



PRESS RELEASE

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Contact

Kate Slevin, Ryan Lynch
Tri-State Transportation Campaign
(212) 268-7474

Report Identifies Region's Most Dangerous Roads for Pedestrians

Regional pedestrian deaths necessitate increased investments in pedestrian safety programs

A new report from the Tri-State Transportation Campaign finds that more than 1,200 pedestrians are killed in New Jersey, downstate New York, and Connecticut each year.

For the fourth year in a row, the tri-state region's most dangerous road for pedestrians is the Hempstead Turnpike in Nassau County, according to the new analysis by Tri-State Transportation Campaign, a policy watchdog organization.

Between 2008 and 2010, 15 pedestrians were killed along the 16-mile stretch of roadway, with most of those fatalities occurring in the six miles between Franklin Square and East Meadow.

"Our analysis has shown again and again that the Hempstead Turnpike is a deadly road for pedestrians, and we welcome New York DOT's recent commitment to short and long term safety fixes for it," said Ryan Lynch, policy director with the Campaign.

The analysis found that arterial roads – roads with two or more lanes in each direction that are designed to accommodate vehicle speeds of 40 mph or higher – are the most deadly for pedestrians.

"These roads are not traditionally designed with pedestrians' needs in mind, yet they run throughout the tri-state region, from parts of Manhattan's Broadway to US-1 in Connecticut," said Renata Silberblatt, report author and staff analyst with the Campaign.

Following Hempstead Turnpike, Broadway in Manhattan, Sunrise Highway in Suffolk County and Burlington Pike in Burlington County were the region's most dangerous roads.

The analysis found the region’s most dangerous roads for walking over the three-year period were:

Rank	Change in Ranking (Prior Year's Rank)	Road	County	Pedestrian Fatalities (2008-2010)
1	-	SR-24 (Hempstead Tpke/Conklin St)	Nassau, NY	15
2	-	Broadway	Manhattan, NY	13
3	↑ (4)	SR-27 (Sunrise Hwy)	Suffolk, NY	10
3	-	US-130 (Burlington Pike)	Burlington, NJ	10
5	↑ (8)	US-1&9	Union, NJ	9
6	↑ (8)	Broadway	Bronx, NY	7
6	↑ (8)	Kings Hwy	Brooklyn, NY	7
6	↑ (8)	SR-27 (Sunrise Hwy)	Nassau, NY	7
6	↓ (5)	Henry Hudson Pkwy/West St	Manhattan, NY	7
6	↑ (8)	SR-25 (Middle Country Rd)	Suffolk, NY	7
6	↓ (5)	Atlantic Ave	Brooklyn, NY	7
6	new	SR-110 (New York Ave)	Suffolk, NY	7
6	↑ (8)	US-1	Middlesex, NJ	7

The report offers region-wide recommendations that can be implemented on a state or city level. These recommendations include increased investment in Safe Routes to School, Safe Routes to Transit and Safe Routes for Seniors programs, and tracking and monitoring Complete Streets laws and policies.

The Campaign noted that to make dangerous roads safer often is a matter of simply adding pedestrian infrastructure – from a well-defined crosswalk to a timed pedestrian countdown signal to a sidewalk extension. “Time and time again, we have seen that small scale pedestrian improvements have great impacts on communities,” said Kate Slevin, executive director of the Campaign. “These improvements save lives, promote health and contribute to local economies.”

"When streets like Atlantic Avenue and Broadway are on this list year-in and year-out, it's a sign that more needs to be done," said Paul Steely White, Executive Director of Transportation Alternatives. "Safer street designs are part of the solution, but so is effective traffic law enforcement to protect pedestrians from dangerous drivers. Enforcing laws against the deadliest behavior--via speed cameras or targeted policing--will keep dangerous drivers accountable and make our streets safer for everyone."

The Campaign praised progress made from 2010 to early 2012 throughout the region, from New York State's statewide Complete Streets law and NYSDOT's announcement of pedestrian improvements to the Hempstead Turnpike to the addition of sidewalks on New Jersey's Black Horse Pike and Route 9, to Connecticut's corridor studies of Route 7, Route 1 and Route 10 which include many innovative bicycle and pedestrian improvements.

However, with 1,267 pedestrian deaths from 2008 to 2010, designing and redesigning roads for all users – pedestrians, bicyclists and drivers alike—must continue to be a high priority for transportation departments across the region.

“We've come a long way in how we think about our streets, but this report shows that we still have a ways to go,” said Slevin.

Silberblatt used recently-released data 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 over the three-year period from 2008 to 2010. The analysis excludes Interstates and other roads where pedestrians are prohibited.

County fact sheets showing the most dangerous routes for walking are also available. The fact sheets also include an interactive Google Map showing the locations of each pedestrian fatality, with descriptive details for each victim killed on the county's most dangerous route or routes.

The full report, as well as county fact sheets and Google Maps can be found at www.tstc.org/reports/danger12/.

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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.