

MOTOR VEHICLE INJURY IN CONNECTICUT: A FACT SHEET – 2023 UPDATE

INJURY AND VIOLENCE SURVEILLANCE UNIT • OCTOBER 2024

What We Know About Motor Vehicle Injury In Connecticut:

Motor vehicle injury includes crashes from 2-, 3-, and 4-wheel motorized vehicles, heavy trucks, and buses and includes crash-related injury to pedestrians and cyclists. Fatal injury rates appear to be on the rise while non-fatal injury rates appear to be declining.

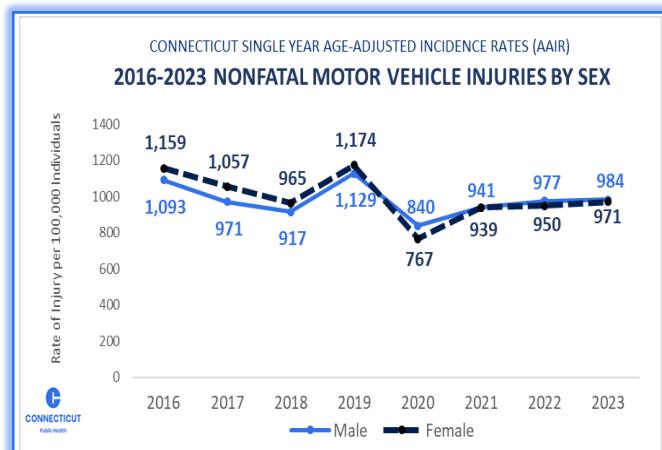
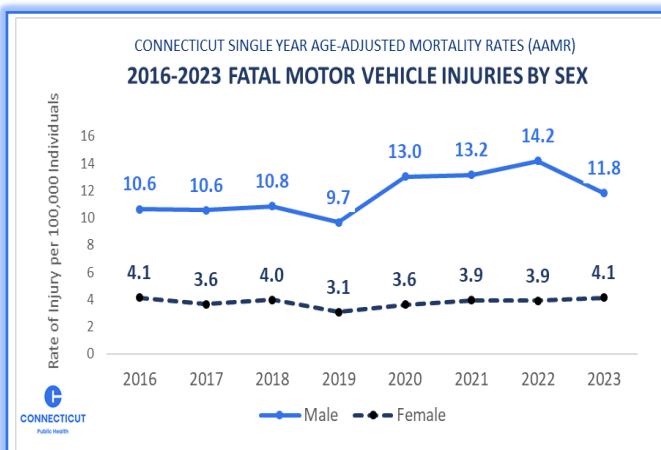
Transportation safety activities in Connecticut focus on impaired and distracted driving as well as pedestrian, bicycle, and motorcycle safety, child passenger safety, teen drivers and older adult drivers, all as part of Vision Zero.

Vision Zero is an international, human-centric transportation safety initiative of adopting the long-term policy goal that no-one should be killed or seriously injured in a crash¹. Vision Zero embraces a *Safe System Approach* of safer people, safer vehicles, safer speeds, safer roadways, and optimal post-crash care².

The Connecticut Vision Zero Council, as established by the Connecticut General Assembly in 2021, 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.

Key Points:

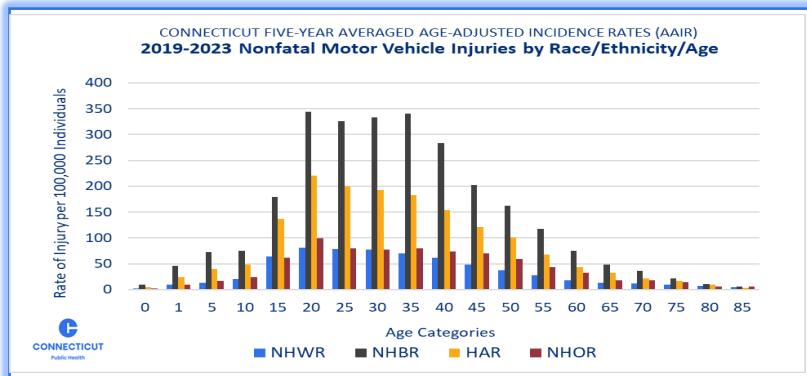
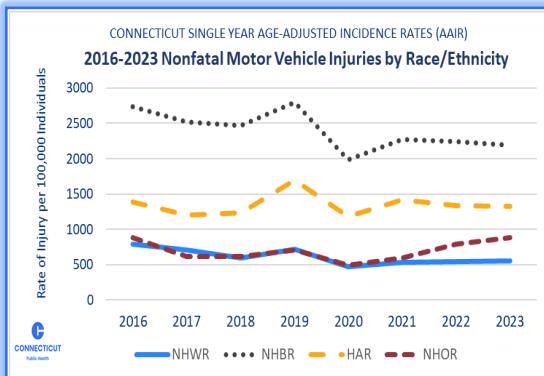
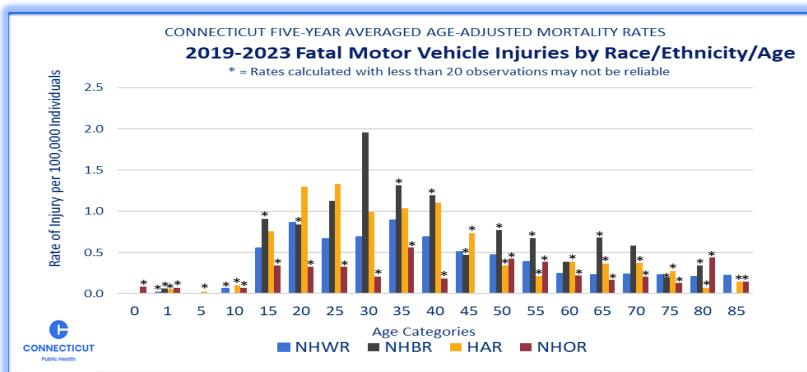
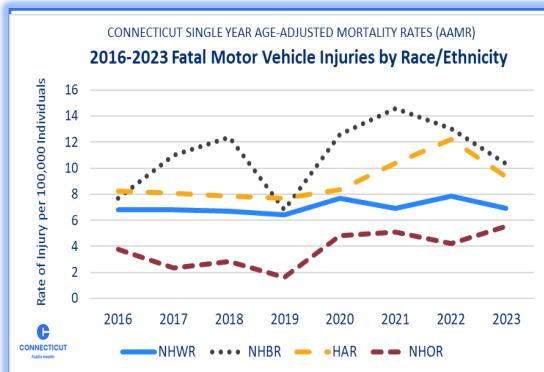
- In 2023, **33,975** Connecticut residents were treated in the emergency department for crash-related injuries, another **942** were admitted to the hospital for care, and an additional **289** died from a crash³.
- Connecticut hospitals billed nearly **\$1.7** billion for treating victims; **\$1.2** billion for emergency department treat and release cases and **\$491** million for hospital admissions.
- Though not significant, the upward trend seen in male fatality rates between 2019 and 2022 may be declining. More time is needed to determine if this 2023 decrease will continue in 2024.
- Since 2020, nonfatal injury continued to rise for both males and females.
- Per 100,000 residents, non-Hispanic Blacks (10.3, 2,188) and Hispanics (9.3, 1,325) carried a disproportionate burden of risk for fatal and nonfatal crashes compared to whites (6.9, 551).



Data Sources: Fatalities reported from CT Vital Records data and Non-Fatalities reported from Connecticut Hospital Discharge data

MOTOR VEHICLE INJURY IN CONNECTICUT: A FACT SHEET – 2023 UPDATE

INJURY AND VIOLENCE SURVEILLANCE UNIT • OCTOBER 2024



NWHR=non-Hispanic White Race, NHBR=non-Hispanic Black Race, HAR=Hispanic All Races, NHOR=non-Hispanic Other Races

Data Sources: Fatalities reported from CT Vital Records data and Non-Fatalities reported from Connecticut Hospital Discharge data

For more information on preventing motor vehicle injury, contact the following resources:

- **CTDOT Crash Emphasis Area Dashboard**

<https://connecticut-ctdot.opendata.arcgis.com/apps/CTDOT::ctdot-crash-emphasis-area-dashboard-/explore>

- **Connecticut Vision Zero Council website**

https://portal.ct.gov/dot/programs/vision-zero?language=en_US

- **The State of Connecticut Highway Safety Plan**

<https://portal.ct.gov/DOT/Programs/NHTSA-Highway-Safety-Plans--Reports>

References

1 https://read.oecd-ilibrary.org/transport/zero-road-deaths-and-serious-injuries/executive-summary_9789282108055-2-en#page1

2 <https://www.transportation.gov/NRSS/SafeSystem>

3 Death data from the Connecticut State Vital Records Office and Hospital Discharge data from the Connecticut Hospital Association