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Contact:

Joseph Cutrufo, Director of Communications & Connecticut Policy
(212) 268-7474 or (860) 796-6988

On National Walking Day, Analysis Identifies Connecticut's Most Dangerous Roads for Pedestrians

Fatalities increase 28 percent statewide; Route 1 most dangerous eight analyses in a row

Today, on National Walking Day, Tri-State Transportation Campaign, a non-profit policy watchdog organization, releases [a new analysis](#) underlining the need for better funding and infrastructure that makes it safe to walk throughout our communities. The report finds that in the three years from 2012 to 2014, 127 pedestrians were killed on Connecticut roads. This represents a 28-percent increase compared to the previous year's analysis: 99 pedestrians were killed on the state's roads between 2011 and 2013.

The analysis finds U.S. Route 1 to be Connecticut's most deadly road for walking for the eighth analysis in a row. In the period from 2012 to 2014, 10 pedestrians were killed on the roadway. With five pedestrian fatalities, Route 10 was the state's second most dangerous road for walking.

"For eight consecutive analyses, 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 the tri-state region. In Connecticut, 50 percent of pedestrian deaths occurred on roads classified as arterials.

"Decades of car-oriented transportation and development policy along the Route 1 corridor, and look where it's taken us," said **Tri-State Transportation Campaign Director of Connecticut Policy Joseph Cutrufo**. "As the state continues to invest in a more multimodal future, it's crucial that the safety and comfort of pedestrians is not overlooked."

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

County	Pedestrian Fatalities, 2012	Pedestrian Fatalities, 2013	Pedestrian Fatalities, 2014	Total Pedestrian Fatalities, 2012-2014
Hartford	11	12	9	32
Fairfield	10	8	13	31
New Haven	13	7	11	31
Tolland	3	5	5	13
Middlesex	5	2	4	11
New London	2	2	4	8
Litchfield	0	0	1	1
Windham	0	0	0	0
Statewide	44	36	47	127

"We can't seriously address pedestrian safety when roads prioritize the throughput of automobiles over other needs," said **Ryan Hall, TSTC Staff Analyst**. "A 28-percent increase in fatalities is significant. Clearly more must be done to safely accommodate pedestrians moving forward."

In Connecticut, the municipality with the most pedestrian fatalities is Waterbury, with 12 fatalities between 2012-2014.

The campaign urges state leaders and transportation officials to:

- Implement pedestrian safety recommendations from existing studies on Route 1, such as those completed by the Western Connecticut Council of Governments and the Connecticut Metropolitan Council of Governments
- Provide a proportional set-aside of Highway Safety Improvement Program funding for pedestrian and bicycle infrastructure
- Work with municipalities and regional planning agencies to improve pedestrian safety around rail and bus rapid transit stations
- Ensure the Highway Design Manual update is transparent, consistent with the state complete streets law and ConnDOT complete streets policy, and inclusive of the state Bicycle & Pedestrian Advisory Board
- Integrate walking and biking with transit-oriented development projects
- Support a measure to constitutionally protect transportation revenue from being diverted to other uses

"Regular participation in outdoor activities like walking, running and biking is vital to our physical and mental health as we age," said **Nora Duncan, AARP Connecticut State Director**. "We are encouraged by the increased attention to pedestrian safety by legislators, which will ultimately lead to a state-wide focus and dedication to the issue."

"Connecticut is a better place to walk and bike today than it was a decade ago, however, despite the progress that is occurring, the continued need for reform is evident in these statistics. The number of fatalities is unacceptable" said **Neil Pade, Chairman of the Connecticut Bicycle & Pedestrian Advisory**

Board. “While the full impact of past reform has not yet been felt, all of us that play a role in improving the transportation systems of the state recognize there is more good work to be done.”

“We have made the environment hostile to pedestrians. We can make streets safer by slowing down cars, marking crosswalks and extending signal times and making sure we have well developed and maintained sidewalk systems. Streets are not just for cars, but should be shared safely by all forms of transportation, including active transport like walking and biking,” said **Katherine Kraft, National Coalition Director at America Walks.**

The *Most Dangerous Roads for Walking* analysis, conducted by the non-profit Tri-State Transportation Campaign, uses federal traffic fatality data to identify the most deadly roads for pedestrians in the Connecticut, New Jersey and downstate New York region.

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 streets within each county had the highest number of pedestrian fatalities from 2012 to 2014. 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. **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 network in Connecticut, New York and New Jersey.