THE REGION'S

MOST DANGEROUS ROADS FOR WALKING

Cluster Analysis

KEY FINDINGS

TSTC's analysis of federal transportation data reveals that in the three years from 2010 through 2012:

- 1,236 pedestrians lost their lives on Connecticut, New Jersey and downstate New York roads.
- With 427 pedestrian deaths, 2012 was more deadly than 2011 (394 deaths) and 2010 (415 deaths) for the entire region.
- Arterial roads — multi-lane roads that often have speed limits of 40 mph or more and little pedestrian and bicycle infrastructure — are the region's most deadly for pedestrians. About 15 percent of lane miles in the three states are classified as arterials, but almost 60 percent of pedestrian fatalities occurred on this type of road.
- With 16 deaths in three years, Suffolk County, New York's Route 25 (Jericho Turnpike) is the region's most dangerous road for pedestrians.

REGION-WIDE RECOMMENDATIONS

State and local governments must:

- Make pedestrian safety a policy and investment priority in transportation budgets and capital plans.
- Protect the most vulnerable pedestrians through increased spending on Safe Routes to School, Safe Routes to Transit and Safe Routes for Seniors programs.
- Use the flexibility of federal transportation programs to prioritize walking and biking improvements.
- Track and monitor the implementation of complete streets laws and policies to ensure that new or retrofitted roads safely accommodate bicyclists, pedestrians, transit riders and motorists of all ages and abilities.

Members of Congress must:

- Expand federal programs such as TIGER and Transportation Alternatives that provide significant funding for bicycle and pedestrian projects.

CLUSTER ANALYSIS

A careful analysis of fatalities' locations reveals that many of pedestrian deaths are clustered in specific geographic areas, such as a short stretch of roadway, in the same municipality, or at the same intersection. This fact sheet highlights four such clusters in downstate New York, New Jersey and Connecticut. Using the county maps available at http://tstc.org/reports/danger14/index.php, viewers can discover additional clusters as well. Targeting specific areas where multiple fatalities have occurred while also laying the ground work for longer term infrastructure overhauls along entire unsafe corridors will go a long way in making the region safer for walking.

TRI-STATE TRANSPORTATION CAMPAIGN

Mobilizing the Region

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

BROADWAY, MANHATTAN, NY

Nine pedestrians died on Manhattan's Broadway, making it the most dangerous road for pedestrians in the borough and one of the most dangerous roads for pedestrians in New York City. Seven of these deaths occurred on or above 99th Street. During the Bloomberg administration, the New York City Department of Transportation put considerable focus into making southern Broadway safer for pedestrians; in the coming years, the Department should put the same effort into redesigning the upper portion of the road.

Broadway and 99th Street, the site of a pedestrian fatality. Image: Google Maps >

ROUTE 25 (JERICHO TURNPIKE/MIDDLE COUNTRY ROAD), SUFFOLK COUNTY, NY

Route 25 near College Road in Brookhaven, the site of a pedestrian fatality. Image: Google Maps.

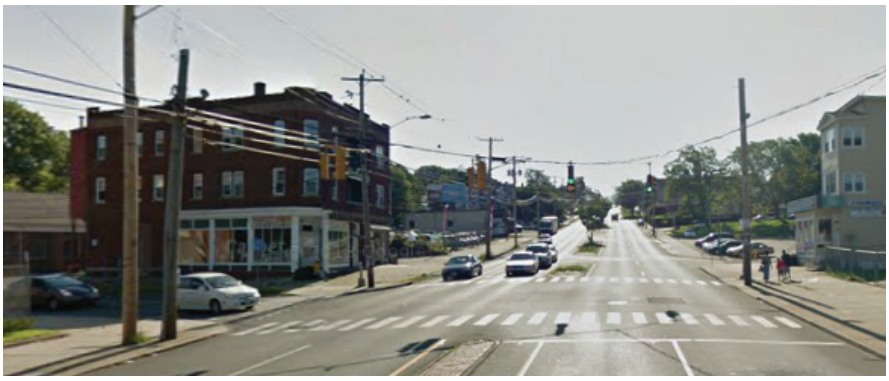
With 16 pedestrian fatalities from 2010 through 2012, Route 25 is Suffolk County's most dangerous road for pedestrians, and the region's most deadly road as well. Half of the pedestrian fatalities that occurred along Route 25 in Suffolk County were on the 11.5 mile stretch from Centereach to Ridge. In 2012, the New York State Department of Transportation made some improvements to Route 25 in Nassau County; the state should continue safety improvements into Suffolk County as well.

US-130, BURLINGTON COUNTY, NJ

With 12 pedestrian fatalities from 2010 to 2012, Burlington County's US-130 was the county's most deadly road for pedestrians, and the most dangerous road for pedestrians in the entire state. Within Burlington County, eight pedestrians were killed on the approximately 7.5 miles from Cinnaminson to Willingboro. With initiatives such as Operation 130 Safe Passage, state agency leaders and elected officials have taken action to make US-130 safer for pedestrians. However, pedestrian infrastructure, such as continuous sidewalks, median islands and crosswalks, must be added to this entire stretch of roadway. Officials should look into additional traffic calming and redevelopment opportunities to truly make this a safe road for the many pedestrians and bus riders traveling along it.

US-130 and Pennypacker Drive in Willingboro, the site of two pedestrian fatalities. Image: Google Maps.

FAIRFIELD COUNTY, BRIDGEPORT, HARTFORD AND WATERBURY, CT



US-1 in Bridgeport, near where a fatality occurred. Image: Google Maps.

With 11 fatalities in three years, US-1 is Connecticut's most dangerous road for pedestrians. Last year, the Connecticut Department of Transportation expedited pedestrian improvements on US-1 in Westport. The agency is also seeking to add sidewalks to US-1 in Stratford, but more comprehensive improvements are needed. Six of the 11 fatalities occurred along US-1, were in Fairfield County. In addition, in the three years from 2010 through 2012, three Connecticut cities had six or more pedestrian fatalities. These cities are: Bridgeport (six fatalities), Hartford (six fatalities) and Waterbury (nine fatalities). Pedestrian fatalities in three cities comprise almost 20 percent of pedestrians killed in Connecticut.