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Report Identifies Connecticut's Most Dangerous Roads for Walking

Fatalities decrease statewide; Route 1 most dangerous seven years in a row

A [new analysis](#) from Tri-State Transportation Campaign, a non-profit policy watchdog organization, finds that in the three years from 2011 to 2013, 99 pedestrians were killed on Connecticut roads. This represents a decrease compared to the previous year's analysis; 111 pedestrians were killed on the state's roads between 2010 and 2012.

The analysis finds U.S. Route 1 to be Connecticut's most deadly road for walking for the seventh year in a row. In the period from 2011 to 2013, nine pedestrians were killed on the roadway. With three pedestrian fatalities, U.S. Route 6 was the state's second most dangerous road for walking.

"For seven consecutive years, Route 1 has held the top spot as Connecticut's most deadly road for pedestrians. While our annual analysis has noted variability in the most dangerous roads in the other states from year-to-year, without long-overdue safety improvements, it's unlikely Route 1 can shed this label," said Veronica Vanterpool, Executive Director of the Tri-State Transportation Campaign. "Clearly, not enough is being done to transform this arterial into a corridor that is safe for all users."

The Campaign found that arterial roadways like Route 1—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 only about 15 percent of the total lane miles in New York, New Jersey and Connecticut are classified as arterials, the majority of pedestrian fatalities in the region occurred on this type of road. In Connecticut, 50 percent of pedestrian deaths occurred on roads classified as arterials.

"It's hard to get around in Connecticut if you don't own a car, not only because of inadequate transit options, but also because so many roads are designed without the needs of pedestrians in mind," said Joseph Cutrufo, Connecticut Advocate for the Tri-State Transportation Campaign.

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

County	Pedestrian Fatalities, 2011	Pedestrian Fatalities, 2012	Pedestrian Fatalities, 2013	Total Pedestrian Fatalities, 2011-2013
Hartford	5	11	12	28
New Haven	6	11	7	24
Fairfield	7	6	8	21
Middlesex	2	4	2	8
Tolland	2	3	2	7
New London	1	2	2	5
Windham	2	0	3	5
Litchfield	1	0	0	1
Statewide	26	37	36	99

“Our analysis shows that these tragic deaths are not inevitable, but are due to the conscious design decisions that emphasize the throughput of automobiles over all other needs,” the Campaign’s Staff Analyst, Ryan Hall, pointed out. “An 11 percent decrease in fatalities is significant, but more must be done to implement Complete Streets projects going forward.”

The Campaign highlighted pedestrian fatalities on Route 1 in Fairfield County as well as fatalities that occurred in Waterbury, Bridgeport, Hartford and New Britain. During the period studied, nine pedestrians were killed in Waterbury, seven pedestrians were killed in Bridgeport, five in Hartford and four in New Britain.

The Campaign applauds Connecticut lawmakers and Governor Malloy for enacting the Vulnerable User Law in 2014, but also urges state leaders and transportation officials to:

- Implement recommendations of existing studies on Route 1, such as those completed by the South Western Regional Planning Agency and the Greater Bridgeport Regional Council
- Complete the upcoming Highway Design Manual update in a manner that is consistent with the state Complete Streets law and ConnDOT Complete Streets policy
- Fully fund and implement the \$101 million pedestrian and bicycle capital program in the state’s 5-year transportation “ramp-up” plan
- Prioritize pedestrian safety near transit hubs, including new Hartford Line rail stations and CTfastrak bus rapid transit stations
- Create and fund a Safe Routes for Seniors program that implements pedestrian safety improvements in areas with high concentrations of senior pedestrians

“In Connecticut, adults age 60 and older account for one in three pedestrian deaths, and have the greatest fatality rate of any population group,” said AARP Connecticut State Director Nora Duncan. “We can improve pedestrian safety and make our communities more livable by designing and building roadways that accommodate all users.”

“Connecticut must get serious about implementing the Complete Streets law that was enacted six years ago,” said Bike Walk Connecticut Executive Director Kelly Kennedy. “Continuing to bow to car culture and making walking and biking an afterthought is killing people, hurting our economy and our environment and driving away the young people we need in our workforce.”

Tri-State also encourages municipal leaders to follow the lead of New Haven, Middletown and Stamford by adopting Complete Streets policies. “In the last year, the number of communities which have adopted Complete Streets policies has tripled, from one to three,” Cutrufo said. “We’d like to see it triple again this year.”

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 2011 to 2013. 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.

Fact sheets showing the most dangerous roads for walking are available at the Campaign’s website and include interactive maps which note the location, age and gender of fatalities. Additional layers show state legislative boundaries. **A summary of the analysis, as well as the Connecticut fact sheet and map can be found at tstc.org**

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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.