

THE REGION'S

# MOST DANGEROUS ROADS FOR WALKING

## Redesigning Roads

### 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.

### REDESIGNING ROADS

Roads that put pedestrians' lives at risk traverse the tri-state region. While these roads have different characteristics, one thing they tend to have in common is a design that takes **little or no consideration for the needs of non-drivers**.

These roads, however, can be made safer for users of all ages and abilities with simple, relatively low-cost modifications. To satisfy pedestrian needs, **pedestrian countdown signals, well-marked crosswalks, pedestrian crossing islands** and other safety improvements can be added.

TRI-STATE TRANSPORTATION CAMPAIGN



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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 New York, New Jersey and Connecticut.



## ROUTE 211, WALLKILL, NEW YORK

In 2014, New York State Governor Andrew Cuomo announced grants to municipalities to fund bicycle and pedestrian projects. Selected municipalities will receive funding covering 80 percent of a project's cost. The Town of Wallkill in Orange County, one of the grant recipients, will receive \$1.133 million to extend sidewalks and add landscaping to a portion of Route 211 that is lacking both. While there were no pedestrian deaths along this arterial road in the three years from 2010 through 2012, according to the town's police [1], this road has been the site of 22 or more pedestrian-motor vehicle crashes in the past 10 years. [Image: Google Maps]



## MONTCLAIR, NEW JERSEY

In 2009, Montclair Township became the first New Jersey municipality to enact a complete streets policy. Since the policy's passage, Montclair has undertaken a number of pedestrian and bicycle projects, including the South Park Street project, completed in 2012. Work on South Park Street included streetscape improvements, wider sidewalks, a midblock crosswalk and a new center median. The pedestrian-friendly redesign has contributed to the economic vitality of Montclair's vibrant downtown. [Image: Google Maps]



## US-44, EAST HARTFORD, CONNECTICUT

Changes are coming to US-44, Connecticut's second most deadly road for pedestrians. The Connecticut Department of Transportation (ConnDOT) will transform a three-mile section of US-44 from a four lane road into a two lane road with additional parking, bike lanes and dedicated turn lanes. Pedestrian safety improvements will also be undertaken. Four pedestrians died on US-44 in the three years from 2010 through 2012, with two fatalities within the project area (from US-5 to Mary Street). According to a ConnDOT press release [2], the project design is expected to be completed by spring 2014 and construction should begin in spring 2015. In addition to the two recent pedestrian fatalities within the project area, ConnDOT's press release notes that "from 2007 to 2009, there were 6 crashes involving bicycles, and 8 crashes involving pedestrians within the project limits." [Image: Google Maps]

1. Brown, Nathan. "Good News for Route 211 Pedestrians." *Times Herald-Record*. January 25, 2014.

2. "Public Information Meeting Concerning Bicycle and Pedestrian Improvements on Route 44 (Burnside Avenue) from U.S. Route 5 (Main Street) to Mary Street, Town of East Hartford." Connecticut Department of Transportation. April 23, 2013.