

ESSEX

SAFE STREETS 4 ALL



Community Meeting

October 14, 2025



Project Team and Introductions



County Planner
David Antonio



City Planner
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Community Engagement
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Equity, High Injury Network,
Crash and Safety Analysis
Carlos Bastida



Today's Agenda

- **Project Purpose & Work Plan**
- **Draft High-Injury Network**
- **Draft Priority Corridors and Projects**
- **Draft Policy Framework**
- **Next Steps**



Safe Streets for All Action Plan

Essex County, in collaboration with the City of East Orange, is developing the Essex Safe Streets for All (SS4A) Action Plan Project to improve roadway safety throughout the County.



Reduce the number of roadway fatalities and serious injuries within Essex County



Enhance safety, mobility, and quality of life for all roadway users – bicyclists, pedestrians, motorists, transit users, and people of all ages and abilities



Develop a Safety Action Plan with a list of strategies and priority projects



Work Plan

- 1. Outreach, Engagement, & Municipal Collaboration**
2. Needs Assessment, High-Injury Network
3. Draft Action Plan
 - **Identity safety needs and opportunities for Proven Safety Countermeasures, prioritizing underserved communities**
 - **Identify priority corridors and conceptual safety improvement projects**
 - **Develop policy and operational strategy recommendations to enhance safety**
4. Adopt Final Report and Action Plan



Summary of Initial Findings



Demographic Assessment

Purpose

- **Identify** traditionally underserved communities
- **Guide outreach plan** of meetings and events, identify key stakeholders
- **Create demographic-focused goals** to guide plan recommendations and strategies
- **Factor demographic into recommendations** - projects, strategies, & funding priorities



Demographic Assessment

Methodology

- Based on NJTPA methodology
- Calculate an overall composite demographic score
- Includes 11 demographic indicators
- Most recently available U.S. Census and ACS data
- Results are used to prioritize areas of greatest need and for community outreach activities and events, and factor into Plan recommendations

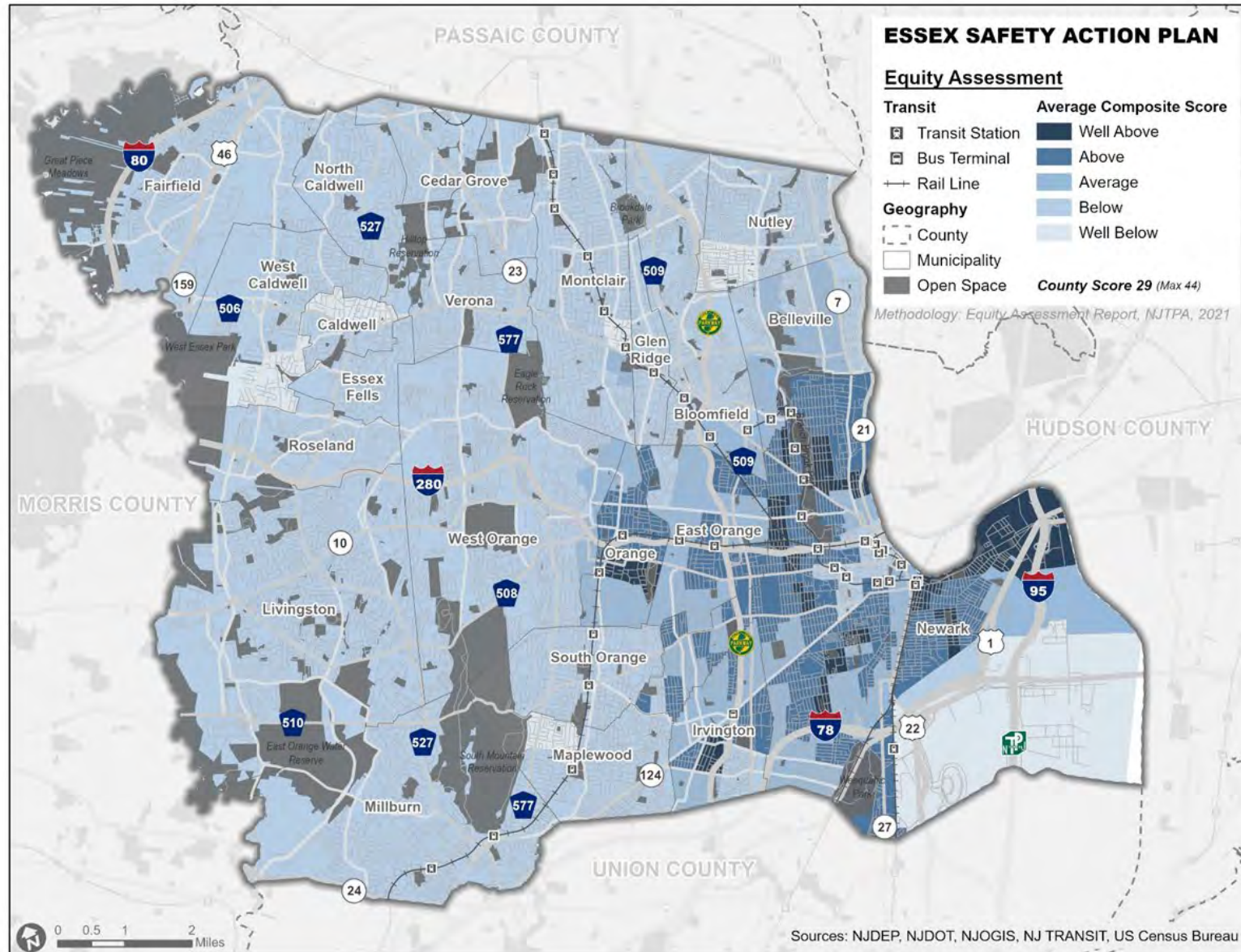
Assessment Factors

- Minority
- Low-income
- Foreign-born
- Limited English Proficiency
- Low Educational Attainment
- Zero-vehicle Households
- Age Group Cohorts
 - Children under 5 years of age
 - Young adults aged 5 to 17 years
 - Percentage of people aged 65 or older
- People with Disabilities
- Female Population



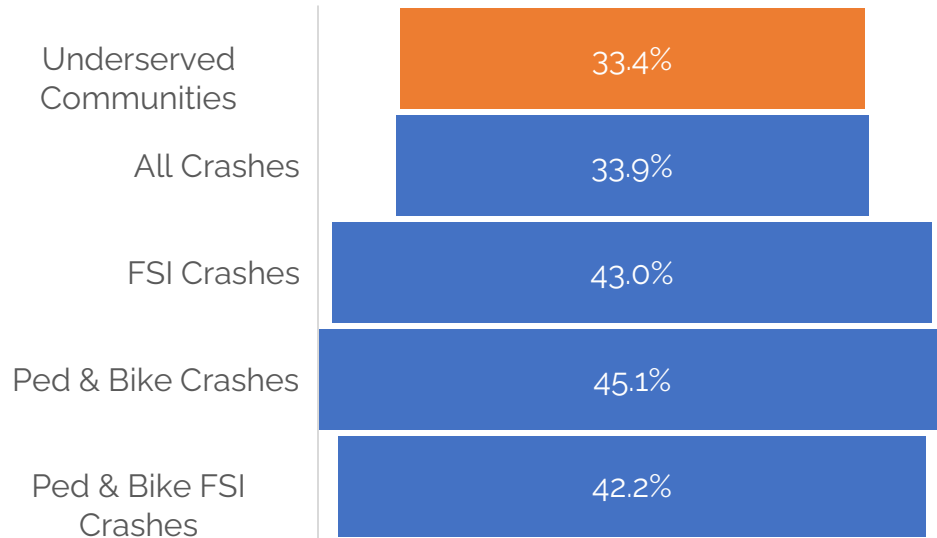
Underserved Communities: Essex County

- Essex County's composite equity score ranks **first** out of NJTPA region's **13** counties
- Primarily in the eastern and heavily urbanized portions of Essex County
- Highest indicators: minority, lower-income, foreign-born, low English proficiency, and zero-car populations

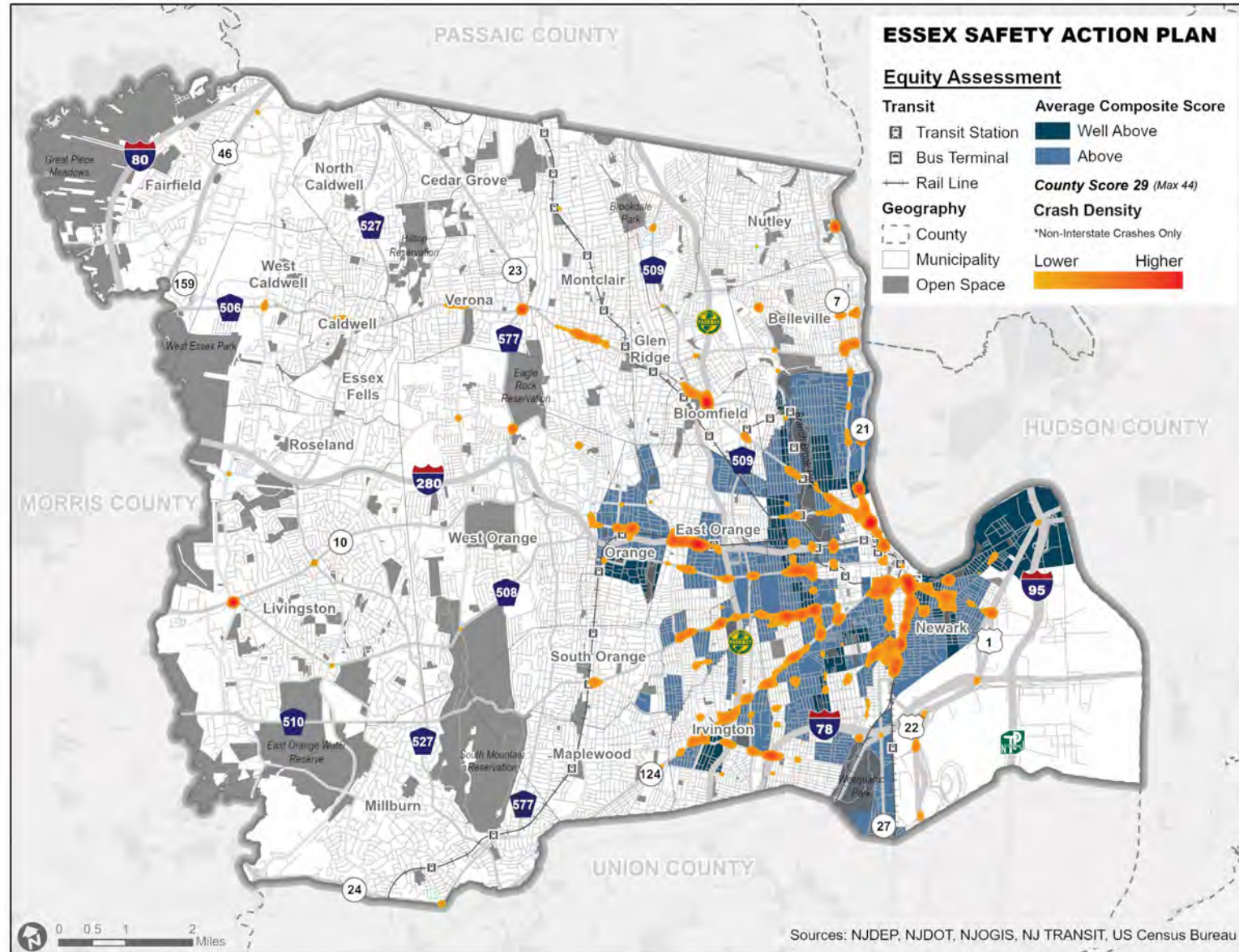


Crash Hot Spots & Underserved Communities: Essex County 2018-2022

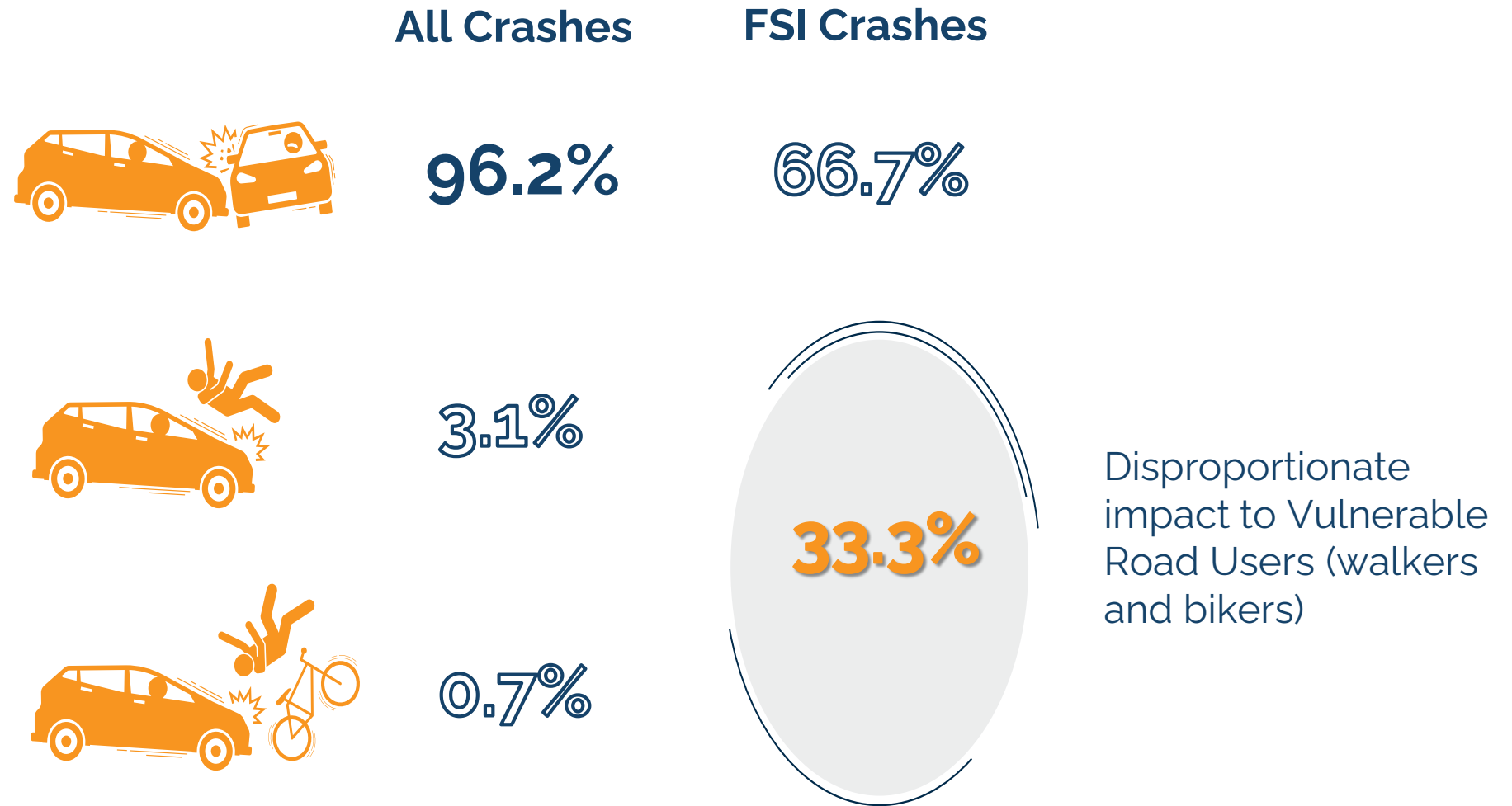
In Essex County these
communities account for...



FSI = Fatal & Serious Injury

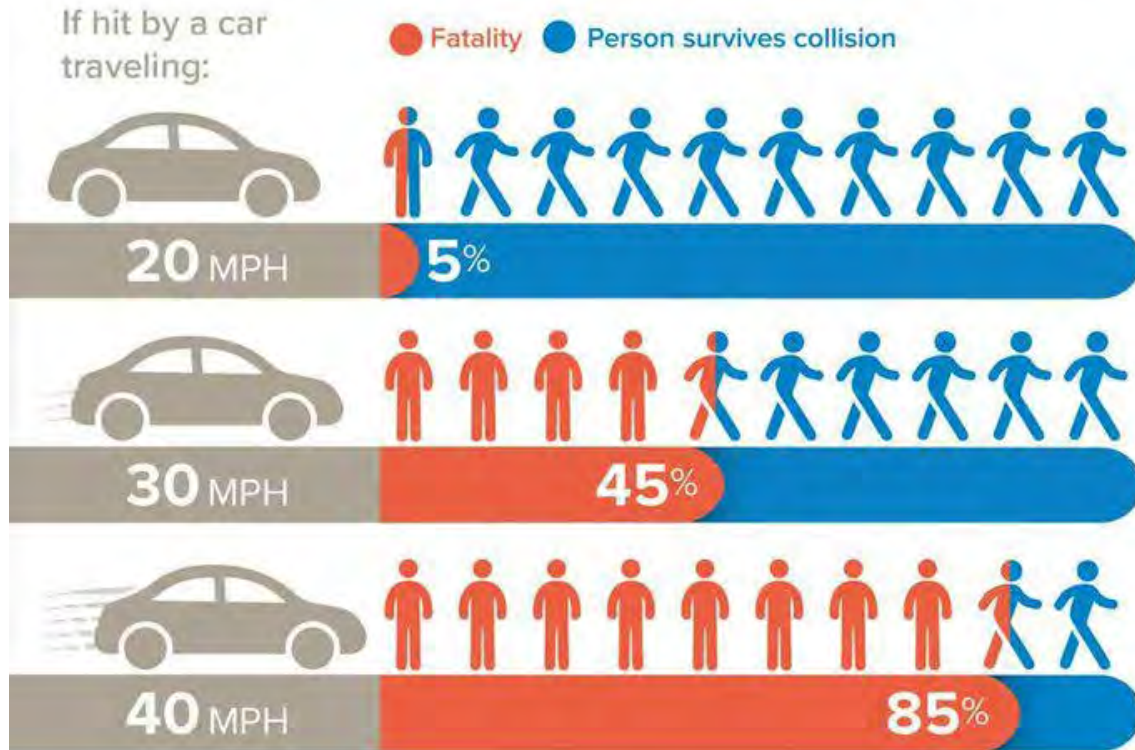


Disproportionate Safety Impacts: Essex County



Speed

You can't prioritize both safety and speed

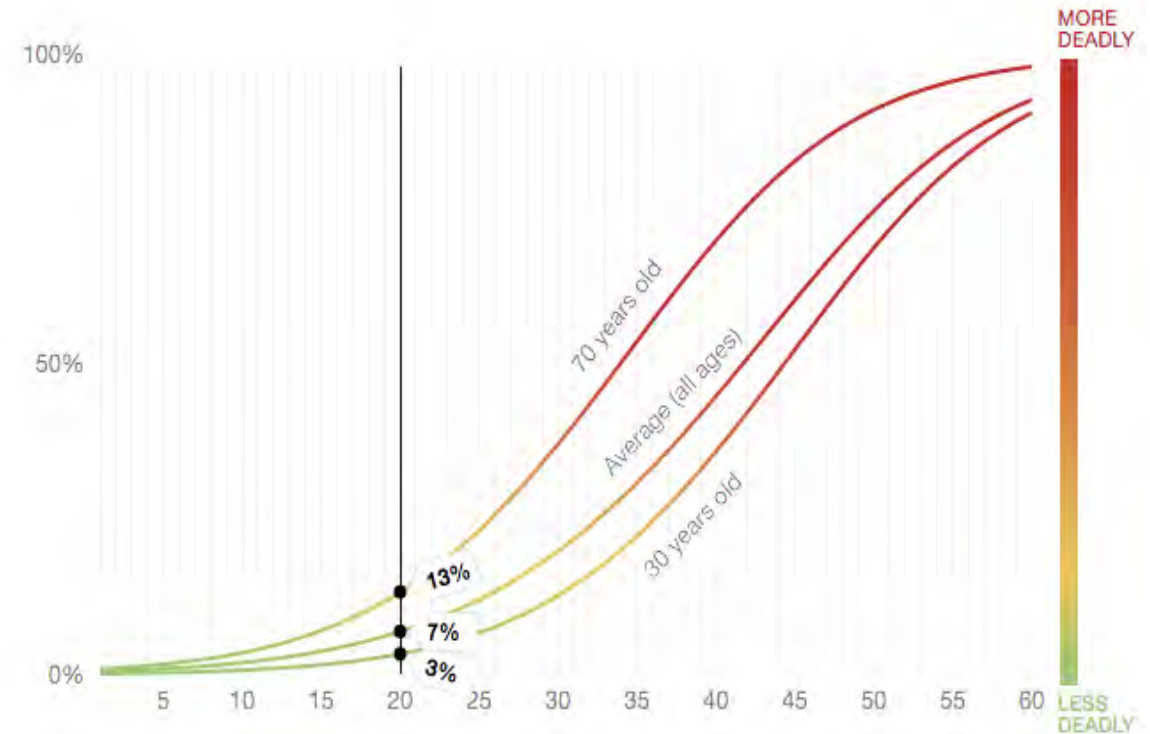


National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles. Available from: <https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>



The Chance of Being Killed by a Car Going 20 mph

Roll over the curved lines to see the risk at any speed



Primary Contributing Factors of FSI Crashes: Essex County



Driver Inattention: 24.4%



Failure to Yield by Drivers and Pedestrians: 10%



Unsafe Vehicle Speed: 10%



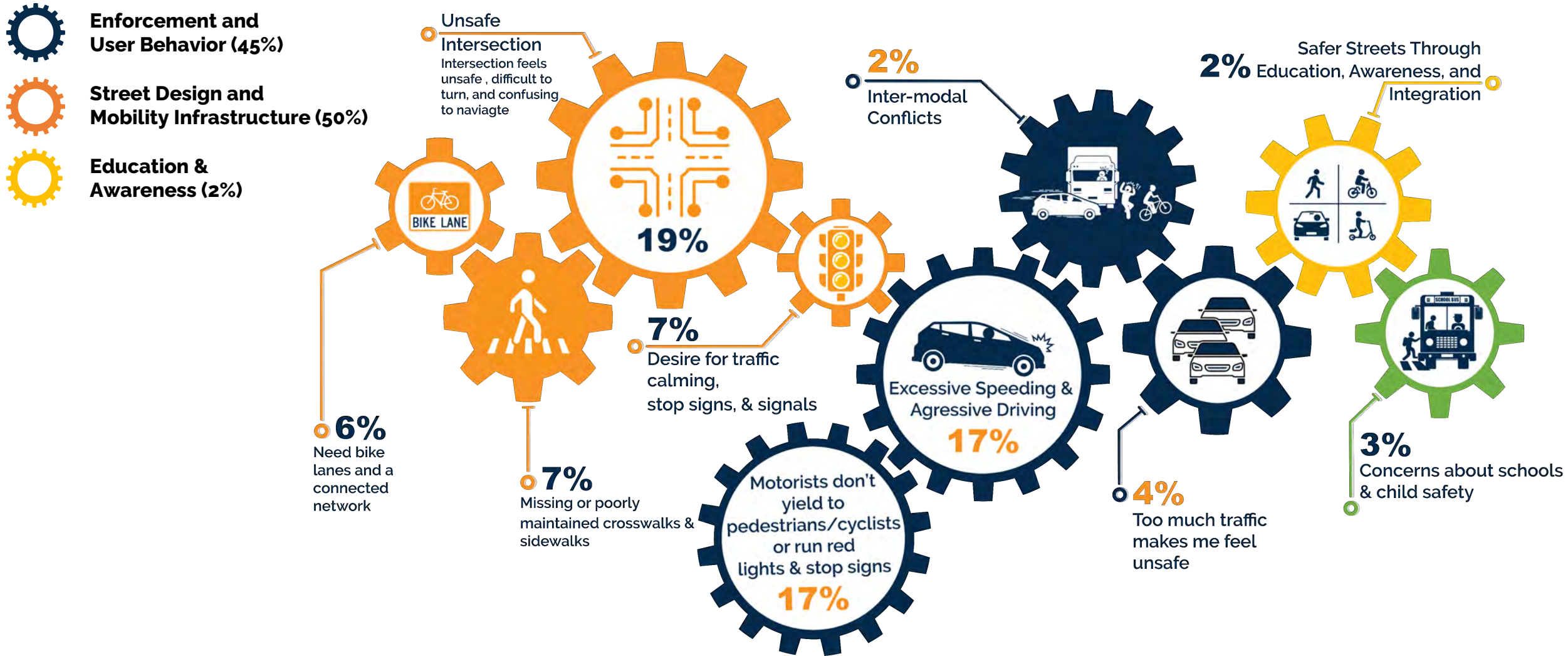
Other Driver Actions: 7%



Community Outreach Results



Community Outreach Results: Essex County

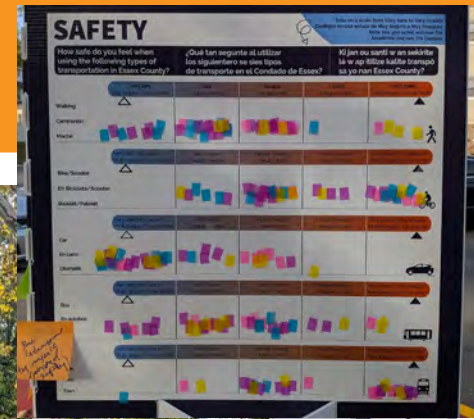


Demonstration Project

Before...



...After



Community Input



Draft High Injury Network (HIN): Essex County



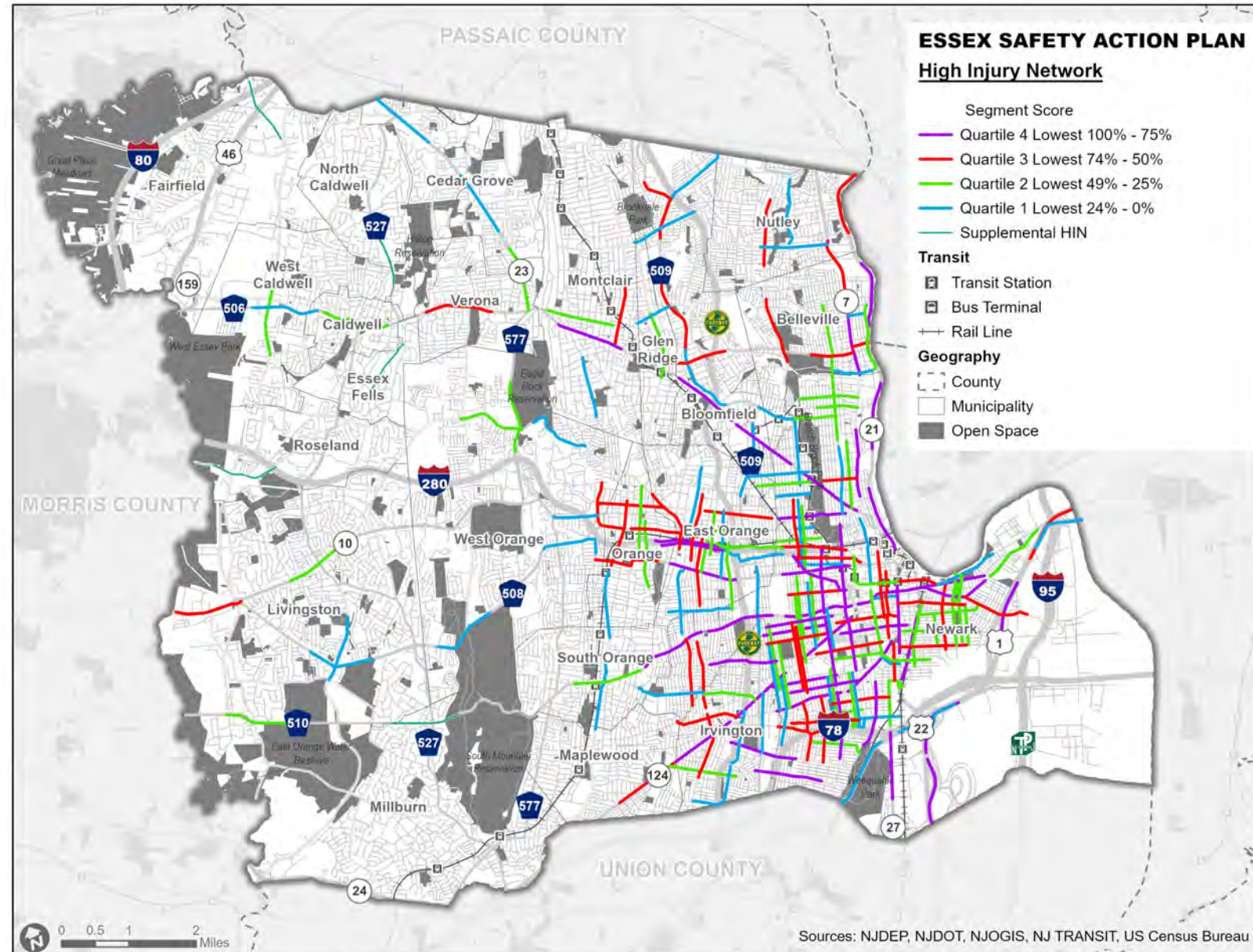
Weighted Crash Severity Scoring

- Comprehensive crash data resources provided by NJDOT
- Methodology uses 5 years of data to assess long-term crash trends
- Most recently available 5-year period was 2018-2022
- Crash assessment prioritizes **crash frequency and crash severity**



Essex County HIN (All Roads)

- **Top 200 1-mile segments**
 - o 10.5% of Roadways
 - o 83.0% of Fatal & Serious Injury Crashes
- **Includes 5 supplemental HIN Segments**
(min. 1 per municipality without Top 200 HIN segment)

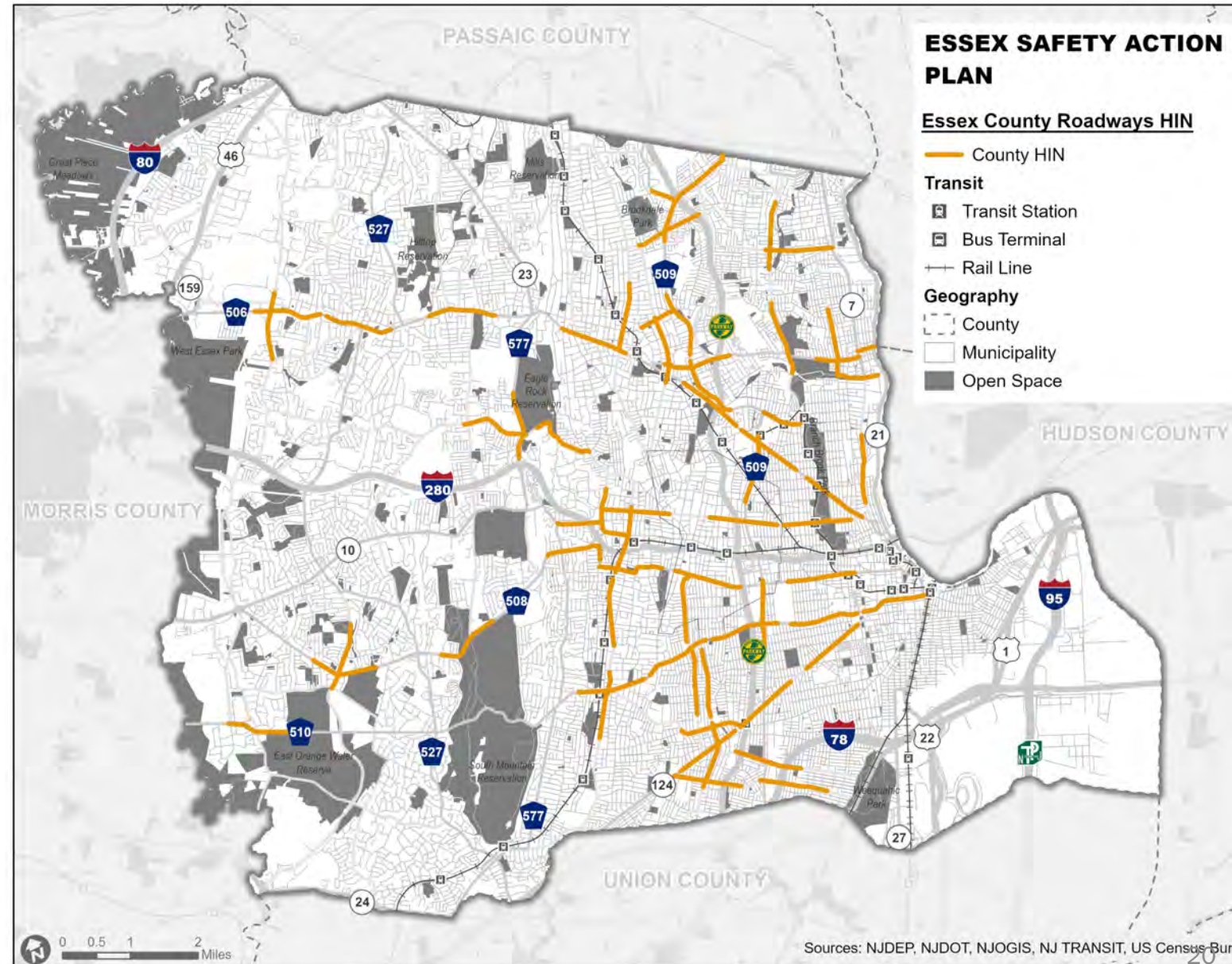


Essex County HIN (County Roads Only)

- **County Roads HIN**

- o 27.7% of Roadways (60.3 miles)
- o 68.2% of Fatal & Serious Injury Crashes

- **Urban-suburban balance**



Draft Recommendations: Priority Corridors & Projects

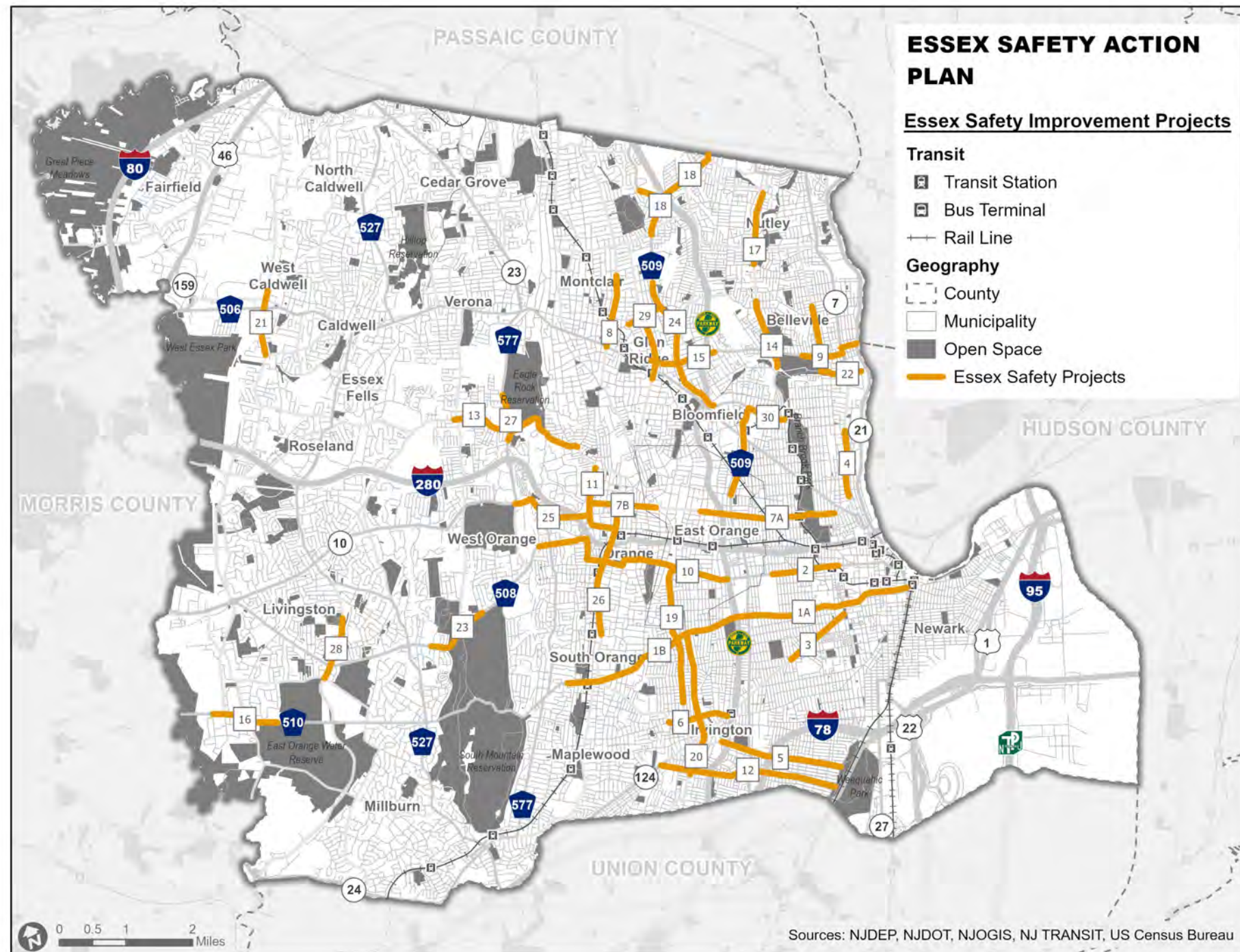


Prioritization Factors

- **Crash Risk Score (45%):** Composite score of crash severity and frequency (higher severity has a higher score)
- **Fatalities and Serious Injuries (10%):** Considers the total number overall
- **High Risk Features (30%):** Presence of road features and vulnerable road users correlated with higher crash frequency and severity
- **Public Input Score (15%):** Presence of survey map responses



Priority Corridors



Project Sheets

- Project Location
- Narrative
- Crash Data
- Community comments
- Countermeasures
- Locator map with project details



1A. South Orange Ave (CR 510)/Market Street, Boylan Street to NJ Route 21

Municipality: East Orange/Newark
Length: 3.23 miles



This combined corridor (Essex County Route 510) covers more than 5 miles in the cities of South Orange, East Orange, and Newark. Two segments are recommended. The segment is 3.23-miles long from Boylan Street in East Orange to NJ Route 21 in Newark. At MilePost 29.0, South Orange Avenue becomes Market Street and is under jurisdiction of the City of Newark. The combined corridor segments are ranked the highest in Essex County for crash risk and severity. This combined corridor is among the most important travel corridors in the County. A diverse program of safety countermeasures is proposed, including new traffic signals, pedestrian safety, lighting, traffic calming, and transit safety. Additional countermeasures include geometric improvements and curb extensions to shorten pedestrian crossing distances at targeted locations based on local context and crash history.

Crash Summary

- Total Crashes - 2,560
- Total Fatal Crashes - 8 (0.3%)
- Total Serious Injury Crashes - 71 (2.8%)
- Total Pedestrian Crashes - 223 (8.7%)
- Total Bicyclist Crashes - 37 (1.4%)

Top 3 Crash Types

21%



Sideswipe Crashes

21%



Rear-End Crashes

18%



Right Angle Crashes

Community Concerns and Feedback



EXCESSIVE SPEEDING



MOTORISTS DON'T YIELD TO PEDESTRIANS / CYCLISTS



TRAFFIC MAKES ME FEEL UNSAFE

Recommended Countermeasures

1. Upgrade Traffic Signals



4. Intersection Daylighting



7. Sidewalks & ADA Ramps



11. Reduce Speed Limit



2. Leading Pedestrian Interval (LPI)



5. Improved Street Lighting



8. Rectangular Rapid Flashing Beacon (RRFB)



12. Road Diet



3. Yellow Change Interval



6. High Visibility Crosswalk



10. Pedestrian Refuge Island



16. Prohibit Left Turns



Rank	Route	Road Name	Scope	Length	Municipality	Safety Countermeasures
1A	510	South Orange Avenue/Springfield Avenue/Market Street	Boylan Street to Route 21	3.23	East Orange/Newark	1,2,3,4,5,6,7,8,10,11,12,16
1B	510	South Orange Avenue	Conway Court to Boylan Street	2.19	East Orange/Newark/South Orange	1,2,3,4,5,6,7,8,11,12,18
2	508	Central Avenue	South 13th Street to Dey Street	0.99	Newark	1,2,3,4,5,6,7,8,10,12,14,21
3	603	Springfield Avenue	South 11th Street to Prince Street	1.05	Newark	1,2,3,4,5,6,7,8,12,14,15
4	667	Broadway	Kearny Street to Romaine Place	1	Newark	1,2,3,4,5,6,7,11,12,13,21
5	602	Lyons Avenue	Union Avenue to Elizabeth Avenue	1.83	Irvington/Maplewood	1,2,3,4,5,6,7,8,9,10,12,21
6	665	Clinton Avenue	Parker Avenue to Springfield Avenue	0.91	Maplewood/Irvington	1,2,3,4,5,6,7,8,9,11,19
7A	658	Park Avenue	North Clinton Avenue to Garside Street	2.04	East Orange/Newark	1,2,3,4,5,6,7,8,10,12,13,17,21
7B	658	Park Avenue	Main Street to Washington Street	1	East Orange	1,2,3,4,5,6,7,8,9,10,13,17
8	623	Grove Street	Bloomfield Avenue to Stanford Place	1.02	Montclair	1,2,3,4,5,6,7,8,11,18,19
9	506	Belleville Avenue; Rutgers Street	Parkview Avenue to Washington Avenue; Washington Avenue to NJ 21	0.87	Belleville	1,2,3,4,5,6,7,8,11,12,13,19
10	508	Northfield Avenue/Whittingham Place/Kingsley Street/Valley Road/Central Avenue	Highwood Road to Whittlesey Avenue	3.25	East Orange/Orange/West Orange	1,2,3,4,5,6,7,8,9,10,11,13
11	659	Main Street	Scotland Road to Washington Street	1.23	Orange/ West Orange	1,2,3,4,5,6,7,8,12,13,14,18
12	601	Chancellor Avenue	Springfield Avenue to Elizabeth Avenue	2.65	Irvington/Maplewood/Newark	1,2,3,4,5,6,7,8,11,13,14,18
13	611	Eagle Rock Avenue	Harrison Avenue to Haller Road	2.22	West Orange	1,2,3,4,5,6,7,11,13,18,19,20
14	645	Franklin Avenue	Mill Street to Liberty Avenue	1.03	Belleville	1,2,3,4,5,6,7,8,11,12,13

Rank	Route	Road Name	Scope	Length	Municipality	Safety Countermeasures
15	506	Belleville Avenue	Herman Street to Forest Drive	0.99	Bloomfield/Glen Ridge	1,2,3,4,5,6,7,8,11,14,19
16	510	South Orange Avenue	Peach Tree Hill Road to Latham Court	0.98	Livingston	1,2,3,4,5,6,7,11,12,13,17
17	577; 660	Mount Pleasant Avenue	Prospect Avenue to Gregory Avenue; Gregory Avenue to Main Street	1.01	West Orange	1,2,3,4,5,6,7,8,11,12,13,18,19,20
18	645	Franklin Avenue	Harrison Street to High Street	1.07	Nutley	1,2,3,4,5,6,7,8,10
19	506	Bloomfield Avenue	Prospect Street to Park Avenue	2.64	Essex Fells, Caldwell, North Caldwell, Verona	1,2,3,4,5,6,7,8,10,11,12,13,17,18,19
20	509; 622	Broad Street; West Passaic Avenue/Darling Avenue	Eaton Place to Bellevue Avenue; Broad Street to Sylvan Road	1.92	Bloomfield	1,2,3,4,5,6,7,8,11,13
21	605	Sanford Avenue/Sanford Street	Sandford Place to Central Avenue	2.11	Irvington/East Orange/Newark	1,2,3,4,5,6,7,8,11,12,21
22	619	Stuyvesant Avenue	Leslie Place to South Orange Avenue	2.18	Irvington/Newark	1,2,3,4,5,6,7,8,11,12,13,21
23	613	Passaic Avenue	Westville Avenue to Henderson Drive	0.99	West Caldwell	1,2,3,4,5,6,7,15
24	672; 647	Mill Street; Union Avenue	Main Street to Union Avenue; Mill Street to Maline Avenue	1.61	Belleville	1,2,3,4,5,6,7,8,11,13
25	508	Northfield Avenue	Vizcaya Boulevard to Saint Cloud Avenue	0.97	West Orange	1,2,3,4,5,6,7,10,11,13,17,19
26	509	Franklin Street/Broad Street	Hill Street to Glen Ridge Parkway	2.21	Bloomfield	1,2,3,4,5,6,7,8,11,13,19
27	638	Scotland Road/High Street	Montrose Avenue to Park Avenue	2.00	Orange/South Orange	1,2,3,4,5,6,7,8,13,14,18
28	577	Prospect Avenue	Boland Drive to Woodland Avenue	0.71	West Orange	1,2,3,4,5,6,7,13,16,18
29	649	South Livingston Avenue	West Hobart Gap Road to Civic Center Road (North)	0.96	Livingston	1,2,3,4,5,6,7,8,11,12,13
30	654; 653	Bay Avenue; Ridgewood Avenue	Walnut Crescent to Broad Street; Snowden Place to Bay Avenue	1.51	Bloomfield/Glen Ridge/Montclair	1,2,3,4,5,6,7,8,9,10,11,13,17,19
31	509; 670	Grove Street/North Grove Street/Watsessing Avenue; Franklin Street	Springdale Avenue to Franklin Street; Watsessing Avenue to Franklin Avenue	1.95	Belleville/Bloomfield/East Orange/Newark	1,2,3,4,5,6,7,8,10,11,13

FHWA Proven Safety Countermeasures



Recommended Safety Countermeasure For Project Corridors

Recommendations for high-risk project corridors in Essex County incorporate Proven Safety Countermeasures from the Federal Highway Administration (FHWA). These evidence-based strategies aim at reducing roadway fatalities and serious injuries. They address speed management, pedestrian and bicyclist safety, roadway departure prevention, intersection safety, and crosscutting measures like lighting and safety plans. Their effectiveness spans urban, rural, and local roads, and they adapt well to varied user needs.

Recommended Countermeasures

1. Upgrade Traffic Signals



2. Leading Pedestrian Interval (LPI)



3. Yellow Change Interval



4. Intersection Daylighting & Curb Extension



5. Improved Street Lighting



6. High-Visibility Crosswalks



7. Sidewalks & ADA Ramps



8. Rectangular Rapid Flashing Beacon (RRFB)



9. Pedestrian Hybrid Beacon



10. Pedestrian Refuge Island



11. Reduce Speed Limits



12. Road Diet



13. Reconfigure Intersection



14. Reconfigure Intersection Turn Lanes



15. Right Turn In/Out Only



16. Prohibit Left Turns



17. Hardened Centerlines



18. High Friction Surface Treatment



19. Horizontal Curve Warning



20. Reconfigure Roadway



21. Bike Lanes



1. Upgrade Traffic Signals



Modernized traffic signals provide a contrasting background and reflective frame. *Improves visibility for all.*
Helps reduce crashes up to **15%**

2. Leading Pedestrian Intervals (LPI)



Leading Pedestrian Intervals (LPI) give pedestrians a head start before vehicles at traffic lights. *Improves pedestrian visibility.*
Helps reduce pedestrian crashes up to **13%**

3. Yellow Change Interval



The change interval is the time a traffic signal shows a steady yellow light before turning red. *Improves safety by giving drivers enough time to stop before entering the intersection.*
Helps reduce crashes up to **14%**

4. Curb Extension/Intersection Daylighting



Prevent cars from parking near intersections using paint, planters, or curb extensions that extend the sidewalk and shorten crosswalks. *Improves visibility for drivers and pedestrians, slow-turning vehicles, and makes crosswalks safer.*

5. Improved Street Lighting



Street lighting improves visibility on streets, sidewalks, and intersections. *Better lighting helps reduce crashes, deters crime, and increases safety for pedestrians, cyclists, and drivers.*
Helps reduce nighttime pedestrian crashes at intersections up to **42%.**

6. High-Visibility Crosswalks



High-visibility crosswalks use reflective paint in bold patterns. *Improves visibility and makes roads safer by guiding drivers and pedestrians.*
Helps reduce pedestrian crashes up to **40%**

7. Sidewalks & ADA Ramps



Sidewalks are designated spaces for walking or wheelchair use. ADA curb ramps enhance accessibility for all users. *Improves pedestrian safety and visibility.*
Helps reduce pedestrian crashes up to **89%**

8. Rectangular Rapid Flashing Beacons



RRFBs are flashing amber lights at unsignalized crosswalks and midblock crossings. *Help alert drivers to improve pedestrian safety.*
Helps reduce pedestrian crashes up to **47%**

9. Pedestrian Hybrid Beacon



A Pedestrian Hybrid Beacon is a traffic control device for crosswalks without regular signals. *Help makes crossing safer by signaling drivers.*
Helps reduce pedestrian crashes up to **55%**

10. Pedestrian Refuge Island



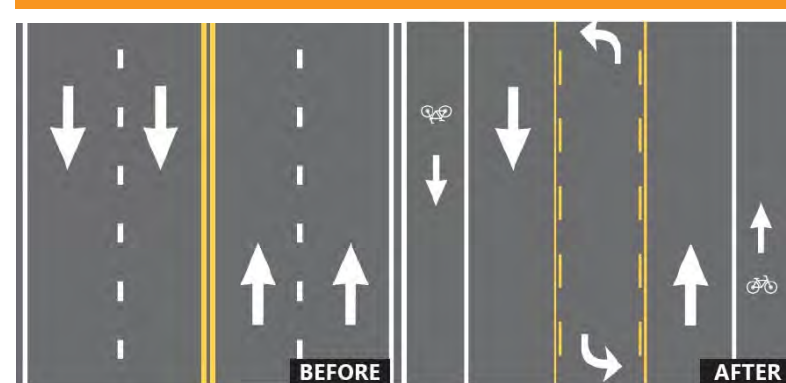
Pedestrian refuge islands are areas in the middle of the road where pedestrians can wait while crossing. *Help pedestrians cross in two stages on wide or multi-lane streets.*
Helps reduce pedestrian crashes up to **56%**

11. Reduce Speed Limits



Reduced speed limits lower the maximum legal speeds on streets, *helping drivers travel at safer speeds.*

12. Road Diet



Road diets convert four-lane roads into three-lane roads with two traffic lanes and a center lane for left turns. *Helps slow down traffic and reduce lane conflicts.*
Helps reduce pedestrian crashes up to **47%**

13. Reconfigure Intersection



Intersection reconfiguration involves modifying the layout or geometry to reduce conflict points and crashes. Could include removing slip lanes, installing new turn lanes, roundabout treatment, etc. Improves traffic flow and safety.

14. Reconfigure Intersection Turn Lanes



Turn lane reconfiguration modifies the number, type, or alignment of turn lanes at an intersection, separating turning traffic from through traffic. Improves traffic flow, safety for drivers, pedestrians, and cyclists, and reduces crash risk, and increases

15. Right turn In/Out Only



Right turns in/out allows vehicles to make only right turns at a driveway or intersection, reducing conflicts with oncoming traffic. Improves traffic flow and safety by reducing crash risk.

Helps reduce crashes up to 26%

16. Prohibit Left Turns



Left turn prohibition restricts vehicles from making left turns at a specific intersection or roadway segment. Drivers must go straight or turn right instead. Improves traffic flow and safety by reducing conflict points and chances of crashes.

17. Hardened Centerlines



Hardened centerlines are modular speed humps placed at intersections to extend the centerline. Help slow down left-turning cars and prevent corner cutting.

18. High Friction Surface Treatment



High Friction Surface Treatment is a special skid resistant material applied to road surfaces. Improves vehicle grip helping vehicles stop more quickly and safely.

Helps reduce pedestrian crashes up to 48%

19. Horizontal Curve Warning



Horizontal curve warnings utilize signs, pavement markings, or reflective treatments to alert drivers to an upcoming curve and its degree of sharpness. *Improves visibility, helps drivers adjust their speed in advance, and reduces run-off-road and loss-of-control crashes.*
Helps reduce crashes up to 38%

20. Reconfigure Roadway



Roadway Reconfiguration involves modifying the layout or geometry of a roadway to reduce conflict points and crashes. Could include reducing horizontal and vertical curves, clearing sightlines, etc.
Improves traffic flow and safety.

21. Bike Lanes



Bike lanes are designated roadway sections with striping, signage, and markings for bike use. Bicycle accommodations vary depending on roadway geometry and may include sharrows, traditional bike lanes, buffered bike lanes, protected bike lanes, or off-road trails.
Helps reduce conflicts between bikes and vehicles.
Helps reduce crashes up to 49%

Draft Recommendations: Policy Framework



Policy & Operational Strategy Recommendations

Theme 1: Promote a Culture of Safety

by addressing the root causes of dangerous driving behaviors and shared responsibility through data-driven policies, education, engagement, and enforcement

Theme 2: Plan, Design, and Build “Safe Streets for All”

by focusing on safe street design solutions and promoting accessible active transportation options as viable, equitable transportation choices

Theme 3: Partner and Collaborate

across agencies, municipalities, advocacy organizations, and community partners to align goals and deliver safety improvements more effectively



Theme 1: Promote a Culture of Safety

- **Update the Essex County Complete Streets Policy** to make safe streets the default in all county planning initiatives
- **Implement the Complete Streets Design Guide and Project Checklists**
- **Implement targeted education and outreach programs** (school-based campaigns, social media messaging, and community partnerships)
- **Communicate “crashes” instead of “accidents”** to shift culture toward safety
- **Conduct traffic safety enforcement actions** to reduce serious injury and fatal crashes
- **Increase enforcement of parking infractions** that impact public safety
- **Develop a County Safe Fleet Transition Plan** to formalize a set of best-practice vehicle safety technologies for all County vehicles to prevent and mitigate crashes.
- Develop a policy regarding the installation of **safe passing law signage** on County Roads.
- **Educate and support county and municipal staff** on safe street practices and crash prevention principles



Theme 2: Plan, Design, and Build “Safe Street for All”

Theme 2A: Safe Street Design and Traffic Calming

- **Apply the Complete Streets Policy, Design Guide, and Project Checklists** for all *County* roadway projects
- **Apply the Complete Streets Policy, Design Guide, and Project Checklists** to *development and redevelopment* project review to ensure non-motorized users are prioritized
- **Conduct Road Safety Audits** of County HIN Priority Corridors/Projects to establish feasibility, priorities, and recommend projects
- **Secure funding & install traffic calming and safety improvements** on the County HIN Priority Corridors Project list

Theme 2B: Active Transportation Options and Networks

- **Conduct Countywide studies for pedestrian, bicycle, and micromobility modes** to expand transportation choices
- **Expand and improve walking and biking infrastructure**
- **Implement the Safe Routes to School**
- **Designate and enhance school zones**
- **Designate and enhance community facility zones** (e.g. parks, libraries, recreation centers, etc.)
- **Accommodate biking/riding in County parks** and connect parks and trail systems
- **Support and connect to regional and local multiuser trail projects** (e.g., Essex-Hudson Greenway Connector, Morris Canal Greenway, and others identified in the North Jersey Trail Network Initiative)
- **Improve transit stop access and amenities**
- **Improve first/last-mile connections**



Theme 3: Partner and Collaborate

- **Organize and support a Road Safety Advisory Committee** to champion the implementation of Essex Safe Streets for All goals and strategies
- **Establish Countywide road safety performance measures and goals** to guide policy, funding, and project decisions
- **Provide County-wide crash and safety data to municipalities** to help identify priority projects
- **Engage municipal, community, and external stakeholders early and often** to co-develop solutions, conduct safety audits, and advance demonstration projects
- **Collaborate on a countywide funding strategy** to secure and manage competitive grants for high-priority safety projects



Next Steps

Review public & stakeholder feedback

Finalize draft projects and policy recommendations

Draft & Final Essex SS4A Safety Action Plan

Establish & convene Road Safety Advisory Committee

- Review performance measures & establish targets



Breakout Rooms

Room 1 (Pete): Corridors/Projects in...

1. Belleville
2. Caldwell
3. Cedar Grove
4. Fairfield
5. Irvington
6. Montclair
7. North Caldwell
8. Nutley
9. Orange
10. Verona
11. West Caldwell
12. West Orange

Room 2 (Courtenay): Corridors/Projects in...

1. Bloomfield
2. East Orange
3. Essex Fells
4. Glen Ridge
5. Livingston
6. Maplewood
7. Millburn
8. Newark
9. Roseland
10. South Orange

Room 3: Policy Framework

- Theme 1: Promote a Culture of Safety
- Theme 2: Plan, Design, and Build "Safe Streets for All"
- Theme 3: Partner and Collaborate

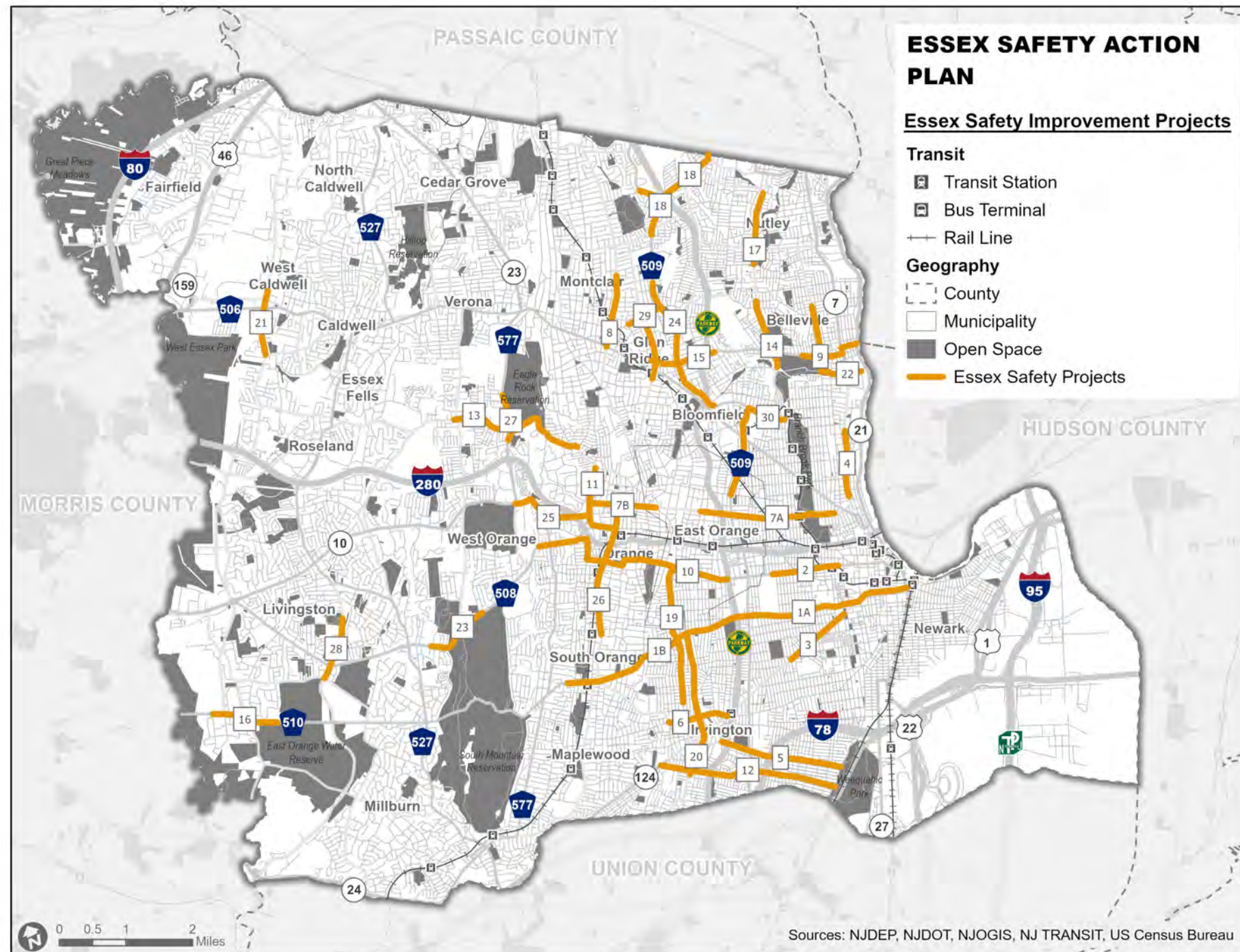


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12. West Orange



Priority Corridors



FHWA Proven Safety Countermeasures



Recommended Safety Countermeasure For Project Corridors

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5	602	Lyons Avenue	Union Avenue to Elizabeth Avenue	1.83	Irvington/Maplewood	1,2,3,4,5,6,7,8,9,10,12,21
6	665	Clinton Avenue	Parker Avenue to Springfield Avenue	0.91	Maplewood/Irvington	1,2,3,4,5,6,7,8,9,11,19
7A	658	Park Avenue	North Clinton Avenue to Garside Street	2.04	East Orange/Newark	1,2,3,4,5,6,7,8,10,12,13,17,21
7B	658	Park Avenue	Main Street to Washington Street	1	East Orange	1,2,3,4,5,6,7,8,9,10,13,17
8	623	Grove Street	Bloomfield Avenue to Stanford Place	1.02	Montclair	1,2,3,4,5,6,7,8,11,18,19
9	506	Belleville Avenue; Rutgers Street	Parkview Avenue to Washington Avenue; Washington Avenue to NJ 21	0.87	Belleville	1,2,3,4,5,6,7,8,11,12,13,19
10	508	Northfield Avenue/Whittingham Place/Kingsley Street/Valley Road/Central Avenue	Highwood Road to Whittlesey Avenue	3.25	East Orange/Orange/West Orange	1,2,3,4,5,6,7,8,9,10,11,13
11	659	Main Street	Scotland Road to Washington Street	1.23	Orange/ West Orange	1,2,3,4,5,6,7,8,12,13,14,18
12	601	Chancellor Avenue	Springfield Avenue to Elizabeth Avenue	2.65	Irvington/Maplewood/Newark	1,2,3,4,5,6,7,8,11,13,14,18
13	611	Eagle Rock Avenue	Harrison Avenue to Haller Road	2.22	West Orange	1,2,3,4,5,6,7,11,13,18,19,20
14	645	Franklin Avenue	Mill Street to Liberty Avenue	1.03	Belleville	1,2,3,4,5,6,7,8,11,12,13

Rank	Route	Road Name	Scope	Length	Municipality	Safety Countermeasures
15	506	Belleville Avenue	Herman Street to Forest Drive	0.99	Bloomfield/Glen Ridge	1,2,3,4,5,6,7,8,11,14,19
16	510	South Orange Avenue	Peach Tree Hill Road to Latham Court	0.98	Livingston	1,2,3,4,5,6,7,11,12,13,17
17	577; 660	Mount Pleasant Avenue	Prospect Avenue to Gregory Avenue; Gregory Avenue to Main Street	1.01	West Orange	1,2,3,4,5,6,7,8,11,12,13,18,19,20
18	645	Franklin Avenue	Harrison Street to High Street	1.07	Nutley	1,2,3,4,5,6,7,8,10
19	506	Bloomfield Avenue	Prospect Street to Park Avenue	2.64	Essex Fells, Caldwell, North Caldwell, Verona	1,2,3,4,5,6,7,8,10,11,12,13,17,18,19
20	509; 622	Broad Street; West Passaic Avenue/Darling Avenue	Eaton Place to Bellevue Avenue; Broad Street to Sylvan Road	1.92	Bloomfield	1,2,3,4,5,6,7,8,11,13
21	605	Sanford Avenue/Sanford Street	Sandford Place to Central Avenue	2.11	Irvington/East Orange/Newark	1,2,3,4,5,6,7,8,11,12,21
22	619	Stuyvesant Avenue	Leslie Place to South Orange Avenue	2.18	Irvington/Newark	1,2,3,4,5,6,7,8,11,12,13,21
23	613	Passaic Avenue	Westville Avenue to Henderson Drive	0.99	West Caldwell	1,2,3,4,5,6,7,15
24	672; 647	Mill Street; Union Avenue	Main Street to Union Avenue; Mill Street to Maline Avenue	1.61	Belleville	1,2,3,4,5,6,7,8,11,13
25	508	Northfield Avenue	Vizcaya Boulevard to Saint Cloud Avenue	0.97	West Orange	1,2,3,4,5,6,7,10,11,13,17,19
26	509	Franklin Street/Broad Street	Hill Street to Glen Ridge Parkway	2.21	Bloomfield	1,2,3,4,5,6,7,8,11,13,19
27	638	Scotland Road/High Street	Montrose Avenue to Park Avenue	2.00	Orange/South Orange	1,2,3,4,5,6,7,8,13,14,18
28	577	Prospect Avenue	Boland Drive to Woodland Avenue	0.71	West Orange	1,2,3,4,5,6,7,13,16,18
29	649	South Livingston Avenue	West Hobart Gap Road to Civic Center Road (North)	0.96	Livingston	1,2,3,4,5,6,7,8,11,12,13
30	654; 653	Bay Avenue; Ridgewood Avenue	Walnut Crescent to Broad Street; Snowden Place to Bay Avenue	1.51	Bloomfield/Glen Ridge/Montclair	1,2,3,4,5,6,7,8,9,10,11,13,17,19
31	509; 670	Grove Street/North Grove Street/Watsessing Avenue; Franklin Street	Springdale Avenue to Franklin Street; Watsessing Avenue to Franklin Avenue	1.95	Belleville/Bloomfield/East Orange/Newark	1,2,3,4,5,6,7,8,10,11,13

County Rank #5



5. Lyons Avenue (CR 602), Union Avenue to Elizabeth Avenue

Municipality: *Newark/Irvington*
Length: *1.83 miles*

School Zone



Transit



Demographic Score



Above County Average

Lyons Avenue (Essex County Route 602) is located in densely populated Irvington and Newark. This 1.83-mile long urban corridor, between Union Ave to Elizabeth Avenue, is ranked 5th highest in Essex County for crash risk and severity. Lyons Avenue is among the County's principal east-west corridors, connecting Irvington and Newark, and crossing the Garden State Parkway and I-78. Broadway features frequent traffic signals and left turn lanes, with on-street parking, and many bus stops. Proposed safety countermeasures include new traffic signals with improved signal timings, lighting, and pedestrian improvements.

BIKENewark recommended protected two-way bike lanes on one side of the street from Fabyan Place/Schley Street (East of I-78) to Elizabeth Avenue; requires removing one parking lane.

Crash Summary

- Total Crashes - 1,155
- Total Fatal Crashes - 3 (0.3%)
- Total Serious Injury Crashes - 28 (2.4%)
- Total Pedestrian Crashes - 66 (5.7%)
- Total Bicyclist Crashes - 3 (0.3%)

Top 3 Crash Types



23%

Rear-End Crashes



18%

Right Angle Crashes



18%

Sideswipe Crashes

Community Concerns and Feedback



INTERSECTION FEELS UNSAFE



EXCESSIVE SPEEDING



POOR OR MISSING SIDEWALKS

Recommended Countermeasures

1. Upgrade Traffic Signals



4. Intersection Daylighting & Curb Extension



7. Sidewalks & ADA Ramps



10. Pedestrian Refuge Island



2. Leading Pedestrian Interval (LPI)



5. Improved Street Lighting



8. Rectangular Rapid Flashing Beacon (RRFB)



12. Road Diet



3. Yellow Change Interval



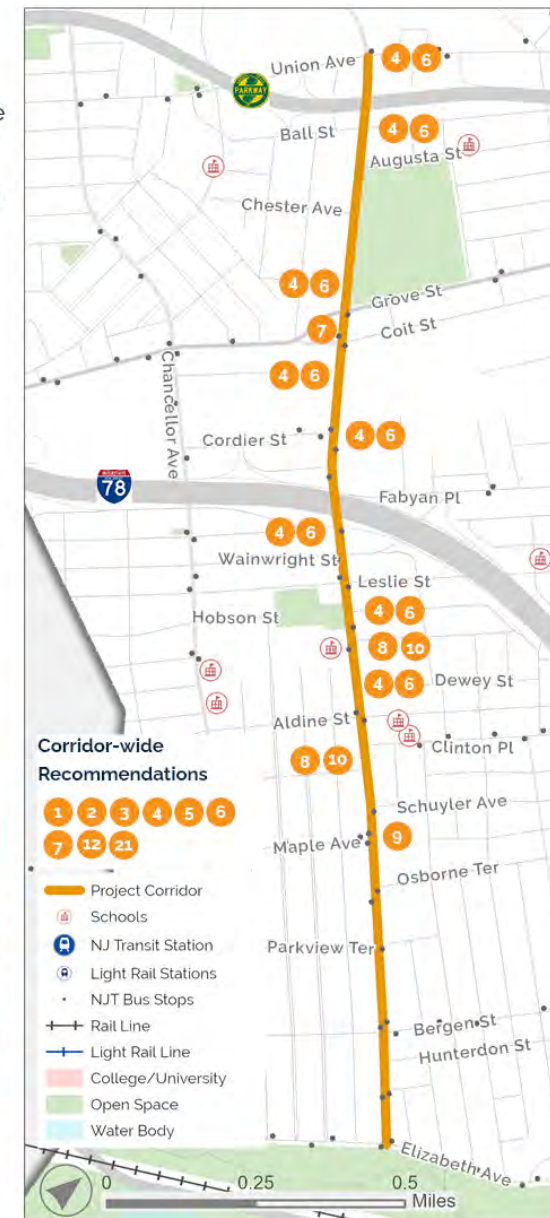
6. High Visibility Crosswalk



9. Pedestrian Hybrid Beacon



21. Bike Lanes



County Rank #6



6. Clinton Avenue (CR 665), Parker Avenue to Springfield Avenue

Municipality: *Maplewood/Irvington*
Length: *0.91 miles*

School Zone ☒ Transit ☒ Demographic Score ☐ Above County Average

Clinton Avenue (Essex County Route 665) is located in densely populated Irvington and Maplewood. This 0.91-mile long urban corridor, between Parker Avenue and Springfield Avenue, is ranked 6th highest in Essex County for crash risk and severity. Clinton Avenue is among the County's principal east-west corridors, connecting Maplewood and Irvington, and connecting with Springfield Avenue. Clinton Avenue features frequent traffic signals and left turn lanes, with on-street parking, and many bus stops. Proposed safety countermeasures include new traffic signals with improved signal timings, lighting, and pedestrian improvements. Additional countermeasures are recommended at targeted locations based on the local context and crash history.

Crash Summary

- Total Crashes - 344
- Total Fatal Crashes - 2 (0.6%)
- Total Serious Injury Crashes - 5 (1.5%)
- Total Pedestrian Crashes - 27 (7.8%)
- Total Bicyclist Crashes - 2 (0.6%)

Top 3 Crash Types

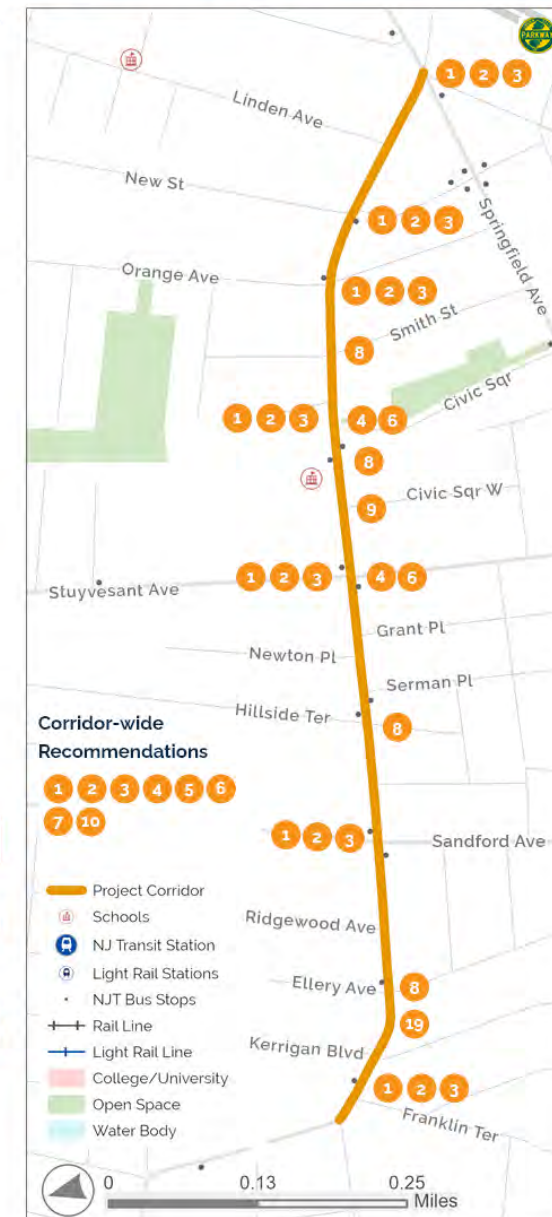


Community Concerns and Feedback



Recommended Countermeasures

- | | | | |
|--------------------------------------|--|---|------------------------------|
| 1. Upgrade Traffic Signals | 4. Intersection Daylighting & Curb Extension | 7. Sidewalks & ADA Ramps | 11. Reduce Speed Limits |
| 2. Leading Pedestrian Interval (LPI) | 5. Improved Street Lighting | 8. Rectangular Rapid Flashing Beacon (RRFB) | 19. Horizontal Curve Warning |
| 3. Yellow Change Interval | 6. High Visibility Crosswalk | 9. Pedestrian Hybrid Beacon | |



County Rank #8



8. Grove Street (CR 623), Bloomfield Avenue to Stanford Place

Municipality: *Montclair*
Length: *1.02 miles*

School Zone ☒ Transit ☒ Demographic Score ☐ Above County Average

Grove Street is located in Montclair Township, a moderately dense suburban community in north-central Essex County. This 1.02 mile long corridor between Bloomfield Avenue (CR 506) and Stanford Place is ranked 8th highest in Essex County for crash risk and severity, and connects Montclair's commercial center with a series of residential streets to the north. The Grove Street corridor is primarily 2-lanes wide, with a posted speed limit of 25 mph, and on-street parking permitted on both sides, including both its commercial and residential portions. NJ TRANSIT's Montclair-Boonton line crosses Grove Street at-grade near Willard Street. Proposed safety countermeasures include new traffic signals with backplates with retroreflective borders, improvements at stop-controlled intersections, new street lighting, traffic calming, pedestrian crosswalks and sidewalk repairs, and school safety zones.

Crash Summary

- Total Crashes - 281
- Total Fatal Crashes - 0 (0.0%)
- Total Serious Injury Crashes - 5 (1.8%)
- Total Pedestrian Crashes - 15 (5.3%)
- Total Bicyclist Crashes - 6 (2.1%)

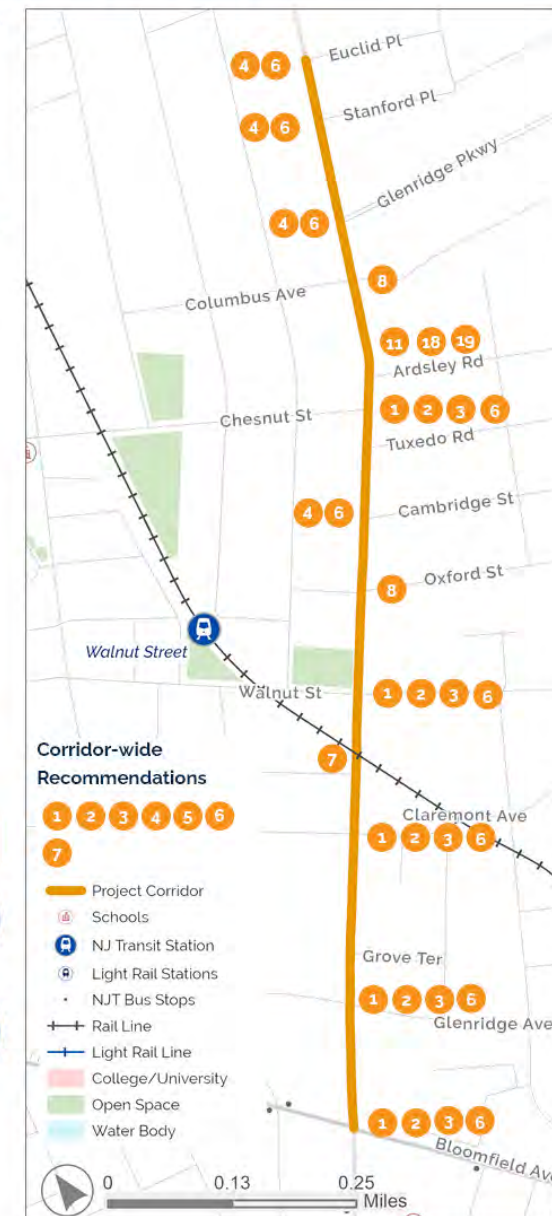
Top 3 Crash Types



Community Concerns and Feedback



Recommended Countermeasures



County Rank #9



9. Belleville Ave/Rutgers Street (CR 506), Parkview Avenue to NJ Route 21

Municipality: *Belleville*
Length: *0.87 miles*

School Zone ☒ Transit ☐ Demographic Score ☐ Above County Average

Belleville Avenue/Rutgers Street (Essex County Route 506) is located in Belleville Township, a densely populated community in northeastern Essex County adjacent to the County's urban core communities. This 0.87-mile long urban corridor, between Parkview Avenue and NJ Route 21, is ranked 9th highest in Essex County for crash risk and severity. The Belleville-Rutgers Avenue corridor is a primary north-south urban arterial roadway in a dense urban area and primarily 2-lanes wide, with frequent traffic signals and left turn lanes, on-street parking, and many bus stops. Proposed safety countermeasures include new traffic signals with improved signal timings, lighting, and pedestrian improvements. Additional countermeasures are recommended at targeted locations based on local context and crash history.

Crash Summary

- Total Crashes - 458
- Total Fatal Crashes - 0 (0.0%)
- Total Serious Injury Crashes - 5 (1.1%)
- Total Pedestrian Crashes - 11 (2.4%)
- Total Bicyclist Crashes - 7 (1.5%)

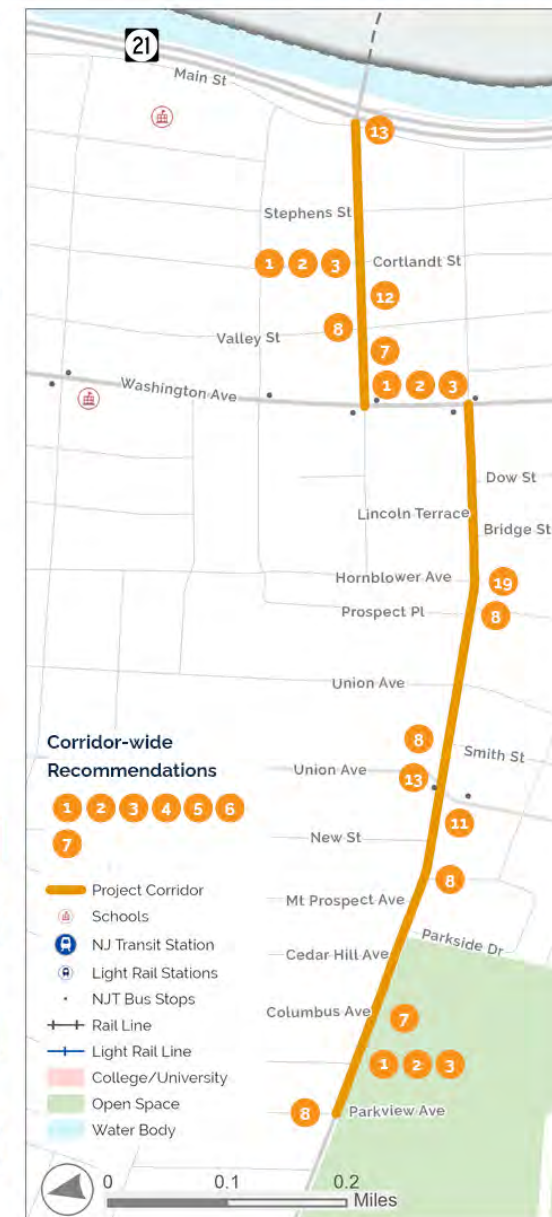
Top 3 Crash Types



Community Concerns and Feedback



Recommended Countermeasures



County Rank #10



10. Central Avenue (CR 508), Highwood Road to Whittlesey Avenue

Municipality: East/West Orange/Orange
Length: 3.25 miles

School Zone ☒ Transit ☒ Demographic Score ☒ Above County Average

This combined corridor (Essex County Route 508) covers more than 3.25 miles in the municipalities of East Orange, Orange, and West Orange, between Highwood Avenue in West Orange and Whittlesey Avenue Road in East Orange; the combined corridor segments are ranked 10th highest in Essex County for crash risk and severity. The Northfield Avenue/Whittingham Place/Kingsley Street/Valley Road/Central Avenue corridor is a significant east-west corridor and located south of and parallel to I-280 and provides access to the Garden State Parkway in East Orange. A diverse program of safety countermeasures is proposed, including new traffic signals, pedestrian safety, lighting, traffic calming, and transit safety. Additional countermeasure include geometric improvements and curb extensions to shorten pedestrian crossing distances at targeted locations based on local context and crash history.

Crash Summary

- Total Crashes - 1,322
- Total Fatal Crashes - 9 (0.7%)
- Total Serious Injury Crashes - 19 (1.4%)
- Total Pedestrian Crashes - 79 (6.0%)
- Total Bicyclist Crashes - 9 (0.7%)

Top 3 Crash Types

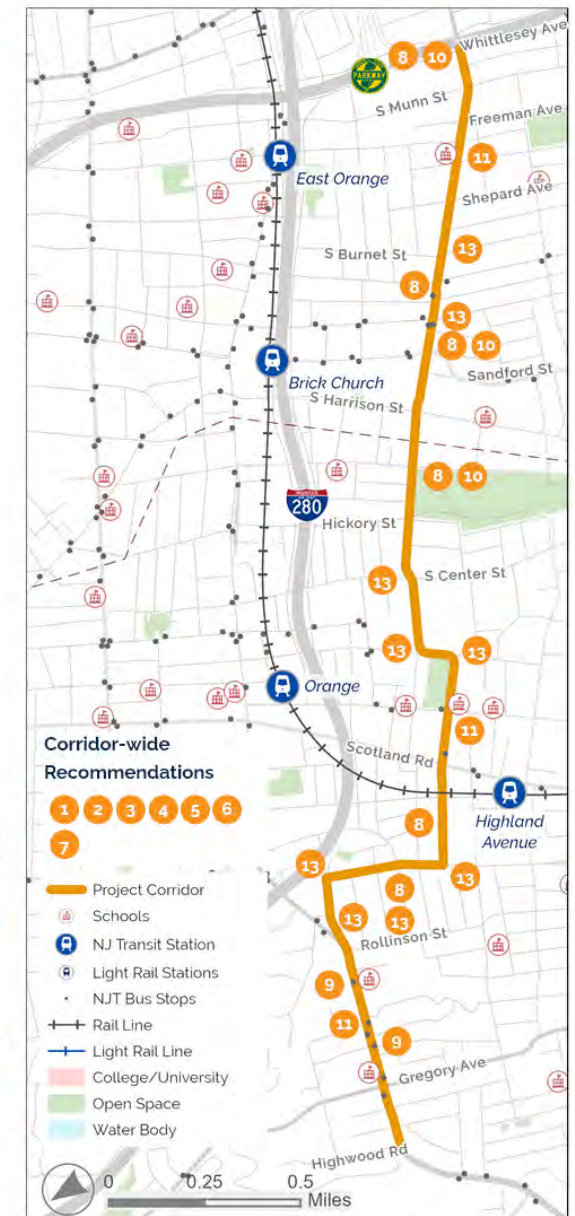


Community Concerns and Feedback



Recommended Countermeasures

- | | | | |
|--------------------------------------|--|---|------------------------------|
| 1. Upgrade Traffic Signals | 4. Intersection Daylighting & Curb Extension | 7. Sidewalks & ADA Ramps | 10. Pedestrian Refuge Island |
| 2. Leading Pedestrian Interval (LPI) | 5. Improved Street Lighting | 8. Rectangular Rapid Flashing Beacon (RRFB) | 11. Reduce Speed Limits |
| 3. Yellow Change Interval | 6. High Visibility Crosswalk | 9. Pedestrian Hybrid Beacon | 13. Reconfigure Intersection |



County Rank #11



11. Main Street (CR 659), Scotland Road to Washington Street

Municipality: Orange/West Orange
Length: 1.23 miles

School Zone ☒ Transit ☒ Demographic Score ☒ Above County Average

Main Street (Essex County Route 659) is located in West Orange Township and City of Orange, a moderately dense suburban community in Essex County adjacent to the County's urban core communities. This 1.85-miles long suburban corridor, between Scotland Road and Washington Street, is ranked 11th highest in Essex County for crash risk and severity. Located north of I-280 and east of Llewellyn Park, this corridor is mostly commercial south of Park Avenue and transitions to residential north of it. Main Street is primarily 4-lanes wide, with traffic signals, some left turn lanes, on-street parking, and multiple bus stops. Proposed countermeasures include new traffic signals, pedestrian safety, lighting, traffic calming, and transit safety. Additional countermeasures include geometric improvements and curb extensions, road diets, specific intersection upgrades and other recommendations based on local context and crash history.

Crash Summary

- Total Crashes - 683
- Total Fatal Crashes - 1 (0.1%)
- Total Serious Injury Crashes - 4 (0.6%)
- Total Pedestrian Crashes - 24 (3.5%)
- Total Bicyclist Crashes - 4 (0.6%)

Top 3 Crash Types

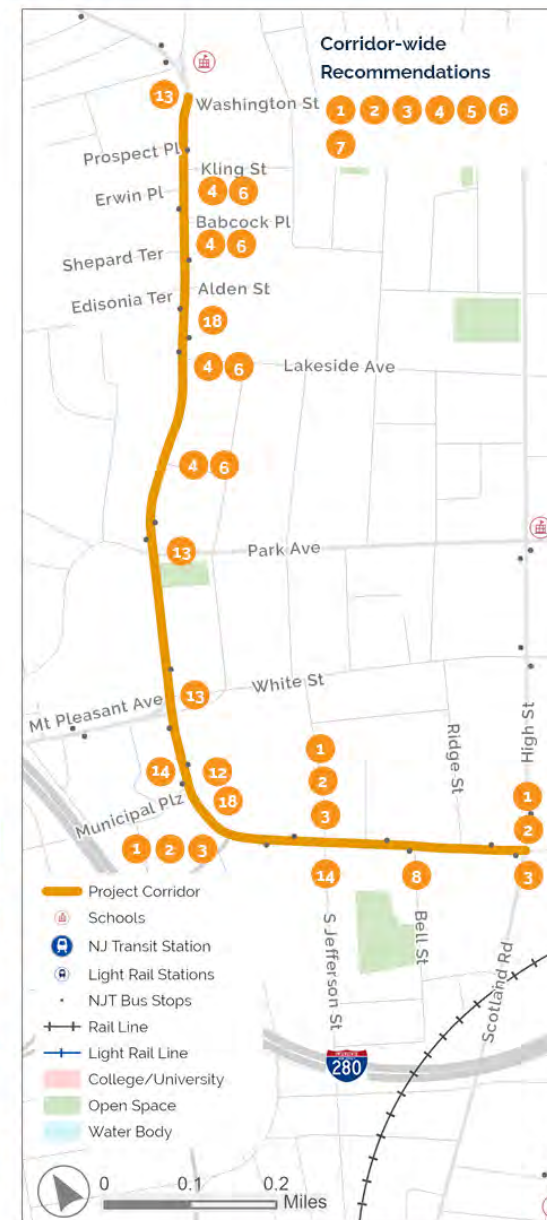


Community Concerns and Feedback



Recommended Countermeasures

- | | | | |
|--------------------------------------|--|---|---|
| 1. Upgrade Traffic Signals | 4. Intersection Daylighting & Curb Extension | 7. Sidewalks & ADA Ramps | 13. Reconfigure Intersection |
| 2. Leading Pedestrian Interval (LPI) | 5. Improved Street Lighting | 8. Rectangular Rapid Flashing Beacon (RRFB) | 14. Reconfigure Intersection Turn Lanes |
| 3. Yellow Change Interval | 6. High Visibility Crosswalk | 12. Road Diet | 18. High Friction Surface Treatment |



County Rank #12



12. Chancellor Avenue (CR 601), Springfield Avenue to Elizabeth Avenue

Municipality: *Maplewood/Irvington/Newark*
Length: 2.65 miles

School Zone ☒ Transit ☒ Demographic Score ☒ Above County Average

Chancellor Avenue (Essex County Route 601) is located in densely populated Irvington, Maplewood, and Newark. This 2.65-mile long urban corridor, between Springfield Avenue and Elizabeth Avenue Street, is ranked 12th highest in Essex County for crash risk and severity. Chancellor Avenue connects the across the three cities, features significant residential densities, and crosses the Garden State Parkway and I-78. Chancellor Avenue is primarily two-lanes with frequent traffic signals, on-street parking, and many bus stops. Proposed safety countermeasures include new traffic signals with improved signal timings, new street lighting, traffic calming, pedestrian crosswalks, sidewalk repairs and fill in sidewalk gaps. Additional countermeasure are recommended at targeted locations based on local context and crash history.

Crash Summary

- Total Crashes - 1,032
- Total Fatal Crashes - 3 (0.3%)
- Total Serious Injury Crashes - 18 (1.7%)
- Total Pedestrian Crashes - 45 (4.4%)
- Total Bicyclist Crashes - 5 (0.5%)

Top 3 Crash Types

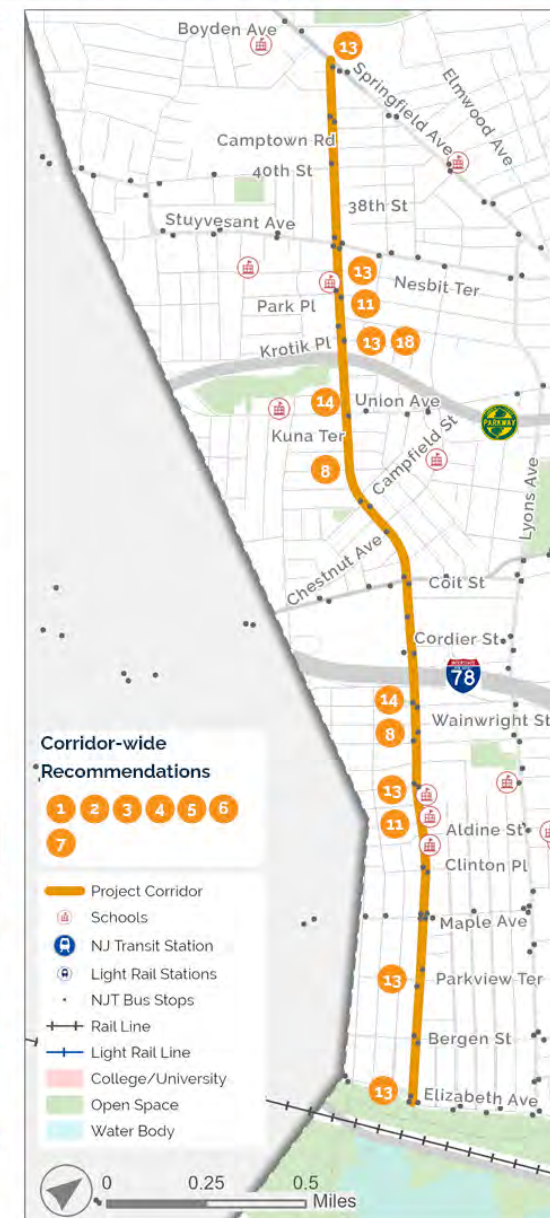


Community Concerns and Feedback



Recommended Countermeasures

- | | | | |
|--------------------------------------|--|---|---|
| 1. Upgrade Traffic Signals | 4. Intersection Daylighting & Curb Extension | 7. Sidewalks & ADA Ramps | 13. Reconfigure Intersection |
| 2. Leading Pedestrian Interval (LPI) | 5. Improved Street Lighting | 8. Rectangular Rapid Flashing Beacon (RRFB) | 14. Reconfigure Intersection Turn Lanes |
| 3. Yellow Change Interval | 6. High Visibility Crosswalk | 11. Reduce Speed Limits | 18. High Friction Surface Treatment |



County Rank #13



13. Eagle Rock Avenue (CR 611), Harrison Avenue to Haller Road

Municipality: West Orange
Length: 2.22 miles

School Zone ☒ Transit ☒ Demographic Score ☐ Above County Average

Eagle Rock Avenue is located in West Orange Township, a moderately dense suburban community adjacent to the County's urban core communities. This 2.22 mile long suburban corridor is ranked 13th highest in Essex County for crash risk and severity. Located north of I-280, the corridor provides both regional and local connectivity along the mostly suburban residential corridor, with access to the commercial areas at Pleasant Valley Way (CR 623). Several schools are located nearby. The corridor is primarily 4-lanes wide, with minimal or no roadway shoulders along rolling terrain, with significant roadway curvature and frequent residential driveways. Proposed safety countermeasures include new traffic signals with improved signal timings and pedestrian phases at targeted locations, improvements at stop-controlled intersections, new street lighting, traffic calming, pedestrian crosswalks, sidewalk repairs and fill-in sidewalk

Crash Summary

- Total Crashes - 454
- Total Fatal Crashes - 1 (0.2%)
- Total Serious Injury Crashes - 4 (0.9%)
- Total Pedestrian Crashes - 2 (0.4%)
- Total Bicyclist Crashes - 1 (0.2%)

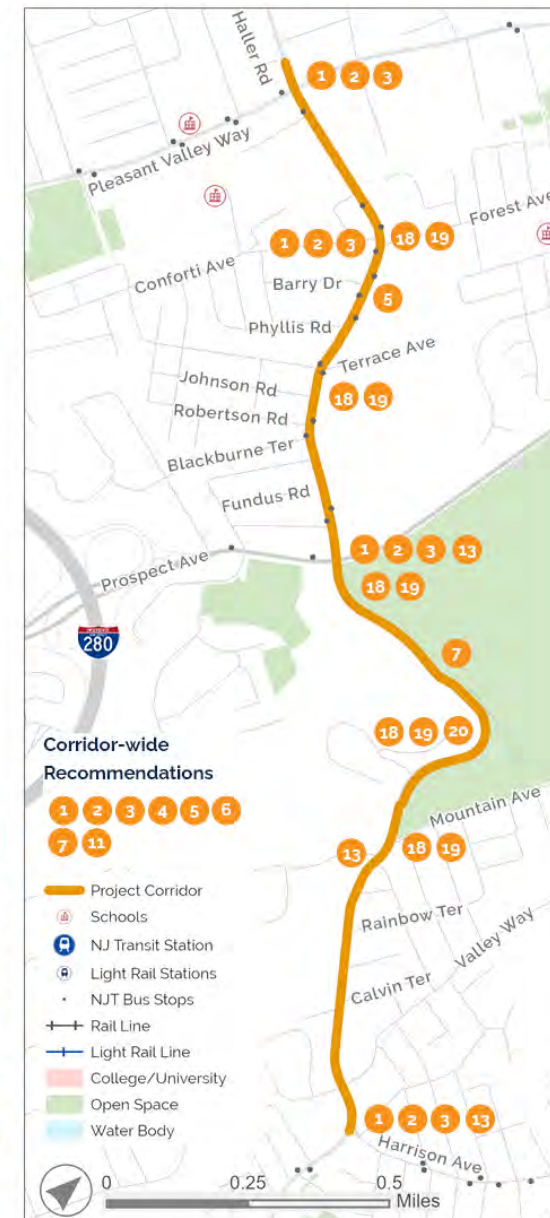
Top 3 Crash Types



Community Concerns and Feedback



Recommended Countermeasures



County Rank #14



14. Franklin Avenue (CR 645), Mill Street to Liberty Avenue

Municipality: *Belleville Township*
Length: **1.03 miles**



Franklin Avenue (Essex County Route (645) is located in Belleville Township, a densely populated community in northeastern Essex County, adjacent to the County's urban core communities. This 1.03-mile long urban corridor, between Mill Street and Liberty Avenue, is ranked 14th highest in Essex County for crash risk and severity. Located east of the Garden State Parkway, Franklin Avenue is a primary north-south urban arterial roadway, with significant commercial development and access to local recreation and amenities. The corridor is primarily 2-lanes wide, with frequent traffic signals and left turn lanes, on-street parking, and many bus stops. Proposed safety countermeasures include new traffic signals with improved signal timings, lighting, and pedestrian improvements. Additional countermeasure are recommended at targeted locations based on local context and crash history.

Crash Summary

- Total Crashes - 332
- Total Fatal Crashes - 1 (0.3%)
- Total Serious Injury Crashes - 4 (1.2%)
- Total Pedestrian Crashes - 9 (2.7%)
- Total Bicyclist Crashes - 5 (1.5%)

Top 3 Crash Types



Community Concerns and Feedback



Recommended Countermeasures



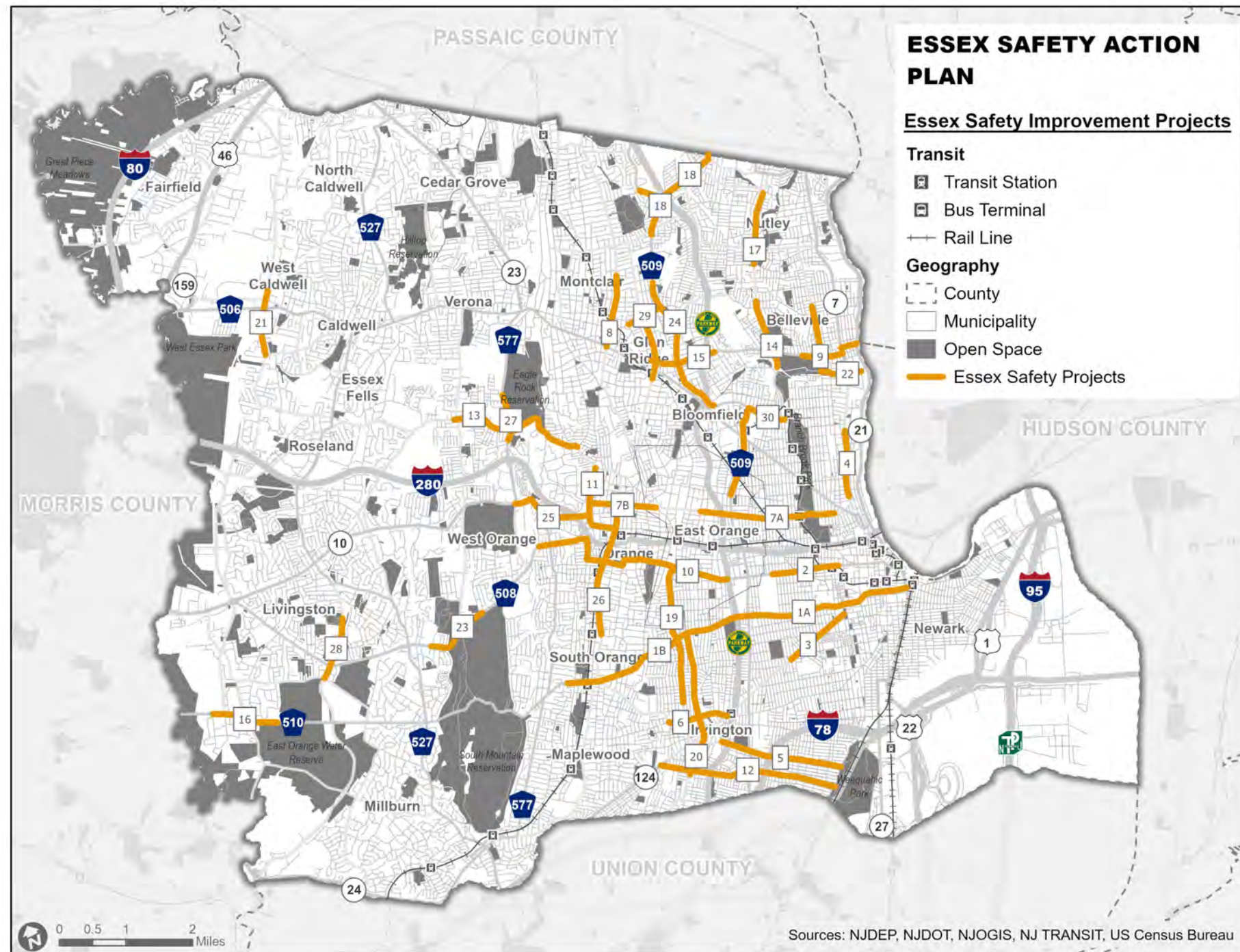
Rank	Route	Road Name	Scope	Length	Municipality	Safety Countermeasures
17	577; 660	Mount Pleasant Avenue	Prospect Avenue to Gregory Avenue; Gregory Avenue to Main Street	1.01	West Orange	1,2,3,4,5,6,7,8,11,12,13,18,19,20
18	645	Franklin Avenue	Harrison Street to High Street	1.07	Nutley	1,2,3,4,5,6,7,8,10
19	506	Bloomfield Avenue	Prospect Street to Park Avenue	2.64	Essex Fells, Caldwell, North Caldwell, Verona	1,2,3,4,5,6,7,8,10,11,12,13,17,18,19
21	605	Sanford Avenue/Sanford Street	Sandford Place to Central Avenue	2.11	Irvington/East Orange/Newark	1,2,3,4,5,6,7,8,11,12,21
22	619	Stuyvesant Avenue	Leslie Place to South Orange Avenue	2.18	Irvington/Newark	1,2,3,4,5,6,7,8,11,12,13,21
23	613	Passaic Avenue	Westville Avenue to Henderson Drive	0.99	West Caldwell	1,2,3,4,5,6,7,15
24	672; 647	Mill Street; Union Avenue	Main Street to Union Avenue; Mill Street to Maline Avenue	1.61	Belleville	1,2,3,4,5,6,7,8,11,13
25	508	Northfield Avenue	Vizcaya Boulevard to Saint Cloud Avenue	0.97	West Orange	1,2,3,4,5,6,7,10,11,13,17,19
27	638	Scotland Road/High Street	Montrose Avenue to Park Avenue	2.00	Orange/South Orange	1,2,3,4,5,6,7,8,13,14,18
28	577	Prospect Avenue	Boland Drive to Woodland Avenue	0.71	West Orange	1,2,3,4,5,6,7,13,16,18
30	654; 653	Bay Avenue; Ridgewood Avenue	Walnut Crescent to Broad Street; Snowden Place to Bay Avenue	1.51	Bloomfield/Glen Ridge/Montclair	1,2,3,4,5,6,7,8,9,10,11,13,17,19
31	509; 670	Grove Street/North Grove Street/Watsessing Avenue; Franklin Street	Springdale Avenue to Franklin Street; Watsessing Avenue to Franklin Avenue	1.95	Belleville/Bloomfield/East Orange/Newark	1,2,3,4,5,6,7,8,10,11,13

Breakout Room 2 (Courtenay): Corridors/Projects in...

1. Bloomfield
2. East Orange
3. Essex Fells
4. Glen Ridge
5. Livingston
6. Maplewood
7. Millburn
8. Newark
9. Roseland
10. South Orange



Priority Corridors



FHWA Proven Safety Countermeasures



Recommended Safety Countermeasure For Project Corridors

Recommendations for high-risk project corridors in Essex County incorporate Proven Safety Countermeasures from the Federal Highway Administration (FHWA). These evidence-based strategies aim at reducing roadway fatalities and serious injuries. They address speed management, pedestrian and bicyclist safety, roadway departure prevention, intersection safety, and crosscutting measures like lighting and safety plans. Their effectiveness spans urban, rural, and local roads, and they adapt well to varied user needs.

Recommended Countermeasures

1. Upgrade Traffic Signals



2. Leading Pedestrian Interval (LPI)



3. Yellow Change Interval



4. Intersection Daylighting & Curb Extension



5. Improved Street Lighting



6. High-Visibility Crosswalks



7. Sidewalks & ADA Ramps



8. Rectangular Rapid Flashing Beacon (RRFB)



9. Pedestrian Hybrid Beacon



10. Pedestrian Refuge Island



11. Reduce Speed Limits



12. Road Diet



13. Reconfigure Intersection



14. Reconfigure Intersection Turn Lanes



15. Right Turn In/Out Only



16. Prohibit Left Turns



17. Hardened Centerlines



18. High Friction Surface Treatment



19. Horizontal Curve Warning



20. Reconfigure Roadway



21. Bike Lanes



Rank	Route	Road Name	Scope	Length	Municipality	Safety Countermeasures
1A	510	South Orange Avenue/Springfield Avenue/Market Street	Boylan Street to Route 21	3.23	East Orange/Newark	1,2,3,4,5,6,7,8,10,11,12,16
1B	510	South Orange Avenue	Conway Court to Boylan Street	2.19	East Orange/Newark/South Orange	1,2,3,4,5,6,7,8,11,12,18
2	508	Central Avenue	South 13th Street to Dey Street	0.99	Newark	1,2,3,4,5,6,7,8,10,12,14,21
3	603	Springfield Avenue	South 11th Street to Prince Street	1.05	Newark	1,2,3,4,5,6,7,8,12,14,15
4	667	Broadway	Kearny Street to Romaine Place	1	Newark	1,2,3,4,5,6,7,11,12,13,21
5	602	Lyons Avenue	Union Avenue to Elizabeth Avenue	1.83	Irvington/Maplewood	1,2,3,4,5,6,7,8,9,10,12,21
6	665	Clinton Avenue	Parker Avenue to Springfield Avenue	0.91	Maplewood/Irvington	1,2,3,4,5,6,7,8,9,11,19
7A	658	Park Avenue	North Clinton Avenue to Garside Street	2.04	East Orange/Newark	1,2,3,4,5,6,7,8,10,12,13,17,21
7B	658	Park Avenue	Main Street to Washington Street	1	East Orange	1,2,3,4,5,6,7,8,9,10,13,17
8	623	Grove Street	Bloomfield Avenue to Stanford Place	1.02	Montclair	1,2,3,4,5,6,7,8,11,18,19
9	506	Belleville Avenue; Rutgers Street	Parkview Avenue to Washington Avenue; Washington Avenue to NJ 21	0.87	Belleville	1,2,3,4,5,6,7,8,11,12,13,19
10	508	Northfield Avenue/Whittingham Place/Kingsley Street/Valley Road/Central Avenue	Highwood Road to Whittlesey Avenue	3.25	East Orange/Orange/West Orange	1,2,3,4,5,6,7,8,9,10,11,13
11	659	Main Street	Scotland Road to Washington Street	1.23	Orange/ West Orange	1,2,3,4,5,6,7,8,12,13,14,18
12	601	Chancellor Avenue	Springfield Avenue to Elizabeth Avenue	2.65	Irvington/Maplewood/Newark	1,2,3,4,5,6,7,8,11,13,14,18
13	611	Eagle Rock Avenue	Harrison Avenue to Haller Road	2.22	West Orange	1,2,3,4,5,6,7,11,13,18,19,20
14	645	Franklin Avenue	Mill Street to Liberty Avenue	1.03	Belleville	1,2,3,4,5,6,7,8,11,12,13

Rank	Route	Road Name	Scope	Length	Municipality	Safety Countermeasures
15	506	Belleville Avenue	Herman Street to Forest Drive	0.99	Bloomfield/Glen Ridge	1,2,3,4,5,6,7,8,11,14,19
16	510	South Orange Avenue	Peach Tree Hill Road to Latham Court	0.98	Livingston	1,2,3,4,5,6,7,11,12,13,17
17	577; 660	Mount Pleasant Avenue	Prospect Avenue to Gregory Avenue; Gregory Avenue to Main Street	1.01	West Orange	1,2,3,4,5,6,7,8,11,12,13,18,19,20
18	645	Franklin Avenue	Harrison Street to High Street	1.07	Nutley	1,2,3,4,5,6,7,8,10
19	506	Bloomfield Avenue	Prospect Street to Park Avenue	2.64	Essex Fells, Caldwell, North Caldwell, Verona	1,2,3,4,5,6,7,8,10,11,12,13,17,18,19
20	509; 622	Broad Street; West Passaic Avenue/Darling Avenue	Eaton Place to Bellevue Avenue; Broad Street to Sylvan Road	1.92	Bloomfield	1,2,3,4,5,6,7,8,11,13
21	605	Sanford Avenue/Sanford Street	Sandford Place to Central Avenue	2.11	Irvington/East Orange/Newark	1,2,3,4,5,6,7,8,11,12,21
22	619	Stuyvesant Avenue	Leslie Place to South Orange Avenue	2.18	Irvington/Newark	1,2,3,4,5,6,7,8,11,12,13,21
23	613	Passaic Avenue	Westville Avenue to Henderson Drive	0.99	West Caldwell	1,2,3,4,5,6,7,15
24	672; 647	Mill Street; Union Avenue	Main Street to Union Avenue; Mill Street to Maline Avenue	1.61	Belleville	1,2,3,4,5,6,7,8,11,13
25	508	Northfield Avenue	Vizcaya Boulevard to Saint Cloud Avenue	0.97	West Orange	1,2,3,4,5,6,7,10,11,13,17,19
26	509	Franklin Street/Broad Street	Hill Street to Glen Ridge Parkway	2.21	Bloomfield	1,2,3,4,5,6,7,8,11,13,19
27	638	Scotland Road/High Street	Montrose Avenue to Park Avenue	2.00	Orange/South Orange	1,2,3,4,5,6,7,8,13,14,18
28	577	Prospect Avenue	Boland Drive to Woodland Avenue	0.71	West Orange	1,2,3,4,5,6,7,13,16,18
29	649	South Livingston Avenue	West Hobart Gap Road to Civic Center Road (North)	0.96	Livingston	1,2,3,4,5,6,7,8,11,12,13
30	654; 653	Bay Avenue; Ridgewood Avenue	Walnut Crescent to Broad Street; Snowden Place to Bay Avenue	1.51	Bloomfield/Glen Ridge/Montclair	1,2,3,4,5,6,7,8,9,10,11,13,17,19
31	509; 670	Grove Street/North Grove Street/Watsessing Avenue; Franklin Street	Springdale Avenue to Franklin Street; Watsessing Avenue to Franklin Avenue	1.95	Belleville/Bloomfield/East Orange/Newark	1,2,3,4,5,6,7,8,10,11,13

County Rank #1a



1A. South Orange Ave (CR 510)/Market Street, Boylan Street to NJ Route 21

Municipality: East Orange/Newark
Length: 3.23 miles

School Zone ☒ Transit ☒ Demographic Score ☒ Above County Average

This combined corridor (Essex County Route 510) covers more than 5 miles in the cities of South Orange, East Orange, and Newark. Two segments are recommended. The segment is 3.23-miles long from Boylan Street in East Orange to NJ Route 21 in Newark. At MilePost 29.0, South Orange Avenue becomes Market Street and is under jurisdiction of the City of Newark. The combined corridor segments are ranked the highest in Essex County for crash risk and severity. This combined corridor is among the most important travel corridors in the County. A diverse program of safety countermeasures is proposed, including new traffic signals, pedestrian safety, lighting, traffic calming, and transit safety. Additional countermeasures include geometric improvements and curb extensions to shorten pedestrian crossing distances at targeted locations based on local context and crash history.

Crash Summary

- Total Crashes - 2,560
- Total Fatal Crashes - 8 (0.3%)
- Total Serious Injury Crashes - 71 (2.8%)
- Total Pedestrian Crashes - 223 (8.7%)
- Total Bicyclist Crashes - 37 (1.4%)

Top 3 Crash Types

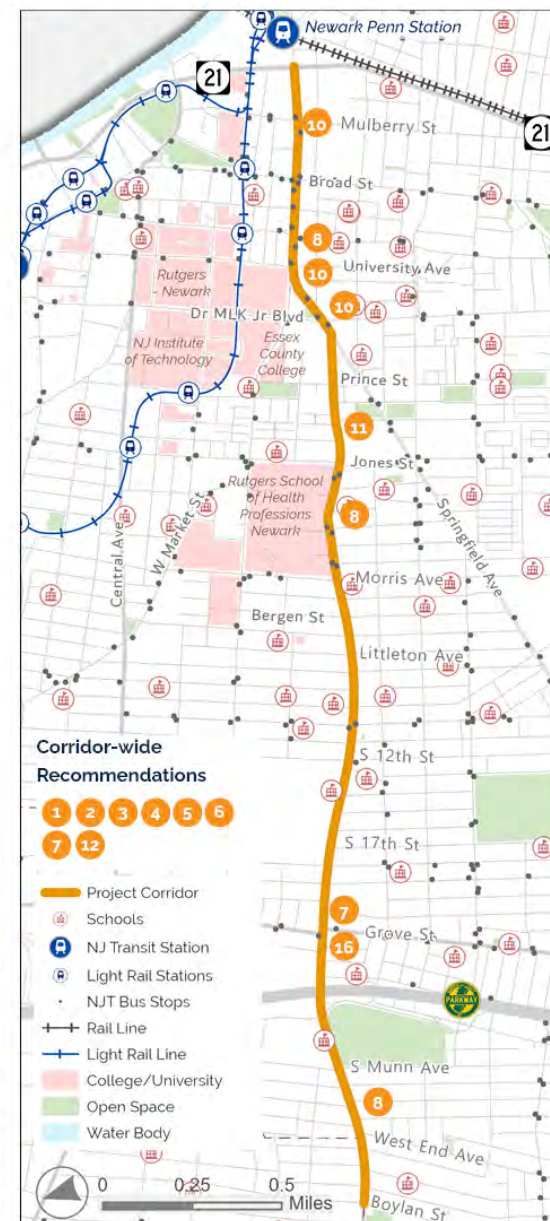


Community Concerns and Feedback



Recommended Countermeasures

- | | | | |
|--------------------------------------|--|---|-------------------------|
| 1. Upgrade Traffic Signals | 4. Intersection Daylighting & Curb Extension | 7. Sidewalks & ADA Ramps | 11. Reduce Speed Limits |
| 2. Leading Pedestrian Interval (LPI) | 5. Improved Street Lighting | 8. Rectangular Rapid Flashing Beacon (RRFB) | 12. Road Diet |
| 3. Yellow Change Interval | 6. High Visibility Crosswalk | 10. Pedestrian Refuge Island | 16. Prohibit Left Turns |



County Rank #1b



1B. South Orange Avenue (CR 510), Conway Court to Boylan Street

Municipality: E. Orange/Newark/S. Orange
Length: 2.19 miles

School Zone ☒ Transit ☒ Demographic Score ☒ Above County Average

This combined corridor (Essex County Route 510) covers more than 5 miles in the cities of South Orange, East Orange, and Newark. Two segments are recommended. This segment is 2.19-miles long from Conway Court in South Orange to Boylan Street in East Orange. The combined corridor segments are ranked the highest in Essex County for crash risk and severity. This combined corridor is among the most important travel corridors in the County. A diverse program of safety countermeasures is proposed, including new traffic signals, pedestrian safety, lighting, traffic calming, and transit safety. A diverse program of safety countermeasures is proposed, including new traffic signals, pedestrian safety, lighting, traffic calming, and transit safety. Additional countermeasures include geometric improvements and curb extensions to shorten pedestrian crossing distances at targeted locations based on local context and crash history.

Crash Summary

- Total Crashes - 861
- Total Fatal Crashes - 4 (0.5%)
- Total Serious Injury Crashes - 14 (1.6%)
- Total Pedestrian Crashes - 67 (7.8%)
- Total Bicyclist Crashes - 6 (0.7%)

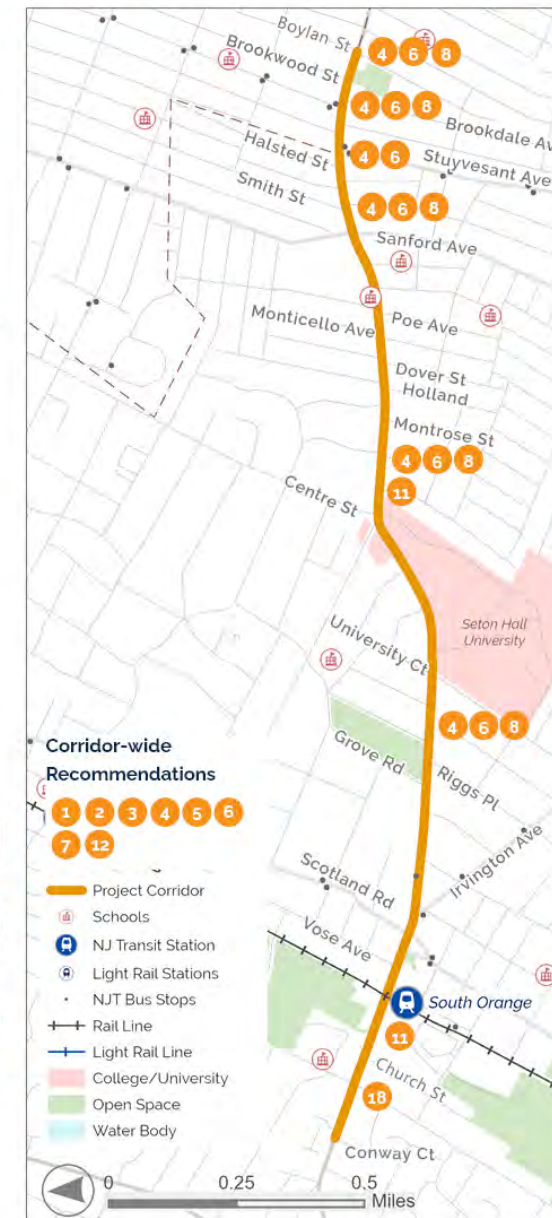
Top 3 Crash Types



Community Concerns and Feedback



Recommended Countermeasures



County Rank #2



2. Central Avenue (CR 508), South 13th Street to Dey Street

Municipality: *Newark*
Length: *0.99 miles*

School Zone ☒ Transit ☒ Demographic Score ☒ Above County Average

Central Avenue (Essex County Route 508) is located in the city of Newark, Essex County's most populous municipality. This 0.99-mile long urban corridor, between South 13th Street and Dey Street, is ranked 2nd highest in Essex County for crash risk and severity. Located south of and parallel to I-280, the Central Avenue corridor is a primary east-west urban arterial roadway, with access to the NJIT campus, and among Newark's busiest streets. It is primarily 2-lanes east of West Market Street and 4-lanes to the west. Proposed safety countermeasures include new traffic signals with improved signal timings, lighting, and pedestrian improvements.

BIKENewark recommended a 4-to-3 lane road diet from South 16th Street (Newark Boundary) to MLK Boulevard to accommodate two-way protected bike lanes on the EB side.

Crash Summary

- Total Crashes - 692
- Total Fatal Crashes - 3 (0.4%)
- Total Serious Injury Crashes - 16 (2.3%)
- Total Pedestrian Crashes - 37 (5.3%)
- Total Bicyclist Crashes - 17 (2.5%)

Top 3 Crash Types

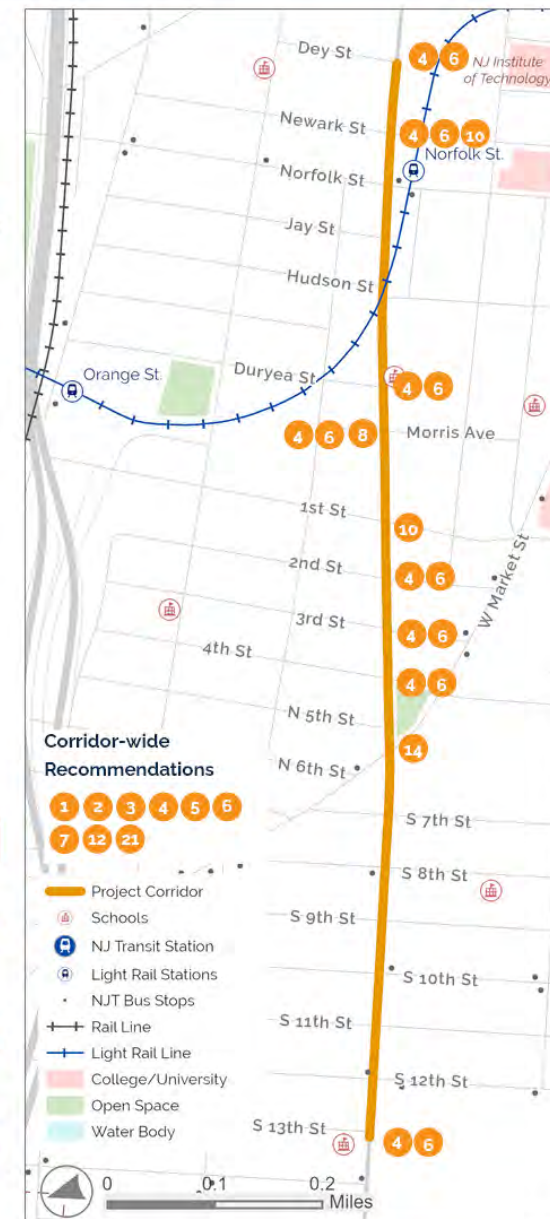


Community Concerns and Feedback



Recommended Countermeasures

- | | | | |
|--------------------------------------|--|---|---|
| 1. Upgrade Traffic Signals | 4. Intersection Daylighting & Curb Extension | 7. Sidewalks & ADA Ramps | 12. Road Diet |
| 2. Leading Pedestrian Interval (LPI) | 5. Improved Street Lighting | 8. Rectangular Rapid Flashing Beacon (RRFB) | 14. Reconfigure Intersection Turn Lanes |
| 3. Yellow Change Interval | 6. High Visibility Crosswalk | 10. Pedestrian Refuge Island | 21. Bike Lanes |



County Rank #3



3. Springfield Avenue (CR 603), South 11th Street to Prince Street

Municipality: **Newark**
Length: **1.05 miles**

School Zone ☒
Transit ☒
Demographic Score ☒ Above County Average

Springfield Avenue is located in the city of Newark, Essex County's most populous municipality. This 1.05-mile long urban corridor, between South 11th Street and Prince Street, is ranked 3rd highest in the County for crash risk and severity. This corridor connects downtown Newark with the Garden State Parkway and Irvington. The corridor is primarily 2-lanes wide with frequent traffic signals, dedicated turning turn lanes, on-street parking, and many bus stops. Springfield Avenue's diagonal alignment creates frequently-skewed road geometrics and complex intersections with the City's street grid. Proposed safety countermeasures include new traffic signals, improved signal timing, lighting, and pedestrian improvements. Additional countermeasures include geometric improvements and curb extensions to shorten pedestrian crossing distances at targeted locations based on local context and crash history.

Crash Summary

- Total Crashes - 742
- Total Fatal Crashes - 1 (0.1%)
- Total Serious Injury Crashes - 20 (2.7%)
- Total Pedestrian Crashes - 51 (6.9%)
- Total Bicyclist Crashes - 8 (1.1%)

Top 3 Crash Types



Community Concerns and Feedback



Recommended Countermeasures

- | | | | | | | | |
|--------------------------------------|--|--|--|---|--|---|--|
| 1. Upgrade Traffic Signals | | 4. Intersection Daylighting & Curb Extension | | 7. Sidewalks & ADA Ramps | | 14. Reconfigure Intersection Turn Lanes | |
| 2. Leading Pedestrian Interval (LPI) | | 5. Improved Street Lighting | | 8. Rectangular Rapid Flashing Beacon (RRFB) | | 15. Right Turn In/Out Only | |
| 3. Yellow Change Interval | | 6. High Visibility Crosswalk | | 12. Road Diet | | | |



County Rank #4



4. Broadway (CR 667), Kearny Street to Romaine Place

Municipality: Newark
Length: 1.00 miles



Broadway (Essex County Route 667) is located in the city of Newark, Essex County's most populous municipality. This 1.0-mile long urban corridor, between Kearney Street and Romaine Place, is ranked 4th highest in Essex County for crash risk and severity. Located north of I-280, Broadway is a primary north south urban arterial roadway and among Newark's busiest streets. Broadway is primarily 2-lanes with frequent traffic signals and left turn lanes, on-street parking, and many bus stops. Proposed safety countermeasures include new traffic signals with improved signal timings, lighting, and pedestrian improvements.

BIKENewark recommended protected two-way bike lanes one either side of the street from Taylor Street to The Greenway (North End Terrace; Newark Boundary) as the current lanes are 20+ ft wide.

Crash Summary

- Total Crashes - 398
- Total Fatal Crashes - 0 (0.0%)
- Total Serious Injury Crashes - 13 (3.3%)
- Total Pedestrian Crashes - 36 (9.0%)
- Total Bicyclist Crashes - 5 (1.3%)

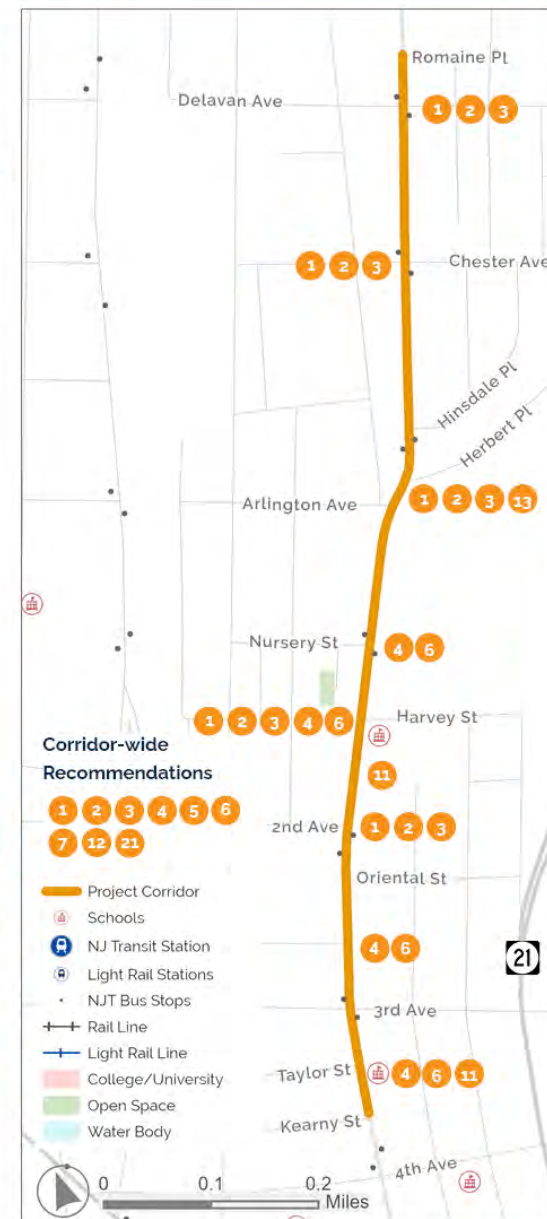
Top 3 Crash Types



Community Concerns and Feedback



Recommended Countermeasures



County Rank #7a



7A. Park Avenue (CR 658), North Clinton Street to Garside Street

Municipality: *East Orange/Newark*
Length: *2.04 miles*



Park Avenue is located in densely populated East Orange and Newark. Two segments are recommended. The first is 2.04-miles long from North Clinton Avenue to Garside Street, connecting Newark and East Orange. The second segment is 1.0-mile long from Main Street to Washington Street, and entirely in East Orange. The Park Avenue corridors are ranked 7th highest in Essex County for crash risk and severity. Park Avenue is a principal east-west corridor in the County.

BIKENewark recommended three sections: road diet to accommodate protected bike lanes from N 13th Street to 4th Street; bicycle boulevard from 4th Street to Lake Street; convert on-street parking to 12-ft wide Parking + Bike Lane from Lake Street to Stone Street. Additionally, striping 10' travel lanes from the centerline, with 5' buffers and extend 5' bike lanes across Park Avenue from N 12th Street to N 15th Street.

Crash Summary

- Total Crashes - 1,084
- Total Fatal Crashes - 1 (0.1%)
- Total Serious Injury Crashes - 18 (1.7%)
- Total Pedestrian Crashes - 52 (4.8%)
- Total Bicyclist Crashes - 16 (1.5%)

Top 3 Crash Types



Community Concerns and Feedback



Recommended Countermeasures

1. Upgrade Traffic Signals



4. Intersection Daylighting & Curb Extension



7. Sidewalks & ADA Ramps



12. Road Diet



2. Leading Pedestrian Interval (LPI)



5. Improved Street Lighting



8. Rectangular Rapid Flashing Beacon (RRFB)



13. Reconfigure Intersection



3. Yellow Change Interval



6. High Visibility Crosswalk



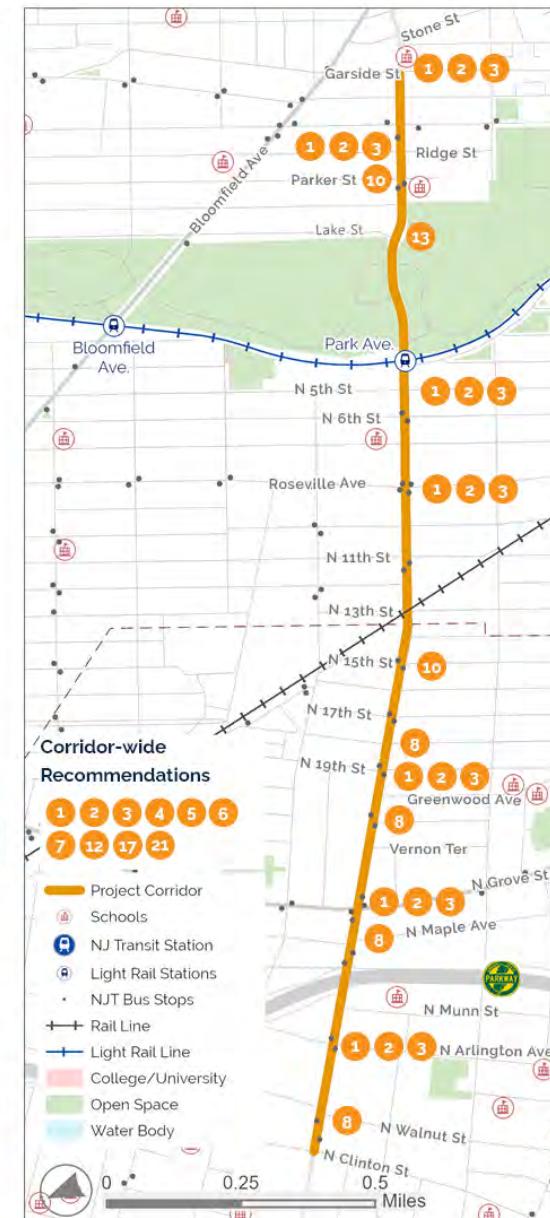
10. Pedestrian Refuge Island



17. Hardened Centerlines



21. Bike Lanes



County Rank #7b



7B. Park Avenue (CR 658), Main Street to Washington Street

Municipality: East Orange
Length: 1.00 miles

School Zone ☒ Transit ☒ Demographic Score ☒ Above County Average

Park Avenue is located in densely populated East Orange and Newark. Two segments are recommended. The first is 2.04-miles long from North Clinton Avenue to Garside Street, connecting Newark and East Orange. The second segment is 1.0-mile long from Main Street to Washington Street, and entirely in East Orange. The Park Avenue corridors are ranked 7th highest in Essex County for crash risk and severity. Park Avenue is a principal east-west corridor in the County with frequent traffic signals and left turn lanes, with on-street parking, and many bus stops. Proposed safety countermeasures include new traffic signals with improved signal timings, lighting, and pedestrian improvements. Additional countermeasure are recommended at targeted locations based on local context and crash history. Improved transit access and safety improvements are also recommended.

Crash Summary

- Total Crashes - 393
- Total Fatal Crashes - 2 (0.5%)
- Total Serious Injury Crashes - 6 (1.5%)
- Total Pedestrian Crashes - 13 (3.3%)
- Total Bicyclist Crashes - 3 (0.8%)

Top 3 Crash Types

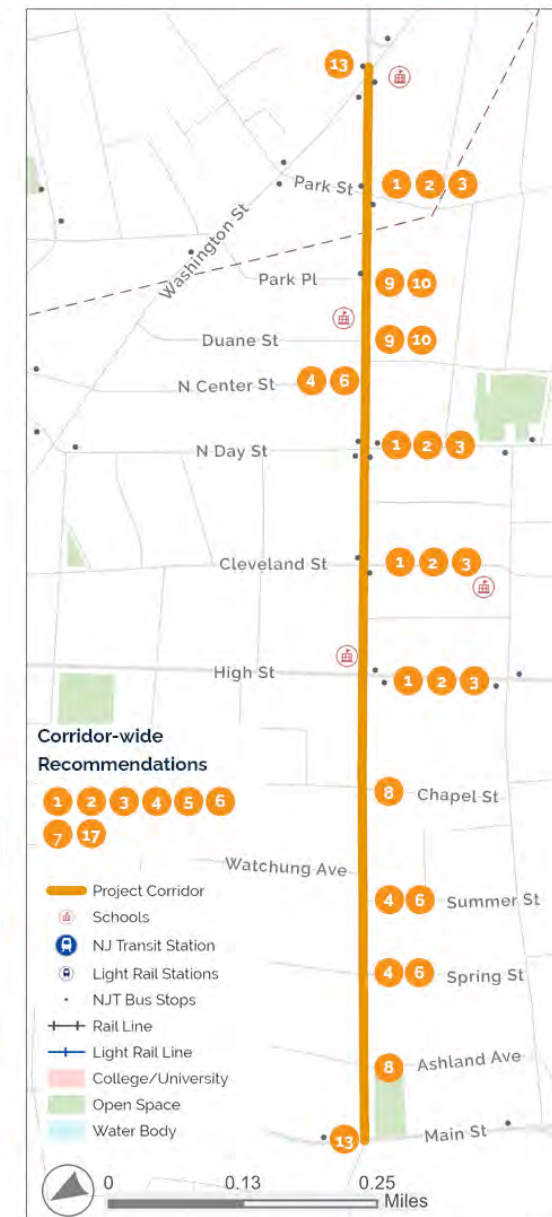


Community Concerns and Feedback



Recommended Countermeasures

- | | | | |
|--------------------------------------|--|---|------------------------------|
| 1. Upgrade Traffic Signals | 4. Intersection Daylighting & Curb Extension | 7. Sidewalks & ADA Ramps | 10. Pedestrian Refuge Island |
| 2. Leading Pedestrian Interval (LPI) | 5. Improved Street Lighting | 8. Rectangular Rapid Flashing Beacon (RRFB) | 13. Reconfigure Intersection |
| 3. Yellow Change Interval | 6. High Visibility Crosswalk | 9. Pedestrian Hybrid Beacon | 17. Hardened Centerlines |



County Rank #10



10. Central Avenue (CR 508), Highwood Road to Whittlesey Avenue

Municipality: East/West Orange/Orange
Length: 3.25 miles

School Zone ☒ Transit ☒ Demographic Score ☒ Above County Average

This combined corridor (Essex County Route 508) covers more than 3.25 miles in the municipalities of East Orange, Orange, and West Orange, between Highwood Avenue in West Orange and Whittlesey Avenue Road in East Orange; the combined corridor segments are ranked 10th highest in Essex County for crash risk and severity. The Northfield Avenue/Whittingham Place/Kingsley Street/Valley Road/Central Avenue corridor is a significant east-west corridor and located south of and parallel to I-280 and provides access to the Garden State Parkway in East Orange. A diverse program of safety countermeasures is proposed, including new traffic signals, pedestrian safety, lighting, traffic calming, and transit safety. Additional countermeasure include geometric improvements and curb extensions to shorten pedestrian crossing distances at targeted locations based on local context and crash history.

Crash Summary

- Total Crashes - 1,322
- Total Fatal Crashes - 9 (0.7%)
- Total Serious Injury Crashes - 19 (1.4%)
- Total Pedestrian Crashes - 79 (6.0%)
- Total Bicyclist Crashes - 9 (0.7%)

Top 3 Crash Types

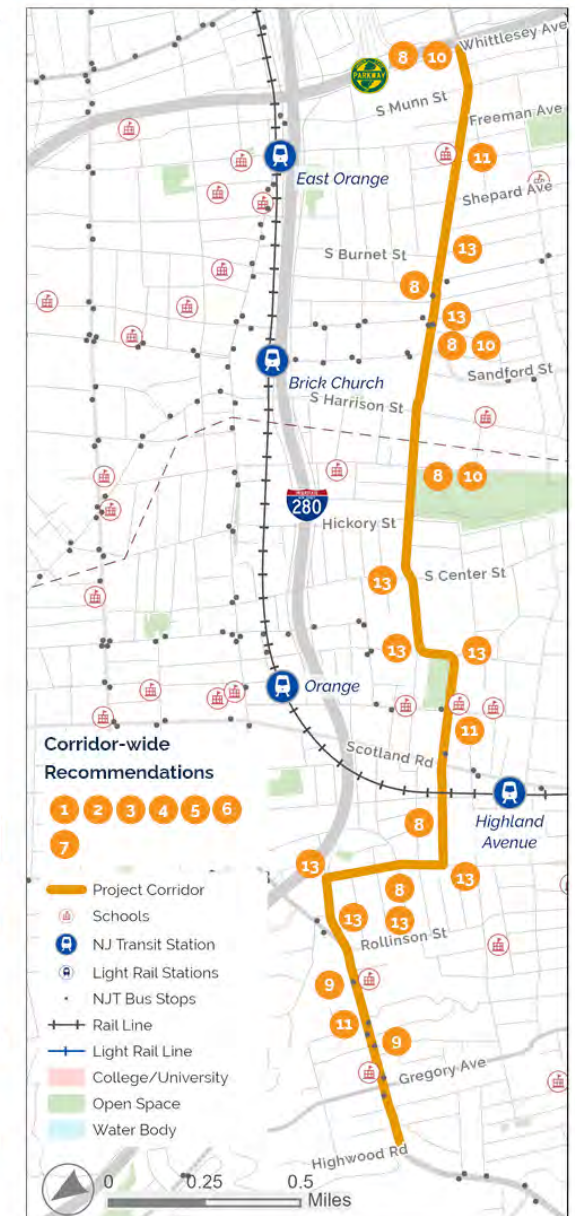


Community Concerns and Feedback



Recommended Countermeasures

- | | | | |
|--------------------------------------|--|---|------------------------------|
| 1. Upgrade Traffic Signals | 4. Intersection Daylighting & Curb Extension | 7. Sidewalks & ADA Ramps | 10. Pedestrian Refuge Island |
| 2. Leading Pedestrian Interval (LPI) | 5. Improved Street Lighting | 8. Rectangular Rapid Flashing Beacon (RRFB) | 11. Reduce Speed Limits |
| 3. Yellow Change Interval | 6. High Visibility Crosswalk | 9. Pedestrian Hybrid Beacon | 13. Reconfigure Intersection |



County Rank #12



12. Chancellor Avenue (CR 601), Springfield Avenue to Elizabeth Avenue

Municipality: *Maplewood/Irvington/Newark*
Length: 2.65 miles

School Zone ☒ Transit ☒ Demographic Score ☒ Above County Average

Chancellor Avenue (Essex County Route 601) is located in densely populated Irvington, Maplewood, and Newark. This 2.65-mile long urban corridor, between Springfield Avenue and Elizabeth Avenue Street, is ranked 12th highest in Essex County for crash risk and severity. Chancellor Avenue connects the across the three cities, features significant residential densities, and crosses the Garden State Parkway and I-78. Chancellor Avenue is primarily two-lanes with frequent traffic signals, on-street parking, and many bus stops. Proposed safety countermeasures include new traffic signals with improved signal timings, new street lighting, traffic calming, pedestrian crosswalks, sidewalk repairs and fill in sidewalk gaps. Additional countermeasure are recommended at targeted locations based on local context and crash history.

Crash Summary

- Total Crashes - 1,032
- Total Fatal Crashes - 3 (0.3%)
- Total Serious Injury Crashes - 18 (1.7%)
- Total Pedestrian Crashes - 45 (4.4%)
- Total Bicyclist Crashes - 5 (0.5%)

Top 3 Crash Types

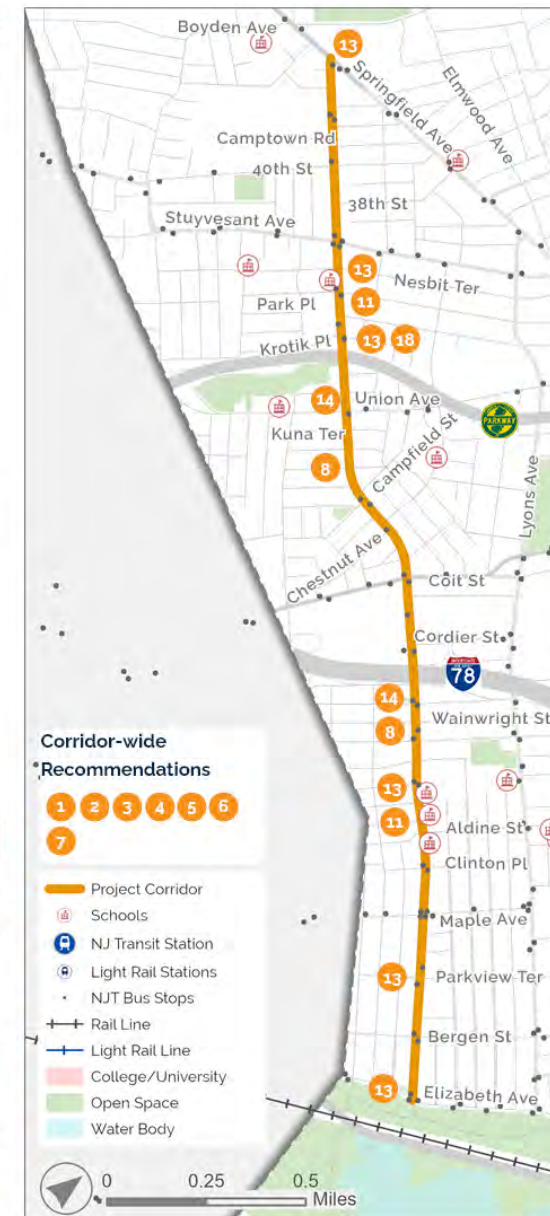


Community Concerns and Feedback



Recommended Countermeasures

- | | | | |
|--------------------------------------|--|---|---|
| 1. Upgrade Traffic Signals | 4. Intersection Daylighting & Curb Extension | 7. Sidewalks & ADA Ramps | 13. Reconfigure Intersection |
| 2. Leading Pedestrian Interval (LPI) | 5. Improved Street Lighting | 8. Rectangular Rapid Flashing Beacon (RRFB) | 14. Reconfigure Intersection Turn Lanes |
| 3. Yellow Change Interval | 6. High Visibility Crosswalk | 11. Reduce Speed Limits | 18. High Friction Surface Treatment |



County Rank #15



15. Belleville Avenue (CR 506), Herman Street to Forest Drive

Municipality: Bloomfield/Glen Ridge
Length: 0.99 miles



Belleville Avenue (Essex County Route 506) is located in Bloomfield Township and Glen Ridge Township; both are densely suburban populated communities in north-central Essex County adjacent to the County's urban core communities. This 0.99-mile long urban corridor, between Herman Street and Forest Drive Avenue, is ranked 15th highest in Essex County for crash risk and severity. Belleville Avenue is an east-west urban arterial roadway that crosses the Garden State Parkway, and primarily 2-lanes wide, with traffic signals, some left turn lanes and on-street parking, and bus stops. Proposed safety countermeasures include new traffic signals with improved signal timings, lighting, and pedestrian improvements. Additional countermeasure are recommended at targeted locations based on local context and crash history.

Crash Summary

- Total Crashes - 291
- Total Fatal Crashes - 3 (1.0%)
- Total Serious Injury Crashes - 2 (0.7%)
- Total Pedestrian Crashes - 5 (1.7%)
- Total Bicyclist Crashes - 0 (0.0%)

Top 3 Crash Types



Community Concerns and Feedback



Recommended Countermeasures

1. Upgrade Traffic Signals



4. Intersection Daylighting & Curb Extension



7. Sidewalks & ADA Ramps



14. Reconfigure Intersection Turn Lanes



2. Leading Pedestrian Interval (LPI)



5. Improved Street Lighting



8. Rectangular Rapid Flashing Beacon (RRFB)



19. Horizontal Curve Warning



3. Yellow Change Interval



6. High Visibility Crosswalk



11. Reduce Speed Limits



County Rank #16



16. South Orange Avenue (CR 510), Peach Tree Hill Road to Latham Court

Municipality: *Livingston*
Length: *0.98 miles*

School Zone ☒ Transit ☒ Demographic Score ☐ Above County Average

South Orange Avenue (Essex County Route 510) is located in Livingston, several miles west of South Mountain Reservation. This 0.98-mile long corridor extends from Latham Court to Peach Tree Hill Road, and includes several schools, the Livingston Mall, and a mix of residential development. The South Orange Avenue corridor is ranked 16th highest in Essex County for crash risk and severity. South Orange Avenue is a principal east-west corridor in Essex County with minimal pedestrian accommodations and no transit service. Proposed safety countermeasures include new traffic signals with improved signal timings, lighting, and pedestrian improvements, and potential for reduced speed limits at the intersection with Eisenhower Avenue. Additional countermeasure include advance warning signage/signals to address sight distance limitations and traffic backups caused by roadway curvature and upstream intersections.

Crash Summary

- Total Crashes - 201
- Total Fatal Crashes - 1 (0.5%)
- Total Serious Injury Crashes - 2 (1%)
- Total Pedestrian Crashes - 1 (0.5%)
- Total Bicyclist Crashes - 0 (0.0%)

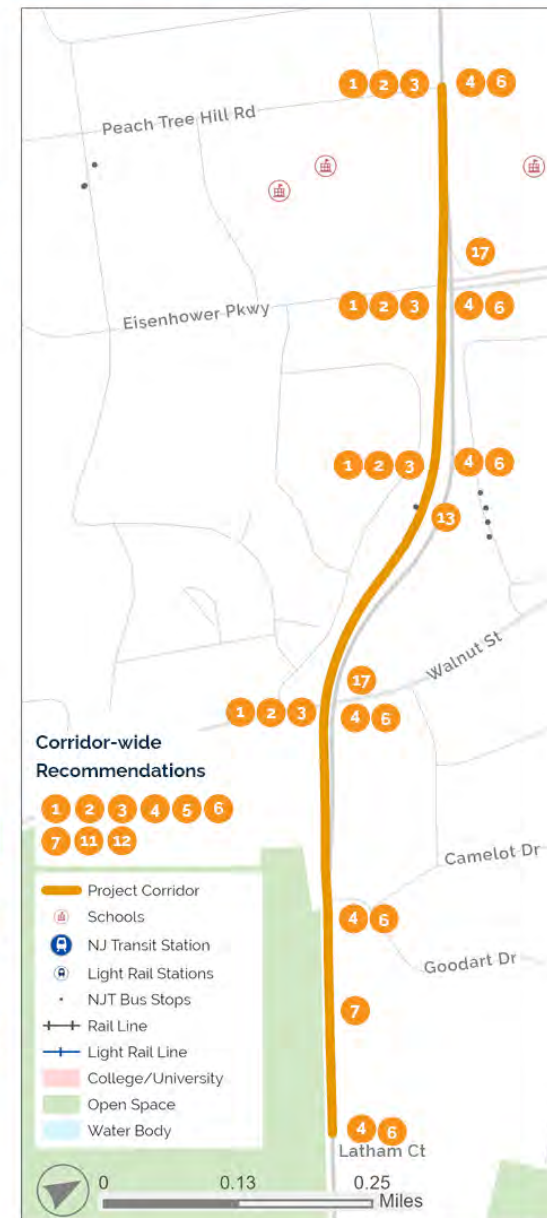
Top 3 Crash Types



Community Concerns and Feedback



Recommended Countermeasures



Rank	Route	Road Name	Scope	Length	Municipality	Safety Countermeasures
15	506	Belleville Avenue	Herman Street to Forest Drive	0.99	Bloomfield/Glen Ridge	1,2,3,4,5,6,7,8,11,14,19
16	510	South Orange Avenue	Peach Tree Hill Road to Latham Court	0.98	Livingston	1,2,3,4,5,6,7,11,12,13,17
20	509; 622	Broad Street; West Passaic Avenue/Darling Avenue	Eaton Place to Bellevue Avenue; Broad Street to Sylvan Road	1.92	Bloomfield	1,2,3,4,5,6,7,8,11,13
21	605	Sanford Avenue/Sanford Street	Sandford Place to Central Avenue	2.11	Irvington/East Orange/Newark	1,2,3,4,5,6,7,8,11,12,21
22	619	Stuyvesant Avenue	Leslie Place to South Orange Avenue	2.18	Irvington/Newark	1,2,3,4,5,6,7,8,11,12,13,21
26	509	Franklin Street/Broad Street	Hill Street to Glen Ridge Parkway	2.21	Bloomfield	1,2,3,4,5,6,7,8,11,13,19
27	638	Scotland Road/High Street	Montrose Avenue to Park Avenue	2.00	Orange/South Orange	1,2,3,4,5,6,7,8,13,14,18
29	649	South Livingston Avenue	West Hobart Gap Road to Civic Center Road (North)	0.96	Livingston	1,2,3,4,5,6,7,8,11,12,13
30	654; 653	Bay Avenue; Ridgewood Avenue	Walnut Crescent to Broad Street; Snowden Place to Bay Avenue	1.51	Bloomfield/Glen Ridge/Montclair	1,2,3,4,5,6,7,8,9,10,11,13,17,19
31	509; 670	Grove Street/North Grove Street/Watsessing Avenue; Franklin Street	Springdale Avenue to Franklin Street; Watsessing Avenue to Franklin Avenue	1.95	Belleville/Bloomfield/East Orange/Newark	1,2,3,4,5,6,7,8,10,11,13

QUESTIONS & THOUGHTS



Breakout Room 3: Policy Framework

- Theme 1: Promote a Culture of Safety
- Theme 2: Plan, Design, and Build “Safe Streets for All”
- Theme 3: Partner and Collaborate



Policy & Operational Strategy Recommendations

Theme 1: Promote a Culture of Safety

by addressing the root causes of dangerous driving behaviors and shared responsibility through data-driven policies, education, engagement, and enforcement

Theme 2: Plan, Design, and Build “Safe Streets for All”

by focusing on safe street design solutions and promoting accessible active transportation options as viable, equitable transportation choices

Theme 3: Partner and Collaborate

across agencies, municipalities, advocacy organizations, and community partners to align goals and deliver safety improvements more effectively



Theme 1: Promote a Culture of Safety

- **Update the Essex County Complete Streets Policy** to make safe streets the default in all county planning initiatives
- **Implement the Complete Streets Design Guide and Project Checklists**
- **Implement targeted education and outreach programs** (school-based campaigns, social media messaging, and community partnerships)
- **Communicate “crashes” instead of “accidents”** to shift culture toward safety
- **Conduct traffic safety enforcement actions** to reduce serious injury and fatal crashes
- **Increase enforcement of parking infractions** that impact public safety
- **Develop a County Safe Fleet Transition Plan** to formalize a set of best-practice vehicle safety technologies for all County vehicles to prevent and mitigate crashes.
- Develop a policy regarding the installation of **safe passing law signage** on County Roads.
- **Educate and support county and municipal staff** on safe street practices and crash prevention principles



Theme 2: Plan, Design, and Build “Safe Street for All”

Theme 2A: Safe Street Design and Traffic Calming

- **Apply the Complete Streets Policy, Design Guide, and Project Checklists** for all *County* roadway projects
- **Apply the Complete Streets Policy, Design Guide, and Project Checklists** to *development and redevelopment* project review to ensure non-motorized users are prioritized
- **Conduct Road Safety Audits** of County HIN Priority Corridors/Projects to establish feasibility, priorities, and recommend projects
- **Secure funding & install traffic calming and safety improvements** on the County HIN Priority Corridors Project list

Theme 2B: Active Transportation Options and Networks

- **Conduct Countywide studies for pedestrian, bicycle, and micromobility modes** to expand transportation choices
- **Expand and improve walking and biking infrastructure**
- **Implement the Safe Routes to School**
- **Designate and enhance school zones**
- **Designate and enhance community facility zones** (e.g. parks, libraries, recreation centers, etc.)
- **Accommodate biking/riding in County parks** and connect parks and trail systems
- **Support and connect to regional and local multiuser trail projects** (e.g., Essex-Hudson Greenway Connector, Morris Canal Greenway, and others identified in the North Jersey Trail Network Initiative)
- **Improve transit stop access and amenities**
- **Improve first/last-mile connections**



Theme 3: Partner and Collaborate

- **Organize and support a Road Safety Advisory Committee** to champion the implementation of Essex Safe Streets for All goals and strategies
- **Establish Countywide road safety performance measures and goals** to guide policy, funding, and project decisions
- **Provide County-wide crash and safety data to municipalities** to help identify priority projects
- **Engage municipal, community, and external stakeholders early and often** to co-develop solutions, conduct safety audits, and advance demonstration projects
- **Collaborate on a countywide funding strategy** to secure and manage competitive grants for high-priority safety projects

