



## PRESS RELEASE

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### **Report Identifies Region's Most Dangerous Roads for Pedestrians**

*Regional pedestrian deaths call for investment in pedestrian safety programs and expanded implementation of complete streets policies*

A new report from Tri-State Transportation Campaign finds that more than 1,200 pedestrians were killed on roads in Connecticut, New Jersey and downstate New York in the three years from 2009 through 2011.

According to a new analysis by Tri-State Transportation Campaign, a policy watchdog organization, Route 24 (Hempstead Turnpike) in Nassau County is the region's most dangerous road for pedestrians for the fifth consecutive year since the Campaign's first analysis in 2008.

Between 2009 and 2011, 14 pedestrians were killed along the 16-mile stretch of roadway.

In 2012, after years of advocacy from the Campaign, New York State Department of Transportation (NYSDOT) Commissioner Joan McDonald announced that Hempstead Turnpike would receive significant pedestrian safety treatments. Beginning in March 2012, NYSDOT began to make the road safer by redesigning the road to include, among other things, eight raised medians and five new crosswalks, as well as relocating six bus stops closer to crosswalks and altering traffic signals to calm traffic.

"We have seen again and again that relatively low-cost improvements such as the improvements being done to Hempstead Turnpike can save lives," said Veronica Vanterpool, Tri-State Transportation Campaign's executive director.

"We applaud NYSDOT's attention to Hempstead Turnpike and look forward to working with agencies across the region to make other deadly roads safer," said Ryan Lynch, associate 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, 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.

Following Route 24 (Hempstead Turnpike), Broadway in Manhattan, Route 25 (Jericho Turnpike) in Suffolk County and Route 27 (Sunrise Highway) in Nassau 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	Pedestrian Fatalities (2009-2011)
1	-	SR-24 (HEMPSTEAD TPKE, FULTON AVE), Nassau County, NY	14
2	-	BROADWAY, Manhattan, NY	12
3	↑ (6)	SR-25 (JERICHO TPKE, MIDDLE COUNTRY RD), Suffolk County, NY	11
4	↑ (6)	SR-27 (SUNRISE HWY), Nassau County, NY	9
4	↑ (6)	SR-110 (NEW YORK AVE, BROADHOLLOW RD, BROADWAY), Suffolk County, NY	9
4	↑ (14)	US-322/40 (Blackhorse Pike), Atlantic County, NJ	9
4	↓ (3)	US-130 (BURLINGTON PIKE), Burlington County, NJ	9
4	↑ (6)	ROUTE 1, Middlesex County, NJ	9
9	↓ (3)	SR-27 (SUNRISE HWY, MONTAUK POINT STATE HWY, CR 39), Suffolk County, NY	8
9	↑ (26)	US-30 (WHITE HORSE PIKE), Camden County, NJ	8
9	new	ROUTE 9, Middlesex County, NJ	8

"It's alarming that New York City's major arterial streets are so dangerous for pedestrians and bicyclists. New Yorkers need safe and convenient access to the businesses that populate these major streets to keep the wheels of our economy turning. It's imperative that the candidates who seek to lead our city as Mayor offer a vision for New York that will keep New Yorkers safe on our streets with proven solutions like bike lanes, pedestrian refuges and other necessary safety improvements," said Paul Steely White, executive director of Transportation Alternatives.

The Campaign praised municipal, county and state government as well as state agencies for taking significant steps in recent years to make roads safer for all users. State complete streets laws exist in New York and Connecticut and the New Jersey DOT endorsed a complete streets policy in 2009. In addition, over 40 municipal and county governments in the tri-state region have adopted complete streets policies. These local policies will help ensure that the roadways under local and county jurisdiction are designed and redesigned with all users – pedestrians, bicyclists and motorists in mind.

“Recent improvements to New York’s most dangerous roadways are very encouraging and AARP is hopeful that this report will instill a sense of urgency to make even more improvements where necessary,” said Will Stoner, associate state director for AARP in New York. “Designing our roadways with pedestrians in mind, today and in the future, is paramount considering the aging population we have on Long Island.”

However, with 1,242 needless pedestrian deaths from 2009 through 2011, more can, and should, be done to protect pedestrians in Connecticut, New Jersey and downstate New York. The report offers region-wide recommendations that can be implemented on a state or city level. These recommendations include increased spending on Safe Routes to School, Safe Routes to Transit and Safe Routes for Seniors programs, and tracking and monitoring complete streets laws and policies to ensure their implementation. The report also offers specific recommendations for each state.

In addition, to help municipalities on Long Island towards faster implementation of safe pedestrian infrastructure, Tri-State Transportation Campaign, in partnership with Wendel Companies and Vision Long Island, will host a complete streets forum on April 11, 2013.

“We are saddened that our region continues to be plagued by many dangerous roadways that are unsafe for residents of all ages, customers and workers in our local communities. This report once again points to the need to move quickly to fund complete streets projects and enhance pedestrian safety,” said Eric Alexander, director of Vision Long Island.

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.*