



PRESS RELEASE

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Tri-State Transportation Campaign

Report Identifies New Jersey's Most Dangerous Roads for Pedestrians
*Advocacy group applauds New Jersey's progress in protecting pedestrians,
calls on state to take further steps.*

A new report from Tri-State Transportation Campaign finds that in the three years from 2009 to 2011, 440 pedestrians were killed on roads in New Jersey. This is a slight increase from the Campaign's 2012 report which found that 436 pedestrians were killed on the state's roads from 2008 through 2010.

According to a new analysis by Tri-State Transportation Campaign, a policy watchdog organization, US-130 (Burlington Pike) in Burlington County is one of the state's most deadly roads for pedestrians, with nine pedestrian killed on it from 2009 through 2011. US-322/40 (Blackhorse Pike) in Atlantic County and Route 1 in Middlesex County also had nine pedestrian fatalities each during this period.

"Year in and year out, the pedestrian-unfriendly US-130 continues to threaten the lives of Burlington residents; it's time to make this road safer," said Mathew Norris, the Campaign's South Jersey advocate.

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, with almost 60 percent of pedestrian deaths in Connecticut, New Jersey and downstate New York occurring on this type of road.

"Arterials were traditionally designed to move vehicles from one destination to the next without regard for other road users like pedestrians and bicyclists. We continue to see that designing roads like this results in needless loss of life," said Renata Silberblatt, report author and staff analyst with the Campaign.

The analysis found New Jersey's most dangerous roads for walking over the three-year period were:

Rank (in NJ)	Roadway	Pedestrian Fatalities (2009-2011)
1	US-130 (BURLINGTON PIKE), Burlington County	9
1	ROUTE 1, Middlesex County	9
1	US-322/40 (Blackhorse Pike, Albany Ave), Atlantic County	9
4	US-30 (WHITE HORSE PIKE), Camden County	8
4	ROUTE 9, Middlesex County	8
6	ROUTE 1&9, Union County	6
6	US-46, Morris County	6
6	ROUTE 9, Ocean County	6
6	ROUTE 501 (JFK BLVD), Hudson County	6
10	ROUTE 35, Middlesex County	5
10	SR-21 (MCCARTER HWY), Essex County	5
10	US 1 & 9 (TONNELLE AVE), Hudson County	5

The Campaign praised municipal, county and state governments as well as state agencies for taking significant steps in recent years to make roads safer for all users. In 2012, the New Jersey Department of Transportation (NJDOT) launched a complete streets website and held informative workshops. In addition, three counties and 43 municipalities have passed complete streets policies, with 22 policies passed in 2012 alone.

“Municipalities and counties across New Jersey are making pedestrian safety a priority by passing complete streets policies. NJDOT, which passed a policy in 2009, is both leading and encouraging these actions through its extensive complete streets outreach and training. Now it’s time for local and state agencies to move towards implementation of tangible, capital improvements to the most dangerous roads and intersections,” said Janna Chernetz, New Jersey advocate with the Campaign.

The Campaign called on elected leaders to pass a vulnerable users bill, which would increase penalties for careless drivers who injure or kill pedestrians, cyclists, police officers and other users of the road who are most at risk, as well as the creation of complete streets implementation plans for each municipality and county that has enacted a complete streets policy.

“It’s the implementation of these complete streets policies that will have the biggest impact on safety. The implementation needs to start now,” Chernetz noted.

The Campaign also urged funding for regional trails, with pedestrian and bicyclist safety improvements on roads that lead to the trails.

“Bicyclists and pedestrians make up nearly a quarter of the traffic deaths in New Jersey. The state should invest a fair amount of its federal Highway Safety Improvement Program (HSIP) funds to make it safer to walk or bike. Though bicycle and pedestrian safety projects are eligible for funding, HSIP has been largely overlooked as a resource,” John Boyle, research director at The Bicycle Coalition of Greater Philadelphia pointed out.

“Our approach in New Jersey needs to be three-pronged: re-design and rebuild of these arterial roads using complete streets concepts, legislation and enforcement to protect vulnerable road users, and education that emphasizes the value of these changes,” said Cyndi Steiner, executive director of the New Jersey Bike & Walk Coalition. “Our approach should ultimately strive to bring about a change in culture; the concept that roads have multiple types of users is a significant shift in mindset among most New Jersey residents. Only with this shift in culture will we begin to see reductions in pedestrian fatality and injury rates,” she added.

The report uses the most up-to-date 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 2009 to 2011. The analysis excludes Interstates and other roads where pedestrians are prohibited.

County fact sheets showing the most dangerous routes for walking are also available and include an interactive map showing the locations of each pedestrian fatality, with descriptive details for each victim killed.

The full report, as well as county fact sheets and maps can be found at <http://tstc.org/reports/danger13/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.