

ESSEX

SAFE STREETS 4 ALL



East Orange Community Meeting

October 15, 2025



Project Team and Introductions



County Planner
David Antonio



City Planner
Alycia Cohen



Project Manager, Planning Lead
Peter Kremer, AICP, PP



Community Engagement
Courtenay Mercer, AICP, PP



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**
- **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**
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

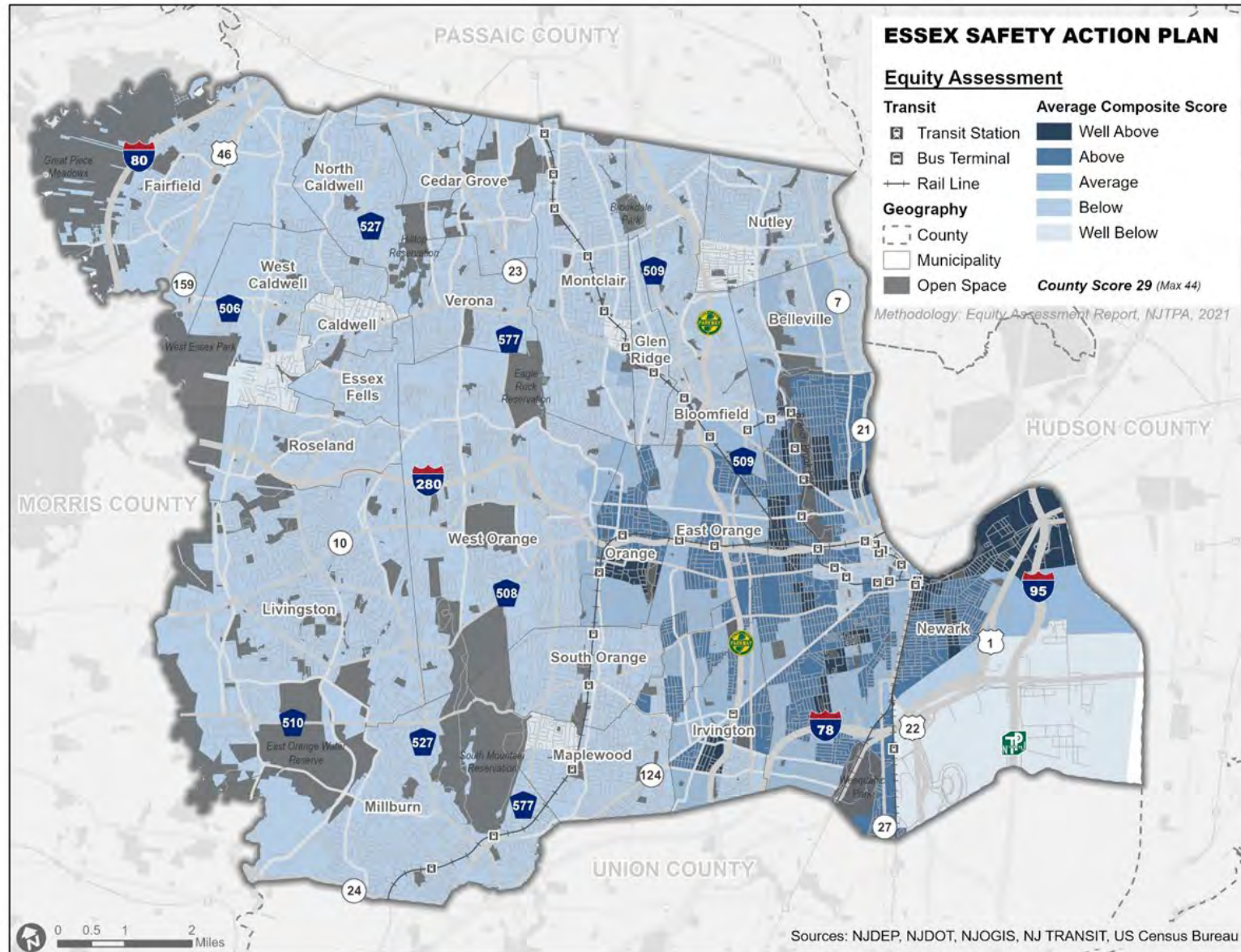
Assessment Factors

- 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: East Orange 2018-2022

In East Orange these communities account for...

Underserved Communities

32.10%

All Crashes

37.60%

FSI Crashes

48.90%

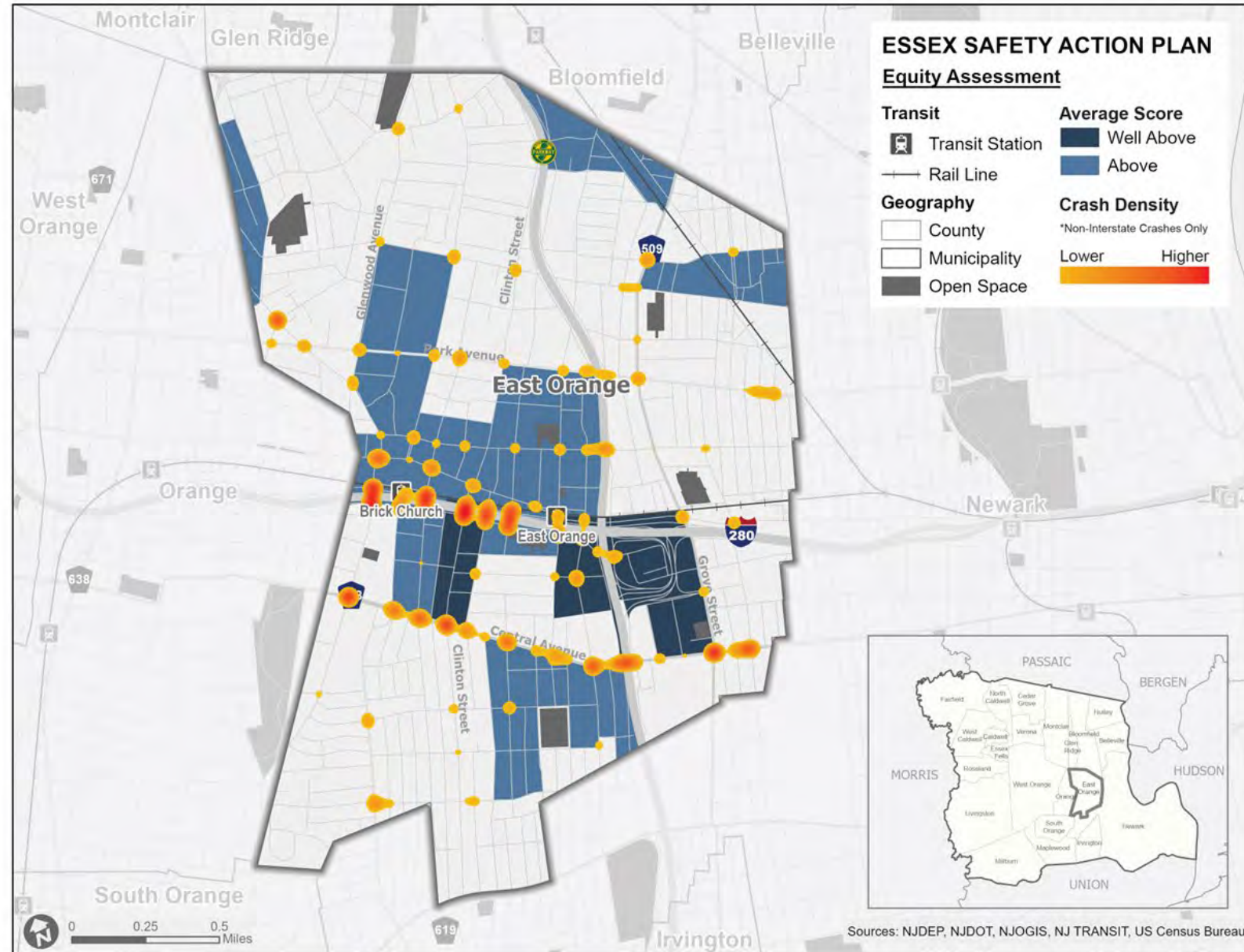
Ped & Bike Crashes

43.60%

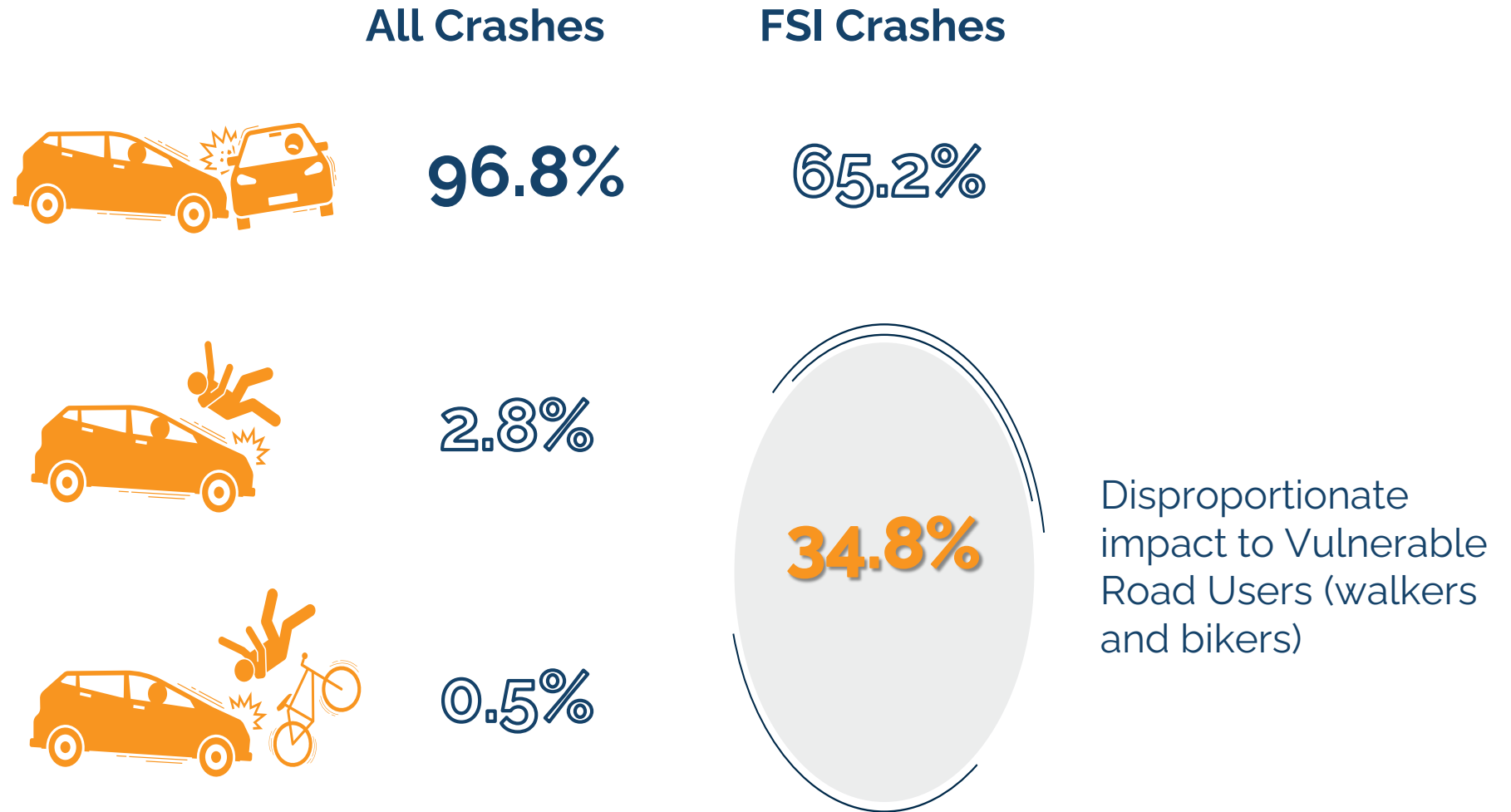
Ped & Bike FSI Crashes

35.70%

FSI = Fatal & Serious Injury

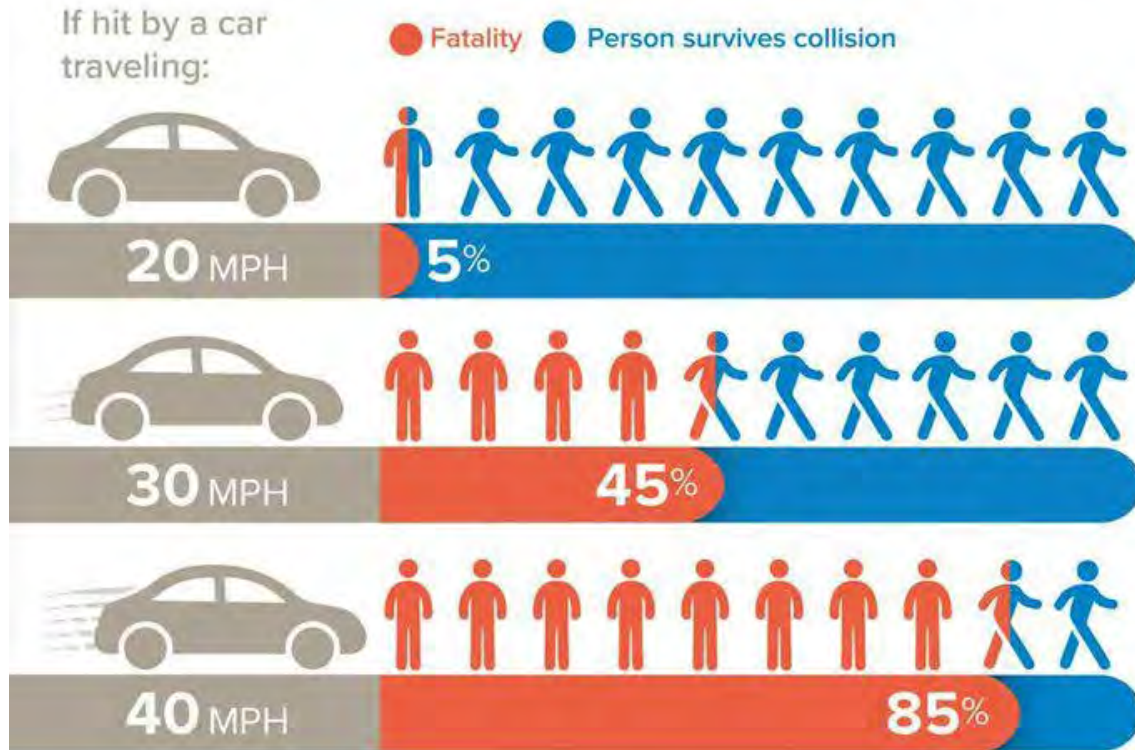


Disproportionate Safety Impacts: East Orange



Speed

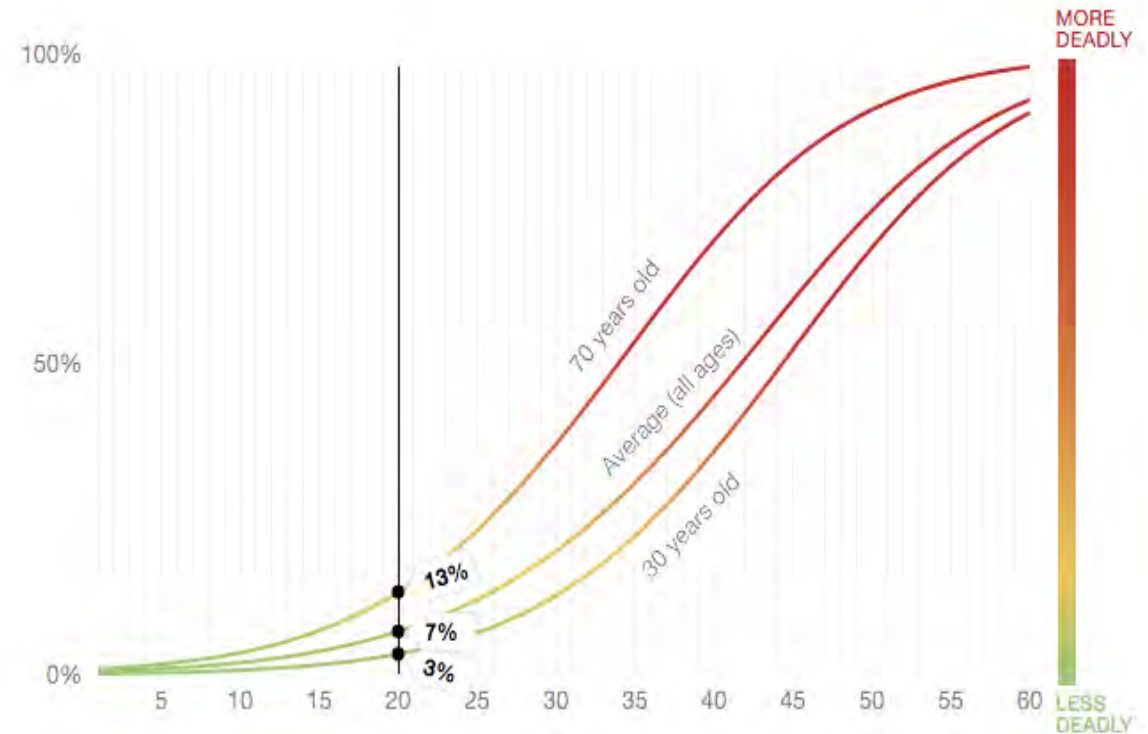
You can't prioritize both safety and speed



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 – FSI Crashes



Driver Inattention: 28%



Failure to Yield by Drivers and Pedestrians: 15.4%



Unsafe Speed: 11%



Other Driver Actions: 7%



Community Outreach Results



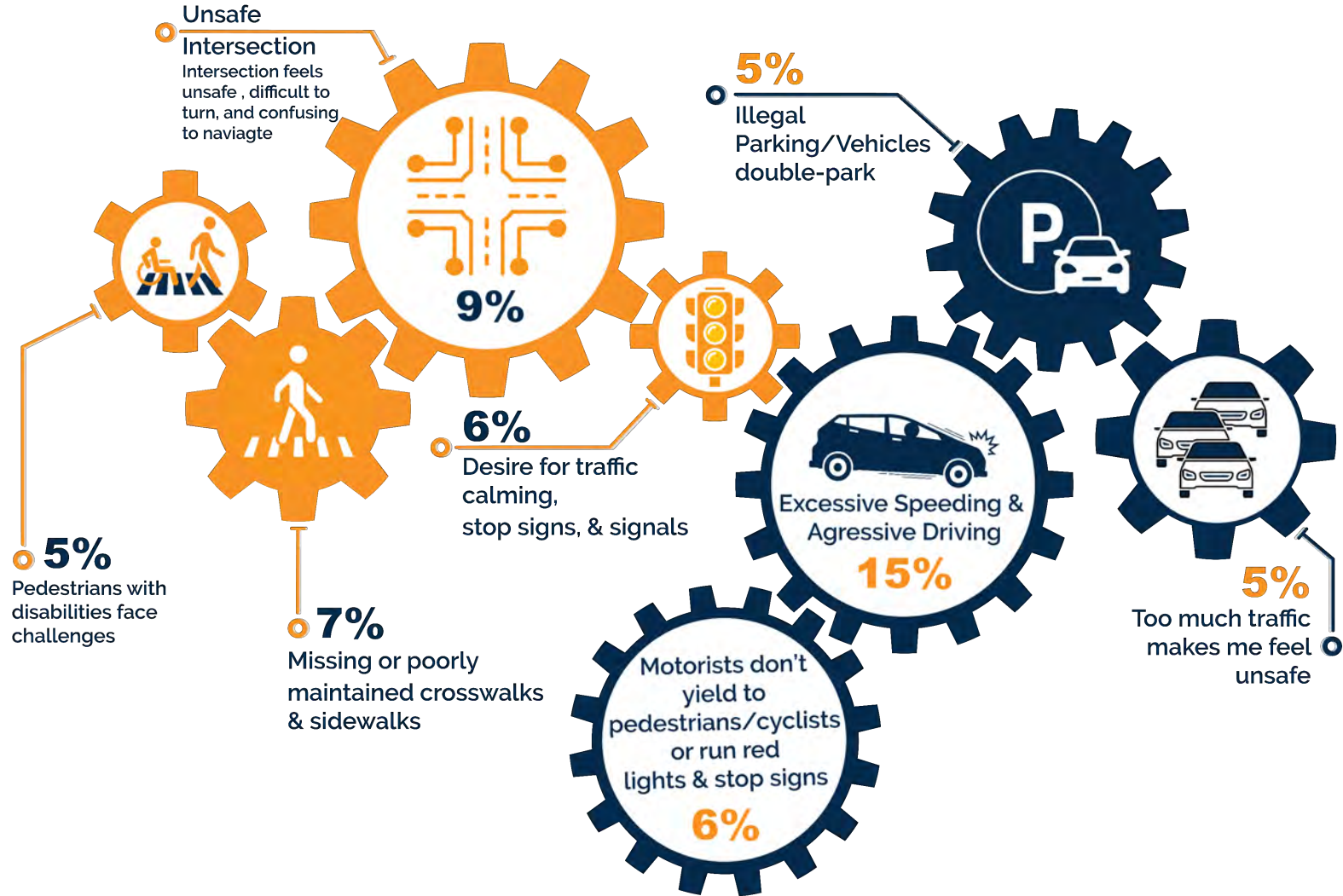
Community Outreach Results: East Orange



Enforcement and User Behavior (36%)



Street Design and Mobility Infrastructure (57%)

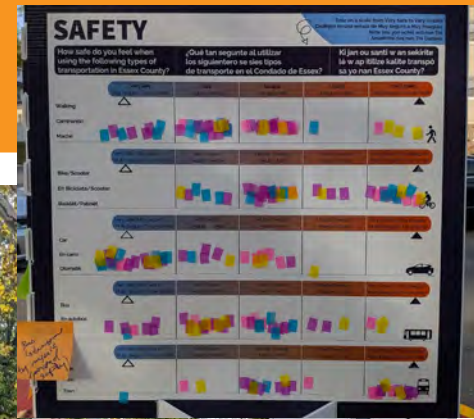


Demonstration Project

Before...



...After



Community Input



Draft High Injury Network (HIN): Essex County



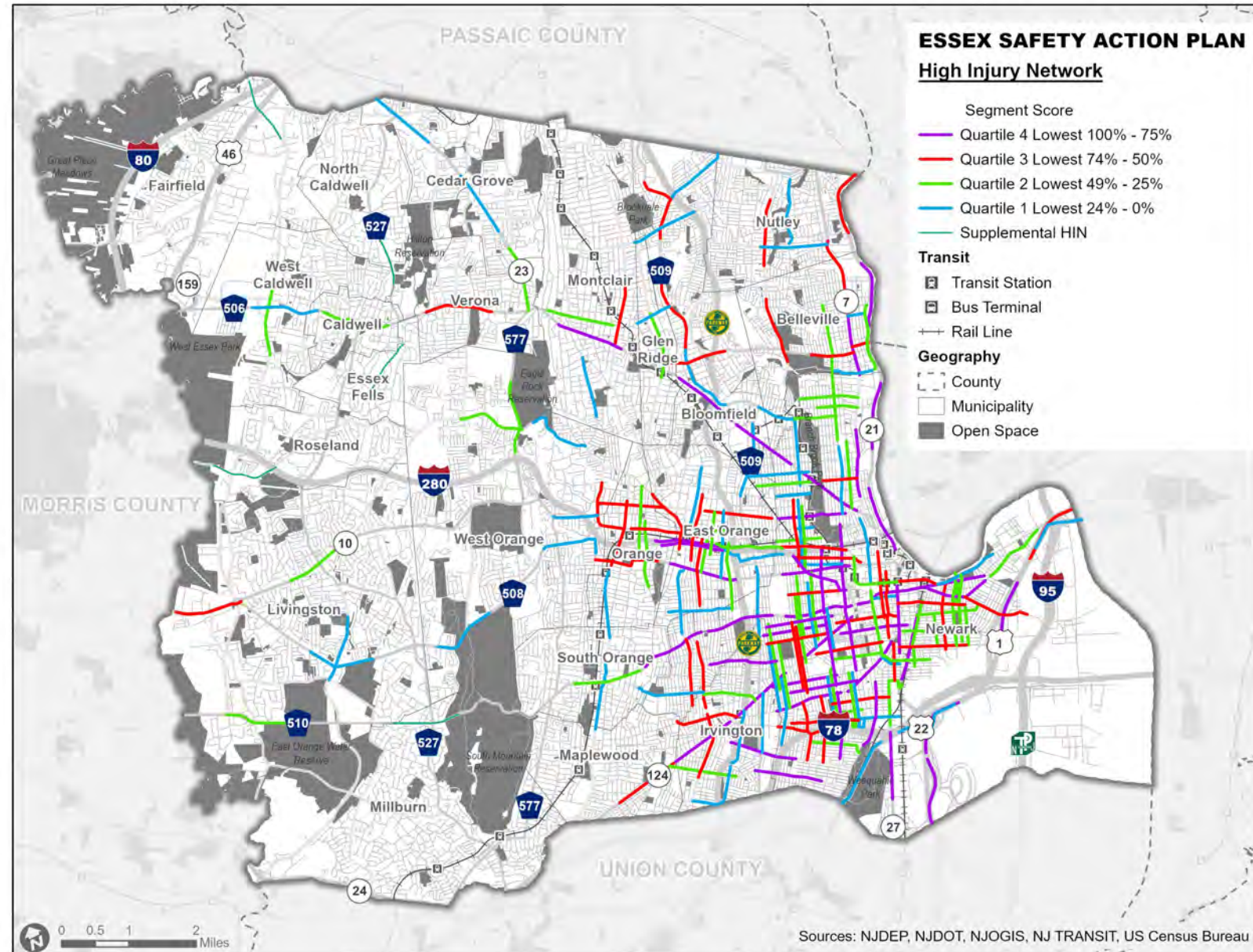
Weighted Crash Severity Scoring

- 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**



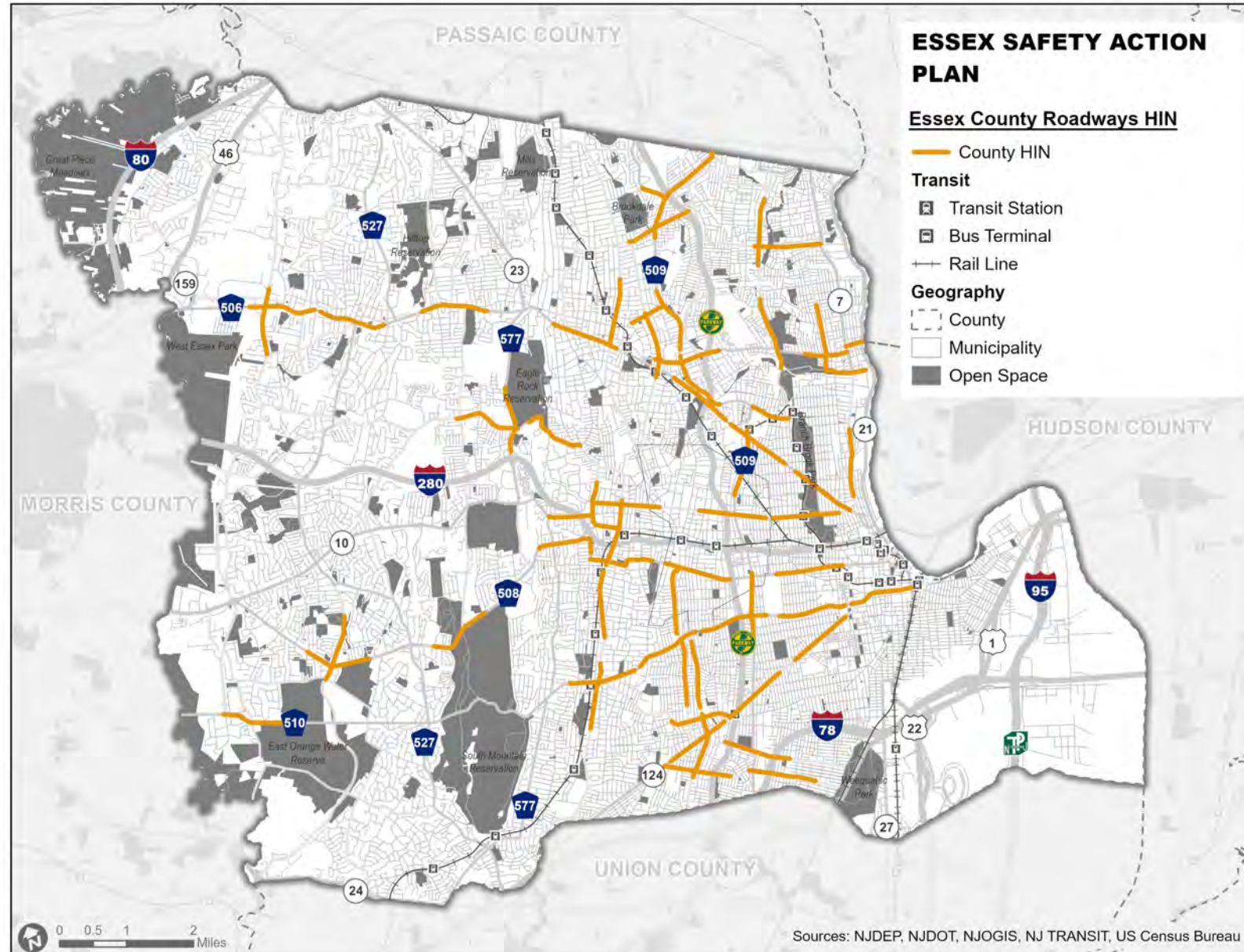
Essex County HIN (All Roads)

- **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)

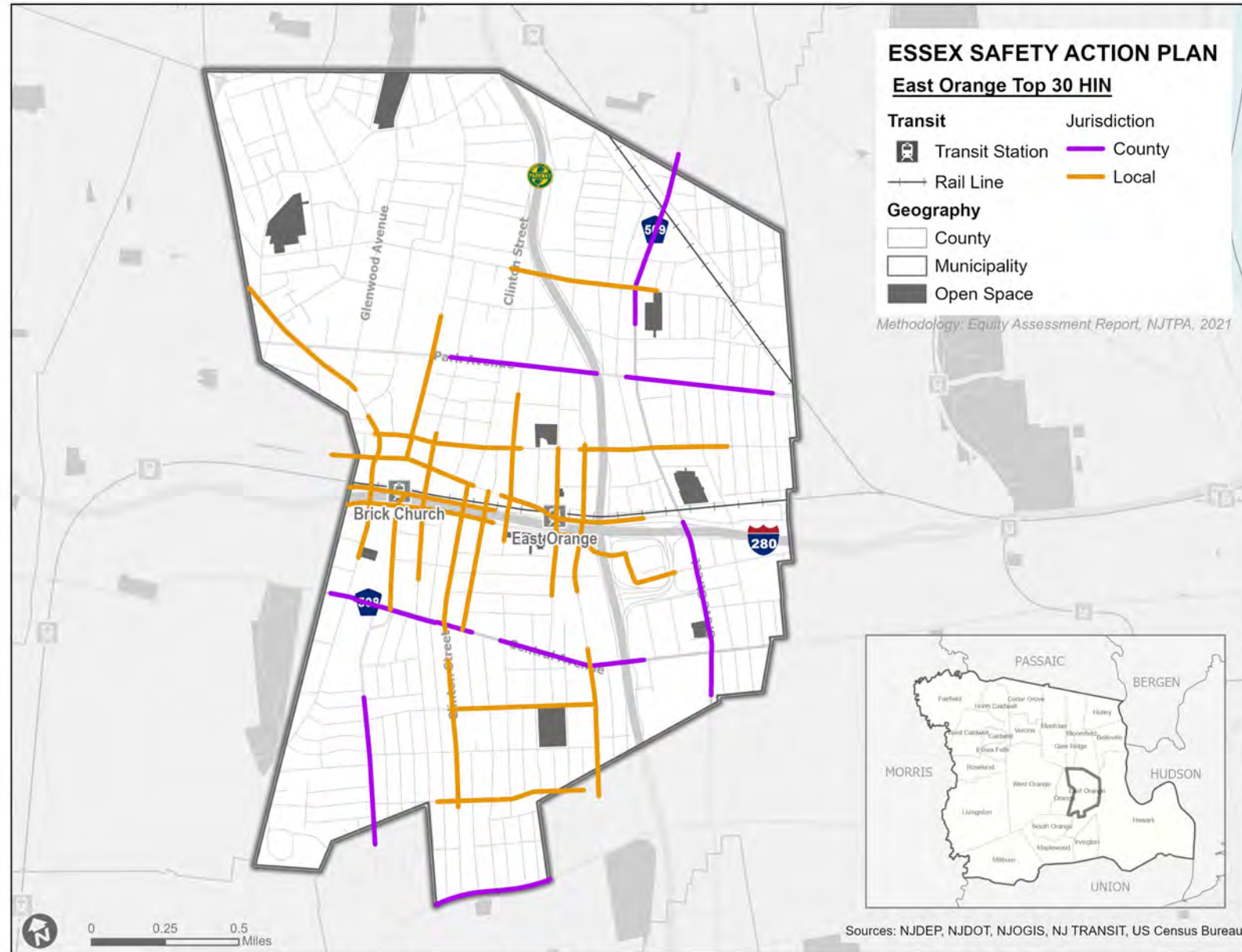
- **County Roads HIN**
 - o 27.7% of Roadways (60.3 miles)
 - o 68.2% of Fatal & Serious Injury Crashes
- **Urban-suburban balance**



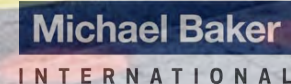
East Orange Top 30 HIN

- **Top 30 segments**

- o 15.4% of Roadways
- o 81.5% of FSI Crashes



Draft Recommendations: Priority Corridors & Projects

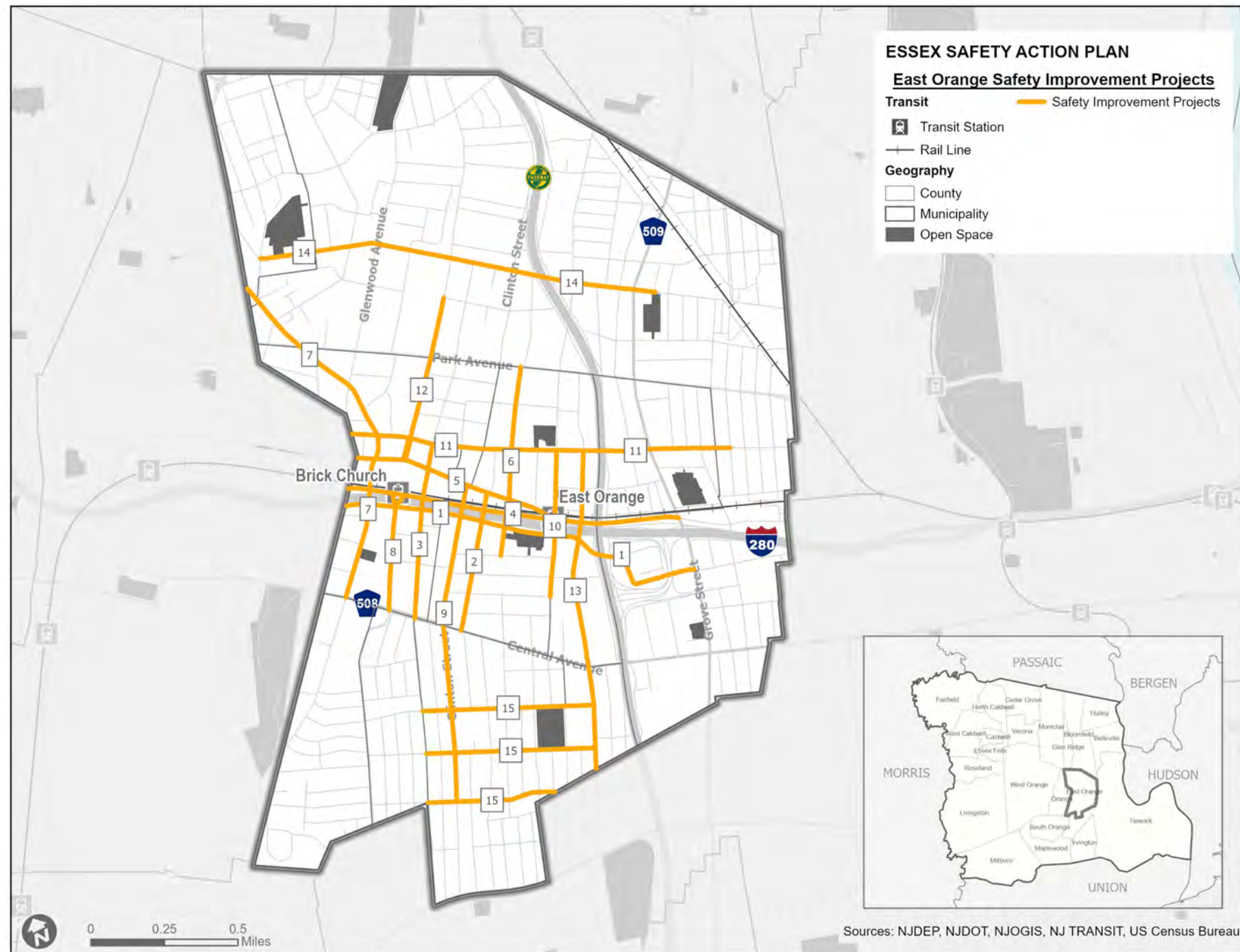


Prioritization Factors

- **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

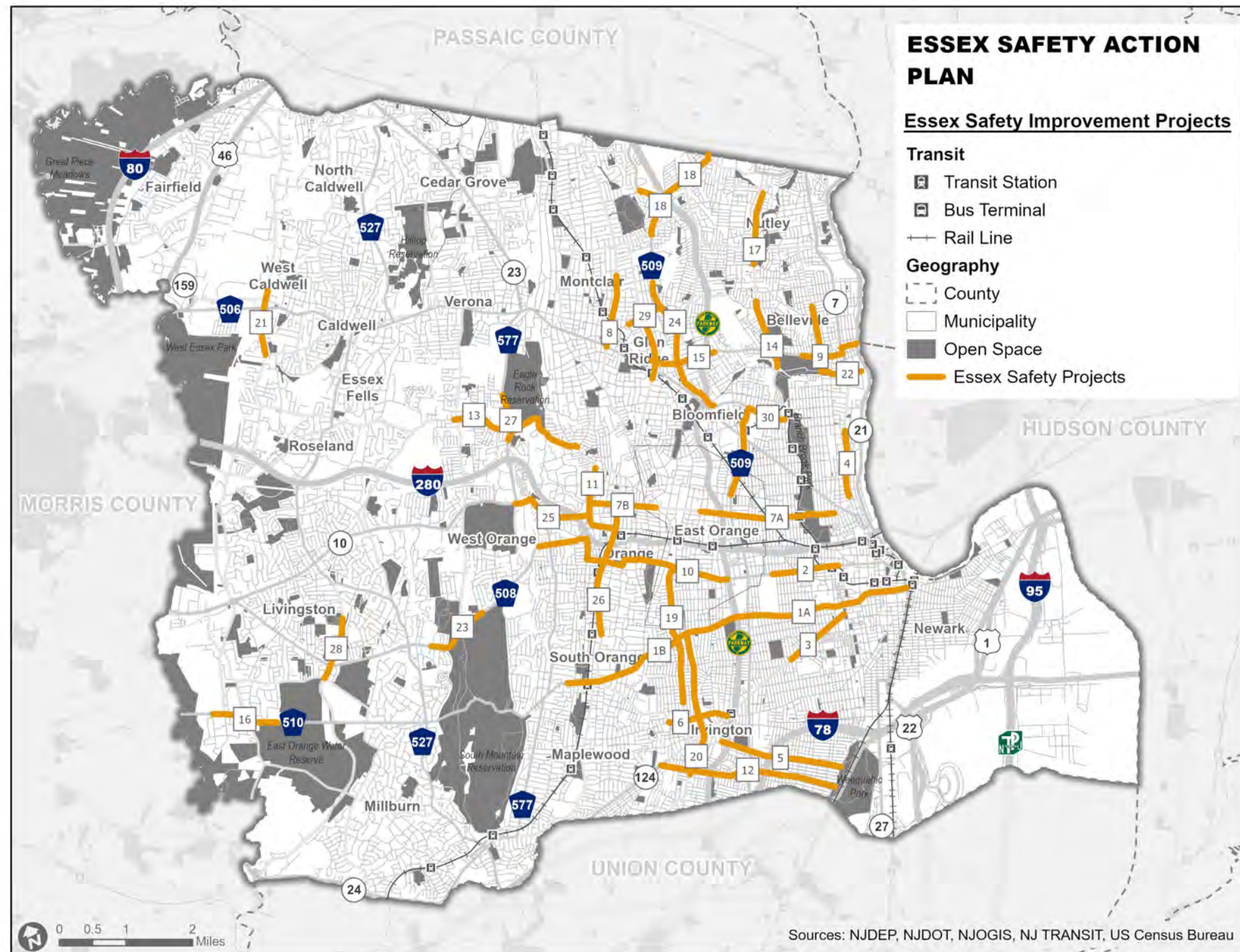


Priority Corridors



Rank	Road Name	Scope	Length	Municipality	Safety Countermeasure
1	Freeway Drive East/Hawthorne Avenue/Sussex Avenue	East Orange Municipal Border to South Grove Street	1.32	East Orange	1,2,3,4,5,6,7,12,14
2	South Burnett Street	Main Street to Central Avenue	0.48	East Orange	1,2,3,4,5,6,7
3	Lincoln Street/Halsted Street	William Street to Central Avenue	0.65	East Orange	1,2,3,4,5,6,7,8,12,17
4	Freeway Drive West/Dr. Martin Luther King Jr. Boulevard	North Grove Street to the East Orange Municipal Border	1.25	East Orange	1,2,3,4,5,6,7,12,13,14
5	Dr. Martin Luther King, Jr. Boulevard/Main Street	South Arlington Street to the East Orange Municipal Border	0.72	East Orange	1,2,3,4,5,6,7,8,12,13
6	North/South Walnut Street	Park Avenue to Lenox Avenue	0.69	East Orange	1,2,3,4,5,6,7,8
7	North/South Harrison Street/Washington Street	Central Avenue to East Orange Border	1.28	East Orange	1,2,3,4,5,6,7,8,12,13
8	Evergreen Place/Prospect Street	Central Avenue to Freeway Drive West	0.40	East Orange	1,2,3,4,5,6,7,8,12
9	North/South Clinton Street	Tremont Avenue to Dr. Martin Luther King Jr. Boulevard	1.09	East Orange	1,2,3,4,5,6,7,12
10	North/South Arlington Street	Beech Street to William Avenue	0.50	East Orange	1,2,3,4,5,6,7
11	William Street	North 18th Street to Glenwood Avenue	1.32	East Orange	1,2,3,4,5,6,7,8
12	Prospect Street	Dr. Martin Luther King Jr. Boulevard to Hamilton Street	0.56	East Orange	1,2,3,4,5,6,7,8
13	North/South Munn Street	East Orange Municipal Border to William Street	1.09	East Orange	1,2,3,4,5,6,7,8
14	Springdale Avenue	North Park Avenue to North 23rd Street	1.09	East Orange	1,2,3,4,5,6,7,8,13
15	Elmwood Avenue; Tremont Avenue; Rhode Island Avenue	South Munn Avenue to Halsted Street; South Munn Avenue to Halsted Street; Halsted Street to Grand Avenue	1.79	East Orange	1,2,3,4,5,6,7,8,13

Priority Corridors



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
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
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
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
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

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



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



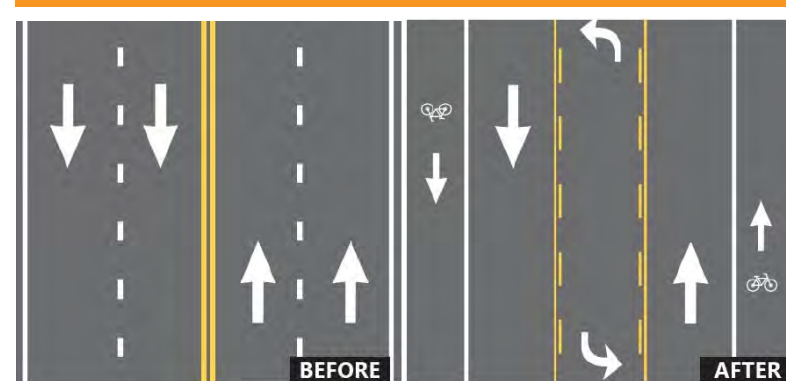
Pedestrian refuge islands are areas in the middle of the road where pedestrians can wait while crossing. *Help pedestrians cross in two stages on wide or multi-lane streets.*
Helps reduce pedestrian crashes up to **56%**

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%

Rank	Road Name	Scope	Length	Municipality	Safety Countermeasure
1	Freeway Drive East/Hawthorne Avenue/Sussex Avenue	East Orange Municipal Border to South Grove Street	1.32	East Orange	1,2,3,4,5,6,7,12,14
2	South Burnett Street	Main Street to Central Avenue	0.48	East Orange	1,2,3,4,5,6,7
3	Lincoln Street/Halsted Street	William Street to Central Avenue	0.65	East Orange	1,2,3,4,5,6,7,8,12,17
4	Freeway Drive West/Dr. Martin Luther King Jr. Boulevard	North Grove Street to the East Orange Municipal Border	1.25	East Orange	1,2,3,4,5,6,7,12,13,14
5	Dr. Martin Luther King, Jr. Boulevard/Main Street	South Arlington Street to the East Orange Municipal Border	0.72	East Orange	1,2,3,4,5,6,7,8,12,13
6	North/South Walnut Street	Park Avenue to Lenox Avenue	0.69	East Orange	1,2,3,4,5,6,7,8
7	North/South Harrison Street/Washington Street	Central Avenue to East Orange Border	1.28	East Orange	1,2,3,4,5,6,7,8,12,13
8	Evergreen Place/Prospect Street	Central Avenue to Freeway Drive West	0.40	East Orange	1,2,3,4,5,6,7,8,12
9	North/South Clinton Street	Tremont Avenue to Dr. Martin Luther King Jr. Boulevard	1.09	East Orange	1,2,3,4,5,6,7,12
10	North/South Arlington Street	Beech Street to William Avenue	0.50	East Orange	1,2,3,4,5,6,7
11	William Street	North 18th Street to Glenwood Avenue	1.32	East Orange	1,2,3,4,5,6,7,8
12	Prospect Street	Dr. Martin Luther King Jr. Boulevard to Hamilton Street	0.56	East Orange	1,2,3,4,5,6,7,8
13	North/South Munn Street	East Orange Municipal Border to William Street	1.09	East Orange	1,2,3,4,5,6,7,8
14	Springdale Avenue	North Park Avenue to North 23rd Street	1.09	East Orange	1,2,3,4,5,6,7,8,13
15	Elmwood Avenue; Tremont Avenue; Rhode Island Avenue	South Munn Avenue to Halsted Street; South Munn Avenue to Halsted Street; Halsted Street to Grand Avenue	1.79	East Orange	1,2,3,4,5,6,7,8,13

Muni Rank #1



1. Freeway Drive East/Hawthorne Avenue/Sussex Avenue

Municipality: East Orange
Length: 1.32 miles

School Zone



Transit



Demographic Score



Above County Average

The Freeway Drive East corridor is located in densely populated East Orange, covering a distance of 1.32-miles, from the western East Orange Municipal Border to South Grove Street. The overall Freeway Drive East corridor is ranked highest in East Orange for crash risk and severity. Freeway Drive is the principal east-west corridor in East Orange and experiences significant traffic and safety impacts due to its proximity and connections with both I-280 and the Garden State Parkway. 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 - 387
- Total Fatal Crashes - 0 (0.0%)
- Total Serious Injury Crashes - 3 (0.8%)
- Total Pedestrian Crashes - 23 (5.9%)
- Total Bicyclist Crashes - 0 (0.0%)

Top 3 Crash Types

31%



Right Angle Crashes

27%



Sideswipe Crashes

21%



Rear-End Crashes

Community Concerns and Feedback



Recommended Countermeasures

1. Upgrade Traffic Signals



4. Intersection Daylighting & Curb Extension



7. Sidewalks & ADA Ramps



2. Leading Pedestrian Interval (LPI)



5. Improved Street Lighting



12. Road Diet



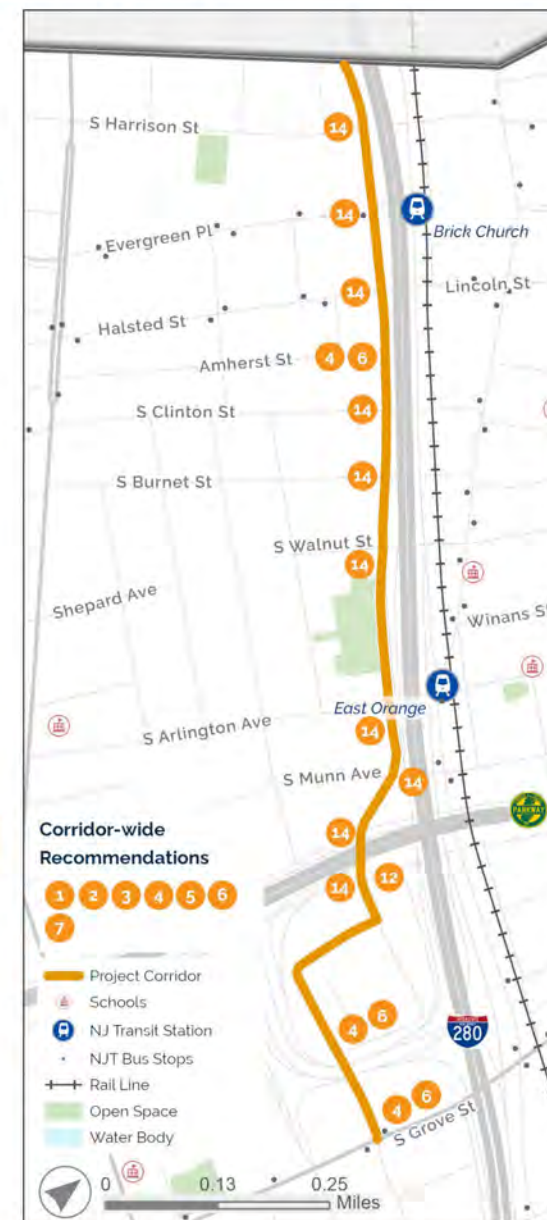
3. Yellow Change Interval



6. High Visibility Crosswalk



14. Reconfigure Intersection Turn Lanes



Muni Rank #2



2. South Burnet Street, Main Street to Central Avenue

Municipality: East Orange
Length: 0.48 miles



South Burnet Street is located in the densely populated East Orange, covering a distance of 0.48-miles, from Main Street to Central Avenue. The overall South Burnet Street corridor is ranked 2nd highest in East Orange for crash risk and severity. It is aligned north-south with access to several principal arterial roadways including Freeway Drive and has bus access at both Main Street and Central Avenue. The proximity to Freeway Drive creates significant traffic impacts. 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 - 232
- Total Fatal Crashes - 3 (1.3%)
- Total Serious Injury Crashes - 6 (2.6%)
- Total Pedestrian Crashes - 9 (3.9%)
- Total Bicyclist Crashes - 2 (0.9%)

Top 3 Crash Types

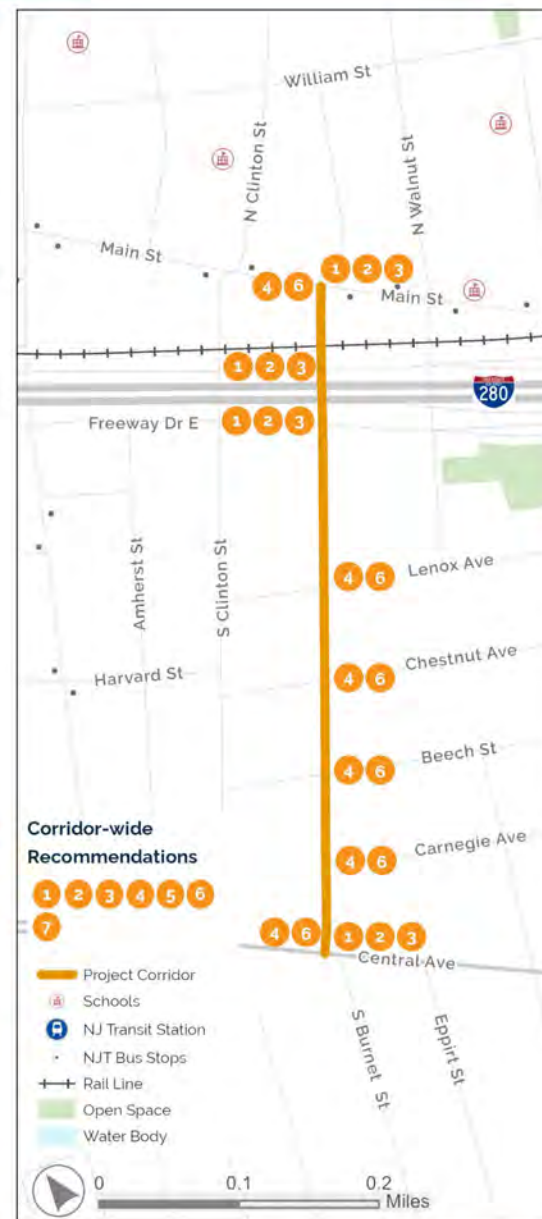


Community Concerns and Feedback



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 Crosswalk
7. Sidewalks & ADA Ramps



Muni Rank #3



3. Lincoln Street/Halsted Street, William Street to Central Avenue

Municipality: East Orange
Length: 0.60 miles



The Lincoln Street/Halsted Street corridor is located in densely populated East Orange, covering a distance of 0.60-miles, from William Street to Central Avenue. The overall Lincoln/Halsted corridor is ranked 3rd highest in East Orange for crash risk and severity. It is aligned north-south with access to several principal arterial roadways including Freeway Drive. The corridor has nearby access to the Brick Church NJ TRANSIT station and bus access. The proximity to Freeway Drive creates significant traffic impacts. 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 - 126
- Total Fatal Crashes - 0 (0.0%)
- Total Serious Injury Crashes - 0 (0%)
- Total Pedestrian Crashes - 7 (5.6%)
- Total Bicyclist Crashes - 1 (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 | 17. Hardened Centerlines |
| 2. Leading Pedestrian Interval (LPI) | 5. Improved Street Lighting | 8. Rectangular Rapid Flashing Beacon (RRFB) | |
| 3. Yellow Change Interval | 6. High Visibility Crosswalk | 12. Road Diet | |



Muni Rank #4



4. Freeway Drive West/ Dr. Martin Luther King Jr. Boulevard

Municipality: East Orange
Length: 1.15 miles

School Zone ☒ Transit ☒ Demographic Score ☒ Above County Average

The Freeway Drive West corridor is located in densely populated East Orange, covering a distance of 1.15-miles, from North Grove Street to the western East Orange Municipal Border. The overall Freeway Drive West corridor is ranked 4th highest in East Orange for crash risk and severity. Freeway Drive is the principal east-west corridor in East Orange and experiences significant traffic and safety impacts due to its proximity and connections with both I-280 and the Garden State Parkway. 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 - 492
- Total Fatal Crashes - 1 (0.2%)
- Total Serious Injury Crashes - 5 (1.0%)
- Total Pedestrian Crashes - 22 (4.5%)
- Total Bicyclist Crashes - 0 (0.0%)

Top 3 Crash Types

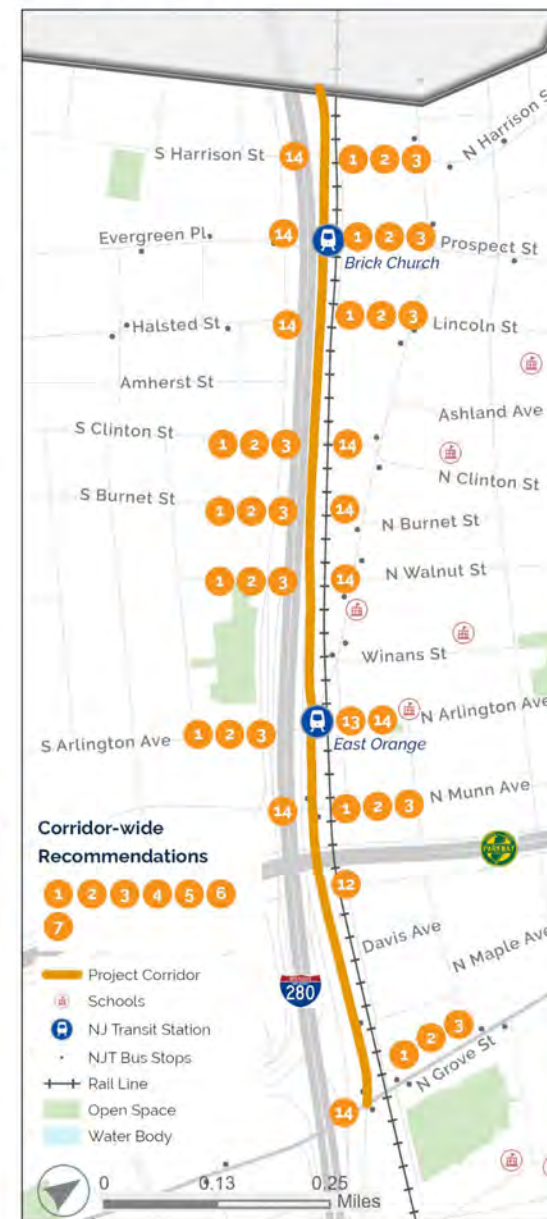


Community Concerns and Feedback



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 | 12. Road Diet | |
| 3. Yellow Change Interval | 6. High Visibility Crosswalk | 13. Reconfigure Intersection | |



Muni Rank #5



5. Dr. Martin Luther King Jr. Boulevard/Main Street

Municipality: *East Orange*
Length: *0.72 miles*

School Zone



Transit



Demographic Score



Above County Average

The Dr. MLK Jr. Boulevard/Main Street corridor is located in densely populated East Orange, covering a distance of 0.72-miles, from South Arlington Avenue to the East Orange Municipal Border at Newark. The overall corridor is ranked 5th highest in East Orange for crash risk and severity. It is aligned east-west and experiences significant traffic and safety impacts due to its proximity and connections with both I-280 and the Garden State Parkway. The corridor has access to the East Orange NJ TRANSIT station 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 - 248
- Total Fatal Crashes - 0 (0.0%)
- Total Serious Injury Crashes - 0 (0.0%)
- Total Pedestrian Crashes - 16 (6.5%)
- Total Bicyclist Crashes - 2 (0.8%)

Top 3 Crash Types



28%

Sideswipe Crashes



18%

Struck Parked Vehicle



15%

Rear-End Crashes

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)



3. Yellow Change Interval



6. High Visibility Crosswalk

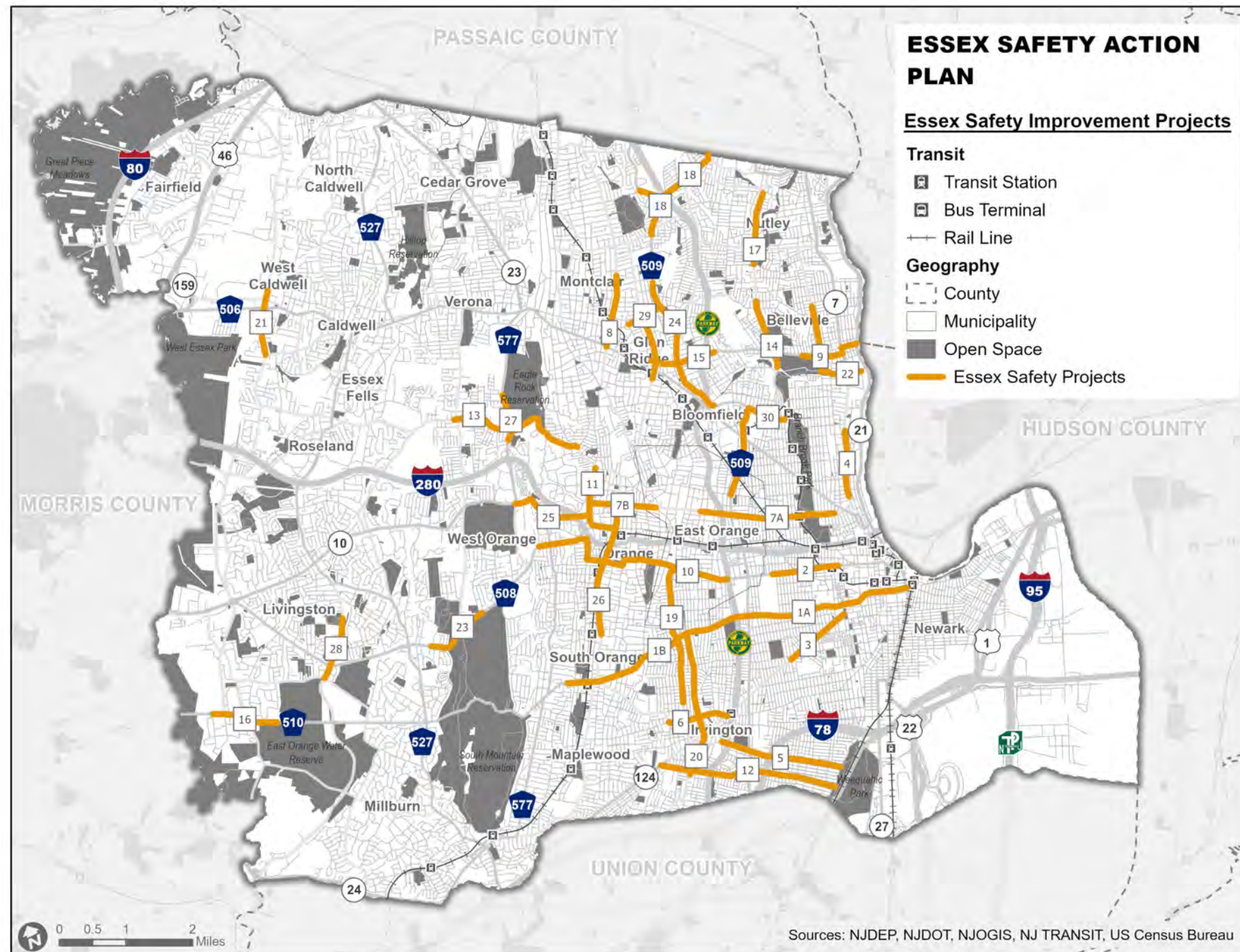


12. Road Diet



Rank	Road Name	Scope	Length	Municipality	Safety Countermeasure
6	North/South Walnut Street	Park Avenue to Lenox Avenue	0.69	East Orange	1,2,3,4,5,6,7,8
7	North/South Harrison Street/Washington Street	Central Avenue to East Orange Border	1.28	East Orange	1,2,3,4,5,6,7,8,12,13
8	Evergreen Place/Prospect Street	Central Avenue to Freeway Drive West	0.40	East Orange	1,2,3,4,5,6,7,8,12
9	North/South Clinton Street	Tremont Avenue to Dr. Martin Luther King Jr. Boulevard	1.09	East Orange	1,2,3,4,5,6,7,12
10	North/South Arlington Street	Beech Street to William Avenue	0.50	East Orange	1,2,3,4,5,6,7
11	William Street	North 18th Street to Glenwood Avenue	1.32	East Orange	1,2,3,4,5,6,7,8
12	Prospect Street	Dr. Martin Luther King Jr. Boulevard to Hamilton Street	0.56	East Orange	1,2,3,4,5,6,7,8
13	North/South Munn Street	East Orange Municipal Border to William Street	1.09	East Orange	1,2,3,4,5,6,7,8
14	Springdale Avenue	North Park Avenue to North 23rd Street	1.09	East Orange	1,2,3,4,5,6,7,8,13
15	Elmwood Avenue; Tremont Avenue; Rhode Island Avenue	South Munn Avenue to Halsted Street; South Munn Avenue to Halsted Street; Halsted Street to Grand Avenue	1.79	East Orange	1,2,3,4,5,6,7,8,13

Priority Corridors



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
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
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
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
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

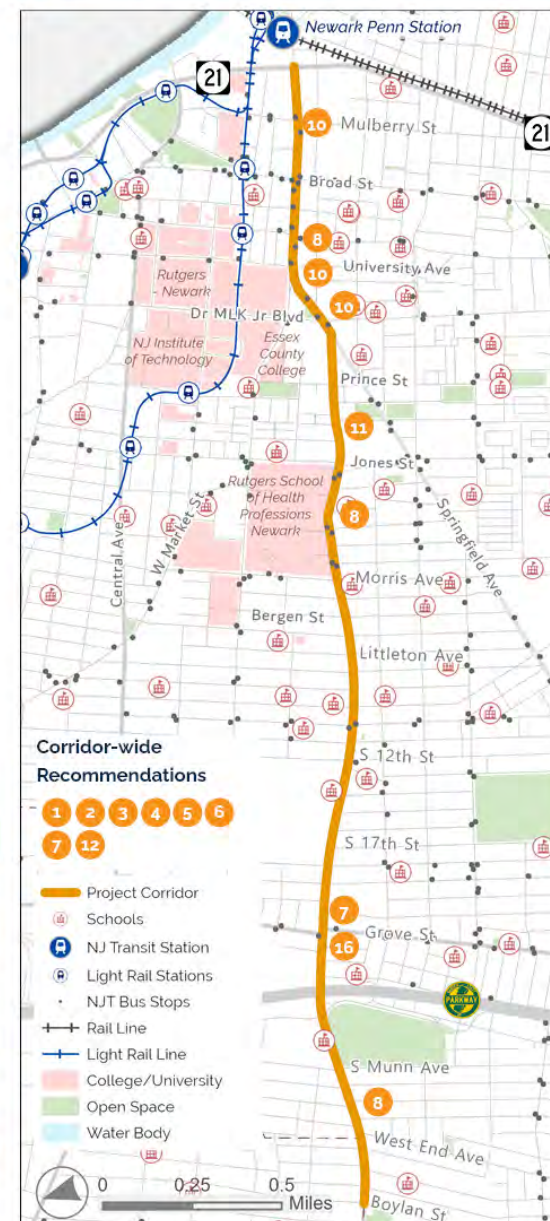


Community Concerns and Feedback



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%)

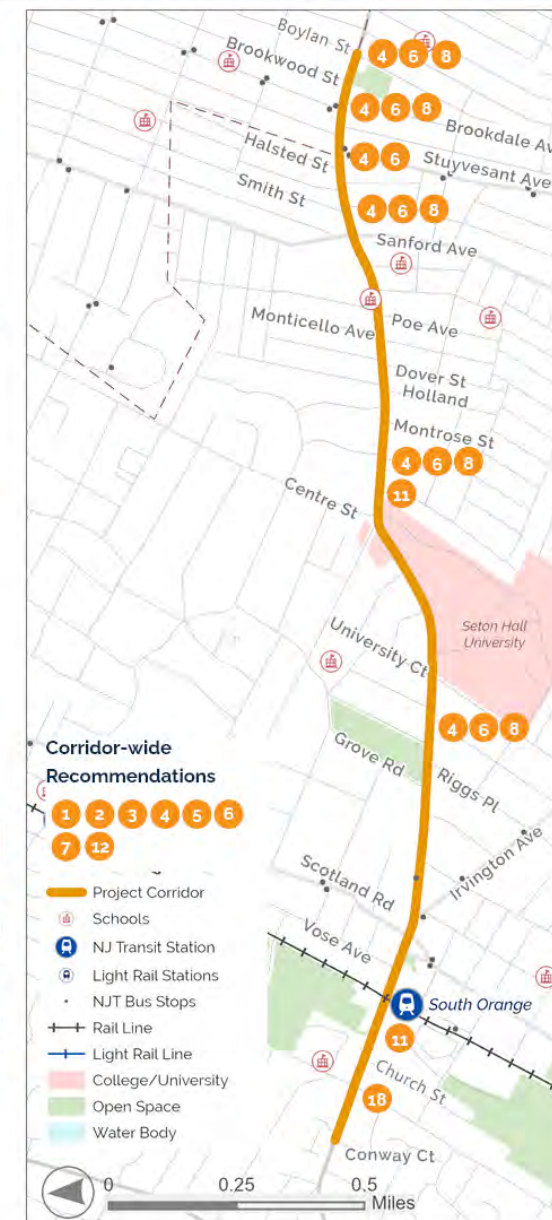
Top 3 Crash Types



Community Concerns and Feedback



Recommended Countermeasures



County Rank #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



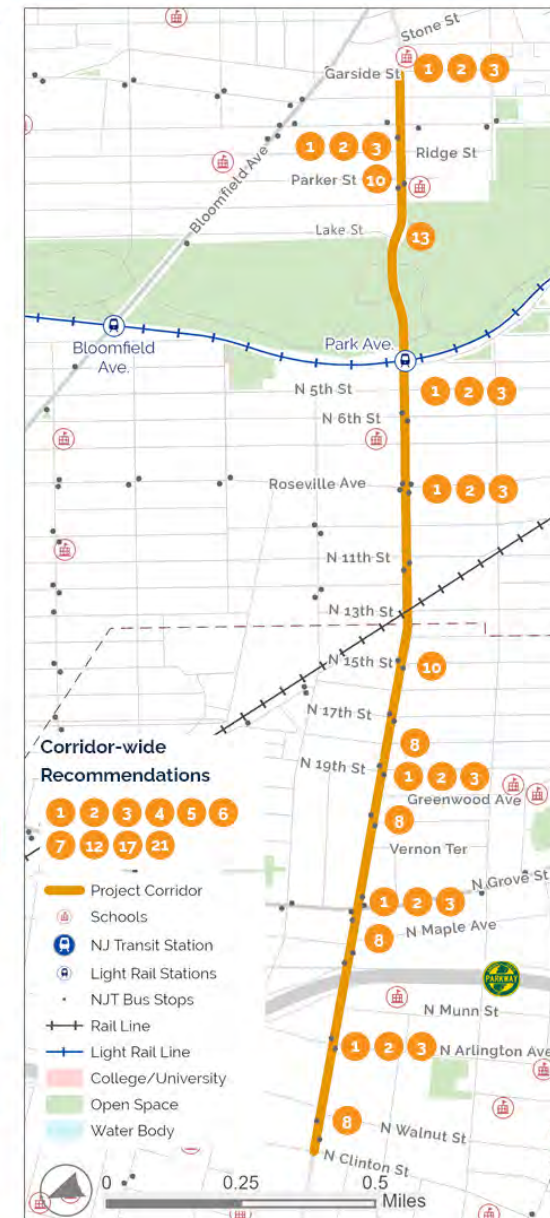
10. Pedestrian Refuge Island



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



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

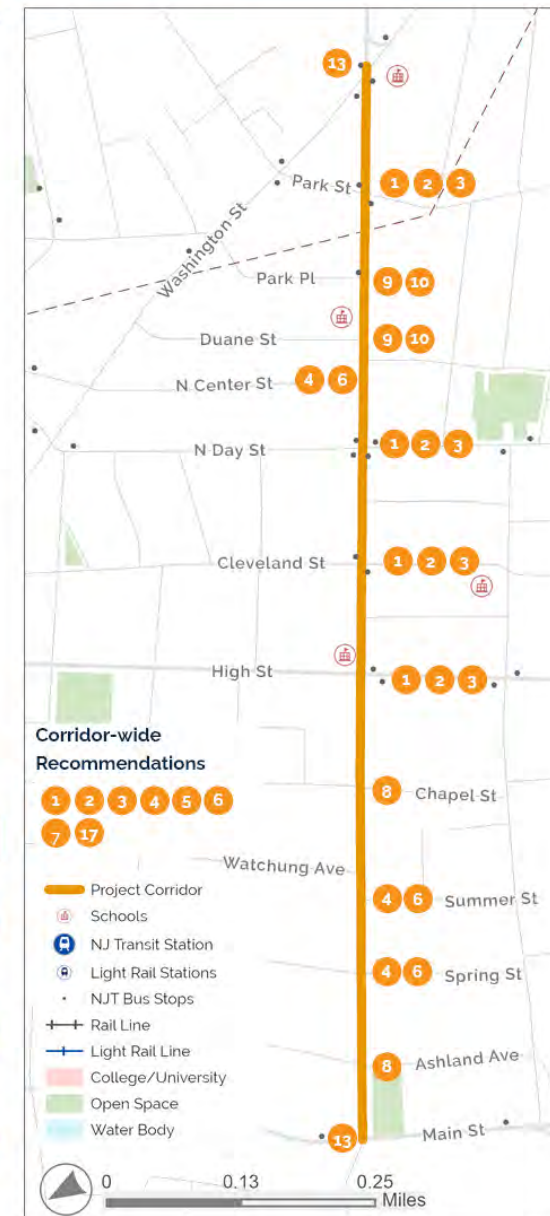


Community Concerns and Feedback



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

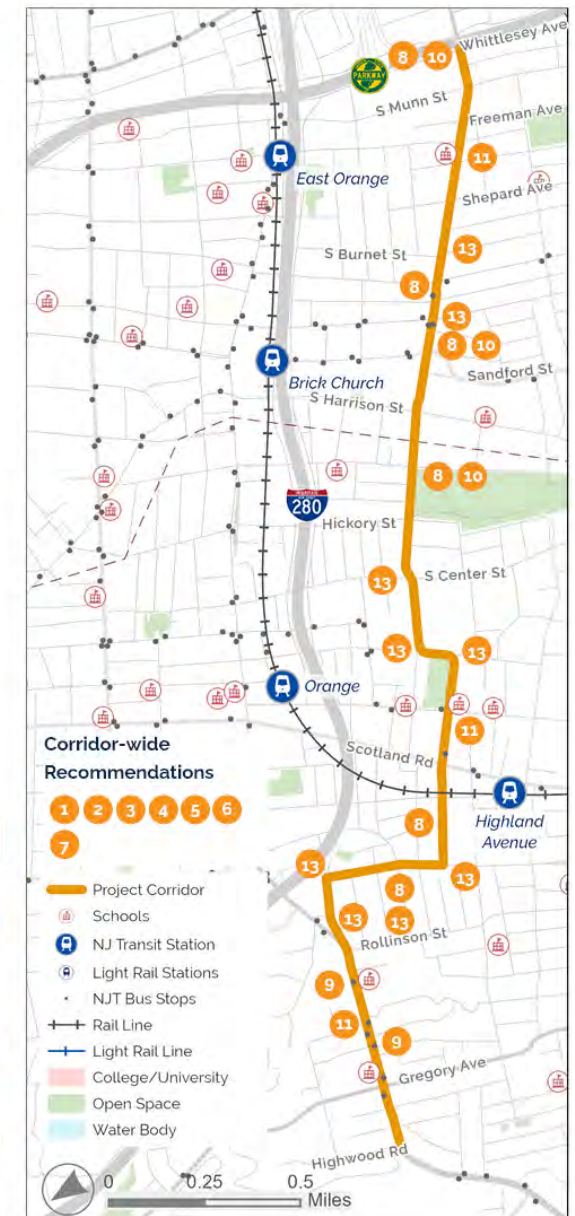


Community Concerns and Feedback



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 |



Rank	Route	Road Name	Scope	Length	Municipality	Safety Countermeasures
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
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



Next Steps

Review public & stakeholder feedback

Finalize draft projects and policy recommendations

Draft & Final Essex & East Orange SS4A Safety Action Plan

