



2019 CONNECTICUT

CRASH FACTS BOOK

OCT 2021 // 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 2019. 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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State Data
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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.
- 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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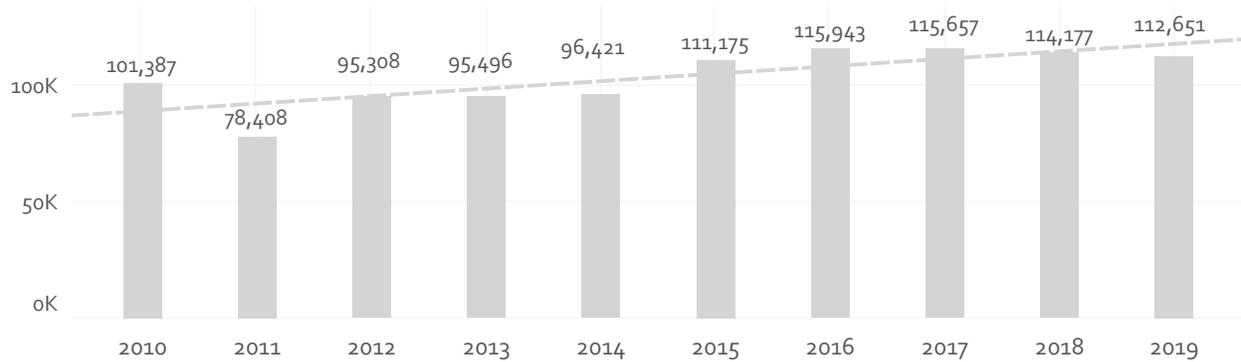
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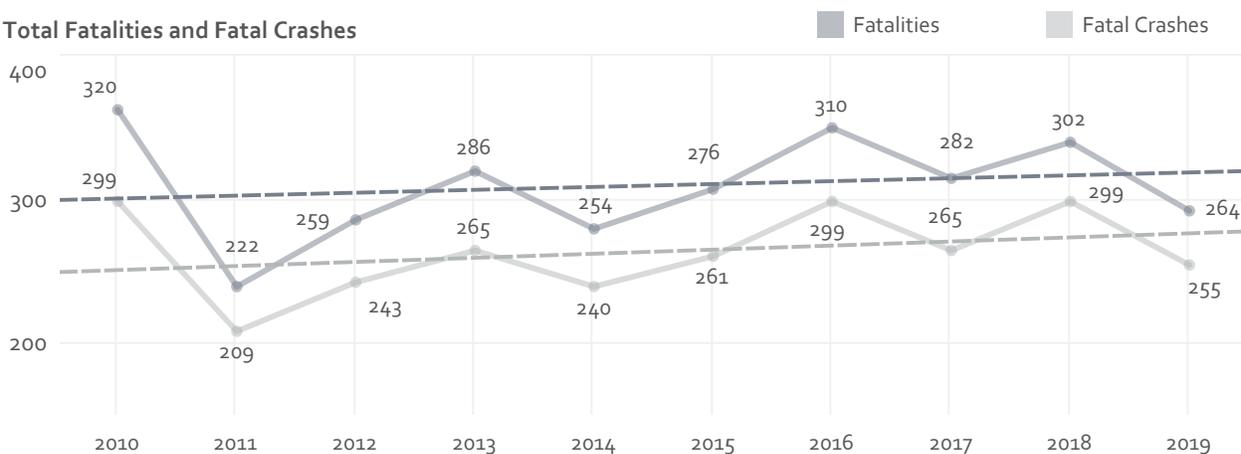
Section II: Trends

TEN YEAR TRENDS: 2010-2019

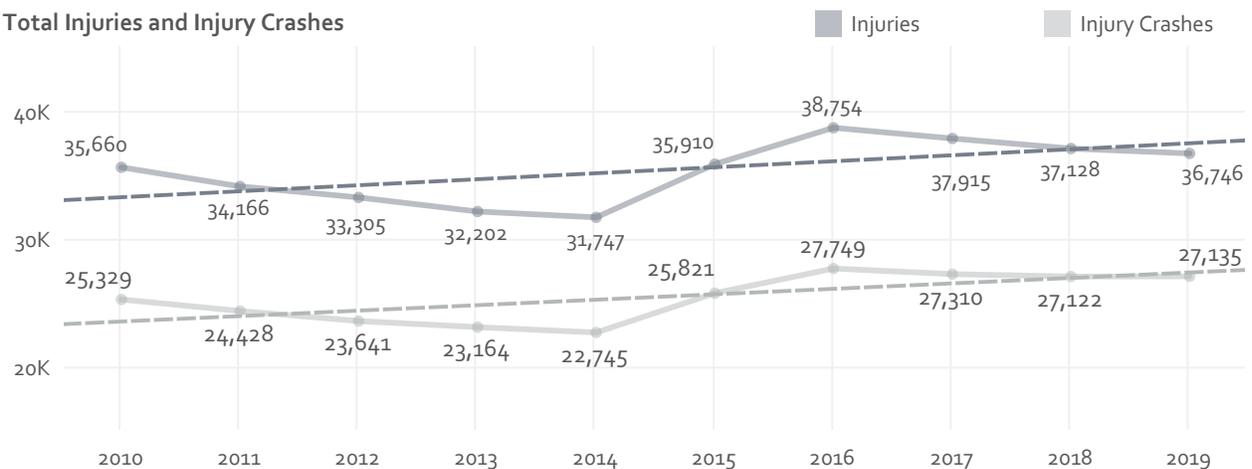
Total Crashes



Total Fatalities and Fatal Crashes



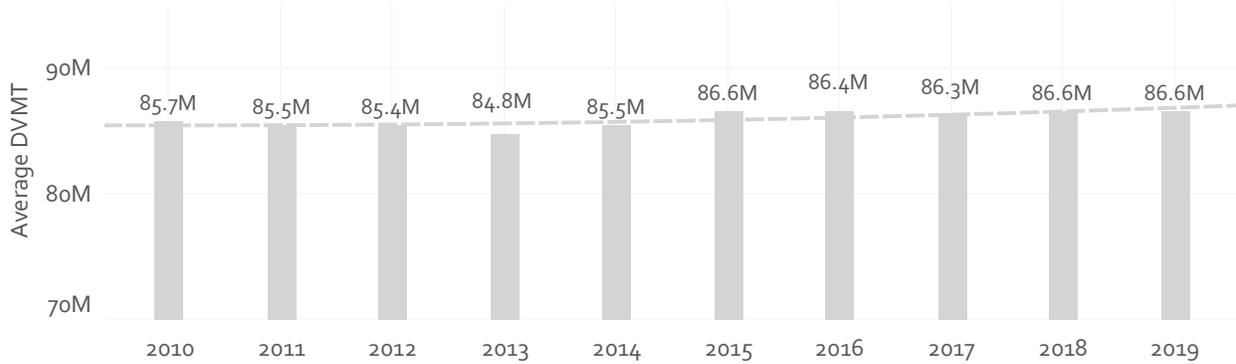
Total Injuries and Injury Crashes



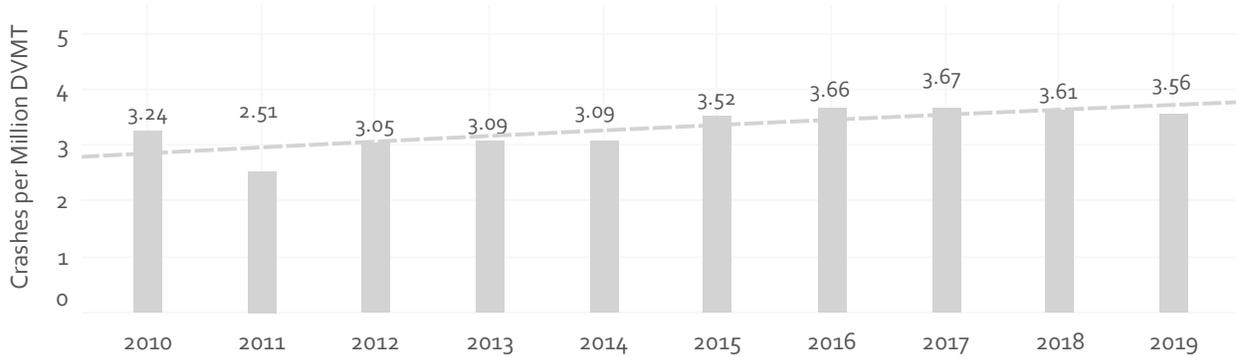
AVERAGE DVMT: 2010-2019

The three graphs below display the 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.

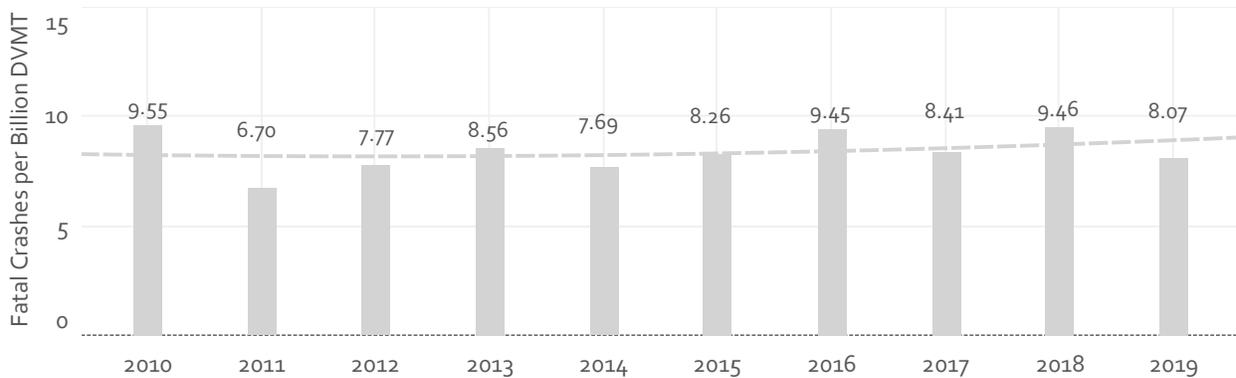
Average DVMT



Crashes by DVMT



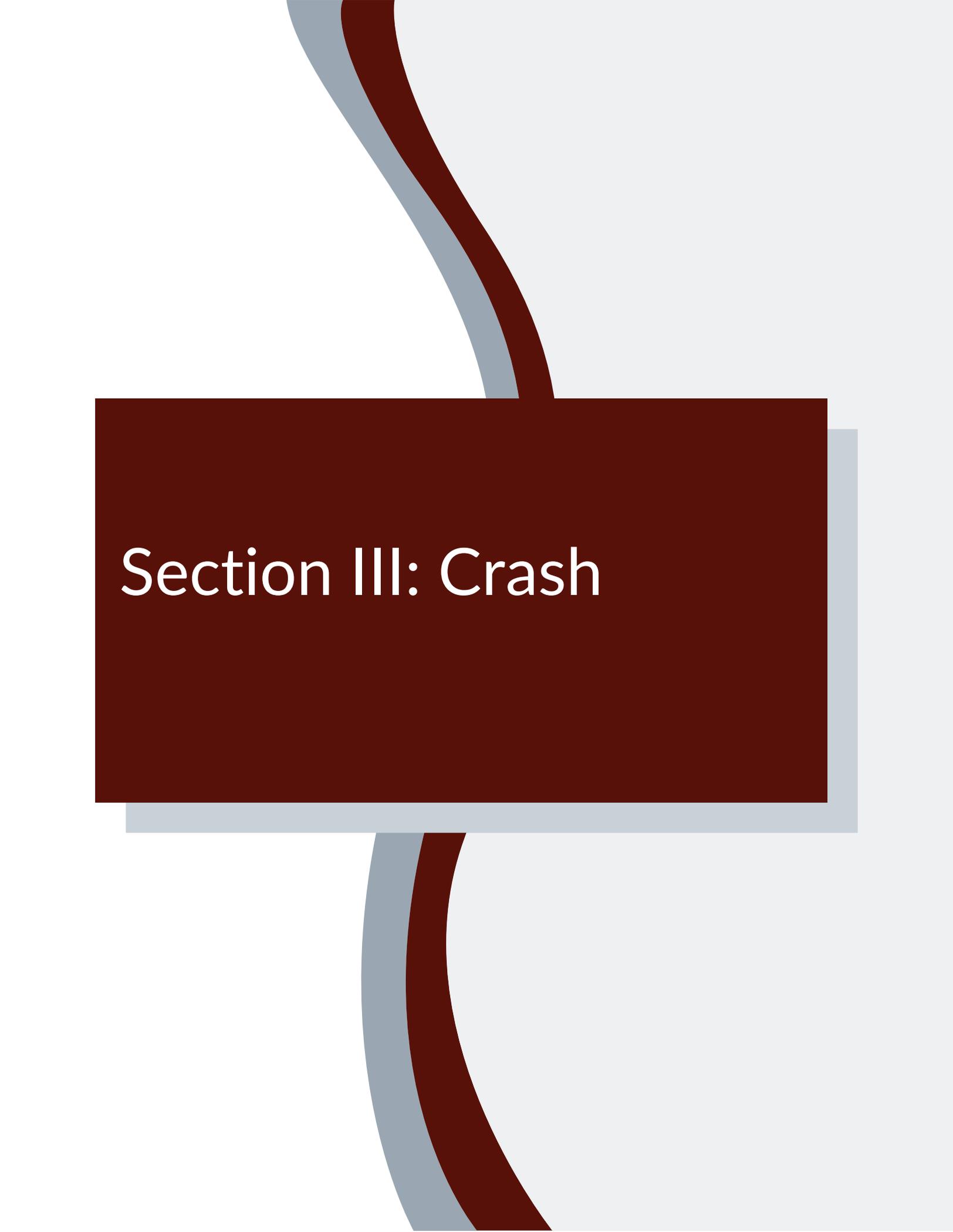
Fatal Crashes by DVMT



HOLIDAY CRASHES: 2017-2019

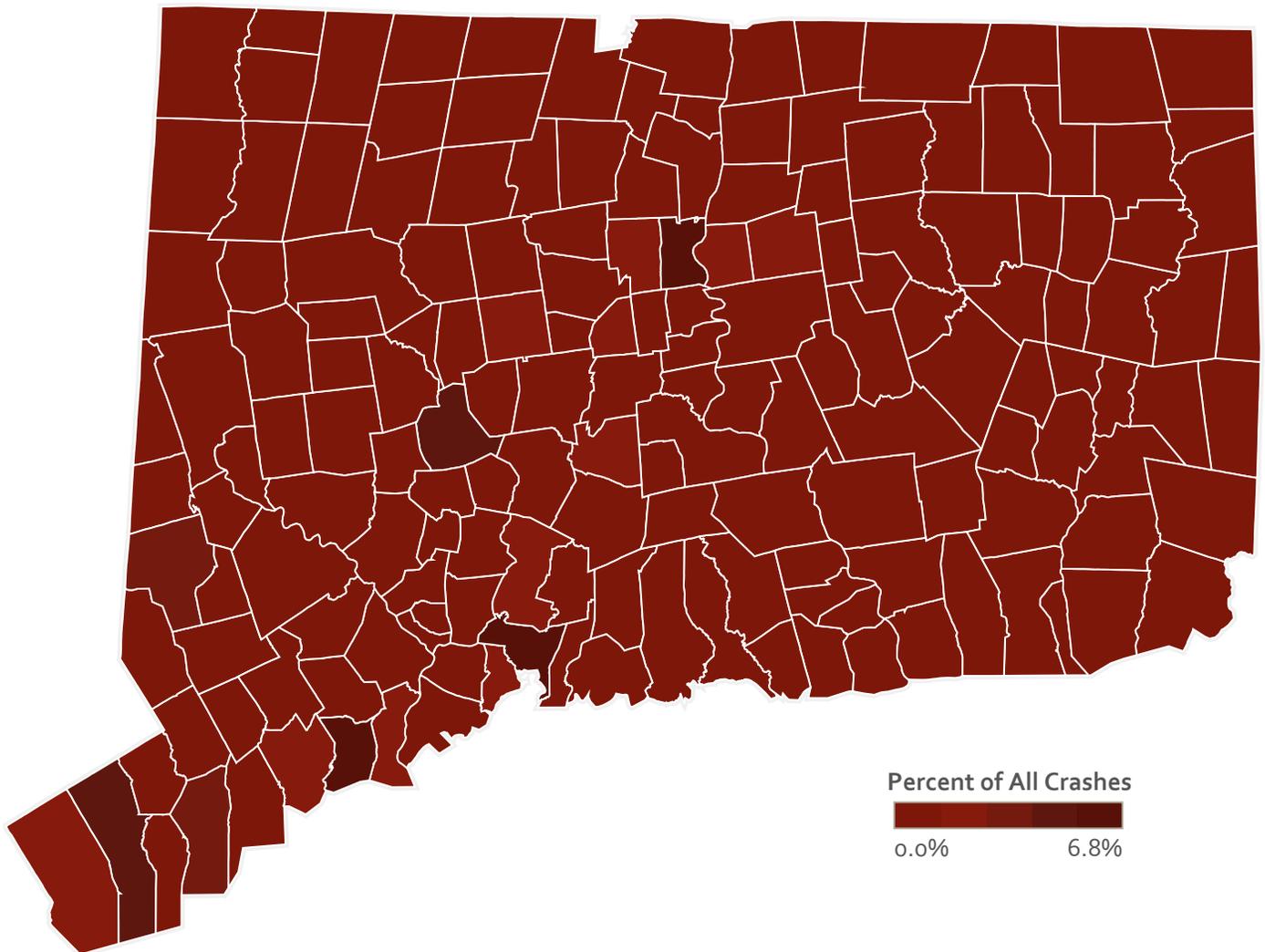
Holiday periods often correspond with different driving patterns as well as an increase in risky driving behaviors. The table below shows the number of crashes, including injury and fatal crashes, for **2017**, **2018** and **2019** as a comparison. The range of dates used to define the holidays for each year is shown on the right. With the exception of New Year's and Christmas, crashes during holiday periods either increased or stayed relatively constant in 2019 when compared to the previous year.

		2017	2018	2019	
New Year's Day	Injury Crashes	218	316	225	New Year's Date Ranges: 2017: Fri 12/30 to Mon 1/2 2018: Fri 12/29 to Mon 1/1 2019: Sat 12/29 to Tues 1/1
	Fatal Crashes	5	5	3	
	All Crashes	929	1,396	887	
St. Patrick's Day	Injury Crashes	196	177	191	St. Patrick's Day Date Ranges: 2017: Fri 3/17 to Sun 3/19 2018: Fri 3/16 to Sun 3/18 2019: Fri 3/15 to Sun 3/17
	Fatal Crashes	2	3	2	
	All Crashes	933	773	810	
Memorial Day Weekend	Injury Crashes	246	297	297	Memorial Day Date Ranges: 2017: Fri 5/26 to Mon 5/29 2018: Fri 5/25 to Mon 5/28 2019: Fri 5/24 to Mon 5/27
	Fatal Crashes	3	3	4	
	All Crashes	1,004	1,107	1,170	
4th of July Weekend	Injury Crashes	286	264	296	July 4th Date Ranges: 2017: Sat 7/1 to Tues 7/4 2018: Sun 7/1 to Wed 7/4 2019: Tues 7/2 to Fri 7/5
	Fatal Crashes	1	5	5	
	All Crashes	1,010	1,137	1,184	
Labor Day Weekend	Injury Crashes	308	283	274	Labor Day Date Ranges: 2017: Fri 9/1 to Mon 9/4 2018: Fri 8/31 to Mon 9/3 2019: Fri 8/30 to Mon 9/2
	Fatal Crashes	4	5	4	
	All Crashes	1,138	972	1,071	
Thanksgiving	Injury Crashes	257	221	277	Thanksgiving Date Ranges: 2017: Thurs 11/23 to Sun 11/26 2018: Thurs 11/22 to Sun 11/25 2019: Thurs 11/28 to Sun 12/1
	Fatal Crashes	3	3	4	
	All Crashes	1,022	918	1,252	
Christmas	Injury Crashes	256	339	369	Christmas Date Ranges: 2017: Fri 12/22 to Mon 12/25 2018: Fri 12/21 to Tues 12/25 2019: Sat 12/21 to Wed 12/25
	Fatal Crashes	1	5	4	
	All Crashes	1,250	1,500	1,476	



Section III: Crash

STATEWIDE CRASH MAP



The map above displays 2019 crashes that occurred in each Connecticut town. The greatest proportion of crashes are in the towns of New Haven, Hartford, Bridgeport, Waterbury and Stamford. These towns are not only some of Connecticut's most densely populated areas, but the state's major highways also pass through them, causing 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 7,558. The capital city of Hartford had the highest number of fatal crash victims at 17, a significant decrease from 2018.

Town	Total Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries
Andover	51	0	0	17	23
Ansonia	359	0	0	89	128
Ashford	83	0	0	30	41
Avon	395	1	1	74	92
Barkhamsted	72	0	0	20	29
Beacon Falls	113	0	0	25	34
Berlin	742	2	2	207	278
Bethany	94	1	1	42	58
Bethel	474	0	0	79	108
Bethlehem	29	2	2	5	7
Bloomfield	806	2	2	204	273
Bolton	98	0	0	23	28
Bozrah	54	0	0	15	17
Branford	702	0	0	188	251
Bridgeport	6,330	3	3	1,805	2,595
Bridgewater	33	0	0	11	11
Bristol	1,628	3	3	363	496
Brookfield	441	2	2	100	128
Brooklyn	118	4	5	35	49
Burlington	108	1	2	31	46
Canaan	36	0	0	8	8
Canterbury	74	3	3	14	24
Canton	215	2	2	36	47
Chaplin	49	0	0	14	25
Cheshire	678	1	1	162	210
Chester	71	1	1	13	16
Clinton	250	0	0	56	72
Colchester	258	5	5	60	87
Colebrook	20	0	0	10	12
Columbia	80	1	1	27	40
Cornwall	40	0	0	12	13
Coventry	250	0	0	62	78
Cromwell	539	1	2	129	176
Danbury	3,615	2	2	724	959
Darien	733	1	2	160	228
Deep River	84	0	0	18	27

CRASHES BY TOWN (D-L)

Town	Total Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries
Derby	469	1	1	85	109
Durham	121	1	1	29	35
East Granby	126	2	2	34	55
East Haddam	86	0	0	23	28
East Hampton	136	0	0	36	47
East Hartford	1,780	3	4	437	613
East Haven	666	1	1	176	222
East Lyme	364	1	1	77	105
East Windsor	400	1	1	118	159
Eastford	31	1	1	14	18
Easton	154	1	1	49	74
Ellington	170	1	1	41	61
Enfield	791	2	2	255	342
Essex	74	1	2	19	22
Fairfield	2,237	3	3	467	596
Farmington	1,028	2	2	201	277
Franklin	74	1	1	23	37
Glastonbury	668	1	1	161	200
Goshen	43	1	1	18	20
Granby	168	0	0	42	53
Greenwich	2,028	1	1	351	463
Griswold	156	2	2	28	39
Groton	875	0	0	139	177
Guilford	419	3	3	94	137
Haddam	153	3	3	45	58
Hamden	2,074	3	3	450	612
Hampton	28	0	0	5	9
Hartford	7,148	17	17	1,817	2,728
Hartland	17	0	0	8	8
Harwinton	114	1	1	23	32
Hebron	91	0	0	27	39
Kent	33	0	0	10	11
Killingly	377	0	0	74	98
Killingworth	71	0	0	26	34
Lebanon	99	1	1	26	28
Ledyard	184	2	1	44	64
Lisbon	120	1	1	22	29
Litchfield	214	1	1	50	64
Lyme	19	0	0	5	5

CRASHES BY TOWN (M-P)

Town	Total Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries
Madison	299	1	1	72	94
Manchester	1,757	6	6	520	697
Mansfield	500	2	2	90	112
Marlborough	142	1	1	34	43
Meriden	2,075	3	3	539	765
Middlebury	305	1	2	71	95
Middlefield	92	0	0	22	26
Middletown	1,452	3	2	330	453
Milford	1,501	3	3	468	649
Monroe	471	1	1	110	147
Montville	415	0	0	88	135
Morris	42	0	0	9	13
Naugatuck	622	0	0	142	173
New Britain	1,788	1	1	546	743
New Canaan	515	1	1	111	147
New Fairfield	123	0	0	29	42
New Hartford	137	1	1	27	40
New Haven	7,558	15	16	2,098	3,036
New London	941	0	0	184	247
New Milford	652	2	2	155	208
Newington	985	1	1	253	361
Newtown	963	1	2	203	254
Norfolk	23	0	0	5	7
North Branford	252	1	1	59	71
North Canaan	73	1	1	17	19
North Haven	1,332	2	2	371	494
North Stonington	124	3	5	21	34
Norwalk	3,710	1	1	678	891
Norwich	1,403	4	5	266	371
Old Lyme	160	1	1	39	47
Old Saybrook	293	2	2	44	70
Orange	1,094	3	3	262	349
Oxford	189	1	1	48	62
Plainfield	293	2	2	54	73
Plainville	637	4	4	168	233
Plymouth	235	0	0	75	99
Pomfret	70	1	1	20	29

CRASHES BY TOWN (P-W)

Town	Total Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries
Portland	153	0	0	42	58
Preston	154	2	2	43	68
Prospect	159	1	1	47	58
Putnam	218	0	0	56	72
Redding	200	0	0	41	52
Ridgefield	424	0	0	62	80
Rocky Hill	658	2	2	173	236
Roxbury	53	0	0	11	15
Salem	64	1	1	20	29
Salisbury	65	0	0	17	19
Scotland	24	2	2	8	9
Seymour	451	1	1	99	145
Sharon	50	1	1	12	13
Shelton	922	1	1	206	301
Sherman	53	0	0	14	15
Simsbury	390	1	1	83	109
Somers	125	0	0	41	60
South Windsor	471	0	0	139	180
Southbury	531	3	3	120	168
Southington	1,211	1	1	282	373
Sprague	33	2	2	10	11
Stafford	151	0	0	44	49
Stamford	4,704	2	3	950	1,252
Sterling	27	1	1	8	10
Stonington	464	3	3	112	157
Stratford	1,813	4	4	374	494
Suffield	246	3	3	71	89
Thomaston	241	0	0	46	65
Thompson	143	1	1	36	47
Tolland	270	1	1	53	73
Torrington	881	2	3	184	244
Trumbull	1,190	4	4	254	345
Union	64	0	0	12	16
Vernon	825	3	3	191	276
Voluntown	37	1	2	12	21
Wallingford	1,379	2	2	313	414
Warren	10	0	0	2	2

CRASHES BY TOWN (W)

Town	Total Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries
Washington	62	0	0	16	18
Waterbury	5,858	11	11	1,531	2,178
Waterford	621	0	0	153	202
Watertown	442	4	3	95	128
West Hartford	1,877	0	0	553	768
West Haven	1,870	2	2	455	629
Westbrook	147	1	1	38	55
Weston	67	1	1	18	23
Westport	1,378	3	3	317	441
Wethersfield	954	2	3	195	265
Willington	125	2	2	27	33
Wilton	541	0	0	126	163
Winchester	275	1	1	56	72
Windham	498	1	1	105	139
Windsor	1,244	2	2	313	424
Windsor Locks	387	0	0	94	134
Wolcott	262	0	0	77	102
Woodbridge	333	1	1	80	116
Woodbury	148	0	0	48	69
Woodstock	98	0	0	30	34



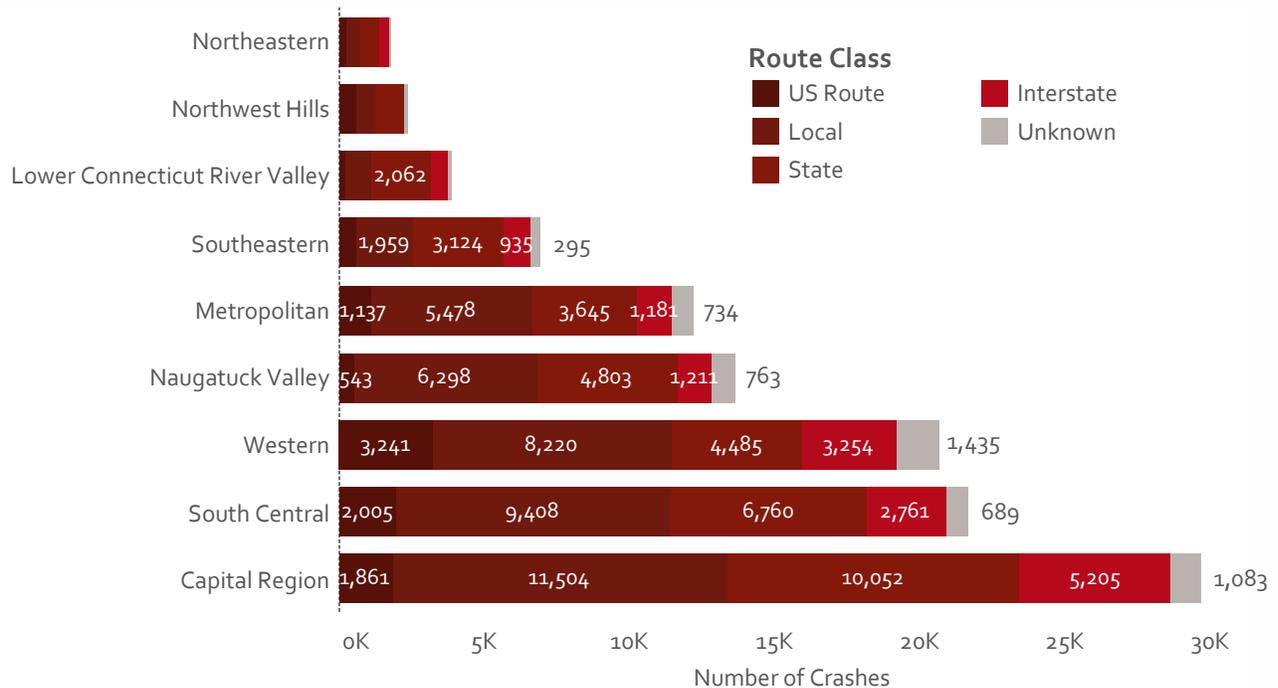
COG AND POPULATION SIZE

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	6,789	1,865	1,766	485	53	15
Between 10,000 and 25,000 people	20,302	2,453	4,795	579	64	8
Between 25,000 and 50,000 people	24,263	2,755	5,459	620	40	5
Between 50,000 and 100,000 people	29,718	3,369	6,912	784	35	4
Greater than 100,000 people	31,569	4,950	8,195	1,285	46	7

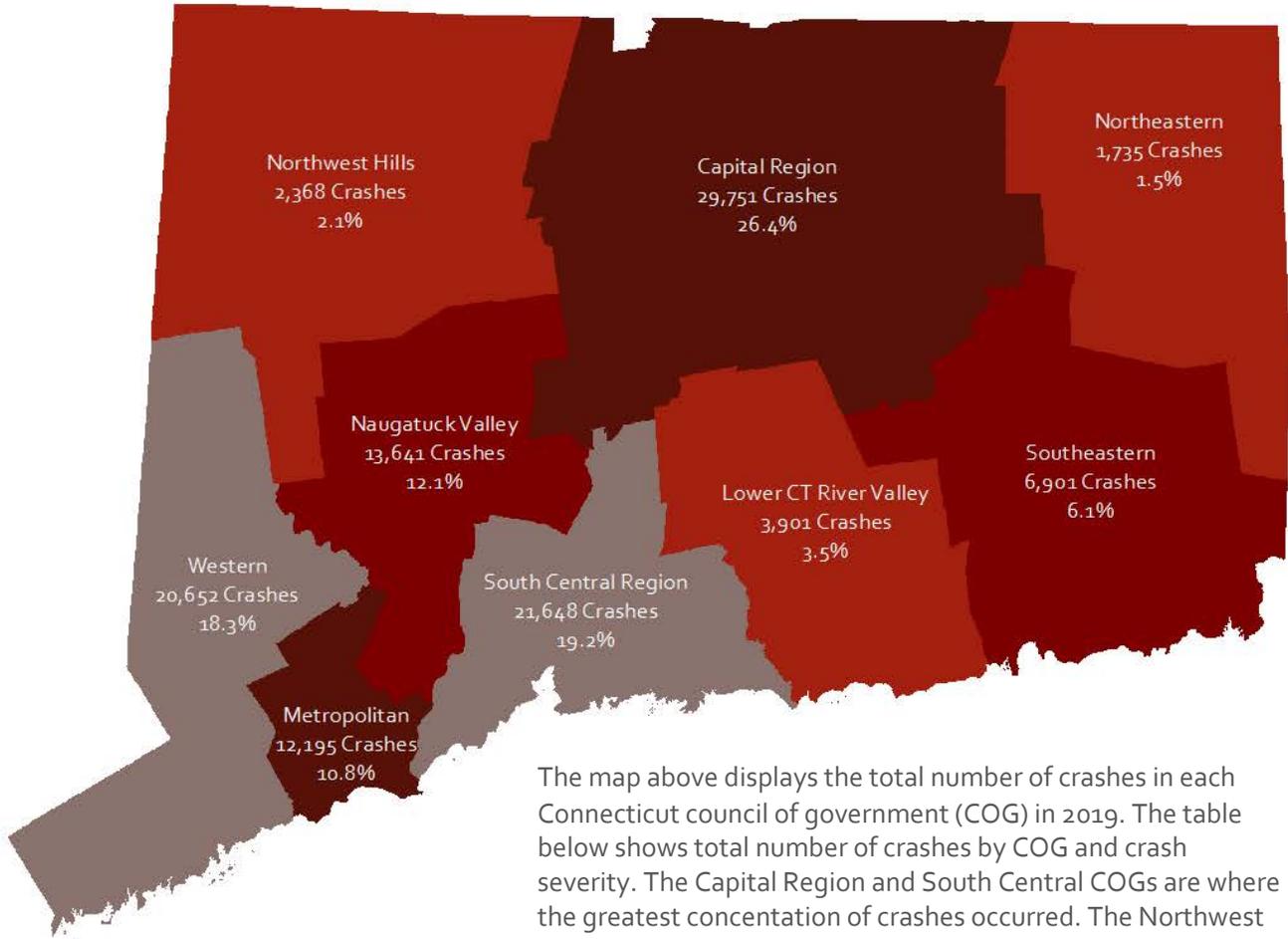
*Population estimates are courtesy of the US Census Bureau's 2015-2019 American Community Survey Results.

The table above portrays 2019 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 2019 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 2019. 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.

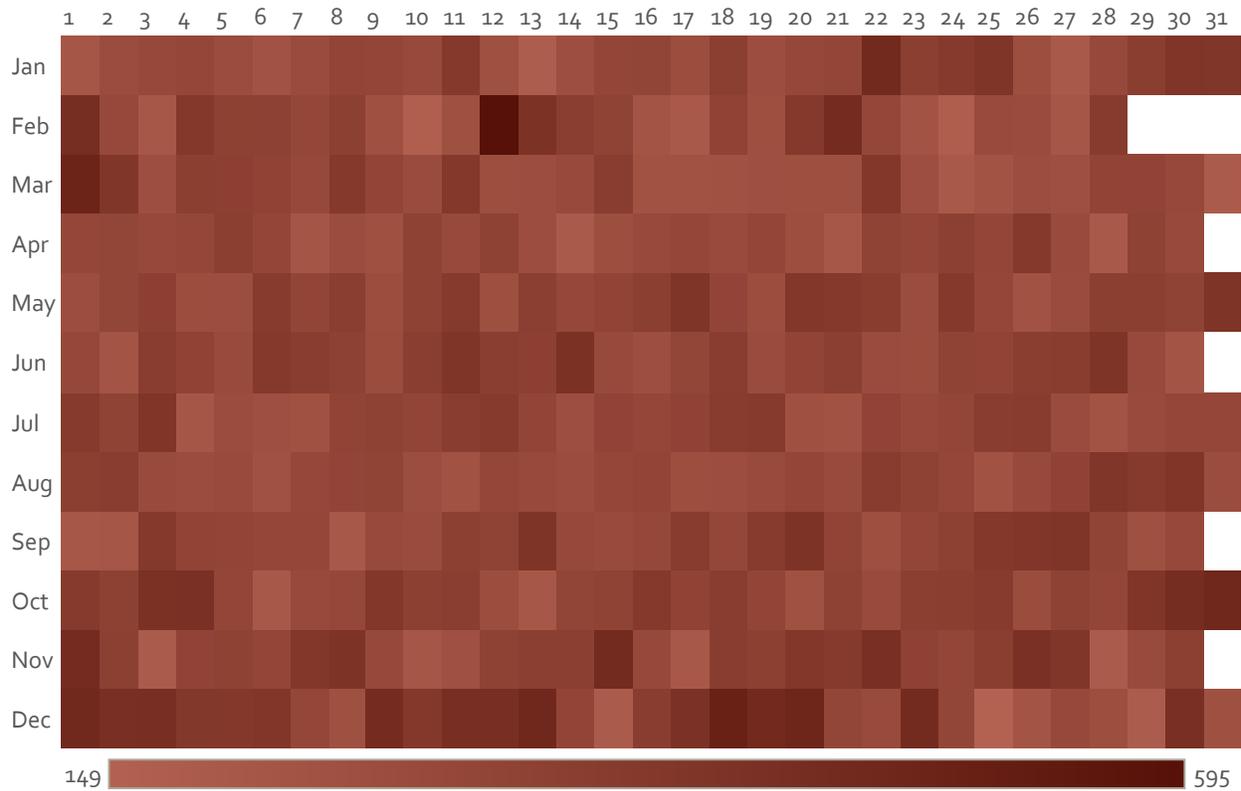
COG Crashes by Crash Severity

	Fatal	Injury	PDO	Grand Total
Capital Region	68	7,642	21,994	29,704
South Central	39	5,662	15,922	21,623
Western CT	17	4,122	16,498	20,637
Naugatuck Valley	31	3,329	10,258	13,618
CT Metropolitan	15	3,054	9,106	12,175
Southeastern	28	1,436	5,428	6,892
Lower CT River Valley	14	913	2,965	3,892
Northwest Hills	10	546	1,810	2,366
Northeastern	16	423	1,295	1,734

DAY OF THE WEEK/TIME OF DAY

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Number of Crashes	% of Total
12 AM	430	249	158	175	176	222	401	1,811	1.61%
1 AM	395	171	150	132	164	185	375	1,572	1.39%
2 AM	483	110	95	66	89	118	443	1,404	1.25%
3 AM	264	95	76	61	73	78	196	843	0.75%
4 AM	149	121	102	88	90	77	164	791	0.70%
5 AM	146	208	195	182	160	159	155	1,205	1.07%
6 AM	152	480	481	501	422	485	233	2,754	2.44%
7 AM	232	942	1,004	1,077	1,012	1,019	332	5,618	4.98%
8 AM	299	1,027	1,237	1,123	1,168	1,027	451	6,332	5.62%
9 AM	393	799	894	871	914	798	628	5,297	4.70%
10 AM	530	694	799	760	742	738	793	5,056	4.48%
11 AM	694	826	821	737	778	888	966	5,710	5.06%
12 PM	849	947	1,064	913	983	1,098	1,081	6,935	6.15%
1 PM	857	927	1,016	925	970	1,163	1,083	6,941	6.16%
2 PM	829	1,135	1,193	1,145	1,195	1,438	979	7,914	7.02%
3 PM	898	1,379	1,388	1,473	1,452	1,737	947	9,274	8.22%
4 PM	853	1,482	1,510	1,527	1,675	1,701	970	9,718	8.62%
5 PM	772	1,517	1,612	1,704	1,632	1,712	914	9,863	8.75%
6 PM	681	979	997	1,108	1,016	1,090	780	6,651	5.90%
7 PM	618	616	624	629	614	820	601	4,522	4.01%
8 PM	533	511	546	566	551	673	573	3,953	3.51%
9 PM	436	421	450	489	471	595	553	3,415	3.03%
10 PM	360	321	340	355	392	545	542	2,855	2.53%
11 PM	282	240	240	275	283	510	504	2,334	2.07%
Number of Crashes	12,135	16,197	16,992	16,882	17,022	18,876	14,664	61	1,737
% of Total Crashes	10.76%	14.36%	15.07%	14.97%	15.09%	16.74%	13.00%		

DAY OF THE MONTH

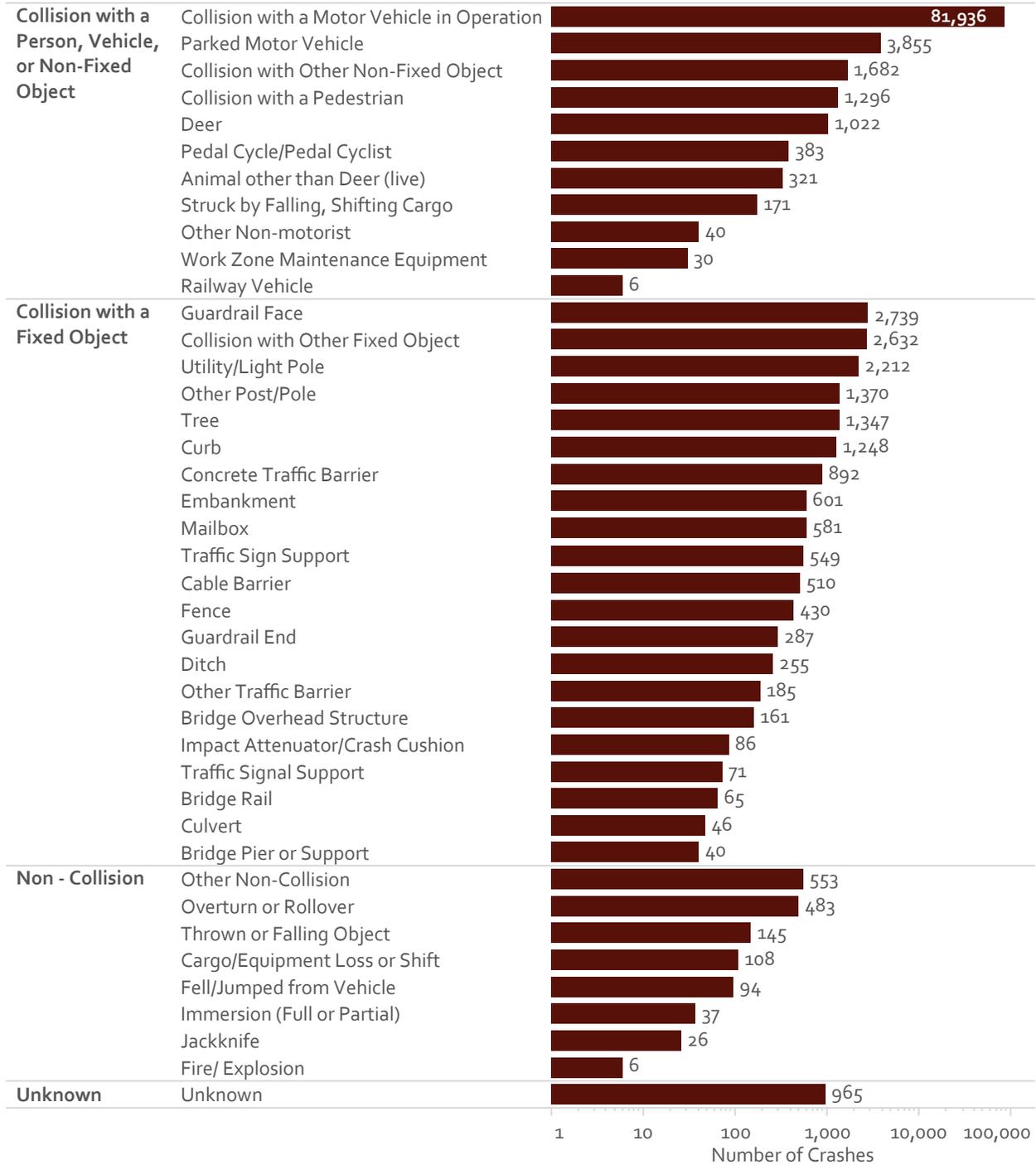


The heatmap above shows the number of crashes for each day of 2018 and the accompanying table provides the crash totals for each month. Crashes occurred on each day of the calendary year. The fewest number of crashes occurred on Dec 25 (149) and the greatest number on Feb 12 (595).

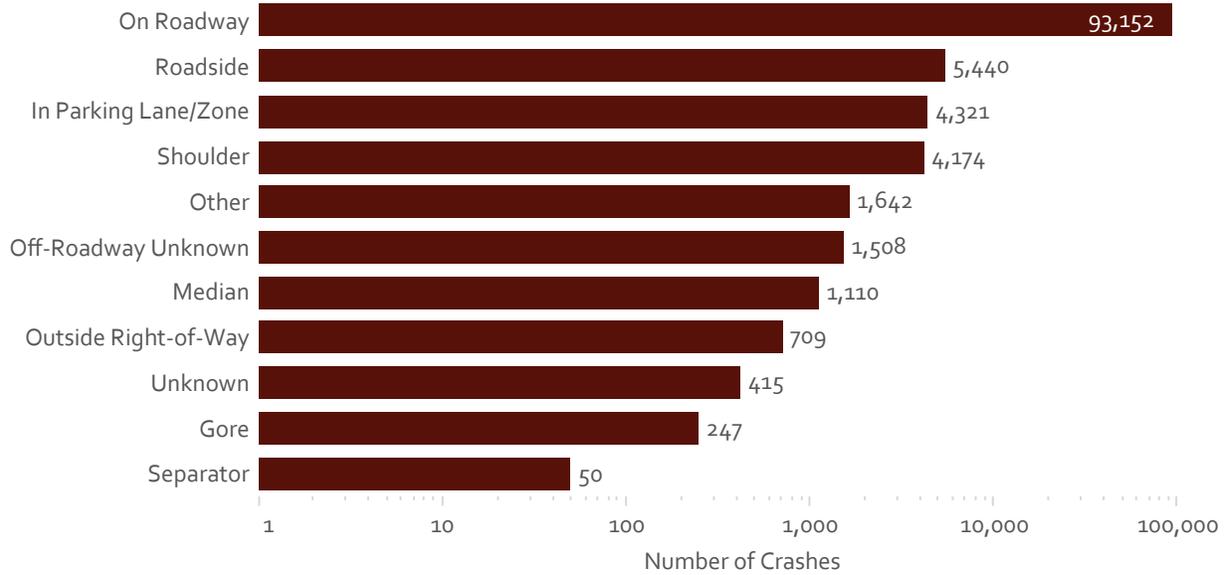
**blank white spaces indicate no crash data available for that parameter*

Month of Crash Date	Number of Crashes	% of Total
January	9,201	8.16%
February	8,485	7.52%
March	8,965	7.95%
April	8,463	7.50%
May	9,771	8.66%
June	9,428	8.36%
July	9,305	8.25%
August	9,134	8.10%
September	9,224	8.18%
October	10,140	8.99%
November	9,745	8.64%
December	10,907	9.67%
Grand Total	112,768	100.00%

FIRST HARMFUL EVENT



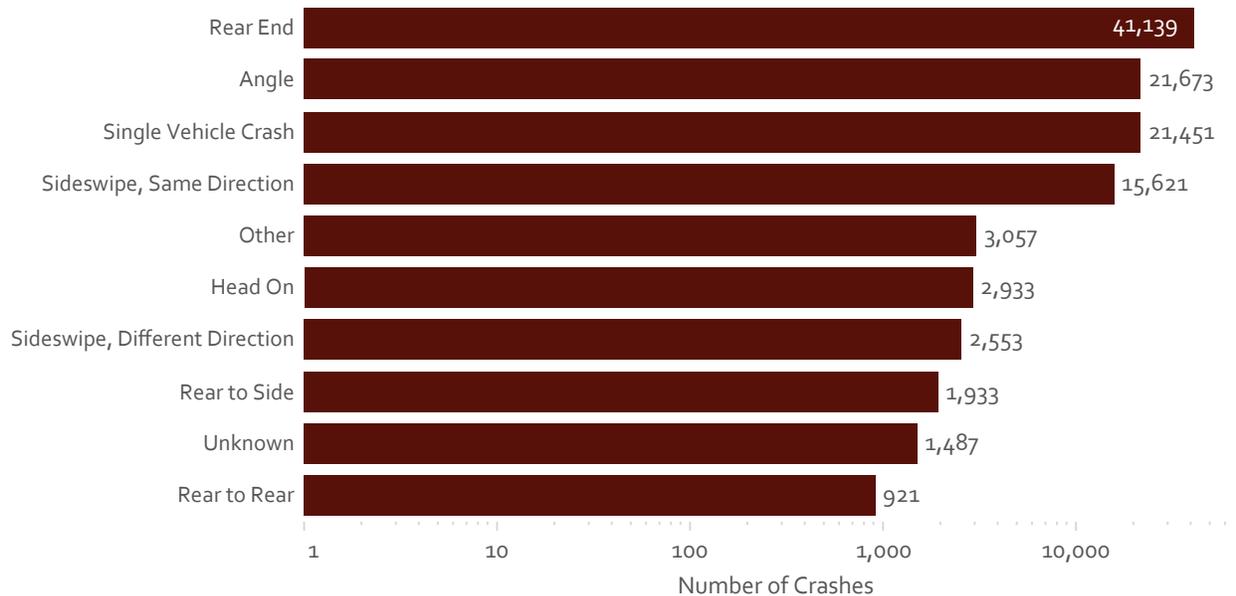
LOCATION OF FIRST HARMFUL EVENT



Location of First Harmful Event	Number of Crashes	% of Total
Separator	50	0.04%
Gore	247	0.22%
Outside Right-of-Way	709	0.63%
Median	1,110	0.98%
Other	1,642	1.46%
Off-Roadway Unknown	1,508	1.34%
In Parking Lane/Zone	4,321	3.83%
Shoulder	4,174	3.70%
Roadside	5,440	4.82%
On Roadway	93,152	82.60%
Unknown	415	0.37%
Grand Total	112,768	100.00%



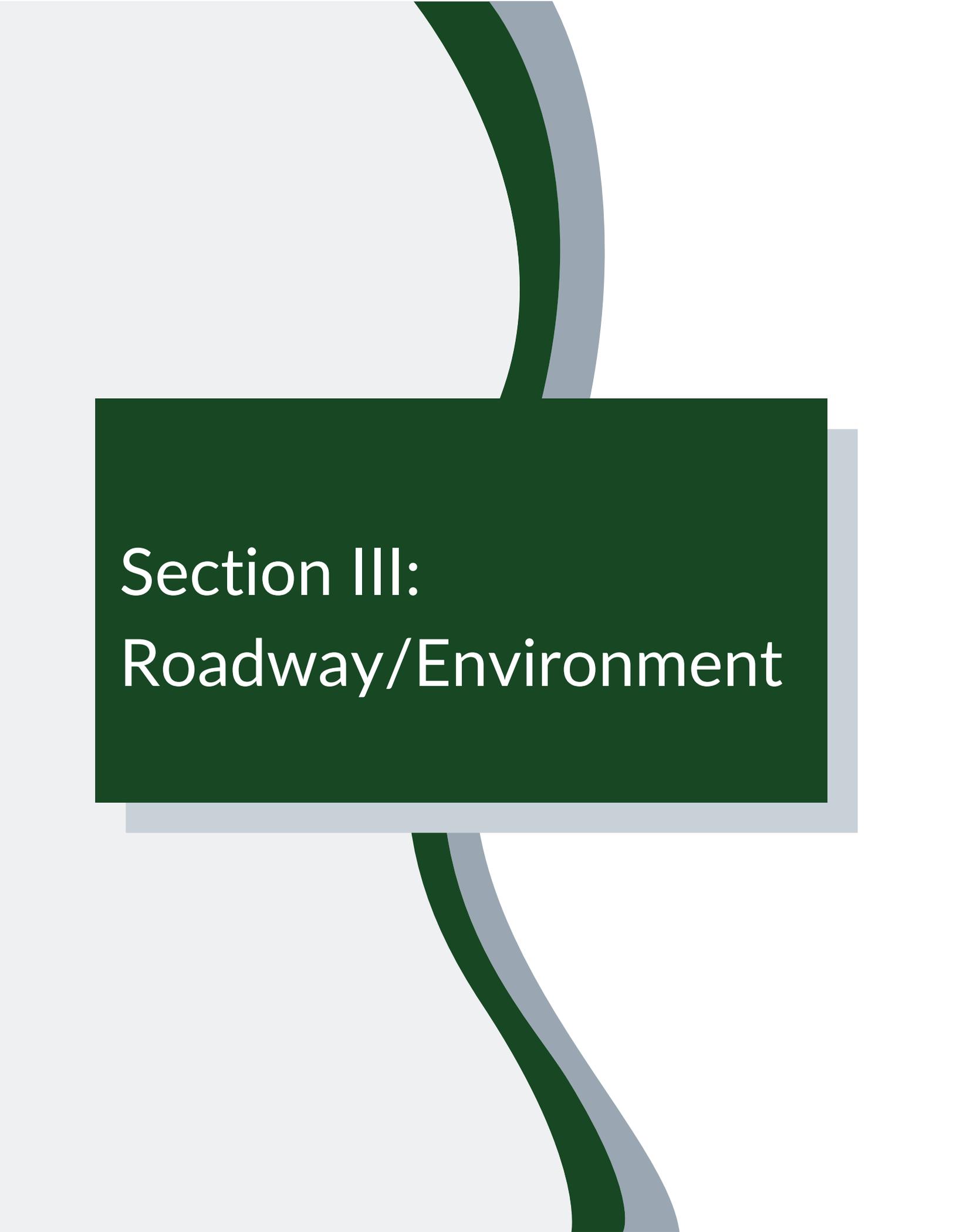
MANNER OF CRASH



According to the MMUCC Guidelines, manner of impact describes the way in which **two or more** motor vehicles in operation initially collide during a crash. Single-vehicle crashes are included in the chart and graph as a basis of comparison.

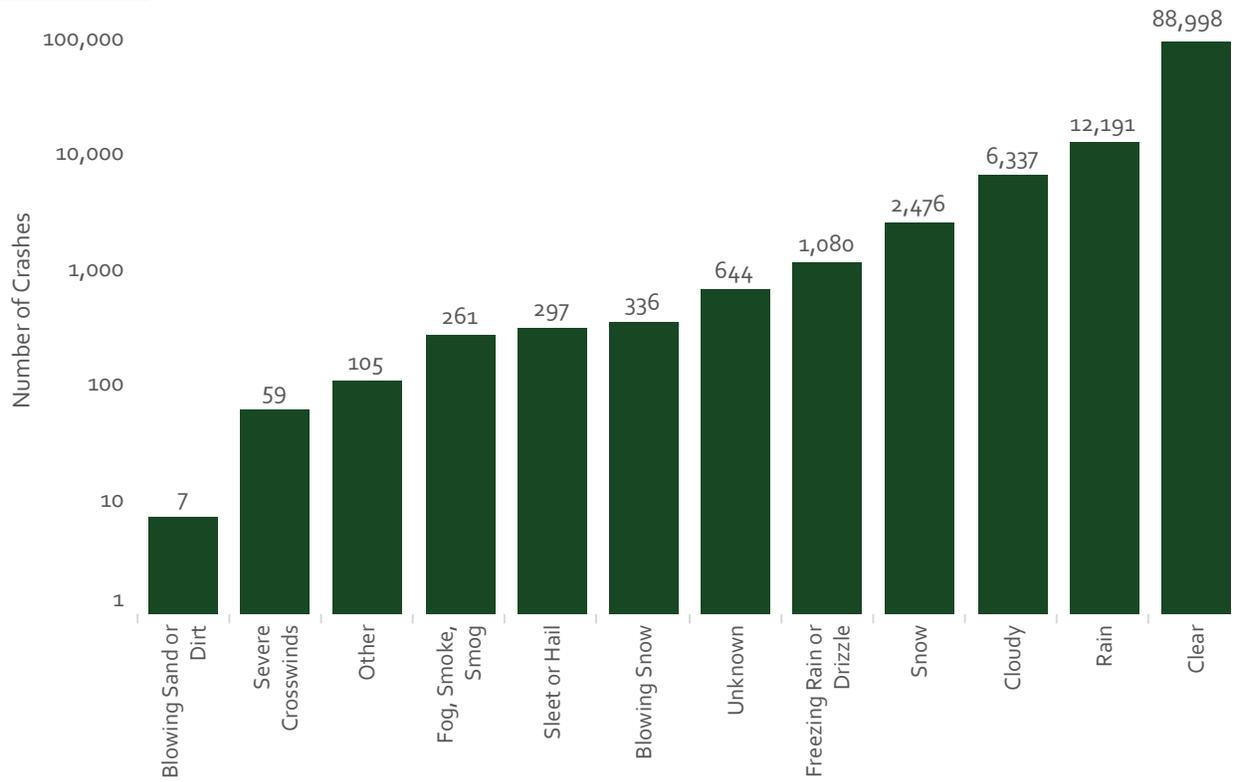
Rear-end crashes represents 36% of collision types. Angle and single-vehicle crashes are the next two most common collision types, representing 38% of crashes combined. Almost two-thirds of 2019 fatal crashes involved a single vehicle.

	Crash Severity							
	Fatal		Injury		PDO		Grand Total	
	Number of Crashes	% of Total						
Rear End	15	6.20%	10,190	37.53%	30,934	36.23%	41,139	36.48%
Angle	34	14.05%	6,247	23.00%	15,392	18.03%	21,673	19.22%
Single Vehicle Crash	156	64.46%	6,439	23.71%	14,856	17.40%	21,451	19.02%
Sideswipe, Same Direction	4	1.65%	1,590	5.86%	14,027	16.43%	15,621	13.85%
Other	2	0.83%	774	2.85%	2,281	2.67%	3,057	2.71%
Head On	24	9.92%	1,225	4.51%	1,684	1.97%	2,933	2.60%
Sideswipe, Different Direction	7	2.89%	450	1.66%	2,096	2.46%	2,553	2.26%
Rear to Side			119	0.44%	1,814	2.12%	1,933	1.71%
Unknown			74	0.27%	1,413	1.66%	1,487	1.32%
Rear to Rear			47	0.17%	874	1.02%	921	0.82%
Grand Total	242	100.00%	27,155	100.00%	85,371	100.00%	112,768	100.00%



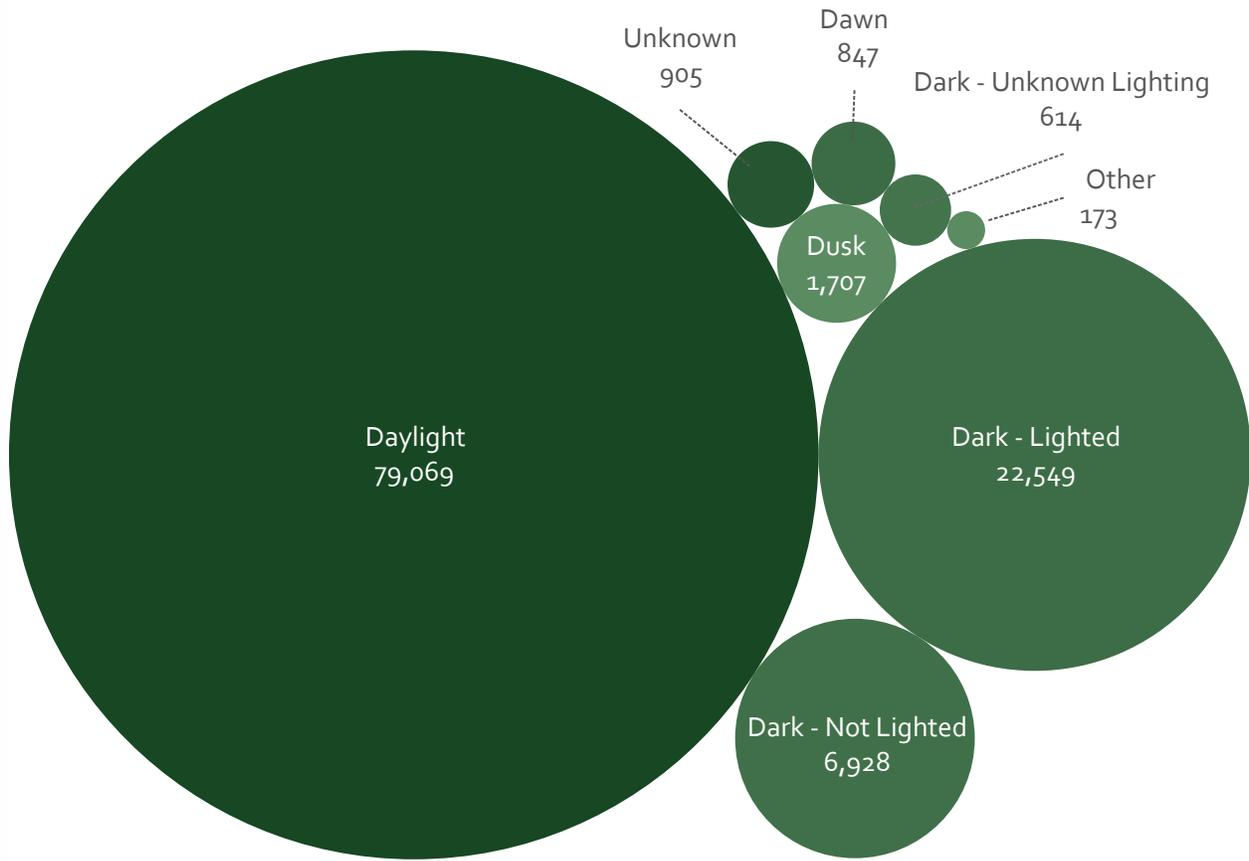
Section III: Roadway/Environment

WEATHER CONDITIONS



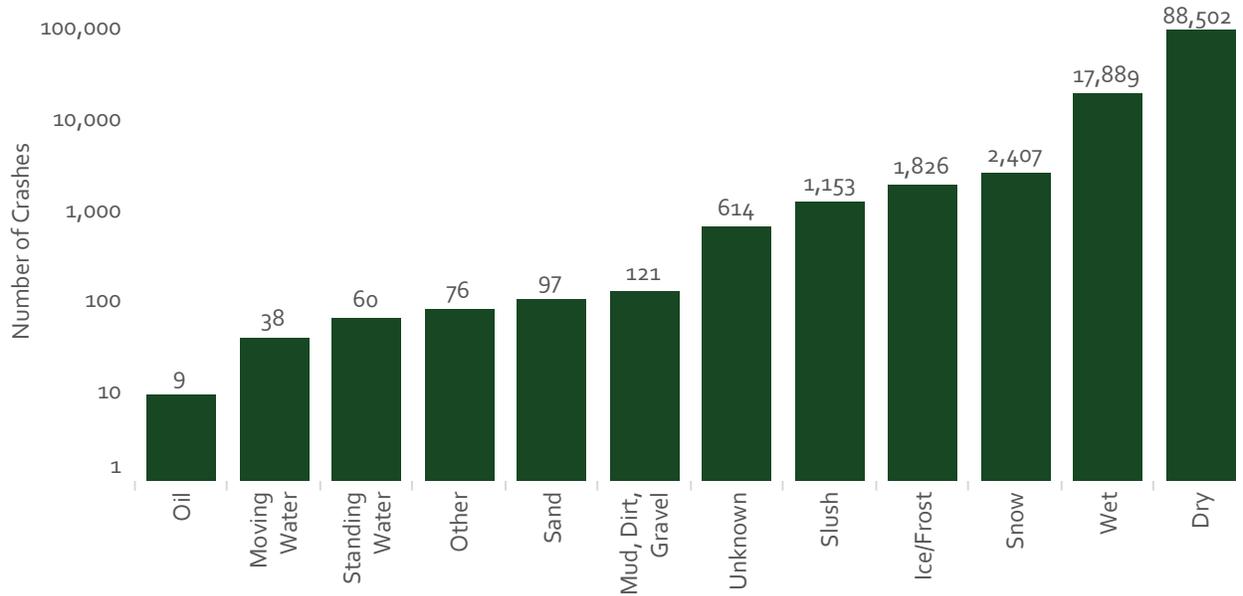
	Fatality	Suspected Serious Injury (A)	Suspected Minor Injury (B)	Possible Injury (C)	Property Damage Only	Unknown Injury	Grand Total
Clear	206	967	8,623	12,018	67,183	1	88,998
Rain	17	105	1,200	1,805	9,063	1	12,191
Cloudy	17	72	549	931	4,767	1	6,337
Snow		3	167	229	2,077		2,476
Freezing Rain or Drizzle	1	3	95	124	857		1,080
Blowing Snow			31	29	276		336
Sleet or Hail		4	20	29	244		297
Fog, Smoke, Smog	1	4	33	35	188		261
Other			9	11	85		105
Severe Crosswinds			3	5	51		59
Blowing Sand or Dirt				1	6		7
Unknown			10	42	593		645

LIGHTING CONDITIONS



	Total Crashes	% of Total
Daylight	79,069	70.10%
Dark - Lighted	22,549	19.99%
Dark - Not Lighted	6,928	6.14%
Dusk	1,707	1.51%
Dawn	847	0.75%
Dark - Unknown Lighting	614	0.54%
Other	173	0.15%
Unknown	905	0.80%
Grand Total	112,792	100.00%

ROAD SURFACE CONDITIONS



Traffic Surface Conditions by Number of Vehicles Involved

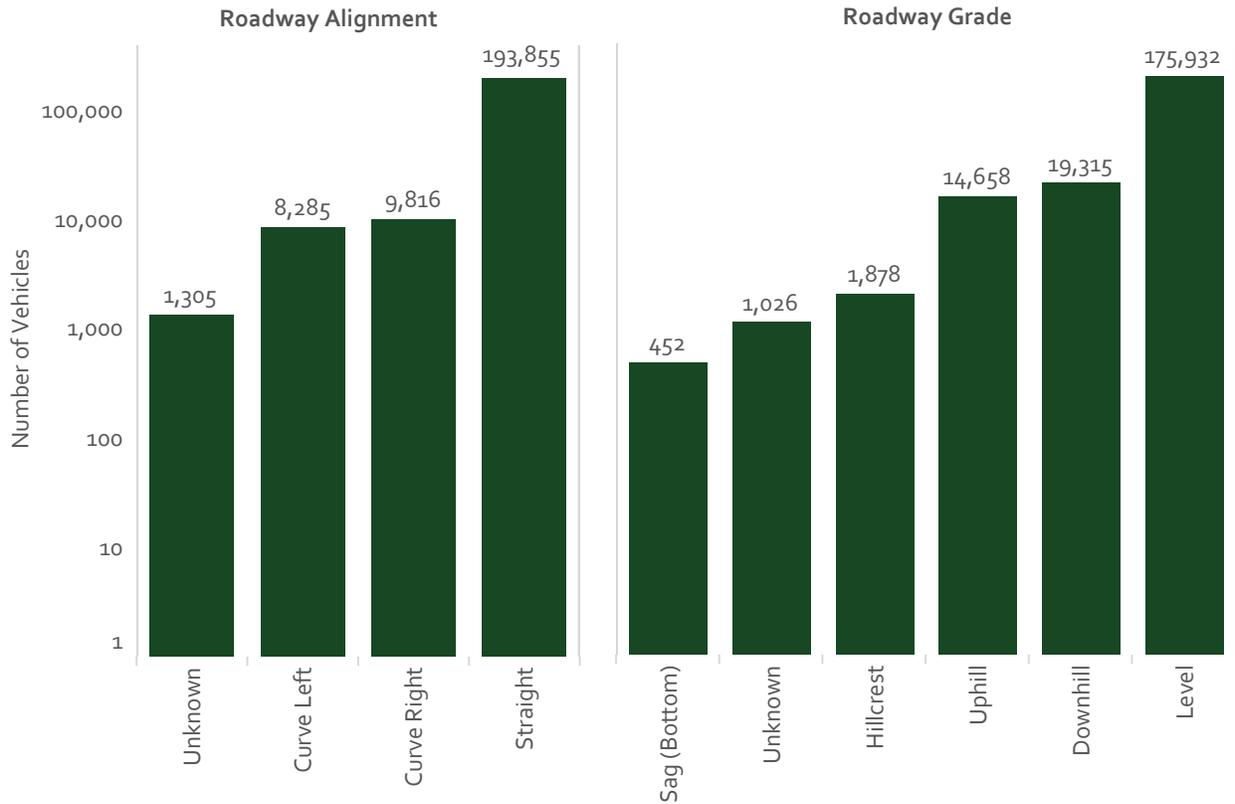
	1		2		3		4+	
	Total Crashes	% of Total						
Dry	13,361	65.0%	69,511	81.5%	4,777	80.9%	853	81.9%
Wet	4,139	20.1%	12,620	14.8%	968	16.4%	162	15.5%
Snow	1,136	5.5%	1,203	1.4%	61	1.0%	7	0.7%
Ice/Frost	960	4.7%	807	0.9%	47	0.8%	12	1.2%
Slush	617	3.0%	496	0.6%	37	0.6%	3	0.3%
Mud, Dirt, Gravel	70	0.3%	51	0.1%				
Sand	39	0.2%	55	0.1%	3	0.1%		
Other	38	0.2%	35	0.0%	1	0.0%	2	0.2%
Standing Water	33	0.2%	25	0.0%	2	0.0%		
Moving Water	18	0.1%	20	0.0%				
Oil	4	0.0%	3	0.0%	2	0.0%		
Unknown	150	0.7%	454	0.5%	7	0.1%	3	0.3%
Grand Total	20,565	100.0%	85,280	100.0%	5,905	100.0%	1,042	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, snow, and ice covered roads were more frequently documented in single-vehicle crashes.

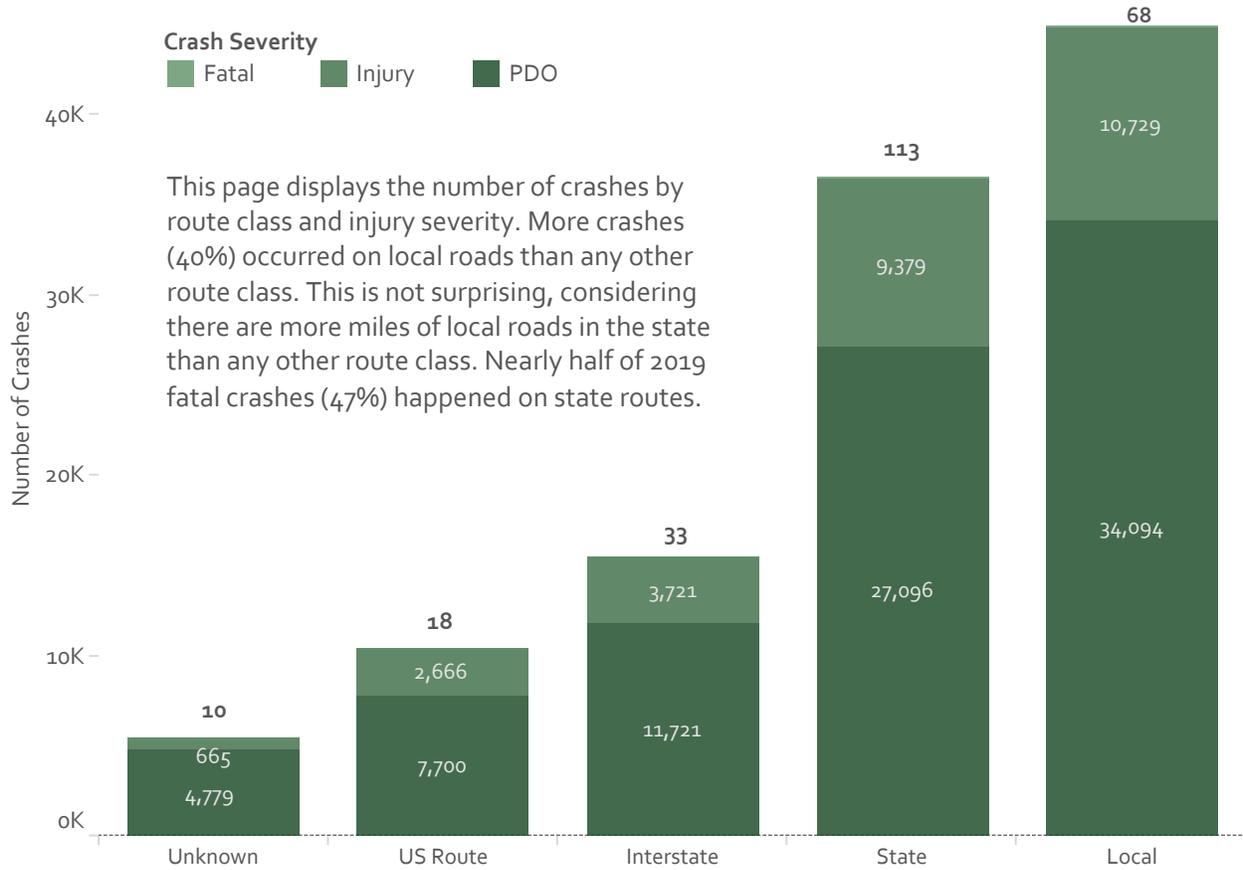
ROADWAY ALIGNMENT AND GRADE



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. Over 19,000 vehicles were traveling on a curved road during their crash.

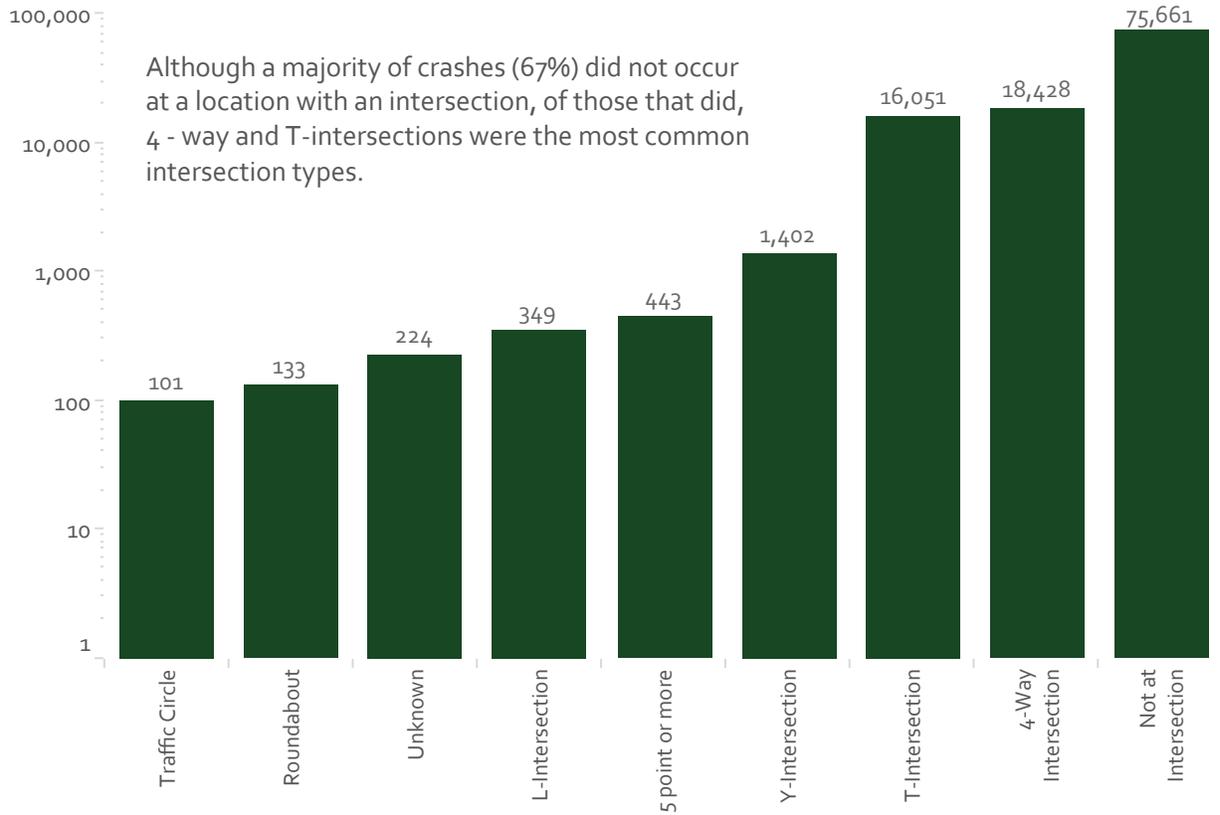
	Count of Vehicles	% of Total Vehicles		Count of Vehicles	% of Total Vehicles
Straight	193,855	90.90%	Level	175,932	82.50%
Curve Right	9,816	4.60%	Downhill	19,315	9.06%
Curve Left	8,285	3.88%	Uphill	14,658	6.87%
Unknown	1,305	0.61%	Hillcrest	1,878	0.88%
Grand Total	213,261	100.00%	Unknown	1,026	0.48%
			Sag (Bottom)	452	0.21%
			Grand Total	213,261	100.00%

ROUTE CLASS



	Fatal		Injury		PDO		Grand Total	
	Total Crashes	% of Total						
Local	68	28.10%	10,729	39.50%	34,094	39.93%	44,891	39.80%
State	113	46.69%	9,379	34.53%	27,096	31.73%	36,588	32.44%
Interstate	33	13.64%	3,721	13.70%	11,721	13.73%	15,475	13.72%
US Route	18	7.44%	2,666	9.82%	7,700	9.02%	10,384	9.21%
Unknown	10	4.13%	665	2.45%	4,779	5.60%	5,454	4.84%
Grand Total	242	100.00%	27,160	100.00%	85,390	100.00%	112,792	100.00%

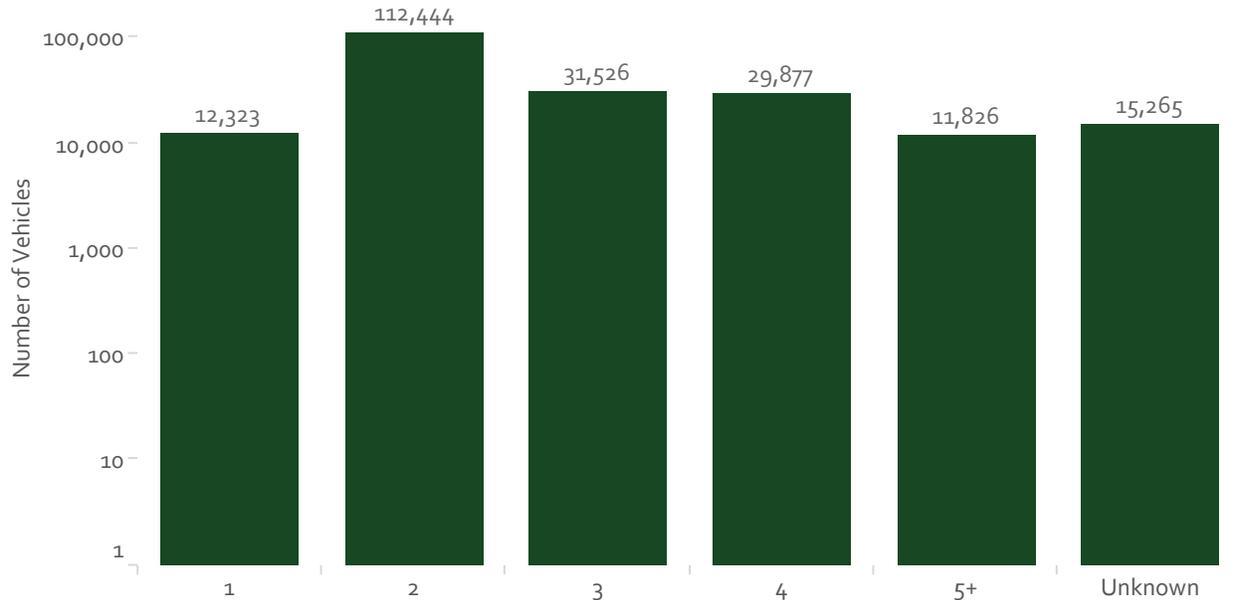
INTERSECTION TYPE



Intersection Crashes by Number of Vehicles Involved

	1		2		3		4+	
	Total Crashes	% of Total						
4-Way Intersection	1,077	31.00%	16,487	51.98%	771	50.79%	93	46.97%
T-Intersection	2,037	58.64%	13,251	41.78%	669	44.07%	94	47.47%
Y-Intersection	235	6.76%	1,111	3.50%	49	3.23%	7	3.54%
5 point or more	31	0.89%	401	1.26%	10	0.66%	1	0.51%
L-Intersection	58	1.67%	272	0.86%	17	1.12%	2	1.01%
Roundabout	24	0.69%	108	0.34%			1	0.51%
Traffic Circle	12	0.35%	87	0.27%	2	0.13%		
Grand Total	3,474	100.00%	31,717	100.00%	1,518	100.00%	198	100.00%

NUMBER OF LANES

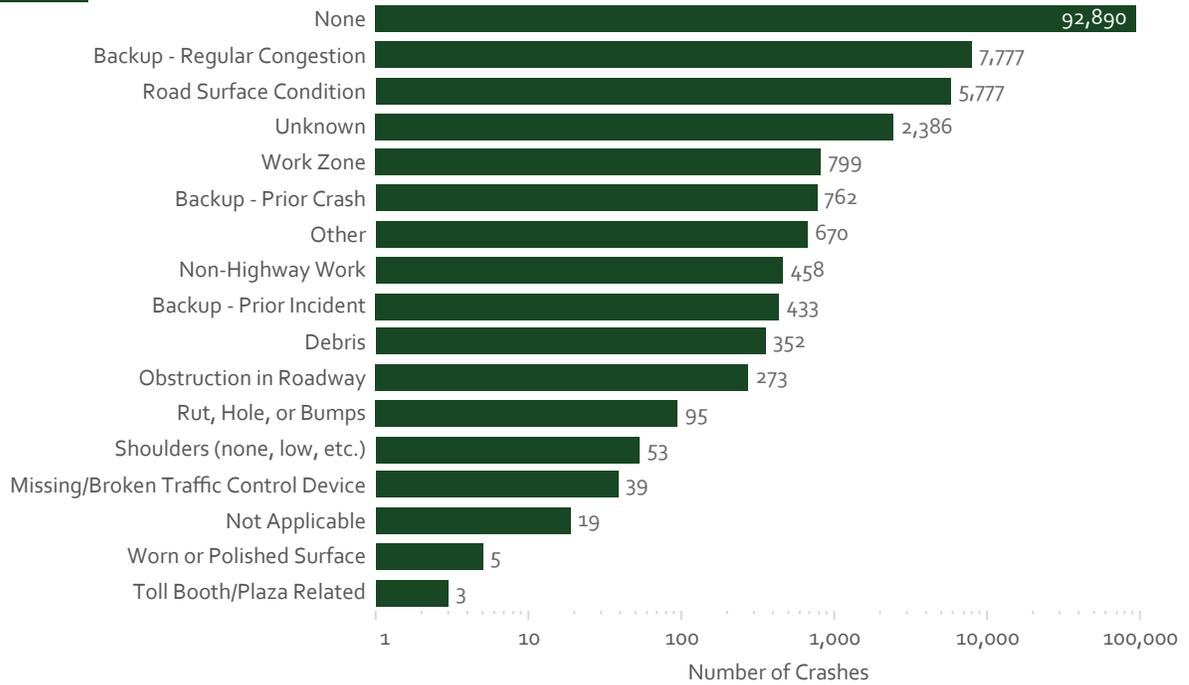


This page details the number of vehicles involved in crashes by the number of lanes in the roadway. The number of lanes is associated with vehicles on the crash reporting form because each vehicle involved in a collision could be traveling from different roadways that may have differing number of lanes, 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	
	Count	Percentage								
1	1,729	5.77%	563	2.76%	3,383	4.86%	4,929	5.92%	1,719	17.17%
2	4,954	16.54%	8,070	39.52%	38,834	55.83%	57,553	69.07%	3,033	30.29%
3	14,719	49.15%	2,445	11.97%	8,385	12.05%	5,893	7.07%	84	0.84%
4	6,577	21.96%	5,894	28.87%	10,743	15.44%	6,476	7.77%	187	1.87%
5+	1,787	5.97%	2,385	11.68%	5,158	7.42%	2,413	2.90%	83	0.83%
Unknown	181	0.60%	1,061	5.20%	3,055	4.39%	6,060	7.27%	4,908	49.01%
Grand Total	29,947	100.00%	20,418	100.00%	69,558	100.00%	83,324	100.00%	10,014	100.00%

CONTRIBUTING CIRCUMSTANCES: ROAD

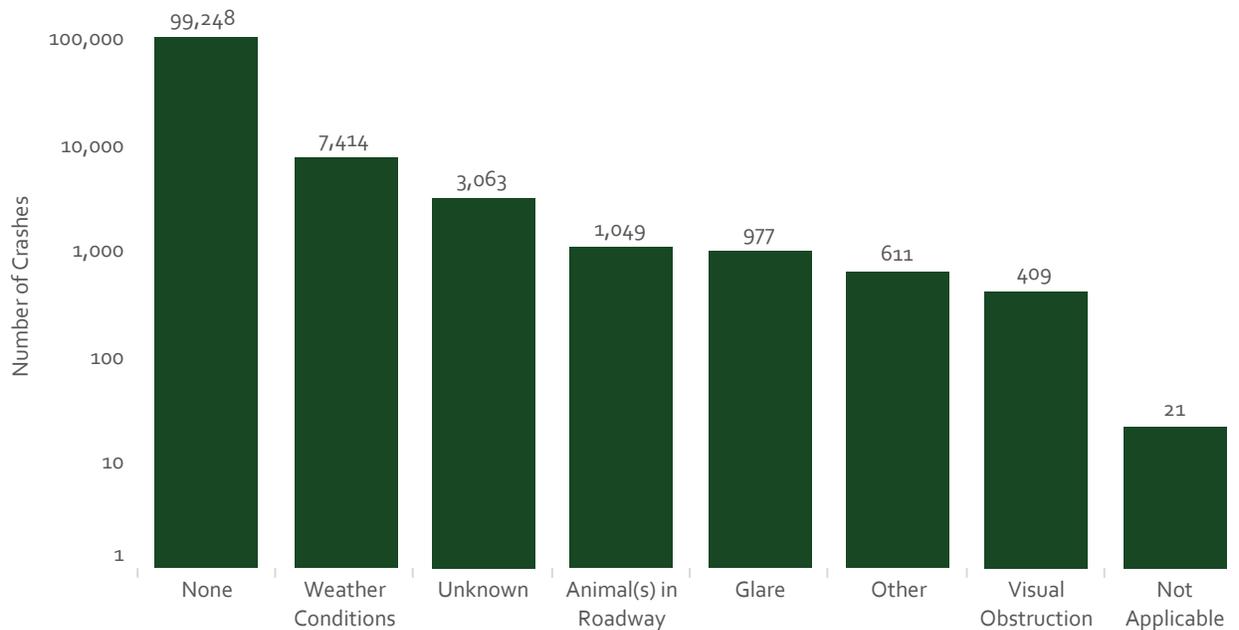


'Contributing Circumstances: Road' refers to factors specific to the road conditions that are deemed by the officer to have contributed to the crash. This includes both attributes related to the road itself, such as holes or surface conditions, as well as backups and obstructions in the roadway.

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	92,890	82.36%
Backup - Regular Congestion	7,777	6.90%
Road Surface Condition	5,777	5.12%
Other	670	0.59%
Work Zone	799	0.71%
Backup - Prior Crash	762	0.68%
Backup - Prior Incident	433	0.38%
Debris	352	0.31%
Non-Highway Work	458	0.41%
Obstruction in Roadway	273	0.24%
Not Applicable	19	0.02%
Rut, Hole, or Bumps	95	0.08%
Shoulders (none, low, etc.)	53	0.05%
Missing/Broken Traffic Control Device	39	0.03%
Worn or Polished Surface	5	0.00%
Toll Booth/Plaza Related	3	0.00%
Unknown	2,386	2.12%
Grand Total	112,791	100.00%

CONTRIBUTING CIRCUMSTANCES: ENVIRONMENT



Weather conditions were the most common environmental contributing circumstance in 2019 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

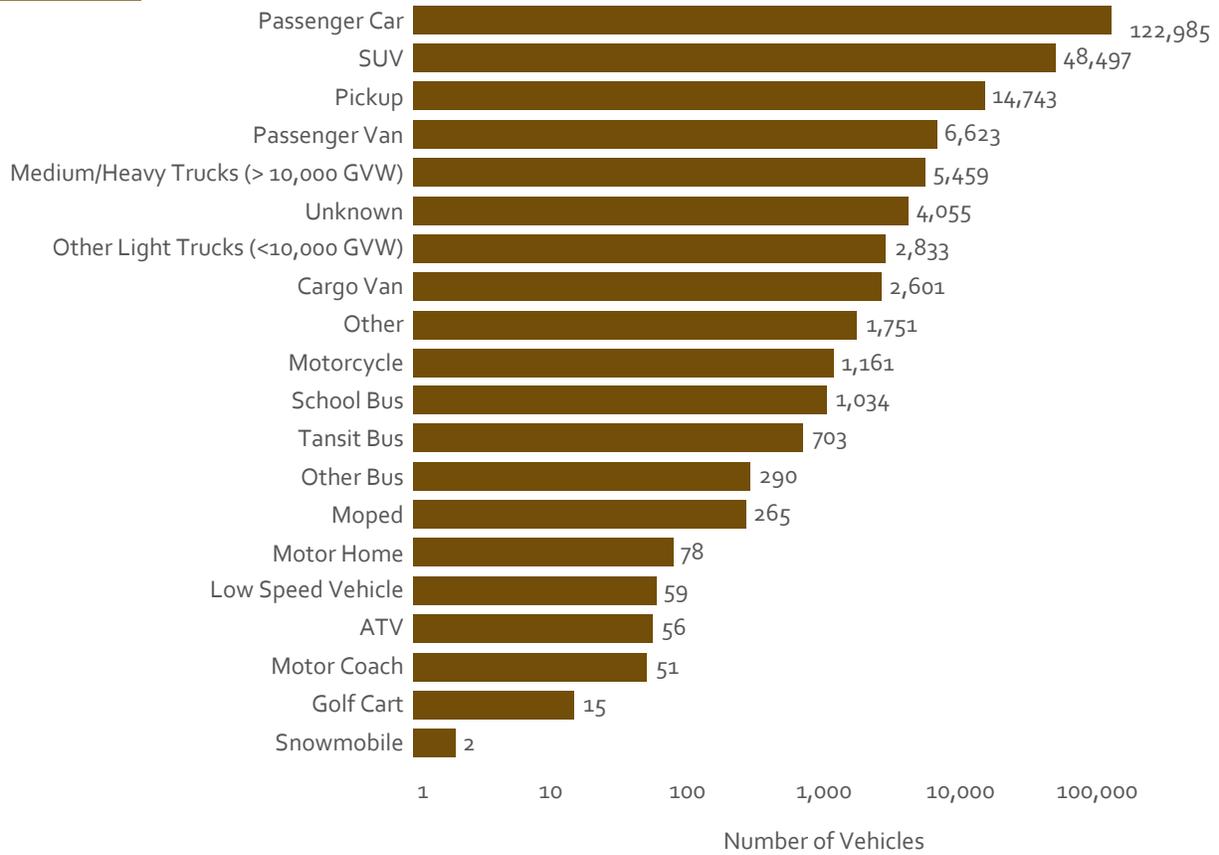
Glare - harsh or bright light that impairs a driver's vision

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

	Total Crashes	% of Total
None	99,247	87.99%
Weather Conditions	7,414	6.57%
Animal(s) in Roadway	1,049	0.93%
Other	611	0.54%
Glare	977	0.87%
Visual Obstruction	409	0.36%
Not Applicable	21	0.02%
Unknown	3,063	2.72%
Grand Total	112,792	100.00%

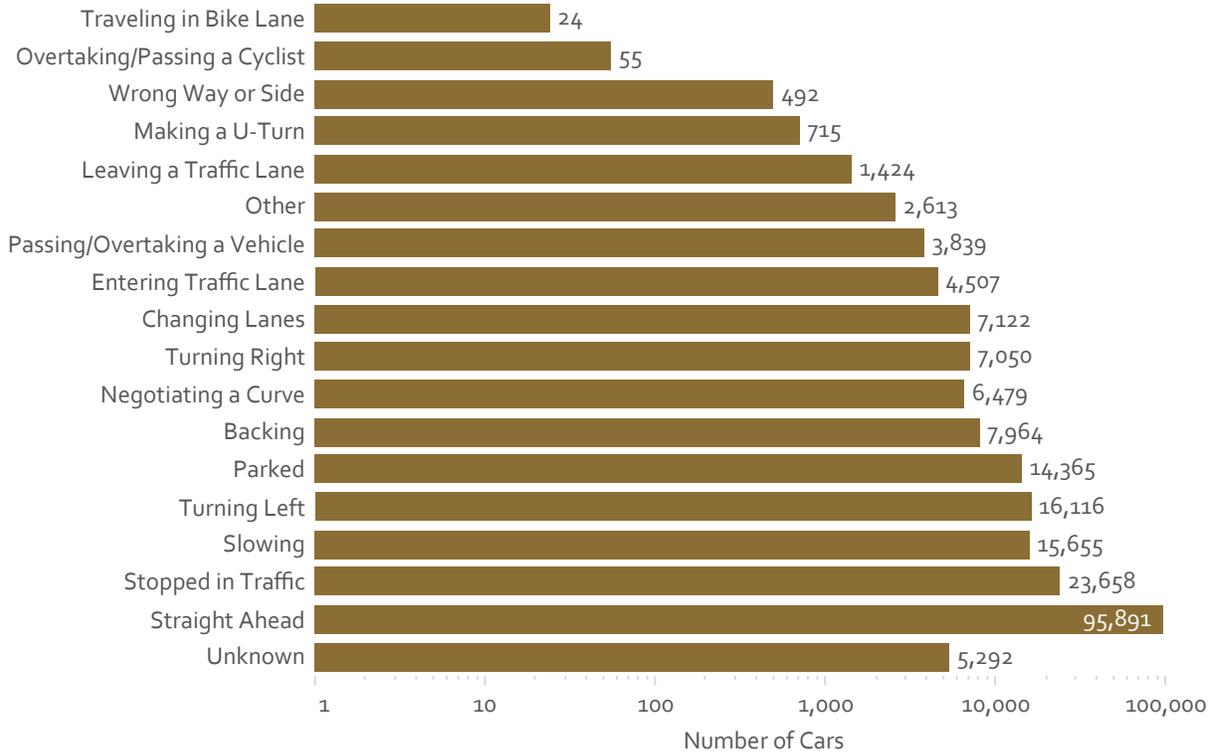
Section III: Vehicle

VEHICLE TYPES



	% of Total Vehicles
Passenger Car	57.67%
SUV	22.74%
Pickup	6.91%
Passenger Van	3.11%
Medium/Heavy Trucks (> 10,000 GVW)	2.56%
Unknown	1.90%
Other Light Trucks (<10,000 GVW)	1.33%
Cargo Van	1.22%
Other	0.82%
Motorcycle	0.54%
School Bus	0.48%
Tansit Bus	0.33%
Moped	0.12%
Other Bus	0.14%
Low Speed Vehicle	0.03%
Motor Coach	0.02%
Motor Home	0.04%
ATV	0.03%
Golf Cart	0.01%
Snowmobile	0.00%
Grand Total	100.00%

VEHICLE ACTIONS



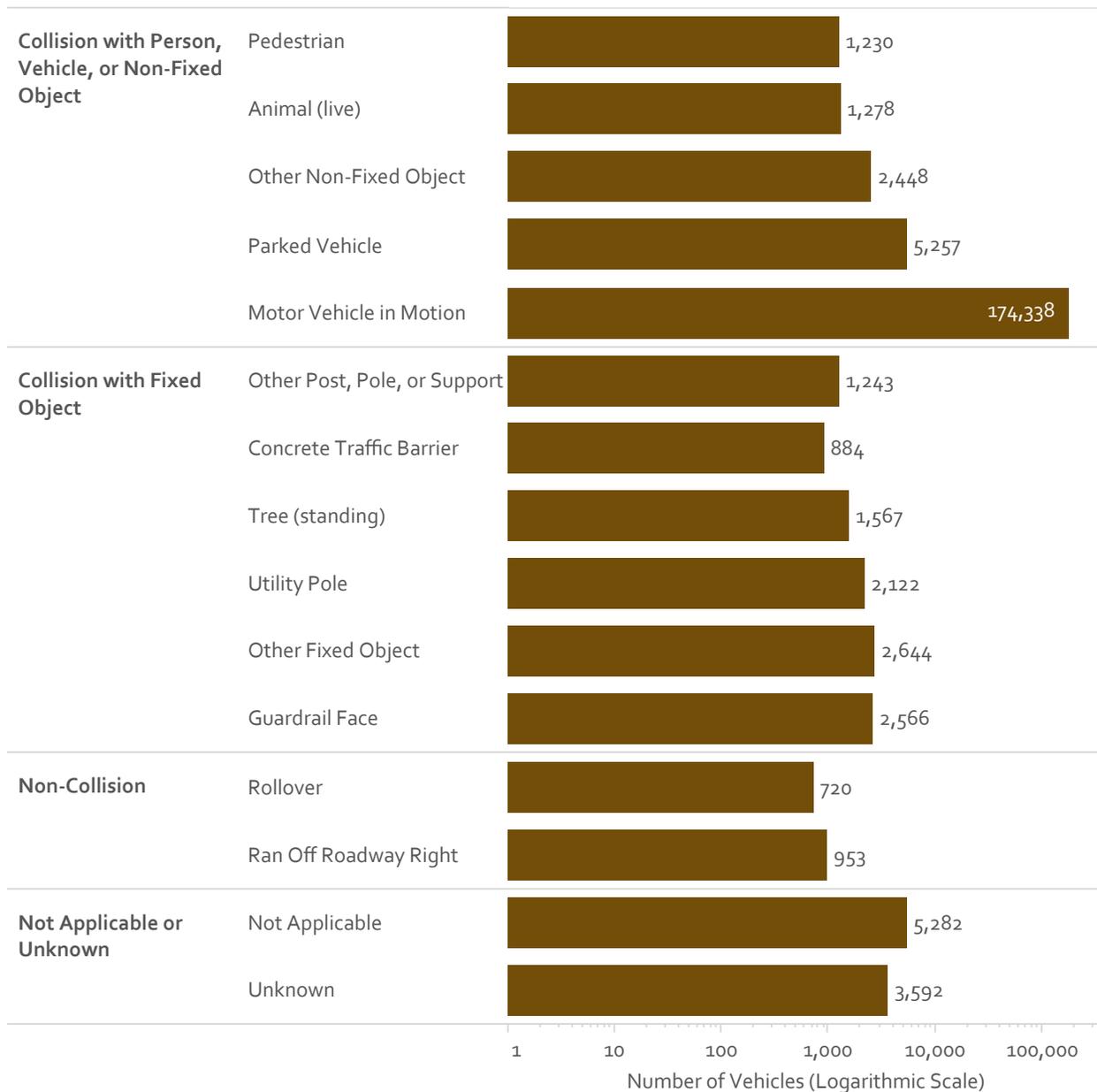
	Count of Vehicles	% of Total Vehicles
Straight Ahead	95,891	44.96%
Stopped in Traffic	23,658	11.09%
Slowing	15,655	7.34%
Turning Left	16,116	7.56%
Parked	14,365	6.74%
Backing	7,964	3.73%
Negotiating a Curve	6,479	3.04%
Turning Right	7,050	3.31%
Changing Lanes	7,122	3.34%
Unknown	5,292	2.48%
Entering Traffic Lane	4,507	2.11%
Passing/Overtaking a Vehicle	3,839	1.80%
Other	2,613	1.23%
Leaving a Traffic Lane	1,424	0.67%
Making a U-Turn	715	0.34%
Wrong Way or Side	492	0.23%
Overtaking/Passing a Cyclist	55	0.03%
Traveling in Bike Lane	24	0.01%
Grand Total	213,261	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.

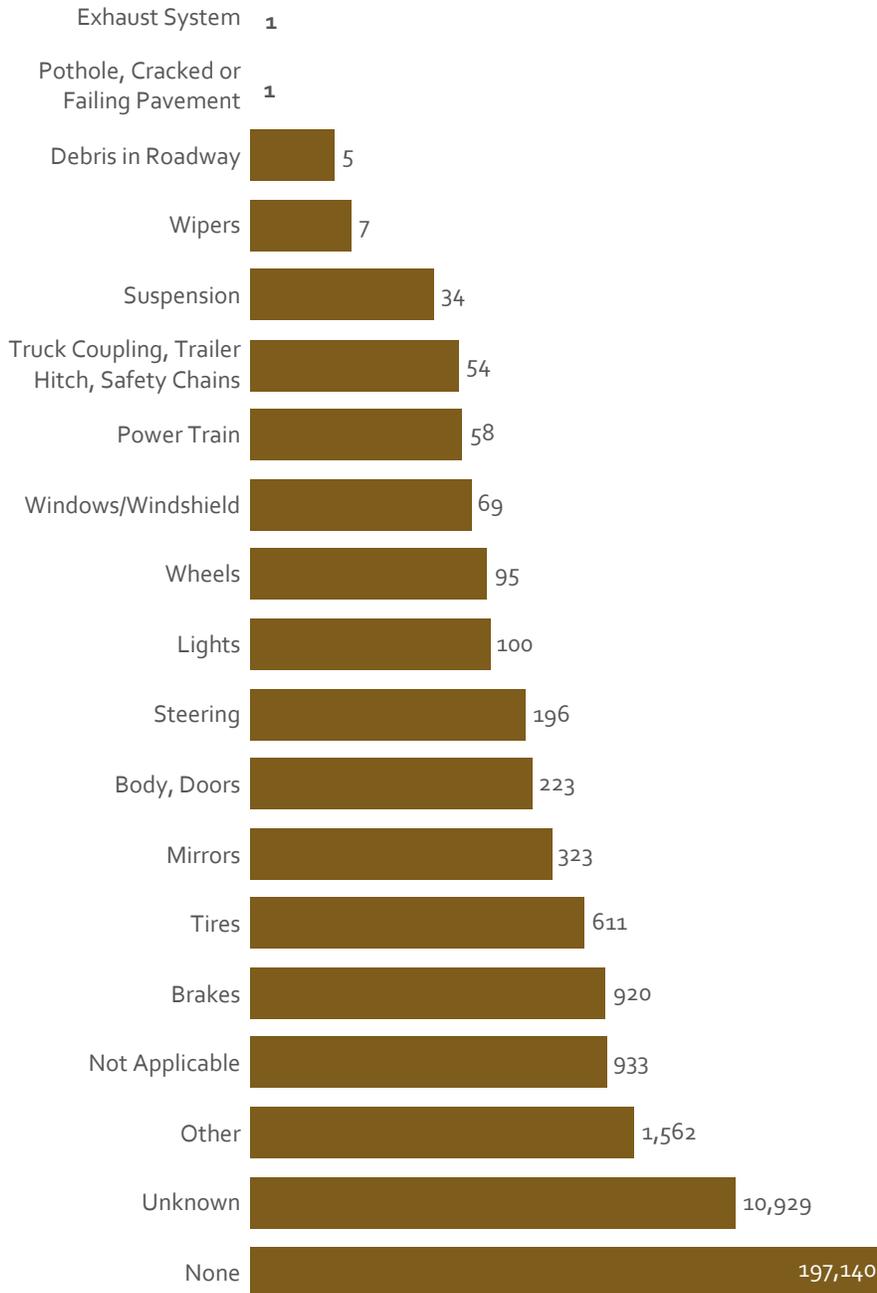
FIRST HARMFUL EVENT

The following graph displays the fifteen most common first harmful events¹ for all vehicles involved in 2019 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

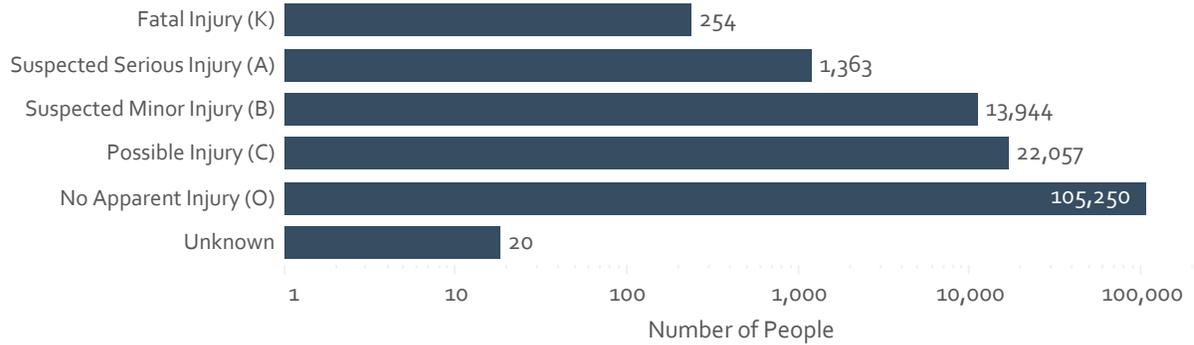




Section III: Persons Involved

FATALITIES AND INJURIES

Injury Status of People



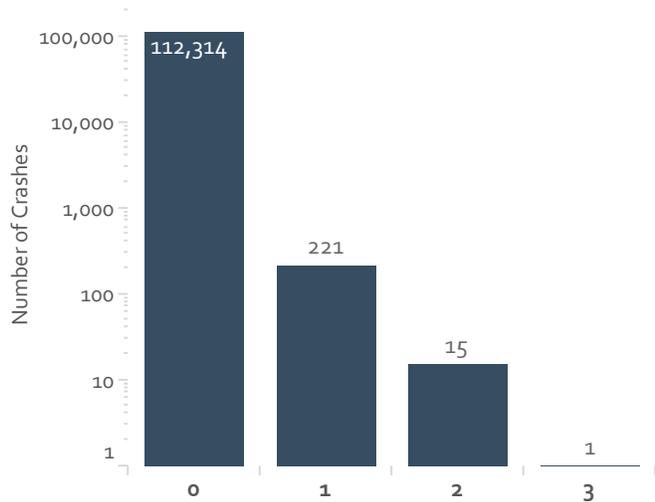
When a person is injured in a motor vehicle crash, their injury is assigned a classification letter.

"K" refers to a deceased crash victim.

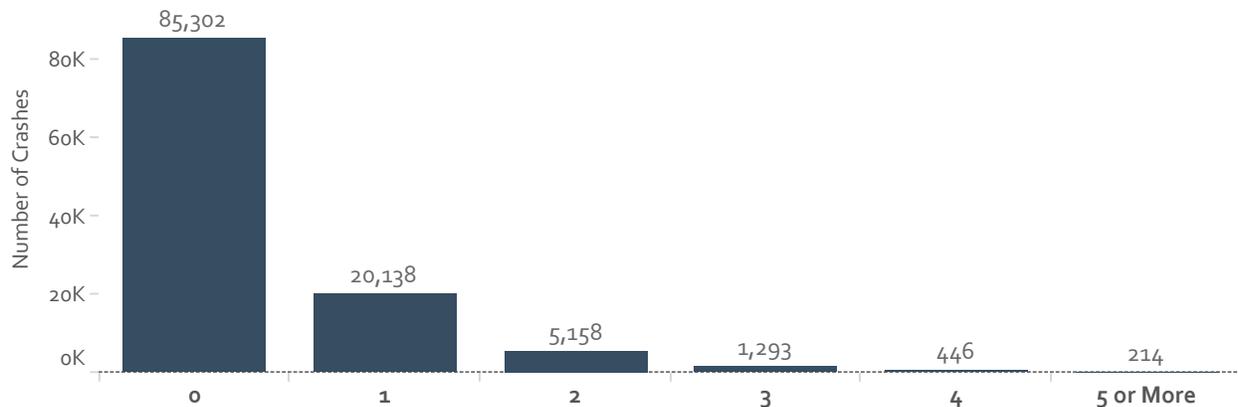
"A", "B", & "C" represent Serious, Minor, and Possible injuries, respectively.

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

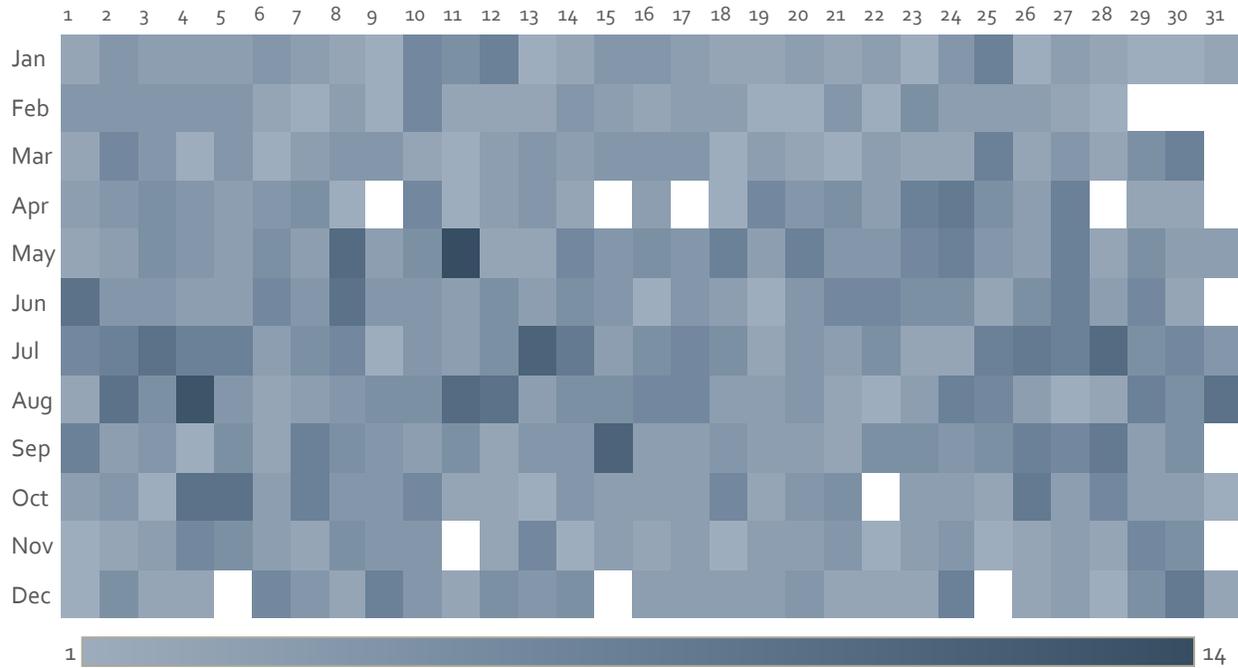
Fatalities Per Crash



Injuries Per Crash



FATAL AND SERIOUS INJURIES



The heatmap above shows the number of killed and serious injured crash victims for each day of 2019 and the accompanying table provides the same totals for each month. The greatest proportion of fatalities and serious injuries occurred during the months of May, July and August.

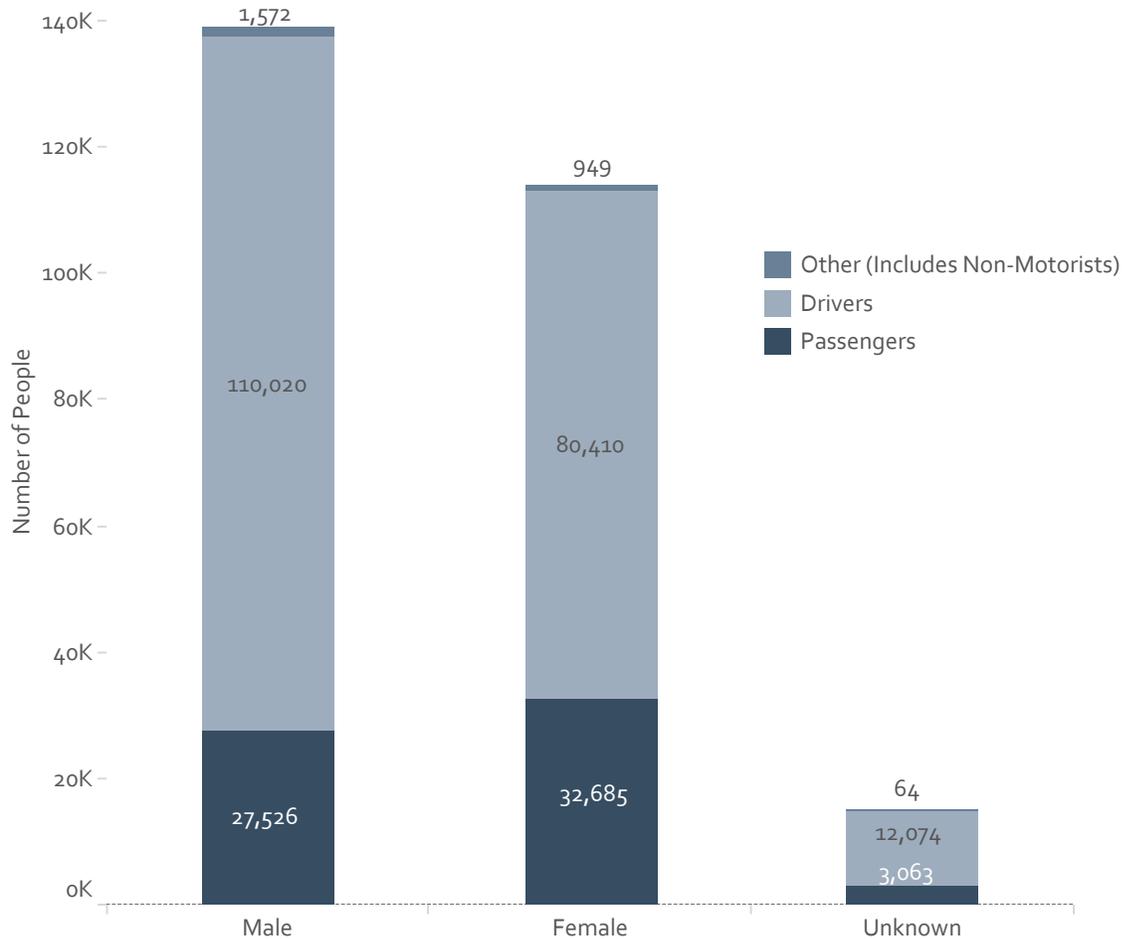
**blank white spaces indicate no crash data available for that parameter*

Monthly Totals of Fatalities and Serious Injuries

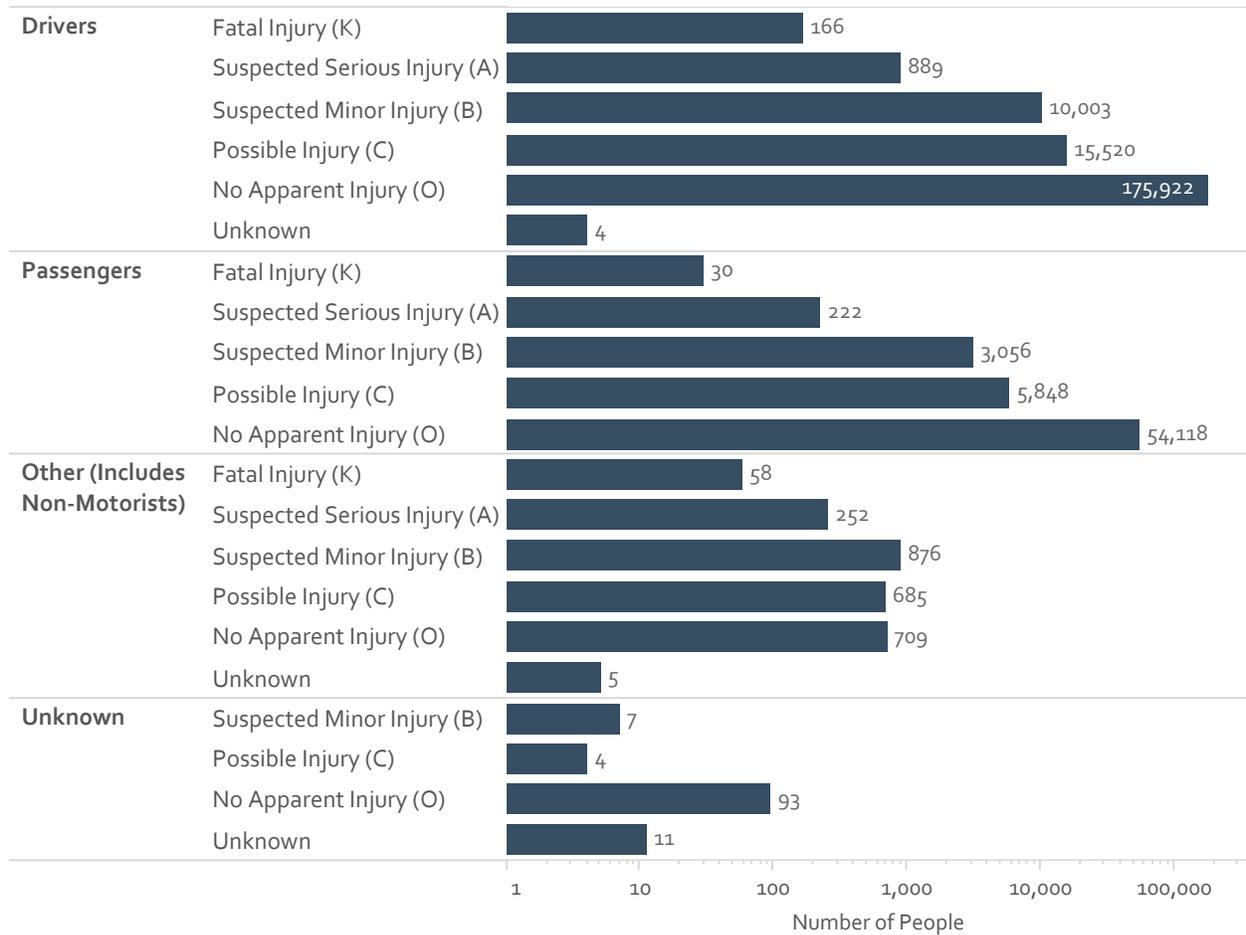
	Total K & A Injuries	% of Total K & A Injuries
January	91	6.51%
February	78	5.58%
March	95	6.80%
April	101	7.23%
May	145	10.38%
June	130	9.31%
July	166	11.88%
August	152	10.88%
September	133	9.52%
October	117	8.38%
November	90	6.44%
December	99	7.09%
Grand Total	1,397	100.00%

GENDER AND PERSON TYPE

		Female	Male	Unknown	Grand Total
Drivers	Number of Total People	80,410	110,020	12,074	202,504
	% of Total People	39.71%	54.33%	5.96%	100.00%
Passengers	Number of Total People	32,685	27,526	3,063	63,274
	% of Total People	51.66%	43.50%	4.84%	100.00%
Other (Includes Non-Motorists)	Number of Total People	949	1,572	64	2,585
	% of Total People	36.71%	60.81%	2.48%	100.00%
Grand Total	Number of Total People	114,044	139,118	15,201	268,363
	% of Total People	42.50%	51.84%	5.66%	100.00%

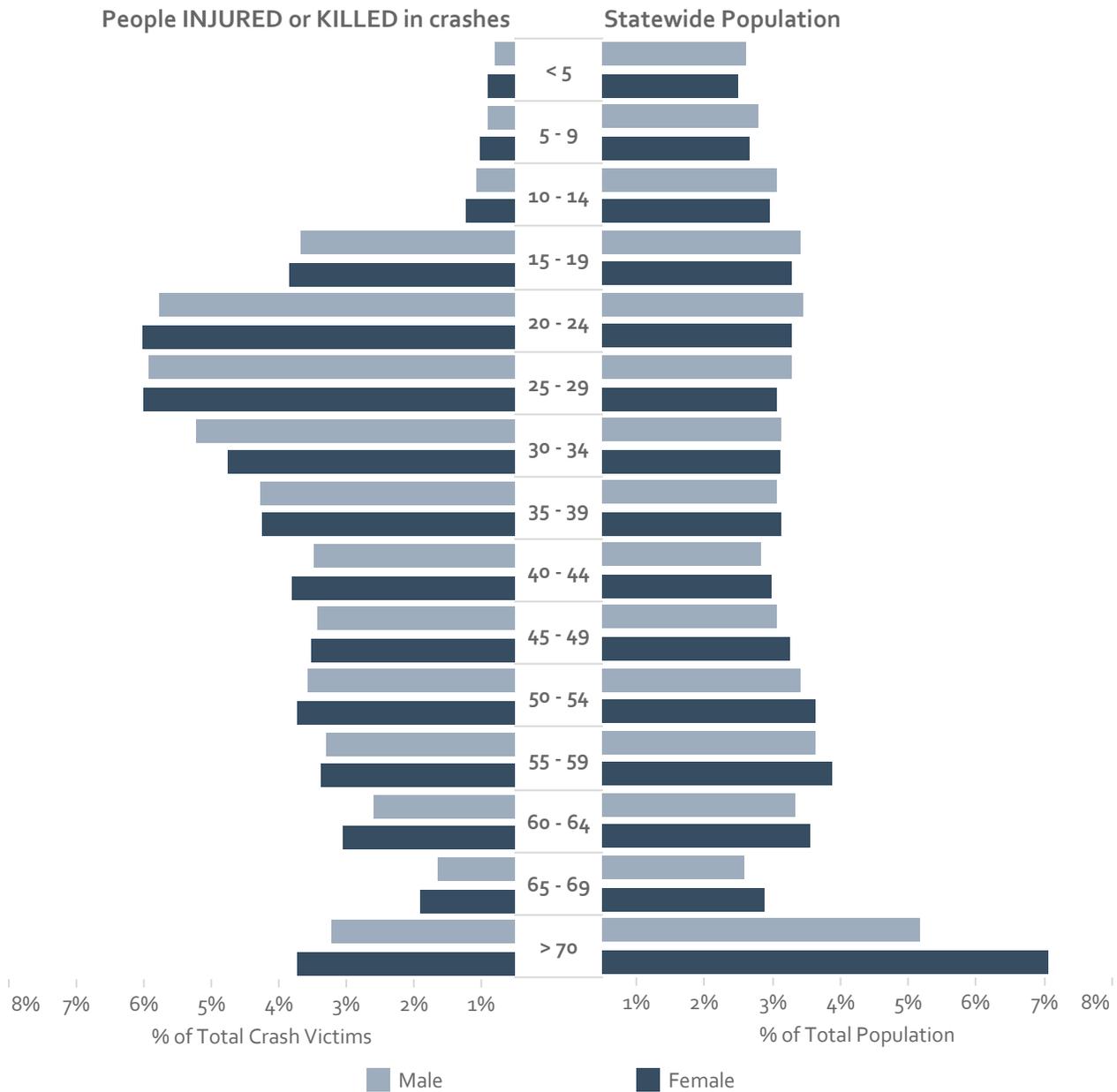


INJURY STATUS BY PERSON TYPE



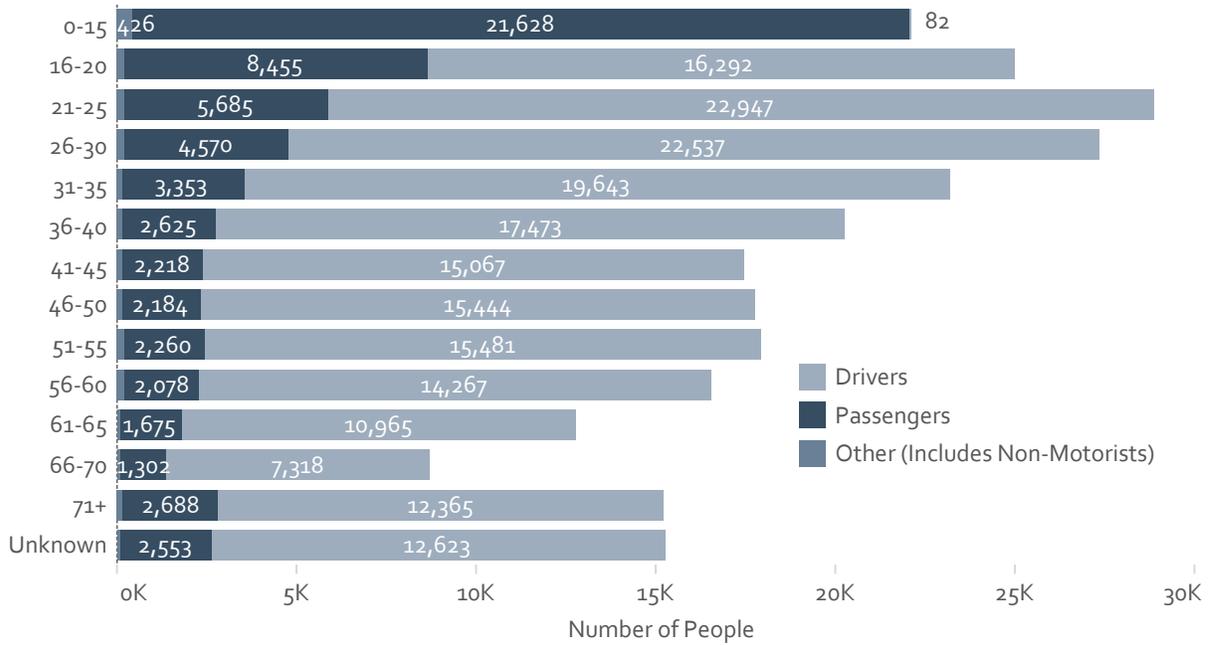
	Drivers	Passengers	Other (Includes Non-Motorists)	Grand Total
	% of Total	% of Total	% of Total	% of Total
Fatal Injury (K)	0.08%	0.05%	2.24%	0.09%
Suspected Serious Injury (A)	0.44%	0.35%	9.75%	0.51%
Suspected Minor Injury (B)	4.94%	4.83%	33.89%	5.19%
Possible Injury (C)	7.66%	9.24%	26.50%	8.22%
No Apparent Injury (O)	86.87%	85.53%	27.43%	85.98%
Unknown	0.00%		0.19%	0.00%
Grand Total	100.00%	100.00%	100.00%	100.00%

AGE AND GENDER DISTRIBUTION



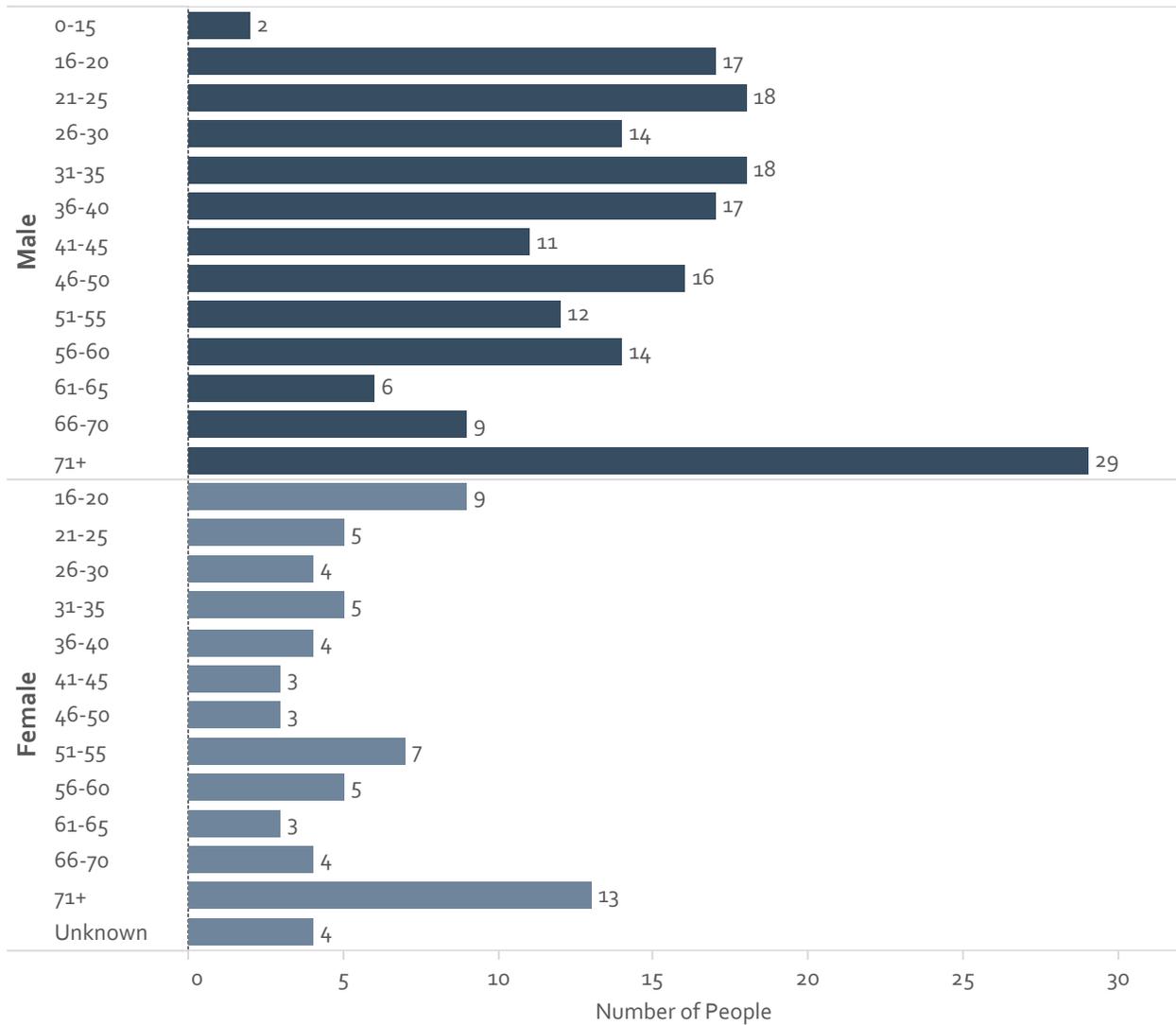
The figure above compares the age distribution for those injured (Serious, Minor, or Possible injuries) or killed in 2019 crashes in Connecticut with the age distribution of the entire state population. Note that the bars represent the percentage of the total, not an absolute count. While the overall state population continues to age, people aged 20 to 29 are overrepresented in motor vehicle injury and fatality statistics. 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	82	0.04%	21,628	34.18%	426	16.48%	22,136	8.25%
16-20	16,292	8.05%	8,455	13.36%	227	8.78%	24,974	9.31%
21-25	22,947	11.33%	5,685	8.98%	238	9.21%	28,870	10.76%
26-30	22,537	11.13%	4,570	7.22%	206	7.97%	27,313	10.18%
31-35	19,643	9.70%	3,353	5.30%	185	7.16%	23,181	8.64%
36-40	17,473	8.63%	2,625	4.15%	160	6.19%	20,258	7.55%
41-45	15,067	7.44%	2,218	3.51%	154	5.96%	17,439	6.50%
46-50	15,444	7.63%	2,184	3.45%	139	5.38%	17,767	6.62%
51-55	15,481	7.64%	2,260	3.57%	195	7.54%	17,936	6.68%
56-60	14,267	7.05%	2,078	3.28%	203	7.85%	16,548	6.17%
61-65	10,965	5.41%	1,675	2.65%	129	4.99%	12,769	4.76%
66-70	7,318	3.61%	1,302	2.06%	97	3.75%	8,717	3.25%
71+	12,365	6.11%	2,688	4.25%	146	5.65%	15,199	5.66%
Unknown	12,623	6.23%	2,553	4.03%	80	3.09%	15,256	5.68%
Grand Total	202,504	100.00%	63,274	100.00%	2,585	100.00%	268,363	100.00%

FATALITIES BY AGE AND GENDER

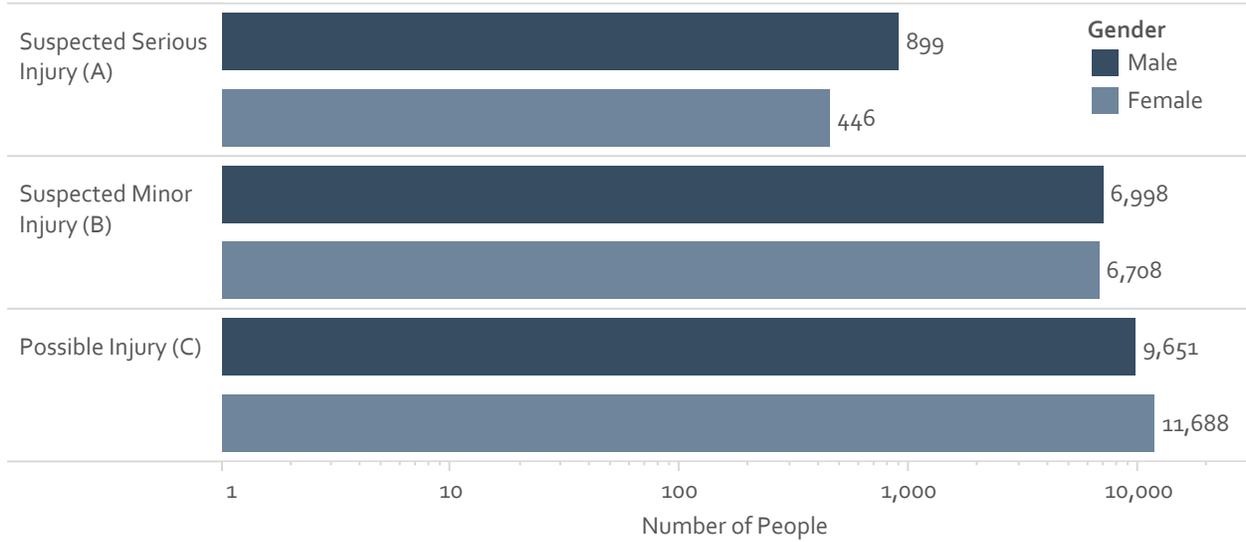


The chart above displays the number of females and males in Connecticut who were killed in motor vehicle crashes in 2019 by age cohort.

Of the crash victims who were killed, 73% were Males. Victims over 70 years of age were the most common age group for both genders.

	Fatal Injury (K)	
	Number of Total People	% of Total
Female	69	27.38%
Male	183	72.62%
Grand Total	252	100.00%

INJURIES BY AGE AND GENDER



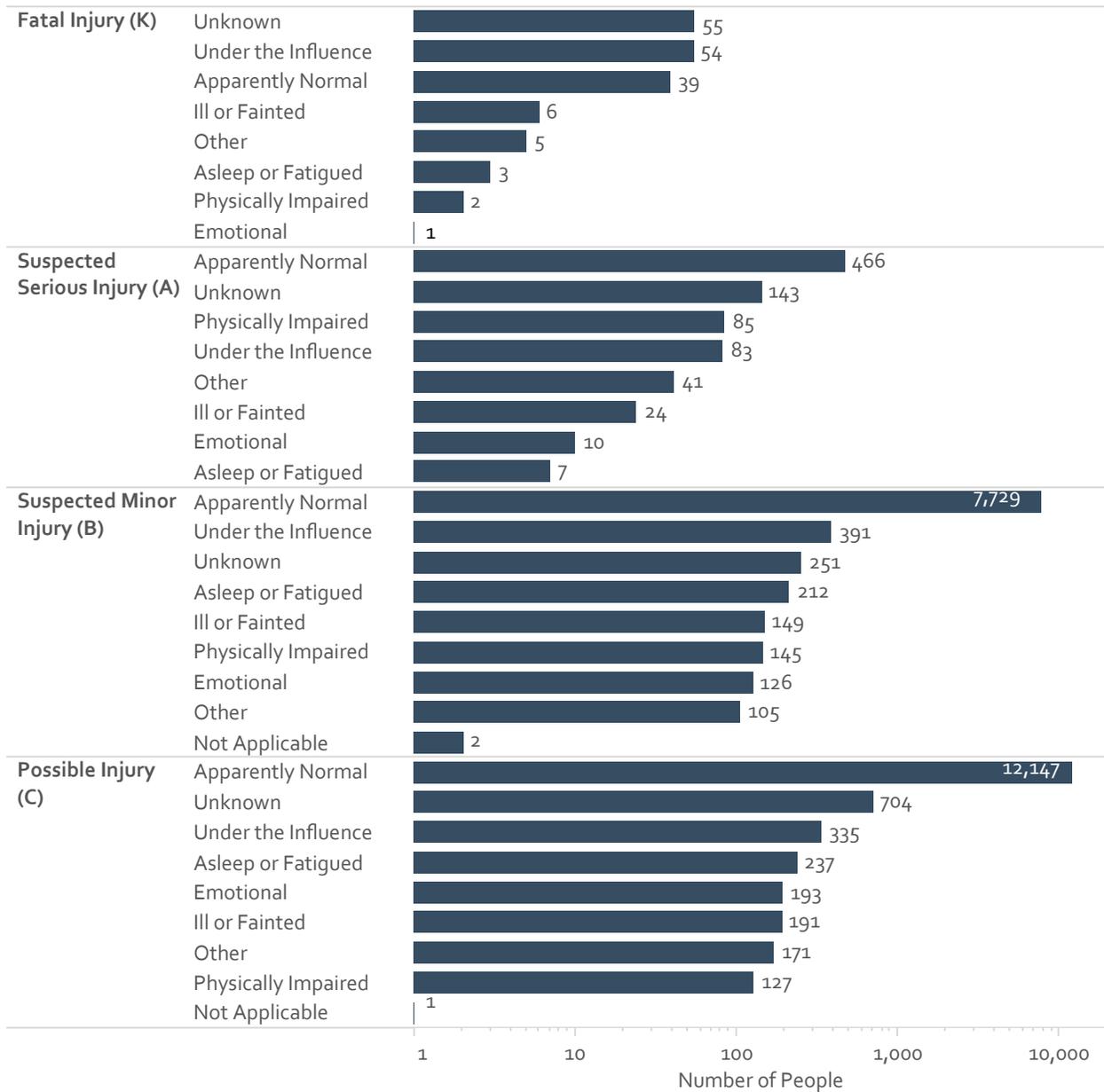
Injury Status By Age

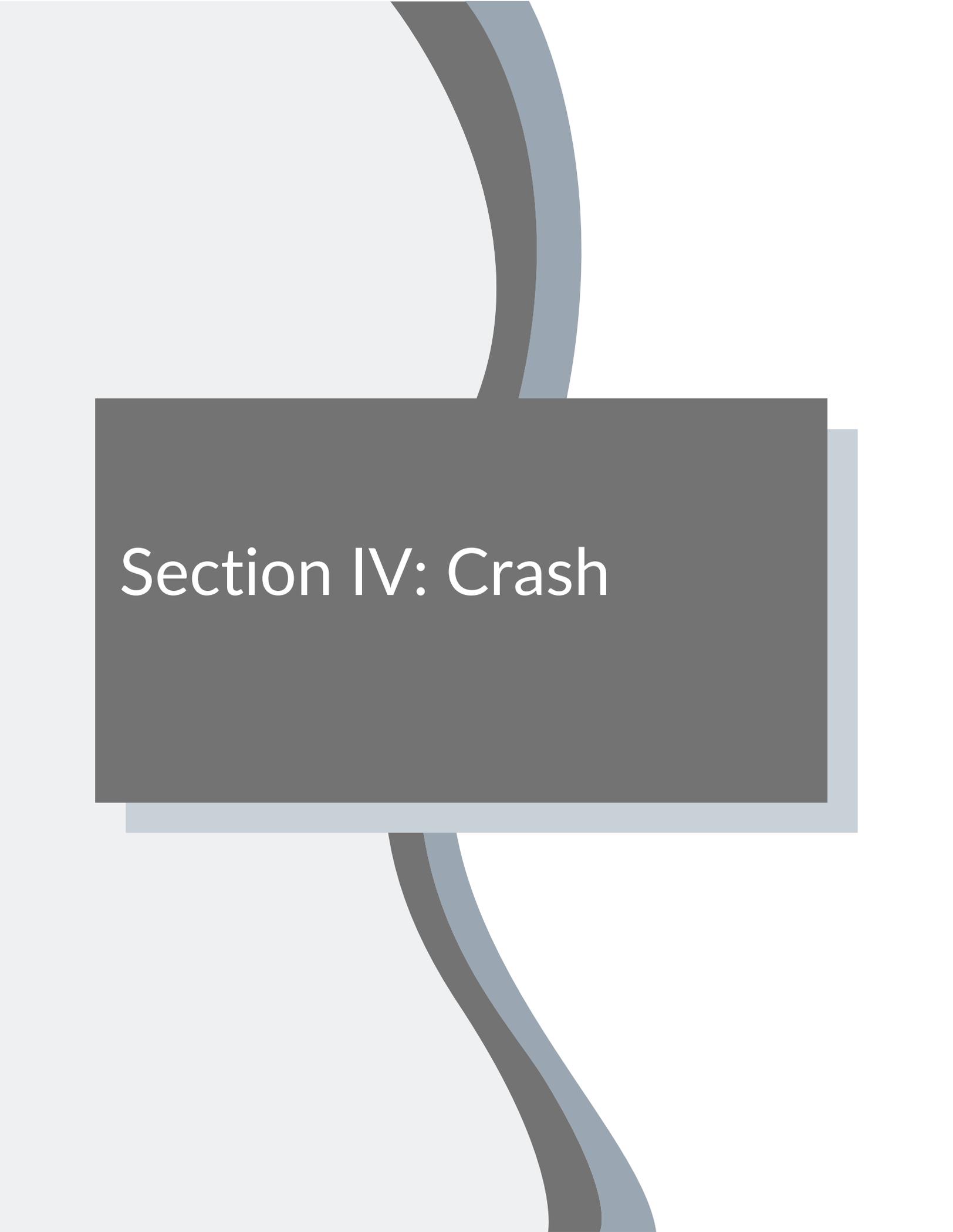
	Suspected Serious Injury (A)		Suspected Minor Injury (B)		Possible Injury (C)		Grand Total	
	Number of Total People	% of Total	Number of Total People	% of Total	Number of Total People	% of Total	Number of Total People	% of Total
0-15	62	1.86%	825	30.91%	1,663	67.23%	2,550	100.00%
16-20	125	3.27%	1,384	39.70%	1,841	57.04%	3,350	100.00%
21-25	175	3.51%	1,738	38.38%	2,417	58.11%	4,330	100.00%
26-30	151	3.22%	1,619	37.48%	2,370	59.29%	4,140	100.00%
31-35	127	3.15%	1,408	38.29%	2,029	58.56%	3,564	100.00%
36-40	126	3.62%	1,115	35.75%	1,774	60.63%	3,015	100.00%
41-45	91	3.10%	911	34.90%	1,518	62.00%	2,520	100.00%
46-50	86	2.98%	906	33.86%	1,588	63.16%	2,580	100.00%
51-55	96	3.05%	919	33.89%	1,645	63.07%	2,660	100.00%
56-60	96	3.18%	899	35.88%	1,453	60.94%	2,448	100.00%
61-65	67	2.97%	698	35.50%	1,147	61.53%	1,912	100.00%
66-70	46	3.25%	476	37.70%	729	59.05%	1,251	100.00%
71+	98	3.93%	928	39.80%	1,238	56.27%	2,264	100.00%
Unknown	17	2.08%	118	15.16%	645	82.76%	780	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.

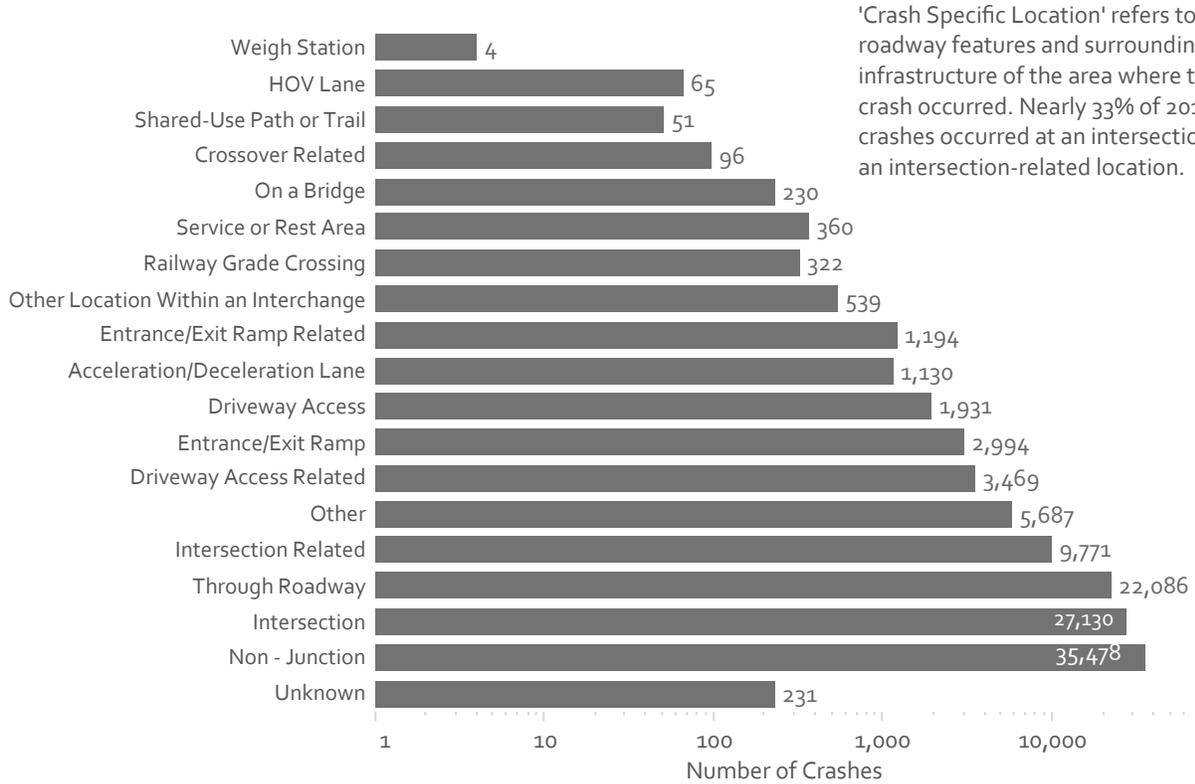
The graph below displays the condition of all motorists and non-motorists by their injury classification; all other person types are excluded. Under the Influence of drugs or alcohol is the most common **known** condition for all injury classifications.





Section IV: Crash

CRASH SPECIFIC LOCATION



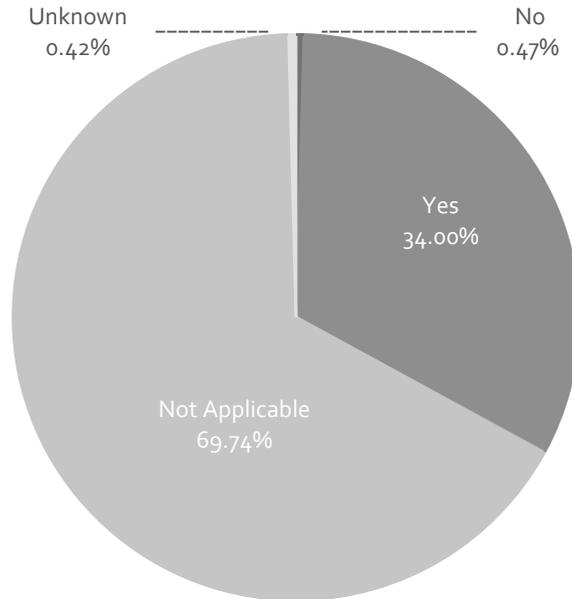
'Crash Specific Location' refers to the roadway features and surrounding infrastructure of the area where the crash occurred. Nearly 33% of 2019 crashes occurred at an intersection or an intersection-related location.

Crash Specific Location	Number of Crashes	% of Total
Non - Junction	35,478	31.46%
Intersection	27,130	24.06%
Through Roadway	22,086	19.59%
Intersection Related	9,771	8.66%
Other	5,687	5.04%
Driveway Access Related	3,469	3.08%
Entrance/Exit Ramp	2,994	2.66%
Driveway Access	1,931	1.71%
Acceleration/Deceleration Lane	1,130	1.00%
Entrance/Exit Ramp Related	1,194	1.06%
Other Location Within an Interchange	539	0.48%
Unknown	231	0.20%
Railway Grade Crossing	322	0.29%
Service or Rest Area	360	0.32%
On a Bridge	230	0.20%
Crossover Related	96	0.09%
Shared-Use Path or Trail	51	0.05%
HOV Lane	65	0.06%
Weigh Station	4	0.00%
Grand Total	112,768	100.00%

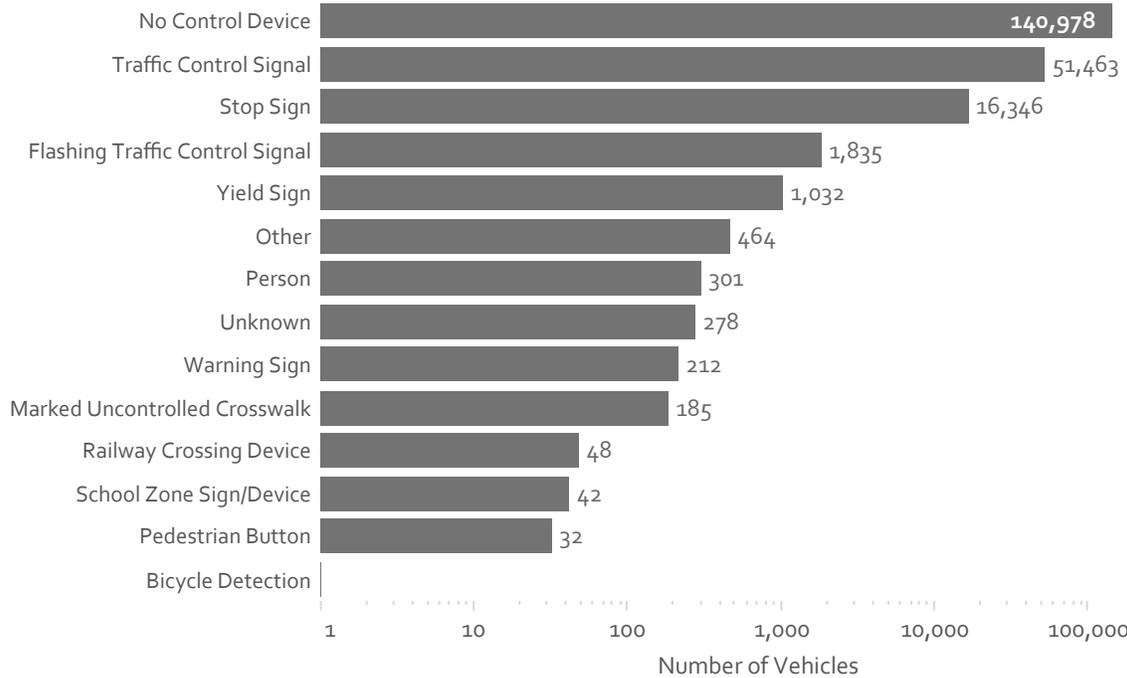


TRAFFIC CONTROL DEVICE TYPE

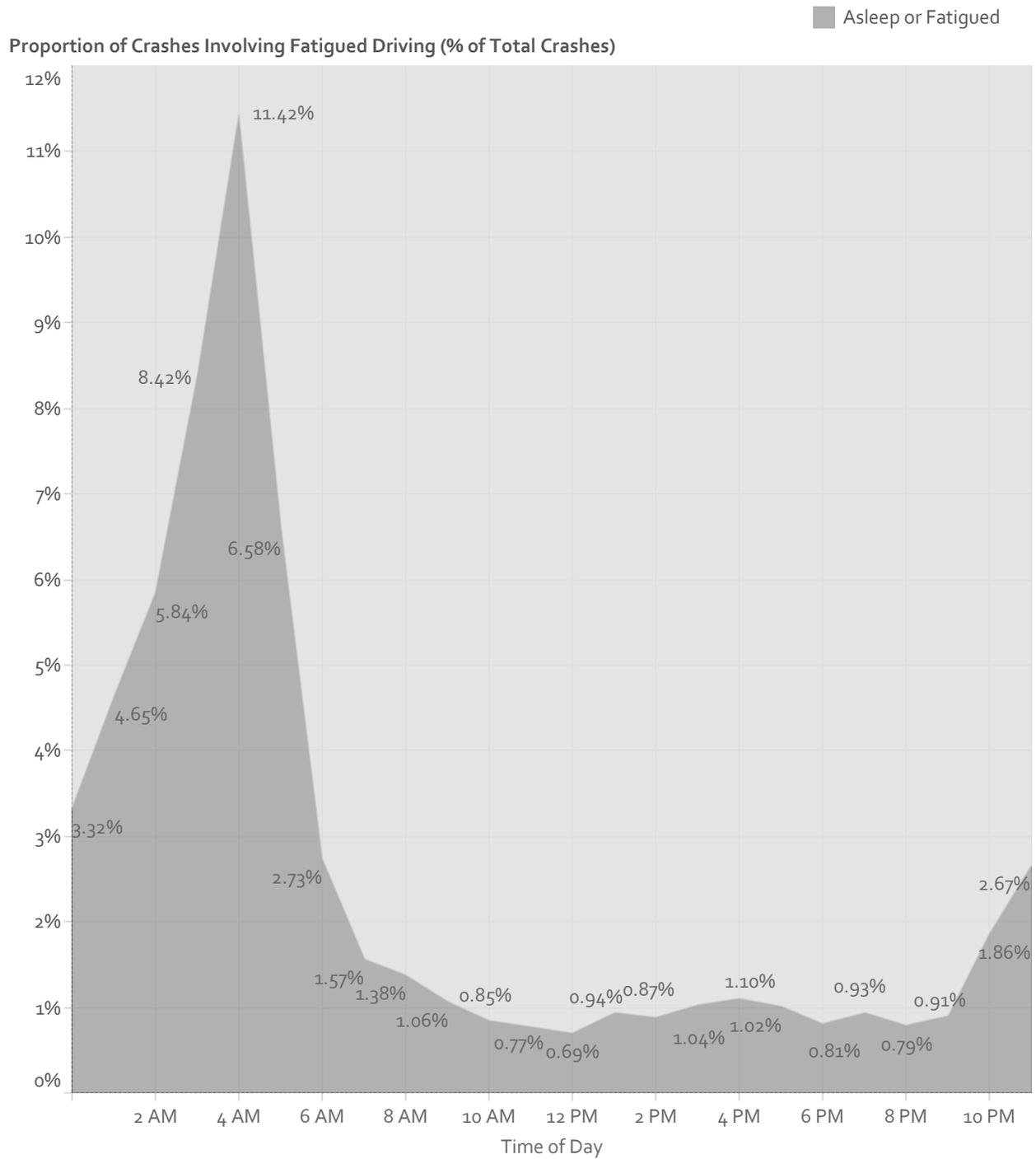
Crashes by Traffic Control Device Status



Vehicles by Traffic Control Device Type

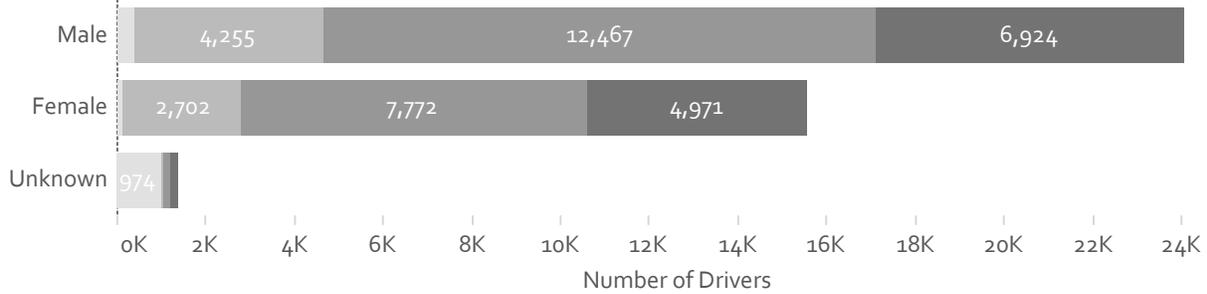


FATIGUED DRIVING



AGGRESSIVE DRIVING

Number of Aggressive Drivers by Age and Gender

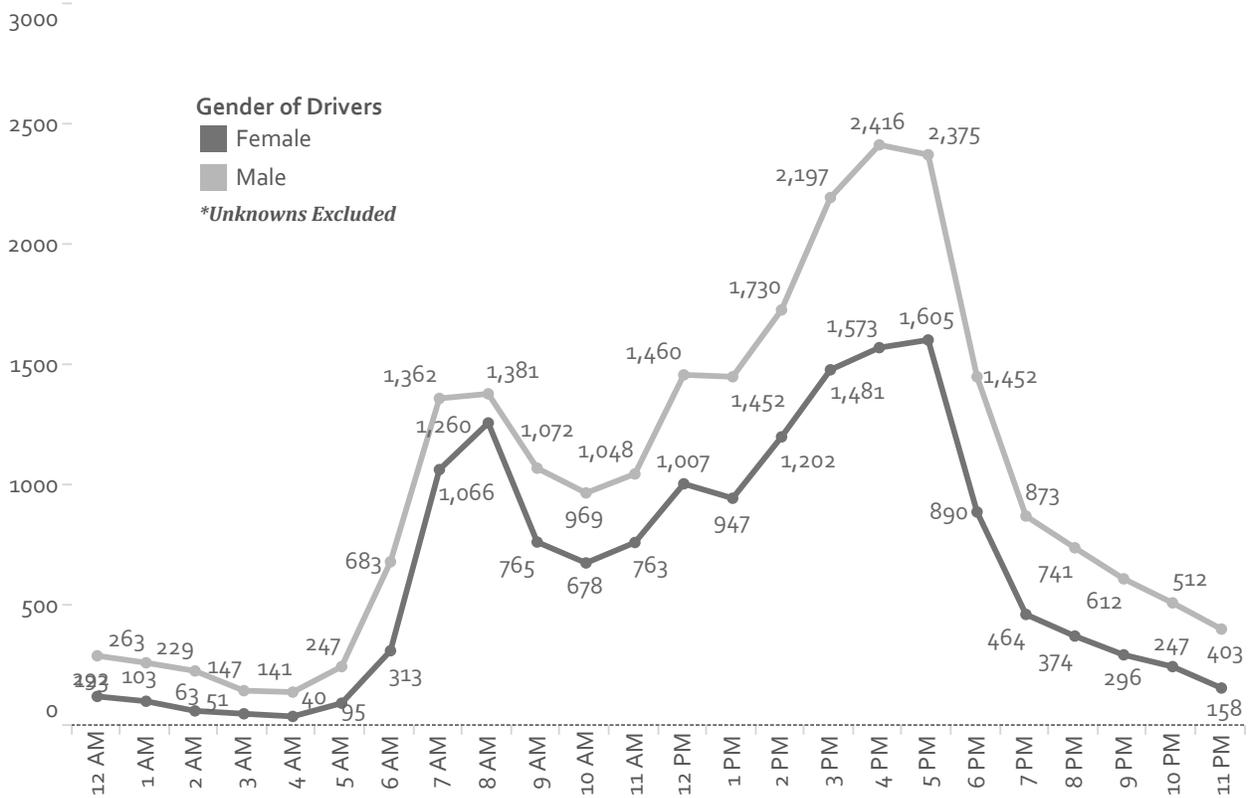


Aggressive driving data includes drivers who were classified as doing one of the following that could have contributed to the crash:

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

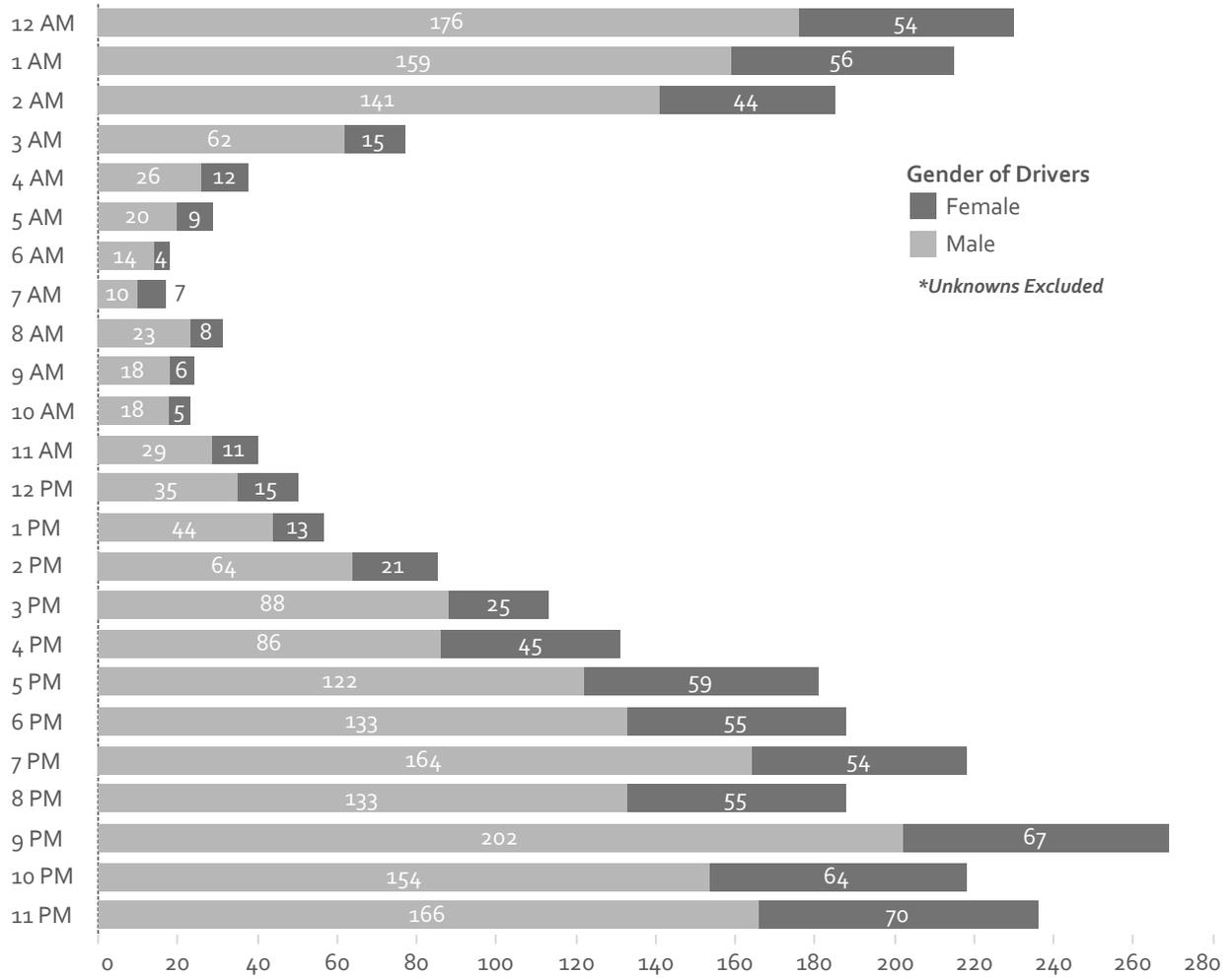
- Young Drivers (15-25)
- Adult Drivers (26-54)
- Senior Drivers (55 or Older)
- Unknown

Gender of Aggressive Drivers by Time of Crash

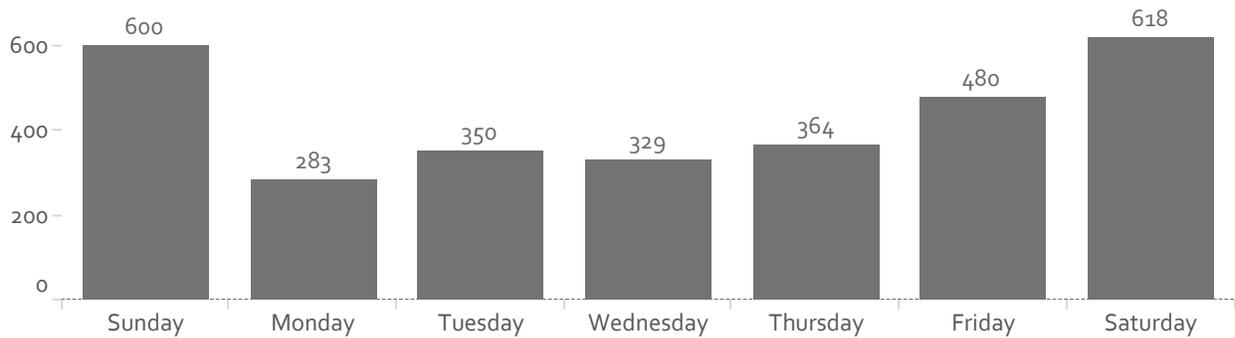


IMPAIRED DRIVING

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



Under the Influence Crashes by Day of the Week

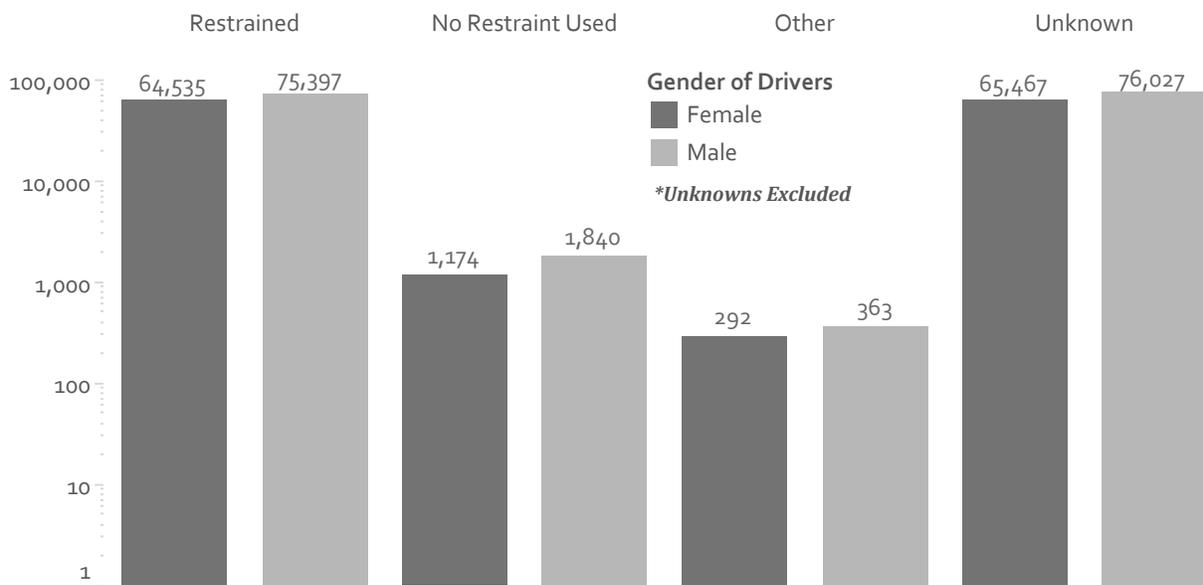


RESTRAINT USE

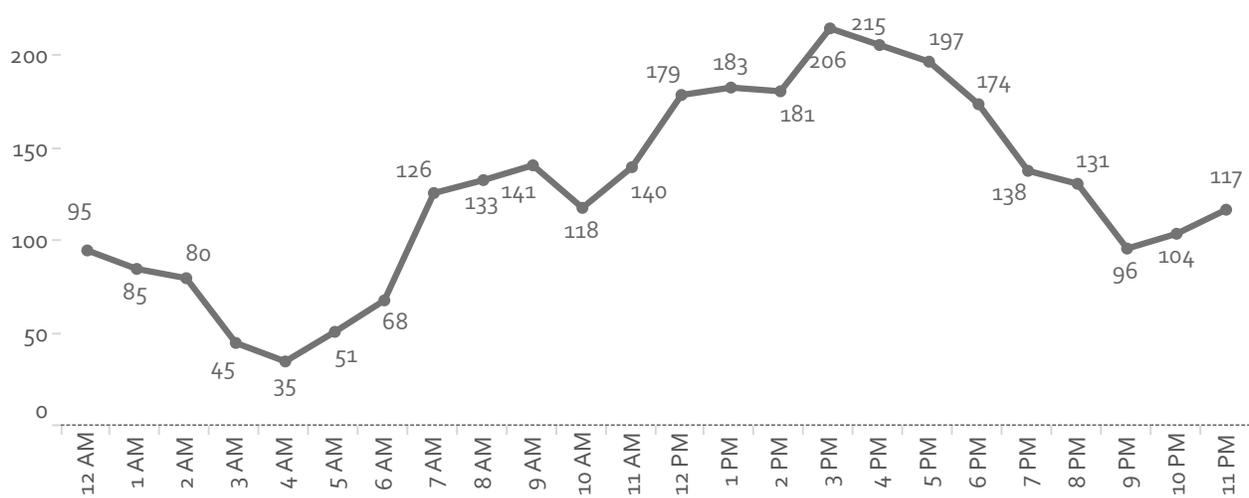
Unrestrained crashes are defined as those crashes in which at least **one** involved person was not wearing a restraint type of any kind during the crash event.

From 2019, crashes involving unrestrained occupants occurred with the greatest frequency during the hours of 3 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	91	0.04%
Exceeded Speed Limit	1,694	0.84%
Too Fast for Conditions	7,558	3.73%
No	170,474	84.18%
Unknown	22,683	11.20%
Grand Total	202,500	100.00%

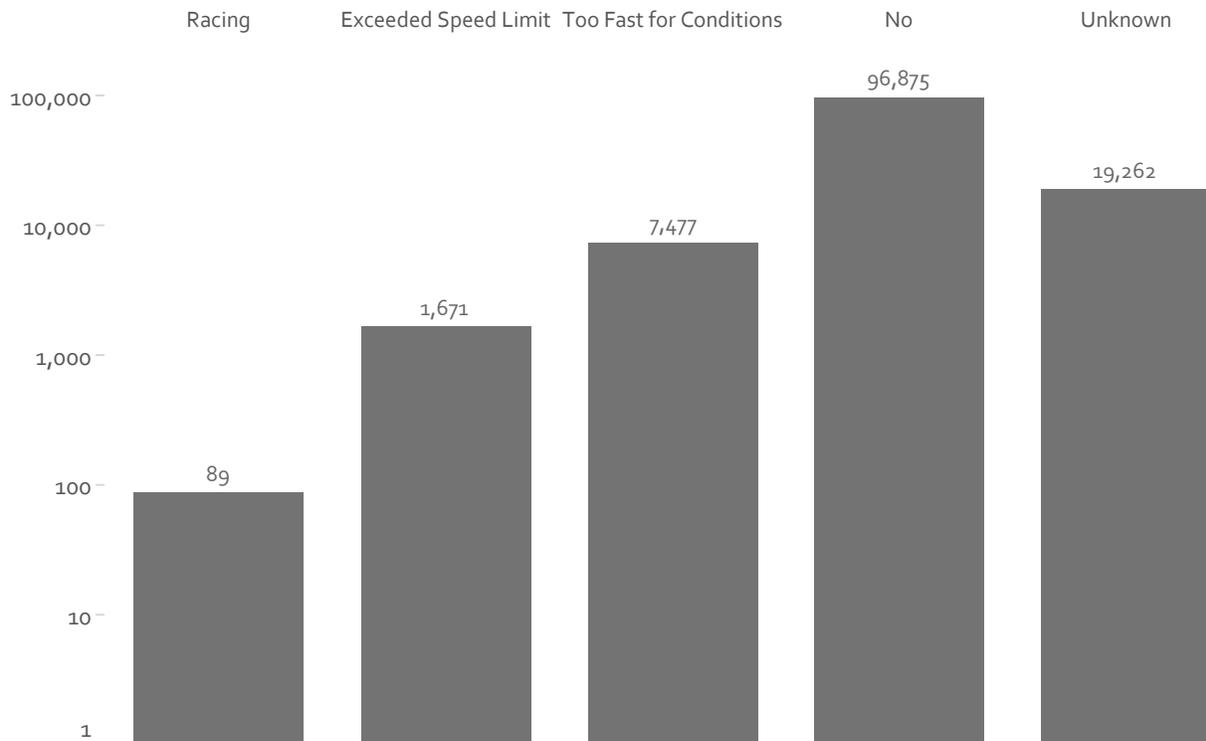
Crashes that involve a speeding motorist are broken down into three classifications by MMUCC:

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

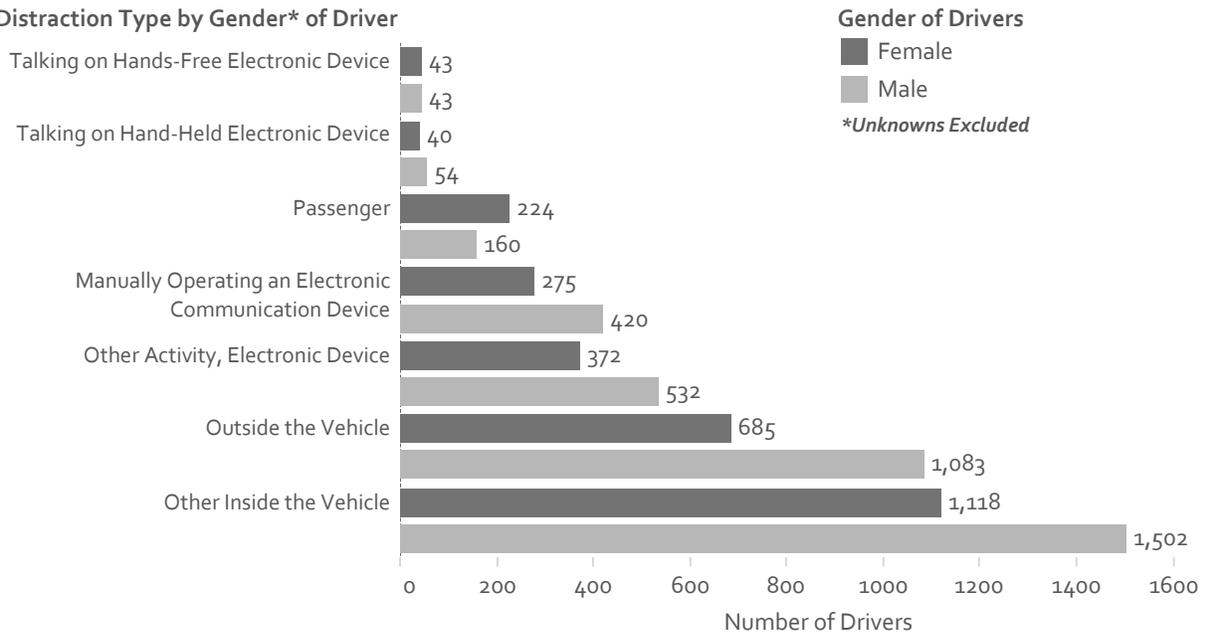


DISTRACTED DRIVING

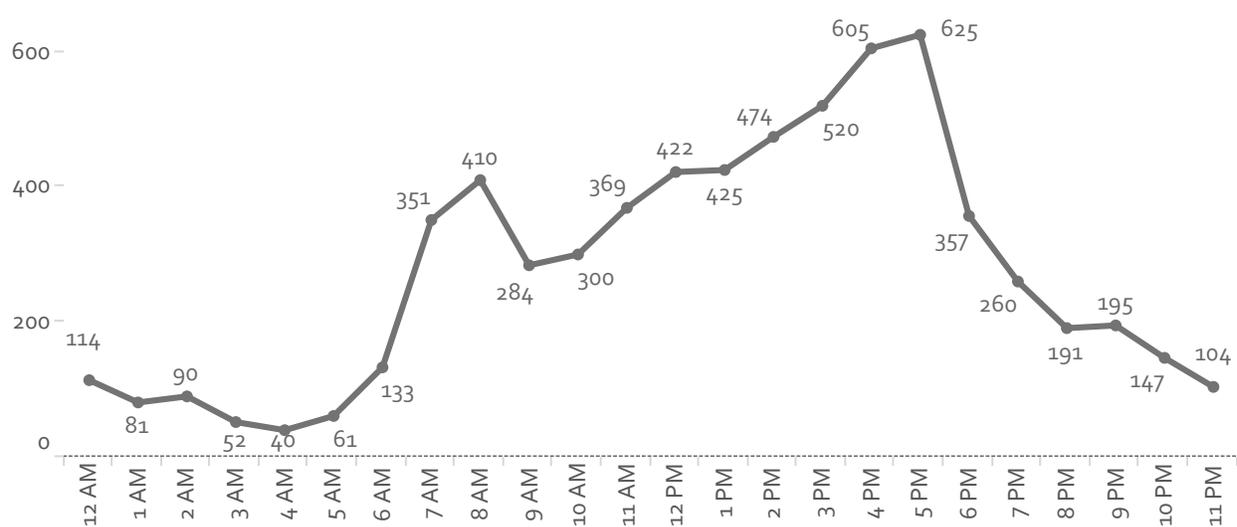
The bar graph below displays the number of drivers who were distracted at the time of the crash by gender. The most common distraction affecting motorists was something inside of their vehicle, which includes behaviors such as eating, drinking, smoking, etc.

The line graph reveals the highest occurrence of crashes involving distraction occurred during the hours of 4 PM to 5 PM, similar to figures for previous years.

Distraction Type by Gender* of Driver

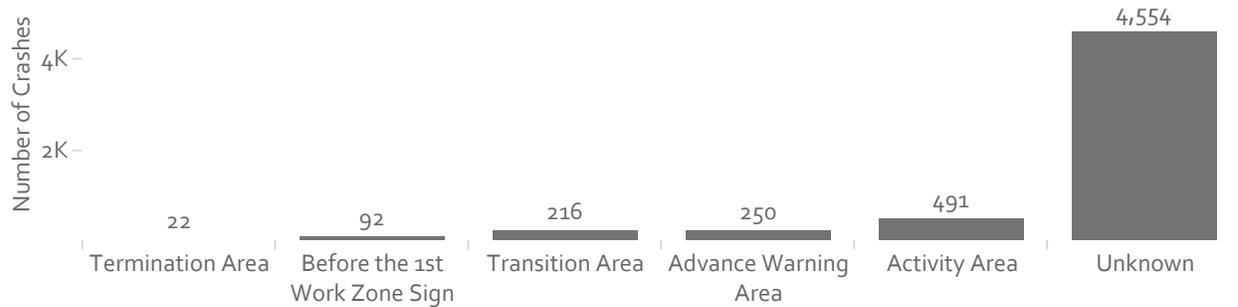


Distractions Driving Crashes by Time of Day



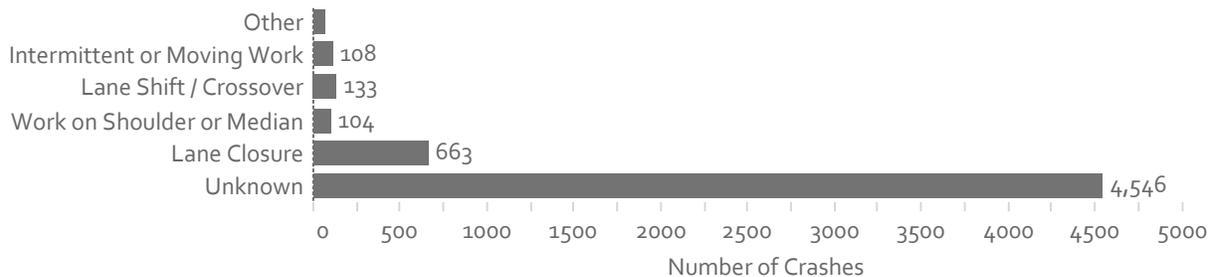
WORK ZONE CRASHES

Location of Crash Relative to Work Zone



	Total Crashes	% of Total
Not Applicable	107,167	95.01%
Activity Area	491	0.44%
Advance Warning Area	250	0.22%
Transition Area	216	0.19%
Before the 1st Work Zone Sign	92	0.08%
Termination Area	22	0.02%
Unknown	4,554	4.04%

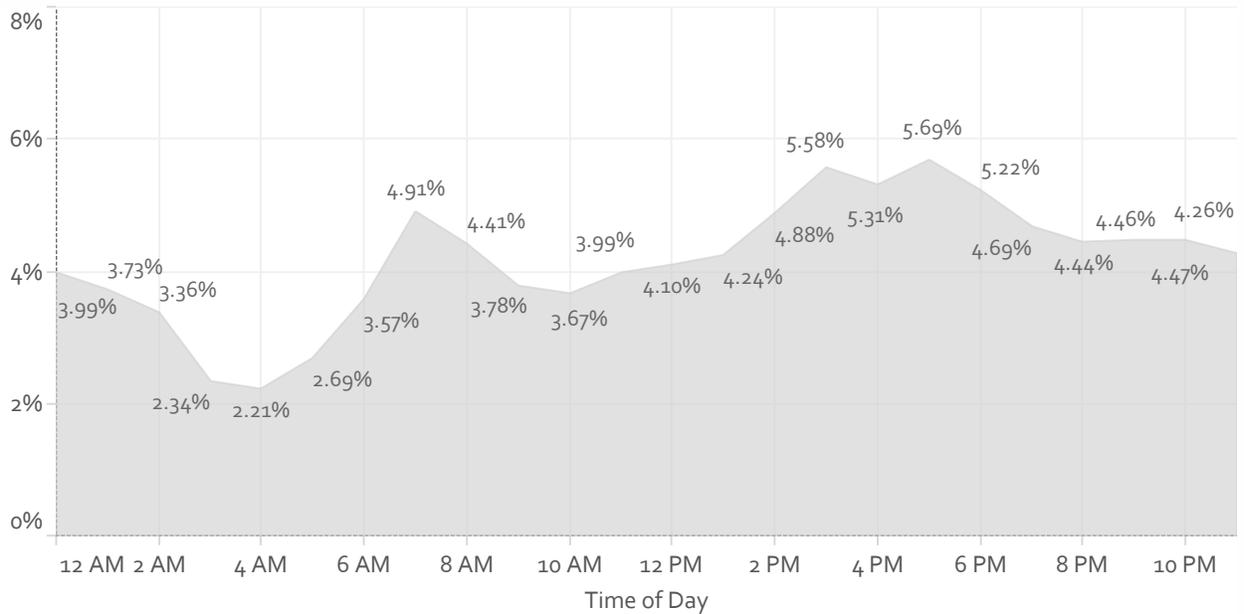
Work Zone Type



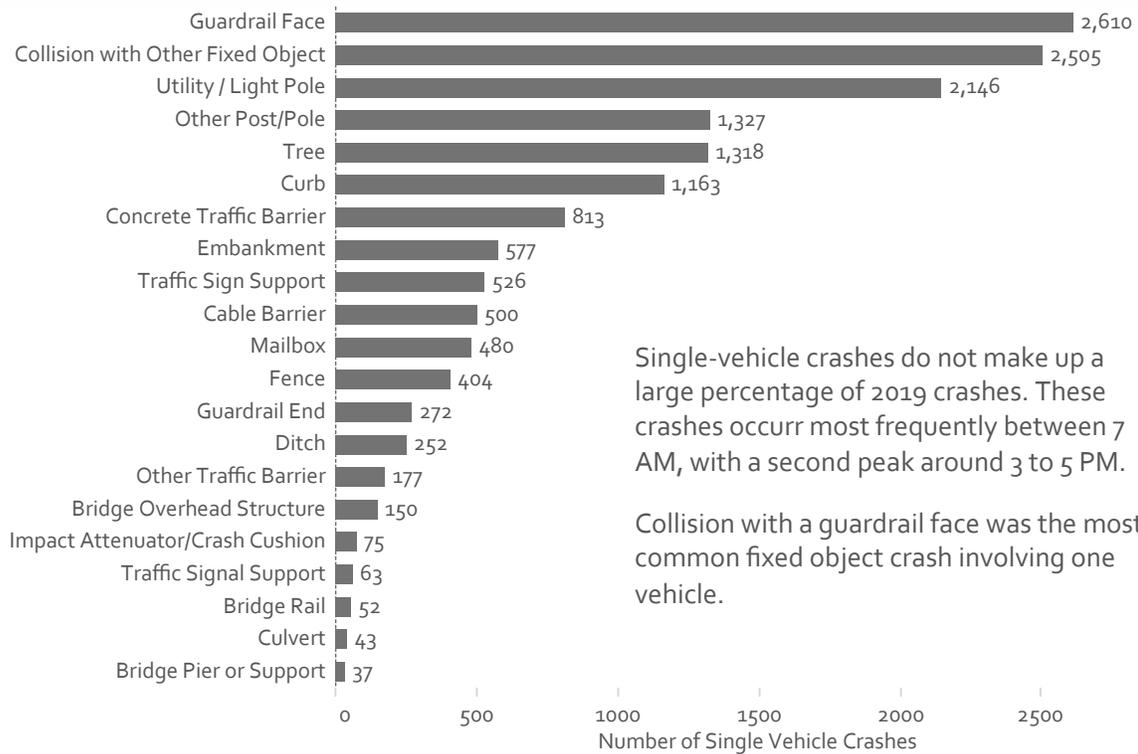
	Total Crashes	% of Total
Not Applicable	107,171	95.02%
Lane Closure	663	0.59%
Work on Shoulder or Median	104	0.09%
Lane Shift/Crossover	133	0.12%
Intermittent or Moving Work	108	0.10%
Other	67	0.06%
Unknown	4,546	4.03%
Grand Total	112,792	100.00%

SINGLE VEHICLE CRASHES

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



Single Vehicle Crashes by Fixed Object Struck



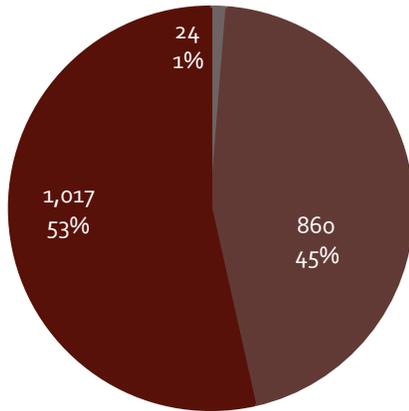
Single-vehicle crashes do not make up a large percentage of 2019 crashes. These crashes occur most frequently between 7 AM, with a second peak around 3 to 5 PM.

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

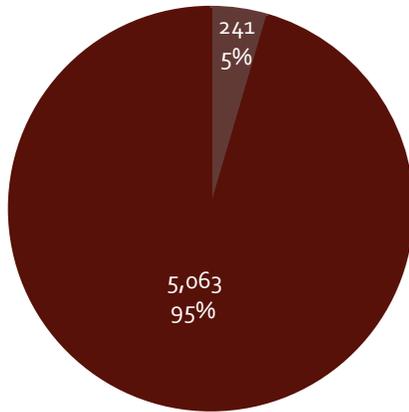


The Federal Motor Carrier Safety Administration (FMCSA) keeps records on commercial vehicle (CV) crashes. The crash and the CV involved need to meet specific criteria in order to be considered.

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.

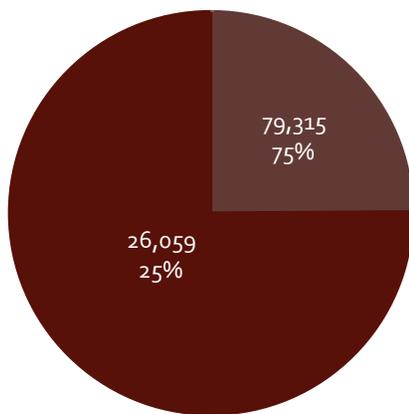
Non-Qualifying Commercial Vehicle Crashes



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)

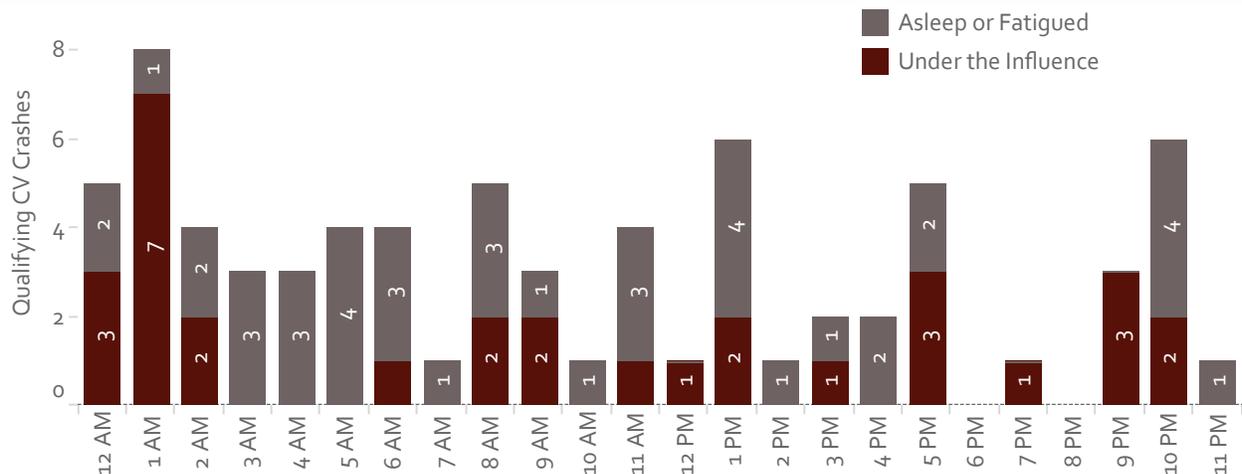
COMMERCIAL VEHICLE CRASHES

Qualifying CV Crashes by First Harmful Event (Top 20)

	Number of CV Crashes	% of CV Crashes
Collision with a Motor Vehicle in Operation	1,500	80.99%
Parked Motor Vehicle	37	2.00%
Collision with Other Non-Fixed Object	28	1.51%
Guardrail Face	65	3.51%
Overturn or Rollover	21	1.13%
Collision with a Pedestrian	17	0.92%
Bridge Overhead Structure	30	1.62%
Collision with Other Fixed Object	19	1.03%
Concrete Traffic Barrier	28	1.51%
Utility/Light Pole	18	0.97%
Other Post/Pole	14	0.76%
Tree	12	0.65%
Other Non-Collision	10	0.54%
Curb	5	0.27%
Cable Barrier	12	0.65%
Embankment	12	0.65%
Cargo/Equipment Loss or Shift	8	0.43%
Struck by Falling, Shifting Cargo	11	0.59%
Traffic Sign Support	4	0.22%
Unknown	1	0.05%
Grand Total	1,852	100.00%

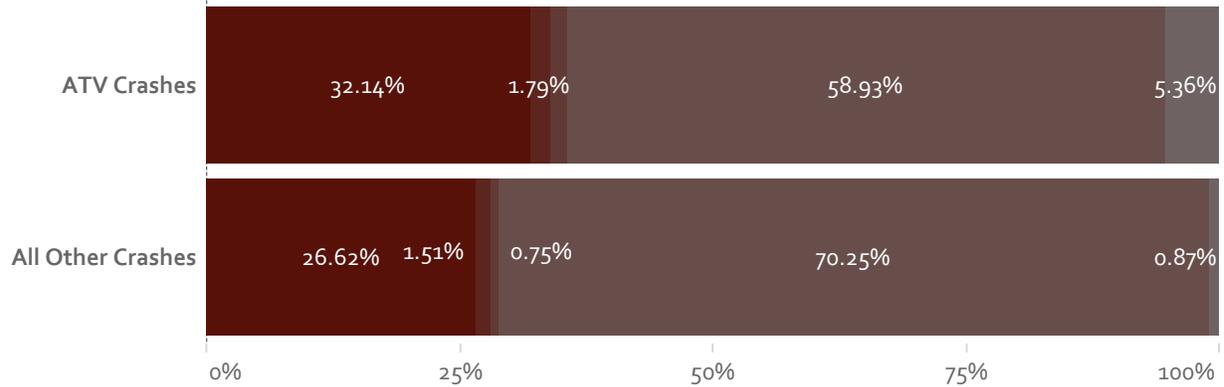
The bar chart below portrays commercial vehicle crashes with drivers who were found to be asleep/fatigued or under the influence by the time of day of their crash. The majority of crashes involving asleep or fatigued drivers occurred in the early morning hours between 3 AM and 8 AM. Crashes involving CV drivers who were found to be under the influence occurred more frequently during the late evening and early morning hours, following the typically trend of DUI crashes with non-commercial drivers.

Qualifying CV Crashes by Time of Day and Condition of Driver



ALL TERRAIN VEHICLE CRASHES

ATV Crashes by Light Conditions



Light Conditions



In 2019, 56 crashes occurred involving ATVs. This represents a 93% increase in this crash type from the previous year. 32% of ATV crashes took place in the dark, compared to 27% of crashes involving other vehicle types.

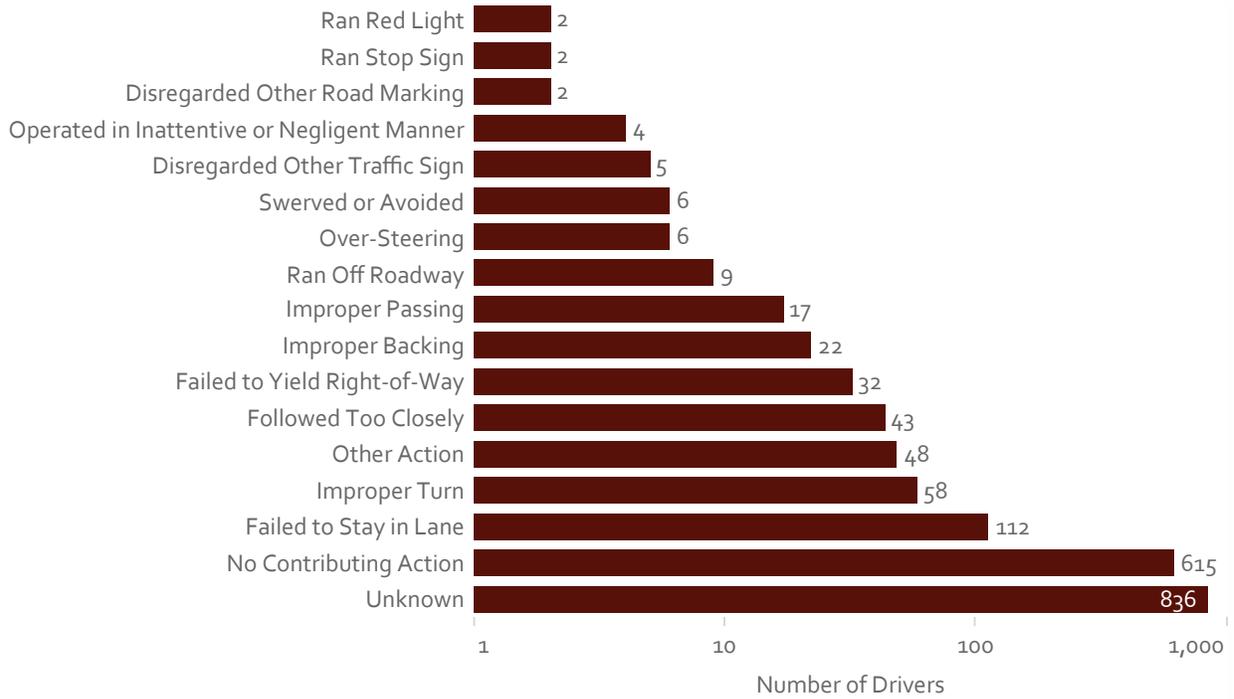
Crash Severity of ATV Crashes

	ATV Crashes		All Other Crashes	
	Number of Crashes	% of Total Crashes	Number of Crashes	% of Total Crashes
Fatal	4	7.14%	236	0.21%
Injury	29	51.79%	27,040	24.07%
Property Damage Only (PDO)	23	41.07%	85,085	75.72%
Grand Total	56	100.00%	112,361	100.00%



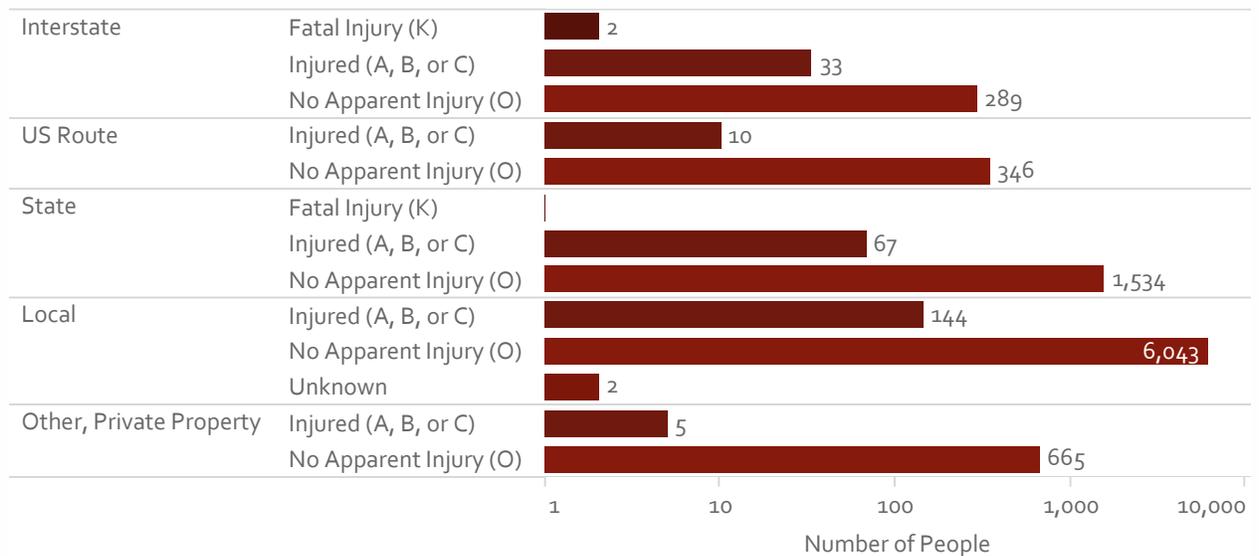
SCHOOL BUS CRASHES

School Bus Crashes by Driver Actions



A = Suspected Serious Injury B = Suspected Minor Injury C = Possible Injury

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	403	35.41%
Angle	272	23.90%
Rear End	210	18.45%
Sideswipe, Same Direction	97	8.52%
Other	81	7.12%
Sideswipe, Different Direction	30	2.64%
Head On	29	2.55%
Unknown	7	0.62%
Rear to Side	7	0.62%
Rear to Rear	2	0.18%
Grand Total	1,138	100.00%

Motorcycle Involved Crashes by Time of Day and Day of Week

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
12 AM	10	3	2	1	2	1	5
1 AM	6	1	2	1		4	3
2 AM	1	2		1			5
3 AM		1					1
4 AM	1				2		1
5 AM		2	1	1		1	
6 AM	1	1	2	5	2	3	3
7 AM		3	2	4	2	8	1
8 AM	5		5	5	2	7	3
9 AM	6	5	2	6	2		5
10 AM	6	4	2	2	1	6	7
11 AM	16	9	1	5	4	5	10
12 PM	17	5	2	6	4	5	25
1 PM	19	11	3	8	3	8	18
2 PM	15	12	8	5	14	12	21
3 PM	18	15	3	11	8	13	20
4 PM	18	15	10	10	10	15	23
5 PM	23	16	11	17	12	26	27
6 PM	18	7	6	16	12	14	24
7 PM	17	9	6	6	11	17	19
8 PM	13	8	3	11	3	13	16
9 PM	6	7	4	1	8	12	14
10 PM	5	3	6	2	3	12	8
11 PM	2	1	1	5	2	5	11

MOTORCYCLE CRASHES

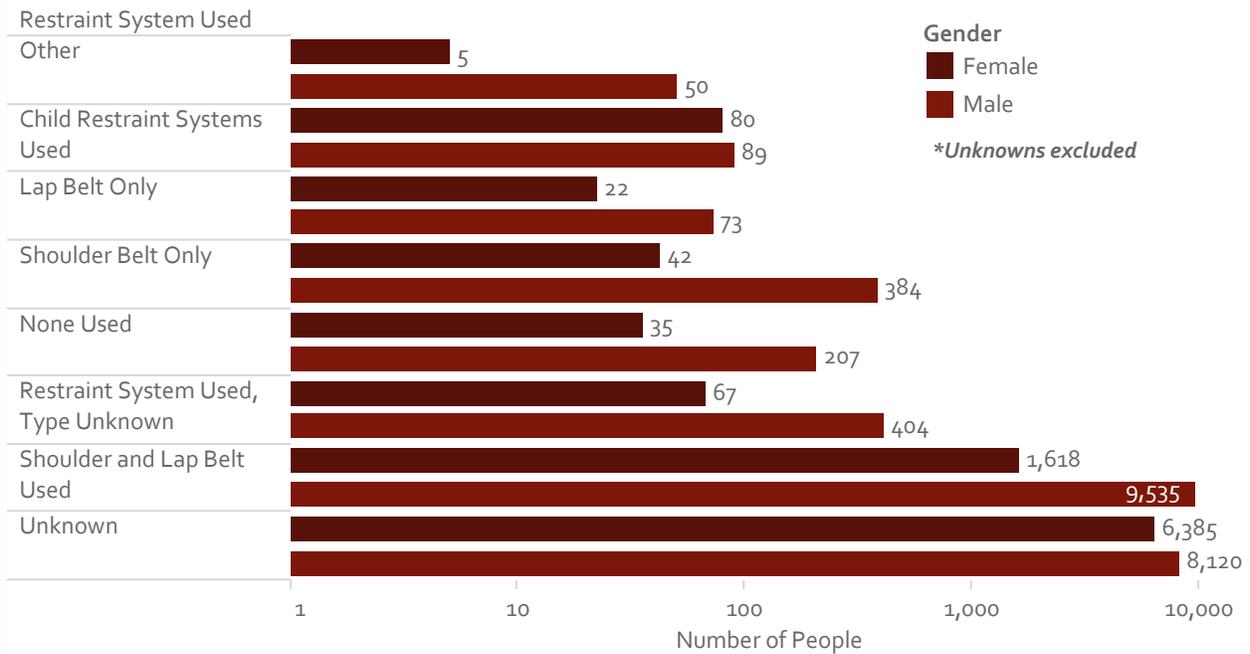
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1			3	2	8	6	8	2	9	3	7	3
2		1			10	7	9	4	9	2	1	
3			1	2	1	14	7	6	9	6	5	2
4		1			4	1	14	5	3	1	5	1
5			1	1	15	2	4	10	4	10	1	1
6			1	1	5	4	5	9	4	4		1
7				1	7	9	14	5	7	5	2	1
8				2	10	8	11	5	8	3	6	
9				1	4	3	8	7	9	3	1	2
10	1		1		2	10	5	4		9	2	
11	1	1	1	2	7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

Over 120 motorcycle crashes occurred during a 11-day stretch from June 16th to the 26th. Another 76 crashes occurred a few weeks later from August 24th to the 31st. In general, motorcycle-involved crashes occurred most frequently between the months of May and September. This is a common riding period, especially in Connecticut where the winter months usually bring inclement weather not suitable for riding.

blank white spaces indicate no crash data available for that date

PICKUP TRUCK CRASHES

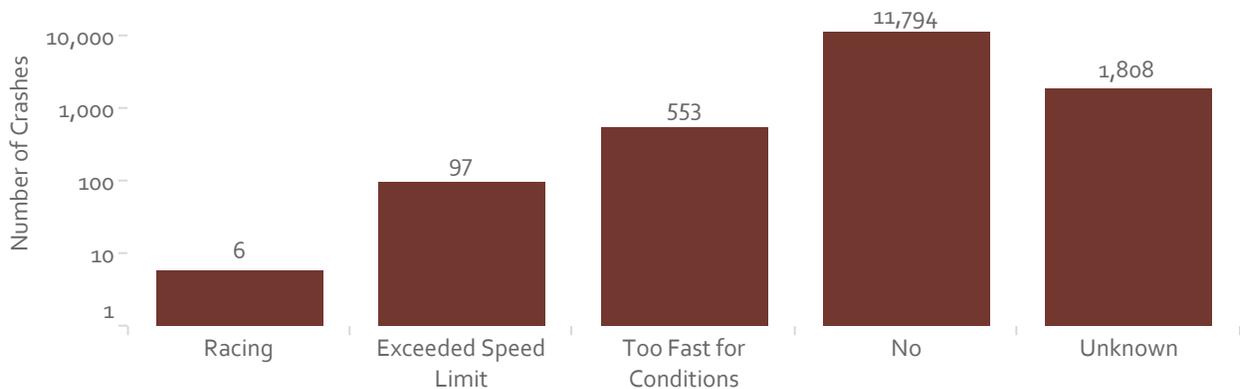
Pickup Truck Occupants by Restraint Type and Gender*



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 around 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 2019 crashes categorized by the driver action that contributed to the crash.

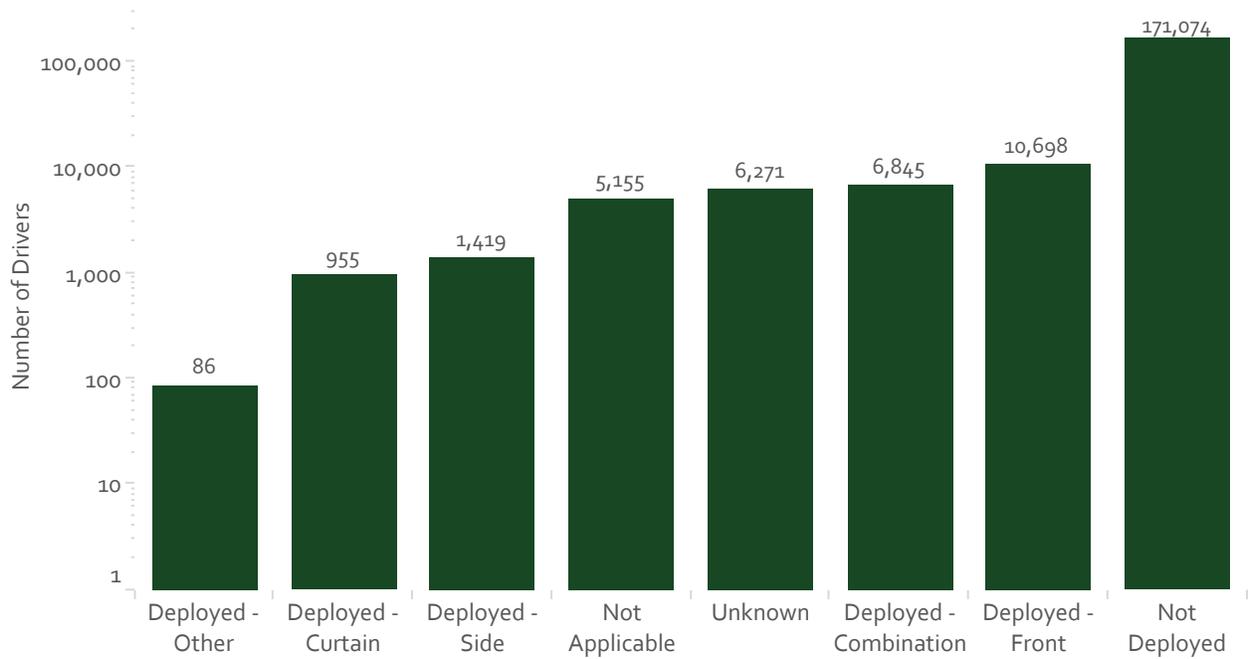
'Failed to Stay in Lane' and 'Ran Off Roadway' were cited most often as the contributing driver action for fatal and serious injuries.

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	291	4,841	9,312
Failed to Stay in Lane	51	164	1,631	1,596
Followed Too Closely	5	32	789	1,149
Failed to Yield Right-of-Way		35	519	797
Ran Off Roadway	24	87	492	440
Other Action	2	47	292	377
Ran Red Light	4	20	186	244
Operated in Inattentive or Negligent Manner	9	31	216	186
Ran Stop Sign	2	21	163	209
Improper Turn		13	164	195
Operated in a Reckless Manner	11	46	131	97
Swerved or Avoided		9	87	95
Improper Passing	2	20	79	85
Over-Steering		9	82	50
Wrong Side or Wrong Way	10	14	54	35
Improper Backing		1	28	65
Disregarded Other Traffic Sign	2	1	18	29
Disregarded Other Road Marking	1		5	12
Overtaking Cyclist			3	1
Grand Total	149	841	9,780	14,974

*Unknowns are excluded

AIRBAG DEPLOYMENT



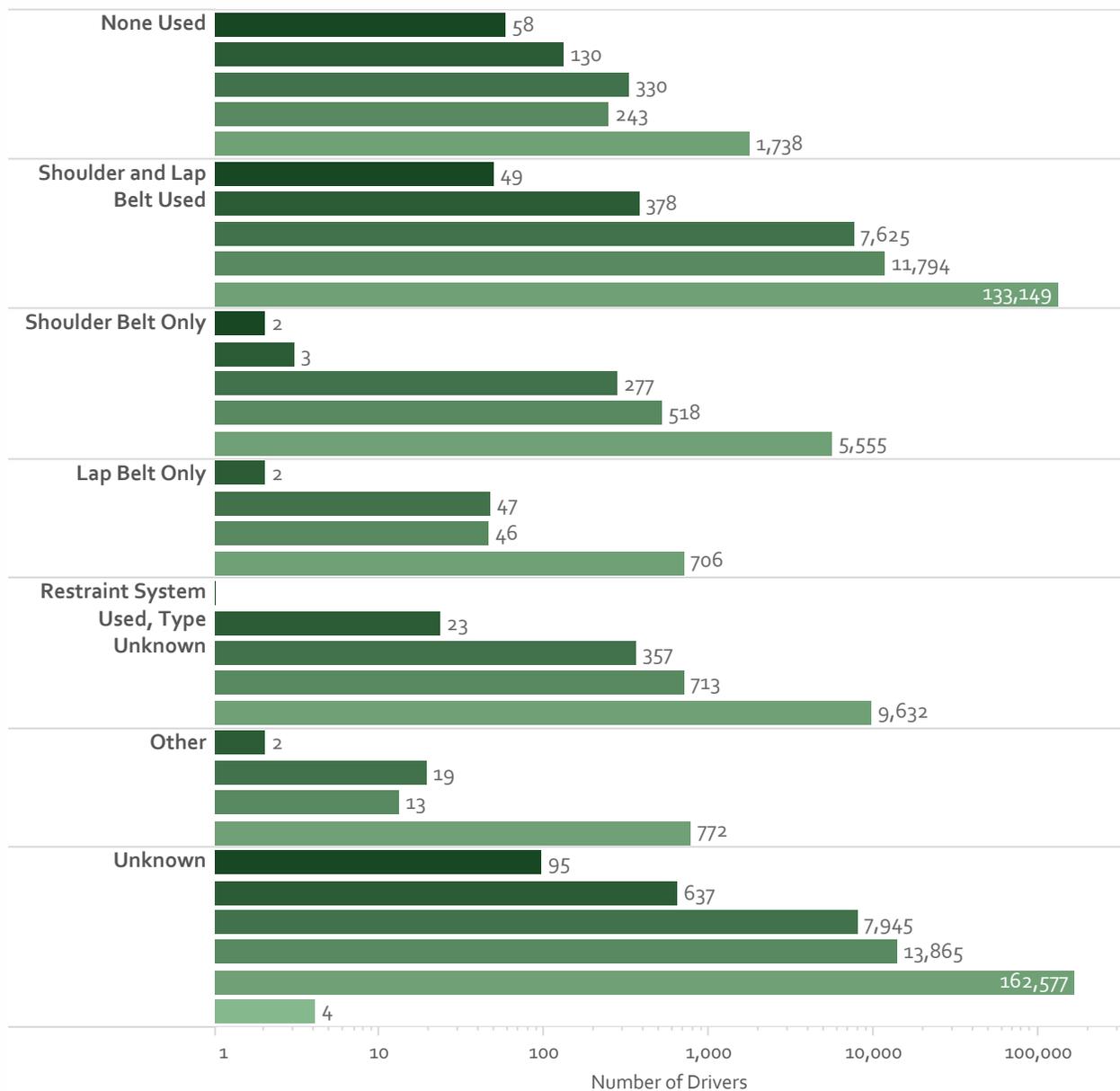
Drivers - Airbag Deployment & Injury Status

	Fatal Injury (K)	Suspected Serious Injury (A)	Suspected Minor Injury (B)	Possible Injury (C)	No Apparent Injury (O)	Unknown
Deployed - Other	1		10	21	54	
Deployed - Curtain	1	11	155	182	606	
Deployed - Side	2	10	201	275	931	
Deployed - Combination	49	215	1,761	1,574	3,246	
Not Applicable	49	233	664	400	3,809	
Deployed - Front	42	220	2,246	2,245	5,945	
Not Deployed	20	190	4,894	10,432	155,537	1
Unknown	2	10	72	391	5,793	3



RESTRAINT TYPE

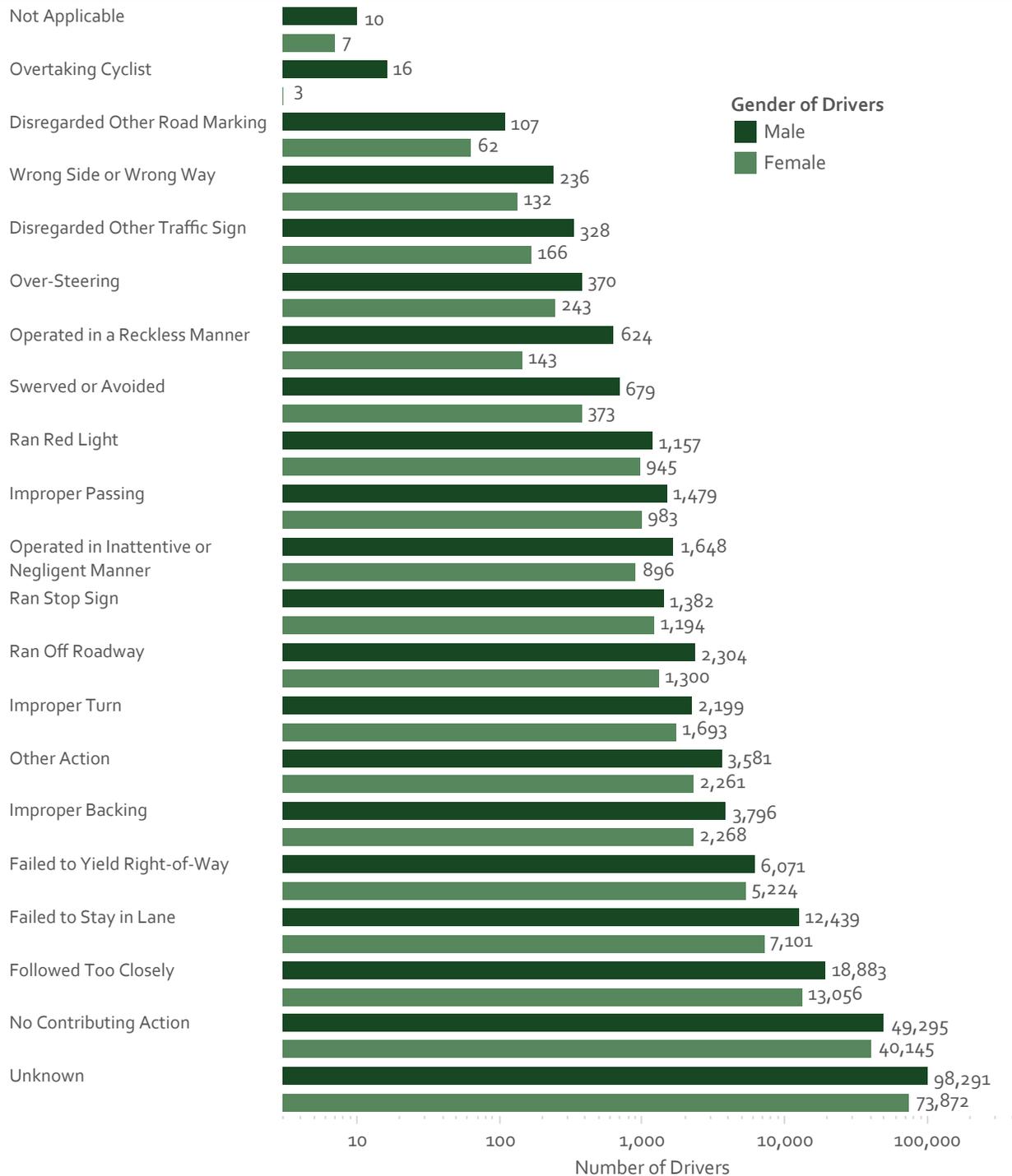
The bar graph below displays the injury classification of drivers involved in 2019 crashes by the restraint type that was used.



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

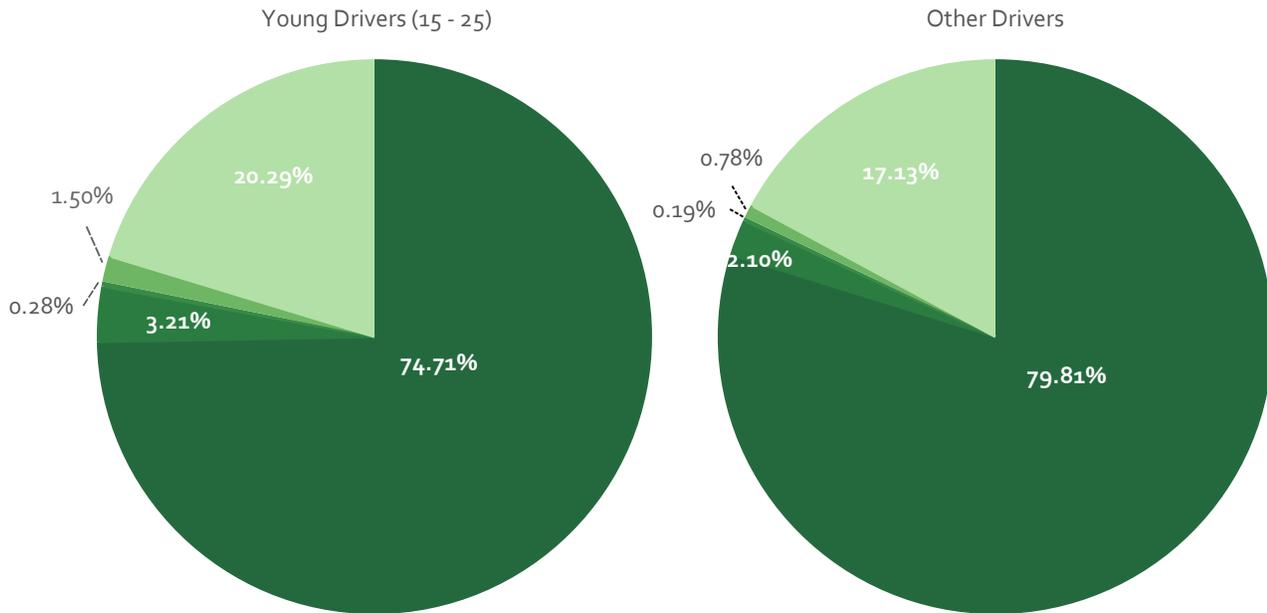
	Manually Operating an Electronic Communication Device	Talking on Hands-Free Electronic Device	Talking on Hand-Held Electronic Device	Other Activity, Electronic Device	Passenger	Other Inside the Vehicle	Outside the Vehicle	Unknown
Ran Off Roadway	75	8	14	50	22	141	53	1,287
Failed to Yield Right-of-Way	16	5	4	20	8	31	87	3,017
Ran Red Light	9	1	3	20	26	36	38	756
Ran Stop Sign	6	2		12	6	26	24	888
Disregarded Other Traffic Sign	5			4		5	5	159
Disregarded Other Road Marking				1	1	2	1	70
Improper Turn	7	2	1	23	7	25	37	973
Improper Backing	6	6	1	13	9	16	69	1,935
Improper Passing	6	5		2	5	14	16	809
Wrong Side or Wrong Way	4	2	1	4		10	7	186
Followed Too Closely	191	15	24	398	182	1,422	928	8,834
Failed to Stay in Lane	169	21	25	194	62	538	180	6,992
Operated in a Reckless Manner	10	1	1	4	5	8	12	468
Operated in Inattentive or Negligent Manner	58	4	9	77	21	175	95	1,089
Swerved or Avoided	4		1		1	3	20	210
Over-Steering	1	1		5	2	9	9	163
Overtaking Cyclist								7
Not Applicable							2	17
Other Action	37	2	4	37	18	137	137	1,461
Unknown	5	8	2	2	1	6	16	7,651

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



Five percent of drivers age 15 to 25 were distracted at the time of their crash versus 3% of drivers of other ages. Young drivers represent 19% of all drivers involved in crashes in 2019.

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

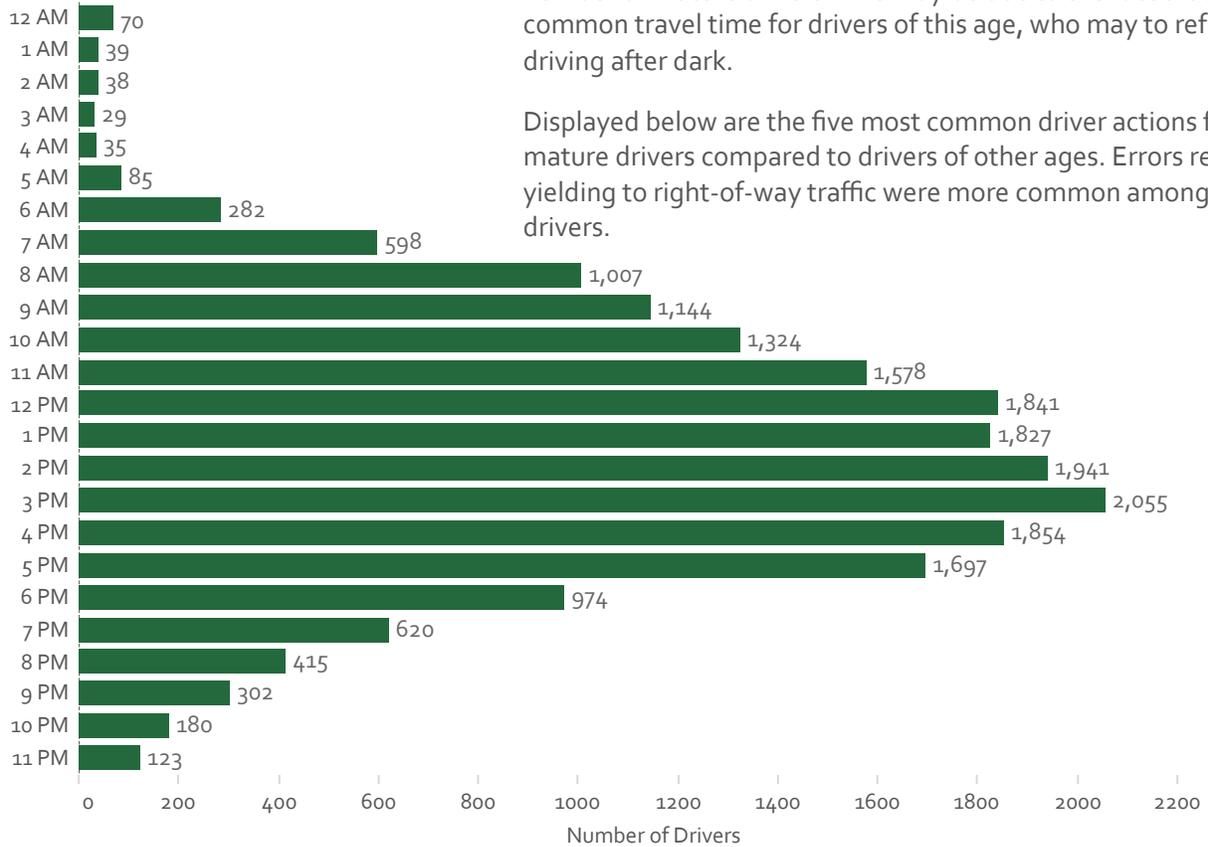
- Not Distracted
- Distracted by Other
- Distracted by Passenger
- Distracted by Electronic Device
- Unknown

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)			6	8		1	1	10	26
Suspected Serious Injury (A)	1	1	5	28	5	19	9	34	102
Suspected Minor Injury (B)	2	4	27	91	101	177	135	193	730
Possible Injury (C)		2	21	56	111	142	157	212	701
No Apparent Injury (O)	6	13	88	297	805	1,383	1,231	1,909	5,732
Grand Total	9	20	147	480	1,022	1,722	1,533	2,358	7,291

MATURE DRIVERS (AGE 65+)

Number of Mature Drivers by Time of Crash

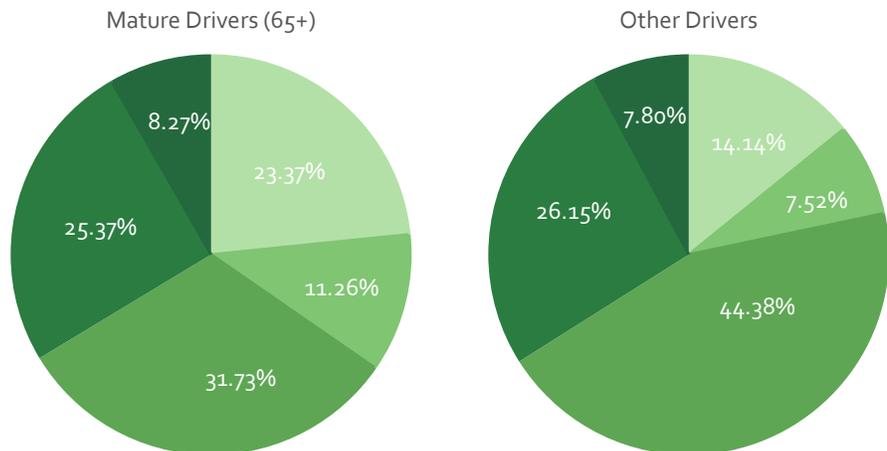


Crashes occurring in the early to mid afternoon involve the greatest number of mature drivers. This may be due to the fact that this is a common travel time for drivers of this age, who may refrain from driving after dark.

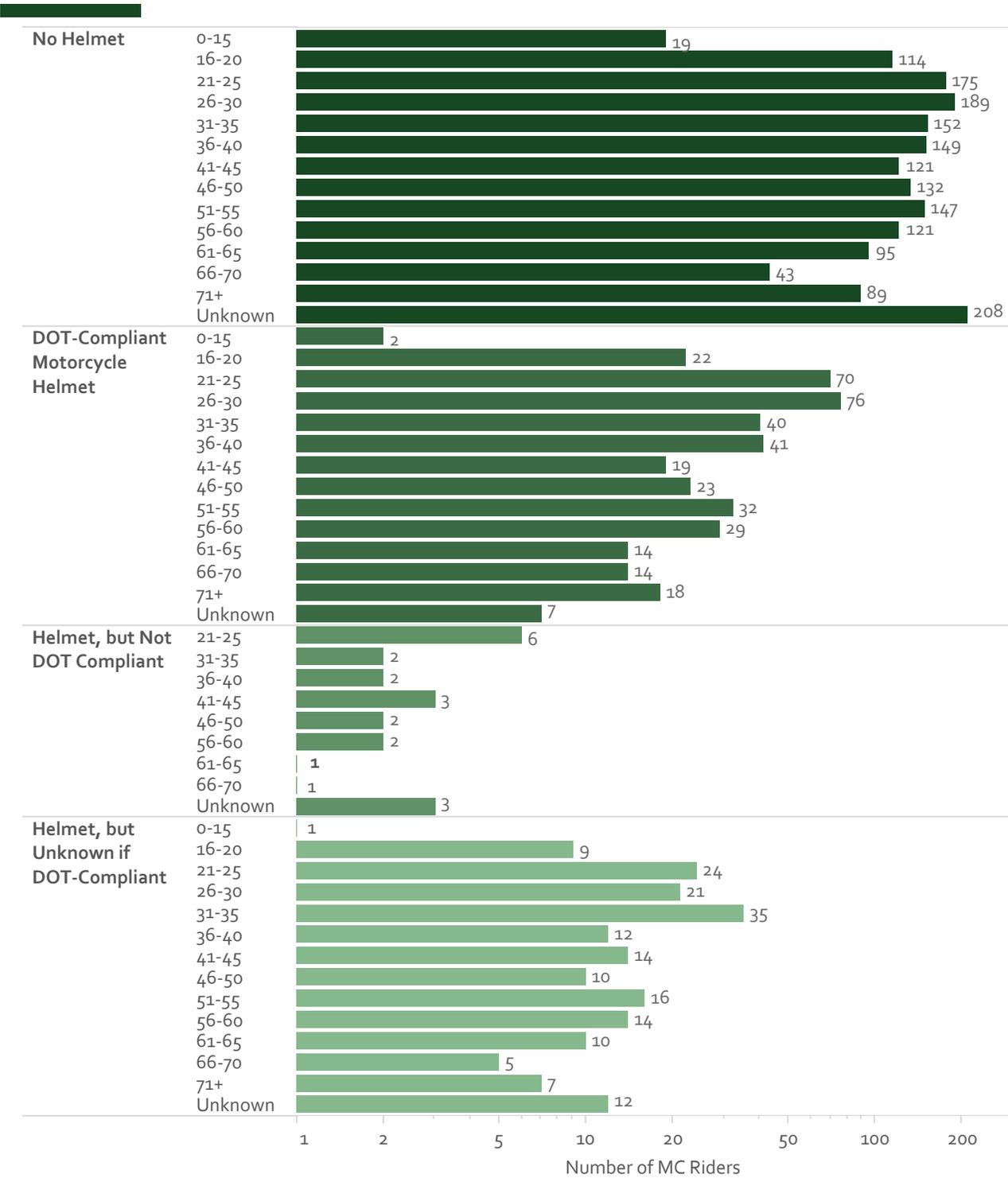
Displayed below are the five most common driver actions for mature drivers compared to drivers of other ages. Errors related to yielding to right-of-way traffic were more common among mature drivers.

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

Driver Actions: Mature Drivers vs. Other Drivers



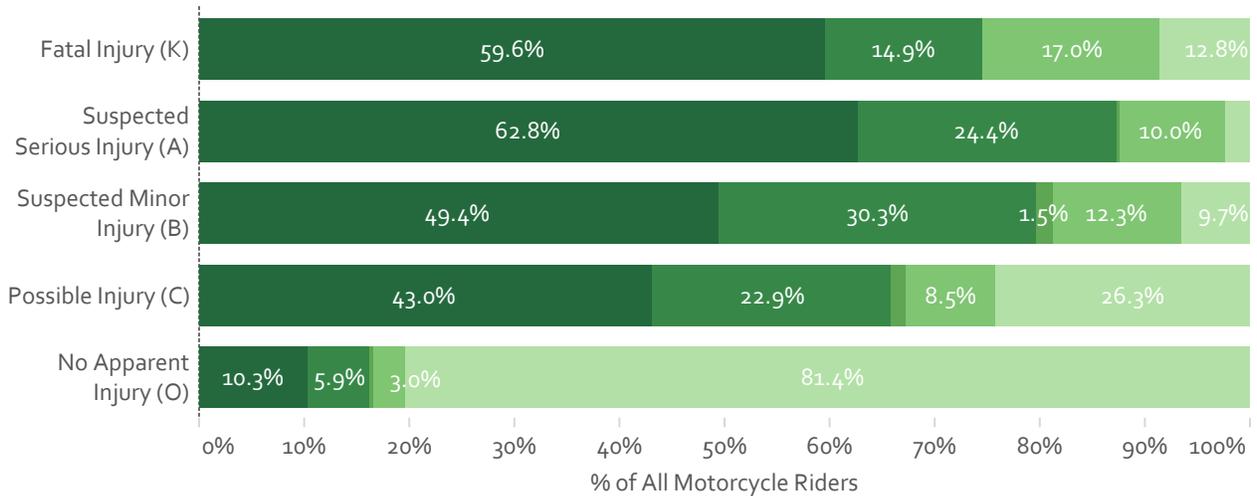
HELMET USE BY AGE



HELMET USE BY INJURY STATUS

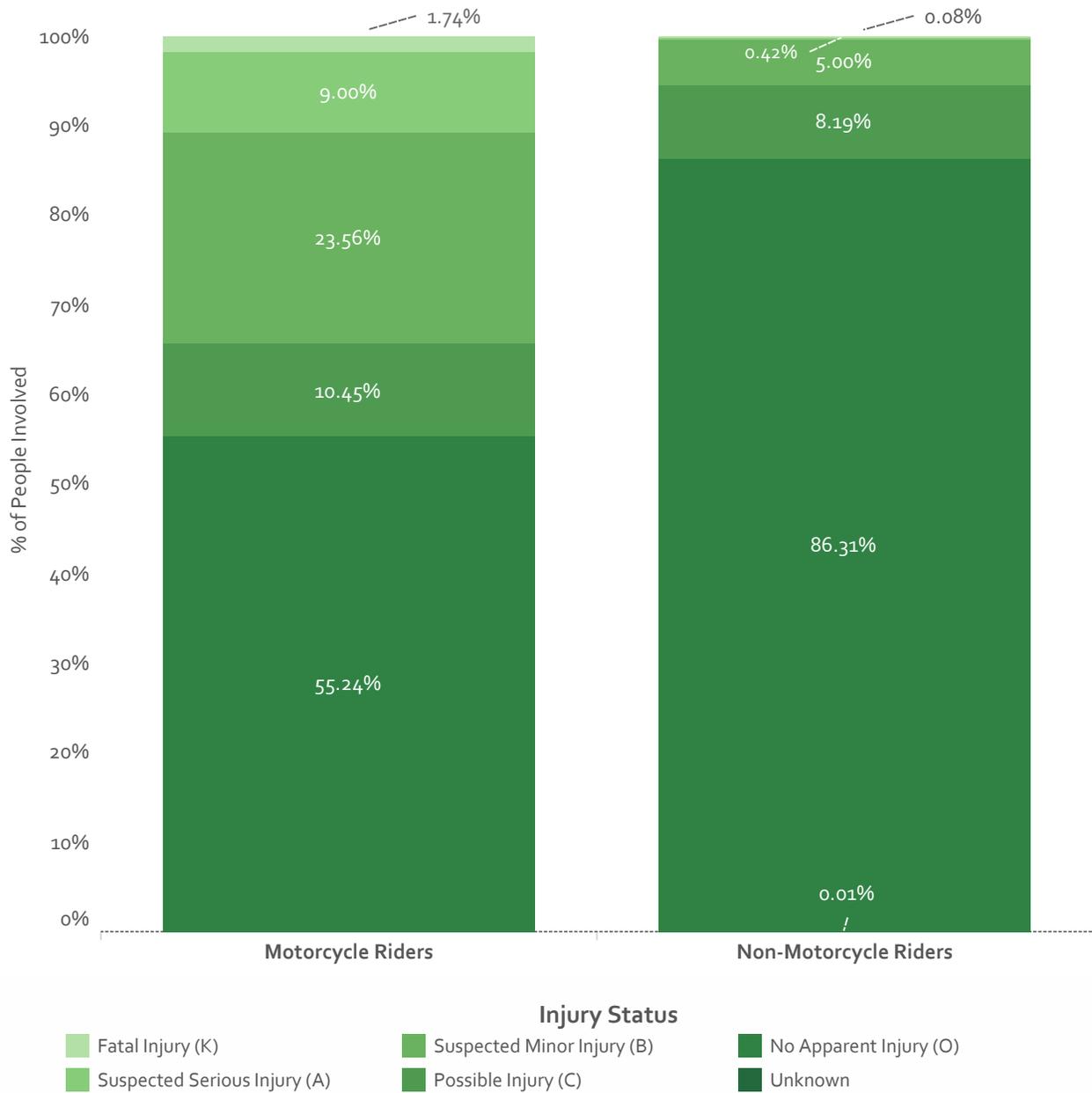
		No Helmet	Helmet, DOT - Compliant	Helmet, but not DOT-Compliant	Helmet, but Unknown if DOT-Compliant	Not Applicable or Unknown	Grand Total
Fatal Injury (K)	Number of MC Riders	28	7		8	6	47
	% of Row Total	59.57%	14.89%		17.02%	12.77%	100.00%
Suspected Serious Injury (A)	Number of MC Riders	157	61	1	25	12	250
	% of Row Total	62.80%	24.40%	0.40%	10.00%	4.80%	100.00%
Suspected Minor Injury (B)	Number of MC Riders	326	200	10	81	64	660
	% of Row Total	49.39%	30.30%	1.52%	12.27%	9.70%	100.00%
Possible Injury (C)	Number of MC Riders	126	67	4	25	77	293
	% of Row Total	43.00%	22.87%	1.37%	8.53%	26.28%	100.00%
No Apparent Injury (O)	Number of MC Riders	161	92	5	47	1,267	1,556
	% of Row Total	10.35%	5.91%	0.32%	3.02%	81.43%	100.00%
Grand Total	Number of MC Riders	798	427	20	186	1,426	2,806
	% of Row Total	28.44%	15.22%	0.71%	6.63%	50.82%	100.00%

Helmet Use



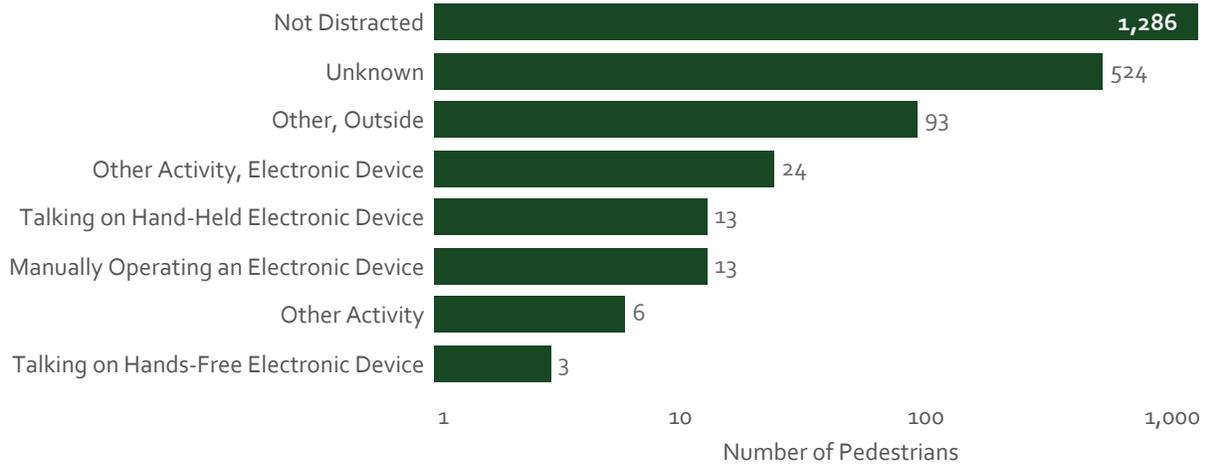
MOTORCYCLISTS: INJURY STATUS

Nearly 45% of motorcyclists are involved in crashes suffer an injury of some type. When compared to other crash victims who are injured (14%), this difference is significant.

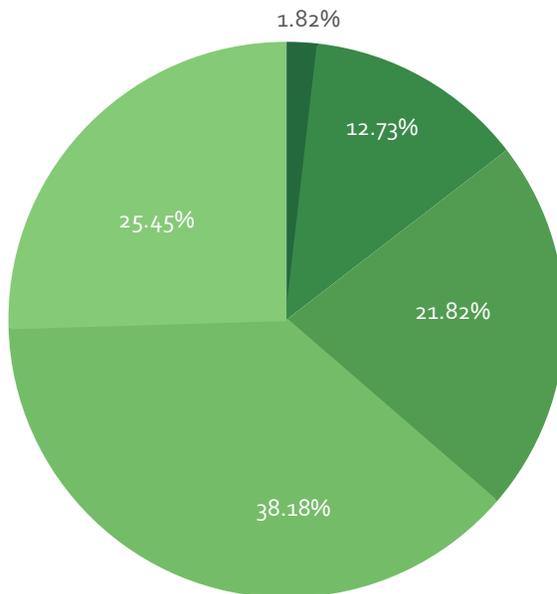


PEDESTRIAN CRASHES

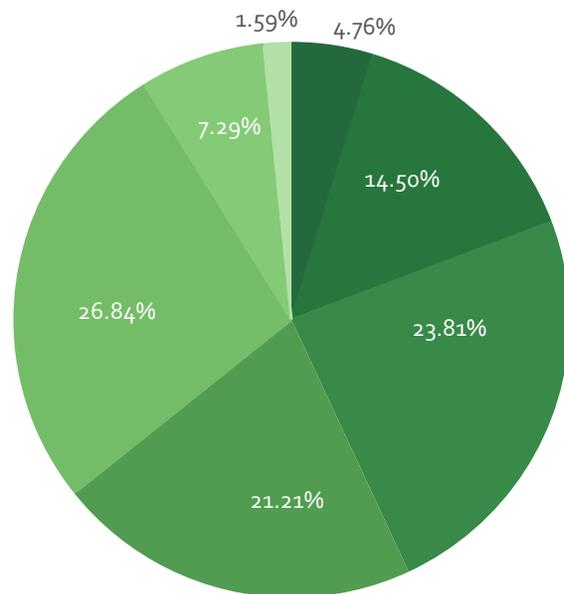
Pedestrian Distraction



Pedestrians Killed



Pedestrians Injured

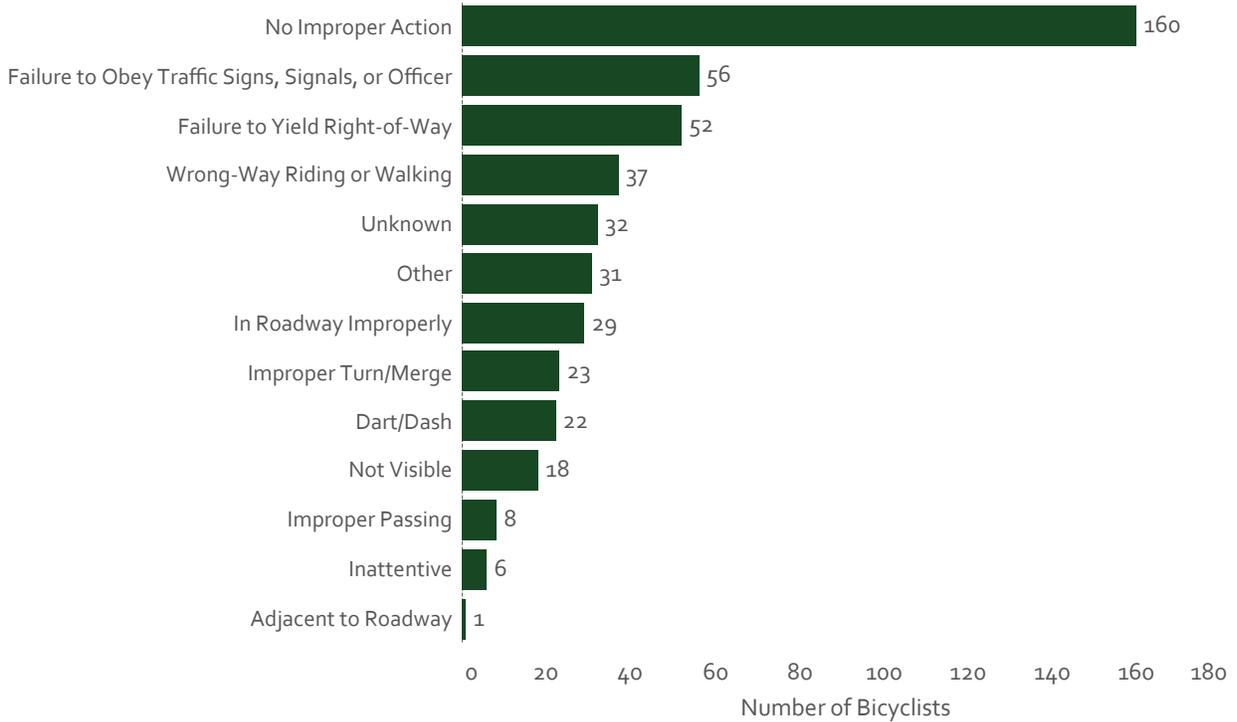


Age Groups



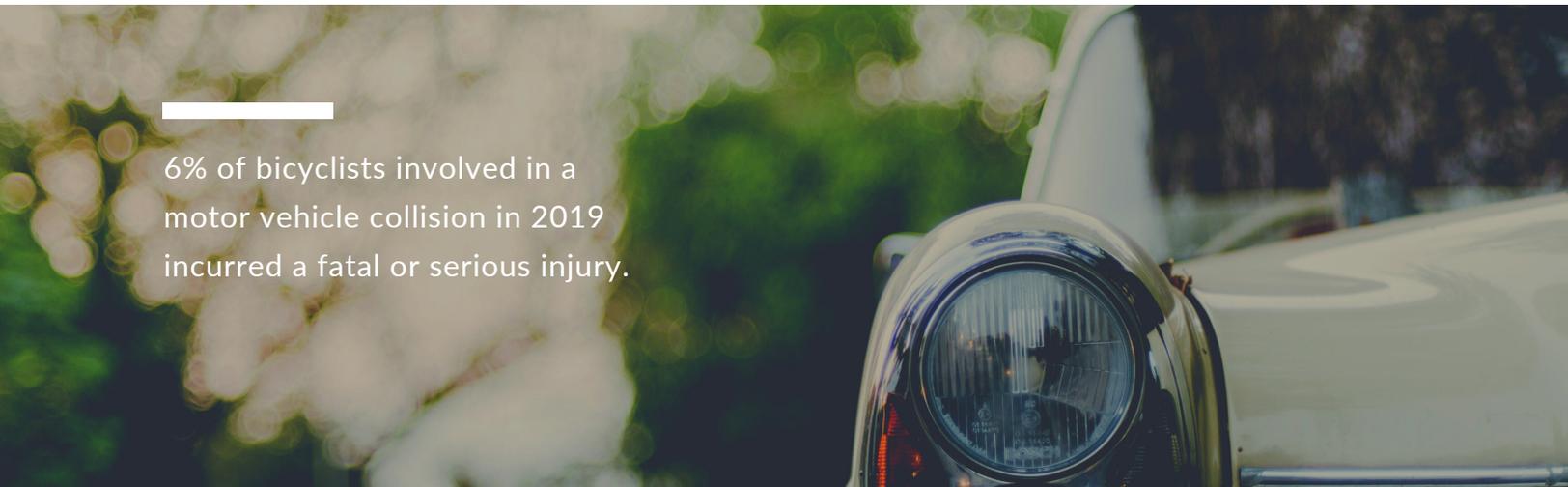
BICYCLIST CRASHES

Bicyclist Circumstances At Time of Crash

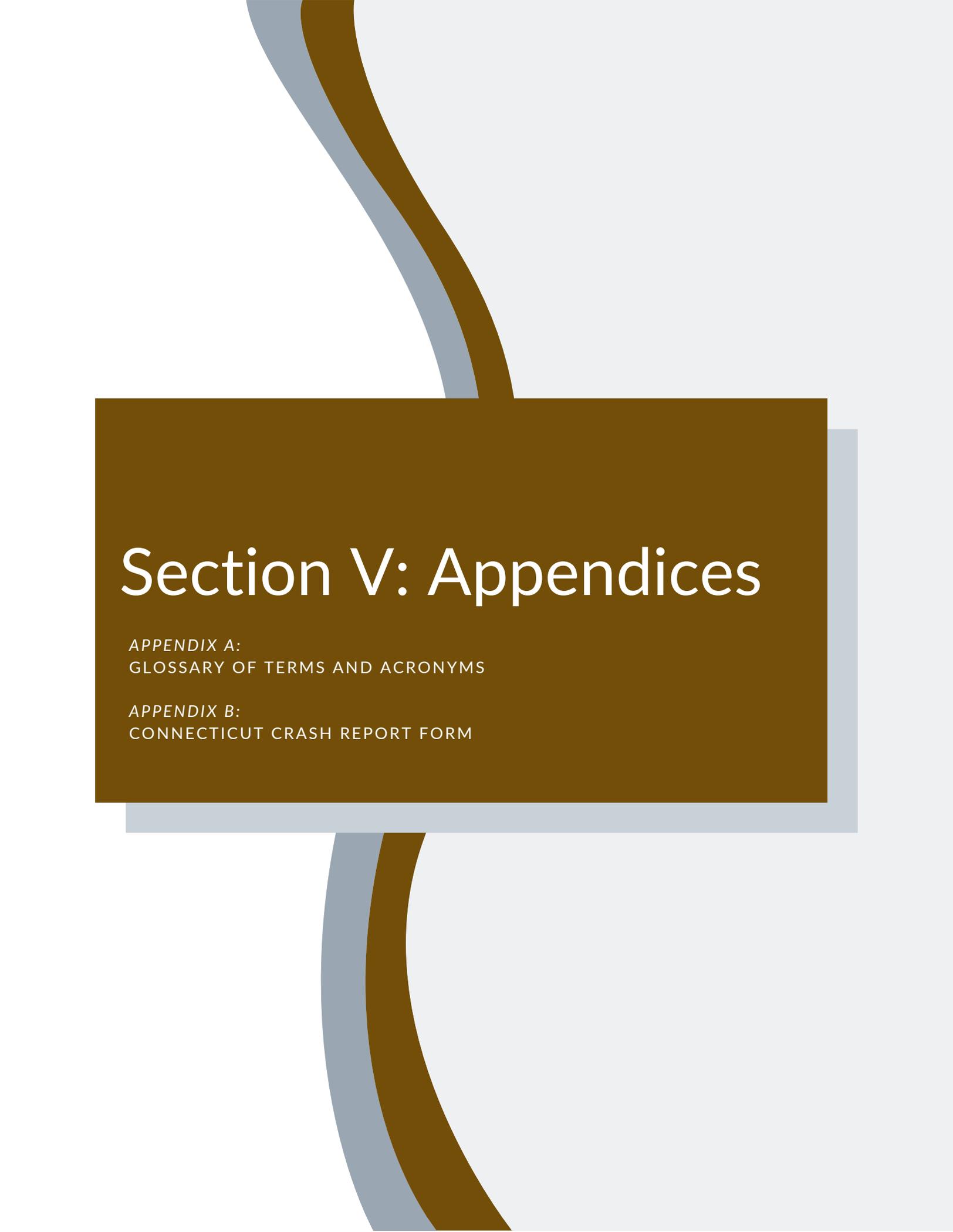


Person Type and Injury Status for Bicycle-Involved Crashes

	Fatal Injury (K)	Suspected Serious Injury (A)	Suspected Minor Injury (B)	Possible Injury (C)	No Apparent Injury (O)	Unknown
Driver			4	8	463	
Bicyclist	3	25	217	148	77	1
Passenger			1	2	118	
Other Cyclist			2		2	
Other Pedestrian			1			



6% of bicyclists involved in a motor vehicle collision in 2019 incurred a fatal or serious 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 intersection 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

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 vehicle types 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 Code: _____		Phone/Email (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

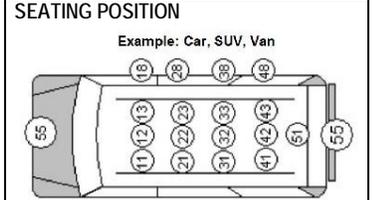
Complete this sheet for Passengers in this Motor Vehicle

DOT Identifier:

PERSON ID <input type="text"/>		PASSENGER INFORMATION			For all numeric fields: 99 = 'Unknown'	
NAME:		PERSON TYPE:		SEATING POSITION:		
ADDRESS:				RESTRAINT SYSTEM:		
CITY:		STATE or PROV:	CT	POSTAL CODE:	HELMET USE:	
DATE OF BIRTH (YYYYMMDD): <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			For all numeric fields: 99 = 'Unknown'	
NAME:		PERSON TYPE:		SEATING POSITION:		
ADDRESS:				RESTRAINT SYSTEM:		
CITY:		STATE or PROV:		POSTAL CODE:	HELMET USE:	
DATE OF BIRTH (YYYYMMDD): <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			For all numeric fields: 99 = 'Unknown'	
NAME:		PERSON TYPE:		SEATING POSITION:		
ADDRESS:				RESTRAINT SYSTEM:		
CITY:		STATE or PROV:		POSTAL CODE:	HELMET USE:	
DATE OF BIRTH (YYYYMMDD): <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

PERSON ID <input type="text"/>		PASSENGER INFORMATION			For all numeric fields: 99 = 'Unknown'	
NAME:		PERSON TYPE:		SEATING POSITION:		
ADDRESS:				RESTRAINT SYSTEM:		
CITY:		STATE or PROV:		POSTAL CODE:	HELMET USE:	
DATE OF BIRTH (YYYYMMDD): <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:		

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

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

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

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, 4-DIGIT HAZARDOUS MATERIALS ID NUMBER, 1-DIGIT CLASS NUMBER, and RELEASE OF HAZARDOUS MATERIALS.

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

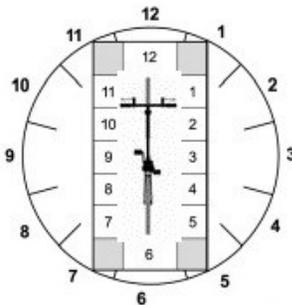
Model: Year: Direction of Travel: N, S, E, W

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>Use diagram above for values 1-12</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 <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 <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 <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 05, 10, 15, 20, 25, 30, 35, 40 45, 50, 55, 60, 65, 70, 75, 80 <input type="text"/> 88. Not Applicable 	<p>BICYCLE UNIT TYPE</p> <ol style="list-style-type: none"> 1. Bicycle in Operation <input type="text"/> 2. Parked 3. Work Bicycle 4. Non-Collision Bicycle <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 3. Two-Way, Divided, Unprotected <i>(Painted >4 Feet) Median</i> 4. Two-Way, Divided, Positive Median Barrier 5. One-Way Trafficway 88. Not Applicable <p>ROADWAY GRADE</p> <ol style="list-style-type: none"> 1. Level <input type="text"/> 2. Uphill 3. Hill Crest 4. Downhill 5. Sag <i>(bottom)</i> <p>ROADWAY ALIGNMENT</p> <ol style="list-style-type: none"> 1. Straight <input type="text"/> 2. Curve Left 3. Curve Right <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> 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 <p>TRAFFIC CONTROL DEVICE FUNCTIONAL?</p> <ol style="list-style-type: none"> 1. No <input type="text"/> 2. Yes 3. Missing 88. Not Applicable
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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.

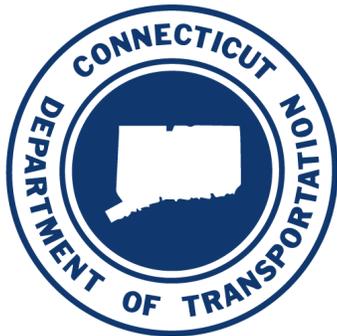
PERSON ID		WITNESS INFORMATION	
NAME:		WITNESS STATEMENT TYPE <i>(choose all that apply; max 2)</i>	
ADDRESS:		1. No Statement Taken <input type="checkbox"/>	
CITY:	STATE or PROV:	POSTAL CODE:	2. Provided Written Statement
DATE OF BIRTH (YYYYMMDD):		3. Willing to Provide a Written Statement	
<input type="text"/> <input type="checkbox"/> Date of Birth is unknown		4. Oral Statement Only	
WITNESS STATEMENT SOURCE <i>(choose all that apply; max 4)</i>		5. Statement Confirmed by other Witness	
1. Observed Crash Occur <input type="checkbox"/>		WITNESS OBSERVATION VERIFICATION <i>(choose all that apply; max 3)</i>	
2. Overheard Statements by Person Involved		1. Sight Lines Verified By Reporting Officer <input type="checkbox"/>	
3. Observed illegal activities by persons involved in the crash prior to police arrival		2. Sight Lines Verified By Other Officer	
4. Observed other illegal behavior by a vehicle involved in the crash or resulting in the crash occurring		3. Sight Lines Confirmed by Other Witness	
88. Not Applicable		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:		1. No Statement Taken <input type="checkbox"/>	
CITY:	STATE or PROV:	POSTAL CODE:	2. Provided Written Statement
DATE OF BIRTH (YYYYMMDD):		3. Willing to Provide a Written Statement	
<input type="text"/> <input type="checkbox"/> Date of Birth is unknown		4. Oral Statement Only	
WITNESS STATEMENT SOURCE <i>(choose all that apply; max 4)</i>		5. Statement Confirmed by other Witness	
1. Observed Crash Occur <input type="checkbox"/>		WITNESS OBSERVATION VERIFICATION <i>(choose all that apply; max 3)</i>	
2. Overheard Statements by Person Involved		1. Sight Lines Verified By Reporting Officer <input type="checkbox"/>	
3. Observed illegal activities by persons involved in the crash prior to police arrival		2. Sight Lines Verified By Other Officer	
4. Observed other illegal behavior by a vehicle involved in the crash or resulting in the crash occurring		3. Sight Lines Confirmed by Other Witness	
88. Not Applicable		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:		1. No Statement Taken <input type="checkbox"/>	
CITY:	STATE or PROV:	POSTAL CODE:	2. Provided Written Statement
DATE OF BIRTH (YYYYMMDD):		3. Willing to Provide a Written Statement	
<input type="text"/> <input type="checkbox"/> Date of Birth is unknown		4. Oral Statement Only	
WITNESS STATEMENT SOURCE <i>(choose all that apply; max 4)</i>		5. Statement Confirmed by other Witness	
1. Observed Crash Occur <input type="checkbox"/>		WITNESS OBSERVATION VERIFICATION <i>(choose all that apply; max 3)</i>	
2. Overheard Statements by Person Involved		1. Sight Lines Verified By Reporting Officer <input type="checkbox"/>	
3. Observed illegal activities by persons involved in the crash prior to police arrival		2. Sight Lines Verified By Other Officer	
4. Observed other illegal behavior by a vehicle involved in the crash or resulting in the crash occurring		3. Sight Lines Confirmed by Other Witness	
88. Not Applicable		4. Verification Not Possible	
		5. Verification Not Undertaken	



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