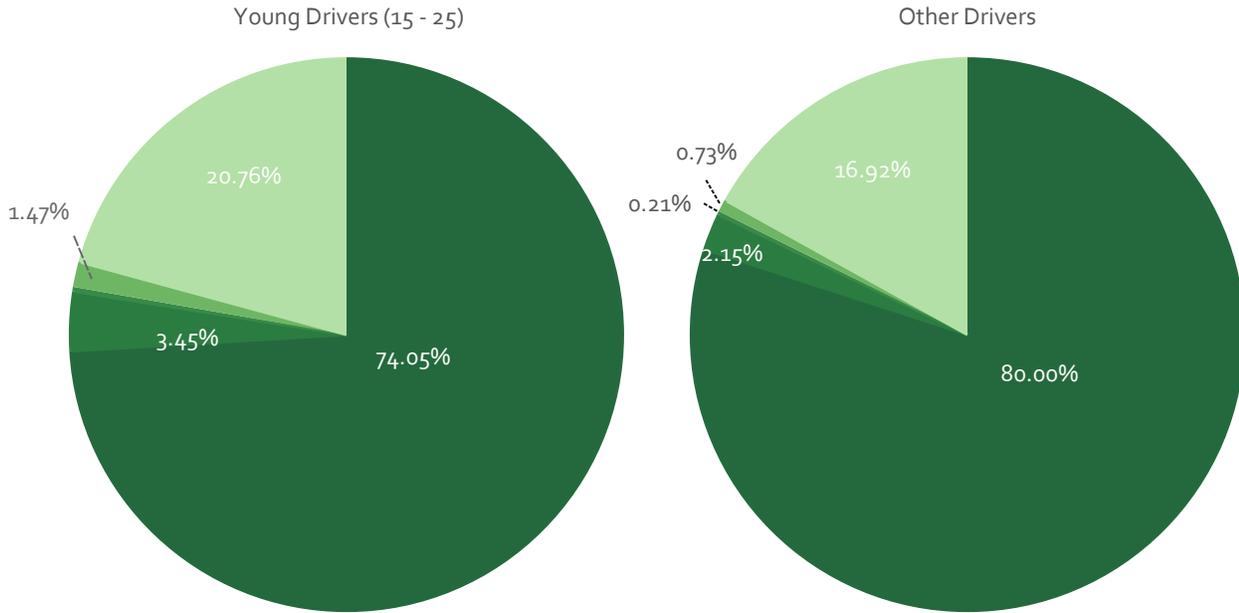
	Manually Operating an Electronic Communication Device	Talking on Hands-Free Electronic Device	Talking on Hand-Held Electronic Device	Other Activity, Electronic Device	Passenger	Other Inside the Vehicle	Outside the Vehicle	Unknown
Ran Off Roadway	57	4	5	62	23	166	71	1,421
Failed to Yield Right-of-Way	14	3	5	17	14	40	111	2,930
Ran Red Light	5	2	3	21	14	31	38	658
Ran Stop Sign	6	1	1	10	6	14	25	793
Disregarded Other Traffic Sign	2			4		1	7	136
Disregarded Other Road Marking				1		1		47
Improper Turn	16	1	2	20	18	27	36	927
Improper Backing	8	5	4	3	14	16	65	1,835
Improper Passing	3	2		6	3	4	14	737
Wrong Side or Wrong Way	7		1	6	1	18	6	166
Followed Too Closely	144	18	19	396	186	1,531	950	9,049
Failed to Stay in Lane	167	15	23	168	63	512	187	6,718
Operated in a Reckless Manner	4	1	1	3	4	11	27	448
Operated in Inattentive or Negligent M..	66	5	7	63	25	173	70	1,083
Swerved or Avoided	3			3		5	25	235
Over-Steering	2				1	7	7	178
Overtaking Cyclist								5
Not Applicable							1	6
Other Action	32	6	5	31	15	104	100	1,299
Unknown	5	12	1	3	5	7	3	7,310

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

**blank white spaces indicate no crash data available for that parameter*

YOUNG DRIVERS (AGES 15-25)

Distraction: Young Drivers vs. Other Drivers



The number of young male drivers who were racing or exceeding the speed limit is more than 2.5 times the number of young female drivers.

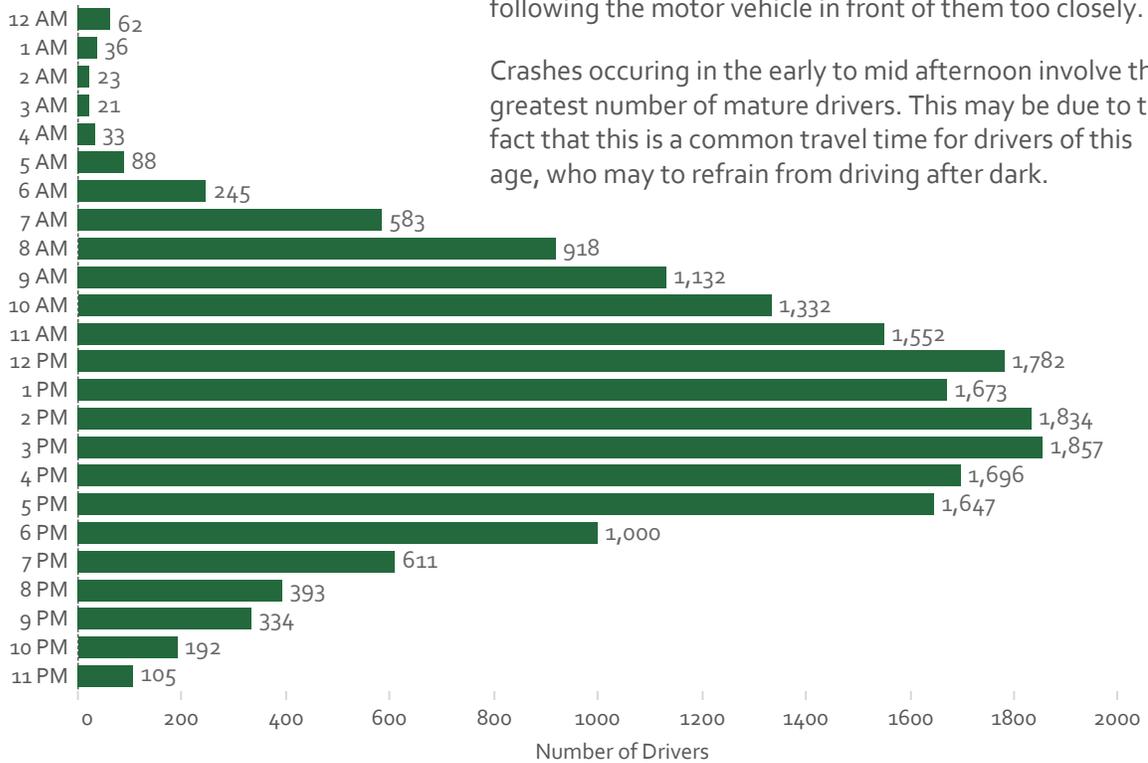
- Not Distracted
- Distracted by Other
- Distracted by Passenger
- Distracted by Electronic Device
- Unknown

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

	Racing		Exceeded Speed Limit		Too Fast for Conditions		Unknown		Grand Total
	Female	Male	Female	Male	Female	Male	Female	Male	
Fatal Injury (K)		1	1	5	2	9	2	7	27
Suspected Serious Injury (A)		1	5	19	3	20	10	40	98
Suspected Minor Injury (B)	1	2	30	102	107	173	138	206	759
Possible Injury (C)		1	24	51	119	139	168	195	697
No Apparent Injury (O)	6	22	119	284	819	1,530	1,286	1,860	5,926
Grand Total	7	27	179	461	1,050	1,871	1,604	2,308	7,507

MATURE DRIVERS (AGE 65+)

Number of Mature Drivers by Time of Crash

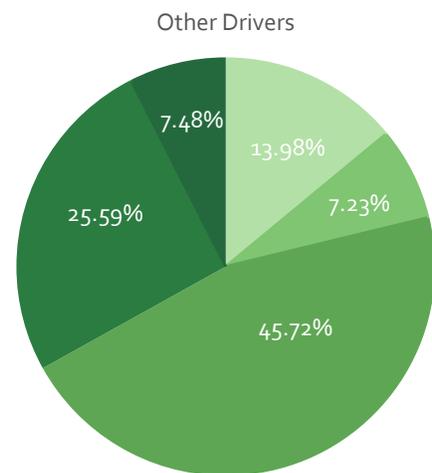
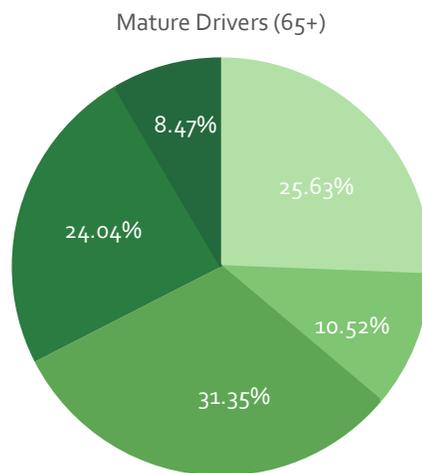


Displayed below are the five most common driver actions for mature drivers (age 65+) compared to drivers of other ages. For mature drivers, just over 31% were found to be following the motor vehicle in front of them too closely.

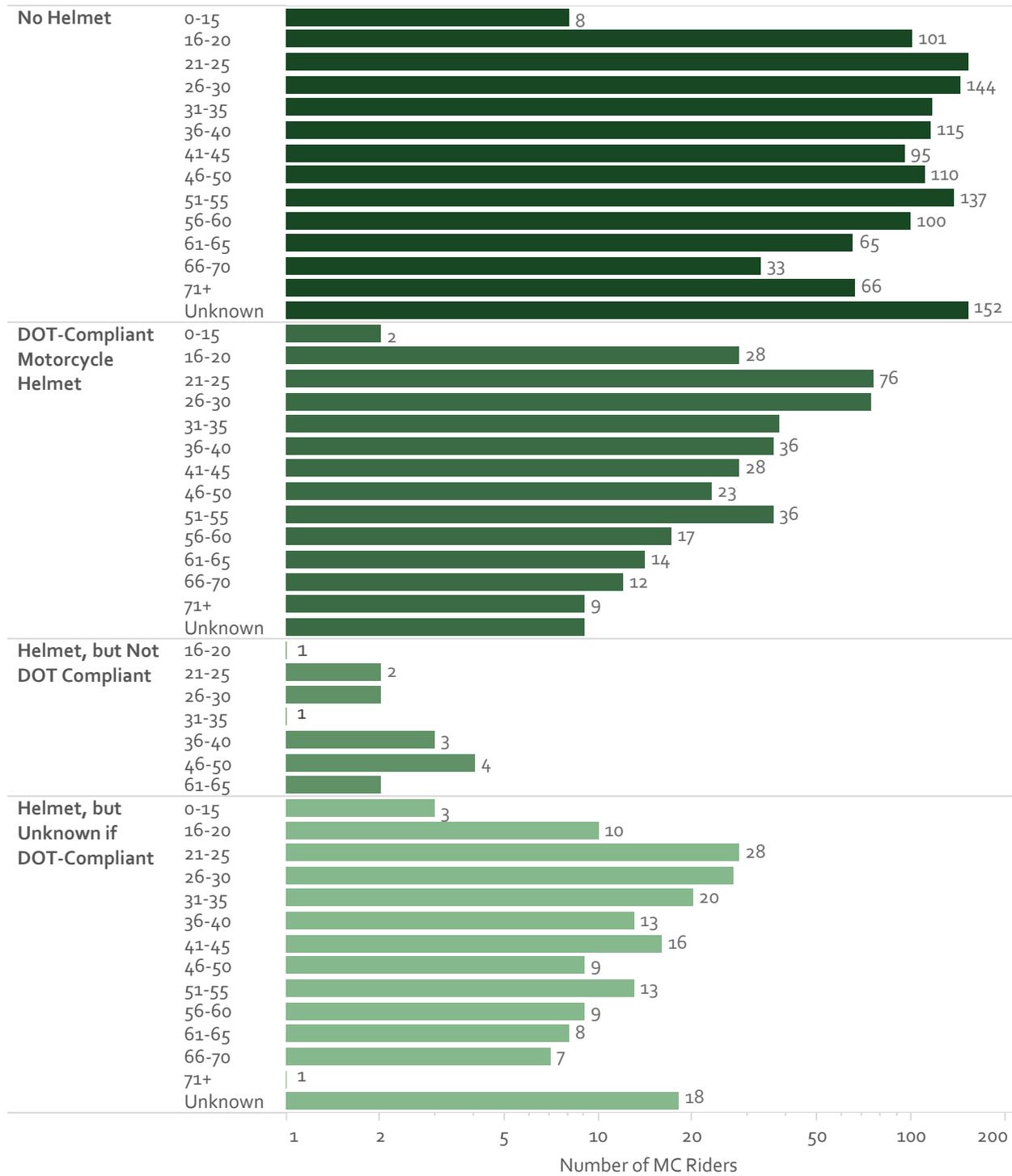
Crashes occurring in the early to mid afternoon involve the greatest number of mature drivers. This may be due to the fact that this is a common travel time for drivers of this age, who may to refrain from driving after dark.

Driver Actions: Mature Drivers vs. Other Drivers

- Other Action
- Failed to Stay in Lane
- Followed Too Closely
- Improper Backing
- Failed to Yield Right-of-Way



HELMET USE BY AGE

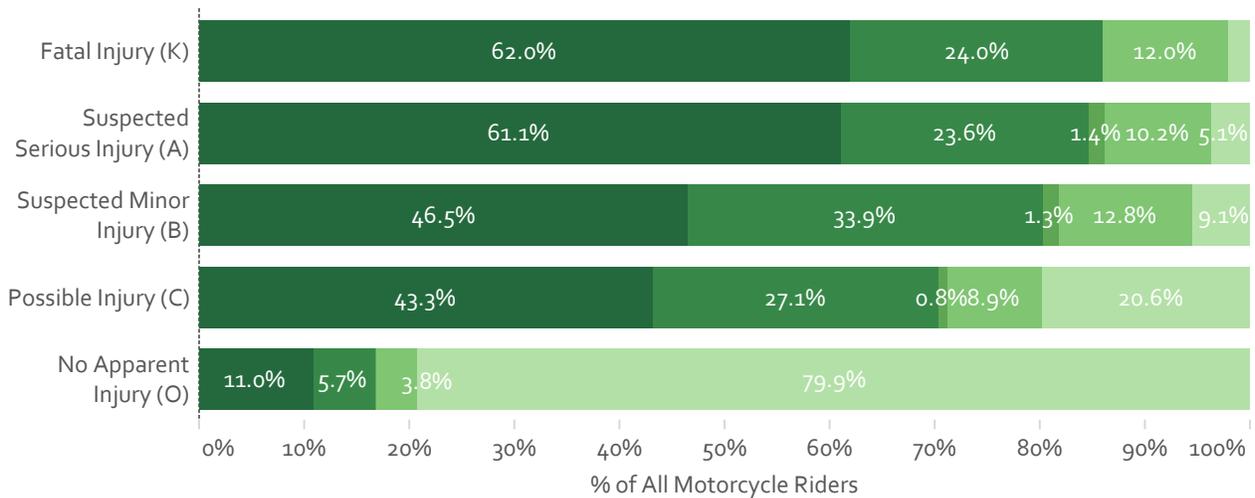


HELMET USE BY INJURY STATUS

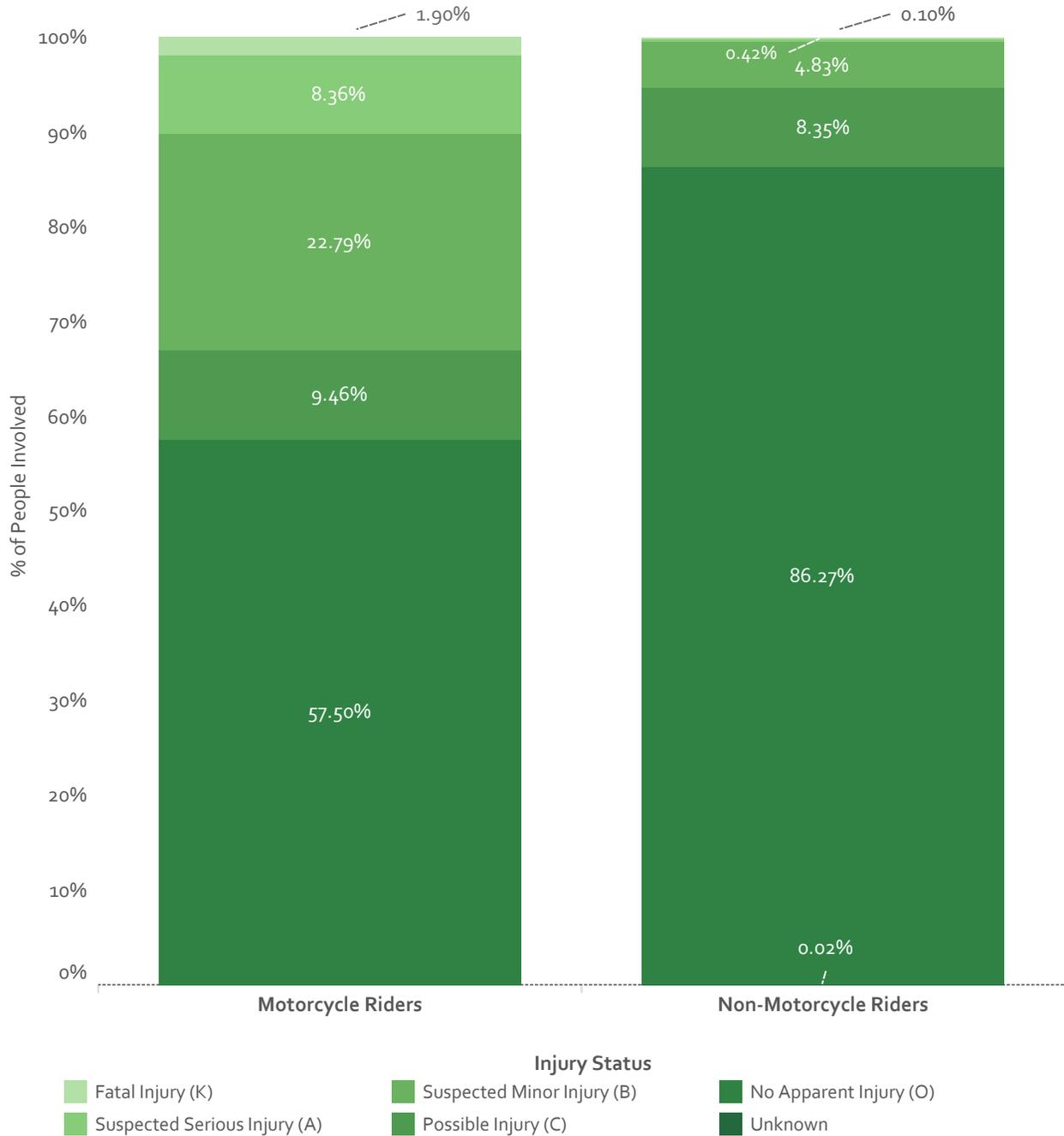
		No Helmet	Helmet, DOT - Compliant	Helmet, but not DOT-Compliant	Helmet, but Unknown if DOT-Compliant	Not Applicable or Unknown	Grand Total
Fatal Injury (K)	Number of MC Riders	31	12		6	1	50
	% of Row Total	62.00%	24.00%		12.00%	2.00%	100.00%
Suspected Serious Injury (A)	Number of MC Riders	132	51	3	22	11	216
	% of Row Total	61.11%	23.61%	1.39%	10.19%	5.09%	100.00%
Suspected Minor Injury (B)	Number of MC Riders	276	201	8	76	54	593
	% of Row Total	46.54%	33.90%	1.35%	12.82%	9.11%	100.00%
Possible Injury (C)	Number of MC Riders	107	67	2	22	51	247
	% of Row Total	43.32%	27.13%	0.81%	8.91%	20.65%	100.00%
No Apparent Injury (O)	Number of MC Riders	166	86	2	58	1,206	1,510
	% of Row Total	10.99%	5.70%	0.13%	3.84%	79.87%	100.00%
Grand Total	Number of MC Riders	712	417	15	184	1,323	2,616
	% of Row Total	27.22%	15.94%	0.57%	7.03%	50.57%	100.00%

Helmet Use

- No Helmet
- Helmet, DOT - Compliant
- Helmet, but not DOT-Compliant
- Helmet, but Unknown if DOT-Compliant
- Not Applicable or Unknown

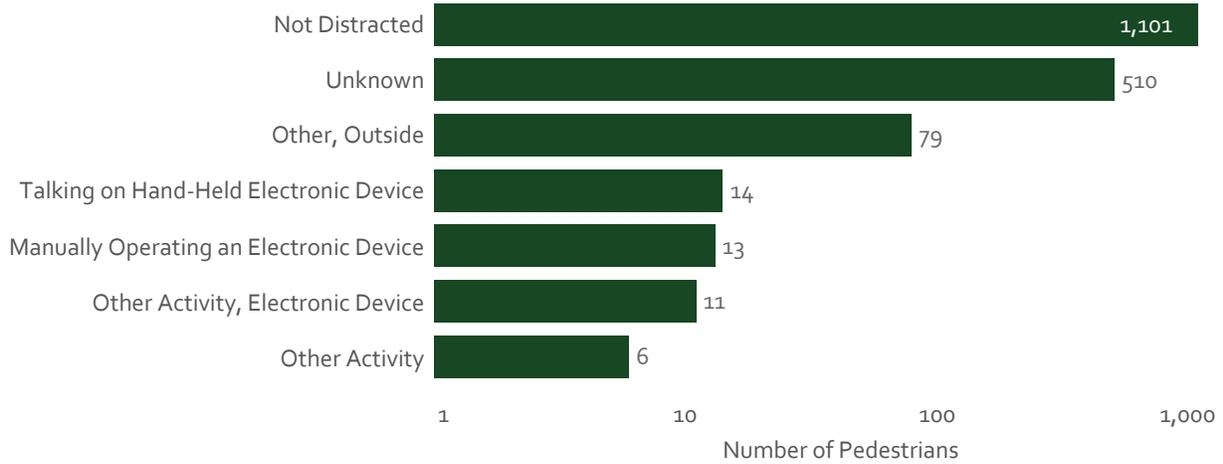


MOTORCYCLISTS: INJURY STATUS

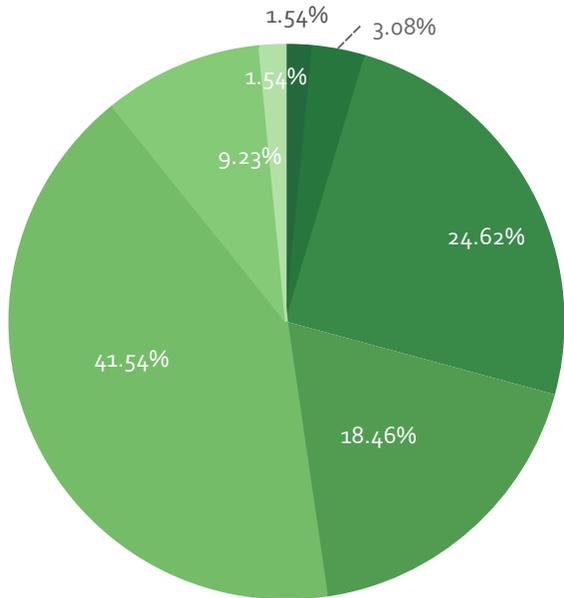


PEDESTRIAN CRASHES

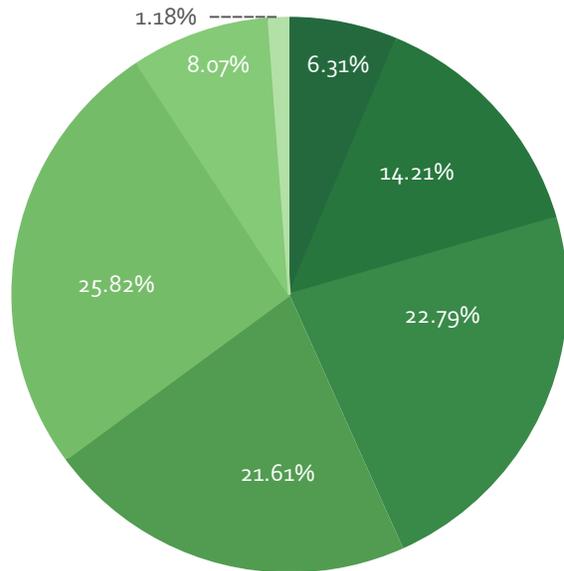
Pedestrian Distraction



Pedestrians Killed



Pedestrians Injured

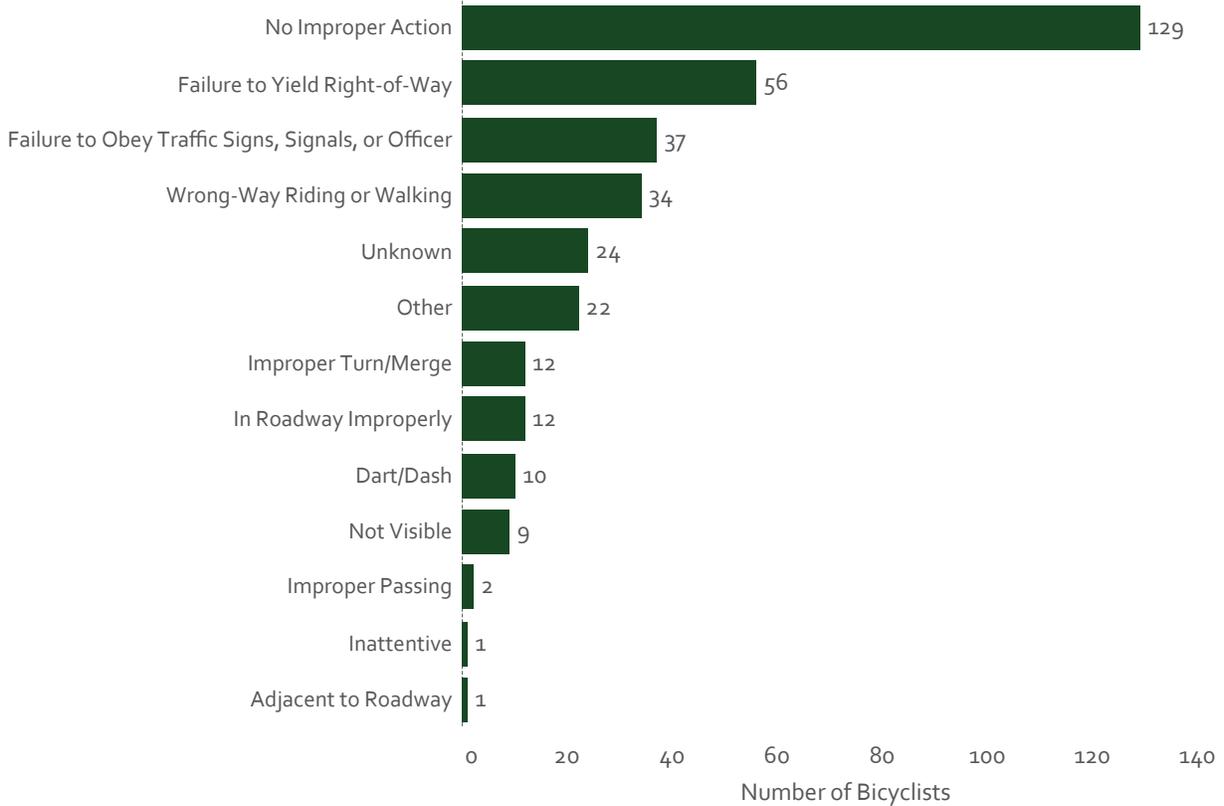


Age Groups



BICYCLIST CRASHES

Bicyclist Circumstances At Time of Crash

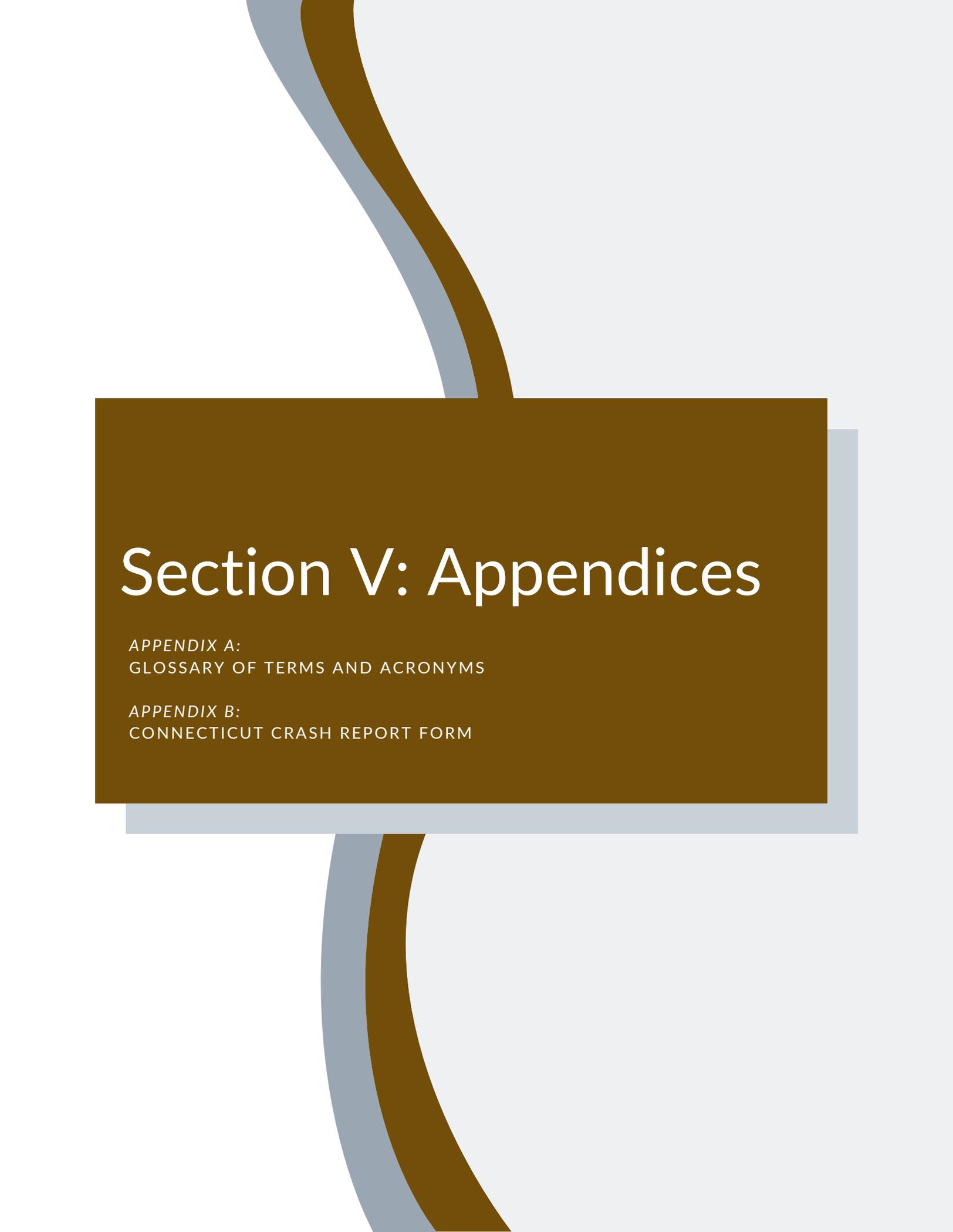


Person Type and Injury Status for Bicycle-Involved Crashes

	Fatal Injury (K)	Suspected Serious Injury (A)	Suspected Minor Injury (B)	Possible Injury (C)	No Apparent Injury (O)	Unknown
Driver		1	4	4	338	
Bicyclist	1	34	139	107	61	1
Passenger			5	1	120	
Other Cyclist		1	5			
Pedestrian					1	
Other Pedestrian				1		

82% of bicyclists involved in a motor vehicle collision in 2018 incurred a serious, minor or possible injury.





Section V: Appendices

APPENDIX A:
GLOSSARY OF TERMS AND ACRONYMS

APPENDIX B:
CONNECTICUT CRASH REPORT FORM

GLOSSARY OF TERMS AND ACRONYMS

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

Air Bag Deployed Deployment status of an air bag relative to the position in the vehicle for this occupant

Alcohol Test Indication of presence of alcohol test, type and result.

Cargo Body Type The type of body for buses and trucks more than 10,000 lbs GVWR.

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

Condition at Time of Crash Any relevant condition of the individual (motorist or non-motorist) that is directly related to the crash.

Contributing Circumstances, Environment Apparent environmental conditions which may have contributed to the crash.

Contributing Circumstances, Motor Vehicle Pre-existing motor vehicle defects or maintenance conditions that may have contributed to the crash.

Contributing Circumstances, Road Apparent condition of the road which may have contributed to the crash.

Dark - Lighted The scene of the crash is illuminated at

night, or another period of darkness, by street lamps or other man-made light sources.

Dark - Not Lighted The scene of the crash is not illuminated at night by any light sources, man-made or otherwise.

Dawn The time that marks the beginning of the twilight before sunrise

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

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

Direction of Travel Before Crash

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

DOT-Compliant Motorcycle Helmet

Helmets that are compliant with Federal Motor Vehicle Safety Standards typically weigh approximately three pounds, have an inner liner at least one-inch thick of firm polystyrene foam, have an

inside label that states the manufacturer, model, and date of manufacture, and have a DOT sticker on the back of the helmet.

Driver Actions at Time of Crash The actions by the driver that may have contributed to the crash. This data element is based on the judgment of the law enforcement officer investigating the crash.

Driver Distracted By Distractions which may have influenced the driver performance. The distractions can be inside the motor vehicle (internal) or outside the motor vehicle (external).

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

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

Emergency Motor Vehicle Use Indicates operation of any motor vehicle that is legally authorized by a government authority to respond to emergencies with or without the use of emergency warning equipment, such as a police vehicle, fire truck, or ambulance while actually engaged in such response.

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

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

First Harmful Event The first injury or damage-producing event that characterizes the crash type.

Five-point, or more An intersection where more than two roadways cross or connect.

Four-Way Where two roadways cross or connect.

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

Helmet, other than DOT-compliant Motorcycle Helmet A helmet that is not a DOT-compliant motorcycle helmet. This includes bicycle, skateboard, and novelty helmets. immersion Entry of a vehicle into liquid so that it is completely covered or there is damage to the vehicle or harm to an occupant.

Injury Bodily harm to a person that is not a fatal injury Injury Status The injury severity level for a person involved in a crash. The determination of which attribute to assign should be based on the latest information available at the time the report is completed, except as described for fatal Injuries.

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

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

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

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

Light Condition The type/level of light that existed at the time of the motor vehicle crash.

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

Location of First Harmful Event Relative to the Trafficway The location of the first harmful event as it relates to its position within or outside the trafficway.

Manner of Crash/Collision Impact The identification of the manner in which two motor vehicles in transport initially came together without regard to the direction of force. This data element refers only to crashes where the first harmful event involves a collision between two motor vehicles in transport.

Most Harmful Event for this Motor Vehicle Event that resulted in the most severe injury or, if no injury, the greatest property damage involving this motor vehicle.

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

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

Motor Vehicle Any motorized (mechanically or electrically powered) vehicle not operated on rails.

Motor Vehicle Body Type Category The category indicating the general configuration or shape of a motor vehicle distinguished by characteristics such as number of doors, rows of seats, windows, or roof line. Personal conveyances – such as skateboards, motorized toy cars, and wheelchairs are not considered motor vehicles.

Motor Vehicle Maneuver/Action The controlled maneuver for this motor vehicle prior to the beginning of the sequence of events.

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

Non-Motorist Action/Circumstance Prior to Crash The action of the non-motorist immediately prior to the crash and an indication of whether the non-motorist was walking/cycling to/from school.

Non-Motorist Actions/Circumstances at Time of Crash The actions/circumstances of the non-motorist that may have contributed to the crash. This data element is based on the judgment of the law enforcement officer investigating the crash.

Non-Motorist Location at Time of Crash The location of the non-motorist with respect to the roadway at the time of crash.

Other State Route A trafficway within a state traffic way system, but not an Interstate or U.S. Route.

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

Pedestrian A person who is not an occupant of a motor vehicle in transport or a pedal cyclist. Person Type The type of person involved in the crash.

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

Property Damage Only (PDO) Crash A motor vehicle traffic crash in which no participants incurred a fatality or an injury.

Relation to Junction The coding of this data element

is based on the location of the first harmful event of the crash. It identifies the crash's location with respect to presence in a junction or proximity to components typically in junction or interchange areas.

Restraint Systems The restraint equipment in use by the occupant.

Roadway Alignment and Grade The geometric or layout and inclination characteristics of the roadway in the direction of travel for this vehicle.

Roadway Surface Condition The roadway surface condition at the time and place of a crash.

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

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

Sequence of Events The events in sequence related to a particular motor vehicle, including both non-collision as well as collision events.

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

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

Suspected Serious Injury (A) Any injury, other than a fatal injury, which results in one or more of the following: severe laceration, broken or distorted limb,

skull or chest injury, crush injury, significant burns unconsciousness when taken from the crash scene, or paralysis.

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

Too Fast For Conditions Traveling at a speed that was unsafe for the road, weather, traffic or other environmental conditions at the time.

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

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

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

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

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

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

Vehicle Miles Traveled (VMT) The estimated number of miles driven by all motor vehicles on public roadways.

Weather Conditions The prevailing atmospheric conditions that existed at the time of the crash.

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

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

References

Connecticut Transportation Safety Research Center
ctsrc.uconn.edu

Connecticut Department of Transportation
www.ct.gov/dot

Connecticut Crash Data Repository
ctcrash.uconn.edu

MMUCC Guideline: Model Minimum Uniform Crash Criteria. 2017. 5th Edition.
<https://www.nhtsa.gov/mmucc-1>

National Highway Traffic Safety Administration
www.nhtsa.gov

CONNECTICUT UNIFORM POLICE CRASH REPORT

Number of Motor Vehicles:

Automobiles, Motorcycles, etc.

Form PR-1 REV February 03, 2015

Case Number:

Number of Non-Motorists:

Pedestrians, Bicyclists, etc.

Crash Summary (Front)

DOT Identifier:

For DOT use only

CRASH DATE, TIME, SEVERITY, AND LOCATION

Form section for crash date, time, severity, and location. Includes fields for Date of Crash, Time, Town Name, Town #, Crash Severity (Fatal, Injury, PDO), Latitude, Longitude, and Crash location details.

CRASH FACTORS AND CONDITIONS

Large form section for crash factors and conditions. Divided into multiple columns: Trafficway Ownership, Trafficway Class, Light Conditions, Weather Conditions, Trafficway Surface Conditions, Location of First Harmful Event, Crash-Specific Location, Type of Intersection, School Bus Related, First Harmful Event (Non-Collision, Collision with Person/Vehicle, Collision with Fixed Object), Manner of Impact, and Contributing Circumstances (Environmental, Road).

WORK ZONE CRASH INFORMATION

Form section for work zone crash information. Includes fields for Work Zone, Location, Type, Workers Present, and Enforcement Present.

CONNECTICUT UNIFORM POLICE CRASH REPORT

Form PR-1 REV February 03, 2015

Case Number:

Crash Summary (Back)

DOT Identifier:
For DOT use only

DIAGRAM

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

Vehicles were moved prior to police arrival

NARRATIVE

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

Multiple horizontal lines for text entry in the narrative section.

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

Case Status O - Open C - Closed <input type="text"/>	Officer Name: Date & Time : <input type="text"/>	Supervisor: Date & Time : <input type="text"/>
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This report is a revision to a previously submitted report

CONNECTICUT UNIFORM POLICE CRASH REPORT

Motor Vehicle ID: []

Form PR-1 REV February 03, 2015
Motor Vehicle Information (Front)

Case Number: []

Number of occupants in Vehicle: []
(including the driver)

Complete One Sheet Per Motor Vehicle

DOT Identifier: []
For DOT use only

MOTOR VEHICLE INFORMATION

VIN: []
Make: [] Color: [] Year: [] [] [] []
Plate #: [] Plate State: []
Direction of Travel: []
Road on which vehicle was traveling: []

MOTOR VEHICLE CRASH INFORMATION

SEQUENCE OF EVENTS (choose up to four, in chronological order)
Non-Collision: 1. Overturn/Rollover, 2. Fire / Explosion, 3. Immersion, Full or Partial, 4. Jackknife, 5. Cargo/Equipment Loss or Shift, 6. Equipment Failure, 7. Separation of Units, 8. Ran Off Roadway Right, 9. Ran Off Roadway Left, 10. Cross Median, 11. Cross Center Line, 12. Downhill Runaway, 13. Fell/Jumped From Motor Vehicle, 14. Reentering Roadway, 15. Thrown or Falling Object, 16. Other Non-Collision
Collision With Person, Motor Vehicle, or Non-Fixed Object: 17. Pedestrian, 18. Pedal Cycle/Pedal-cyclist, 19. Other Non-motorist, 20. Railway Vehicle, 21. Animal, 22. Motor Vehicle In Motion, 23. Parked Motor Vehicle, 24. Struck By Falling, Shifting Cargo or Anything Set In Motion By Motor Vehicle, 25. Work Zone/Maintenance Equipment, 26. Other Non-Fixed Object
Collision With Fixed Object: 27. Impact Attenuator/Crash Cushion, 28. Bridge Overhead Structure, 29. Bridge Pier or Support, 30. Bridge Rail, 31. Cable Barrier, 32. Culvert, 33. Curb, 34. Ditch, 35. Embankment, 36. Guardrail Face, 37. Guardrail End, 38. Concrete Traffic Barrier, 39. Other Traffic Barrier, 40. Tree, 41. Utility Pole, 42. Traffic Sign Support, 43. Traffic Signal Support, 44. Other Post, Pole, or Support, 45. Fence, 46. Mailbox, 47. Other Fixed Object, 48. Light Support, 88. Not Applicable
MOTOR VEHICLE ACTION: 1. Straight Ahead, 2. Negotiating a Curve, 3. Backing, 4. Changing Lanes, 5. Overtaking/Passing Motor Vehicle, 6. Turning Right, 7. Turning Left, 8. Making U-Turn, 9. Leaving Traffic Lane, 10. Entering Traffic Lane, 11. Slowing, 12. Parked, 13. Stopped in Traffic, 14. Overtaking/Passing Cyclist, 15. Wrong Way or Wrong Side, 16. Traveling in Bike Lane, 97. Other
CONTRIBUTING CIRCUMSTANCES: 0. None, 1. Brakes, 2. Exhaust System, 3. Body, Doors, 4. Steering, 5. Power Train, 6. Suspension, 7. Tires, 8. Wheels, 9. Lights, 10. Windows/Windshield, 11. Mirrors, 12. Wipers, 13. Truck Coupling / Trailer Hitch / Safety Chains, 88. Not Applicable, 97. Other
POSTED/STATUTORY SPEED LIMIT: 01. Not Posted, 10, 15, 20, 25, 30, 35, 40, 45, 50, 55, 60, 65, 70, 75, 80, 85, 88. Not Applicable
TOWED: 1. Towed Due to Disabling Damage, 2. Towed, But Not Due to Disabling Damage, 3. Not Towed
TOWED TO: []
BODY TYPE: 1. Passenger Car, 2. (Sport) Utility Vehicle, 3. Passenger Van, 4. Cargo Van, 5. Pickup, 6. Motor Home, 7. School Bus, 8. Transit Bus, 9. Motor Coach, 10. Other Bus, 11. Motorcycle, 12. Moped, 13. Low Speed Vehicle, 14. Golf Cart, 15. All Terrain Vehicle (ATV), 16. Snowmobile, 17. Other Light Trucks, 18. Medium/Heavy Trucks, 97. Other
MOTOR VEHICLE DAMAGE: 13. Non-Collision, 14. Top, 15. Undercarriage, 16. Cargo loss
Damaged Areas: 14. Top, 15. Undercarriage, 17. All Areas, 88. Not Applicable
EXTENT OF DAMAGE: 1. No Visible Damage, 2. Minor Damage, 3. Functional Damage, 4. Disabling Damage
MOTOR VEHICLE TYPE: 1. Motor Vehicle in Operation, 2. Parked Motor Vehicle, 3. Working Vehicle/Equipment, 4. Non-Collision Vehicle
TRAFFICWAY DESCRIPTION: 1. Two-Way, Not Divided, 2. Two-Way, Not Divided w/ a Continuous Left Turn Lane, 3. Two-Way, Divided, Unprotected, 4. Two-Way, Divided, Positive Median Barrier, 5. One-Way Trafficway, 88. Not Applicable
ROADWAY GRADE: 1. Level, 2. Uphill, 3. Hill Crest, 4. Downhill, 5. Sag
ROADWAY ALIGNMENT: 1. Straight, 2. Curve Left, 3. Curve Right
TRAFFIC CONTROL DEVICE TYPE: 1. No Control Device, 2. Person, 3. Traffic Control Signal, 4. Flashing Traffic Control Signal, 5. School Zone Sign/Device, 6. Stop Sign, 7. Yield Sign, 8. Warning Sign, 9. Railway Crossing Device, 10. Marked Uncontrolled Crosswalk, 11. Pedestrian Button, 12. Bicycle Detection, 97. Other
TRAFFIC CONTROL DEVICE FUNCTIONAL?: 1. No, 2. Yes, 3. Missing, 88. Not Applicable

INSURANCE INFORMATION

INSURANCE COMPANY: [] INSURANCE POLICY NUMBER: [] INSURANCE EXPIRATION DATE (yyyymmdd): [] [] [] [] [] [] [] [] [] []

CONNECTICUT UNIFORM POLICE CRASH REPORT

Form PR-1 REV February 03, 2015
Motor Vehicle Information (Back)
Complete One Sheet Per Motor Vehicle

Case Number: []

DOT Identifier: []
For DOT use only

MOTOR VEHICLE OWNERSHIP INFORMATION

Vehicle Owner Name (Last, First, Middle, Suffix) [] Information same as driver [X]

Street Address or Post Office Box []

City [] State/Prov [] Country [] Postal Code []

Email Address (optional) [] Phone (optional) []

Table with 3 columns: SPECIAL VEHICLE FUNCTION, EMERGENCY VEHICLE, and BUS USE. Each column contains a list of options and a checkbox.

PROPERTY DAMAGED

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

NATURE AND EXTENT OF DAMAGE TO PROPERTY 1 []

NAME OF OWNER OF PROPERTY 1 []

NATURE AND EXTENT OF DAMAGE TO PROPERTY 2 []

NAME OF OWNER OF PROPERTY 2 []

NATURE AND EXTENT OF DAMAGE TO PROPERTY 3 []

NAME OF OWNER OF PROPERTY 3 []

CONNECTICUT UNIFORM POLICE CRASH REPORT

Motor Vehicle ID: []

Form PR-1 REV February 03, 2015

Case Number: []



Person ID: []

Motor Vehicle Driver Information
Complete One Sheet Per Driver

DOT Identifier: []
For DOT use only

Name (Last, First, Middle, Suffix): _____		GENDER 1. Male <input type="checkbox"/>		DATE OF BIRTH (YYYYMMDD) [][][][][][][][][][][][][] <input checked="" type="checkbox"/> Date of Birth is unknown	
Street Address or PO Box: _____		2. Female <input type="checkbox"/>			
City: _____ or Prov: _____		99. Unknown <input type="checkbox"/>			
State _____ Postal _____		Phone/Email _____			
Code: _____		(optional): _____			

LICENSE INFO *For all numeric fields: 99 = 'Unknown'* DRIVER INFORMATION

LICENSE NUMBER STATE _____		EJECTION 1. Not Ejected <input type="checkbox"/> 2. Ejected, Partially 3. Ejected, Totally 88. Not Applicable		SEATING POSITION FIRST DIGIT 1. Front Row <input type="checkbox"/>		DRIVER ACTIONS (choose up to 4) 1. No Contributing Action <input type="checkbox"/> 2. Ran Off Roadway 3. Failed to Yield Right-of-Way 4. Ran Red Light 5. Ran Stop Sign 6. Disregarded Other Traffic Sign 7. Disregarded Other Road Markings 8. Improper Turn 9. Improper Backing 10. Improper Passing 11. Wrong Side or Wrong Way 12. Followed Too Closely 13. Failed to Keep in Proper Lane 14. Operated Vehicle in Reckless Aggressive Manner 15. Operated Motor Vehicle in Inattentive, Careless, Negligent, or Erratic Manner 16. Swerved or Avoided Due to Wind, Motor Vehicle, Object, Non-Motorist in Roadway, etc. 17. Over-Correcting/Over-Steering 18. Overtaking Cyclist 88. Not Applicable 97. Other Contributing Action	
DRIVER LICENSE JURISDICTION 1. Not Licensed <input type="checkbox"/> 2. State <input type="checkbox"/> 3. Tribal Nation 4. U.S. Government 5. Canadian Province 6. Mexican State 7. International License (other than Mexico and Canada) 8. Valid License (other country) 88. Not Applicable		RESTRAINT SYSTEM 0. None Used-Motor Vehicle Occupant 1. Shoulder and Lap Belt Used 2. Shoulder Belt Only Used 3. Lap Belt Only Used 4. Restraint Used Type Unknown 88. Not Applicable 97. Other		SECOND DIGIT _1. Left Seat (usually the motor vehicle or motorcycle driver except for postal vehicles and some foreign vehicles) _2. Middle Seat _3. Right Seat _8. Other Seat			
LICENSE CLASS 0. None <input type="checkbox"/> 1. Class A <input type="checkbox"/> 2. Class B <input type="checkbox"/> 3. Class C <input type="checkbox"/> 4. Class D <input type="checkbox"/> 5. Class M <input type="checkbox"/> 88. Not Applicable		HELMET USE 1. No Helmet <input type="checkbox"/> 2. DOT-Compliant Motorcycle Helmet 3. Helmet, Other Than DOT-Compliant Motorcycle Helmet 4. Helmet, Unknown If DOT-Compliant 88. Not Applicable					
COMMERCIAL LICENSE 1. No <input type="checkbox"/> 2. Yes <input type="checkbox"/>		AIRBAG 1. Not Deployed <input type="checkbox"/> 2. Deployed-Front 3. Deployed-Side 4. Deployed-Curtain 5. Deployed-Other 6. Deployed-Combination 88. Not Applicable					
ENDORSEMENTS <input type="checkbox"/> A - Activity Vehicles <input type="checkbox"/> F - Taxi, Livery, Motor Coach <input type="checkbox"/> H - Hazardous Materials <input type="checkbox"/> M - Motorcycles <input type="checkbox"/> N - Tank Vehicles <input type="checkbox"/> P - Passenger <input type="checkbox"/> Q - Fire Fighting Vehicles <input type="checkbox"/> S - School Bus <input type="checkbox"/> T - Double/Triple Trailers <input type="checkbox"/> V - Student Transportation <input type="checkbox"/> X - Combination of Tank Vehicle and Hazardous Materials		SPEED RELATED 1. No <input type="checkbox"/> 2. Racing 3. Exceeded Speed Limit 4. Too Fast for Conditions					

INJURY AND EMS INFORMATION

INJURY STATUS K. Fatal Injury <input type="checkbox"/> A. Suspected Serious Injury <input type="checkbox"/> B. Suspected Minor Injury <input type="checkbox"/> C. Possible Injury <input type="checkbox"/> O. No Apparent Injury <input type="checkbox"/>		TRANSPORTED TO FIRST MEDICAL FACILITY BY 1. Not Transported <input type="checkbox"/> 2. EMS Air <input type="checkbox"/> 03. EMS Ground <input type="checkbox"/> 04. Law Enforcement <input type="checkbox"/> 97. Other <input type="checkbox"/>		EMS COMPANY NAME _____ EMS RUN NUMBER _____ INTENDED RECEIVING FACILITY _____	
---	--	--	--	--	--

ENFORCEMENT ACTIONS TAKEN DRUG/ALCOHOL INFORMATION

ACTION BY OFFICER 0. None Taken <input type="checkbox"/> 1. Verbal Warning <input type="checkbox"/> 2. Written Warning <input type="checkbox"/> 3. Infraction <input type="checkbox"/> 4. Arrest/Summons <input type="checkbox"/>		VIOLATION STATUTES _____ _____ _____ _____		ALCOHOL TEST STATUS 1. Test Not Given <input type="checkbox"/> 2. Test Refused <input type="checkbox"/> 3. Test Given <input type="checkbox"/> 99. Unknown if Tested <input type="checkbox"/>		TYPE OF ALCOHOL TEST 1. Blood <input type="checkbox"/> 2. Urine <input type="checkbox"/> 3. Breath <input type="checkbox"/> 88. Not Applicable 97. Other	
				DRUG TEST STATUS 1. Test Not Given <input type="checkbox"/> 2. Test Refused <input type="checkbox"/> 3. Test Given <input type="checkbox"/> 99. Unknown if Tested <input type="checkbox"/>		TYPE OF DRUG TEST 1. Blood <input type="checkbox"/> 2. Urine <input type="checkbox"/> 88. Not Applicable 97. Other	

CONNECTICUT UNIFORM POLICE CRASH REPORT

Motor Vehicle ID:

Form PR-1 REV February 03, 2015

Case Number:



Motor Vehicle Passenger Information

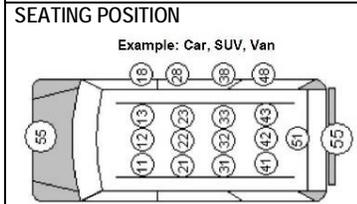
Complete this sheet for Passengers in this Motor Vehicle

DOT Identifier:

PERSON ID <input type="text"/>		PASSENGER INFORMATION			<i>For all numeric fields: 99 = 'Unknown'</i>	
NAME:		PERSON TYPE:		SEATING POSITION:		
ADDRESS:				RESTRAINT SYSTEM:		
CITY:		STATE or PROV:	CT	POSTAL CODE:	HELMET USE:	
DATE OF BIRTH (YYYYMMDD): <input type="text"/>		GENDER: 1. Male 2. Female 99. Unknown		INTENDED RECEIVING FACILITY:		EJECTION:
<input checked="" type="checkbox"/> Date of Birth is unknown						AIR BAG:
EMS COMPANY NAME:		EMS RUN NUMBER:		TRANSPORTED TO 1ST MEDICAL FACILITY BY:		

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

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



PERSON ID <input type="text"/>		PASSENGER INFORMATION			<i>For all numeric fields: 99 = 'Unknown'</i>	
NAME:		PERSON TYPE:		SEATING POSITION:		
ADDRESS:				RESTRAINT SYSTEM:		
CITY:		STATE or PROV:		POSTAL CODE:	HELMET USE:	
DATE OF BIRTH (YYYYMMDD): <input type="text"/>		GENDER: 1. Male 2. Female 99. Unknown		INTENDED RECEIVING FACILITY:		EJECTION:
<input type="checkbox"/> Date of Birth is unknown						AIR BAG:
EMS COMPANY NAME:		EMS RUN NUMBER:		TRANSPORTED TO 1ST MEDICAL FACILITY BY:		

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

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

PERSON ID <input type="text"/>		PASSENGER INFORMATION			<i>For all numeric fields: 99 = 'Unknown'</i>	
NAME:		PERSON TYPE:		SEATING POSITION:		
ADDRESS:				RESTRAINT SYSTEM:		
CITY:		STATE or PROV:		POSTAL CODE:	HELMET USE:	
DATE OF BIRTH (YYYYMMDD): <input type="text"/>		GENDER: 1. Male 2. Female 99. Unknown		INTENDED RECEIVING FACILITY:		EJECTION:
<input type="checkbox"/> Date of Birth is unknown						AIR BAG:
EMS COMPANY NAME:		EMS RUN NUMBER:		TRANSPORTED TO 1ST MEDICAL FACILITY BY:		

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

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

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

PERSON ID <input type="text"/>		PASSENGER INFORMATION			<i>For all numeric fields: 99 = 'Unknown'</i>	
NAME:		PERSON TYPE:		SEATING POSITION:		
ADDRESS:				RESTRAINT SYSTEM:		
CITY:		STATE or PROV:		POSTAL CODE:	HELMET USE:	
DATE OF BIRTH (YYYYMMDD): <input type="text"/>		GENDER: 1. Male 2. Female 99. Unknown		INTENDED RECEIVING FACILITY:		EJECTION:
<input type="checkbox"/> Date of Birth is unknown						AIR BAG:
EMS COMPANY NAME:		EMS RUN NUMBER:		TRANSPORTED TO 1ST MEDICAL FACILITY BY:		

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

CONNECTICUT UNIFORM POLICE CRASH REPORT
Form PR-1 REV February 03, 2015

Case Number: []

Motor Vehicle ID: []

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

DOT Identifier: []
For DOT use only

QUALIFYING COMMERCIAL VEHICLE

Use This Form Only For a: QUALIFYING VEHICLE

in a

QUALIFYING CRASH

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

- Any crash that involves a qualifying vehicle and which results in one of the following:
- Fatality to any person, OR
- Injury to any person that requires immediate medical treatment away from the crash site
- Disabling of any vehicle as a result of damage sustained in the crash

CARRIER INFORMATION

Form section for CARRIER INFORMATION including fields for CARRIER NAME, STREET ADDRESS, CITY, STATE, POSTAL CODE, COUNTRY, and US DOT NUMBER.

POWER UNIT OWNER INFORMATION

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

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

TRAILER 1 OWNER INFORMATION

Form section for TRAILER 1 OWNER INFORMATION including fields for OWNER NAME, STREET ADDRESS, CITY, STATE, POSTAL CODE, COUNTRY, Plate #, and Trailer Serial Number/VIN.

TRAILER 2 OWNER INFORMATION

Form section for TRAILER 2 OWNER INFORMATION including fields for OWNER NAME, STREET ADDRESS, CITY, STATE, POSTAL CODE, COUNTRY, Plate #, and Trailer Serial Number/VIN.

COMMERCIAL VEHICLE INFORMATION

Form section for COMMERCIAL VEHICLE INFORMATION including fields for CARGO BODY TYPE, CARRIER TYPE, GROSS WEIGHT, VEHICLE CONFIGURATION, HAZARDOUS MATERIALS PLACARD, and 4-DIGIT HAZARDOUS MATERIALS ID NUMBER.

CONNECTICUT UNIFORM POLICE CRASH REPORT

Form PR-1 REV February 03, 2015

Bicycle ID:

Case Number:

Number of occupants on bicycle:

Appendix D: Bicycle
Complete this sheet for each bicycle involved in the crash

DOT Identifier:
For DOT use only

BICYCLE INFORMATION

Serial Number: Serial number missing or removed

Make: Color: Bicyclist Evaded Responsibility

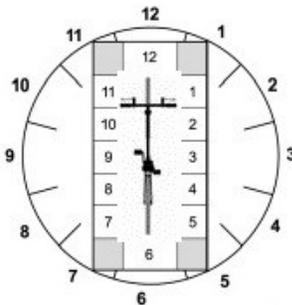
Model: Year: Direction of Travel: (N, S, E, W)

Road on which bicycle was traveling: Bicycle was not in roadway Unknown direction

Total lanes in roadway: Bike lanes/sharrows present

BICYCLE CRASH INFORMATION

For all numeric fields: 99 = 'Unknown'

<p>SEQUENCE OF EVENTS <i>(choose up to four, in chronological order)</i></p> <p>Non-Collision</p> <ol style="list-style-type: none"> 1. Overturn/Rollover 2. Fire / Explosion 3. Immersion, Full or Partial 4. Jackknife 5. Cargo/Equipment Loss or Shift 6. Equipment Failure <i>(blown tire, brake failure, etc.)</i> 7. Separation of Units 8. Ran Off Roadway Right 9. Ran Off Roadway Left 10. Cross Median 11. Cross Center Line 12. Downhill Runaway 13. Fell/Jumped From Bicycle 14. Reentering Roadway 15. Thrown or Falling Object 16. Other Non-Collision <p>Collision With Person, Motor Vehicle, or Non-Fixed Object</p> <ol style="list-style-type: none"> 17. Pedestrian 18. Pedal Cycle/Pedal-cyclist 19. Other Non-motorist 20. Railway Vehicle <i>(train, engine)</i> 21. Animal <i>(live)</i> 22. Motor Vehicle In Motion 23. Parked Motor Vehicle 24. Struck By Falling, Shifting Cargo or Anything Set In Motion By Motor Vehicle 25. Work Zone/Maintenance Equipment 26. Other Non-Fixed Object <p>Collision With Fixed Object</p> <ol style="list-style-type: none"> 27. Impact Attenuator/Crash Cushion 28. Bridge Overhead Structure 29. Bridge Pier or Support 30. Bridge Rail 31. Cable Barrier 32. Culvert 33. Curb 34. Ditch 35. Embankment 36. Guardrail Face 37. Guardrail End 38. Concrete Traffic Barrier 39. Other Traffic Barrier 40. Tree <i>(standing)</i> 41. Utility Pole 48. Light Support 42. Traffic Sign Support 43. Traffic Signal Support 44. Other Post, Pole, or Support 45. Fence 46. Mailbox 47. Other Fixed Object <i>(wall, building, tunnel, etc.)</i> 88. Not Applicable <p>1st <input type="text"/></p> <p>2nd <input type="text"/></p> <p>3rd <input type="text"/></p> <p>4th <input type="text"/></p> <p>Most Harmful Event <input type="text"/></p>	<p>BICYCLE ACTION</p> <ol style="list-style-type: none"> 1. Straight Ahead <input type="text"/> 2. Negotiating a Curve 3. Backing 4. Changing Lanes 5. Overtaking/Passing Motor Vehicle 6. Turning Right 7. Turning Left 8. Making U-Turn 9. Leaving Traffic Lane 10. Entering Traffic Lane 11. Slowing 12. Parked 13. Stopped in Traffic 14. Overtaking/Passing Cyclist 15. Wrong Way 16. Traveling in Bike Lane 97. Other <p>CONTRIBUTING CIRCUMSTANCES <i>(choose up to 2)</i></p> <ol style="list-style-type: none"> 0. None <input type="text"/> 1. Brakes 3. Body 4. Steering 5. Power Train 6. Suspension 7. Tires 8. Wheels 9. Lights <i>(head, signal, tail)</i> 11. Mirrors 14. Pothole/Cracked/Failing Pavement 15. Debris in Roadway <i>(sand, glass, etc.)</i> 88. Not Applicable 97. Other 	<p>BICYCLE DAMAGE</p> <div style="text-align: center;">  <p><i>Use diagram above for values 1-12</i></p> </div> <p>Initial Contact Point</p> <ol style="list-style-type: none"> 13. Non-Collision <input type="text"/> 14. Top <input type="text"/> 16. Cargo loss <input type="text"/> 99. Unknown <input type="text"/> <p>Damaged Areas</p> <ol style="list-style-type: none"> 00. None <input type="text"/> 14. Top <input type="text"/> 17. All Areas <input type="text"/> 88. Not Applicable <input type="text"/> <p>EXTENT OF DAMAGE</p> <ol style="list-style-type: none"> 1. No Visible Damage <input type="text"/> 2. Minor Damage <input type="text"/> 3. Functional Damage <input type="text"/> 4. Disabling Damage <input type="text"/> 99. Unknown <input type="text"/> <p>POSTED/STATUTORY SPEED LIMIT <i>(record the posted/statutory value as miles per hour)</i></p> <ol style="list-style-type: none"> 01. Not Posted <input type="text"/> 05, 10, 15, 20, 25, 30, 35, 40 <input type="text"/> 45, 50, 55, 60, 65, 70, 75, 80 <input type="text"/> 88. Not Applicable <input type="text"/> 	<p>BICYCLE UNIT TYPE</p> <ol style="list-style-type: none"> 1. Bicycle in Operation <input type="text"/> 2. Parked <input type="text"/> 3. Work Bicycle <input type="text"/> 4. Non-Collision Bicycle <input type="text"/> <p>TRAFFICWAY DESCRIPTION</p> <ol style="list-style-type: none"> 1. Two-Way, Not Divided <input type="text"/> 2. Two-Way, Not Divided w/ a Continuous Left Turn Lane <input type="text"/> 3. Two-Way, Divided, Unprotected <i>(Painted >4 Feet) Median</i> <input type="text"/> 4. Two-Way, Divided, Positive Median Barrier <input type="text"/> 5. One-Way Trafficway <input type="text"/> 88. Not Applicable <input type="text"/> <p>ROADWAY GRADE</p> <ol style="list-style-type: none"> 1. Level <input type="text"/> 2. Uphill <input type="text"/> 3. Hill Crest <input type="text"/> 4. Downhill <input type="text"/> 5. Sag <i>(bottom)</i> <input type="text"/> <p>ROADWAY ALIGNMENT</p> <ol style="list-style-type: none"> 1. Straight <input type="text"/> 2. Curve Left <input type="text"/> 3. Curve Right <input type="text"/> <p>TRAFFIC CONTROL DEVICE TYPE</p> <ol style="list-style-type: none"> 1. No Control Device <input type="text"/> 2. Person <i>(flagger, law enforcement, crossing guard, etc.)</i> <input type="text"/> 3. Traffic Control Signal <input type="text"/> 4. Flashing Traffic Control Signal <input type="text"/> 5. School Zone Sign/Device <input type="text"/> 6. Stop Sign <input type="text"/> 7. Yield Sign <input type="text"/> 8. Warning Sign <input type="text"/> 9. Railway Crossing Device <input type="text"/> 10. Marked Uncontrolled Crosswalk <input type="text"/> 11. Pedestrian Button <input type="text"/> 12. Bicycle Detection <input type="text"/> 97. Other <input type="text"/> <p>TRAFFIC CONTROL DEVICE FUNCTIONAL?</p> <ol style="list-style-type: none"> 1. No <input type="text"/> 2. Yes <input type="text"/> 3. Missing <input type="text"/> 88. Not Applicable <input type="text"/>
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CONNECTICUT UNIFORM POLICE CRASHREPORT

Form PR-1 REV February 03, 2015

Number of Witnesses:

Case Number:

Appendix E: Witness
Complete this sheet for all witnesses to the crash

DOT Identifier:
For DOT use only

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

PERSON ID	WITNESS INFORMATION		
NAME:	WITNESS STATEMENT TYPE <i>(choose all that apply; max 2)</i>		
ADDRESS:	<ol style="list-style-type: none"> 1. No Statement Taken <input type="checkbox"/> 2. Provided Written Statement 3. Willing to Provide a Written Statement 4. Oral Statement Only 5. Statement Confirmed by other Witness 		
CITY: STATE or PROV: POSTAL CODE:			
DATE OF BIRTH (YYYYMMDD): <input type="text"/> <input type="checkbox"/> Date of Birth is unknown			
WITNESS STATEMENT SOURCE <i>(choose all that apply; max 4)</i> <ol style="list-style-type: none"> 1. Observed Crash Occur <input type="checkbox"/> 2. Overheard Statements by Person Involved 3. Observed illegal activities by persons involved in the crash prior to police arrival 4. Observed other illegal behavior by a vehicle involved in the crash or resulting in the crash occurring 88. Not Applicable 	WITNESS OBSERVATION VERIFICATION <i>(choose all that apply; max 3)</i> <ol style="list-style-type: none"> 1. Sight Lines Verified By Reporting Officer <input type="checkbox"/> 2. Sight Lines Verified By Other Officer 3. Sight Lines Confirmed by Other Witness 4. Verification Not Possible 5. Verification Not Undertaken 		

PERSON ID	WITNESS INFORMATION		
NAME:	WITNESS STATEMENT TYPE <i>(choose all that apply; max 2)</i>		
ADDRESS:	<ol style="list-style-type: none"> 1. No Statement Taken <input type="checkbox"/> 2. Provided Written Statement 3. Willing to Provide a Written Statement 4. Oral Statement Only 5. Statement Confirmed by other Witness 		
CITY: STATE or PROV: POSTAL CODE:			
DATE OF BIRTH (YYYYMMDD): <input type="text"/> <input type="checkbox"/> Date of Birth is unknown			
WITNESS STATEMENT SOURCE <i>(choose all that apply; max 4)</i> <ol style="list-style-type: none"> 1. Observed Crash Occur <input type="checkbox"/> 2. Overheard Statements by Person Involved 3. Observed illegal activities by persons involved in the crash prior to police arrival 4. Observed other illegal behavior by a vehicle involved in the crash or resulting in the crash occurring 88. Not Applicable 	WITNESS OBSERVATION VERIFICATION <i>(choose all that apply; max 3)</i> <ol style="list-style-type: none"> 1. Sight Lines Verified By Reporting Officer <input type="checkbox"/> 2. Sight Lines Verified By Other Officer 3. Sight Lines Confirmed by Other Witness 4. Verification Not Possible 5. Verification Not Undertaken 		

PERSON ID	WITNESS INFORMATION		
NAME:	WITNESS STATEMENT TYPE <i>(choose all that apply; max 2)</i>		
ADDRESS:	<ol style="list-style-type: none"> 1. No Statement Taken <input type="checkbox"/> 2. Provided Written Statement 3. Willing to Provide a Written Statement 4. Oral Statement Only 5. Statement Confirmed by other Witness 		
CITY: STATE or PROV: POSTAL CODE:			
DATE OF BIRTH (YYYYMMDD): <input type="text"/> <input type="checkbox"/> Date of Birth is unknown			
WITNESS STATEMENT SOURCE <i>(choose all that apply; max 4)</i> <ol style="list-style-type: none"> 1. Observed Crash Occur <input type="checkbox"/> 2. Overheard Statements by Person Involved 3. Observed illegal activities by persons involved in the crash prior to police arrival 4. Observed other illegal behavior by a vehicle involved in the crash or resulting in the crash occurring 88. Not Applicable 	WITNESS OBSERVATION VERIFICATION <i>(choose all that apply; max 3)</i> <ol style="list-style-type: none"> 1. Sight Lines Verified By Reporting Officer <input type="checkbox"/> 2. Sight Lines Verified By Other Officer 3. Sight Lines Confirmed by Other Witness 4. Verification Not Possible 5. Verification Not Undertaken 		



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