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Report Identifies New Jersey's Most Dangerous Roads for Pedestrians

*Advocacy group applauds New Jersey's progress in protecting pedestrians,
calls on state, local governments to take further steps*

A new analysis from Tri-State Transportation Campaign, a non-profit policy watchdog organization, finds that in the three years from 2010 to 2012, 442 pedestrians were killed on roads in New Jersey. This is a slight increase from the Campaign's previous analysis which found that 440 pedestrians were killed on New Jersey roads from 2009 through 2011.

Using federal data, the analysis finds that, for the fourth year in a row, Burlington County's US-130 is once again the most dangerous road for pedestrians in the state. Twelve pedestrians were killed on US-130 in Burlington County, with eight of these deaths occurring within the approximately 7.5 miles stretching from Cinnaminson to Willingboro.

Over the past few years State agency leaders and elected officials have taken actions to make US-130 less deadly for pedestrians, including increased enforcement of motor vehicle violations through the Operation 130 Safe Passage program, which began in 2013.

"These initiatives are great starts, but US-130 needs pedestrian infrastructure changes such as continuous sidewalks, median islands and crosswalks as well," said Mathew Norris, the Campaign's South Jersey advocate.

"It is my hope that together we can change the distinction of US-130 as one of the most dangerous corridors in the state to one that is safe for all community members," said State Assembly Member Troy Singleton. US-130 lies within Assembly Member Singleton's district.

Camden County's US-30 (White Horse Pike), with nine pedestrian deaths, and Middlesex County's US-1, with seven deaths, are the second and third most deadly roads for pedestrians in New Jersey.

The Campaign found that arterial roadways – multi-lane roads that often have speed limits of 40 mph or more and 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 New Jersey alone, almost 70 percent of pedestrian deaths occur 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.

The analysis found that the New Jersey roads with five or more pedestrian fatalities over the three-year period were:

Rank (in NJ)	Change in Ranking (Prior Year's Rank in NJ)	Roadway	Total Pedestrian Fatalities, 2010-2012
1	No change	US-130 (BURLINGTON PIKE), Burlington County	12
2	↑ (4)	US-30 (WHITE HORSE PIKE, ADMIRAL WILSON BLVD), Camden County	9
3	↓ (1)	US-1, Middlesex County	7
4	↓ (1)	US-322/40 (BLACK HORSE PIKE, ALBANY AVE), Atlantic County	6
4	New	US-30 (WHITE HORSE PIKE, ABSECON BLVD), Atlantic County	6
4	↑ (10)	US 1 & 9/US-1 (TONNELE AVE), Hudson County	6
4	No change	US-9, Middlesex County	6
8	New	ROUTE 47, Cumberland County	5
8	↑ (10)	ROUTE 21 (MCCARTER HWY), Essex County	5
8	New	ROUTE 508, Essex County	5
8	New	ROUTE 36, Monmouth County	5
8	New	ROUTE 22, Somerset County	5
8	↓ (6)	US-1&9 (US-1), Union County	5

“Pedestrian fatalities are tragic but they can be prevented,” the Campaign’s Staff Analyst, Renata Silberblatt, pointed out. “Complete Streets policies have to move from passage to implementation of more life saving traffic calming projects on roads throughout New Jersey,” she added.

Complete streets projects have proven time and again to improve safety and serve as a boon for downtown revitalization and economic development. The Campaign highlighted Montclair, New Jersey’s successful South Park Street which has enhanced safety and economic vitality in Montclair’s downtown.

The Campaign urges New Jersey’s elected officials and agency leaders to:

- Pass legislation to protect pedestrians on the roadways such as a safe passing and vulnerable users bills.
- Create Complete Streets implementation plans in municipalities and counties that have passed Complete Streets policies and implement complete streets projects on state roads, especially those being rebuilt with Sandy funds.
- Continue to increase investment in projects that make streets safer for pedestrians and bicyclists in the Transportation Capital Program.
- Fund construction of regional trails, such as The Circuit in southern New Jersey, and improve roads that provide access to trails to create safe biking and walking corridors.
- Institutionalize NJDOT's successful Complete Streets trainings and workshops for local municipalities.

"As New Jersey continues to build out its downtowns in response to the shift towards urban living and residents' desire to eliminate the "nightmare commute," more and more New Jerseyans are relying on traveling by foot and by bike as part of a multi-modal transportation system. Pedestrian and bicyclists safety should rise to the forefront of NJ transportation policies and spending rather than being treated as lower priority to policies that benefit motorized transportation. It is time we stopped favoring high speed individual travel over people's lives," said Cyndi Steiner, executive director of the New Jersey Bike Walk Coalition.

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.