

IMPAIRED DRIVER



Definition: This emphasis area is defined where the “condition at time of crash” field in the crash report is marked as “Under the Influence of Medications/Drugs/Alcohol” for the driver.

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

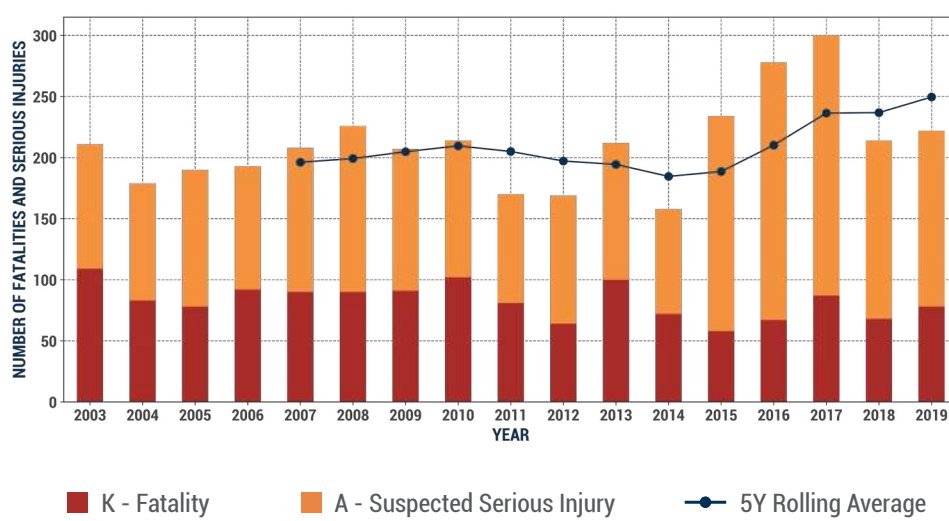


Figure 2: Fatal and Suspected Serious Injuries by State, Local, Rural, and Urban Roadways

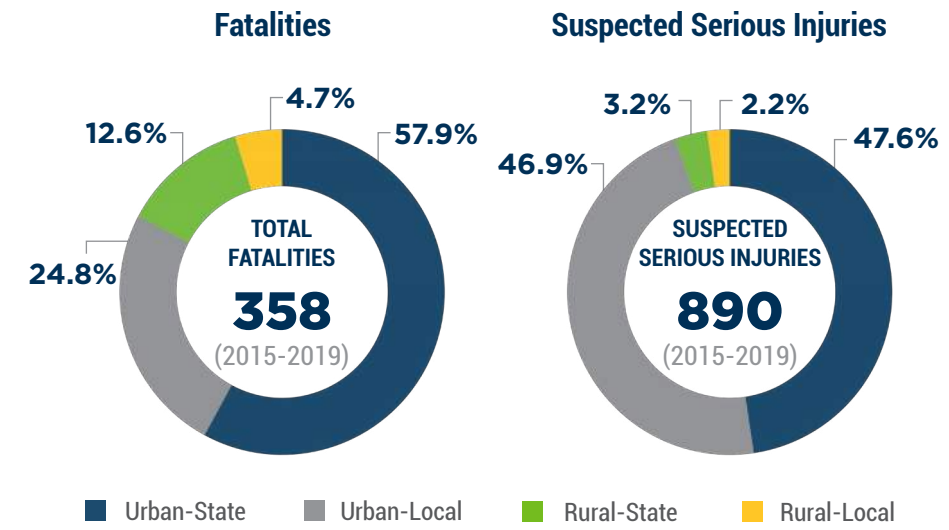


Figure 3: Average Fatal and Suspected Serious Injuries by Month, Day, and Hour

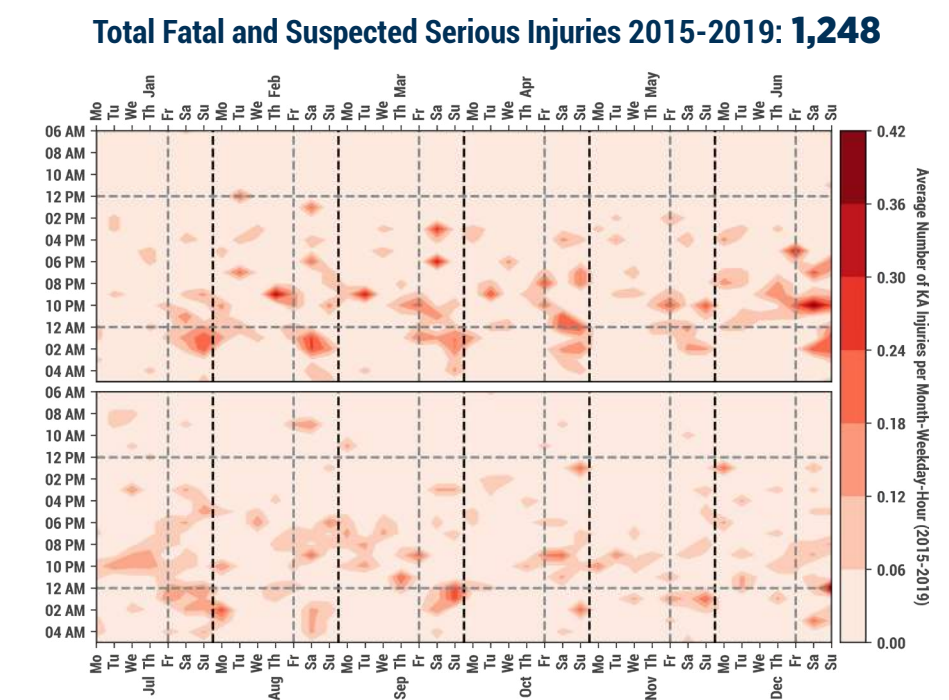


Figure 4: Overlap with other Emphasis Areas

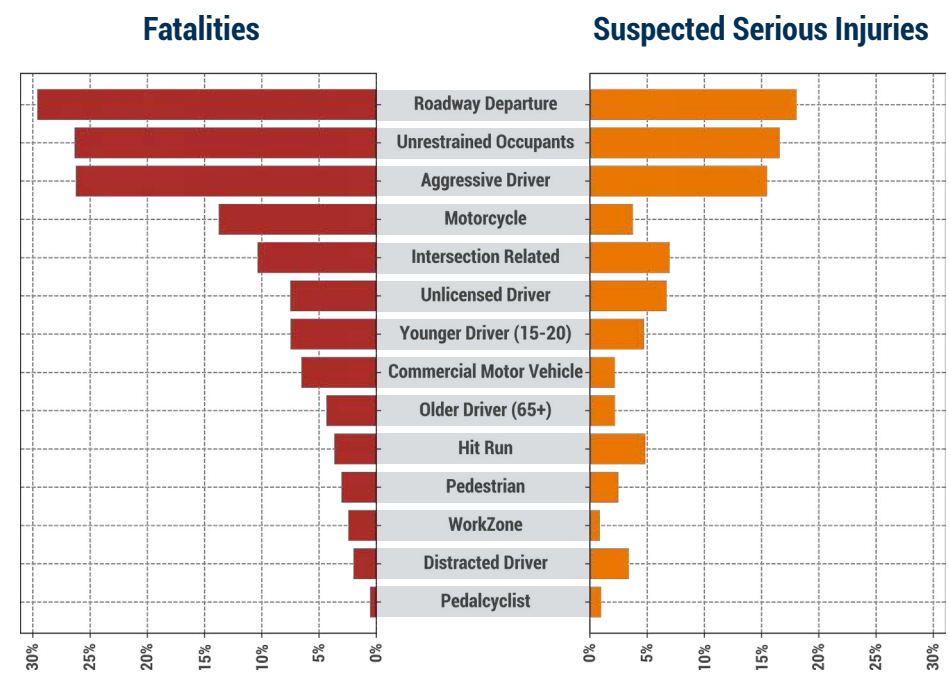


Figure 5: Age and Gender of Fatal and Suspected Serious Injuries

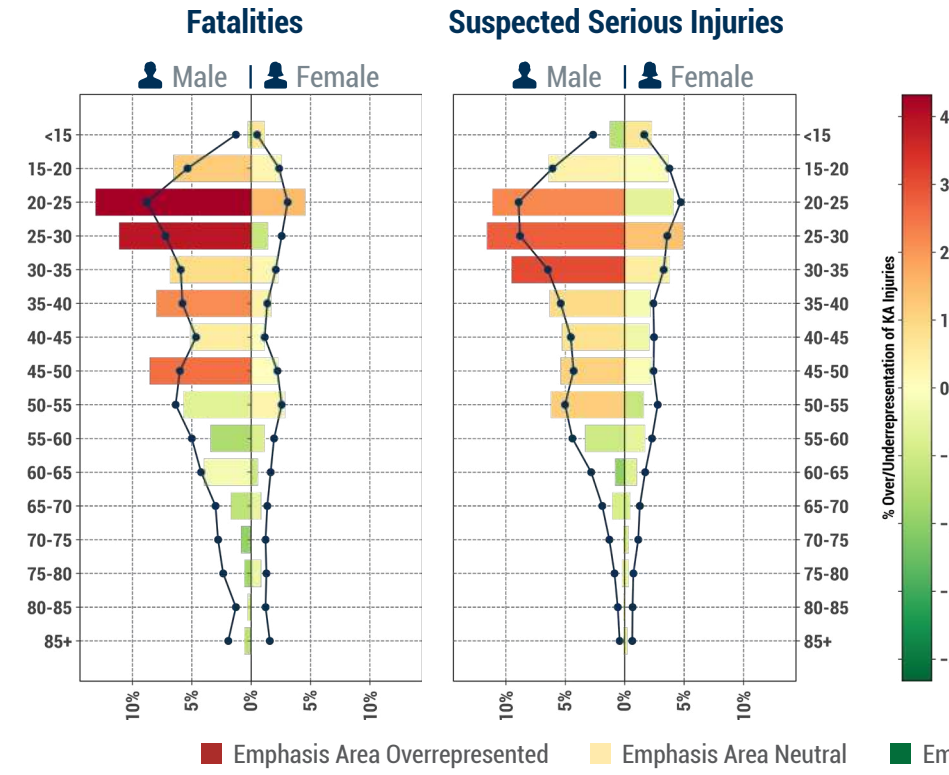
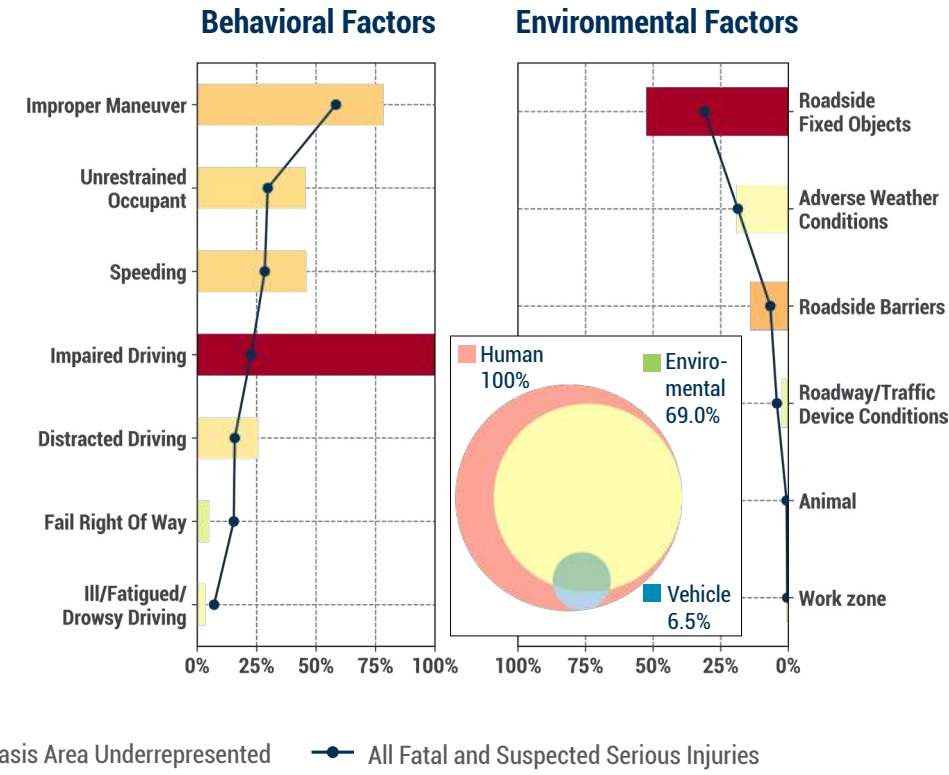


Figure 6: Fatal and Suspected Serious Injuries Contributing Factors



Legend: K = Fatal Injury A = Suspected Serious Injury

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

AGGRESSIVE DRIVER



Definition: This emphasis area is defined based on the “speeding related” field in the crash report marked as “Racing”, “Exceeding speed limit” or “Too fast for condition” in addition to “driver action” field marked as “Following too closely” or “Reckless driving”.

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

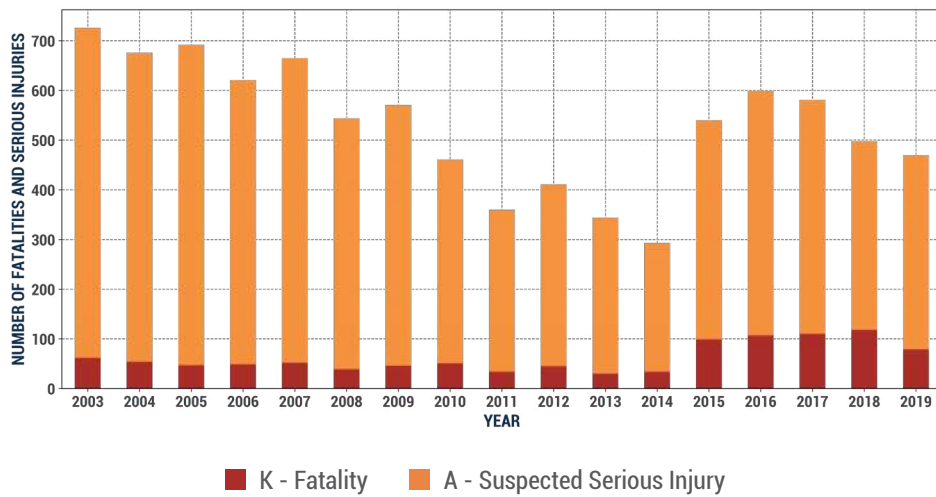


Figure 2: Fatal and Suspected Serious Injuries by State, Local, Rural, and Urban Roadways

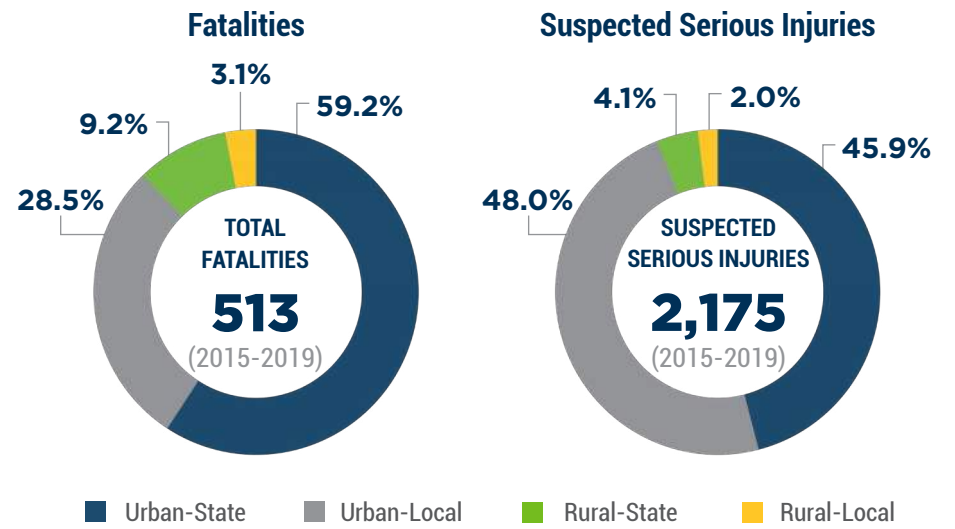


Figure 3: Average Fatal and Suspected Serious Injuries by Month, Day, and Hour

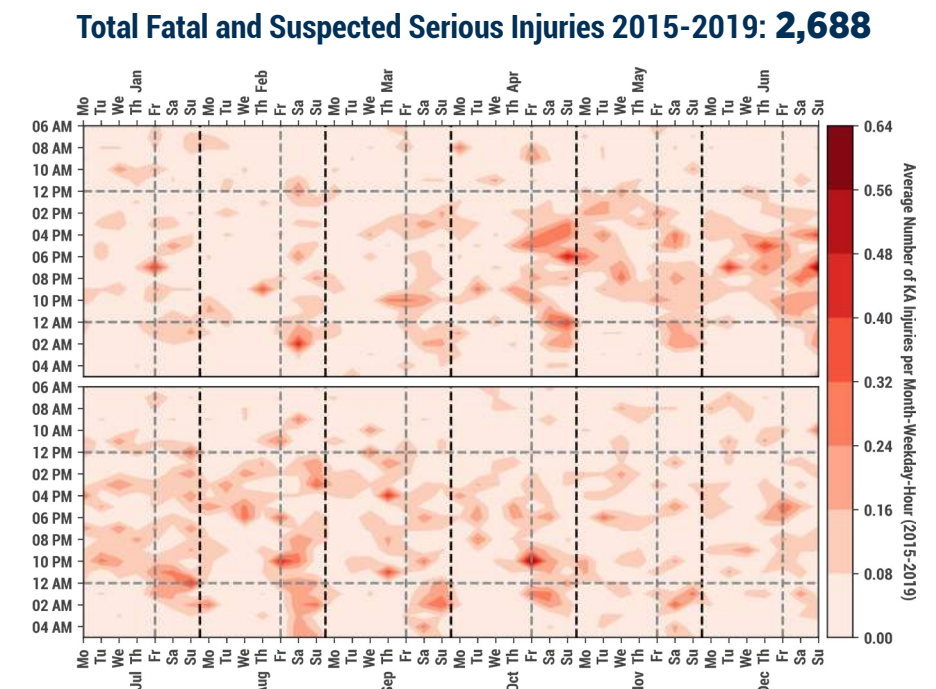


Figure 4: Overlap with other Emphasis Areas

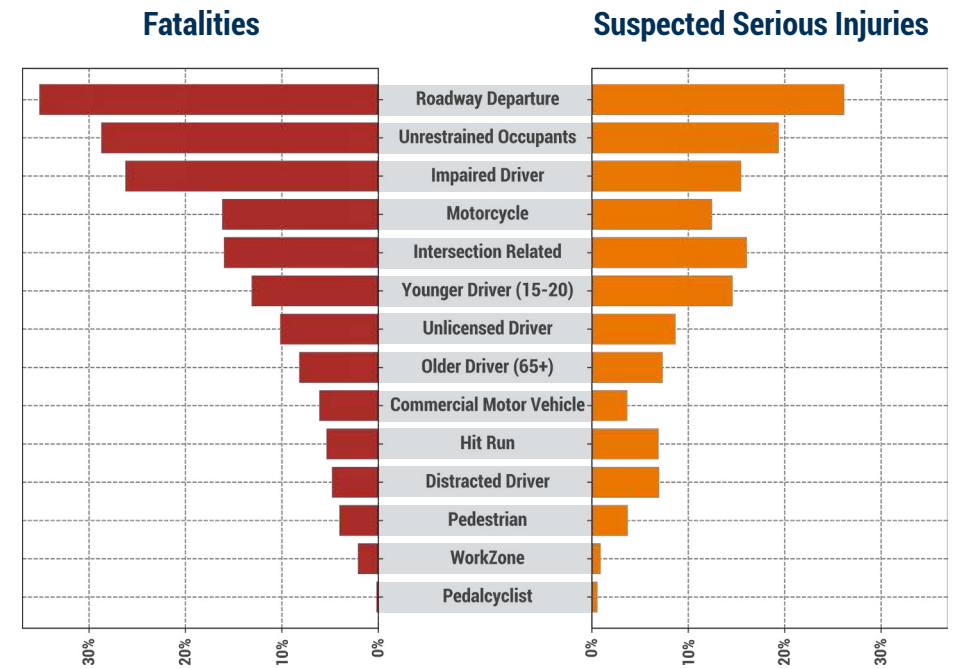


Figure 5: Age and Gender of Fatal and Suspected Serious Injuries

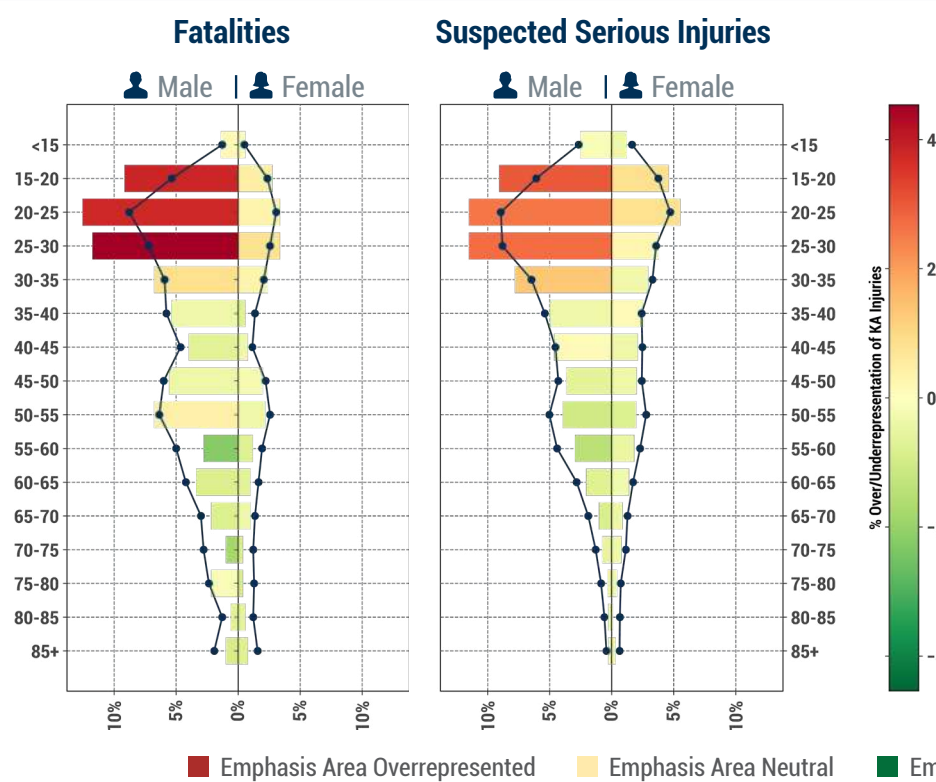
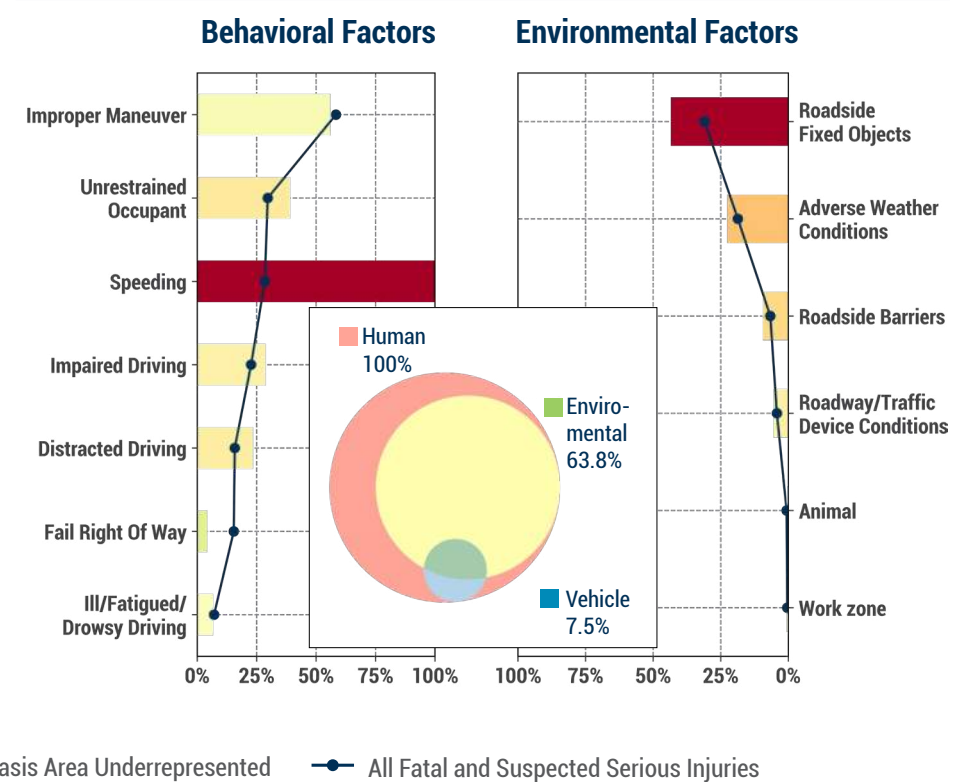


Figure 6: Fatal and Suspected Serious Injuries Contributing Factors



Legend: K = Fatal Injury A = Suspected Serious Injury

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



Definition: This emphasis area is defined based on the “restraint system” field in the crash report marked as “None Used” for either the driver or the passenger.

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

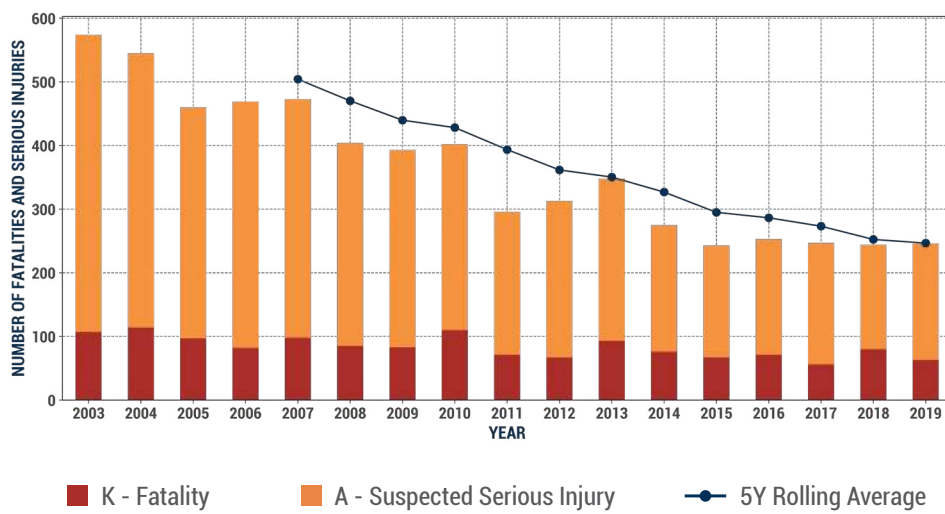


Figure 2: Fatal and Suspected Serious Injuries by State, Local, Rural, and Urban Roadways

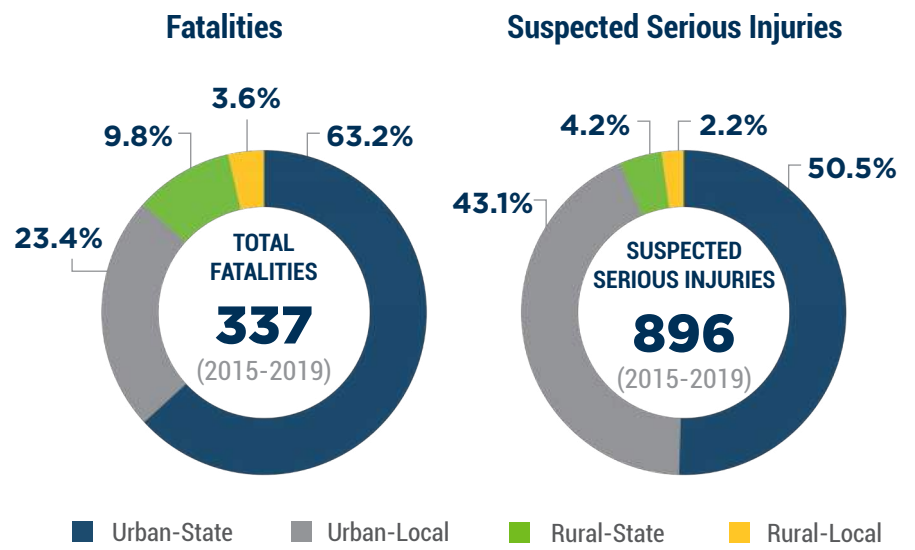


Figure 3: Average Fatal and Suspected Serious Injuries by Month, Day, and Hour

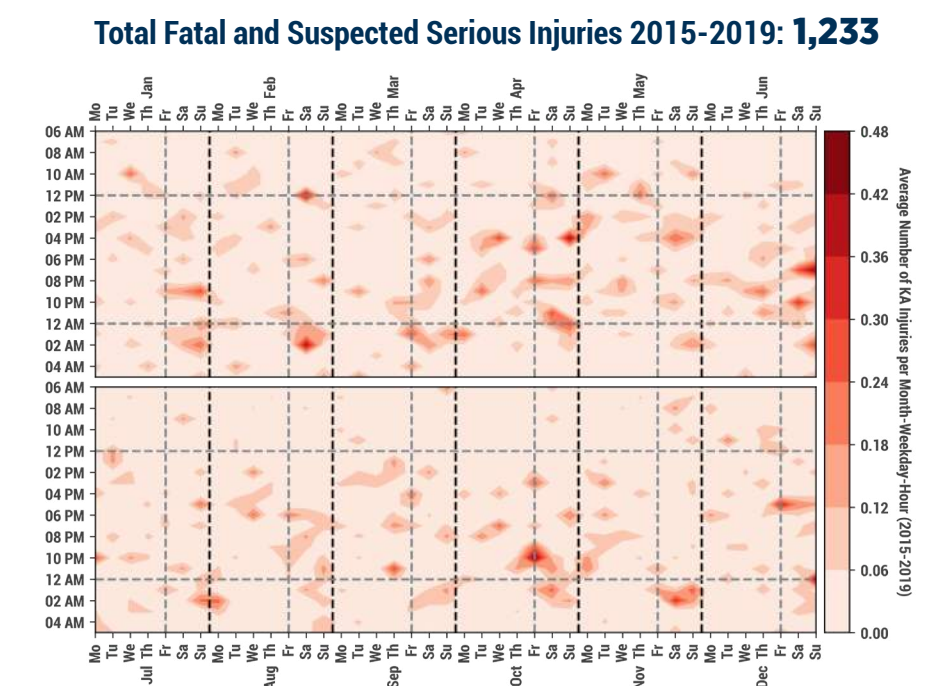


Figure 4: Overlap with other Emphasis Areas

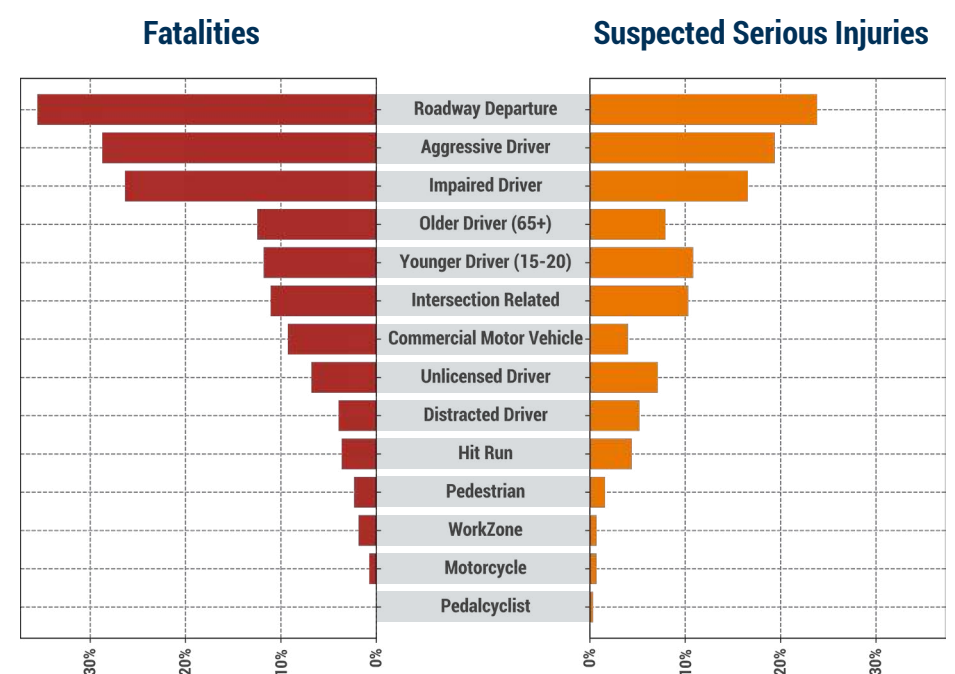


Figure 5: Age and Gender of Fatal and Suspected Serious Injuries

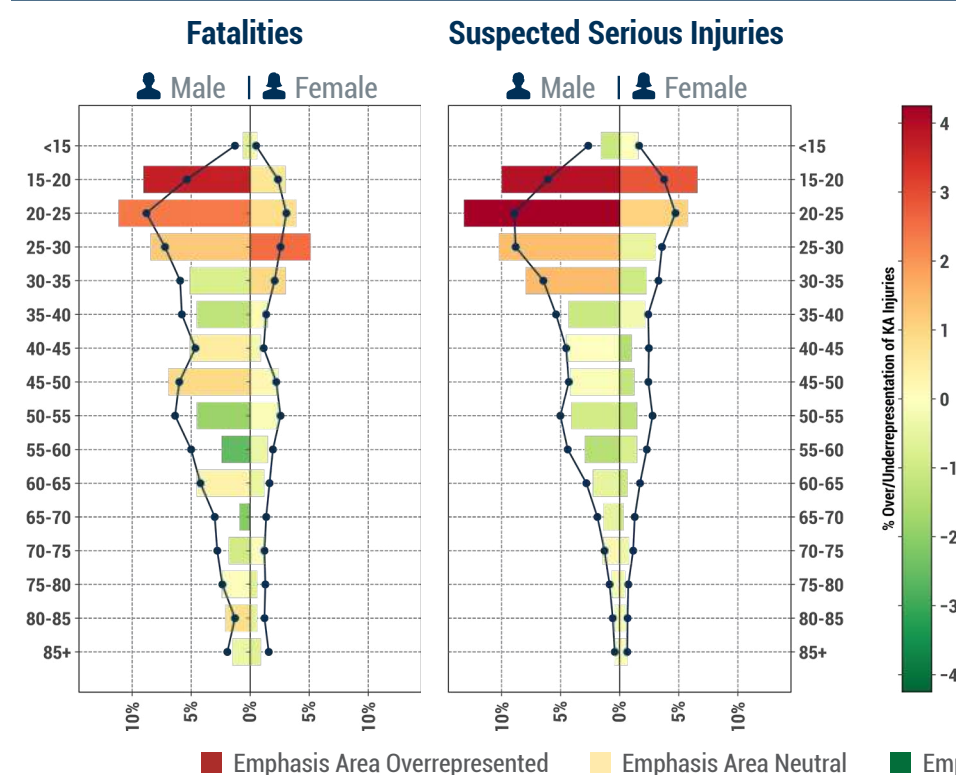
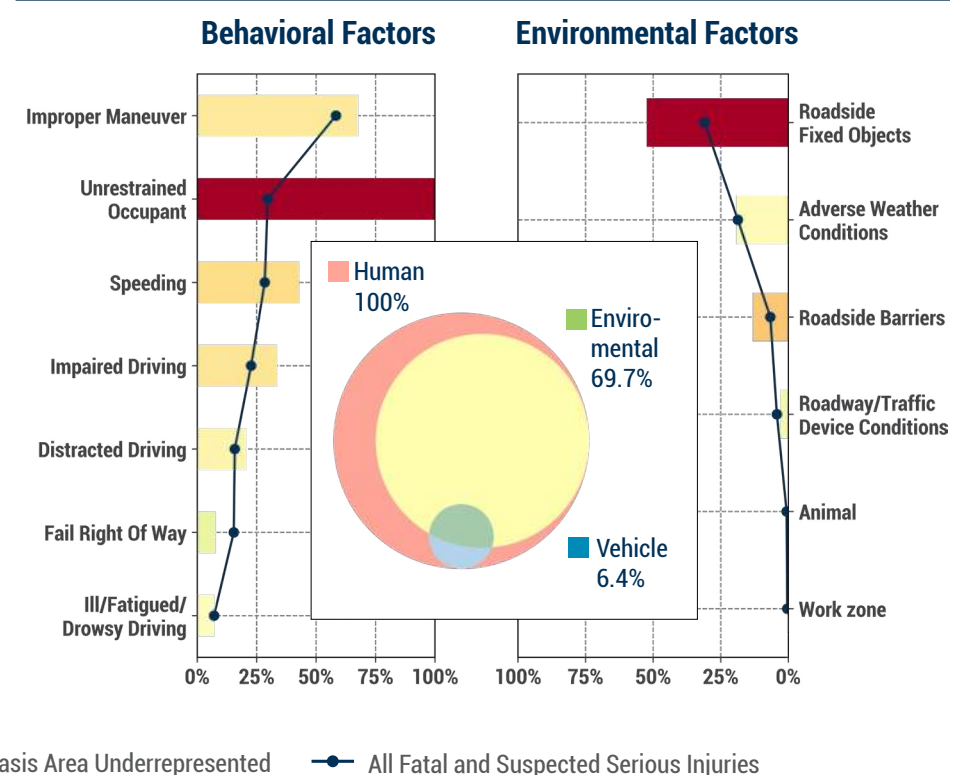


Figure 6: Fatal and Suspected Serious Injuries Contributing Factors



Legend: K = Fatal Injury A = Suspected Serious Injury

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

BEHAVIORAL EMPHASIS AREA MOTORCYCLE



ROAD TO
SAVING LIVES

Definition: This emphasis area is defined based on the “body type” field in the crash report marked as “Motorcycle” or “Moped”.

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

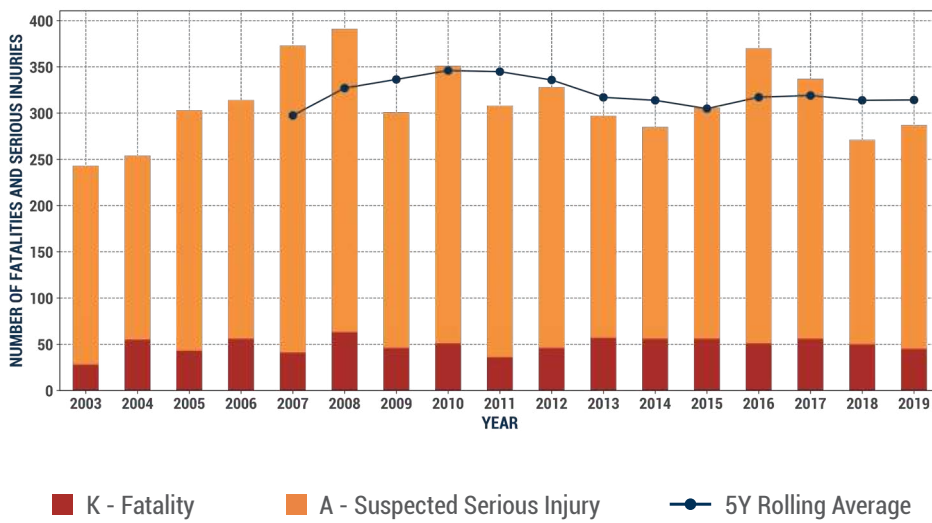


Figure 2: Fatal and Suspected Serious Injuries by State, Local, Rural, and Urban Roadways

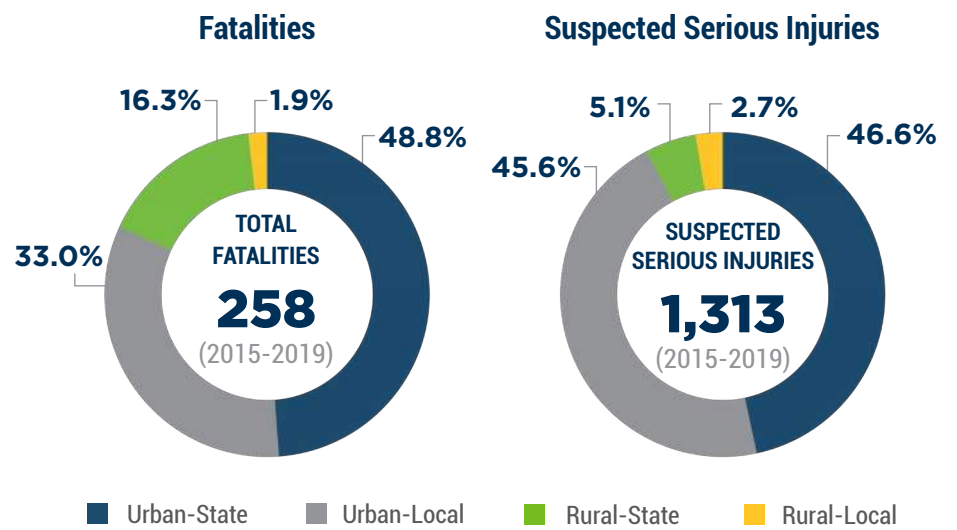


Figure 3: Average Fatal and Suspected Serious Injuries by Month, Day, and Hour

Total Fatal and Suspected Serious Injuries 2015-2019: 1,571

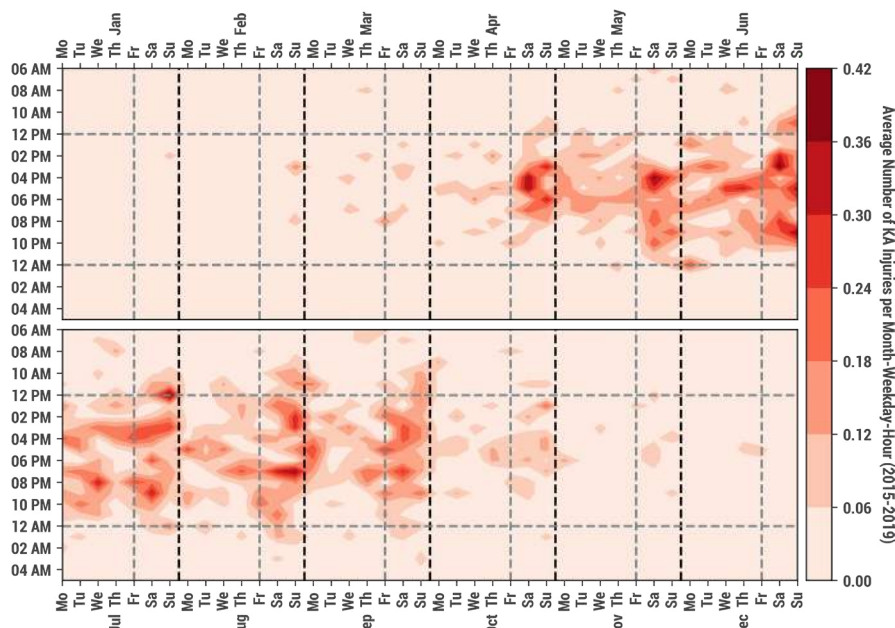


Figure 4: Overlap with other Emphasis Areas

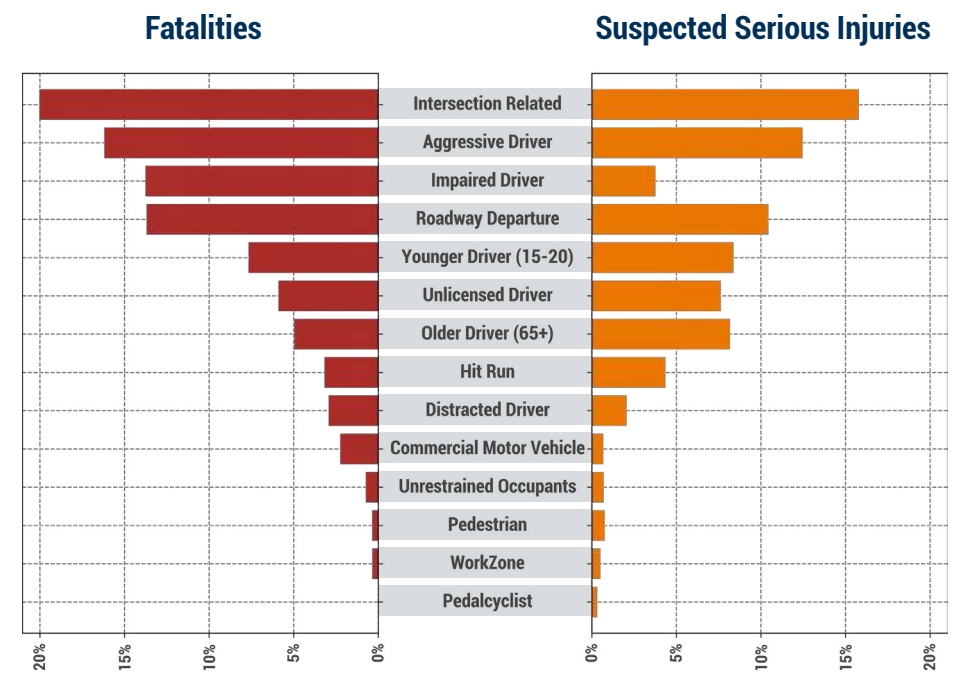


Figure 5: Age and Gender of Fatal and Suspected Serious Injuries

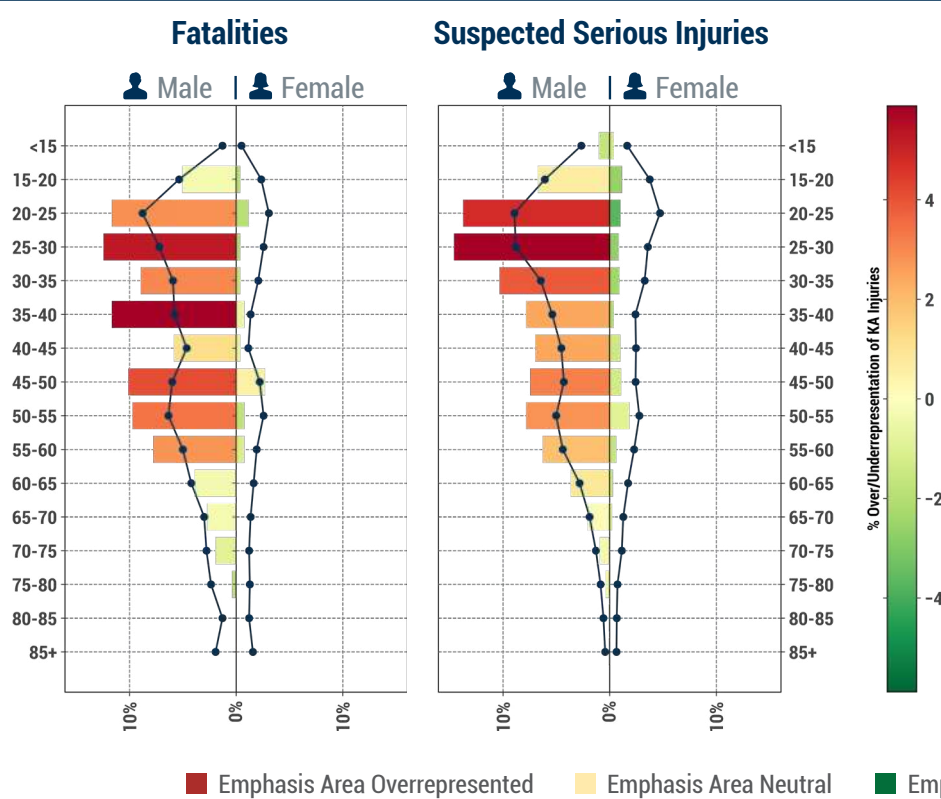
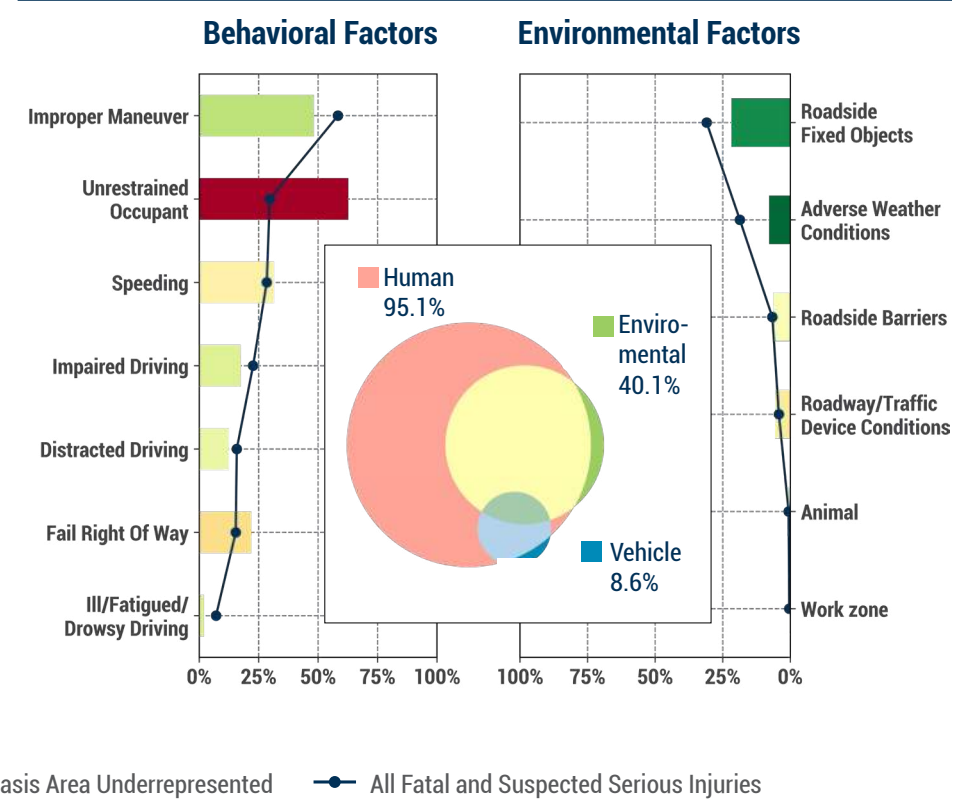


Figure 6: Fatal and Suspected Serious Injuries Contributing Factors



Legend: K = Fatal Injury A = Suspected Serious Injury

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

DISTRACTED DRIVER



Definition: This emphasis area is defined based on the “driver distracted by” field in the crash report is marked as: “Manually Operating an Electronic Communication Device (texting, typing, dialing)”, “Talking on Hands-Free Electronic Device”, “Talking on Hand-Held Electronic Device”, “Other Activity, Electronic Device”, “Passenger”, “Other Inside the Vehicle (eating, personal hygiene, etc.)”, “Outside the Vehicle (includes unspecified external distractions)”.

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

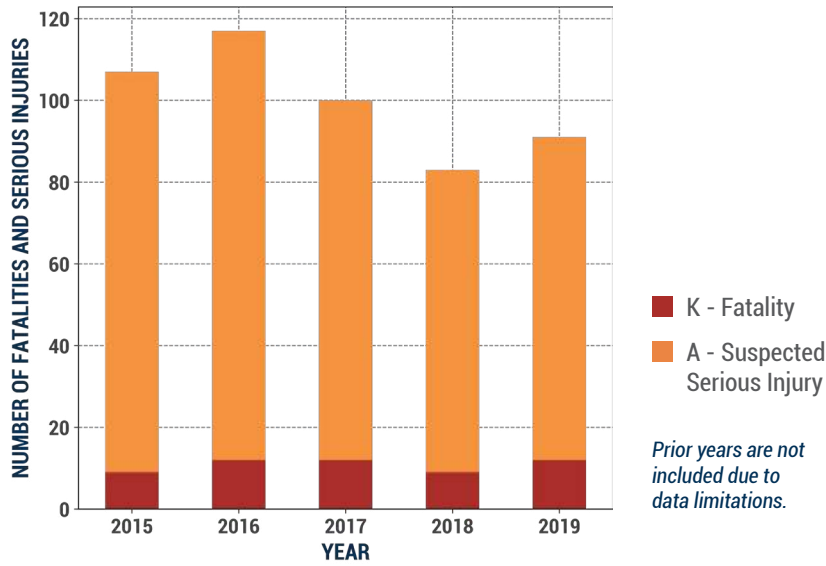


Figure 2: Fatal and Suspected Serious Injuries by State, Local, Rural, and Urban Roadways

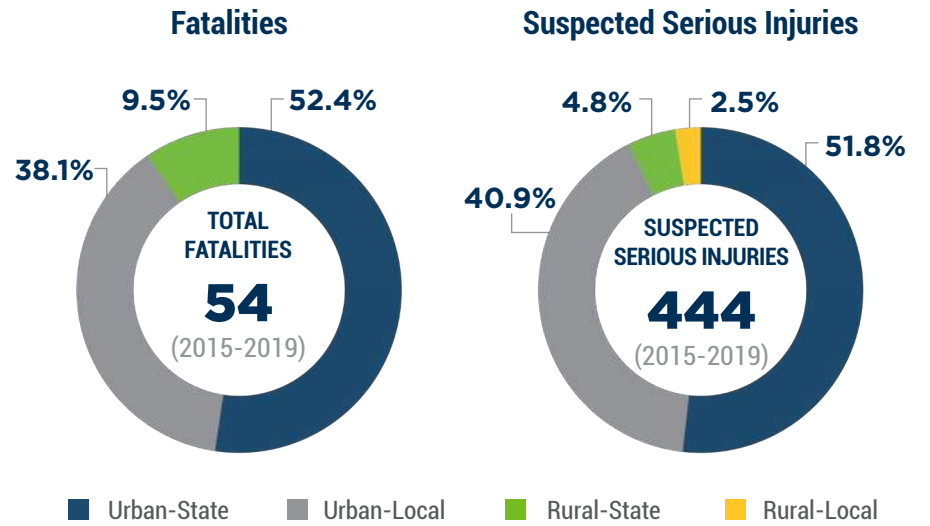


Figure 3: Average Fatal and Suspected Serious Injuries by Month, Day, and Hour

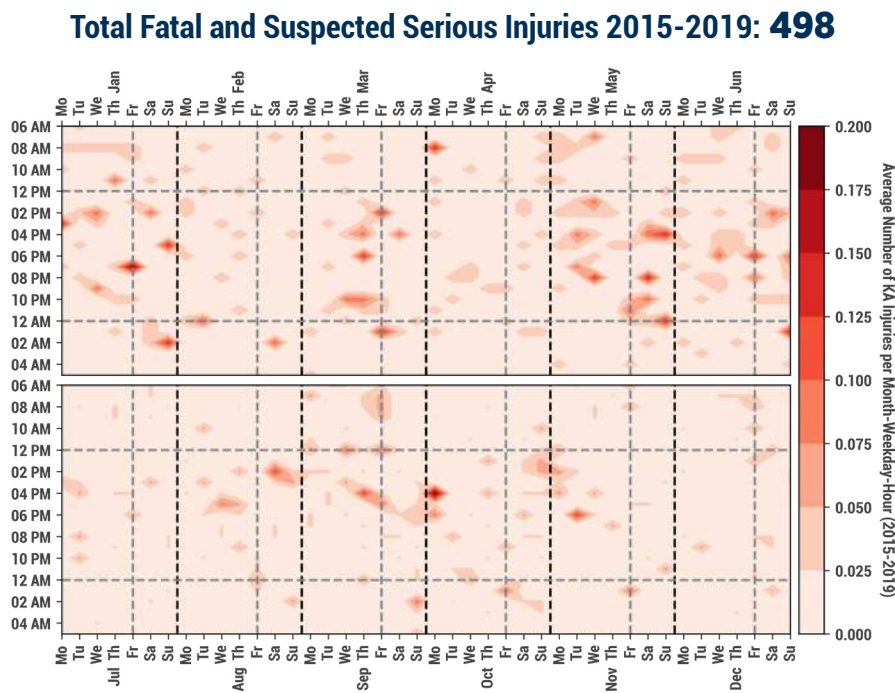


Figure 4: Overlap with other Emphasis Areas

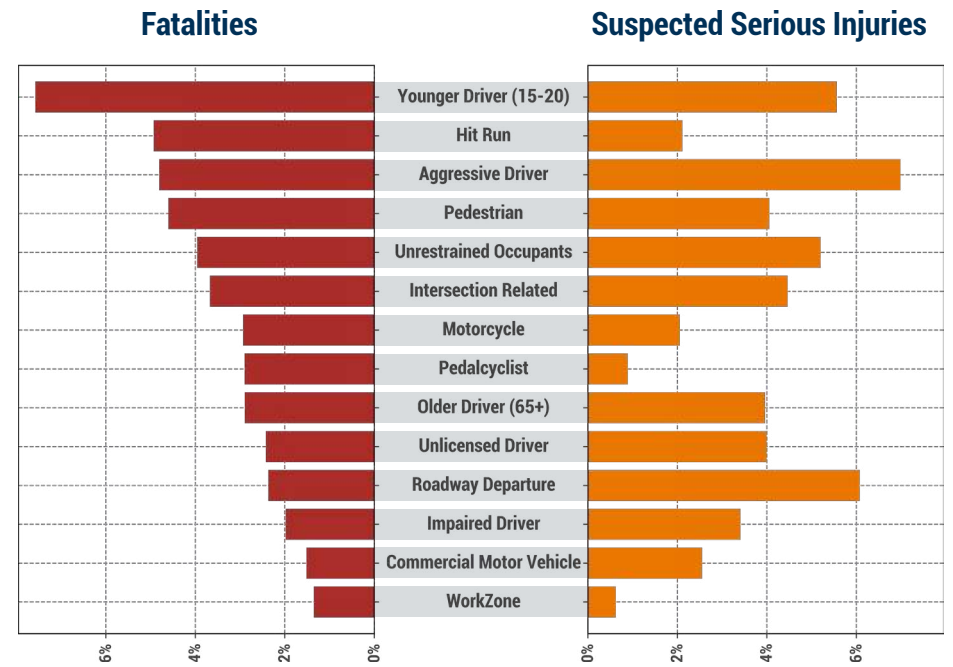


Figure 5: Age and Gender of Fatal and Suspected Serious Injuries

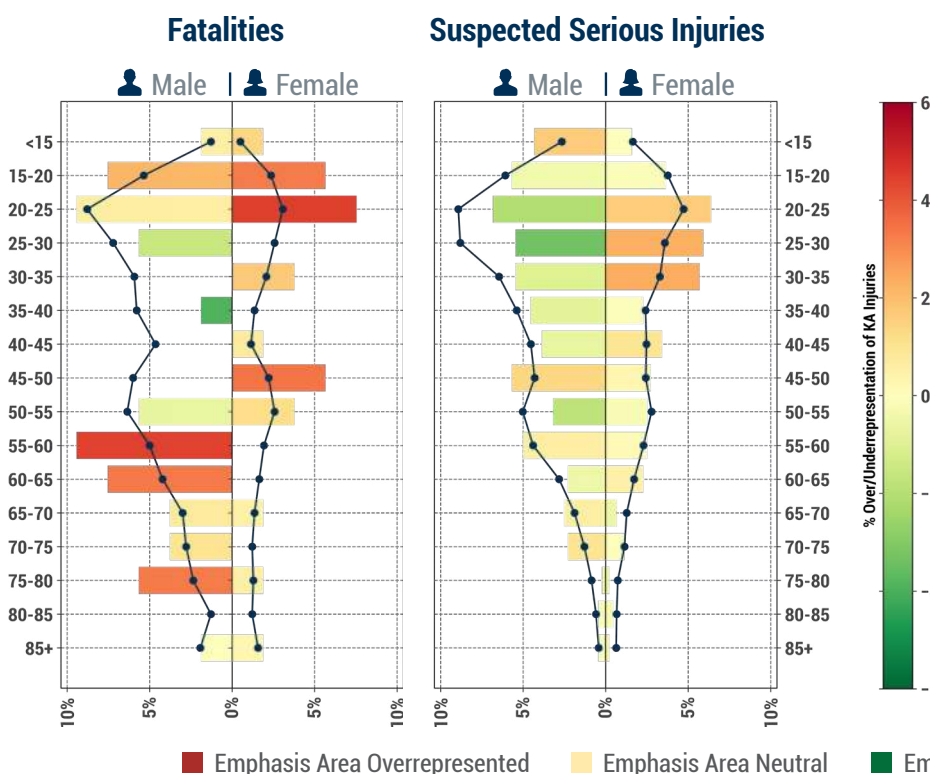
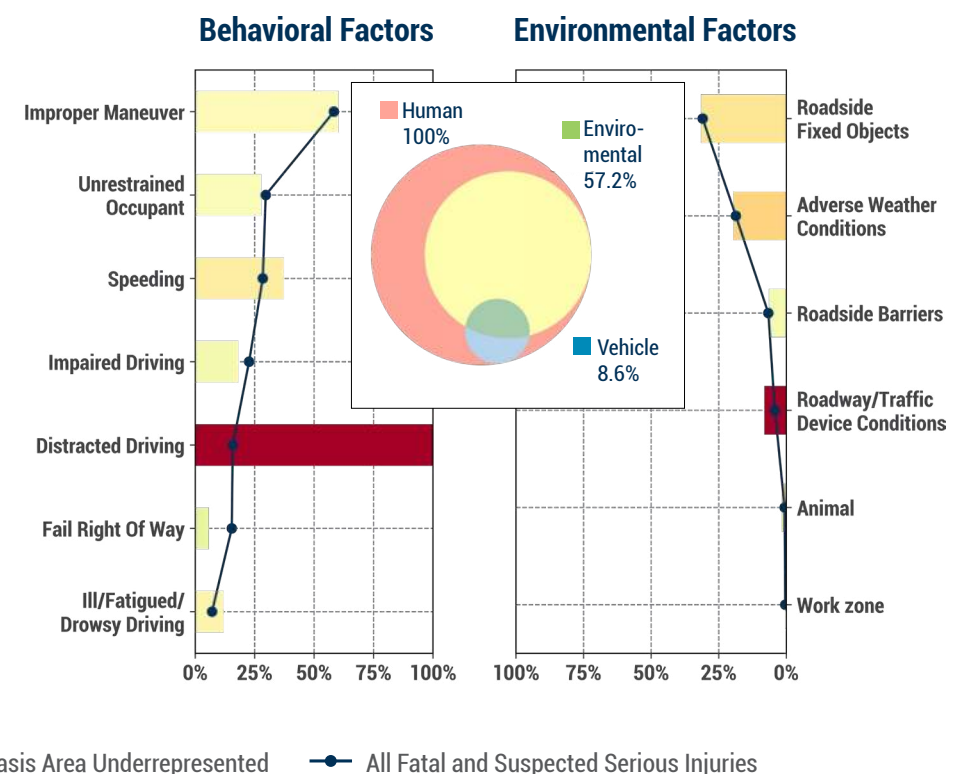


Figure 6: Fatal and Suspected Serious Injuries Contributing Factors



Legend: K = Fatal Injury A = Suspected Serious Injury

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