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## **Analysis Identifies Connecticut's Most Dangerous Roads for Walking**

*Eleven die on US-1 in three years; advocacy group calls on state to rewrite its road manual and pass safe streets legislation*

A new analysis from Tri-State Transportation Campaign, a non-profit policy watchdog organization, finds that in the three years from 2010 to 2012, 111 pedestrians were killed on Connecticut roads.

Connecticut's pedestrian fatalities were concentrated in New Haven County (30 fatalities), Hartford County (29 fatalities) and Fairfield County (24 fatalities). These fatalities represent an increase from the Campaign's 2013 analysis which found that 100 pedestrians were killed on the state's roads from 2009 through 2011.

The analysis finds, for the sixth year in a row, US-1 to be the state's most deadly road for pedestrians. During this period, 11 pedestrians were killed on the roadway. With four pedestrian fatalities, US-44 was the second most dangerous road for walking.

"Since the Campaign's first analysis in 2008, US-1 has consistently been Connecticut's most deadly road for pedestrians. The state must commit to making significant changes that will save lives," said Steven Higashide, senior planner with the Campaign.

The Campaign found that arterial roadways – multi-lane roads that often have speed limits of 40 mph or more with little pedestrian and bicycle infrastructure— are the region's most deadly for pedestrians. While about 15 percent of the total lane miles in the three states are classified as arterials, nearly 60 percent of pedestrian fatalities occurred on this type of road. In Connecticut, a little over fifty percent of pedestrian deaths occurred on roads classified as arterials.

"In looking at the region's most dangerous roads a clear trend emerges: whether they are classified as arterials or local streets, roads that are not designed with the needs of users of all ages and abilities in mind are without a doubt the most dangerous for pedestrians," said Veronica Vanterpool, the Campaign's executive director.

Pedestrian fatalities in all of Connecticut's counties were as follows:

County	Pedestrian Fatalities, 2010	Pedestrian Fatalities, 2011	Pedestrian Fatalities, 2012	Total Pedestrian Fatalities, 2010-2012
New Haven	13	6	11	30
Hartford	13	5	11	29
Fairfield	11	7	6	24
New London	5	1	2	8
Middlesex	1	2	4	7
Tolland	2	2	3	7
Litchfield	2	1	0	3
Windham	1	2	0	3
Statewide	48	26	37	111

"Pedestrian fatalities are tragic but they can be prevented," the Campaign's Staff Analyst, Renata Silberblatt, pointed out. "Connecticut has a strong Complete Streets law, but its Highway Design Manual has yet to be updated to incorporate designs that prioritize safe streets for all users of the roadways," she added.

The Campaign highlighted concentrations of pedestrian fatalities on US-1 in Fairfield County as well as fatalities that occurred in the cities of Bridgeport, Hartford and Waterbury. During the period studied, six pedestrians were killed in Bridgeport, six in Hartford and nine in Waterbury.

"While it is important that Connecticut Department of Transportation (ConnDOT) address safety on state owned roads like US-1, cities and towns across the state should also pass, implement and enforce complete streets policies, to ensure that pedestrian, transit riders, bicyclists and motorists of all ages and abilities can safely travel on local roads as well," said Kelly Kennedy, Executive Director of Bike Walk Connecticut.

The Campaign praised and highlighted ConnDOT's plan to narrow a three-mile section of US-44 in East Hartford as a good example of how to redesign dangerous roadways. The road will be transformed from four lanes to two lanes with additional parking, bike lanes and dedicated turn lanes. "ConnDOT is showing great leadership by redesigning this section," said Veronica Vanterpool, the Campaign's executive director. "Of the four pedestrians who died on US-44, two were within these three-miles," she added.

The Campaign urges Connecticut's elected officials and agency leaders to:

- Update Connecticut's Highway Design Manual, Connecticut's standard road design reference book, to address the goals and policies set forth in the state's complete streets law.
- Pass a vulnerable users bill which would increase penalties for careless drivers who injure or kill pedestrians, cyclists, police officers and other users of the road who are most at risk.
- Create a Safe Routes to Transit and a Safe Routes for Seniors program which would prioritize transit stops and areas with high densities of senior citizens or senior amenities to enhance pedestrian safety.

“Improvements in Connecticut’s roadways are very important for seniors, but people of all ages benefit when communities have features like safer crosswalks and affordable and accessible transportation options. We are encouraged by the increased attention to livable communities and aging in place that we have seen in the Connecticut General Assembly at the start of 2014. This report should inform that work,” said Nora L. Duncan, the state director for AARP Connecticut.

The analysis relies upon the most recent data available from the National Highway Traffic Safety Administration’s Fatality Analysis Reporting System (FARS) to determine which routes within each county had the highest number of pedestrian fatalities from 2010 to 2012. The analysis excludes interstates and other roads where pedestrians are prohibited and omits those fatalities that occurred on portions of roads where pedestrians are not allowed.

County factsheets showing the most dangerous roads for walking are available at the link below, along with interactive maps showing the locations of each fatality and descriptive details for each victim.

**Factsheets and maps can be found at <http://tstc.org/reports/danger14/index.php>**

*The Tri-State Transportation Campaign is a non-profit organization working toward a more balanced, transit-friendly and equitable transportation system in Connecticut, New York and New Jersey.*