**ADDITIONAL EMPHASIS AREAS**

**UNLICENSED DRIVERS**

Definition: This emphasis area is defined based on the “driver license jurisdiction” field in the crash report is marked as “Not Licensed”.

**Figure 1: Total Number of Fatal and Suspected Serious Injuries by Year**

Prior years are not included due to data limitations.

**Figure 2: Fatal and Suspected Serious Injuries by State, Local, Rural, and Urban Roadways**

**Figure 3: Average Fatal and Suspected Serious Injuries by Month, Day, and Hour**

**Figure 4: Overlap with other Emphasis Areas**

**Figure 5: Age and Gender of Fatal and Suspected Serious Injuries**

**Figure 6: Fatal and Suspected Serious Injuries Contributing Factors**

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**Legend:**
- K = Fatal Injury
- A = Suspected Serious Injury

**Definition:**
- This emphasis area is defined based on the “driver license jurisdiction” field in the crash report is marked as “Not Licensed”.

**Data Sources:**
- Connecticut Transportation Institute at the University of Connecticut, Accessed: 29 April 2020, [https://www.ctcrash.uconn.edu](https://www.ctcrash.uconn.edu)
**Definition:** This emphasis area is defined based on the “hit and run status” field in the crash report marked as “true”.

**Figure 1:** Total Number of Fatal and Suspected Serious Injuries by Year

![Bar Chart](chart1.png)

**Figure 3:** Average Fatal and Suspected Serious Injuries by Month, Day, and Hour

![Heatmap](heatmap.png)

**Figure 5:** Age and Gender of Fatal and Suspected Serious Injuries

![Age and Gender Chart](gender_age.png)

**Figure 6:** Fatal and Suspected Serious Injuries Contributing Factors

![Contributing Factors Diagram](contrib_factors.png)

Legend: **K** = Fatality  **A** = Suspected Serious Injury

**TOTAL FATALITIES**

- **Fatalities:** 95 (2015-2019) 50.6%
- **Suspected Serious Injuries:** 668 (2015-2019) 28.1%

**Prior years are not included due to data limitations.**
**Work Zone Emphasis Area**

**Definition:** This emphasis area is defined based on the “Work Zone Related” field in the crash report is marked as “Yes”.

**Figure 1:** Total Number of Fatal and Suspected Serious Injuries by Year

**Figure 2:** Fatal and Suspected Serious Injuries by State, Local, Rural, and Urban Roadways

**Figure 3:** Average Fatal and Suspected Serious Injuries by Month, Day, and Hour

**Figure 4:** Overlap with other Emphasis Areas

**Figure 5:** Age and Gender of Fatal and Suspected Serious Injuries

**Figure 6:** Fatal and Suspected Serious Injuries Contributing Factors

**Legend:**
- K = Fatal Injury
- A = Suspected Serious Injury
- SY = Rolling Average
- Male
- Female
- Emphasis Area Overrepresented
- Emphasis Area Neutral
- Emphasis Area Underrepresented
- All Fatal and Suspected Serious Injuries

**Source:** Connecticut Transportation Institute at the University of Connecticut, Accessed: 29 April 2020, https://www.ctcrash.uconn.edu

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**Total Fatal and Suspected Serious Injuries 2015-2019:**

**Subcategories:**
- Male: 54.5%, Female: 45.5%
- Vital: Male: 39.4%, Female: 60.6%
- Human: 87.7% (Vehicle: 12.3%)

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**Emphasis Area Overrepresented:**
- Total Fatalities: 11.1%

**Emphasis Area Underrepresented:**
- Total Suspected Serious Injuries: 6.1%
- Total Fatalities: 1.4%

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**Overlap with other Emphasis Areas:**
- Commercial Motor Vehicle
- Impaired Driver
- Older Driver (65+)
- Aggressive Driver
- Unrestrained Occupant
- Unlicensed Driver
- Distracted Driver
- Pedestrian
- Roadway Departure
- Younger Driver (15-20)
- Motorcycle
- Intersection-Related
- Hit Run
- Pedestrian

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**Behaviors Contributing to Fatal and Suspected Serious Injuries:**
- Improper Maneuver
- Unrestrained Occupant
- Speeding
- Inspired Driving
- Distracted Driving
- Fall Right Of Way
- B/Fatigued:

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**Environmental Factors:**
- Roadside Fixed Objects
- Adverse Weather Conditions
- Roadside Barriers
- Roadway/Traffic Device Conditions
- Animal
- Work Zone

**Human:** 39.9%

**Vehicle:** 60.1%
**ADDITIONAL EMPHASIS AREAS**

**COMMERCIAL MOTOR VEHICLE**

**Definition:** This emphasis area is defined where the “body type” field in the crash report is “Medium / Heavy Trucks (more than 10,000 lbs (4,536 kg))”, “Motor Home”, “School Bus”, “Transit Bus”, “Motor Coach”, or “Other Bus”.

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**Figure 1:** Total Number of Fatal and Suspected Serious Injuries by Year

![Total Number of Fatal and Suspected Serious Injuries by Year](image1.png)

**Legend:**
- **K** - Fatality
- **A** - Suspected Serious Injury

**Figure 2:** Fatal and Suspected Serious Injuries by State, Local, Rural, and Urban Roadways

![Fatal and Suspected Serious Injuries by State, Local, Rural, and Urban Roadways](image2.png)

**Legend:**
- Urban-State
- Urban-Local
- Rural-State
- Rural-Local

**Figure 3:** Average Fatal and Suspected Serious Injuries by Month, Day, and Hour

![Average Fatal and Suspected Serious Injuries by Month, Day, and Hour](image3.png)

**Figure 4:** Overlap with other Emphasis Areas

![Overlap with other Emphasis Areas](image4.png)

**Figure 5:** Age and Gender of Fatal and Suspected Serious Injuries

![Age and Gender of Fatal and Suspected Serious Injuries](image5.png)

**Figure 6:** Fatal and Suspected Serious Injuries Contributing Factors

![Fatal and Suspected Serious Injuries Contributing Factors](image6.png)

**Legend:**
- Emphasis Area Overrepresented
- Emphasis Area Neutral
- Emphasis Area Underrepresented

**Source:** Connecticut Transportation Institute at the University of Connecticut, Accessed: 29 April 2020, [https://www.ctcrash.uconn.edu](https://www.ctcrash.uconn.edu)
ADDITIONAL EMPHASIS AREAS
OLDER DRIVER (65+)

Definition: This emphasis area is defined where the age of the driver is 65 or greater.

Figure 1: Total Number of Fatal and Suspected Serious Injuries by Year

Figure 3: Average Fatal and Suspected Serious Injuries by Month, Day, and Hour

Figure 5: Age and Gender of Fatal and Suspected Serious Injuries

Figure 7: Fatal and Suspected Serious Injuries Contributing Factors

Legend: K = Fatal Injury  A = Suspected Serious Injury

TOTAL FATALITIES (2015-2019)

K - Fatality  A - Suspected Serious Injury  5Y Rolling Average

Legend: Urban-State  Urban-Local  Rural-State  Rural-Local

TOTAL SUSPECTED SERIOUS INJURIES (2015-2019)

Figure 2: Fatal and Suspected Serious Injuries by State, Local, Rural, and Urban Roadways

Figure 4: Overlap with other Emphasis Areas

Figure 6: Fatal and Suspected Serious Injuries Contributing Factors

Legend:

- Emphasis Area Overrepresented
- Emphasis Area Neutral
- Emphasis Area Underrepresented
- All Fatal and Suspected Serious Injuries


Behavioral Factors  Environmental Factors

- Improper Maneuver
- Unrestrained Occupant
- Speeding
- Impaired Driving
- Distracted Driving
- Fatigued/Drowsy Driving
- Roadside Fixed Objects
- Adverse Weather Conditions
- Roadway Barriers
- Roadway/Traffic Device Conditions
- Animal
- Work zone

Human  90.8%
Vehicle  25.0%
Environmental  44.9%

Legend: K = Fatal Injury  A = Suspected Serious Injury

**Definition:** This emphasis area is defined where the “person type” field in the crash report is marked as “Bicyclist” or “Other Cyclist”.

![Diagram](image)

### Figure 1: Total Number of Fatal and Suspected Serious Injuries by Year

Prior years are not included due to data limitations.

### Figure 2: Fatal and Suspected Serious Injuries by State, Local, Rural, and Urban Roadways

- **Fatalities:**
  - Fatalities per Year:
    - 2015: 2
    - 2016: 2
    - 2017: 2
    - 2018: 2
    - 2019: 2

- **Suspected Serious Injuries:**
  - Suspected Serious Injuries per Year:
    - 2015: 22
    - 2016: 22
    - 2017: 22
    - 2018: 22
    - 2019: 22

### Figure 3: Average Fatal and Suspected Serious Injuries by Month, Day, and Hour

### Figure 4: Overlap with other Emphasis Areas

### Figure 5: Age and Gender of Fatal and Suspected Serious Injuries

### Figure 6: Fatal and Suspected Serious Injuries Contributing Factors

**Legend:**
- **K** = Fatality
- **A** = Suspected Serious Injury

**Source:** Connecticut Transportation Institute at the University of Connecticut, Accessed: 29 April 2020, [https://www.ctcrash.uconn.edu](https://www.ctcrash.uconn.edu)
**ADDITIONAL EMPHASIS AREAS**

**YOUNG DRIVER (15 TO 20)**

**Definition:** This emphasis area is defined where the age of the driver is between (and including) 15-20.

**Figure 1:** Total Number of Fatal and Suspected Serious Injuries by Year

**Figure 2:** Fatal and Suspected Serious Injuries by State, Local, Rural, and Urban Roadways

**Figure 3:** Average Fatal and Suspected Serious Injuries by Month, Day, and Hour

**Figure 4:** Overlap with other Emphasis Areas

**Figure 5:** Age and Gender of Fatal and Suspected Serious Injuries

**Figure 6:** Fatal and Suspected Serious Injuries Contributing Factors

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**Legend:**

- **K** = Fatal Injury
- **A** = Suspected Serious Injury

Source: Connecticut Transportation Institute at the University of Connecticut, Accessed: 29 April 2020, [https://www.ctcrash.uconn.edu](https://www.ctcrash.uconn.edu)