

To: CRCOG Transportation Committee
From: Roger Krahn, Principal Transportation Engineer
Date: October 10, 2025
Subject: 2026 Annual CTDOT Safety Performance Targets

In accordance with Federal Highway Administration (FHWA) requirements, the Connecticut Department of Transportation (CTDOT) has established five safety performance targets for calendar year 2026. FHWA requires Metropolitan Planning Organizations (MPOs) to either support the State’s targets or to set their own targets. In accordance with the September 25, 2025 letter CRCOG received from CTDOT, CRCOG is required to set their targets by February 27, 2026. In the past, CRCOG has supported CTDOT’s targets, considering that selecting specific targets for the Capitol Region would require substantial data collection and analysis efforts.

The attached document, “Safety Performance Targets, CTDOT’s proposed targets for 2026, July 2025,” explains how CTDOT selected each performance measure. Note that the 2026 targets are the same as the past several years. The table below shows CTDOT’s 2026 national performance management measures, compared to previous years’ targets.

Measure	2020 Target	2021 Target	2022 Target	2023 Target	2024 Target	2025 Target	2026 Target
Number of Fatalities	277	270	270	270	270	270	270
Fatality Rate (per 100 million VMT)	0.883	0.850	0.850	0.850	0.850	0.850	0.850
Number of Serious Injuries	1,547	1,360	1,300	1,300	1,300	1,300	1,300
Serious Injury Rate (per 100 million VMT)	4.931	4.300	4.300	4.300	4.300	4.300	4.300
Number of Non-Motorist Fatalities and Serious Injuries	307.2	300.0	280.0	280.0	280.0	280.0	280.0

CRCOG staff recommends Transportation Committee endorse the CTDOT 2026 targets at their meeting on October, 20 2025, and Policy Board approve the attached Resolution supporting the 2026 Safety Targets at their meeting on November 19, 2025.

**RESOLUTION
SUPPORTING 2026 TARGETS FOR
SAFETY PERFORMANCE MEASURES ESTABLISHED BY CTDOT**

WHEREAS, the Capitol Region Council of Governments (CRCOG) has been designated by the Governor of the State of Connecticut as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Capitol Region; and

WHEREAS, as outlined in 23 CRF 490.207 (a), MPOs shall establish annual performance targets for each of the measures identified in the National performance management measures for the Highway Safety Improvement Program (HSIP); and

WHEREAS, the Connecticut Department of Transportation (CTDOT) has established the following targets for five safety performance measures:

- (1) Number of fatalities: 270
- (2) Rate of fatalities per 100 million vehicle miles traveled (VMT): 0.850
- (3) Number of serious injuries: 1,300
- (4) Rate of serious injuries per 100 million VMT: 4.30
- (5) Number of non-motorized fatalities and non-motorized serious injuries: 280; and

WHEREAS, CTDOT submitted the above five targets to the Federal Highway Administration (FHWA) by August 31, 2025 and MPOs have until February 27, 2026 (180 days) to either support the Department's targets or set their own; and

WHEREAS, CRCOG strives to reduce the number of roadway fatalities and serious injury crashes in the region; and

WHEREAS, the CRCOG Transportation Committee has endorsed CTDOT's 2026 targets for the five safety performance measures identified above,

NOW THEREFORE, BE IT RESOLVED, that the CRCOG Policy Board has agreed to support CTDOT's 2026 targets for these five safety performance measures; and

BE IT FURTHER RESOLVED, that the CRCOG Policy Board will plan and program projects that contribute to the accomplishment of the targets.

CERTIFICATE

I certify the above is a true copy of a resolution adopted by the Policy Board at its meeting held on November 19, 2025.

BY: _____ DATE: _____
Jason Bowsza, Secretary

Safety Performance Targets

CTDOT's proposed targets for 2026

July 2025

This technical memorandum documents the safety target selection process used by the Connecticut Department of Transportation (CTDOT) to select the five safety performance targets for 2026 that CTDOT will submit to USDOT in two separate reports.

- *The Traffic Safety Engineering Section within the Division of Traffic Engineering will submit the targets through the annual report of its Highway Safety Improvement Program (HSIP) that is submitted to Federal Highway Administration (FHWA).*
- *The Highway Safety Office (HSO) in the Policy and Planning Bureau will submit the targets through its triennial Highway Safety Plan / Annual Grant Application that is submitted to NHTSA.*

It is important to note that the term “Target” used in this technical memo is in accordance with the Federal Register, but CTDOT disagrees with the use of the term “Target” as it implies that a specific number of deaths or serious injuries is acceptable. FHWA determines whether a State has met its Safety Performance Targets based on the 5-year moving average.

The USDOT requires that each State DOT evaluate highway safety in the state using five highway safety performance “measures” and data from motor vehicle crashes in the state for the previous five years.

1. **Number of traffic fatalities**
2. **Fatality rate (Fatalities/100 million vehicle miles traveled)**
3. **Number of serious injuries**
4. **Serious injury rate (Serious Injuries/100 million vehicle miles traveled)**
5. **Number of non-motorist fatalities and serious injuries¹**

Every year, CTDOT must establish a specific performance “target” for each performance measure. The Traffic Safety Engineering Section in the Bureau of Engineering and Construction, and the Highway Safety Office in the Bureau of Policy and Planning work collaboratively to establish a single common set of five (5) performance targets. The shared targets are subsequently submitted to and tracked by the USDOT through the FHWA and the National Highway Traffic Safety Administration (NHTSA). FHWA and NHTSA encourage setting objectives that are Specific, Measurable, Action-oriented, Reasonable and Time-Bound (S.M.A.R.T.). Federal regulations require that states must achieve their targets or risk penalties applied to Federal Highway safety funds. There are two (2) penalties, if states fail to meet four (4) of the five (5) targets:

¹ Non-motorists include pedestrians, other pedestrians (wheelchair, person in a building, skater, pedestrian conveyance), bicyclists, and other cyclist (non-motorist using a non-motorized pedal-powered vehicle other than a bicycle, such as a unicycle or adult tricycle), per the MMUCC [Investigators Manual](#).

- States lose the ability to “flex” some of their FHWA safety funds to other programs and are required to spend 100 percent of their safety funds on safety projects.
 - This penalty has no real impact on CTDOT since safety is a priority and our goal forward the last few years has been to spend all of our federal safety funds on safety projects.
- States must prepare an HSIP Implementation Plan which details how the safety funds will be spent and how the proposed program will improve safety.

CTDOT aims to balance the target-setting process by selecting targets that:

- impact safety programing in a way that accomplishes the overall goal of reducing serious injuries and fatalities on the State’s roadways and are still practical and achievable.

Important Update: NHTSA revised the Uniform Procedures for State Highway Safety Grant Programs 23 CFR 1300 in February 2023. Accordingly, the legislation replaced the annual Highway Safety Plan (HSP) with a triennial HSP and an Annual Grant Application (AGA). Per 23 CFR 1300.11, State Highway Safety Offices are required to develop performance measures for three years and cannot amend the existing performance targets. Connecticut developed and matched the targets for the three common performance measures (Number of Fatalities, Fatality Rate and Number of Serious Injuries) between FHWA and NHTSA for FY2024. The CTDOT HSO cannot amend the targets for the three common performance measures reported to NHTSA for the period of FY2024-FY2026. However, FHWA published a waiver in January 2025 to amend [23 CFR 490.209\(a\)\(1\)](#) to waive, for FY2026, the requirement that the targets for the three common performance measures be identical.

Smoothing Data with 5-Year Moving Averages. FHWA uses 5-year moving averages to determine the State’s progress towards achieving safety targets. However, States may use any methodology deemed appropriate to calculate the target value for each performance measure. States are encouraged to review data sets, trends, anticipated funding, and consider other factors that may affect targets. The use of 5-year moving averages smooths out what can sometimes be significant fluctuations in data from one year to the next. Since large annual fluctuations in data are relatively common, basing performance targets on “annual” data alone can result in the selection of faulty targets and an inability to achieve the selected performance targets. The 5-year moving average is one method that can help avoid or reduce the problem caused by large “annual” fluctuations.

For this year’s Safety Performance Target submittals to FHWA and NHTSA, CTDOT is required to report on the 5-year period from 2019-2023. The preliminary 2024 data, where available, are used for better decision-making regarding target selection. While the targets are determined jointly, separate submittals are made to each federal agency.

Disadvantage of 5-year Moving Average. Connecticut has not been satisfied with the prior practice of using the 5-year moving average as the sole indicator to set the future years’ safety performance targets. While the moving average does smooth fluctuations, the use of a 5-year period means that some fatality and serious injury data included in the moving averages are four and five years old.

During that timeframe, motor vehicle crash trends might have changed. Connecticut believes that the 5-year moving average is a “lagging indicator” that cannot serve as the sole or even primary guideline for setting safety performance targets.

Target Setting Approach. Since 2020, Connecticut has been using a modified approach to target setting using both a 5-year moving average trendline and an annual trendline to guide the selection of targets. In addition, since 2021, CTDOT has used ten years of data for annual forecasting to assist with better decision making. The final target selection is also based on professional judgement and a strengthened commitment to advancing CTDOT’s overall safety goal of improving the safety of all roadway users. CTDOT is committed to setting “aggressive” safety targets and then developing a strong program to achieve the targets.

This aggressive target setting increases the risks of not achieving targets, but it is consistent with the high priority that CTDOT has given to advancing its safety program. Additionally, FHWA recognizes states may choose to set aggressive targets as part of their strong commitment to safety.

Considerations for Aggressive Safety Targets

A State that chooses a very aggressive target is making a very strong commitment to safety. This approach will require aggressive implementation efforts to improve performance. While an aggressive target introduces greater risk of missing the target, it is an opportunity to emphasize commitment to safety, strengthen safety policies, and improve consideration of safety in investment decisions.

The above FHWA statement is taken from page 14 of “Safety Target Coordination Report,” FHWA, 2016.

Preliminary crash data in Connecticut for 2024 indicate an uptick in the fatality numbers experienced in 2023. Overall, fatalities have increased as well as serious injuries in 2024.

Vision Zero Council of Connecticut. CTDOT is committed to eliminating traffic fatalities and is leading the effort with the Vision Zero Council. The [Vision Zero Council of Connecticut](#) is an interagency work group tasked with developing statewide policy to eliminate transportation-related fatalities and severe injuries involving pedestrians, bicyclists, transit users, motorists, and passengers.

The Council was established in 2021 by the Connecticut General Assembly as part of *Public Act 21-28*, a landmark transportation safety bill. Members of the council include the commissioners (or their designees) of the Departments of Transportation, Public Health, Emergency Services and Public Protection, Motor Vehicles, Education, Aging and Disability Services, Office of Early Childhood, and Office of the Chief State’s Attorney.

Since its inception, the Council and its subcommittees have been focusing on equity, enforcement, engineering, and education and developed proposals for legislation regarding the next steps to implement the recommendations of the Vision Zero Council.

On June 27, 2023, the Governor of Connecticut signed [House Bill No. 5917](#), An Act Implementing the Recommendations of the Vision Zero Council. At its most basic level, this bill implements policies

and authorizes utilizing strategies and tools that have proven to reduce crashes and injuries when implemented in other states. It is a comprehensive package addressing engineering, education, enforcement, and equity.

House Bill No. 5917:

- Empowers municipalities to deploy automated traffic enforcement with significant oversight from CTDOT.
- Requires more robust safety education be provided to drivers.
- Requires CTDOT to consider recommendations from equity stakeholders in annual capital plan development.
- Requires CTDOT to continue work to raise public awareness about the dangers of impaired driving.

In 2025, legislation included Senate Bill 1377 which passed (as Public Act 25-65) and encompassed the following:

- Repeals the requirement for specialty marked crosswalks near school zones and increases the fine for violating pedestrian right-of-way by a driver to \$750.
- Increases the parking prohibition distance of crosswalks from intersections to at least 30 feet and at least 20 feet when there is a curb extension to create increased pedestrian visibility (daylighting law).
- Increases, from age 18 to 21, the age under which all motorcycle and motor-driven cycle drivers and passengers must wear a helmet.
- Increases the required age for children riding bicycles and similar vehicles to wear a helmet to 18.
- Requires attendance and successful completion of the operator retraining program by any applicant for a motor vehicle license or anyone convicted of a violation of Connecticut General Statute (CGS) §14-212d or §14-238b (Reckless driving, and slow down move over).
- Requires DOT to develop a plan to expand speed cameras on state roads and allows a municipality to reimburse a speed or red-light camera vendor from fine revenue.

Blood Alcohol Concentration Limit. Connecticut consistently ranks amongst the top five states in the nation for alcohol-impaired traffic fatalities and is above the national average in terms of alcohol-related fatalities. To address the problem of impaired driving on Connecticut roadways, CTDOT introduced legislative bills to lower the legal limit of the Blood Alcohol Concentration (BAC) from 0.08 to 0.05 g/dl during the 2023 legislative session and again in 2024 and 2025. In previous years, bills were proposed to lower the BAC level as well as designate BAC levels between 0.05 and 0.08 as “ability impaired” but neither gained enough support. In 2025, Bill 1376 was proposed to lower blood alcohol content for driving and boating under the influence from 0.08 to 0.05, coordinate an interagency exchange of information concerning police phlebotomy training, and study the feasibility of implementing electronic warrant technology. The CTHSO has worked to address the alcohol-impaired driving issue in the State through various avenues including, but not

limited to, educational and awareness campaigns, enforcement grants, etc. Although these bills did not pass in 2024 and 2025, CTDOT will continue similar efforts in the next legislative session.

Roadside Deaths. Connecticut continues to see deaths related to roadside crashes, including a state trooper who was struck and killed in May 2024 during a daytime traffic stop and the death of a CTDOT employee while on the job in June 2024. In 2025, [Senate Bill 1388](#) - *An Act Concerning Failure to Move Over for an Emergency Vehicle Resulting in the Death of the Operator or other Occupant of the Emergency Vehicle* was introduced but did not pass during the 2025 session. This bill would have increased, from a fine of up to \$10,000.00 to a class B felony, the penalty for a violation of the state's "move over" law that results in the death of an emergency vehicle's operator or occupant. A class B felony is punishable by a fine up to \$15,000.00; up to 20 years in prison, with a one-year mandatory minimum; or both. The bill would have made such a violation of the move over law 1st degree manslaughter, a class B felony, by specifying that the violation constitutes circumstances evincing an extreme indifference to human life.

Wrong-Way Crashes. In 2024, Connecticut continued to see an uptick in wrong-way crashes from 2023 on the state's interstates and limited access highways, after a spike in 2022. In 2022, Connecticut experienced thirteen fatal wrong-way crashes resulting in 23 fatalities, accounting for six percent of total crashes and an approximately 500 percent increase in wrong-way fatalities. Nearly all fatal wrong-way crashes involved alcohol impairment, with many drivers also testing positive for cannabis and other drugs.

To counteract this rise in wrong-way crashes, Connecticut approved \$40 million in funding for wrong-way driving alert systems and as of April 2025, over 150 locations have the alert systems installed with online monitoring capabilities. In addition to the alert system program, media campaigns continue to be utilized to address wrong-way driving. CTDOT Traffic Safety Engineering Unit has upgraded signage on over 700 limited access highway off-ramps including oversized signs and red retro-reflective strips and has systematically installed pavement markings on secondary roadways at intersections with limited access off-ramps in the State and refreshed wrong way arrows and stop bars on exit ramps. The Traffic Safety Engineering Unit is also installing updated traffic signals at ramp intersections and installing wrong-way signs on the back sides of speed limit signs along highways.

Within the CTDOT HSO, there has been added funding for state and local police with Alcohol-Impaired and Distracted Driving high visibility enforcement grants, increased media campaigns addressing cannabis and alcohol use, and additional support for the implementation of programs such as Drug Recognition Expert (DRE) trainings, DUI sobriety checkpoints and roving patrols. The *One Wrong Move* campaign was created to bring attention to the rise in wrong-way driving and was the first of its kind in the nation, utilizing television Public Service Announcements (PSAs), billboards, social media posts and more. The HSO also implemented the pilot law enforcement phlebotomy program in 2024 which has continued into 2025, that will train police officers to draw blood avoiding procedural delays.

The State continues to hold Green Labs which provide training to law enforcement partners and provide a chance to assess volunteers under the influence of cannabis as well as in combination with alcohol. This training is being coordinated between the HSO and the Connecticut Safety Research Center and is highly beneficial to law enforcement who may have little exposure to the increased impairing effects of newly legalized recreational cannabis.

Complete Streets Policy. In August 2023, CTDOT implemented new [Complete Streets Controlling Design Criteria](#) to be incorporated into projects, ensuring a focus on pedestrian and bicyclist facilities and public transportation operations to create stronger intermodal transportation networks and improve safety.

The Engineering directive added three new controlling design criteria to improve safety and mobility, and includes **pedestrian facilities** (sidewalks, shared use paths, or side paths on both sides of the roadway), **bicycle facilities** (paved outside shoulders, buffered shoulders, bike lanes, separated bike paths, or shared use paths on both sides of the roadway), and **transit provisions** (crosswalks, shelters, illumination, benches, and other ways to make existing or proposed transit stops more accessible).

Automated Work Zone Speed Control Program. Speeding has seen an increase on Connecticut roads since the COVID-19 pandemic, when a significant increase in the percentage of drivers driving in excess of 85 mph, considered reckless driving, was observed on Connecticut roadways. A reduction in law enforcement presence on the roadways has also been a likely contributing factor to such risky driving behavior, especially in work zones. In 2021, Connecticut enacted legislation (CGS Chapter 241, §13a-261 through 268) to establish a two-year Pilot program to operate Automated Work Zone Speed Control systems. The Pilot was implemented to deploy no more than three systems at select work zone locations to monitor vehicle speeds, issue warnings or violations to the registered vehicle owner when the system detected vehicle speed of 15 mph or more above the posted speed limit and assess fines to repeat offenders. Five locations were analyzed, and all showed reductions in driver speeds.

Connecticut passed legislation for Work Zone Speed cameras in 2023, and the program was implemented in 2024. A draft [Legislative Report](#) was created in February of 2024 to capture the findings of the pilot program, evaluate collected data to determine program impacts on driver behavior, and assess findings compared with baseline conditions for consideration of a long-term Automated Work Zone Speed Control Program.

Safe System Approach. The Safe System Approach is part of the Strategic Highway Safety Plan (SHSP), with the idea being that it can be applied equitably across the transportation network. The principles include that deaths and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial. CTDOT will evaluate how to integrate Safe System principles into CTDOT's planning and design

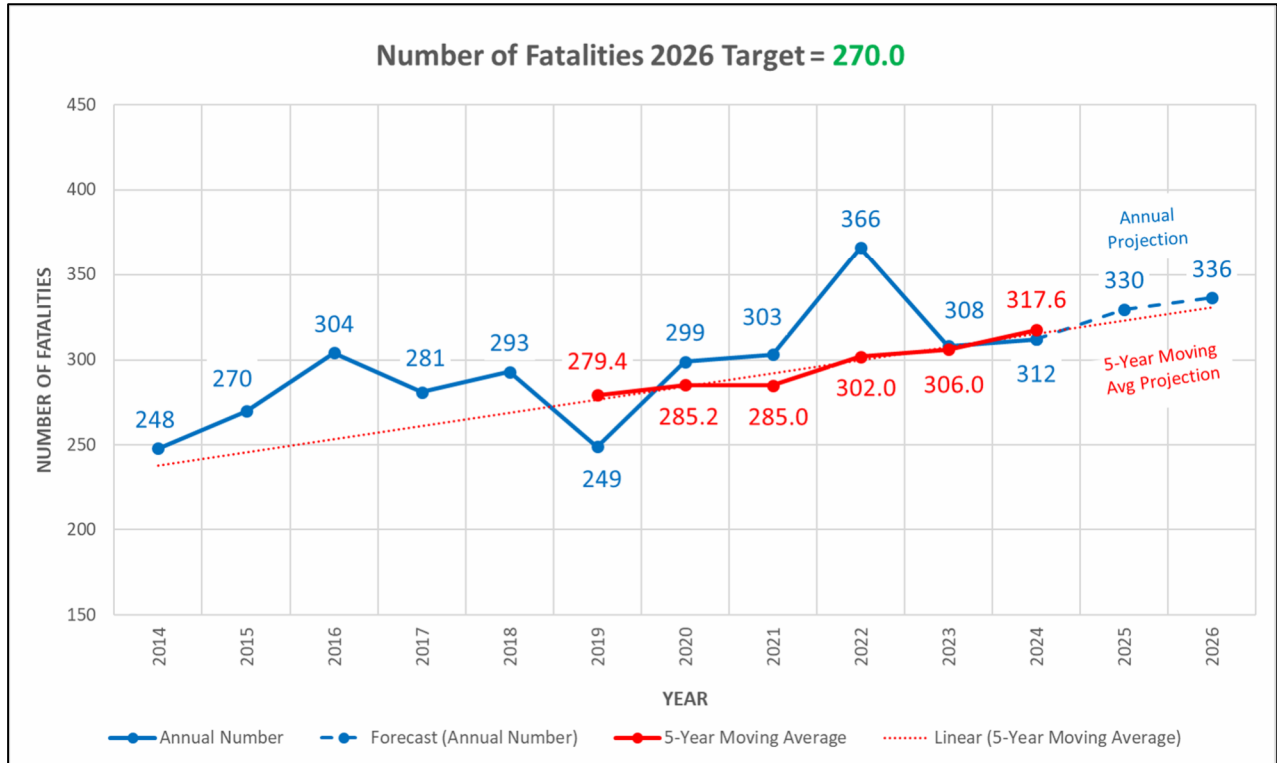
practices and will discuss the best ways to integrate this during the SHSP Executive and Steering Committee meetings.



CTDOT continues to address the increase in traffic fatalities on Connecticut roadways with various measures as stated above and has stayed committed to setting aggressive targets as indicated below. CTDOT is actively working to decrease the traffic fatalities on Connecticut roadways, developing non-receding or improving data driven targets, with the ultimate goal of zero fatalities.

Performance Measure: Number of Traffic Fatalities

The trends in number of fatalities are illustrated in the graph below. Annual fatalities are shown in blue, and the 5-year moving average is shown in red. These two lines are compared and used to select a target for 2026 as described below.



Source: FARS Final Files 2014-2022; FARS Annual Report File 2023; Preliminary CTDOT data 2024 as of 5/2/2025.

“Annual” Fatalities

- The annual number of fatalities has fluctuated from year to year. There was a declining trend until 2019 after a high point of 304 fatalities in 2016. However, the trend started to reverse in 2020 with the COVID-19 pandemic. In 2021 there was a slight increase followed by a spike in fatalities in 2022. The 2024 preliminary data suggest 312 fatalities, a 1.3 percent increase over 2023 in Connecticut.
- A time series regression analysis was conducted to project the likely number of fatalities in 2025 and 2026 (our target year). Based on this regression analysis, the projected fatalities are approximately 336, but there is a significant amount of statistical variance around the projection.

5-Year Moving Average

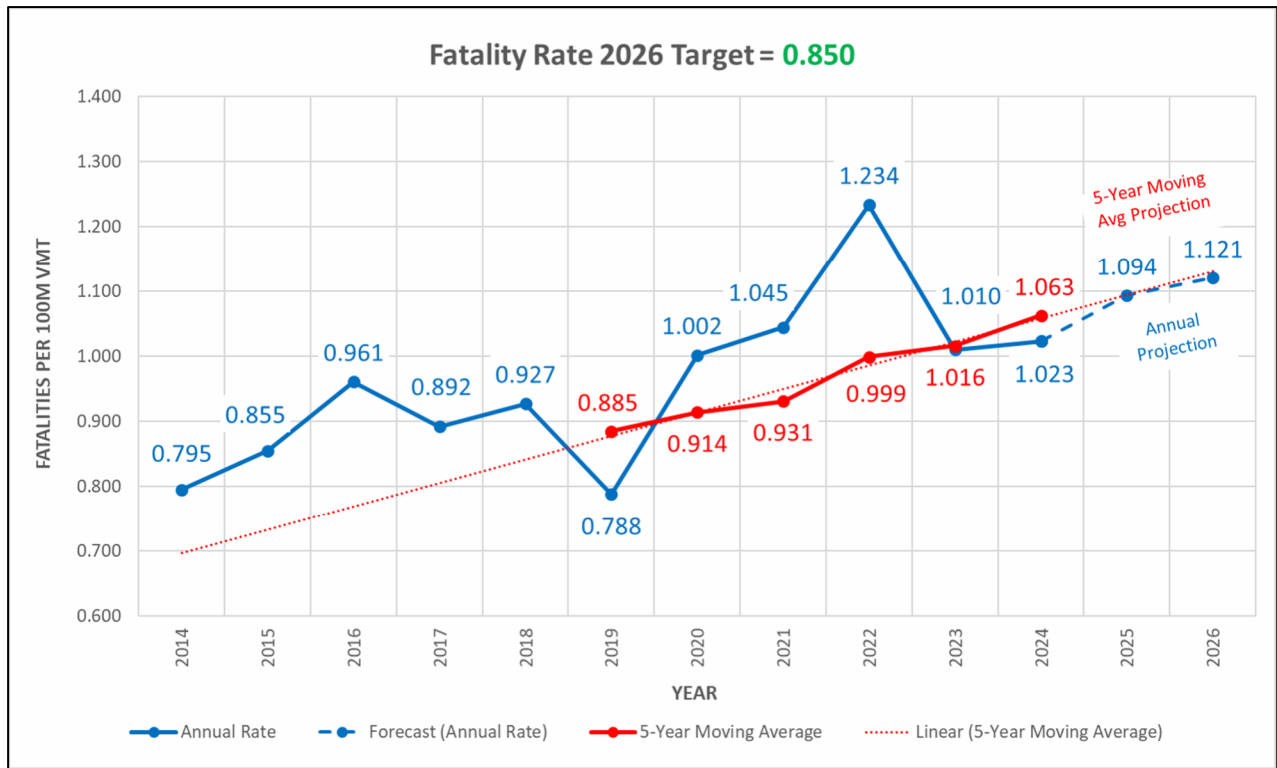
- The 5-year moving average trendline shows the projected fatalities of approximately 330.1, lower than the projection with the annual numbers for the target year of 2026.

TARGET

- CTDOT is choosing to maintain a 2026 fatality target of **270.0**. The selection is based on careful consideration of the following:
 1. CTDOT has chosen to set an aggressive target that will move the state back toward fatality levels experienced in 2014-2015 and 2019, before the impact of the COVID-19 pandemic.
 2. Prior to the COVID-19 pandemic, there had been a decreasing trend in the number of fatalities by implementing safety related infrastructure projects as well as enforcement and educational campaigns. CTDOT recognizes that 2020-2022 were unusual years with the COVID-19 pandemic which resulted in higher-than-expected traffic fatalities and fatality rate. This was an unexpected consequence observed in several states in the country.

Performance Measure: **Fatality Rate** (Fatalities/100 million vehicle miles traveled)

The trends in the fatality rate² are illustrated in the graph below. Annual fatality rates are shown in blue, and the 5-year moving average is shown in red. These two lines are compared and used to select a target for 2026 as described below.



Source: FARS Final Files 2014-2022; FARS Annual Report File 2023; Preliminary 2024 CTDOT Data as of 5/2/2025; VMT data as published by FHWA in table VM-2 at <https://www.fhwa.dot.gov/policyinformation/statistics/2023/>
 Note: The data points for 2024 are based on the 2023 VMT since the 2024 VMT information is not available at this time.

“Annual” Fatality Rate

- The annual fatality rate has fluctuated from year to year, but the annual data suggest an upward trend since the COVID-19 pandemic in 2020 and 2021. The number of fatalities continued to increase, reaching 1.234 fatalities/100 million VMT in 2022. Preliminary 2024 data suggest a moderate increase in the fatality rate compared to 2023 but significantly lower than 2022.

² Fatality rate is calculated as the number of fatalities per 100 million Vehicle Miles Traveled annually. Comparing the number of fatalities relative to the volume of annual travel eliminates annual fluctuations in fatalities that one might expect due to differences in travel volumes from year to year. It adjusts for one source of variation that is known to directly impact the number of fatalities.

- A time series regression analysis was conducted to project the likely number of fatalities in 2025 and 2026 (our target year). Based on the regression analysis, the projected fatality rate is approximately 1.121 in 2026, but there is a significant amount of statistical variance around the projection.

5-Year Moving Average

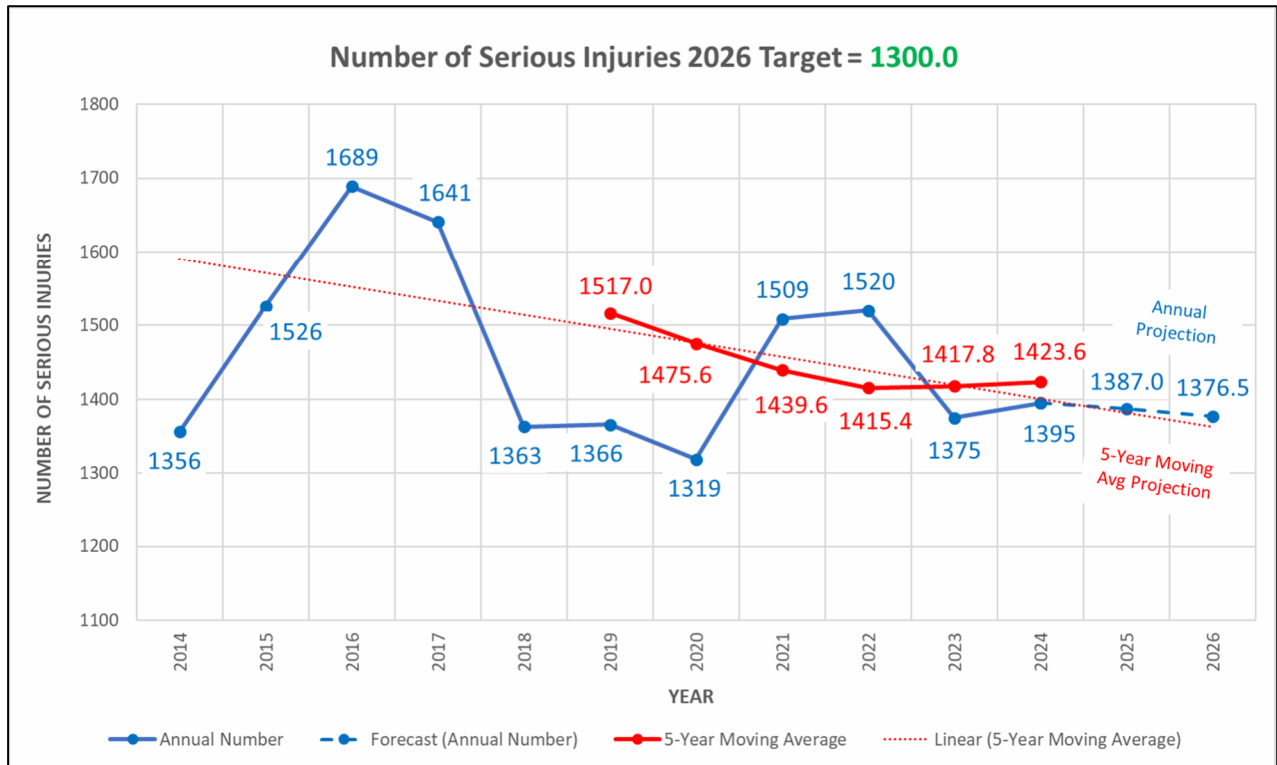
- In parallel with the annual numbers, the 5-year moving average is exhibiting a similar moderate upward trend. The trendline for the 5-year moving average suggests the fatality rate could increase to 1.130 in 2026.

TARGET

- CTDOT is choosing to maintain an aggressive target of **0.850** in 2026. The selection is based on careful consideration of the following:
 1. The two trendlines in the graph suggest the actual value may be between 1.121 and 1.130.
 2. CTDOT wants to set an aggressive target that will move the state back toward fatality rate levels experienced in 2014-2015 and 2019 time periods before the impact of the COVID-19 pandemic.
 3. CTDOT recognizes that 2020-2022 were unusual years with the COVID-19 pandemic when Connecticut saw an increase in traffic fatalities even though the traffic volume dropped. This resulted in higher fatality rate in 2020 and the increase in fatalities continued into 2021 and 2022 which will likely push the fatality rate even higher. Connecticut also had a significant spike in wrong-way fatalities in 2022.
 4. In 2023, with the ongoing aftermath of the COVID-19 pandemic, Connecticut's fatality rate decreased to 1.010. Current NHTSA data indicate a national fatality rate of 1.26 in 2023, which is 25 percent higher than Connecticut. Connecticut is choosing to strive for a lower rate by setting the target at 0.850 for 2026. The desired outcome is to return to pre-COVID-19 pandemic levels with the ultimate goal of zero traffic fatalities.

Performance Measure: **Number of Serious Injuries**

The trends in number of serious injuries are illustrated in the graph below. Annual serious injuries are shown in blue, and the 5-year moving average is shown in red. These two lines are compared and used to select a target for 2026 as described below.



Source: Connecticut Crash Data Repository as of 5/5/2025.

Note: The definition of “Serious Injury” was changed in 2015 to match MMUCC 4th edition. Prior to 2015, Serious Injury was defined as Incapacitating Injury (prevents return to normal). In 2015, a Serious Injury was defined as any injury other than fatal which results in one or more of the following: severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood; broken or distorted extremity (arm or leg); crush injuries; suspected skull, chest or abdominal injury other than bruises or minor lacerations; significant burns (second and third degree burns over ten percent or more of the body); unconsciousness when taken from the crash scene; paralysis.

“Annual” Serious Injuries

- The annual number of serious injuries has fluctuated from year to year, but the annual data also suggest a downward trend since a high point of 1,689 in 2016.
- A time series regression analysis was conducted to project the likely number of serious injuries in 2025 and 2026 (our target year). The preliminary data for 2024 suggest a slight increase in the number of serious injuries after an large increase in 2021 and 2022. Even with

this slight increase the projected annual number is expected to decrease to approximately 1,376, but there is a significant amount of statistical variance around the projection.

5-Year Moving Average

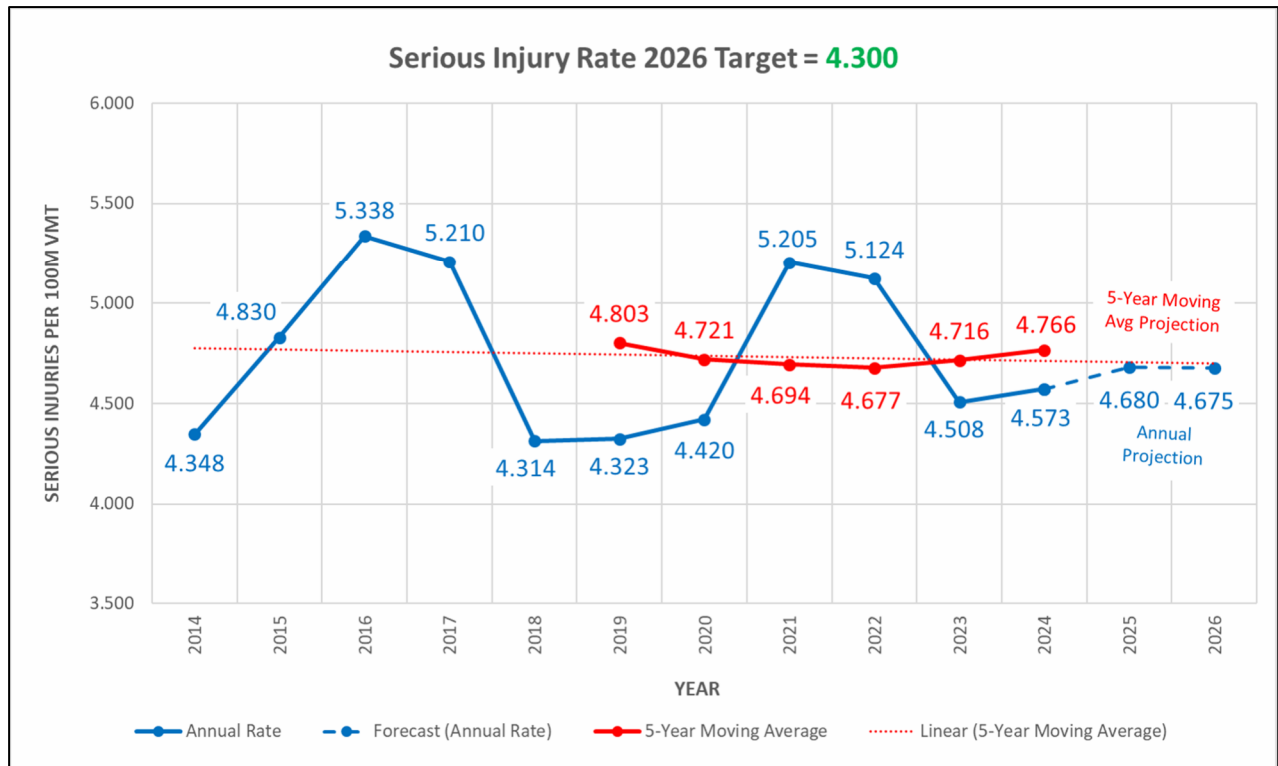
- Unlike the case for *fatalities*, the 5-year moving average for *serious injuries* has been exhibiting a steady downward trend and flattening despite an uptick in 2021 and 2022. Nonetheless, there is still a small difference between the 5-year average trendline and the annual regression analysis forecast. The 5-year average is expected to fall to approximately 1,363, while the regression forecast is approximately 1,376.

TARGET

- CTDOT is choosing to maintain a 2026 target of **1300.0** serious injuries. The selection is based on careful consideration of the following:
 1. The two trendlines in the graph suggest the actual value may fall between 1,363 and 1,376.
 2. CTDOT wants to set an aggressive target that will move the state back toward serious injury levels experienced in 2020 and lower.

Performance Measure: **Serious Injury Rate** (Serious Injuries/100 million vehicle miles traveled)

The trends in the serious injury rate³ are illustrated in the graph below. Annual serious injury rates are shown in blue, and the 5-year moving average is shown in red. These two lines are compared and used to select a target for 2026 as described below.



Source: Connecticut Crash Data Repository as of 5/5/2025; VMT data as published by FHWA in table VM-2 at <https://www.fhwa.dot.gov/policyinformation/statistics/2023/>

Note: 1.) The data points for 2023 and 2024 are based on the same VMT number since the 2024 VMT information is not available at this time; 2.) The definition of “Serious Injury” was changed in 2015 to match MMUCC 4th edition. Prior to 2015, Serious Injury was defined as Incapacitating Injury (prevents return to normal). In 2015, a Serious Injury was defined as any injury other than fatal which results in one or more of the following: severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood; broken or distorted extremity (arm or leg); crush injuries; suspected skull, chest or abdominal injury other than bruises or minor lacerations; significant burns (second and third degree burns over ten percent or more of the body); unconsciousness when taken from the crash scene; paralysis.

³ The serious injury rate is calculated as the number of serious injuries per 100 million Vehicle Miles Traveled annually. Comparing the number of serious injuries relative to the volume of annual travel eliminates annual fluctuations in injuries that one might expect due to differences in travel volumes from year to year. It adjusts for one source of variation that is known to directly impact the number of serious injuries.

“Annual” Serious Injury Rates

- The annual serious injury rates have fluctuated from year to year, but the annual data suggest a downward trend since a high point of 5.338 serious injuries/100 million VMT in 2016.
- A time series regression analysis was conducted to project the likely serious injury rates in 2025 and 2026 (our target year). Based on the regression analysis, CTDOT should expect a continuing reduction in serious injury rates. This decrease is expected to bring the annual rate down to 4.680 and 4.675, respectively, but there is a significant amount of statistical variance around the projection.

5-Year Moving Average

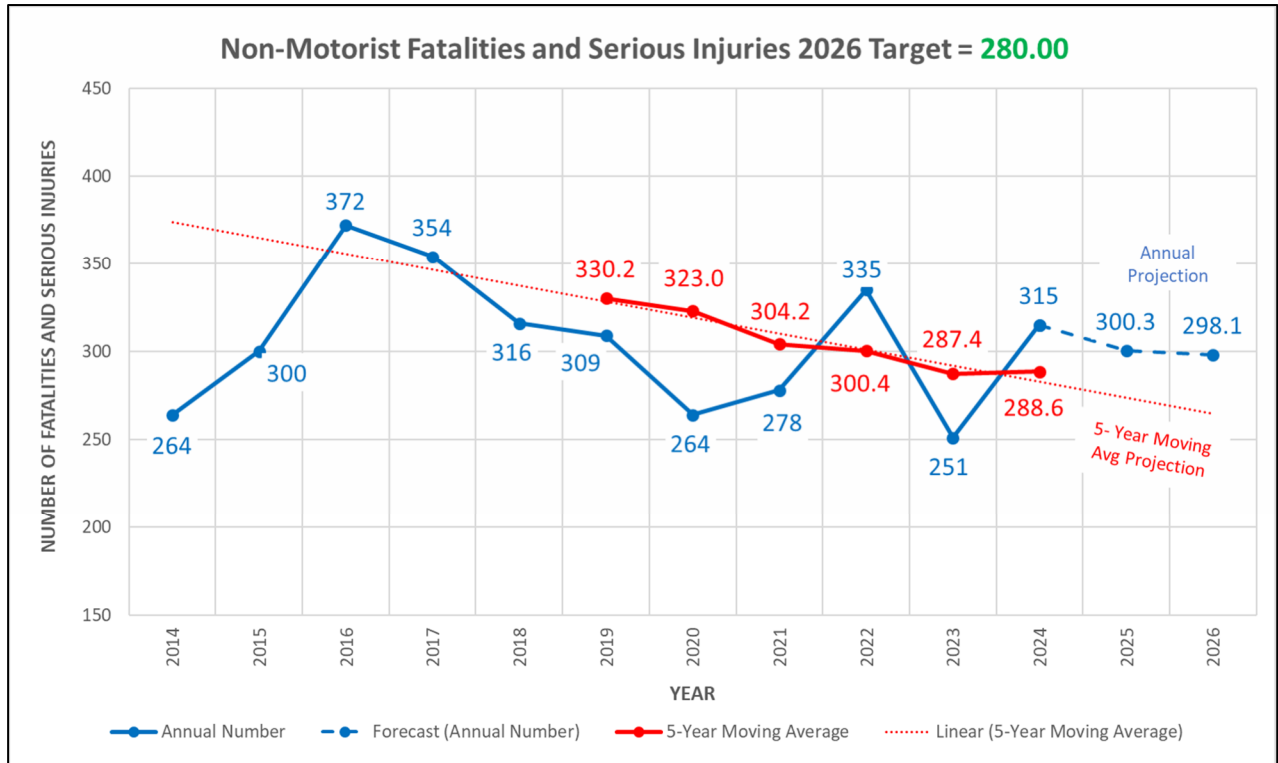
- Unlike the case for *fatality rates*, the 5-year moving average for *serious injury rates* is exhibiting a steady downward and leveling trend. Nonetheless, there is still a small difference between the 5-year average trendline and the annual regression analysis forecast. The 5-year average is expected to fall to approximately 4.702, while the regression forecast is 4.675.

TARGET

- CTDOT is choosing to maintain a 2026 target of **4.300** serious injuries/100 million VMT. The selection is based on careful consideration of the following:
 1. The two trendlines in the graph suggest the actual value may fall between 4.675 and 4.702, but CTDOT wants to set an aggressive target that will move the state back toward fatality rate levels experienced in 2018 and lower.
 2. CTDOT recognizes that 2020 through 2022 were unusual years with the COVID-19 pandemic. There was a decrease in the number of serious injuries likely due to a reduction in traffic volume in 2020, whereas 2021 and 2022 saw an increase in the number of serious injuries. In 2024, preliminary data suggest a slight increase in serious injuries.

Performance Measure: **Number of Non-Motorist Fatalities and Serious Injuries**

The trends in number of non-motorist fatalities and serious injuries are illustrated in the graph below. Annual fatalities and serious injuries for non-motorists are shown in blue, and the 5-year moving average is shown in red. These two lines are compared and used to select a target for 2026 as described below.



Source: FARS Final Files 2014-2022; FARS Annual Report File 2023; Preliminary 2024 CTDOT and Connecticut Crash Data Repository data as of 5/5/2025.

“Annual” Non-Motorist Fatalities and Serious Injuries

- The annual number of non-motorist fatalities and serious injuries has fluctuated from year to year, but the annual data suggest a downward trend since a high point of 372 in 2016.
- A time series regression analysis was conducted to project the likely number of non-motorist fatalities and serious injuries in 2025 and 2026 (our target year). The regression analysis, suggest a small reduction to approximately 300.3 and 298.1, respectively. There is a significant amount of statistical variance around the projection.

5-Year Moving Average

- Similar to the “annual” projection, the 5-year moving average for non-motorist fatalities and serious injuries is projecting a decrease although there is a significant difference between the 5-year moving average trendline and the annual regression analysis forecast. The 5-year moving average is expected to decrease to approximately 264.7, while the regression forecast is 298.1 for 2026.

TARGET

- CTDOT is choosing to maintain a 2026 target of **280.0** non-motorist fatalities and serious injuries. The selection is based on careful consideration of the following:
 1. High Priority for Pedestrian Safety. The safety of pedestrians became a heightened concern in Connecticut when pedestrian fatalities increased significantly in 2014. While it was part of a larger national trend, it raised concern in heavily urbanized areas, where walking and bicycling are more common. These forms of active transportation are also increasingly popular forms of physical exercise. CTDOT adopted pedestrian safety as a high priority and has a program to improve safety. Several safety-related infrastructure projects were undertaken from 2015 to the present day to improve the prominence of traffic control devices for non-motorized road users including, but not limited to, marked crosswalk enhancements, pedestrian facility upgrades, and pedestrian signing. Additional studies have commenced as well, including illumination at crosswalks and intersections, ranking pedestrian crash locations and proposing countermeasures, reviewing eligibility of locations for raised crosswalks and intersections, and pursuing additional rectangular rapid flashing beacons (RRFB) on both state and municipal roadways. Connecticut remains committed to these goals. The SHSP now also has an addendum specifically dedicated to Vulnerable Road Users (VRUs).

In addition, there were several changes to the non-motorist Safety Laws in Connecticut in 2021 with the *Connecticut House Bill No. 5429*, which included the following:

- Pedestrian Law – § 1 — YIELDING TO PEDESTRIANS AT CROSSWALKS: Expands the circumstances under which drivers must yield to pedestrians at uncontrolled crosswalks.
- Dooring Law – § 4 — DOORING: Prohibits causing physical contact with moving traffic by (1) opening a vehicle door or (2) leaving it open longer than necessary to load or unload passengers.
- Speed Limit Law – § 6-12 — LOCAL ROAD SPEED LIMITS AND PEDESTRIAN SAFETY ZONES: Allows municipalities to establish speed limits on local roads without OSTA approval and allows for the establishment of pedestrian safety zones with speed limits as low as 20 mph in downtown districts, community centers, and areas around hospitals.

Some of the legislation that passed in 2025 included Senate Bill 1377/[Public Act 25-65](#) which included the following:

- Repeals the requirement for specialty marked crosswalks near school zones and increases the fine for violating pedestrian right-of-way by a driver to \$750.
 - Increases the parking prohibition distance of crosswalks from intersections to at least 30 feet and at least 20 feet when there is a curb extension to create increased pedestrian visibility (daylighting law).
 - Increases, from age 18 to 21, the age under which all motorcycle and motor-driven cycle drivers and passengers must wear a helmet.
 - Increases the required age for children riding bicycles and similar vehicles to wear a helmet to 18.
2. Aggressive Target. CTDOT wants to set an aggressive target that will move the state back toward fatality rate levels experienced in 2014 and lower.

CTDOT Safety Performance Targets Reported to FHWA

Targets Reported	2020	2021 <i>CTDOT Adopted New Target Setting Methodology</i>	2022	2023	2024	2025	2026
Target Years	2016-2020	2017-2021	2018-2022	2019-2023	2020-2024	2021-2025	2022-2026
Performance Assessment Year	2022	2023	2024	2025	2026	2027	2028
Number of Traffic Fatalities	277.0	270.0	270.0	270.0	270.0	270.0	270.0
Fatality Rate	0.883	0.850	0.850	0.850	0.850	0.850	0.850
Number of Serious (A) Injuries	1547.0	1360.0	1300.0	1300.0	1300.0	1300.0	1300.0
Serious (A) Injury Rate	4.931	4.300	4.300	4.300	4.300	4.300	4.300
Number of Non-Motorized Fatalities & Serious (A) Injuries	307.2	300.0	280.0	280.0	280.0	280.0	280.0

2020-2023 Safety Performance Target Assessment Summaries from FHWA Website

2020 Connecticut Safety Performance Target Assessment Summary

Performance Measure	2016-2020 Target	2016-2020 Actual	2014-2018 Baseline	Met Target?	Better Than Baseline ?	Met or Made Significant Progress?
Number of Fatalities	277.0	284.4	279.2	No	No	No
Rate of Fatalities	0.883	0.912	0.886	No	No	
Number of Serious Injuries	1,547.00	1,467.80	1,514.60	Yes	N/A	
Rate of Serious Injuries	4.931	4.696	4.808	Yes	N/A	
Number of non-motorized fatalities and non-motorized serious injuries	307.2	322.2	321.4	No	No	

2021 Connecticut Safety Performance Target Assessment Summary

Performance Measure	2017-2021 Target	2017-2021 Actual	2015-2019 Baseline	Met Target?	Better Than Baseline?	Met or Made Significant Progress?
Number of Fatalities	270.0	284.0	279.4	No	No	No
Rate of Fatalities	0.850	0.928	0.884	No	No	
Number of Serious Injuries	1,360.0	1,434.2	1,512.2	No	Yes	
Rate of Serious Injuries	4.300	4.678	4.788	No	Yes	
Number of non-motorized fatalities and non-motorized serious injuries	300.0	301.8	330.2	No	Yes	

2022 Connecticut Safety Performance Target Assessment Summary

Performance Measure	2018-2022 Target	2018-2022 Actual	2016-2020 Baseline	Met Target?	Better Than Baseline?	Met or Made Significant Progress?
Number of Fatalities	270.0	300.6	285.2	No	No	No
Rate of Fatalities	0.850	0.996	0.914	No	No	
Number of Serious Injuries	1,300.0	1,407.0	1,467.8	No	Yes	
Rate of Serious Injuries	4.300	4.650	4.696	No	Yes	
Number of non-motorized fatalities and non-motorized serious injuries	280.0	297.8	323.0	No	Yes	

2023 Connecticut Safety Performance Target Assessment Summary

Performance Measure	2019-2023 Target	2019-2023 Actual	2017-2021 Baseline	Met Target?	Better Than Baseline?	Met or Made Significant Progress?
Number of Fatalities	270.0	305.0	285.0	No	No	No
Rate of Fatalities	0.850	1.016	0.932	No	No	
Number of Serious Injuries	1,300.0	1,406.4	1,434.2	No	Yes	
Rate of Serious Injuries	4.300	4.678	4.678	No	No	
Number of non-motorized fatalities and non-motorized serious injuries	280.0	285.4	302.2	No	Yes	