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On National Walking Day, Analysis Identifies New Jersey's Most Dangerous Roads for Pedestrians

Fatalities decrease for second year in a row, but transportation funding crisis threatens further progress

Today, on National Walking Day, Tri-State Transportation Campaign, a non-profit policy watchdog organization, releases [a new analysis](#) underlining the need for better funding and infrastructure that makes it safe to walk throughout our communities. The report finds that in the three years from 2012 to 2014, 398 pedestrians were killed on roads in New Jersey. This reflects an 8.5-percent decrease from the Campaign's previous analysis, which found that 435 pedestrians were killed on New Jersey roads from 2011 through 2013.

For the sixth analysis in a row, Burlington County's U.S. Route 130 is New Jersey's most dangerous road for walking, with 11 pedestrians killed by a vehicle between 2012 and 2014. However, as a corridor route running through four counties, 18 total pedestrians were killed on the length of Route 130 in Burlington, Camden, Mercer and Middlesex Counties during that time.

Over the past few years, state agency leaders and elected officials have acted to make U.S. Route 130 less deadly for pedestrians, including increased enforcement of motor vehicle violations through the Operation 130 Safe Passage program. In late 2014, the Delaware Valley Regional Planning Commission also began a study to develop recommendations for improving pedestrian and bicycle safety along the highway at the request of the Burlington County Freeholders and 12 local municipalities.

Since 2005, New Jersey has been identified by the Federal Highway Administration as a Pedestrian Focus State. Over the past 11 years, the state has put together assessments and plans to help reduce fatalities. Now is the time to aggressively implement many of the recommendations in these documents.

"As we continue to hear of pedestrian fatalities, dangerous corridors like Route 130--one of New Jersey's most dangerous roads for the last six analyses--must be a top safety priority," **said Tri-State Transportation Campaign South Jersey Advocate Dana Dobson.** "A real commitment to securing dedicated funding for traffic calming and pedestrian safety enhancements is well past due."

Monmouth County's Route 36 rose to second place in this year's ranking of New Jersey's most deadly roads for pedestrians with seven deaths. In a four-way tie for third, U.S. Route 30 in both Atlantic and Camden Counties, Route 47 in Cumberland County and U.S. Route 9 in Ocean County and each saw six fatalities. Atlantic County's U.S. Route 322 and Mercer County's U.S. Route 1, which is new to the list, both had five pedestrian deaths.

The Campaign found that arterial roadways—multi-lane roads that often have speed limits of 40 mph or more and with little pedestrian and bicycle infrastructure—are the region's most deadly for pedestrians.

“While about 15 percent of the total lane miles in the three states are classified as arterials, over 50 percent of the tri-state region’s pedestrian fatalities occurred on this type of road. In New Jersey, almost 70 percent of pedestrian deaths occur on roads classified as arterials,” said **Ryan Hall, TSTC Staff Analyst**.

The analysis found that the New Jersey roads with five or more pedestrian fatalities over the three-year period were the following:

| Rank (in NJ) | Change in Ranking (Prior Year's Rank in NJ) | Jurisdiction | Roadway | Total Pedestrian Fatalities, 2012-2014 |
|---------------------|--|---------------------|---|---|
| 1 | ↔ (1) | Burlington County | Burlington Pike, Bordentown Rd (US-130) | 11 |
| 2 | ↑ (4) | Monmouth County | Joline Ave (SR-36) | 7 |
| 3 | ↑ (4) | Atlantic County | White Horse Pike, Absecon Blvd (US-30) | 6 |
| 3 | ↓ (2) | Camden County | White Horse Pike, Admiral Wilson Blvd (US-30) | 6 |
| 3 | ↑ (5) | Cumberland County | S Delsea Dr, N Second St (SR-47) | 6 |
| 3 | New | Ocean County | Lakewood Rd (US-9) | 6 |
| 4 | ↑ (5) | Atlantic County | Black Horse Pike (US-322) | 5 |
| 4 | New | Mercer County | Brunswick Pike (US-1) | 5 |

State and local government agencies collect and use data in a variety of ways over differing time periods to record pedestrian fatalities. New Jersey should standardize NJDOT crash online reporting for all 500-plus municipal agencies, as well as State Police.

“If we’re serious about making New Jersey safer for walking, we need to invest in our roads. Unfortunately the state’s Transportation Trust Fund will run dry on June 30, 2016,” said Janna Chernetz, Director of New Jersey Policy at the Tri-State Transportation Campaign. “The governor and our legislative leaders in Trenton have put off a resolution to this crisis long enough. A long term, sustainable funding solution is a matter of life or death.”

The imminent insolvency of the Transportation Trust Fund (TTF)—which is set to run dry

on June 30, 2016—poses a threat to improving pedestrian safety in the state. Without new revenue to replenish the TTF, counties and municipalities that rely upon state aid and grants to add complete streets improvements will not have enough resources to do so.

Complete Streets projects are proven to enhance safety for pedestrians, bicyclists and motorists while also delivering economic benefits to municipalities where these investments are made. In 2012, South Park Street in Montclair was transformed from a 72-foot wide arterial street with angled parking to a pedestrian hub with wide sidewalks, a center median and curb extensions, and is credited with the revitalization of its downtown.

The Campaign urges New Jersey's elected officials and agency leaders to:

- Consider a road diet and other design improvements to reduce fatalities on Route 130, the state's most deadly road for the sixth consecutive analysis, 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

"The state needs to redouble its efforts in implementing its Complete Streets policy when repairing and repaving state roads by redesigning to make elimination of road deaths the top priority," said Cyndi Steiner, Executive Director of the New Jersey Bike Walk

Coalition.

“Roads need to be safe for all users to be an effective transportation network,” said **Cathleen Lewis, Director of Public Affairs and Government Relations for AAA New Jersey**. “We need to put resources into ensuring our most vulnerable users are safe on our roadways, but until a sustainable, stable funding source is identified we will continue to lag behind in keeping all users as safe as possible.”

“With more than three people over the age of 60 now killed in the average week, New Jersey must redouble its efforts to keep pedestrians safe. We know what works—basic improvements such as more sidewalks and crosswalks, more effective traffic calming measures, and increased public awareness. We need the political will at all levels of government to address this ongoing tragedy,” said **Brian McGuire, Associate State Director with AARP New Jersey**.

“The only acceptable number of traffic fatalities is zero. We know how to make our roads safer, but our elected officials have not yet garnered the political will to make reducing traffic deaths a priority,” said **John Boyle, Research Director for the Bicycle Coalition of Greater Philadelphia**.

“We have made the environment hostile to pedestrians. We can make streets safer by slowing down cars, marking crosswalks and extending signal times and making sure we have well developed and maintained sidewalk systems,” said **Katherine Kraft, National Coalition Director at America Walks**. “Streets are not just for cars, but should be shared safely by all forms of transportation, including active transport like walking and biking.”

The *Most Dangerous Roads for Walking* analysis, conducted by the non-profit Tri-State Transportation Campaign, uses federal traffic fatality data to identify the most deadly roads for pedestrians in the Connecticut, New Jersey and downstate New York region.

The analysis relies upon the most recent data available from the National Highway Traffic Safety Administration’s Fatality Analysis Reporting System (FARS) to determine which streets within each county had the highest number of pedestrian fatalities from 2012 to 2014. The analysis excludes interstates and other roads where pedestrians are prohibited

and omits those fatalities that occurred on portions of roads where pedestrians are not allowed.

County fact sheets showing the most dangerous roads for walking are available at the Campaign's website and include an interactive map showing the locations of each pedestrian fatality, with descriptive details for each victim. **A summary of the analysis, as well as state and county fact sheets and maps can be found at tstc.org.**

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