The 2016 Most Dangerous Roads for Walking analysis, conducted by the non-profit Tri-State Transportation Campaign, uses the most recent federal traffic fatality data (2012 -2014) to identify the most deadly roads for pedestrians in the Connecticut, New Jersey and downstate New York region. This year’s analysis also identifies the most deadly roads in the four largest upstate New York counties. The analysis includes fact sheets which rank roads by total deaths, along with maps which highlight the location, age and gender of each pedestrian fatality. Fact sheets and maps are available at tstc.org

**THE REGION’S MOST DANGEROUS ROADS**

<table>
<thead>
<tr>
<th>ROAD</th>
<th>COUNTIES</th>
<th>STATE</th>
<th>DEATHS</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR-25 (Jericho Turnpike, Middle Country Road, Queens Blvd)</td>
<td>Suffolk, Nassau, Queens</td>
<td>NY</td>
<td>24</td>
</tr>
<tr>
<td>US-130 (Burlington Pike, Bordentown Rd, North Crescent Blvd)</td>
<td>Burlington, Camden, Mercer, Middlesex</td>
<td>NJ</td>
<td>18</td>
</tr>
<tr>
<td>SR-25A (Northern Blvd, Main St, North Country Rd)</td>
<td>Suffolk, Nassau, Queens</td>
<td>NY</td>
<td>18</td>
</tr>
<tr>
<td>SR-27 (Sunrise Highway)</td>
<td>Suffolk, Nassau, Queens</td>
<td>NY</td>
<td>16</td>
</tr>
<tr>
<td>SR-24 (Hempstead Turnpike, Flanders Rd)</td>
<td>Suffolk, Nassau</td>
<td>NY</td>
<td>14</td>
</tr>
<tr>
<td>US-30 (Absecon Blvd, White Horse Pike)</td>
<td>Atlantic, Camden</td>
<td>NJ</td>
<td>12</td>
</tr>
<tr>
<td>Flatbush Avenue</td>
<td>Brooklyn</td>
<td>NY</td>
<td>11</td>
</tr>
<tr>
<td>Grand Concourse</td>
<td>Bronx</td>
<td>NY</td>
<td>10</td>
</tr>
<tr>
<td>Atlantic Avenue</td>
<td>Brooklyn, Queens</td>
<td>NY</td>
<td>10</td>
</tr>
<tr>
<td>SR-47 (South Delsea Dr)</td>
<td>Cumberland, Cape May, Gloucester</td>
<td>NJ</td>
<td>10</td>
</tr>
<tr>
<td>US-1 (Boston Post Rd)</td>
<td>Fairfield, New Haven, Middlesex, New London</td>
<td>CT</td>
<td>10</td>
</tr>
</tbody>
</table>

Source: TSTC Analysis of NHTSA’s FARS database, 2012-2014

**KEY FINDINGS**

- In the three-year period from 2012 to 2014, 1,298 pedestrians lost their lives on Connecticut, New Jersey and downstate New York roads. During the same period, there were 86 pedestrian deaths in the four largest upstate New York counties.

- With 413 pedestrian deaths in Connecticut, New Jersey and downstate New York, 2014 was less deadly than 2013 (445 deaths) and 2012 (440 deaths) (does not include the four upstate counties).

- Roads classified as arterials — multi-lane roads, often with speed limits of 40 mph or higher and little pedestrian and bicycle infrastructure — are the region’s most deadly for pedestrians. About 15 percent of lane miles in the region are classified as arterials, but 52 percent of pedestrian fatalities in the region occurred on this type of road.

- SR-25 is New York’s (and the region’s) most dangerous road for three consecutive analyses; US-130 is New Jersey’s most dangerous road for six consecutive analyses, and US-1 is Connecticut’s most dangerous road for eight consecutive analyses.
RECOMMENDATIONS

TSTC urges elected officials, agency leaders and members of the public to:

Connecticut

- Implement pedestrian safety recommendations from existing studies on Route 1, such as those completed by the Western Connecticut Council of Governments and the Connecticut Metropolitan Council of Governments
- Provide a proportional set-aside of Highway Safety Improvement Program funding for pedestrian and bicycle infrastructure
- Work with municipalities and regional planning agencies to improve pedestrian safety around rail and bus rapid transit stations
- Ensure the Highway Design Manual update is transparent, consistent with the state complete streets law and ConnDOT complete streets policy, and inclusive of the state Bicycle & Pedestrian Advisory Board
- Integrate walking and biking with transit-oriented development projects
- Support a measure to constitutionally protect transportation revenue from being diverted to other uses

New Jersey

- Consider a road diet and other design improvements to reduce fatalities on Route 130, the state’s most deadly road for the sixth consecutive year, and develop a targeted action plan via NJDOT to reduce fatalities statewide
- Double investment in Transit Village and Safe Streets to Transit programs, which fund pedestrian improvements, to $2 million each
- Standardize NJDOT crash online reporting for all 500-plus municipal agencies, as well as State Police
- Dedicate a $5 million line item on the New Jersey DVRPC Transportation Improvement Program (TIP) to fund specific Circuit trail projects, as has been done with Pennsylvania’s DVRPC TIP
- Call on state legislators and the governor to increase the state gas tax for the first time in 28 years
- Support the November 2016 ballot referendum to constitutionally dedicate all of NJ’s gas tax revenue to the Transportation Trust Fund
- Adopt Safe Passing legislation (A1348) to enhance safety for pedestrians, bicyclists, construction workers and law enforcement officers

New York

- Develop complete streets plan with NYSDOT for roads ranked in the top five most dangerous for three or more consecutive analyses
- Dedicate at least 2% of NYSDOT’s budget (a minimum of $100 million) to pedestrian and bicycling projects over the next five years
- Call on NYSDOT to release a progress report on complete street projects implemented since the passage of the complete streets Law
- Grant local leaders the power to lower speed limits
- Allow municipalities to use their own adopted design guides in lieu of, or in addition to, AASHTO
- Improve evaluations of system performance for pedestrian and bicycling facilities
- NYC should contribute at least $250 million annually to fix its most dangerous streets and corridors

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The Tri-State Transportation Campaign is non-profit organization working toward a more balanced, transit-friendly and equitable transportation network in New York, New Jersey and Connecticut.