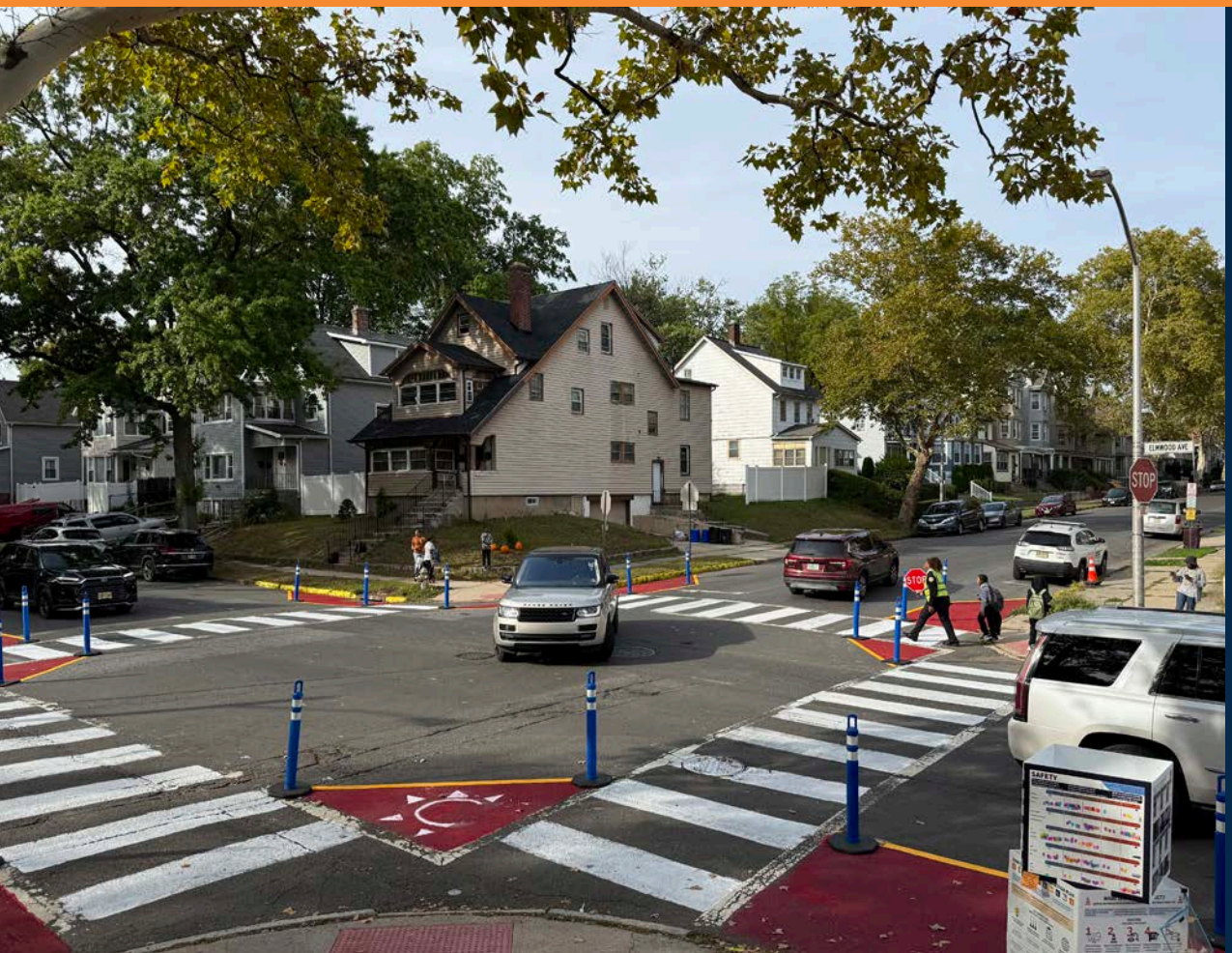
ESSEX
SAFE STREETS 4 ALL

Essex County Safe Streets For All Action Plan



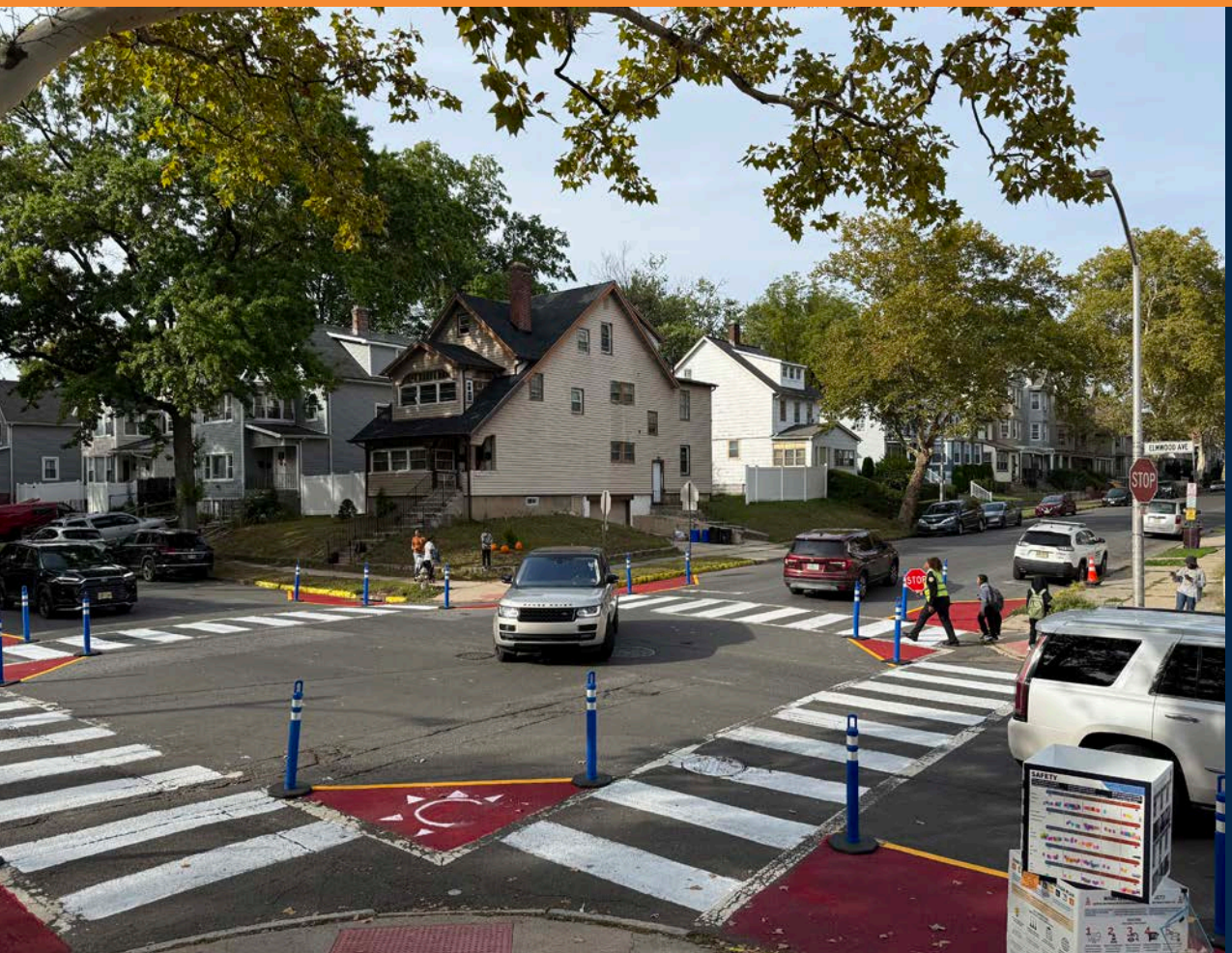
APPENDICES

October 2025

APPENDICES

ESSEX
SAFE STREETS 4 ALL

Essex County Safe Streets For All Action Plan



APPENDIX A: LITERATURE REVIEW

October 2025

LITERATURE REVIEW

Studies reviewed for the Essex SS4A Action Plan include regional, county, municipal plans, policies, and studies. Assessment of these studies and their recommendations aim to provide a greater understanding of the work already conducted throughout Essex County as well as provide insights into the safety and transportation issues that differentiate each community. The recommendations detailed in documents contributed to safety assessment for Essex County, informing additional recommendations developed as part of this Essex 2045 update.

This includes those led by the North Jersey Transportation Planning Authority (NJTPA), Essex County, municipalities, and other regional and local partners. Municipal master plans and master plan reexaminations were selected and reviewed based on their recency and relevance to transportation circulation. For each municipality, master plan documents were reviewed and summarized for the most recently available documents

This review of previous studies concerning safety and mobility in Essex County reveals several recurring themes:

- Combining regional and local perspectives
- Prioritizing walkable downtowns
- Existing impediments to mobility, safety, and access

Complete Streets Planning Framework

Complete Street is a proven approach to improving safety, creating healthier and more equitable communities, and providing access to economic opportunities.

Essex County endorses this approach through its Complete Streets Policy and Implementation Plan. Complete and Green Streets provide an overall policy framework to guide planning, design, and maintenance of local, county, and state-owned roadways, to deliver a safe, equitable, and sustainable future for Essex County.

Essex County's Complete Streets Policy and Implementation Plan define the purpose and essential role of Complete Streets in transportation decision making, goals for future planning and conceptual studies, and the selection and prioritization of proposed projects, strategies and policies,

To achieve these goals, Essex 2045 recommended:

- Implementing the Complete Street framework to guide transportation decision making and project development and selection
- Coordinating local and regional efforts to provide benefits across the County
- Prioritizing walkable downtowns, safety, and equity
- Understanding existing barriers and impediments to improvement

- Implement a project ranking methodology for future Essex County transportation projects based on the strategic vision and goals of Essex 2045

Literature Review Findings

Findings of particular importance for Essex County include:

- **NJ Regional Active Transportation Plan (ATP)**: almost all of Essex County has high bicycle trip potential
- **Essex 2045** proposed 43 candidate intersection and corridor projects to address safety and traffic needs
- **BIKENewark (2024)** proposed 74 miles of bicycle facilities, including: 36 miles of protected 1-way bike lanes, 17 miles of bicycle boulevards, 15 miles of protected 2-way bike lanes, 6 miles of standard bike lanes.
- **Safe Routes to Schools (SRTS):** At least 28 School Travel Plans or Projects have been completed in ten Essex County municipalities since 2013. Five of these have been added in 2024.
- **Road Safety Audits (RSAs)**: At least 11 RSAs have been completed in 4 Essex County municipalities since 2016.
- **Complete Streets Policy**: 14 of the County's 21 municipalities have adopted policies
- **Complete Streets Projects**: projects completed at Park Avenue and Bloomfield Avenue. A Complete Streets assessment of Linden Avenue corridor is currently underway (2024-25).
- **Belleville Township** - Division Avenue Bicycle Corridor Plan (2024-25) is currently underway.
- Essex County STIP/Local Projects

Findings of particular importance for East Orange include:

- **NJ Regional Active Transportation Plan (ATP)**: East Orange has 8.72 miles of the Regional ATP network
- **Essex 2045 recommended Projects**: 1 intersection project (Central Ave at South Munn Avenue) and 1 corridor projects (Central Ave) in East Orange
- **Safe Routes to Schools (SRTS)**: At least 28 School Travel Plans or Projects have been completed in ten Essex County municipalities since 2013. Five of these have been added in 2024.
- **Road Safety Audits (RSAs)**: At least 11 RSAs have been completed in 4 Essex County municipalities since 2016.
- **East Orange Complete Streets Policy** adopted by resolution in 2013
- **East Orange Subarea Plans**, include
    - Freeway Drive Station Area Safety & Public Realm
    - Inner Morris & Essex Strategic Corridor Plan
- East Orange STIP/Local Projects

REGIONAL PLANS

Plan 2050: NJTPA Long-Range Transportation Plan (2021)

The NJTPA's 2050 Long Range Transportation Plan was completed in 2021. Focusing on the three themes of transportation, people, and opportunity, this plan laid out an implementation and investment plan for North Jersey. The plan was informed by feedback from more than 3,000 participants in online surveys and public meetings. The plan was conducted during the Covid-19 pandemic, recognizing the event's monumental temporary and long-lasting impacts on the economy and commuting patterns. The region is expected to experience 15% population growth by 2050, 9.7% employment growth, and 11% growth in vehicle miles traveled. In light of this growth, the regional capital investment strategy aims to dedicate 40% of funding to transit preservation and enhancement with only minimal funding for roadway construction. Equity is paramount throughout the study, recognizing the inordinate historical effects of transportation policy, implementation, and service on underserved communities.

The Plan focuses on the larger NJTPA region but does make several points concerning Essex County, summarized below. Essex County ranks second in the region for each data point, behind Hudson County.

- 69% of Essex County's population is a racial minority or Hispanic
- The County experienced a net migration of 2,626 people from 2018 to 2019
- ¼ of Essex County households do not have access to an automobile
- 22.6% of commuters use public transit

The Plan also includes an index of current and future candidate projects identified through the metropolitan planning process. Essex County is home to a mix of road enhancement, bicycle/pedestrian, bridge, and transit expansion projects, including the Port Street Corridor Improvement Project (led by PANYNJ), the Lincoln Tunnel Access Project, and the Route 21 Newark Riverfront Pedestrian and Bicycle Access project, among others.

NJTPA North Jersey Regional Active Transportation Plan (2023)

NJTPA's North Jersey Regional Active Transportation Plan was completed in 2023. It is a conceptual plan that provides a blueprint for creating safe, comfortable, and connected network for walking and biking across the NJTPA region. It identifies a network of potential on- and off-road routes that connect existing trails and destinations such as downtowns and parks.

Several key points concerning Essex County and East Orange are summarized below.

- Almost all of Essex County has high bicycle trip potential with scores above 70 on overall bike trip potential.
- Particularly high pockets of demand, where bike potential scores are above 90. are in downtown

Newark, the Ironbound neighborhood, Nutley Township, Bloomfield Township, Belleville Township, and many other communities in the eastern half of the county.

- The regional network overlaps with all Network Screening Analysis crash locations identified for Essex County.
- East Orange has 8.72 miles of the regional ATP network passing through along Central Avenue, Glenwood Avenue, North Grove Street, etc.

Essex-Hudson Greenway Connector Plan (2017)

Led by the New Jersey Department of Transportation (NJDOT) and East Coast Greenway Alliance, the Essex-Hudson Greenway Connector Routing Plan was completed in 2017. The plan recommended a route connecting Newark and Jersey City as part of the larger East Coast Greenway (ECG) traveling from Canada to Key West, FL.

The Greenway is a unique and transformative opportunity to create a linear recreational and transit park enabling seamless walking, biking, and transit opportunities between Montclair and Jersey City, while serving as a catalyst for environmental improvements and economic development in the adjacent communities. It stands to become a destination unto itself as a place for exercise, recreation, and access to the great outdoors. The Greenway is an approximately nine-mile, 100-foot-wide former rail line spanning Essex and Hudson Counties through eight municipalities – Montclair, Glen Ridge, Bloomfield, Belleville, Newark, Kearny, Secaucus, and Jersey City. As proposed, the Greenway passes near the Newark light rail and NJ Transit's Frank R. Lautenberg Secaucus Junction train station, which provide direct access to New York's Penn Station. With approximately 1.5 million people in the surrounding area, the Greenway seeks to provide outdoor recreation and alternative transportation opportunities to over 16% of New Jersey's population. The Greenway passes through overburdened communities (as defined by the New Jersey Environmental Justice Law, N.J.S.A. 13:1D-157) that suffer disproportionately from lack of access to open space, health concerns, and social determinants of health[i].

Six initial alternatives were identified and then narrowed to one preferred alignment. The preferred alignment starts from University Heights in Newark and connects to Branch Brook Park to the north, then extends to routes eastbound along the NJ TRANSIT Boonton Line, connecting to Secaucus via a new ferry, and continues off-road to the Hudson River. The entire 13.2-mile corridor would take approximately 80 minutes to traverse by bike. The larger project was split into ten segments/projects to be undertaken by local implementing entities, including municipalities and counties.

Since this study was completed, the Essex Hudson Greenway, an eight-mile rail corridor that connects Essex County and Jersey City, has been purchased by the State of New Jersey. Planning is underway for construction of this greenway.

Essex 2045 recommended the Essex-Hudson Greenway Connector as a priority and supports ongoing efforts to design and build the greenway improvements.

Recent updates include groundbreaking for the Newark portion of the Greenway project expected in 2025, spanning nearly a mile from Branch Brook Park to Broadway[ii].

Bloomfield Avenue Complete Corridor Plan (2015)

The Bloomfield Avenue Complete Corridor Plan is a Together North Jersey Local Demonstration Project completed in 2015. The Plan is a collaborative effort to create design standards and recommendations for a 4.5-mile-long multi-modal corridor through Bloomfield, Montclair, and Verona Townships, and Glen Ridge Borough (all in Essex County). The corridor passes through several downtown districts proximal to schools and transit and carries more than 20,000 vehicles per day. Stakeholder concerns included speeding, confusing intersections, congestion related to on-street parking and turning movements, lack of biking facilities, and difficulty crossing as a pedestrian.

The Plan identifies short- and long-term improvements aimed at making the corridor more pedestrian-friendly and providing a more pleasant shopping experience while ensuring safer and more appropriate vehicle flow consistent with Essex County's Complete Streets Policy.

In order to assist in developing recommendations, the plan divided the corridor into five street typologies based on roadway and streetscape characteristics, including Downtown Activity Corridor, Avenue, Town Thoroughfare, Neighborhood Activity Corridor, and Suburban Highway. Various types of recommendations are provided for each of the typologies, including short-term recommendations such as speed limit posting, medium-term recommendations such as pedestrian countdown timers and improved wayfinding, and long-term recommendations such as reversible/floating lanes, bus lanes, and bike lanes. These recommendations are made for each typology rather than for specific locations along the corridor. Additionally, five locations were selected for intersection typology recommendations, capable of serving as prototypes for design strategies at other intersections along the corridor. Short-term recommendations included speed limit postings and ergonomic crosswalks, medium-term recommendations included adjusting transit stop locations and audible pedestrian signals, and long-term recommendations included dedicated bike lanes and textured intersections.

Freeway Drive & Station Area Safety and Public Realm Study (2017)

The Freeway Drive & Station Area Safety and Public Realm Study is an NJTPA Subregional Studies Program-funded study completed in 2017, with Essex County and the cities of Orange and East Orange as partners. The study provides a comprehensive strategy for transforming Freeway Drive in Orange and East Orange into a pedestrian and bicycle-friendly multimodal thoroughfare. The corridor spans 1.5 miles on either side of Interstate 280, connecting three New Jersey Transit stations along the Morris & Essex Line, with 13 bridges (maintained by NJDOT) connecting either side of Freeway Drive. The study stemmed from a desire for improved safety, accessibility, and mobility along the auto-centric I-280/Freeway Drive corridors, creating a physical, visual, and psychological divide between the residential areas to the south and commercial areas to the north.

At the time of the study, Freeway Drive consisted of at least three travel lanes in either direction, with capacity exceeding traffic demand. The study recommended repurposing the outermost lanes of Freeway Drive East and Freeway Drive West for parallel parking and dedicated bicycle lanes. New medians, street trees, lighting, signage, and curb extensions would further enhance the corridors. Each bridge across I-280 would be restriped, undergo a road diet, or be redesigned as a one-way pair. These proposals would not detrimentally impact vehicular level of service. An additional long-term aspirational proposal was to cap I-280 in three strategic locations, developing the new parcels with a mix of private development and public greenspace. The project could also be implemented in phases, with the potential to offer pilot projects which temporarily restrict vehicular access.

Paterson-Newark Transit Market Study (2020)

The Paterson-Newark Transit Market Study was completed in 2020 for the NJTPA, Essex County, and Passaic County. The study marked the first step in determining the feasibility and scope of implementing a new, high-quality transit service between Paterson and Newark along the existing Newark Industrial Track freight rail corridor. The study stemmed partly from anticipated population growth in the study area, a desire for an improved one-seat ride between Paterson and Newark, and demand for economic development within and between these two cities. The study area included the cities of Paterson and Clifton in Passaic County and the city of Newark, and the townships of Belleville and Nutley in Essex County. Objectives of the study included assessing community characteristics and existing infrastructure, identifying potential station and alignment options, and preparing ridership projections.

After inventorying existing infrastructure and public transit service, seven alignment options were reviewed, including a mix of light rail, commuter rail, and bus rapid transit (BRT). Alignments and services would offer a similar number of stations (18-23) but would differ in end-to-end runtime, existing infrastructure utilized, and construction costs. Screening narrowed down the options to two light rail alternatives and one BRT alternative. These three conceptual alternatives were tested with NJ TRANSIT's Demand Forecast Model. The light rail alternatives were determined to offer higher potential ridership (nearly 3x the ridership of BRT) but at more than 4x the project cost. Each of the three alternatives would also divert more than 10,000 existing daily trips, including more than 3,000 daily automobile trips.

The study did not recommend a specific transit alignment or mode but demonstrated the demand for additional transit service and offered a starting point for more detailed analysis and design, offering substantial insights into the affected communities and potential alternatives.

ESSEX COUNTY AND SUBAREA PLANS

Essex 2045: Transportation Plan (2023)

Essex County completed the Essex 2045 planning study to update its County Transportation Plan (2013) and was completed in 2023. The plan included extensive community outreach and technical analysis to develop a plan for future infrastructure investments.

Safety and equity are among the highest priorities of Essex 2045. Essex 2045 proposed 43 candidate intersection and corridor projects to address safety and traffic operation needs, and a wide variety of policies, strategies, and studies, such as updating Complete Streets policies and plans; conducting corridor studies and traffic and roadway safety studies; and implementing Roadway Safety Audit and School Travel Plan improvements.

Essex County All Hazard Mitigation Plan (2020)

The Essex County All-Hazard Mitigation Plan was completed in 2020, updating a 2015 plan. Federal legislation requires mitigation plans to assess vulnerabilities and take actions to reduce or eliminate potential risks, resulting in reduced property loss, human injury, and costs compared to merely reacting to disaster. The study involved stakeholders from multiple County departments, individual municipalities, and federal agencies. The plan recognized the importance of the County's transportation network for the New York region, including highways, Newark Liberty International Airport, and PANYNJ facilities. Vulnerable populations in each municipality were also identified. The plan assessed and ranked 18 potential hazards of concern for Essex County based on potential impact, probability of occurrence, adaptive capacity, and potential interaction with climate change. Municipalities were also ranked based on the presence of each hazard. Communities tended to rank similarly in most categories with some differences in proneness to floods and earthquakes, with Fairfield, West Caldwell, and Caldwell facing greater hazards in earthquakes. Finally, the plan recommended appropriate mitigation actions addressing all hazards of concern. While transportation system failure in each municipality was deemed a low hazard, transportation failure across the County was deemed a medium hazard.

Inner Morris & Essex Strategic Corridor Plan (2013)

The Inner Morris & Essex Strategic Corridor Plan for Newark, East Orange, and Orange was completed in 2013. The plan is a Together North Jersey (TNJ) Local Demonstration Project which seeks to advance initiatives for local communities to achieve short-term, implementable projects consistent with the TNJ Regional Plan for Sustainable Development.

The plan highlights opportunities for improvements at five transit stations in three neighboring Essex municipalities: Highland Avenue and Orange Stations in Orange Township; Brick Church and East Orange Stations in East Orange; and Broad Street Station in Newark. Each is identified as a hub for redevelopment to create walkable neighborhoods with pedestrian and bus connectivity. Additional recommendations include remaining Freeway Drive as a multimodal corridor that unites and enhances the adjacent communities and neighborhoods.

The plan also recommends reactivating Ampere Stations along NJ TRANSIT's Montclair-Boonton line. Although a complete and costly reconstruction of the station would be required to reactivate the station, projections indicate significant ridership potential at a reactivated Ampere Station.

Essex 2045 recommended that Essex County work with NJ TRANSIT to evaluate whether these improvements, and the Ampere Station in particular, are feasible and should be a priority for further study.

Urban Essex Coalition for Smart Growth, Inner M&E Strategic Corridor Plan for Newark, East Orange, and Orange

The Urban Essex Coalition for Smart Growth, Inner M&E (Morris and Essex Rail Line) Strategic Corridor Plan for Newark, East Orange, and Orange was completed in 2013. The plan is a TNJ Local Demonstration Project which seeks to advance initiatives for local communities to achieve short-term, implementable projects consistent with the TNJ Regional Plan for Sustainable Development. This plan represents Phase II of the study. Phase I identified common issues and opportunities and initiated collaboration between Orange and East Orange. The study area was expanded to include Newark in Phase II. The three-municipality study area includes pedestrian-friendly neighborhoods, three NJ Transit train stations, and numerous bus routes. Phase II's intent was to organize a new corridor-wide coalition and prioritize issues and opportunities through community engagement. The plan envisioned a corridor of small-scale districts and neighborhoods focused on a series of vibrant and manageable places.

West Orange – Washington Street, Main Street, and Franklin Avenue Walkable Community Workshop (2020)

Belleville Township – Temporary Pedestrian Safety Demonstration Project Guidance (2023)

COMPLETE STREETS POLICIES AND PLANS

Essex County Complete Streets Policy (2012)

The Essex County Board of County Commissioners adopted Resolution R-2012-00392 on April 25, 2012, making "Complete Streets" an official policy of the County (See Appendix A).

The Policy sets a mandate for the future planning and design of Essex County roads and bridges and provides leadership to the County's municipalities for managing circulation and mobility for all modes of transportation in future roadway projects and land development review.

In 2012, the Complete Streets movement was just gaining its initial momentum in planning and engineering circles, and the primary emphasis was on spreading the word and encouraging governments to adopt policies that begin changing how our streets and communities are planned, designed, and built.

Essex Co. Complete Streets Implementation Plan (2014)

Essex County's Complete Streets Implementation Plan was completed in 2014, after the County released a Complete Streets policy in 2012.

The plan's purpose was to analyze existing County plans, policies, guidelines, and procedures, and make recommendations to directly integrate the Complete Streets policy into planning, project development, construction, and maintenance processes; integrate Complete Streets into the subdivision and site plan review process; develop a pilot Complete Streets demonstration project; and train County staff on the incorporation of Complete Streets in the planning, design, operation, and maintenance of County roadways.[iii]

The plan and policy further the idea that for implementation to be successful, consideration of complete streets elements must begin at the earliest possible stage of project development and continue throughout each stage of the project development process. The implementation plan included several checklists and tools focused on advancing complete streets pertaining to various stages of the project development process where complete streets should be considered as appropriate. Tools included a defined project delivery process, a proposed Purpose and Needs Statement, a set of complete streets principles, an exemption form, and suggested additions and modifications to the subdivision and site plan applications and requirements.

Essex 2045 endorses the recommendations of the Essex County Complete Implementation Plan; a summary is presented in the Recommendations Chapter.

Examples of Complete Streets Projects from Essex County and Municipal Complete Streets Policies:

- **Park Avenue Improvements in Newark, East Orange, and Orange**: Upgraded nine intersections along Park Avenue with LED traffic signals, modern traffic poles, pedestrian countdown timers, high visibility crosswalks, and roadway restriping.

- **Bloomfield Avenue Safety Improvements in Montclair**: Bloomfield Avenue from Mountain Avenue to Maple Avenue/Pine Street was repaved and restriped, sidewalks and curbs were repaired or replaced where needed. Twelve intersections were upgraded with new LED traffic lights, backup power, and pedestrian crossing signals.

Assessment of the County Complete Streets Policy

A strong Complete Streets policy is essential and necessary to defining the steps needed to make Complete Streets the default transportation planning approach.

When it was adopted, the Essex County Complete Streets Policy represented the state-of-the-art in Complete Streets thinking and policies by:

- Providing safe accommodations for pedestrians, bike riders, and transit patrons
- Establishing checklists to guide planning studies and project development and design
- Anticipating likely future demand for bicycling and walking facilities and does not preclude the provision of future improvements
- Following NJDOT Policy #705 – accommodating pedestrian and bicycle traffic during construction
- Complying with equity and environmental justice
- Defining an exemptions process

Much has changed in the Complete Streets world since 2012 and Essex County would benefit greatly from a comprehensive reexamination of its policy, The emphasis has shifted beyond just adopting policies to implementation: translating policy statements into projects, strategies, and plan that create safe, successful, equitable, healthy, and vibrant communities.

According to the National Complete Streets Coalition, an ideal Complete Streets policy:

- Includes a vision statement describing how and why the community wants to complete its streets, and mentioning the benefits that Complete Streets bring
- Benefits all users equitably, particularly vulnerable users and the most underinvested and underserved communities
- Applies to all projects — new, retrofit, reconstruction, maintenance, and operations
- Sets clear and accountable procedures for exceptions, requiring high-level written approval and public notice
- Requires coordination between government departments and partner agencies
- Directs the use of the latest and best design criteria, guidelines, and checklists; sets a time frame for implementation

- Considers the surrounding community's current and expected land use and transportation needs
- Establishes performance standards that are specific, equitable and available to the public
- Provides criteria for prioritizing and implementing Complete Streets
- Includes specific next steps for policy implementation

Fourteen of the County's 21 municipalities have adopted a Complete Streets policy, all by resolution. Of these, all but Bellville were adopted between 2009 and 2014

1.	Montclair, Township of	2009
2.	Bloomfield, Township of	2011
3.	Orange Township, City of	2011
4.	Glen Ridge, Borough of	2012
5.	Irvington, Township of	2012
6.	Maplewood, Township of	2012
7.	Newark, City of	2012
8.	South Orange, Township of	2012
9.	East Orange, City of	2013
10.	West Orange, Township of	2013
11.	Caldwell, Borough of	2014
12.	Livingston, Township of	2014
13.	Millburn, Township of	2014
14.	Belleville, Township of	2022

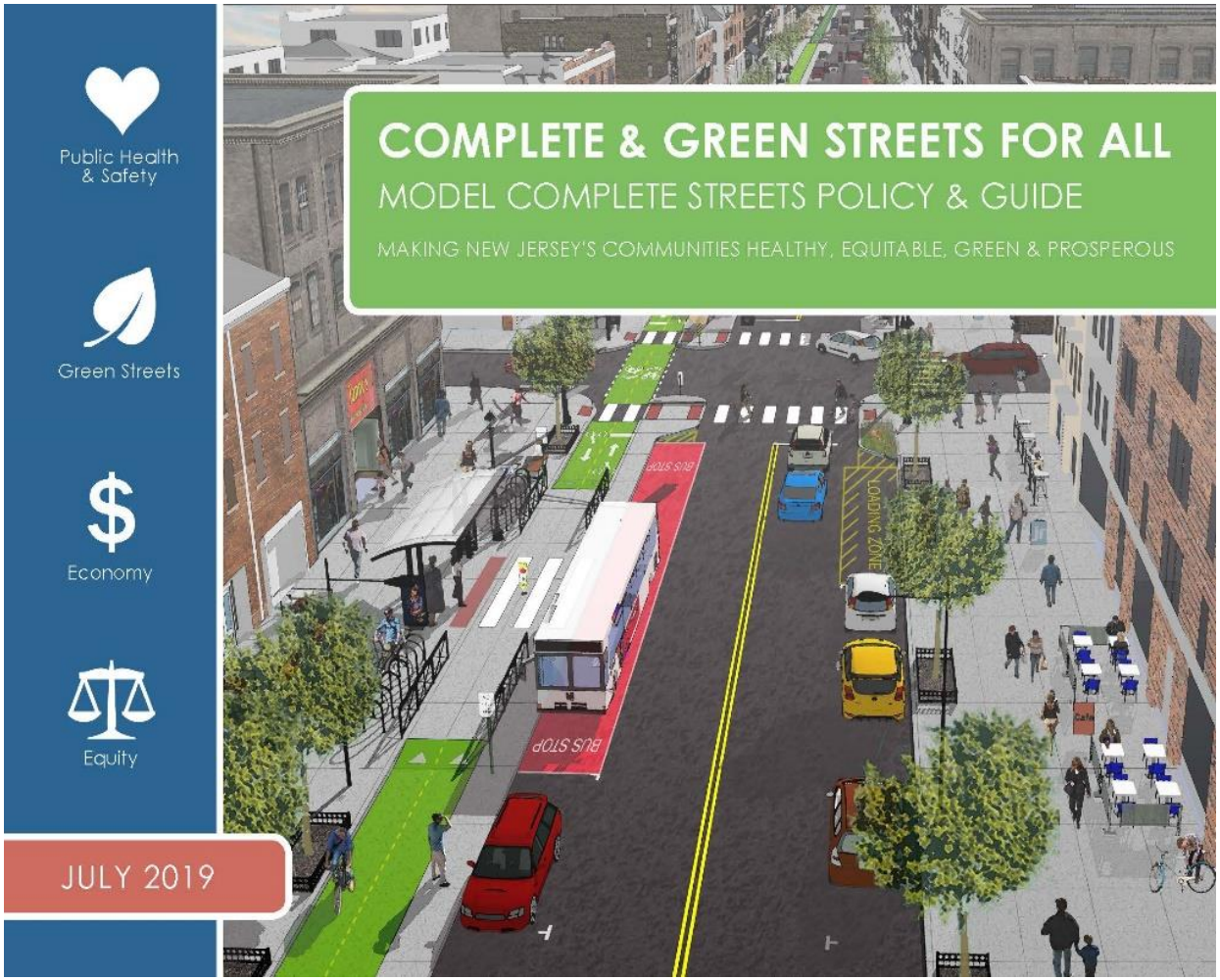
Belleville's policy is the lone recent adoption (in 2022), and the only one in Essex County based on the recent Complete & Green Streets for All: Model Policy.

As is the case for Essex County, the vast majority of these municipal policies were adopted a decade or more ago and many are similar to the Essex County policy: strong and successful, but in need of a reexamination to take stock of strengths and weaknesses, what has been accomplished to date, what remains to be done, and how to get there.

Essex 2045 recommended review and update of the municipal Complete Streets policies consistent with the Complete & Green Streets for All framework, with the goal of achieving 100 percent adoption across Essex County.

Complete & Green Streets for All

New Jersey now has a comprehensive guide to support the reexamination effort: Complete & Green Streets For All: Model Complete Streets Policy & Guide (2019) [iv]. This model Complete Streets Policy and Guide is a one-stop resource for New Jersey municipalities, counties, agencies, organizations, and advocates with an interest in implementing Complete Streets in their communities. It is a Complete Streets do-it-yourself guide that includes a ready-to-adopt Resolution of Support, a state-of-the practice Policy, and implementation checklists to ensure that every transportation project achieves Complete Streets objectives[v].



Assistance to support the review and update of Complete Streets policies is available from many planning and advocacy groups and resources in New Jersey, including the Voorhees Transportation Center at Rutgers University, New Jersey Bike & Walk Coalition, the state's three Metropolitan Planning Organizations, eight Transportation Management Associations, National Complete Streets Coalition, and others.

Essex 2045 recommended use of the Complete & Green Streets For All: Model Complete Streets Policy & Guide as a primary resource for review and update of the Essex County and municipal Complete Street policies to bring each in line with the current state-of-practice for Complete and Green Streets.

Bloomfield Avenue Complete Corridor Plan (2015)

The Bloomfield Avenue Complete Corridor Plan is a NJTPA Together North Jersey Local Demonstration Project completed in 2015. The Plan includes recommendations for a 4.5-mile-long multi-modal corridor through Bloomfield, Montclair, and Verona Townships, and Glen Ridge Borough (all in Essex County), and identifies short- and long-term improvements aimed at making the corridor more pedestrian friendly and providing a more pleasant shopping experience while ensuring safer and more appropriate vehicle flow consistent with Essex County's Complete Streets Policy.

The proposed road diet concept was tested in Essex 2045's Aspirational Scenario to evaluate the ability to meet local and regional goals. The scenario modeling assessment (see Chapter Four) found that the proposed road diet can be implemented without detriment to Essex County traffic and travel patterns.

Essex 2045 recognized the need for improvements to the Bloomfield Avenue corridor to address mobility and safety needs and recommends that detailed study of the proposed road diet concept be undertaken to select and advance a preferred alternative and road diet alignment.

Verona Township – Linden Avenue Complete Streets Corridor Assessment (2024-25)

The Complete Streets corridor assessment will focus on Linden Avenue from Fairview Avenue to Wildwood Terrace. This corridor is near several public schools as well as the Bloomfield Avenue town center. Pedestrians, cyclists, and motorists traverse Linden Avenue to access these various destinations. Speeding is a concern along Linden Avenue, particularly with the number of students using the road to walk to school. This assessment will explore ways to make the road safer, particularly for pedestrians and cyclists.

West Orange Complete Streets Concept Plan (2015)

The West Orange Township's Complete Streets Concept Plan was completed in 2015. The document reviews existing demographic, public transit, and safety data before developing a comprehensive set of bicycle and pedestrian recommendations for the Township. Nearly twenty corridors were assessed via walk audits, leading to a walkability score. Site-specific recommendations include marked bicycle facilities, mid-block crossings, painted buffers, and center turn lanes. Additional recommendations included a township-wide bicycle network, and wayfinding tools, culminating in a 10-year Vision Zero Action Plan.

Essex 2045 endorsed the strategic goals of the West Orange Complete Streets Concept Plan, but they must be pursued separately by the township, including corridor and intersection improvements, bicycle and pedestrian facilities, traffic calming, wayfinding, and township Vision Zero Action Plan.

MUNICIPAL PLANS

The municipal circulation element should focus on moving people and goods, not just vehicles, and be aligned with the land use, housing, and affordable housing plans to achieve common goals of equity, safety, mobility, and access to opportunity. Most circulation elements for the Essex County municipalities have been updated recently and reflect themes of Complete Streets, safety, walkable downtowns, and improved transit and multimodal mobility,

Notable elements include street design typologies for the City of East Orange; reducing speed limits in Essex Fells Borough; collaboration with Essex County and NJ Transit to improve transit options in Glen Ridge Borough; promoting infill development in Irvington; a focus on neighborhoods and area-specific plans in Montclair; traffic calming in Millburn; and reimagining South Orange Avenue in Newark.

Despite these advances and innovative recommendations, traffic congestion remains a principal focus of many circulation plans. Several municipalities have gone at least ten years since the last master plan reexamination or circulation element update.

Municipalities are responsible for guiding the local development process in ways that advance common goals of equity, safety, mobility, and access to opportunity. Development and redevelopment projects should advance these goals – not create new problems. Essex 2045 recommended that the Essex County Division of Planning work with the municipal partners to encourage timely master plan reexamination reports and updates of municipal master plan elements.

Belleville Township

Belleville Township's 2009 Master Plan and 2018 Master Plan Reexamination recognized the Township's mix of mature residential communities along with its industrial base. The plans identified circulation issues, including a lack of off-street parking along the Washington Avenue business area, traffic bottlenecks at key intersections (including along Franklin Street), and limited direct public transit services to New York City. Strengths identified included the local light rail station with service to Newark and connections to PATH. Additional goals included maximizing shared parking, particularly near transit facilities.

Belleville Township - Division Avenue Bicycle Corridor Plan (2024-25)

The bicycle corridor plan will primarily focus on Division Avenue from Union Avenue to Passaic Street, a wide road that experiences congestion, especially during school drop-off and pick-up. Vehicle speeding is also a concern in the area. This effort will explore the possibility of adding a bicycle lane to the corridor and is expected to include a pop-up demonstration to illustrate to community members what that could look like.

Bloomfield Township

Bloomfield Township's 2002 Master Plan and 2008 Master Plan Update recognized the overlapping suburban nature of

the Township with the importance it plays in the larger North Jersey region, illustrated by Bloomfield's proximity to Newark and access to the Garden State Parkway and multiple NJ Transit rail and bus routes. The 2002 Master Plan included recommendations such as encouraging and supporting a fully intermodal transportation system, increasing bicycle and pedestrian safety, and promoting wayfinding and gateway treatments. The 2008 Master Plan Update largely reinforced these recommendations. The rail transit network in Bloomfield has changed significantly since the 2002 Master Plan with the closure of the Rowe Street station along the Boonton Line and the opening of the Grove Street station along the Newark Light Rail. NJ TRANSIT Midtown Direct service now allows for a one-seat ride from the Township's two NJ TRANSIT stations.

Caldwell Borough

Caldwell Borough's 1998 Master Plan and 2017 Master Plan Reexamination emphasized the importance of maintaining the borough's single-family residential neighborhoods while highlighting issues and opportunities along Bloomfield Avenue, the community's downtown corridor, which serves both local and regional traffic. The Master Plan highlighted traffic congestion and parking issues downtown and recommended further study of existing parking conditions and the construction of a new municipal parking lot. The 2017 Reexamination also emphasized the need for improved pedestrian and cyclist safety and the potential for enhanced transit access through jitney services to train stations in Montclair.

Cedar Grove Township

Cedar Grove Township's 2020 Master Plan and Reexamination Report recognized the central business district as the primary location for pedestrian-oriented businesses. The report recommended encouraging the location and design of transportation routes which will promote the free flow of traffic while discouraging congestion and blight and developing alternative parking and circulation configurations that direct people to designated parking areas. No specific infrastructure, corridor, or intersection projects are recommended.

Essex Fells Borough

Essex Fells Borough's 2018 Master Plan and 1999 Master Plan Reexamination considered and reaffirmed circulation goals established in the Borough's 1992 Master Plan, including supporting slow speeds and discouraging cut-through traffic. Prior to the 1999 Reexamination, speed limits along most streets were reduced to 25 mph. A 2017 traffic study of Oldchester Road, Rensselaer Road, Devon Road, and Fells Road concluded that existing 25 mph speed limits are ignored. Subsequently, stop signs were installed at several locations, including converting two-way stop intersections to four-way stop intersections. Additionally, speed humps were approved at four locations. An additional recommendation from the 2018 Master Plan is that the speed limit on Roseland Avenue should be reduced from 35 mph to 30 mph, and all other speed limits in the borough be reduced to 25 mph. The Master Plan also recommended studying the feasibility of a combined bicycle and pedestrian path in the

borough, including along one of the following roads: Devon Road, Fells Road, Hawthorne Road, or Forest Way. The reexamination also supports the extension of Eisenhower Parkway to alleviate north-south congestion in western Essex County.

Fairfield Township

Fairfield Township's 2012, 2005, and 1999 Periodic Reexamination Reports of the Master Plan identified congestion on the regional highway system as an issue, including I-80, U.S. 46, and several county arterials. The 1999 Reexamination reviewed the implementation status of several roadway improvement projects identified in the 1988 Master Plan. While several intersection realignments have been implemented, those not yet implemented include the connection of Old Country Road through the Labeda Farm tract and the U.S. Route 46 eastbound entrance ramp at Fairfield Road and Tobia Place.

Glen Ridge Borough

Glen Ridge Borough's 2003 Master Plan and 2010 and 2020 Reexaminations identified circulation challenges, including frequency of train service, circulation and pedestrian safety in the borough center, and cut-through traffic in residential areas. Master plan goals included maintaining a balance of modes throughout the borough to maintain the community's attractive suburban quality and connectivity to larger urban centers, coordinating with New Jersey Transit to expand rush hour and weekend train service, and developing a comprehensive circulation, drop-off, and parking strategy for the borough center. The 2010 Reexamination mentioned several improvements implemented since the 2003 Master Plan, including re-signalizing all three intersections of Bloomfield Avenue and reducing the intersection of Bloomfield Avenue and Highland Avenue from five legs to four. A recommendation from the 2010 Reexamination included constructing a pedestrian bridge at Sherman and Bloomfield Avenues. The 2020 Reexamination provided updates about some of the issues identified in previous planning documents, stating that most of these issues continue to persist. The Reexamination recommended working with the County and NJ TRANSIT to improve bus service along Bloomfield Avenue, including adding a textured intersection, installing ergonomic crosswalks, and creating exclusive bus turning lanes.

Irvington Township

Irvington Township's 2009 Master Plan Reexamination and 2002 Master Plan recognized the city's economic, social, and circulatory connections to Newark, acknowledging Irvington's ability to take advantage of recent economic improvements occurring in Newark. Lacking train access, Irvington's bus station is a major local and regional hub for NJ TRANSIT buses. The Reexamination identified several congested corridors, including Lyons Avenue, Chancellor Avenue, and Springfield Avenue and mentioned ongoing collaboration with the County to implement a number of traffic calming strategies on Springfield Avenue. The Township will continue to focus attention on pedestrian safety and stimulating transit-oriented and bicycle-oriented commuting in Irvington

Center. The Master Plan recommended several improvements to enhance bus and pedestrian circulation at the bus station. Though congestion and double parking are present downtown, the Master Plan does not recommend roadway widening or additional parking lots. A theme throughout the Master Plan is to promote infill development and plan for population growth.

Livingston Township

Livingston Township's 2018 Master Plan, 2005 Master Plan Amendment, and 1992 Master Plan Amendment identified and discussed community concerns, including high traffic volumes, particularly on Livingston Avenue and NJ 10, that create difficulties for turning to/from these roads at unsignalized intersections. The 2018 Master Plan included recommendations to improve visibility and maneuverability at Livingston Circle, requesting the County designate shoulders on Shrewsbury Drive for bicycles and asking the County to determine if the shoulders of Eisenhower Parkway can be designated for bicycles. Other concerns identified in the 2005 Amendment included requesting a commuter park and ride and promoting shared parking facilities. Livingston's 1992 Master Plan Amendment broadly discussed transportation and circulation in terms of updating the Township's data. One specific recommendation carried forward from previous master plan documents is to extend Eisenhower Parkway into West Caldwell and Chatham to ease congestion in Livingston.

Millburn Township

Millburn Township's 2018 Master Plan Update recognized the community's series of single-family residential neighborhoods and several cultural institutions. Circulation goals and objectives identified in previous reexaminations (including 2008 and 1991) included maintaining a pedestrian scale in the central business district and Glenwood business area and promoting business ahead of traffic throughput downtown. Though the number of public parking spaces has increased in recent years, parking is still considered an issue, particularly at the community's two train stations. Parking issues include lack of technology used to pay for parking and circulation into and within parking facilities. Implementing complete streets measures has been controversial in Millburn, with certain traffic calming measures appearing to cause cut-through traffic in residential neighborhoods. Recommendations in this Master Plan Update included encouraging traffic calming in residential areas and encouraging traffic throughput on primary roads. Objectives and recommendations also include encouraging the adoption of pedestrian and bike-favorable roadway design, studying non-motorized transit, sidewalks, and bike-ability, and improving visibility and sight distance at intersections throughout the Township.

Montclair Township

Montclair Township completed a Unified Land Use and Circulation Element in 2014 intended to link land use and transportation to ensure that future growth and development are met with supportive infrastructure

improvements. The plan focused on making it easier to rely less on private automobiles, promoting the Township's neighborhood centers, and supporting transit-oriented developments. Town-wide recommendations included increasing shuttle bus service, creating a street design manual, and illuminating crosswalk signs at unsignalized crossings. Seven areas were selected for area-specific strategies, including identifying assets, issues, and opportunities. Identified issues along County roads included inadequate pedestrian and bicycle connections along Bloomfield Avenue, traffic congestion along and parking near Valley Road, and complicated traffic patterns at intersections along Orange Road. Identified recommendations along County roads included constructing curb extensions along Bloomfield Avenue, making pedestrian improvements and reducing the number of driveways along Valley Road, implementing traffic calming and a road diet in the Orange Road area, evaluating the Watchung Avenue and Park Street intersection, and installing a bicycle route along Valley Road.

City of Newark Master Plan

The City of Newark's 2022 and 2012 Master Plans provide a comprehensive review of existing conditions and goals for the City over the next 10-15 years. The 2022 Master Plan largely focuses transportation considerations on public transit and access to public transit, including implementing and enforcing Complete Streets and Vision Zero. Larger location-specific efforts and recommendations included converting McCarter Highway to a boulevard, capping I-280, and reimagining South Orange Avenue. Additional policy recommendations included establishing a department or office of transportation in city government and creating multimodal mobility hubs within each neighborhood. Additional recommendations along County routes include piloting a contraflow bus lane along Broadway. A central element of the 2012 Plan was accommodating projected population growth into 2025, including reinvigorating underutilized infrastructure. Another focal piece of the plan was acknowledging the sometimes-conflicting needs of local and regional transportation in Newark, including residents' needs for biking, walking, and parking, people commuting downtown by car and train, and efficiently moving the millions of passengers at Newark Liberty International Airport, and millions of freight tonnage through the airport and ports. The plan's mobility objectives aimed to balance the needs of all users while taking advantage of existing infrastructure. Additionally, the 2019 Newark Downtown Circulation Improvement Study released by NJTPA makes several recommendations on County routes, including implementing leading pedestrian intervals and/or an all-pedestrian phase on Central Avenue at MLK Boulevard, and Market Street at Ferry Street, adding curb extensions at Market Street at Ferry Street, and marking crosswalks on Central Avenue at Broad Street.

BIKENewark (2024)

The BIKENewark plan is a comprehensive city-wide bicycle plan informed by inclusive and equitable community engagement, a comprehensive planning process, and a data driven needs assessment, to create a plan for a safe,

convenient, and continuous bicycle network that serves all Newarkers, and prioritizes the wellbeing of underserved communities and vulnerable road users.

The strategic vision of BIKENewark is to be:

- **Accessible**, reduce dependence on motor vehicle travel, and improve responsiveness to the needs of vulnerable road users
- **Committed to a Culture of Safety** through a transportation system designed to achieve a future without transportation-related serious injuries and fatalities
- **Equitable** in prioritizing the needs of Newark's underserved communities
- **Committed to positive Economic Development** that supports tourism, enhances access to businesses and institutions,
- **A dynamic Living Plan** designed to evolve with the city that is reviewed and updated every few years to remain responsive to the needs of the community.

The existing bicycle network in Newark extends about 13 miles, including some 10 miles of bike lanes and sharrows and another 3 miles of shared use paths.

BIKENewark proposes 74 miles of bicycle facilities, including: 36 miles of protected 1-way bike lanes, 17 miles of bicycle boulevards, 15 miles of protected 2-way bike lanes, 6 miles of standard bike lanes, and 1 mile of sharrows. Another 15 miles were identified as future potential facilities that "provide some measurable benefit to biking in Newark," according to the study, but require further study to determine feasibility.

Nutley Township

Nutley Township's 2022 Master Plan Reexamination and 2012 Master Plan recognized the need for improved downtown economic development and circulation improvements throughout the municipality. Recommendations included constructing a new transit hub at the Route 21/3 interchange in Clifton (to be named after Nutley), filling in sidewalk gaps, installing bike lanes between residential areas and activity centers, and coordinating the management of on-street and off-street parking throughout the Township. Several areas of concern were identified, including pickup/drop-off areas at elementary schools, parking issues downtown, and parking near municipal buildings. The 2022 Master Plan largely reaffirmed the validity of the 2012 Master Plan transportation goals, as well as recommending that the Township consider adopting a Complete Streets policy.

City of Orange

The City of Orange's 2018 Master Plan focused on complete streets and transit-oriented development, considering these practices throughout the Township. Identified issues included parking near Main Street, the maintenance of roadways, and the barrier impact of Freeway Drive. Recommendations included developing a formal bike network plan and programs for signage upgrades, intersection improvements, funding, and capital improvements. Part of the capital improvement program would address non-PROWAG-

compliant curb ramps. The plan refers to the Freeway Drive & Station Area Safety and Public Realm Study in redesigning Freeway Drive for trees, green space, and the arts (summarized earlier in this document).

Roseland Borough

Roseland Borough's 2000, 2004, 2010, and 2020 Master Plan reexaminations identified the need for traffic calming in residential neighborhoods to deter cut-through traffic. The 2000 update highlighted worsening congestion on Passaic Avenue and the need for the Eisenhower Parkway extension. Also identified was the need for more off-street parking downtown. However, the 2000 update stated that efforts to expand parking downtown have had little or no effect on increasing the number of parking spaces available.

South Orange Township

South Orange Township's 2021 Master Plan and 2011 Reexamination revised the goals defined in the 2000 Plan Reexamination Circulation Element. The 2021 Master Plan mainly focuses on issues of multimodal transportation, including issues caused by cut-through traffic. Objectives included improving the sidewalk network, establishing new pedestrian corridors, developing a village-wide bike master plan, and redesigning South Orange Avenue and Irvington Avenue, both County routes. Specific recommendations for County routes included installing accessible pedestrian signals along Valley Street, South Orange Avenue, and Irvington Avenue. Additionally, six roadway transects or typologies were developed to better understand the range of roadway characteristics and needs within South Orange.

Verona Township

Verona Township's 2022 and 1992 Master Plans provided several circulation goals, including promoting traffic calming to discourage cut-through traffic, developing new bicycle and pedestrian facilities, and strengthening connections to points of interest. As a main corridor through the community, Bloomfield Avenue was identified as a congested area in need of traffic calming (such as curb extensions) and other measures to improve bicycle and pedestrian safety. Emphasis is also placed on formalizing a bike route system of bicycle boulevards, bike lanes, and shared-lane markings. Additional recommendations included evaluating adopting a Complete Streets policy, working with the County to install rectangular rapid flashing beacons (RRFBs) on Bloomfield Avenue, supporting efforts for improved bus service, and ensuring the Township has adequate infrastructure for the anticipated growth in electric mobility.

West Orange Township

West Orange Township's 2019 and 2010 Master Plan Reexaminations emphasized the need for connectivity, particularly considering the barrier caused by I-280 and the lack of rail stations in the Township, although several rail stations are located nearby in adjacent municipalities. The 2019 Reexamination goals included promoting sustainability and walkability, including pedestrian improvements in business districts and creating a trail network.

Recommendations from the 2019 Reexamination included enacting a Complete Streets ordinance and working with the County to extend sidewalks on Northfield Avenue. The 2010 Reexamination recommendations included requiring sidewalks in conjunction with new developments, installing pedestrian crossing signs, developing a trails network, and collaborating with Essex County on ameliorating traffic issues on County routes, including the intersections of Pleasant Valley Way/Mount Pleasant Avenue, Prospect Avenue/Eagle Rock Avenue, and Pleasant Valley Way/Eagle Rock Avenue.

City of East Orange: Master Plan

The City of East Orange's 2018 Master Plan recognized the integrated nature of its suburban and urban neighborhoods. The plan's circulation element focused on improving non-automotive modes, including walking, biking, and public transit. The city is largely adequately served by NJ TRANSIT rail and public and private bus service but largely lacks bike infrastructure in part due to narrow roadways with on-street parking. The circulation element recommended improving transportation near the City's two train stations, including requiring bike parking and storage near the stations, improving amenities at the stations, and potentially establishing a bus terminal around the Brick Church station. The plan also aimed to make Central Avenue (CR 508) more walkable. Additionally, six street design typologies were developed, each with suggested applicable infrastructure improvements.

SAFE ROUTES TO SCHOOLS

Numerous Safe Routes to School (SRTS) Travel Plans have been completed in Essex County. SRTS is funded through the Federal Highway Administration's Federal Aid Program and is administered by the New Jersey Department of Transportation (NJDOT) in partnership with the North Jersey Transportation Planning Authority (NJTPA).

SRTS Travel Plan are a mechanism to encourage and increase the number of students walking or bicycling to school, providing guidance for schools, students, families, and municipalities to build a safer walking and biking environment. Travel Plans document existing conditions at schools; identify issues and opportunities; and recommend actions to support streetscape improvements[vi].

Typical infrastructure improvements recommended by SRTS Travel Plans included repairing sidewalks, installing pedestrian crossing signals, installing speed limit and school zone signs, building pedestrian refuge islands, restriping faded crosswalks and stop bars, and installing tactile warning strips at intersections to alert vision-impaired pedestrians of the crossing's presence.

At least 28 SRTS School Travel Plans or projects have been completed in ten Essex County municipalities (Caldwell, Irvington, Millburn, Montclair, Newark, Orange, Short Hills, West Orange, Verona, Maplewood) since 2013.

A list of completed SRTS Travel Plans in Essex County is provided below, followed by a summary of notable recommendations from recent School Travel Plans.

- Caldwell – Grover Cleveland Middle School (2020)
- Irvington – Florence Avenue Elementary School (2021)
- Millburn – Millburn Middle School (2020)
- Montclair – Bradford School (2013)
- Montclair – Charles H. Bullock Elementary School (2013)
- Montclair – Edgemont Elementary School (2013)
- Montclair – Glenfield Elementary School (2013)
- Montclair – Hillside Elementary School (2013)
- Montclair – Mount Hebron Middle School (2013)
- Montclair – Nishuane Elementary School (2013)
- Montclair – Northeast Elementary School (2013)
- Montclair – Renaissance at Rand Middle School (2013)
- Montclair – Watchung Elementary School (2013)
- Newark – Hawthorne Avenue Elementary School (2008)
- Newark – Ivy Hill Elementary School (2008)
- Newark – Camden Street Elementary School (2016)
- Newark – Hawkins Street Elementary School (2016)
- Newark – McKinley Elementary School (2016)
- Newark – Thirteenth Avenue School (2016)
- Newark – Sussex Avenue Renew School (2016)
- Orange – Park Avenue Elementary School (2017)
- West Orange – Redwood Elementary School (2020)
- West Orange – Kelly Elementary School (2021)
- Belleville – Belleville Public Schools Pedestrian Safety Project (2024)
- West Orange - Gregory Ave and Lowell Ave (2024)
- Orange - Lincoln Avenue School (2024)
- Verona - New Traffic Signal at Lakeside Avenue (CR-636) and Pease Avenue (2024)
- Nutley – Nutley Schools Intersection Improvement Project (2024)

Irvington – Florence Avenue Elementary School (2021)

- In addition to standard SRTS infrastructure improvements, this Travel Plan recommended retraining crossing guards on safe crossing techniques, hiring a second crossing guard, asking NJ TRANSIT to relocate the bus stop one block west or east of the school, and closing the street at the intersection of Lyons Avenue and Springfield Avenue to reduce the crosswalk distance and normalize the intersection (removing slip lane to removed skewed lane approach).

Millburn – Millburn Middle School (2020)

- In addition to standard SRTS infrastructure improvements, this Travel Plan recommended limiting parking on Haddonfield Road until after school drop-off, expanding traffic flow for drop-off, creating a visualized walking path for students, and considering temporarily designating roads one-way during the morning drop-off.
- Recommendations for Old Short Hills Road (CR 527) included shortening the crossing of the intersection with Hobart Avenue.

Newark – Camden Street Elementary School (2016) & Newark – McKinley Elementary School (2016)

- In addition to standard SRTS infrastructure improvements, these two Travel Plans recommend implementing maintenance of nearby abandoned properties.

Newark – Hawkins Street Elementary School (2016)

- In addition to standard SRTS infrastructure improvements, this Travel Plan recommended holding an annual safety presentation for students on walking and biking safety, adding drop-off/pickup procedures to their Family handbook, and contacting SPCA or Animal Control to deal with stray dogs in neighborhood.

Newark – Sussex Avenue Renew School (2016)

- In addition to standard SRTS infrastructure improvements, this Travel Plan recommended installing pedestrian lighting, implementing maintenance of abandoned properties, and discouraging use of U.S. Route 1A due to the danger of the I-280 off-ramp's high traffic volumes and poor maintenance.
- Recommendations for Central Avenue (CR 508) included installing pedestrian lighting and restriping faded crosswalks at the intersection with Fourth Street.

Newark – Thirteenth Avenue School (2016)

- In addition to standard SRTS infrastructure improvements, this Travel Plan recommended encouraging the City to take action on numerous nearby abandoned properties.
- Recommendations for South Orange Avenue (CR 510) included striping a crosswalk at the intersection with Eighth Street, installing ADA features, conducting a speed study, and implementing other traffic calming measures.

Orange – Park Avenue Elementary School (2017)

- In addition to standard SRTS infrastructure improvements, this Travel Plan recommended holding a "Drive Slow & Safe on Park Avenue" campaign to slow traffic and alert drivers to protect students and prevent crashes.
- Recommendations for Park Avenue (CR 658) included repainting high-visibility crosswalks.

West Orange – Kelly Elementary School (2021)

- In addition to standard SRTS infrastructure improvements, this Travel Plan recommended holding a "Drive Slow and Safe on Pleasant Valley Way" campaign to slow traffic.
- Recommendations for Pleasant Valley Way (CR 636) included conducting a speed and traffic study and considering road diets, lane diets, and painted bike lanes.

West Orange – Redwood Elementary School (2020)

- In addition to standard SRTS infrastructure improvements, this Travel Plan recommended devising a better pickup/drop-off plan as traffic congestion and idling are frequent and improving drainage near curb ramps and street corners including installing green infrastructure.

West Orange Safe Routes to School Project (2022)

- This proposal includes the addition of flashing advance school crossing signs at 21 intersections

along walking routes to the following schools: Gregory Elementary School, Hazel Avenue Elementary School, Kelly Elementary School, Redwood Elementary School, and Roosevelt Middle School.

Millburn Township – Sidewalk and Pedestrian Safety Access Improvements (2022)

- This grant proposes to construct new concrete sidewalks on the eastside of Old Short Hills Road from the intersection of South Orange Avenue to Talbot Court, where it is missing and install new curbing along the edge of the pavement; Replace existing asphalt sidewalks along the eastside of Old Short Hills Road from the intersection of South Orange Avenue to Talbot Court, with new concrete sidewalk and install new curbing along the edge of the pavement; Construct new ADA compliant curb ramps on the following corners of Old Short Hills Road and: South Orange Avenue, Dorison Drive, Silver Springs Road and Fairfield Terrace; Install new ADA complaint crosswalk across: Dorison Drive, Silver Springs Road and Fairfield Terrace; Meet existing curb and install new granite block curb to project limits at Old Short Hills Road and Talbot Court.

Glen Ridge – Pedestrian Crossing Safety Program (2022)

- This grant proposes the creation of a "pedestrian envelope" from Clark Street to Darwin Place, encapsulated by Rectangular Rapid Flashing Beacons (RRFB) on both ends of the roadway segment, paved curb extensions to shorten pedestrian crossings, 10' wide crosswalks utilizing a continental striping.

Maplewood – School Route Intersection Push-Button Signal Installation (2022)

- The project proposes installing 40 pedestrian-activated, solar rapid-flashing beacon pedestrian crossing signs along walking routes to schools where intersections are not stop-controlled. Project locations are throughout the city including: 11 intersections on Ridgewood Ave, 3 intersections on Jefferson Ave, 2 on Woodland Rd, 1 at Maplewood Ave & Beach Pl, 3 along Baker St, 1 at Burnet St & Maple Ave; 3 at Boyden Ave, 1 at Newark Way & DeHart Park; 3 along Burnett Ave; 6 along Tuscan Rd; and 5 along Wyoming Ave.

Livingston Township - Northfield and Hillside Avenues (2022)

- The proposed project improvements include installation of new sidewalks on Northfield Ave from S Livingston Ave to Livingston Circle (Northfield Ave and Mt Prospect); Hillside Avenue from Northfield to Foxcroft Rd at Hillside Ave.

City of East Orange

- None

ROADWAY SAFETY AUDITS

Road Safety Audits (RSAs) are a proven Federal Highway Administration safety countermeasure consisting of a structured safety performance examination of a roadway, including a qualitative estimate and report on potential road safety issues and opportunities to improve safety. FHWA works with and encourages state and local jurisdictions and Tribal Governments to integrate RSAs into the project development process for new roads and intersections, and also encourages RSAs on existing roads and intersections[vii].

Essex 2045 endorsed the RSA program as an essential and beneficial component to achieving safety, mobility, and equity goals.

Typical infrastructure improvements recommended by RSAs included traffic signal upgrades, traffic calming elements, improved lighting, enhanced transit access, ADA-compliant ramps and curb cuts, bicycle lanes and bicycle parking, road diets, and converting intersections to modern roundabouts.

See images to the right for examples of safety countermeasure concepts from the RSA for Central Avenue (CR 508), Oakwood Place to S. Munn Avenue, in Orange and East Orange Cities.

At least 11 Road Safety Audits (RSAs) have been completed in 4 Essex County municipalities since 2016; none since 2020.

A list of completed RSAs in Essex County is provided below, followed by a summary of notable recommendations from recent RSAs.

- East Orange – Central Avenue (CR 508) between Central Place and Munn Avenue (2020)
- Irvington – Intersections at Lyons Avenue (CR 602), Stuyvesant Avenue, Chancellor (CR 601), and Cordier Street (2014)
- Irvington – Springfield Avenue (CR 603) between Becker Terrace and Avon Avenue (2018)
- Maplewood – Valley Street (CR 638) from Millburn Avenue to South Orange Avenue (2018)
- Newark – Park Avenue (CR 658) & 4th Street (2011)
- Newark – Dr. Martin Luther King Jr. Boulevard, Five Intersections (2012)
- Newark – Bergen Street between West Market Street and 12th Avenue (2013)
- Newark – Broad Street between Thomas Street and Emmet Street (2014)
- Newark – Stuyvesant Street (CR 619) & 18th Avenue, South Orange Avenue (CR 510) & Bergen Street, Park Avenue (CR 658) & Clifton Avenue, Broadway (CR 667) & 3rd Avenue (2015)
- Newark – Ferry Street from Merchant Street to Market Street/Lexington Street (2015)
- Newark – Clinton Avenue between 11th Street and 20th Street (2020)

East Orange – Central Avenue (CR 508) between Central Place and Munn Avenue (2020)

- Recommendations included signal upgrades, conducting a lighting analysis and parking study, implementing a HAWK signal, and converting a roadway to one-way.

Irvington – Intersections at Lyons Ave (CR 602), Stuyvesant Ave, Chancellor (CR 601), and Cordier St (2014)

- Recommendations included painting edge lines to visually narrow travel lanes, relocating stop bars, installing rumble strips, upgrading signals, repainting faded pavement markings, trimming overgrown foliage, widening sidewalks, implementing a road diet, and adjusting signal timing.

Irvington – Springfield Avenue (CR 603) between Becker Terrace and Avon Avenue (2018)

- Recommendations included upgrading curb ramps, studying pedestrian-scale lighting, enhancing bus stops, and implementing a leading pedestrian interval.

Maplewood – Valley Street (CR 638) from Millburn Avenue to South Orange Avenue (2018)

- Recommendations included developing an access management plan, repairing sidewalks, promoting education and enforcement efforts, extending a boulevard treatment, constructing a small roundabout, and investigating implementing an all-pedestrian phase.

Newark – Ferry Street from Merchant Street to Market Street/Lexington Street (2015)

- Recommendations included installing bike lanes and bicycle parking, planting trees, repairing pavement, installing curb extensions, and installing speed tables.

Newark – Clinton Avenue between 11th Street and 20th Street (2020)

- Recommendations included installing traffic calming measures, examining bicycle-safe grates, and installing speed feedback signs.

State Transportation Improvement Program (STIP) Projects

Project Name	Project Description	Sponsor
Lincoln Tunnel Access Project (LTAP)	Under this program, also known as the Lincoln Tunnel Access Program (LTAP), the Port Authority of NY & NJ provided funding support, in the amount of $1.8 billion, for improvements to three NJDOT facilities: Route 7, Hackensack River (Wittpenn) Bridge; Route 1&9T Extension (New Road); and Route 1&9 Pulaski Skyway including Route 139 (Hoboken and Conrail Viaducts) eastern approach to the Skyway. The State of NJ is also providing funding, from the TTF, to complete work on the projects.	NJDOT
Route 10, Chelsea Drive to Kelly Drive	Initiated from the Safety Management System, this project will provide installation of sidewalks, with ADA curb ramps, on the Westbound side of Route 10 from Chelsea Drive to Kelly Drive.	NJDOT
Route 23, Route 80, and Route 46 Interchange	The purpose of this project is to provide greater mobility, reduce congestion and enhance safety through simplicity of movement through the interchange. The improvements include a new ramp (NW-E) providing a direct connection from Rt 23 Southbound to I-80 Westbound. Three new bridges are anticipated to facilitate the construction of the new ramp. A connection allowing travel from I-80 Eastbound to Rt 23 Northbound and Southbound and Rt 46 Westbound via a new ramp connection. Adjustments to the lane configuration on the I-80 between Rt 23 and the bridge over the Passaic River to improve lane continuity will be made, and modifications to the existing exit and entry ramps on I-80 to improve the merge and diverge with the mainline roadway. A number of retaining walls are anticipated in conjunction with the bridge and ramp construction.	NJDOT
Route 21, Newark Riverfront Pedestrian and Bicycle Access	This project proposes to improve pedestrian and bicycle connections between Broad St and McCarter Highway (Route 21). The project would improve pedestrian and bicycle access between Downtown Newark and the Riverfront, via Center Street/Park Place between Broad Street and McCarter Highway (Route 21). The project would also include new curb and sidewalks, ADA curb ramps, traffic signals, street lighting, street furniture and bike lanes. The project will replace the existing traffic signals at Broad Street and Rector Street, Broad St and Central Ave, Park Place and Rector Street, Center Street and Park Place, Center Street and Mulberry Street. The following special federal appropriations have been allocated to this project: FY05 SAFETEA-LU: $1,200,000 (ID# NJ139); $1,500,000 (ID# NJ269); $2,000,000 (ID# NJ254).	Newark City
Route 21, Newark Needs Analysis, Murray Street to Edison Place	The Feasibility Assessment will provide recommendations to relieve traffic congestion via potential widening as well as providing for safety and pedestrian improvements.	NJDOT
Delancy Street, Avenue I to Avenue P	The Delancy Street corridor is 1.1 miles and connects freight railroad facilities, intermodal center and trucking and shipping outfits to Rt. 1&9 Portway and the airport/seaport support area. Currently the roadway is operating at an unacceptable Level of Service during peak hours. It frequently floods, interrupting pedestrian and vehicular access to freight and business centers.	Newark City
Port Street Corridor	Modernization of an approximately 2.9- mile section of roadway at the north entrance of Port Newark	PANYNJ

Improvement Project	and the Elizabeth-Port Authority Marine Terminal. The project includes replacement of the Corbin Street Ramp, the realignment of portions of Corbin Street, Port Street, and Kellogg Street, and the improvement of several other nearby intersections.	

Source: The NJTPA Online Transportation Information System (NOTIS)

Local Transportation Projects

Project Name	Project Description	Program Category	Selection Year	Phase of Project
East Orange Trail Project	Trail renovation between Brighton Ave and Glenwood Ave, including installation of trash and recycling receptacles at entrances, ADA ramps, bollards, bike racks. Path will be paved about 1,577 linear feet.	TAP	2023	N/A
Glenridge Avenue Cycle Track	New 2-way cycle track along south side of Glenridge Ave between Forest St and western edge of the former Lackawanna Plaza shopping center.	TAP	2023	Construction
Main Street Corridor Streetscape	Improvements include stormwater curb extensions, solar powered NJT bus shelters, pervious pavements, bollards, road diets, high visibility crosswalks, trash receptacles, bike parking, wayfinding. From Scotland Rd to Park Ave.	TAP	2023	Construction
Washington Street Corridor Improvements	Proposed improvements include widened sidewalks and curbs, ADA upgrades, flashing speed limit and pedestrian crossing signs, enhanced lighting, landscaping along 0.14 miles on Washington Street from Liberty St to Meade Street.	TAP	2023	Construction
Scotland Road Gateway Beautification	Ped safety and accessibility improvements near Highland Ave Transit Station, including sidewalk and curb reconstruction, tree planning,	TAP	2023	Construction
Grove Street, Newark and Irvington - 8 Intersections	1. Grove St & S Orange Ave MP 11.56 Newark 2. Grove St & 14th Ave MP 11.36 Irvington 3. Grove St & 15th Ave MP 11.24 Irvington 4. Grove St & 16th Ave MP 11.11 Irvington 5. Grove St & 18th Ave MP 10.85 Irvington 6. Grove St & Berkley Terrace MP 10.57 Irvington 7. Grove St & Clinton Ave MP 10.06 Irvington 8. Grove St & Nye Ave MP 9.91 Irvington	HSIP	2022	CI, CON
N&S Grove Street, East Orange - 10 Intersections	1. N Grove St & Hoffman Blvd MP 13.73 East Orange 2. N Grove St & Rutledge Ave MP 13.52 East Orange 3. N Grove St & Springdale Ave MP 13.42 East Orange 4. N Grove St & 4th Ave MP 13.24 East Orange	HSIP	2022	CI, CON

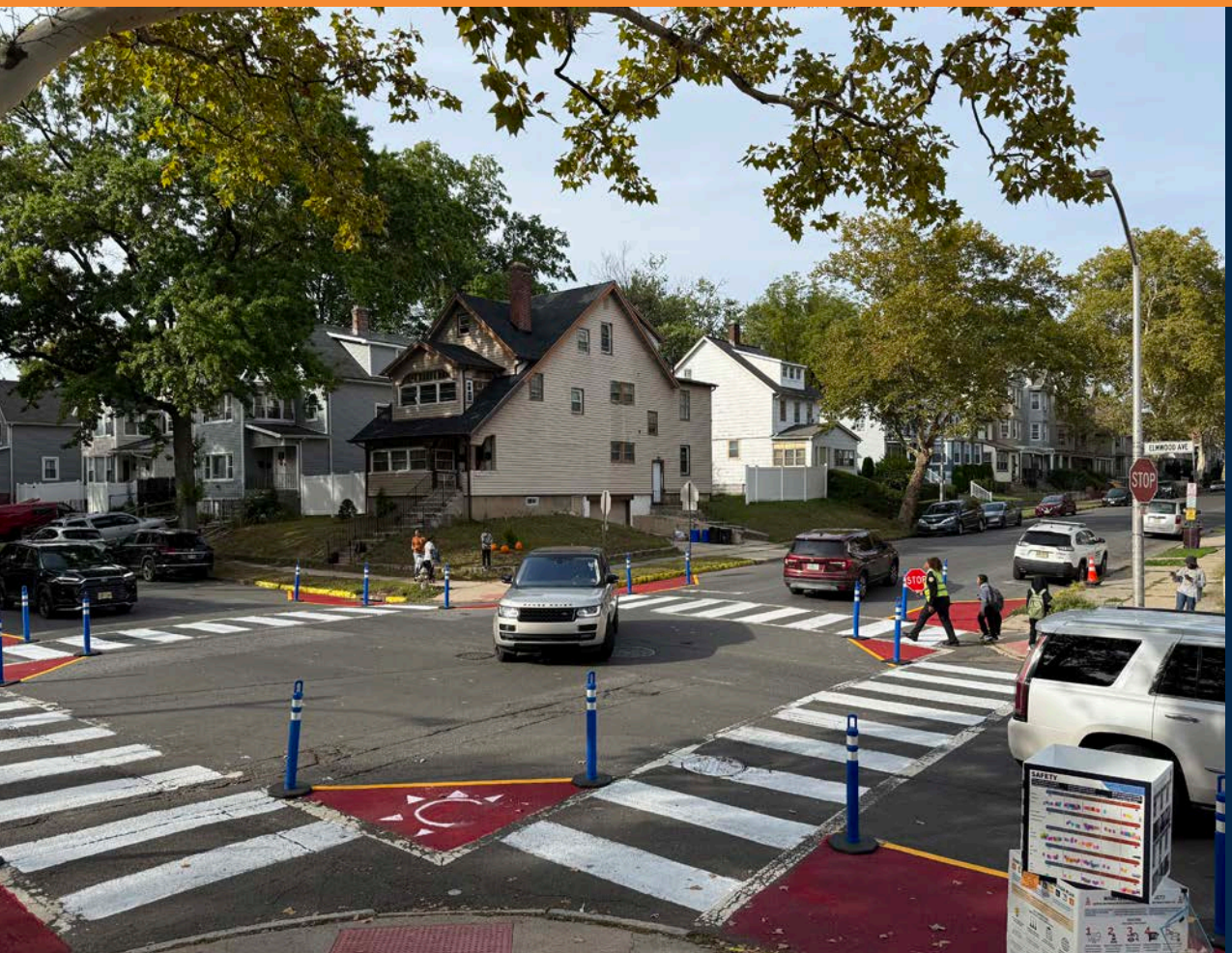
	5. N Grove St & Park Ave MP 13.11 East Orange 6. N Grove St & William St MP 12.86 East Orange 7. Grove St & Main St / Dr Martin Luther King Jr Blvd MP 12.61 East Orange 8. S Grove St & Sussex Ave MP 12.43 East Orange 9. S Grove St & Winthrop Terrace MP 12.35 East Orange 10. S Grove St & Central Ave MP 12.14 East Orange			
Irvington Avenue & Clinton Avenue, Various Municipalities - 11 Intersections	1. Irvington Ave & Riggs Pl / Tichenor Ave MP 0.28 South Orange 2. Irvington Ave & Ward Pl MP 0.42 South Orange 3. Irvington Ave & Boyden Ave / Manor Dr MP 0.92 Newark 4. Irvington Ave & Putnam St / Norman Rd MP 1.14 Newark 5. Irvington Ave & Parker Ave / Clinton Ave MP 1.31 Maplewood 6. Clinton Ave & Florence Ave MP 1.37 Irvington 7. Clinton Ave & Sanford Ave MP 1.56 Irvington 8. Clinton Ave & Stuyvesant Ave MP 1.78 Irvington 9. Clinton Ave & Civic Square MP 1.90 Irvington 10. Clinton Ave & Orange Ave MP 2.03 Irvington 11. Clinton Ave & Cummings St / New St MP 2.10 Irvington	HSIP	2022	CI, CON
Bloomfield Avenue in Newark and Belleville - 15 Intersections	1. Bloomfield Ave & Broadway/ Bloomfield Pl MP 3.93 Newark 2. Bloomfield Ave & Park Ave / Crittenden St MP 3.77 Newark 3. Bloomfield Ave & Summer Ave MP 3.70 Newark 4. Bloomfield Ave & Garside St MP 3.58 Newark 5. Bloomfield Ave & Mt Prospect Ave MP 3.51 Newark 6. Bloomfield Ave & Clifton St MP 3.45 Newark 7. Bloomfield Ave & Parker St MP 3.33 Newark 8. Bloomfield Ave & Lake St MP 3.19 Newark 9. Bloomfield Ave & N 3rd St MP 2.93 Newark 10. Bloomfield Ave & 5th St / 1St Ave MP 2.79 Newark 11. Bloomfield Ave & N 6th St MP 2.74 Newark 12. Bloomfield Ave & Roseville Ave / N 8th St MP 2.58 Newark 13. Bloomfield Ave & Beardsley Ave/N11th St MP 2.39 Newark 14. Bloomfield Ave & N 12th St MP 2.36 Newark 15. Bloomfield Ave & Belmont Ave/ N 15th St MP 2.20 Belleville	HSIP	2022	CI, CON
Bloomfield Avenue and Ridgewood Avenue in Bloomfield and Glen Ridge - 10 Intersections	1. Bloomfield Ave & Ampere Parkway MP 1.99 Bloomfield 2. Bloomfield Ave & Watsessing Ave MP 1.65 Bloomfield 3. Bloomfield Ave & Ella St MP 1.39 Bloomfield 4. Bloomfield Ave & Ward St MP 0.70 Bloomfield 5. Bloomfield Ave & Liberty St MP 0.64 Bloomfield	HSIP	2022	CI, CON

	6. Bloomfield Ave & Park Ave/Hillside Ave MP 0.33 Glen Ridge 7. Bloomfield Ave & Highland Ave MP 0.0 Glen Ridge 8. Ridgewood Ave & Bloomfield Ave MP 1.21 Glen Ridge 9. Ridgewood Ave & Belleville Ave MP 1.37 Glen Ridge 10. Ridgewood Ave & Bay Ave MP 2.07 Glen Ridge			
Essex County Intersection Improvements – 12 Intersections	1. Washington St & Watchung Ave, West Orange 2. Pleasant Valley Way & Woodland Ave, West Orange 3. Washington St & High St, Orange 4. Fairview Ave & Personette Ave, Verona 5. Milburn Ave & Vauxhall Rd, Millburn 6. West Passaic Ave/Kingsland St & Darling Ave, Nutley 7. Rutgers St & Courtland St, Belleville 8. Valley Rd & Normal Ave, Montclair 9. Valley Rd & Mount Hebron Rd, Montclair 10. Watchung Ave & Grove St, Montclair 11. Watchung Ave & Ridgewood Ave, Glen Ridge 12. Franklin Ave & Church St/ Booth Drive, Nutley	NJTPA - LSP	2020	N/A

Source: The NJTPA Online Transportation Information System (NOTIS)

ESSEX
SAFE STREETS 4 ALL

Essex County Safe Streets For All Action Plan



APPENDIX B: CRASH AND SAFETY ASSESSMENT

October 2025

CRASH AND SAFETY ASSESSMENT

Guidance from FHWA for the Local Road Safety Plan states: "Data is the foundation of the LRSP. It is used to identify problem areas, to determine appropriate solutions, and to monitor progress towards the plan's goals … [and] … allows for implementation to be targeted at locations that will be the most effective at reducing fatalities and serious injuries." [viii]

In support of the Essex County Safe Streets 4 All (SS4A) plan, comprehensive crash data resources were gathered using the New Jersey Department of Transportation's Safety Voyager database for countywide statistics and Numetric for statewide data for the most recent five years for which data was available at the time this analysis was initiated in (2018 – 2022). A five-year period is recommended to assess safety trends, including crash occurrence, severity, contributing actions, circumstances, and conditions.

The Safety Voyager application, developed by NJDOT, is a platform that hosts the comprehensive crash records, including location, severity, crash type and environmental factors; Numetric, managed by the New Jersey Division of Highway Traffic Safety, provides high level analytics that combine multiple aspects of crash data—such as vehicles, drivers, occupants, and pedestrians—into an integrated summary for broader safety trends.

Although additional summary-level crash data totals are available for more recent years from 2023 to Q1, 2025 (as indicated in Table 1), the comprehensive crash data analyses beginning in Table 2 are limited to the 2018-2022 time period.

Existing Crash Data Analysis

The summary-level crash data by year are displayed in Table 1 which indicate that crashes in Essex County were significantly impacted by the COVID-19 pandemic with a decline in crashes of 34 percent from 2019 to 2020. Geographic areas experiencing greater crash risk were identified using Safety Voyager data. Roadway features associated with crash risk and crash-contributing circumstances were identified throughout the roadway network along with statewide comparisons.

To acknowledge all fatal crashes that occurred in Essex County, data from 2023 through Q1 2025 were obtained from the only available source for this period—the New Jersey Department of Law & Public Safety; however, due to data limitations, only fatal crashes were available for download.

Table 1: Crashes by Year (2018 - 2024), Essex County

Year	Total Crashes	Percentage	Fatal	Serious Injury	Total FSI Crashes	FSI Percentage	Statewide FSI Percentage
2018	30,586	22.8%	46	**92**	138	7.5%	11.5%
2019	31,003	23.1%	34	379	413	22.5%	21.9%
2020	**20,572**	15.4%	38	358	396	21.6%	20.9%
2021	25,147	18.8%	61	396	457	24.9%	25.4%
2022	26,673	19.9%	57	371	428	23.4%	20.3%
Yearly Average	**26,796**	**-**	**48**	**319**	**367**	**-**	**-**
Avg Excl 2018 SI				**376**	**424**	**-**	**-**
2023*	-	-	49	-	-	-	-
2024*	-	-	51	-	-	-	-
Q1, 2025*	-	-	6	Q1, 2025	-	-	-

** Only fatal crash data are available through the Department of Law & Public Safety*
*** Yearly averages are calculated based on the available data. Fatal crash averages are based on an 8-year span (2018–2024), while all other averages are calculated using the 5-year data (2018-2022)*

The crash data indicates a significant surge in FSI crashes between 2018 and 2019, a trend not unique to Essex County but observed across New Jersey. Statewide, the number of suspected serious injuries increased from 1,110 in 2018 to 2,643 in 2019. The primary reason for this increase in reported serious injuries is that New Jersey updated its crash reporting form to reflect changes to federally required injury classifications.

Following this increase, in 2020, the data shows that the number of crashes per year dropped significantly, averaging about 26,000 total crashes per year for 2021 and 2022, compared to about 30,800 crashes per year for 2018 and 2019. This value was confirmed in both the Safety Voyager crash database and Numetric. The percentage of fatal and serious injury crashes (FSI) of Essex was similar or lower than the state averages between 2018-2021; however, in 2022, Essex County's FSI crash rate rose slightly above the state average by 3.1 percentage points.

The most common crash type in the study area was Same Direction – Rear End which accounted for 30,851 crashes (23.0% of total). Struck Parked Vehicle crashes were the next most common crash type with 24,962 crashes (18.6% of total) in the study area. The next three most common crash types were Same Direction - Sideswipe (24,077 crashes; 18.0% of total), Right Angle (20,062 crashes; 15.0% of total), and Fixed Object (10,849 crashes; 8.1% of total). It is also worth noting that Pedestrian crash type, which comprised 3.1% of total crashes, resulted in 30.0% of the FSI crashes. When compared to the state averages, the most significant difference in the percentages of crashes between Essex County and the State is on Struck Parked Vehicle, which caused 18.6% in Essex County but 11.3% statewide. The higher rate of Struck Parked Vehicle crashes in Essex County is likely due to the higher-density communities, including Newark, that have a high prevalence of on-street parking. For FSI crash percentage, Fixed Object crashes (11.9%) are one-half of the statewide FSI percentage (22.4%). Pedestrian crashes are highly overrepresented in the county (30.0%) compared to the statewide percentage (19.2%).

Table 2 below shows the number and percentage of crashes by type and severity.

Table 2: Crashes by Type and Severity (2018 - 2022)

Crash Type	Fatal	Serious Injury	Minor Injury	Possible Injury	No Apparent Injury	Total Crashes	Total Crash %	FSI %	Fatal & Injury %	Statewide Total Crash %	Statewide FSI %	Statewide Fatal & Injury %
Same Direction - Rear End	15	144	1,928	6,228	22,536	30,851	23.0%	8.7%	27.9%	28.8%	11.0%	33.6%
Struck Parked Vehicle	14	92	445	955	23,456	24,962	18.6%	5.8%	5.1%	11.3%	3.6%	3.3%
Same Direction - Sideswipe	8	84	698	1,913	21,374	24,077	18.0%	5.0%	9.1%	15.8%	4.5%	7.5%
Right Angle	17	342	1,895	4,663	13,145	20,062	15.0%	19.6%	23.2%	14.0%	16.7%	21.4%
Fixed Object	48	170	883	1,316	8,432	10,849	8.1%	11.9%	8.1%	11.9%	22.4%	13.0%
Backing	0	7	50	267	5,897	6,221	4.6%	0.4%	1.1%	4.4%	0.4%	0.8%
Pedestrian	95	455	1,112	1,858	623	4,143	3.1%	30.0%	11.8%	1.6%	19.2%	6.2%
Left Turn/U Turn	6	63	350	887	2,350	3,656	2.7%	3.8%	4.4%	2.1%	3.1%	3.5%
Opposite Direction - Head On	10	85	305	529	1,157	2,086	1.6%	5.2%	3.1%	1.5%	7.1%	3.3%
Opposite Direction - Sideswipe	0	20	78	164	1,224	1,486	1.1%	1.1%	0.9%	1.0%	0.8%	0.8%
Animal	0	1	16	29	1,204	1,250	0.9%	0.1%	0.2%	4.0%	0.6%	0.8%
Other	6	35	83	165	865	1,154	0.9%	2.2%	1.0%	0.7%	1.7%	0.7%
Non-fixed Object	0	3	35	47	865	950	0.7%	0.2%	0.3%	1.2%	0.5%	0.4%
Pedalcyclist	6	56	321	325	179	887	0.7%	3.4%	2.4%	0.7%	4.5%	2.7%
Encroachment	0	1	29	65	610	705	0.5%	0.1%	0.3%	0.4%	0.1%	0.2%
Overturned	9	32	136	140	170	487	0.4%	2.2%	1.1%	0.5%	3.7%	1.6%
Unknown	2	6	10	23	106	147	0.1%	0.4%	0.1%	0.0%	0.0%	0.0%
Railcar - Vehicle	0	0	0	1	7	8	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%
Total	**236**	**1,596**	**8,374**	**19,575**	**104,200**	**133,981**	-	-	-	-	-	-

In total, the Same Direction - Rear End, Struck Parked Vehicle, Same Direction - Sideswipe, Right Angle, Fixed Object, Backing, and Pedestrian crash types collectively comprised 81% of all FSI crashes in Essex County during the analysis period.

Approximately 77.8% of crashes that occurred in Essex County during the study period resulted in no injuries. A summary of the number of crashes by severity rating is provided in Table 3. The percentage of crashes for each injury severity was similar to the state averages.

Table 3: Crashes by Severity (2018 - 2022)

Injury Severity	Total Crashes	Percentage	Statewide Percentage
No Apparent Injury	104,200	77.8%	78.2%
Possible Injury	19,575	14.6%	13.6%
Suspected Minor Injury	8,374	6.3%	6.9%
Suspected Serious Injury	1,596	1.2%	1.0%
Fatal Injury	236	0.2%	0.3%
Total	**133,981**	**-**	**-**

Apparent Contributing Circumstances were reviewed to identify common crash characteristics. According to the New Jersey NJTR-1 Crash Report Manual 1st Edition[ix] (NJTR-1 Manual), which establishes the standards that police officers apply when filling out a NJTR-1, contributing circumstances are the "most prominent factor(s) contributing to [a] crash, even if a summons is not issued." The NJTR-1 Manual separates Apparent Contributing Circumstances into four categories: 1) Human/Driver Actions, 2) Vehicle Factors, 3) Roadway/Environmental Factors, and 4) Pedestrian Factors[x]. Each vehicle or non-motorized individual (pedestrian or cyclist) involved in a crash can be assigned up to two Apparent Contributing Circumstances. Since multiple vehicles can be involved in a crash, it's possible that a given contributing circumstance could be listed more than once in a single crash; and it's also possible for a report to have no contributing circumstances input. To avoid empty values diluting the percentages, the analysis was completed by aggregating the two contributing circumstances fields while excluding any empty values. The results of this approach are reflected in Table 4, which displays each contributing circumstance as the percentage of the total number of instances of Human/Driver Factor, rather than the total number of crashes.

Table 4: All Human/Driver Actions by Severity (2018 - 2022) (following page)

Human/Driver Actions	Actions Resulted in FSI Crashes	Actions Resulted in Fatal & Injury Crashes	All Actions	Total Actions %	Actions resulted in FSI Crashes %	Actions Resulted in Fatal & Injury Crashes %	Statewide Total Actions %	Statewide Actions resulted in FSI Crashes %	Statewide Actions Resulted in Fatal & Injury Crashes %
Driver Inattention	744	14,180	63,127	24.4%	24.4%	24.5%	23.2%	23.1%	23.6%
Following Too Closely	22	3,272	13,236	5.1%	0.7%	5.7%	6.6%	6.4%	7.3%
Failed to Yield Right of Way to Vehicle/ Pedestrian	171	2,637	8,189	3.2%	5.6%	4.6%	4.6%	4.0%	6.6%
Improper Lane Change	36	1,010	7,723	3.0%	1.2%	1.7%	3.2%	3.5%	2.1%
Unsafe Speed	306	2,576	7,563	2.9%	10.0%	4.5%	2.9%	2.5%	4.4%
Backing Unsafely	9	285	4,655	1.8%	0.3%	0.5%	1.9%	2.4%	0.4%
Other Driver/ Pedalcyclist Action	51	1,033	4,294	1.7%	1.7%	1.8%	1.2%	1.1%	1.5%
Improper Turning	48	787	3,847	1.5%	1.6%	1.4%	1.8%	1.8%	1.7%
Improper Passing	34	520	3,493	1.4%	1.1%	0.9%	1.2%	1.4%	0.8%
Failed to Obey Traffic Signal	103	1,399	3,170	1.2%	3.4%	2.4%	1.2%	0.8%	2.4%
Road Surface Condition	21	684	3,013	1.2%	0.7%	1.2%	1.3%	1.4%	1.3%
Failure to Obey Stop Sign	44	848	2,125	0.8%	1.4%	1.5%	0.9%	0.7%	1.6%
Improper Parking	7	135	1,506	0.6%	0.2%	0.2%	0.4%	0.5%	0.1%
Animals in Roadway	3	95	1,305	0.5%	0.1%	0.2%	1.9%	2.3%	0.6%
Failure to Keep Right	16	187	1,027	0.4%	0.5%	0.3%	0.5%	0.4%	0.6%
Brakes	11	299	1,018	0.4%	0.4%	0.5%	0.3%	0.3%	0.4%
Other Vehicle Factor	15	220	852	0.3%	0.5%	0.4%	0.3%	0.3%	0.3%
Other Distraction Inside Vehicle	7	224	840	0.3%	0.2%	0.4%	0.5%	0.4%	0.6%
Other Distraction Outside Vehicle	8	215	774	0.3%	0.3%	0.4%	0.3%	0.3%	0.3%
Sun Glare	13	211	585	0.2%	0.4%	0.4%	0.3%	0.2%	0.4%

Traffic Congestion – Regular	10	153	568	0.2%	0.3%	0.3%	0.1%	0.1%	0.1%
Obstruction/Debris on Road	5	74	558	0.2%	0.2%	0.1%	0.4%	0.4%	0.2%
Wrong Way	24	190	547	0.2%	0.8%	0.3%	0.1%	0.1%	0.2%
Tire	6	106	401	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%
Steering	3	79	380	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%
Distracted – Handheld Electronic Device	3	101	351	0.1%	0.1%	0.2%	0.2%	0.2%	0.3%
Physical Obstructions (viewing, etc.)	4	79	322	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%
Other Roadway Factors	3	53	265	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%
None	1,306	25,775	120,786	46.8%	42.8%	44.6%	38.8%	39.2%	37.1%
Other	20	421	1,828	0.7%	0.7%	0.7%	5.5%	5.7%	4.6%
Total	**3,053**	**57,848**	**258,348**	**-**	**-**	**-**	**-**	**-**	**-**

The most common Human/Driver Factors reported in NJTR-1 crash reports for Essex County were:

- Driver Inattention was reported in approximately 24.4% of all crashes and FSI crashes during the study period in Essex County. This is comparable to the state average of 23.2%. Driver Inattention was the most prevalent Apparent Contributing Circumstance of the crashes reviewed. [xi] The NJTR-1 Manual states that Driver Inattention is applicable when the driver "loses focus on the task of driving. This includes things such as daydreaming, fatigued, drowsiness, [and] other physical or emotional conditions of the driver."

Driver Inattention differs from Driver Distracted, as the latter is applicable only when a driver "chooses to divert their attention from the driving task to focus on some other activity instead."

- Following Too Closely was reported as the second most prevalent Apparent Contributing Circumstance. In approximately 5.1% of all crashes Essex County and similarly 6.6% statewide during the study period. However, Following Too Closely contributed to 6.4% of all FSI crashes in New Jersey, while only contributing to 0.7% of all FSI crashes in Essex County. This mistake occurs when drivers fail to leave enough space between cars and results in the drivers having

insufficient time and space to react to sudden changes in surrounding traffic.

- Failed to Yield Right of Way to Vehicle/Pedestrian was reported in 3.2% of all Apparent Contributing Circumstances in Essex County and 5.6% of all actions resulted in FSI crashes during the study period. When compared to the statewide statistics of 4.6% of all actions and 4.0% of all actions resulted in FSI rashes, this issue is more prominent in Essex County. When drivers fail to yield, they subvert the expectations of other road users and potentially place themselves in conflict with other road users. Failing to yield often occurs when roadway users misinterpret the rules of the road or when roadway users fail to observe a vehicle or pedestrian within the right-of-way.

Table 5 displays the most common Apparent Contributing Circumstances reported in Pedestrian and Pedalcyclist crashes in Essex County during the study period. The Apparent Contributing Circumstances included in Table 5 includes both Human/Driver Factors and Pedestrian Factors.

Understanding the causes and circumstances surrounding Pedestrian and Pedalcyclist crashes is critical to addressing the safety needs of Essex County. Pedestrian and Pedalcyclist crashes are more likely to result in injury or death due to the inherent vulnerability of these road users. The most common Apparent Contributing Circumstances reported in Pedestrian and Pedalcyclist crashes include:

- Driver Inattention was reported in 24% of all actions that lead to Pedestrian and Pedalcyclist crashes and 19.5% of FSI Pedestrian and Pedalcyclist crashes. Compared with the state averages, Essex County has a larger pedestrian and pedalcyclist crashes caused by driver inattention.
- Other Pedestrian Factors were reported in 10.7% of all actions that lead to Pedestrian and Pedalcyclist crashes and 11% of FSI Pedestrian and Pedalcyclist crashes. This statistic is consistent with the statewide average, where Other Pedestrian Factors contributed to 9.1% of all actions and 11.2% of all actions that lead to an FSI crash.
- Failed to Yield Right of Way to Vehicle/Pedestrian, was reported at 9.2% of all actions that lead to pedestrian and pedalcyclist crashes and 8.7% of FSI Pedestrian and Pedalcyclist crashes. This percentage is three times New Jersey's statewide averages, which has 3.4% of all actions and 3% of all actions that lead to FSI crash.
- Unsafe Speed was reported in 2.7% of all actions that lead to Pedestrian and Pedalcyclist crashes and 4.5% of FSI Pedestrian and Pedalcyclist crashes. Essex County has a higher percentage of Pedestrian and Pedalcyclist crashes caused by Unsafe Speed which statewide is 0.4% for all actions and 0.6% for actions that contributed to FSI crashes.

Table 6 displays crashes by the lighting condition at the crash location.

Table 5: Apparent Contributing Circumstances in Pedestrian and Pedalcyclist Crashes by Severity (2018 - 2022)

Apparent Contributing Circumstances listed in Pedestrian and Pedalcyclist Crashes	Actions Resulted in FSI Crashes	Actions Resulted in Fatal & Injury Crashes	All Actions	Total Actions %	Actions resulted in FSI Crashes %	Actions Resulted in Fatal & Injury Crashes %	Statewide Total Crash %	Statewide FSI Crashes%	Statewide Fatal & Injury Crashes %
Driver Inattention	215	1,843	2,142	24.0%	19.5%	24.1%	6.5%	3.5%	5.9%
Other Pedestrian Factors	121	817	957	10.7%	11.0%	10.7%	9.1%	11.2%	9.3%
Failed to Yield ROW to Vehicle/Pedestrian	96	720	819	9.2%	8.7%	9.4%	3.4%	3.0%	3.3%
Unsafe Speed	50	209	244	2.7%	4.5%	2.7%	0.4%	0.6%	0.4%
Crossing where prohibited	36	179	197	2.2%	3.3%	2.3%	5.9%	10.7%	6.2%
Other Driver/Pedalcyclist Action	15	151	194	2.2%	1.4%	2.0%	4.3%	2.2%	3.9%
Running/Darting Across Traffic	26	151	177	2.0%	2.4%	2.0%	4.8%	7.9%	5.0%
Inattentive	12	115	132	1.5%	1.1%	1.5%	3.6%	4.4%	3.8%
Failed to Obey Traffic Signal	16	89	102	1.1%	1.5%	1.2%	1.8%	1.6%	1.7%
Dark clothing/Low visibility to driver	16	76	92	1.0%	1.5%	1.0%	4.2%	9.6%	4.4%
Backing Unsafely	4	75	91	1.0%	0.4%	1.0%	0.0%	0.0%	0.0%
Sun Glare	10	72	82	0.9%	0.9%	0.9%	0.1%	0.1%	0.0%
Walking in road when sidewalk is present	14	70	81	0.9%	1.3%	0.9%	1.4%	2.3%	1.5%
Improper Passing	10	40	48	0.5%	0.9%	0.5%	0.5%	0.4%	0.4%

Apparent Contributing Circumstances listed in Pedestrian and Pedalcyclist Crashes	Actions Resulted in FSI Crashes	Actions Resulted in Fatal & Injury Crashes	All Actions	Total Actions %	Actions resulted in FSI Crashes %	Actions Resulted in Fatal & Injury Crashes %	Statewide Total Crash %	Statewide FSI Crashes%	Statewide Fatal & Injury Crashes %
Improper Turning	6	38	45	0.5%	0.5%	0.5%	0.4%	0.5%	0.4%
Wrong Way	1	32	40	0.4%	0.1%	0.4%	1.9%	0.6%	1.8%
Failed to obey Traffic control Device	6	39	40	0.4%	0.5%	0.5%	1.6%	2.8%	1.7%
Failure to Obey Stop Sign	4	19	28	0.3%	0.4%	0.2%	0.7%	0.9%	0.7%
Failure to yield Right of Way	4	22	28	0.3%	0.4%	0.3%	1.2%	3.0%	1.3%
None	415	2,712	3,181	35.6%	37.7%	35.4%	38.3%	24.3%	38.5%
Other	25	182	213	2.4%	2.3%	2.4%	10.2%	10.4%	9.7%
Total	**1,102**	**7,651**	**8,933**	-	-	-	-	-	-

*Note: "Inattentive" is a Pedestrian Factor and does not overlap with the Human/Driver Factor "Driver Inattentive"

Table 6: Lighting Condition by Crash Severity (2018 - 2022)

Lighting Condition	Fatal Crashes	Serious Injury	Minor Injury	Possible Injury	No Apparent Injury	Total Crashes	Total Crash %	FSI Crashes %	Fatal & Injury Crashes %	Statewide Total Crash %	Statewide FSI Crashes%	Statewide Fatal & Injury Crashes %
Daylight	87	827	5,161	13,079	68,790	87,944	65.6%	49.9%	65.6%	69.2%	54.9%	67.9%
Dark (Streetlights On Cont.)	97	576	2,278	4,592	22,476	30,019	22.4%	36.7%	22.4%	16.5%	23.0%	18.1%
Unknown	4	16	51	154	3,333	3,558	2.7%	1.1%	2.7%	1.1%	0.4%	0.3%
Dusk	7	45	213	476	2,617	3,358	2.5%	2.8%	2.5%	2.6%	2.9%	2.7%
Dark (No Streetlights)	15	35	223	387	2,280	2,940	2.2%	2.7%	2.2%	4.1%	8.0%	4.1%
Dark (Streetlights On, Spot)	11	45	201	407	2,081	2,745	2.0%	3.1%	2.2%	4.3%	7.8%	4.7%
Dawn	4	32	164	313	1,719	2,232	1.7%	2.0%	1.7%	1.5%	1.8%	1.5%
Dark (Streetlights Off)	11	20	83	167	904	1,185	0.9%	1.7%	0.9%	0.7%	1.3%	0.7%
Total - Low Light Conditions	149	769	3,213	6,496	35,410	46,037	34.4%	50.1%	35.7%	30.8%	45.1%	32.1%
Total	**236**	**1,596**	**8,374**	**19,575**	**104,200**	**133,981**	-	-	-	-	-	-

Lighting plays a crucial role in roadway safety, especially for vulnerable road users. Over the five-year study period, 50.1% of FSI crashes in Essex County occurred in low-light conditions (lighting conditions other than "Daylight"). Given that 65.6% of trips (pedestrian and vehicle) occurred during daylight hours (7 AM – 6 PM) in Essex County in 2024, the frequency of FSI crashes occurring in the dark indicates that low-light condition crashes are significantly overrepresented. This trend is present in both the county and state, where 45.1% of FSI crashes happened under low light conditions while 30.8% of the total crashes happened with less-than-optimal lighting.

Table 7 displays the lighting condition in Pedestrian and Pedalcyclist crashes.

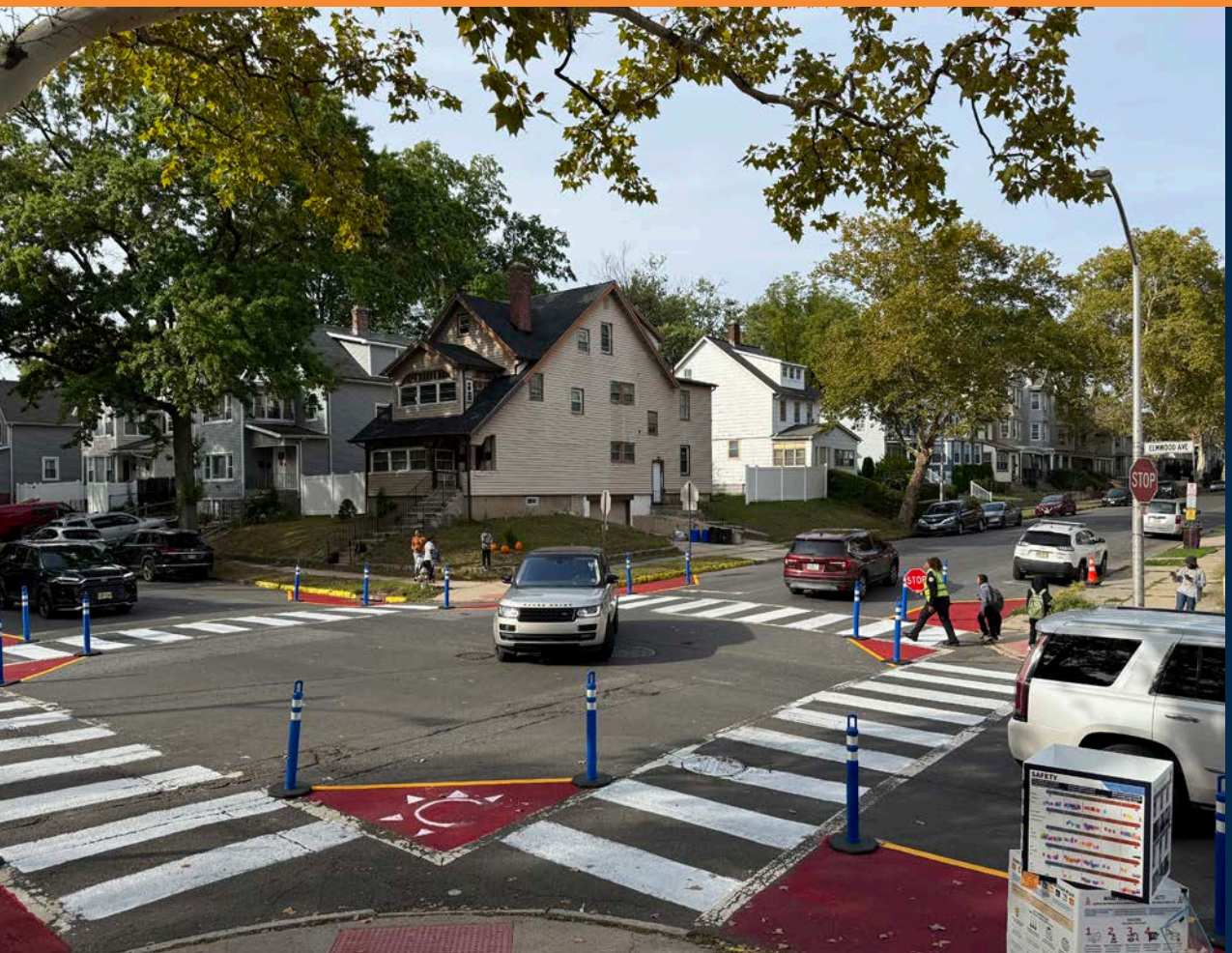
Table 7: Lighting Condition by Crash Severity, Pedestrian and Pedalcyclist Crashes (2018 - 2022)

Lighting Condition	Fatal Crashes	Serious Injury	Minor Injury	Possible Injury	No Apparent Injury	Total Crashes	Total Crash %	FSI Crashes %	Fatal & Injury Crashes %	Statewide Total Crash %	Statewide FSI Crashes%	Statewide Fatal & Injury Crashes %
Daylight	29	265	850	1,383	467	2,994	59.7%	48.3%	60.1%	61.4%	44.9%	60.8%
Dark (Streetlights On, Cont.)	50	175	392	576	235	1,428	28.5%	36.9%	28.4%	23.3%	28.8%	23.5%
Dusk	2	15	45	62	32	156	3.1%	2.8%	2.9%	3.0%	2.9%	2.9%
Dark (Streetlights On, Spot)	6	12	27	39	19	103	2.1%	3.0%	2.0%	6.1%	11.2%	6.3%
Dawn	2	10	24	47	20	103	2.1%	2.0%	2.0%	1.6%	2.0%	1.6%
Unknown	2	7	26	43	17	95	1.9%	1.5%	1.9%	0.7%	0.6%	0.6%
Dark (No Streetlights)	9	10	15	19	17	70	1.4%	3.1%	1.3%	2.8%	7.4%	3.0%
Dark (Streetlights Off)	7	8	14	33	8	70	1.4%	2.5%	1.5%	1.1%	2.3%	1.1%
Total - Low Light Conditions	78	237	543	819	348	2,025	40.3%	51.7%	39.9%	38.6%	55.1%	39.2%
Total	**107**	**502**	**1,393**	**2,202**	**815**	**5,019**	-	-	-	-	-	-

The data displayed in Table 7 highlights the importance of roadway lighting in pedestrian and bicycle safety. According to FHWA, approximately 76% of all pedestrian fatalities occurred in low light conditions in 2019.[xii] In Essex County, more than 40% of Pedestrian and Pedalcyclist crashes took place outside of daylight hours—time periods that accounted for over 51% of all FSI crashes.

ESSEX
SAFE STREETS 4 ALL

Essex County Safe Streets For All Action Plan



APPENDIX C: HIGH INJURY NETWORK & HIGH-RISK NETWORK

October 2025

NETWORK SCREENING AND COUNTY HIGH INJURY NETWORK

To establish where crashes were occurring most frequently with the greatest severity, a network screening analysis of Essex County's streets was performed.

Equivalent Property Damage Only Analysis

Equivalent Property Damage Only (EPDO) analysis is an approach to crash analysis that assesses the combined effects of crash frequency and crash severity by weighting crashes based on their severity. In EPDO analysis, each crash severity level is assigned a predetermined number of equivalent property damage only crashes, based on the comprehensive crash costs (in dollars) of each severity relative to that of a property damage only crash. Table 1 displays the EPDO weights used in the Essex County's network screening analysis.

Table 1 shows that in an EPDO analysis, more severe crashes have higher values. This recognizes the significant personal and societal impact caused by loss of life compared to the much less severe impact of damage to personal or public property, such as damage to a vehicle or infrastructure.

To determine the EPDO score of an individual location the following equation is used:

$$EPDO_{Total} = (K * EPDO_K) + (A * EPDO_A) + (B * EPDO_B) + (C * EPDO_C) + (O * EPDO_O)$$

Where:
K = the number of fatal crashes at a location
EPDOK = EPDO weight for fatal crashes
A = the number of serious injury crashes at a location
EPDOA = EPDO weight for serious injury crashes
B = the number of minor injury crashes at a location
EPDOB = EPDO weight for minor injury crashes
C = the number of possible injury crashes at a location
EPDOC = EPDO weight for possible injury crashes
O = the number of no apparent injury crashes at a location
EPDOO = EPDO weight for no apparent injury crashes

Table 1: EPDO Crash Weights Using 2024 Dollars

Equivalent Property Damage Only (EPDO) Score Weights			
Crash Severity	**KABCO Scale**	**Comprehensive Crash Cost - 2024 Dollars***	**EPDO Value (K=A)**
Fatal Injury	K	$15,031,135	57.5
Suspected Serious Injury	A	$869,407	57.5
Suspected Minor Injury	B	$262,449	17.4
Possible Injury	C	$165,401	10.9
No Apparent Injury	O	$15,115	1.0

**2024 Comprehensive crash costs courtesy of NJDOT Bureau of Safety, Bicycle, and Pedestrian Programs.*

Using the EPDO methodology, the entire network of Essex streets was assessed using the following methodology:

1. Crash data from 2018 – 2022 was spatially joined to the polylines that comprised the Essex County roadway network in ArcGIS Pro. The spatial joining used a 50-foot buffer to map crashes to road segments. Crashes could be mapped to multiple road segments depending on their location. Mapping a single crash to multiple road segments was determined to be acceptable as a crash occurring at an intersection could feasibly be mitigated through a project on either of the two (or more intersecting routes). Crash data was taken from NJDOT's Safety Voyager Database.
2. The roadway network of all of Essex County streets was segmented into equal sized, 1/10-mile-long segments[xiii].
3. The EPDO score for each 1/10-mile segment was calculated.

Sliding Window Analysis

Sliding Window Analysis is an algorithmic method of analyzing a segmented dataset to identify local peaks across a field of data. In crash analysis, Sliding Window Analysis assesses a fixed length of roadway (known as the window size) progressing along each road in the network in an incremental fashion to identify local peaks.

In Essex County, roads were segmented into individual 1/10-mile segments, each with its own calculated EPDO score based on its crash history, and with a one-mile window length (ten adjacent 1/10-mile segments). Figure 1 demonstrates how locations on individual roads were ranked using the EPDO scores and Sliding Window Analysis performed. for South Orange Avenue (CR 510) by milepost.

The output of the Sliding Window Analysis is the top 200 one-mile, non-overlapping, high injury segments of roads of all types within Essex County, and ranked by EPDO score, see Figure 2.

These top locations were further refined to filter out all non-county owned/maintained roads, this created a list of the top 62 one-mile locations owned and maintained by the county, which is known as Essex County's County High Injury Network, see Table 2.

County High Injury Network

Essex County's County High Injury Network is a result of the network screening analysis, made up of the Top 62 one-mile segments owned and maintained by Essex County, ranked in order of their cumulative EPDO score.

The road segments included in the Essex County High Injury Network are shown in Table 2 and mapped in Figure 3 in orange lines.

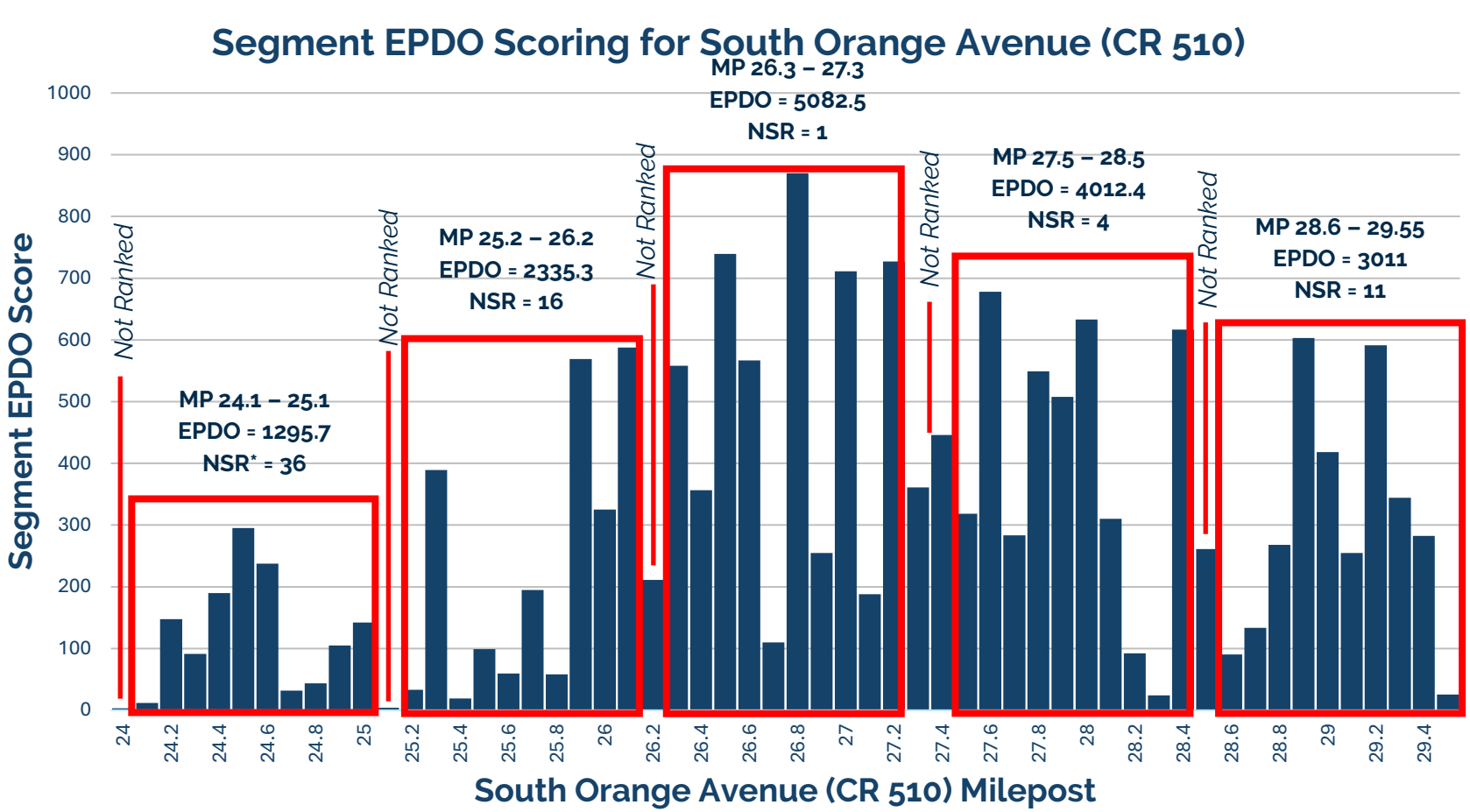


Figure 1: A graph of the EPDO scores of 1/10 mile segments on South Orange Avenue. Sections highlighted in red were ranked in the top 62 locations in the county roadway network screening.

**NSR = Network Screening Rank*

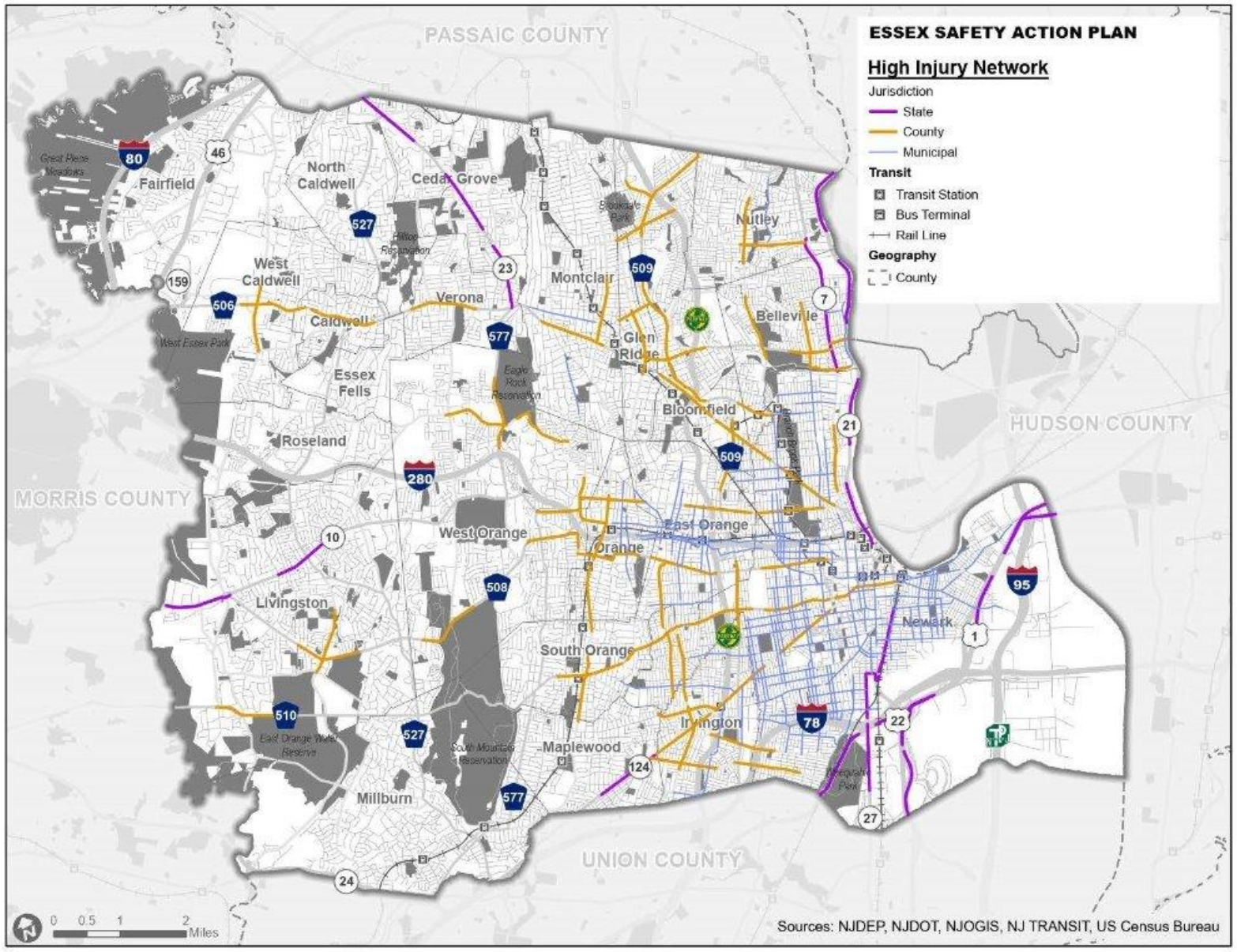


Figure 2: A map of Essex County's High Injury Network. Segments included in the High Injury Network satisfy two criteria: they are within Essex County, and the ranked in the top 200 locations in the network screening.

Table 2: Top 62 segments from the Network Screening (County High Injury Network)

Rank	SRI	Road Name	MP Start	MP End	Cumulative EPDO Score	Rank	SRI	Road Name	MP Start	MP End	Cumulative EPDO Score
1	00000510__	ROUTE 510	26.3	27.3	5082.5	32	00000506__	ROUTE 506	7.5	8.5	1458
2	07000602__	ESSEX COUNTY 602	0.4	1.4	4318	33	00000508__	ROUTE 508	6.7	7.7	1438.7
3	00000508__	ROUTE 508	9.6	10.6	4135.7	34	07000658__	ESSEX COUNTY 658	1.6	2.6	1410.5
4	00000510__	ROUTE 510	27.5	28.5	4012.4	35	00000577__	ROUTE 577	10.9	11.9	1302.4
5	07000603__	ESSEX COUNTY 603	1.1	2.1	3985.5	36	00000510__	ROUTE 510	24.1	25.1	1295.7
6	07000603__	ESSEX COUNTY 603	2.4	3.4	3444.7	37	00000506__	ROUTE 506	2.1	3.1	1267.8
7	00000508__	ROUTE 508	7.9	8.9	3269.1	38	07000601__	ESSEX COUNTY 601	0	1	1258.9
8	07000667__	ESSEX COUNTY 667	0.3	1.3	3174	39	07000647__	ESSEX COUNTY 647	0	1	1245.7
9	00000506S_	ROUTE 506 SPUR	2.8	3.8	3135.8	40	07000611__	ESSEX COUNTY 611	1.2	2.2	1171.3
10	07000658__	ESSEX COUNTY 658	2.7	3.7	3015	41	00000510__	ROUTE 510	18.5	19.5	1152.2
11	00000510__	ROUTE 510	28.6	29.55	3011	42	07000613__	ESSEX COUNTY 613	1.9	2.9	1126.9
12	00000506__	ROUTE 506	5.8	6.8	2614.2	43	07000653__	ESSEX COUNTY 653	1.1	2.1	1079.4
13	07000603__	ESSEX COUNTY 603	0	1	2607.4	44	07000672__	ESSEX COUNTY 672	0	0.61	1011.8
14	00000506S_	ROUTE 506 SPUR	1.6	2.6	2549.7	45	00000509__	ROUTE 509	18.3	19.3	993.4
15	00000506S_	ROUTE 506 SPUR	0.5	1.5	2345.7	46	00000508__	ROUTE 508	3.3	4.3	985.2
16	00000510__	ROUTE 510	25.2	26.2	2335.3	47	07000670__	ESSEX COUNTY 670	0	0.58	980
17	07000601__	ESSEX COUNTY 601	1.3	2.3	2178.8	48	07000660__	ESSEX COUNTY 660	0	0.66	972.6
18	07000659__	ESSEX COUNTY 659	0	1	2063.8	49	07000622__	ESSEX COUNTY 622	0	1	972.4
19	00000509__	ROUTE 509	23.5	24.5	1975.4	50	07000605__	ESSEX COUNTY 605	1.7	2.7	958.3
20	07000619__	ESSEX COUNTY 619	1.8	2.8	1883.4	51	07000648__	ESSEX COUNTY 648	0.8	1.79	944.1
21	07000665__	ESSEX COUNTY 665	1.3	2.24	1808.5	52	00000506__	ROUTE 506	1	2	931.3
22	07000658__	ESSEX COUNTY 658	0	1	1802.6	53	07000655__	ESSEX COUNTY 655	0.1	1.1	915.1

Rank	SRI	Road Name	MP Start	MP End	Cumulative EPDO Score	Rank	SRI	Road Name	MP Start	MP End	Cumulative EPDO Score
23	07000605__	ESSEX COUNTY 605	0.6	1.6	1799.7	54	07000638__	ESSEX COUNTY 638	1.5	2.5	903.3
24	07000619__	ESSEX COUNTY 619	0.7	1.7	1737.4	55	07000611__	ESSEX COUNTY 611	0	1	898.6
25	07000638__	ESSEX COUNTY 638	4	5	1686.8	56	00000509__	ROUTE 509	22.4	23.4	897.1
26	07000623__	ESSEX COUNTY 623	0	1	1610.7	57	07000654__	ESSEX COUNTY 654	0	0.55	893.1
27	00000506__	ROUTE 506	3.7	4.7	1580.3	58	07000649__	ESSEX COUNTY 649	3.8	4.8	891.3
28	00000509__	ROUTE 509	25.3	26.3	1552.7	59	00000508__	ROUTE 508	1.3	2.3	890.5
29	07000645__	ESSEX COUNTY 645	0.9	1.9	1529.7	60	00000509__	ROUTE 509	20.5	21.5	884.3
30	00000506__	ROUTE 506	9.8	10.77	1484	61	07000638__	ESSEX COUNTY 638	2.9	3.9	871.2
31	07000645__	ESSEX COUNTY 645	2.4	3.4	1475.5	62	00000508__	ROUTE 508	5.6	6.6	841.9

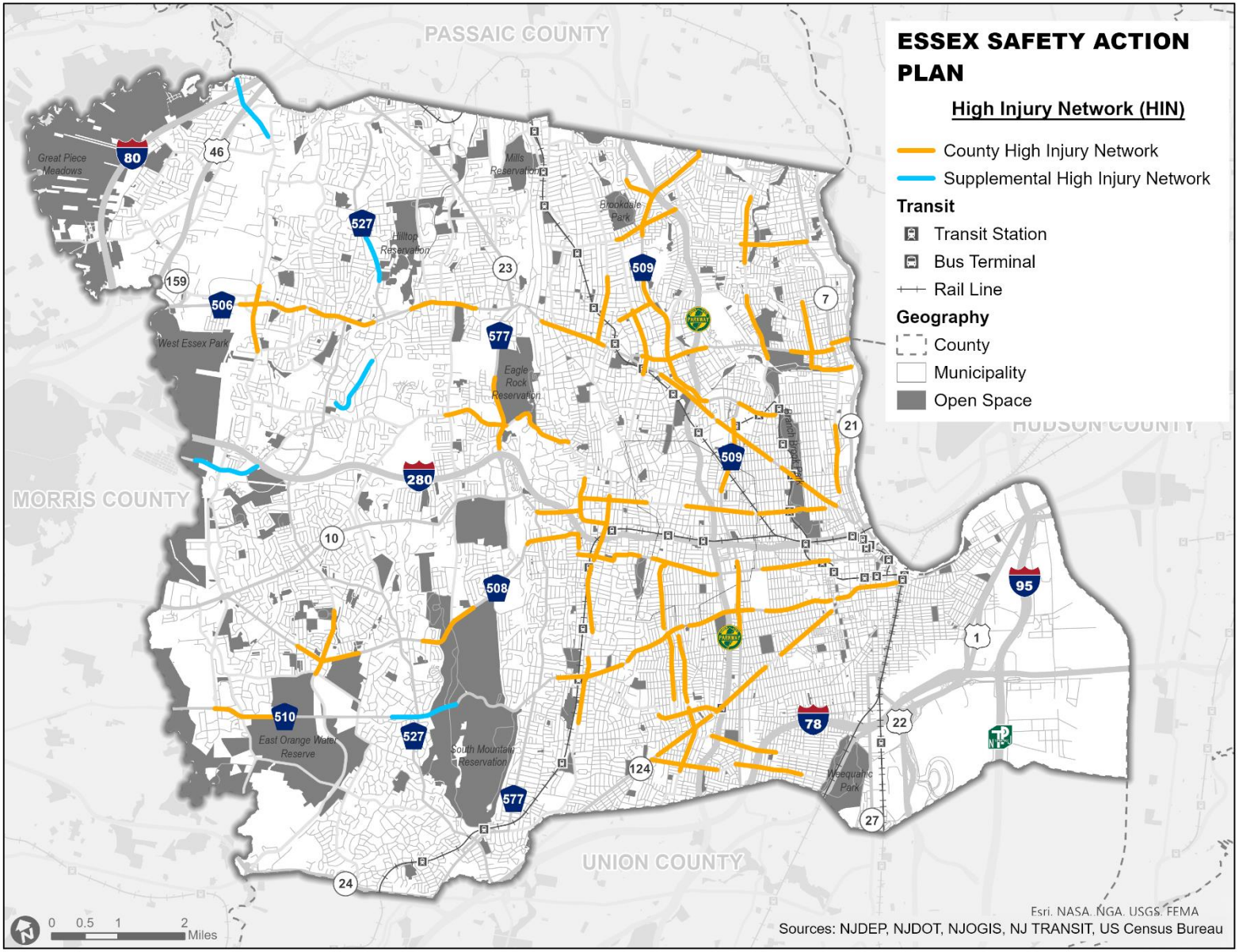
Supplemental High Injury Network

A supplemental analysis of the High Injury Network was performed as the Essex County High Injury Network did not include a roadway in all municipalities within Essex County. To allow this plan to serve as a guide for all municipalities in Essex County, Essex Falls, Fairfield, Millburn, North Caldwell, and Roseland were each individually analyzed to determine the highest ranking one-mile segment within their municipal boundaries. This list of five one-mile locations in these municipalities is known as Essex County's Supplemental High Injury Network. The road segments were ranked in order of their cumulative EPDO score. The road segments included in the Supplemental High Injury Network are shown in Table 3 and mapped blue lines in Figure 3.

Table 3: Top Segments from the listed municipalities (Supplemental High Injury Network)

Town	SRI	Road Name	Milepost Start	Milepost End	Cumulative EPDO Score
Roseland	07000611__	ESSEX COUNTY 611	5.4	6.4	745.9
Millburn	00000510__	ROUTE 510	21.2	22.2	687
Fairfield	07000613__	ESSEX COUNTY 613	5.2	6.2	589.2
North Caldwell	00000527__	ROUTE 527	82	83	266.7
Essex Fells	07061003__	FELLS RD	0.2	1.2	61.6

Figure 3: Essex County High Injury Network (HIN) with Supplemental HIN Segments



High Risk Roadway Features

To identify High-Risk roadway features, a systemic analysis was performed. The systemic analysis compared the 200 miles of roads comprised of the 1/10-mile segments with the greatest EPDO scores in Essex County (referred to as "Top 200 Miles") to the entire network of roads within Essex County to identify roadway features that are associated with an increased crash risk. This approach to roadway safety planning allows locations with risk features to be improved, regardless of their crash history.

Roadway features were collected manually and from data provided by NJDOT's Bureau of Transportation Data and Support from the Highway Performance Monitoring System (HPMS) and Straight-Line Diagram (SLD) database and spatially joined to the roadway network. Additional data was collected from Replica, a traffic data and analytics platform. The following features were included in the systemic analysis:

- Roadway Functional Classification
- Number of Travel Lanes (Sum of both directions)
- Pavement Width
- Divided Roadway (Roadways with a center median barrier)
- Posted Speed Limit
- Roadway Volume (AADT) on a 1/10-mile segment
- Designated Freight Routes
- Total Number of Intersections within a 1/10-mile segment
- Total Number of Signalized Intersections within a 1/10-mile segment
- Total Number of Unsignalized Intersections within a 1/10-mile segment
- Total Number of Intersection Approaches within a 1/10-mile segment
- Total Number of Schools within a quarter mile
- Total Number of Libraries within a quarter mile
- Total Number of NJ Transit Bus Stops within 50 feet of a 1/10-mile segment

To determine if a feature was overrepresented on segments within the Essex County, the percentage of segments with a particular roadway feature in the Top 200 Miles – EPDO within Essex County was divided by the percentage of all roadway segments with that feature. This process to calculate a Risk Factor for a generic feature is shown in the following equation:

$$Risk\ Factor = \frac{\%\ of\ Top\ 200\ EPDO\ Segments\ with\ Feature\ X}{\%\ of\ Segments\ with\ Feature\ X\ in\ the\ entire\ Study\ Network}$$

Risk Factors were then associated with different levels of overrepresentation (Table 4). It should be noted that a greater level of overrepresentation does not imply that one feature is inherently more dangerous than another. The degree of overrepresentation indicates that a feature is associated with increased risk, not that it causes risk; the results of the systemic analysis represent an assessment of features that are correlated with risk, not necessarily causing it. Risk Factors were given a score based on their overrepresentation with Overrepresented – Minor receiving a score of 1 and Overrepresented – Major receiving a score of 2 (Table 5)

Table 4: Risk Factor and Level of Overrepresentation

Risk Factor	Level of Overrepresentation	Color	Risk Factor Score
0 ≤ Risk Factor for Feature X < 1.25	Underrepresented or Proportionally Represented		0
1.25 ≤ Risk Factor for Feature X < 2	Overrepresented - Minor		1
2 ≤ Risk Factor for Feature X	Overrepresented - Major		2
Insufficient Data or N/A	-		0

Systemic Analysis Results

The results of the systemic analysis for each roadway feature analysis are as follows:

Table 5: Roadway Function Classification Risk Factor Representation

Roadway Functional Classification	Top 200 Miles		Entire Network		Risk Factor Analysis	
	Frequency	Percentage	Frequency	Percentage	Risk Factor	Attribute Risk Score
Freeways and Expressways*	76	3.7%	123	0.6%	5.71	2
Principal Arterial	475	23.1%	1114	5.9%	3.94	2
Minor Arterial	588	28.6%	2100	11.1%	2.59	2
Major Collector	328	16.0%	1717	9.0%	1.77	1
Minor Collector	48	2.3%	186	1.0%	2.39	2
Local	538	26.2%	13689	72.1%	0.36	0
Unknown	0	0.0%	56	0.3%	0.00	0
Total	**2053**	**-**	**18985**	**-**	**-**	**-**

*Note: Freeways and Expressways do not include interstates.

Roadway functional classification is a system used to categorize roads based on their intended purpose and level of importance within the transportation network. The classification of a road is typically determined by its design, traffic volume, and the types of land use it serves. The Freeways and Expressways, Principal Arterial, Minor Arterial, and Minor Collector functional classifications make up 0.6%, 5.9%, 11.1%, and 1.0% of the roads within Essex County, respectively. These functional classifications comprise 3.7%, 23.1%, 28.6%, and 2.3% of the Top 200 Miles in Essex County, indicating that these functional classifications are overrepresented. It's possible that these functional classifications are overrepresented because they often are associated with higher volumes and speeds.

Table 6: Number of Lanes Risk Factor Representation

Number of Travel Lanes	Top 200 Miles – EPDO		Entire Network		Risk Factor	
	Frequency	Percentage	Frequency	Percentage	Risk Factor	Attribute Risk Score
<=2	1509	73.5%	17875	94.2%	0.78	0
>=3	544	26.5%	1110	5.8%	4.53	2
Unknown	0	0.0%	60	0.3%	0.00	0
Total	**2062**	**-**	**19045**	**-**	**-**	**-**

There is a positive relationship between the number of lanes on a road and its volume and speed limit. Additionally, there is an exponential relationship between speed, volume, and crash frequency and severity. As roadway speeds and volumes increase, the likelihood and severity of crashes rise exponentially. Segments with 3 or more lanes make up 5.8% of the roads within Essex County. However, these same locations comprise 26.5% of the roadway segments in the Top 200 Miles scores in Essex County, therefore roadways with 3 or more lanes are overrepresented at high crash locations.

Table 7: Pavement Width Risk Factor Representation

Pavement Width	Top 200 Miles – EPDO		Entire Network		Risk Factor	
	Frequency	Percentage	Frequency	Percentage	Risk Factor	Attribute Risk Score
0' - 19'	4	0.2%	69	0.4%	0.54	0
20' - 29'	803	39.1%	14033	73.9%	0.53	0
30' - 39'	524	25.5%	3219	17.0%	1.51	1
40' +	720	35.1%	1559	8.2%	4.27	2
Unknown	2	0.1%	105	0.6%	0.18	0
Total	**2053**	**-**	**18985**	**-**	**-**	**-**

The width of pavement is generally correlated with high roadway volumes and operating speeds. Typically, wider roads have higher volumes and operating speeds, which are associated with more crashes and crash severity for roads without limitations on access (non-interstates). Segments with a pavement width of 30-39 feet and 40 feet or more represent 17.0% and 8.2% of the roads in Essex County, respectively. Segments with pavement widths of 30-39 feet and 40 feet or more represent 25.5% and 35.1% of Top 200 Miles in Essex County, respectively, indicating that these roadway widths are overrepresented at locations with significant crash histories.

Table 8: Divided Roadway Risk Factor Representation

Divided Roadways	Top 200 Miles – EPDO		Entire Network		Risk Factor	
	Frequency	Percentage	Frequency	Percentage	Risk Factor	Attribute Risk Score
Yes	159	7.7%	615	3.2%	2.39	2
No	1892	92.2%	18264	96.2%	0.96	0
Unknown	2	0.1%	106	0.6%	0.17	0
Total	**2053**	**-**	**18985**	**-**	**-**	**-**

Roadways with a divided median are generally correlated with high roadway volumes and operating speeds. Typically, median divided roadways have higher volumes and operating speeds, which are associated with more crash and crash severity for roads without limitations on access (non-interstates). Segments that are divided roadways represent 3.2% of the entire Essex County roadway network but make up 7.7% of Essex County's Top 200 Miles, showing they are significantly overrepresented at locations within the county.

Table 9: Posted Speed Limit Risk Factor Representation

Posted Speed Limit	Top 200 Miles – EPDO		Entire Network		Risk Factor	
	Frequency	Percentage	Frequency	Percentage	Risk Factor	Attribute Risk Score
≥30	871	42.4%	2785	14.7%	2.89	2
≤25	1182	57.6%	16200	85.3%	0.67	0
Total	**2053**	**-**	**18985**	**-**	**-**	**-**

Higher speed limits can increase the risk and severity of crashes due to higher operating speeds, longer stopping distances, and increased kinetic energy[xiv]. Roadways with speed limits of 30 MPH or greater make up 14.7% of the roads within Essex County, however they make up 42.4% of Essex County's Top 200 Miles and are significantly overrepresented.

Table 108: Roadway Volume Risk Factor Representation

Roadway Volume (AADT)	Top 200 Miles – EPDO		Entire Network		Risk Factor	
	Frequency	Percentage	Frequency	Percentage	Risk Factor	Attribute Risk Score
≤ 10,000	1151	56.1%	16497	86.9%	0.65	0
>10,000	890	43.4%	2228	11.7%	3.69	2
Unknown	12	0.6%	260	1.4%	0.43	0
Total	2053	-	18985	-	-	-

Annual Average Daily Traffic (AADT) is a measure of the number of vehicles traveling on a road on a typical day[xv]. The volume of vehicles on a roadway is closely linked with the number of crashes expected to occur on a given facility. As the number of vehicles increases, the frequency of encounters between vehicles as well as the potential for mistakes leading to crashes increases[xvi]. Roads with AADT's greater than 10,000 VPD comprise 43.4% of the Top 200 Miles in Essex County, compared to only 11.7% of the entire roadway network within the county.

Table 11: Designated Freight Route Risk Factor Representation

Designated Freight Route	Top 200 Miles – EPDO		Entire Network		Risk Factor	
	Frequency	Percentage	Frequency	Percentage	Risk Factor	Attribute Risk Score
Yes	467	22.7%	1223	6.4%	3.53	2
No	1586	77.3%	17762	93.6%	0.83	0
Total	**2053**	**-**	**18985**	**-**	**-**	**-**

The New Jersey Access Network (NJAN) is a series of designated routes on which large trucks (double-trailer truck combinations and 102-inch-wide standard trucks) may travel, according to N.J. Admin. Code § 16:32-1.4. Routes designated for trucks are generally high-speed and high-volume facilities (interstates, state highways, and 500-series county routes). Trucks and other large vehicles are more likely to cause severe accidents compared to other vehicles because of their weight, size, blind spots, and the challenges they face in maneuvering[xvii]. Within Essex County 6.4% are designated for Freight, compared to 22.7% of the Top 200 Miles within Essex County. This indicates that truck routes (part of the NJAN) are overrepresented at high crash locations.

Table 12: Total Intersections Risk Factor Representation

Total Intersections Per Sub-Segment	Top 200 Miles – EPDO		Entire Network		Risk Factor	
	Frequency	Percentage	Frequency	Percentage	Risk Factor	Attribute Risk Score
0	183	8.9%	4038	21.3%	0.42	0
1	1230	59.9%	11852	62.4%	0.96	0
2	506	24.6%	2809	14.8%	1.67	1
≥3	134	6.5%	286	1.5%	4.33	2
Total	**2053**	**-**	**18985**	**-**	**-**	**-**

As intersections are planned points of conflict in a roadway system, they have become a focal point roadway safety. According to the Federal Highway Administration (FHWA), more than one-quarter of traffic fatalities and approximately one-half of traffic injuries occur at intersections[xviii]. Segments with 3 or more intersections (within a 1/10th mile segment) make up 1.5% of roads in Essex County but are 6.5% of segments in the Top 200 Miles within Essex County, making them overrepresented.

Table 13: Total Signalized Intersections Risk Factor Representation

Total Signalized Intersections	Top 200 Miles – EPDO		Entire Network		Risk Factor	
	Frequency	Percentage	Frequency	Percentage	Risk Factor	Attribute Risk Score
0	1056	51.4%	16908	89.1%	0.58	0
≥1	997	48.6%	2077	10.9%	4.44	2
Total	**2053**	**-**	**18985**	**-**	**-**	**-**

Signalized intersections are a common crossing point for pedestrians and cyclists, as well as the site of complex and heavy turning vehicle volumes on busy roads. Due to these features and the complexity of navigating intersections for all road users, signalized intersections are traditionally associated with increased risk of crashes. Segments with 1 or more signalized intersections made up 10.9% of the Essex County roadway network but comprised 48.6% of the Top 200 Miles within Essex County.

Table 14: Total Unsignalized Intersections Risk Factor Representation

Total Unsignalized Intersections	Top 200 Miles – EPDO		Entire Network		Risk Factor	
	Frequency	Percentage	Frequency	Percentage	Risk Factor	Attribute Risk Score
0	931	45.3%	5876	31.0%	1.47	1
1	877	42.7%	10832	57.1%	0.75	0
2	207	10.1%	2165	11.4%	0.88	0
≥3	38	1.9%	112	0.6%	3.14	2
Total	**2053**	**-**	**18985**	**-**	**-**	**-**

As with all intersections, unsignalized intersections can increase the complexity of navigating the roadway for a road user. Unsignalized intersections are generally only allowable where conflicting volumes are low. Within Essex County, especially in the outskirts of Newark and the older suburbs, where the roadway network is a tight grid of low-volume and low-speed streets, the presence of an unsignalized intersection is common. Segments with 0 unsignalized intersections made up 31.0% of the Essex roadway network but were 45.3% of the Essex County HIN showing a minor correlation with risk. Segments with 3 or more unsignalized intersections made up 1.9% of the Top 200 Miles within Essex County. Segments with 3 or more unsignalized locations are likely to be risky as they generally have an increased density of conflict points compared to the rest of the network.

Table 15: Intersection Approaches Risk Factor Representation

Total Intersection Approaches	Top 200 Miles – EPDO		Entire Network		Risk Factor	
	Frequency	Percentage	Frequency	Percentage	Risk Factor	Attribute Risk Score
0 - 4	1377	67.1%	15807	83.3%	0.81	0
5 - 7	360	17.5%	2540	13.4%	1.31	1
≥ 8	316	15.4%	638	3.4%	4.58	2
Total	**2053**	-	**18985**	-	-	-

Intersection approaches are the number of intersecting streets at an intersection or "legs." A typical intersection will have 3 or 4 legs, while intersections with more than four legs can be classified as irregular and are generally more confusing for drivers, pedestrians, and cyclists, thus making them riskier. Segments with 5-7 and 8 or more intersection approaches were found to make up 13.4% and 3.4% of the Essex County Network, respectively. While segments with 5-7 and 8 or more intersection approaches made up 17.5% and 15.4% of the Top 200 Miles, respectively.

Table 16: Schools within 0.25 Miles Risk Factor Representation

Total Schools within 1/4 mile	Top 200 Miles – EPDO		Entire Network		Risk Factor	
	Frequency	Percentage	Frequency	Percentage	Risk Factor	Attribute Risk Score
0	612	29.8%	9134	48.1%	0.62	0
1	552	26.9%	5811	30.6%	0.88	0
2	395	19.2%	2237	11.8%	1.63	1
3	256	12.5%	1073	5.7%	2.21	2
4	101	4.9%	367	1.9%	2.54	2
≥ 5	137	6.7%	363	1.9%	3.49	2
Total	**2053**	-	**18985**	-	-	-

Schools are centers of pedestrian, bicycle, and vehicle activity that are used by our most vulnerable populations. Historically, schools are often associated with higher rates of pedestrian and bicycle crashes, likely due to increased pedestrian, bicycle, and vehicle activity during school pick up and drop off times[xix]. Moreover, schools in Essex County are often located in neighborhood centers with an interconnected sidewalk network, encouraging pedestrian and cyclist activity. Segments with three, four, and five or more schools within a ¼ mile made up 5.7%, 1.9%, and 1.9% of the roads in Essex County, respectively. In comparison, segments with three, four, and five or more schools within a quarter mile made up 12.5%, 4.9%, and 6.7% of the Top 200 Miles in Essex County.

Table 17: Libraries within 0.25 Miles Risk Factor Representation

Total Libraries within 1/4 mile	Top 200 Miles – EPDO		Entire Network		Risk Factor	
	Frequency	Percentage	Frequency	Percentage	Risk Factor	Attribute Risk Score
0	1719	83.7%	17372	91.5%	0.92	0
≥1	334	16.3%	1613	8.5%	1.91	1
Total	**2053**	**-**	**18985**	**-**	**-**	**-**

Libraries are centers of activity that provide a myriad of services beyond access to books. Like schools, libraries generate pedestrian, cyclist, and vehicle activity that can create conflicts. Moreover, libraries in Essex County are often located in neighborhood centers with an interconnected sidewalk network, encouraging pedestrian and cyclist activity. Segments with libraries were found to comprise 8.5% of the Essex County roadway network and 16.3% of the Top 200 Miles in Essex County, indicating a minor level of overrepresentation.

Table 18: Bus Stops within 50' Risk Factor Representation

Total Bus Stops within 50'	Top 200 Miles – EPDO		Entire Network		Risk Factor	
	Frequency	Percentage	Frequency	Percentage	Risk Factor	Attribute Risk Score
0	1280	62.3%	17017	89.6%	0.70	0
≥1	773	37.7%	1968	10.4%	3.63	2
Total	**2053**	**-**	**18985**	**-**	**-**	**-**

Bus stops are centers of pedestrian and bicycle activity and are integral part of the transportation network within Essex County. Historically, bus stops are often associated with higher rates of pedestrian and bicycle crashes, likely due to increased pedestrian and bicycle activity in the vicinity of bus stops[xx]. Moreover, bus stops are often located in dense areas where pedestrian volumes are high and interactions between vulnerable road users and vehicles are frequent. The presence of a bus stop has an impact on pedestrian safety; the placement of bus stops may affect the visibility of pedestrians and cyclists, increasing the risk of crashes. Segments with one bus stop or more within 50 feet make up 10.4% of the roadway network of Essex County, and 37.7% of segments within the Top 200 Miles in Essex County.

County High Risk Network

The High-Risk Network (HRN) analyzes the countywide network to identify those roadway features most commonly associated with an increased crash risk. The HRN methodology augments the HIN assessment and enables locations that may not have a significant crash history but do have roadway features demonstrated to be consistent with increased crash risk to be considered for Action Plan prioritization. This approach provides a more robust and comprehensive assessment of both crash history and the factors contributing to crash occurrence. Using a methodology similar to that employed to develop the Essex County HIN, the highest-ranked one-mile high-risk segments were identified, see Table xx . These high-risk segments were further refined to filter out all non-county-owned owned maintained roads and depicted in red in Table xx and **Error! Reference source not found.**

Compared to the HIN, the HRN provides much greater municipal and regional coverage and a more balanced distribution across Essex County. Although much overlap is evident, the HRN is more comprehensive and diverse, and introduces significant suburban and western coverage that is not present in the HIN.

Table 19: Essex County High-Risk Network

Rank	SRI	Road Name	MP Start	MP End	Total Risk Score	Rank	SRI	Road Name	MP Start	MP End	Total Risk Score
1	00000510__	ROUTE 510	26.1	27.1	183	58	00000577__	ROUTE 577	3.5	4.5	106
2	00000510__	ROUTE 510	27.2	28.2	173	59	07000630__	ESSEX COUNTY 630	0	1	106
3	00000510__	ROUTE 510	28.6	29.55	173	60	07000609__	ESSEX COUNTY 609	0	1	104
4	00000508__	ROUTE 508	8.4	9.4	169	61	07000611__	ESSEX COUNTY 611	0	1	100
5	00000506S_	ROUTE 506 SPUR	0	1	163	62	07000649__	ESSEX COUNTY 649	1.1	2.1	100
6	00000506S_	ROUTE 506 SPUR	1.9	2.9	163	63	00000577__	ROUTE 577	12.1	13.1	99
7	07000603__	ESSEX COUNTY 603	2	3	162	64	07000601__	ESSEX COUNTY 601	0	1	98
8	00000508__	ROUTE 508	10.6	11.57	160	65	07000645__	ESSEX COUNTY 645	1.5	2.5	98
9	00000508__	ROUTE 508	6.9	7.9	159	66	07000652__	ESSEX COUNTY 652	1.8	2.8	96
10	00000510__	ROUTE 510	24.4	25.4	159	67	00000506__	ROUTE 506	8.1	9.1	95
11	00000508__	ROUTE 508	9.5	10.5	157	68	00000527__	ROUTE 527	79.8	80.78	95
12	07000603__	ESSEX COUNTY 603	0	1	156	69	07000609__	ESSEX COUNTY 609	1.7	2.7	95
13	00000506__	ROUTE 506	3.4	4.4	152	70	07000636__	ESSEX COUNTY 636	1.1	2.1	95
14	00000506S_	ROUTE 506 SPUR	3.1	4.1	151	71	07000638__	ESSEX COUNTY 638	3.4	4.4	94
15	07000658__	ESSEX COUNTY 658	1.4	2.4	150	72	00000509__	ROUTE 509	17.5	18.5	91
16	00000506__	ROUTE 506	2.3	3.3	149	73	00000527__	ROUTE 527	71.6	72.6	91
17	00000506__	ROUTE 506	5.7	6.7	149	74	07000619__	ESSEX COUNTY 619	0	1	90
18	07000658__	ESSEX COUNTY 658	2.9	3.87	146	75	07000621__	ESSEX COUNTY 621	1.4	2.4	89
19	00000508__	ROUTE 508	5.2	6.2	144	76	07000638__	ESSEX COUNTY 638	0	1	88
20	00000510__	ROUTE 510	17.8	18.8	140	77	00000509__	ROUTE 509	22.8	23.8	86

Rank	SRI	Road Name	MP Start	MP End	Total Risk Score	Rank	SRI	Road Name	MP Start	MP End	Total Risk Score
21	00000506__	ROUTE 506	0.6	1.6	139	78	07000613__	ESSEX COUNTY 613	1.6	2.6	85
22	07000636__	ESSEX COUNTY 636	2.2	3.2	139	79	00000508S_	ROUTE 508 SPUR	0	0.41	84
23	07000613__	ESSEX COUNTY 613	5	6	138	80	07000636__	ESSEX COUNTY 636	0	1	84
24	07000658__	ESSEX COUNTY 658	0.3	1.3	135	81	00000509__	ROUTE 509	19.1	20.1	83
25	00000510__	ROUTE 510	23.3	24.3	134	82	07000605__	ESSEX COUNTY 605	0.6	1.6	83
26	07000667__	ESSEX COUNTY 667	1.1	2.1	133	83	07000607__	ESSEX COUNTY 607	0.8	1.8	83
27	00000510__	ROUTE 510	19.2	20.2	132	84	07000655__	ESSEX COUNTY 655	0	1	83
28	00000506__	ROUTE 506	4.5	5.5	131	85	07000609__	ESSEX COUNTY 609	2.8	3.8	82
29	00000508__	ROUTE 508	0	1	129	86	00000509__	ROUTE 509	24.8	25.8	80
30	07000601__	ESSEX COUNTY 601	1.1	2.1	129	87	07000611__	ESSEX COUNTY 611	5.1	6.1	80
31	07000649__	ESSEX COUNTY 649	0	1	129	88	07000638__	ESSEX COUNTY 638	1.3	2.3	80
32	00000510__	ROUTE 510	20.4	21.4	128	89	07000623__	ESSEX COUNTY 623	0	1	78
33	00000508__	ROUTE 508	2.9	3.9	127	90	07000652__	ESSEX COUNTY 652	0.6	1.6	78
34	07000667__	ESSEX COUNTY 667	0	1	127	91	07000621__	ESSEX COUNTY 621	0	1	76
35	07000649__	ESSEX COUNTY 649	4.4	5.31	126	92	00000577__	ROUTE 577	9.1	10.1	74
36	00000527__	ROUTE 527	73.6	74.6	125	93	07000648__	ESSEX COUNTY 648	0	1	74
37	00000506__	ROUTE 506	9.8	10.77	124	94	07000613__	ESSEX COUNTY 613	0	1	71
38	07000602__	ESSEX COUNTY 602	1.1	2.1	122	95	07000615__	ESSEX COUNTY 615	1.5	2.5	71
39	07000613__	ESSEX COUNTY 613	2.7	3.7	121	96	07000623__	ESSEX COUNTY 623	2.2	3.2	70
40	00000508__	ROUTE 508	1.1	2.1	119	97	07000647__	ESSEX COUNTY 647	0.6	1.6	70
41	00000508__	ROUTE 508	4	5	119	98	07000622__	ESSEX COUNTY 622	0	1	69
42	07000659__	ESSEX COUNTY 659	0.5	1.5	119	99	07000634__	ESSEX COUNTY 634	0.9	1.83	69
43	07000611__	ESSEX COUNTY 611	1.2	2.2	118	100	07000640__	ESSEX COUNTY 640	0	1	69
44	00000527__	ROUTE 527	78.4	79.4	116	101	00000509__	ROUTE 509	20.3	21.3	67
45	07000665__	ESSEX COUNTY 665	1.3	2.24	116	102	00000509__	ROUTE 509	21.7	22.7	67
46	07000613__	ESSEX COUNTY 613	3.8	4.8	115	103	07000665__	ESSEX COUNTY 665	0	1	67
47	07000645__	ESSEX COUNTY 645	0.3	1.3	115	104	00000577__	ROUTE 577	5.7	6.7	66
48	07000645__	ESSEX COUNTY 645	2.6	3.6	115	105	00000577Z_	ROUTE 577 Z	0	0.43	64
49	07000636__	ESSEX COUNTY 636	3.6	4.6	114	106	07000619__	ESSEX COUNTY 619	1.9	2.9	64
50	07000602__	ESSEX COUNTY 602	0	1	113	107	07000623__	ESSEX COUNTY 623	1.1	2.1	64
51	07000649__	ESSEX COUNTY 649	3.1	4.1	113	108	07000625__	ESSEX COUNTY 625	0.6	1.6	64
52	00000506__	ROUTE 506	6.8	7.8	112	109	07000660__	ESSEX COUNTY 660	0	0.66	63
53	00000510__	ROUTE 510	21.5	22.5	112	110	00000527__	ROUTE 527	81.41	82.4	62
54	00000527__	ROUTE 527	70.3	71.3	112	111	00000527__	ROUTE 527	83.9	84.85	62
55	00000527__	ROUTE 527	76.4	77.4	112	112	00000509__	ROUTE 509	16.2	17.2	61
56	00000577__	ROUTE 577	10.2	11.2	111	113	07000635__	ESSEX COUNTY 635	0.5	1.5	61
57	07000611__	ESSEX COUNTY 611	2.3	3.3	107	114	07000651__	ESSEX COUNTY 651	0	0.62	60

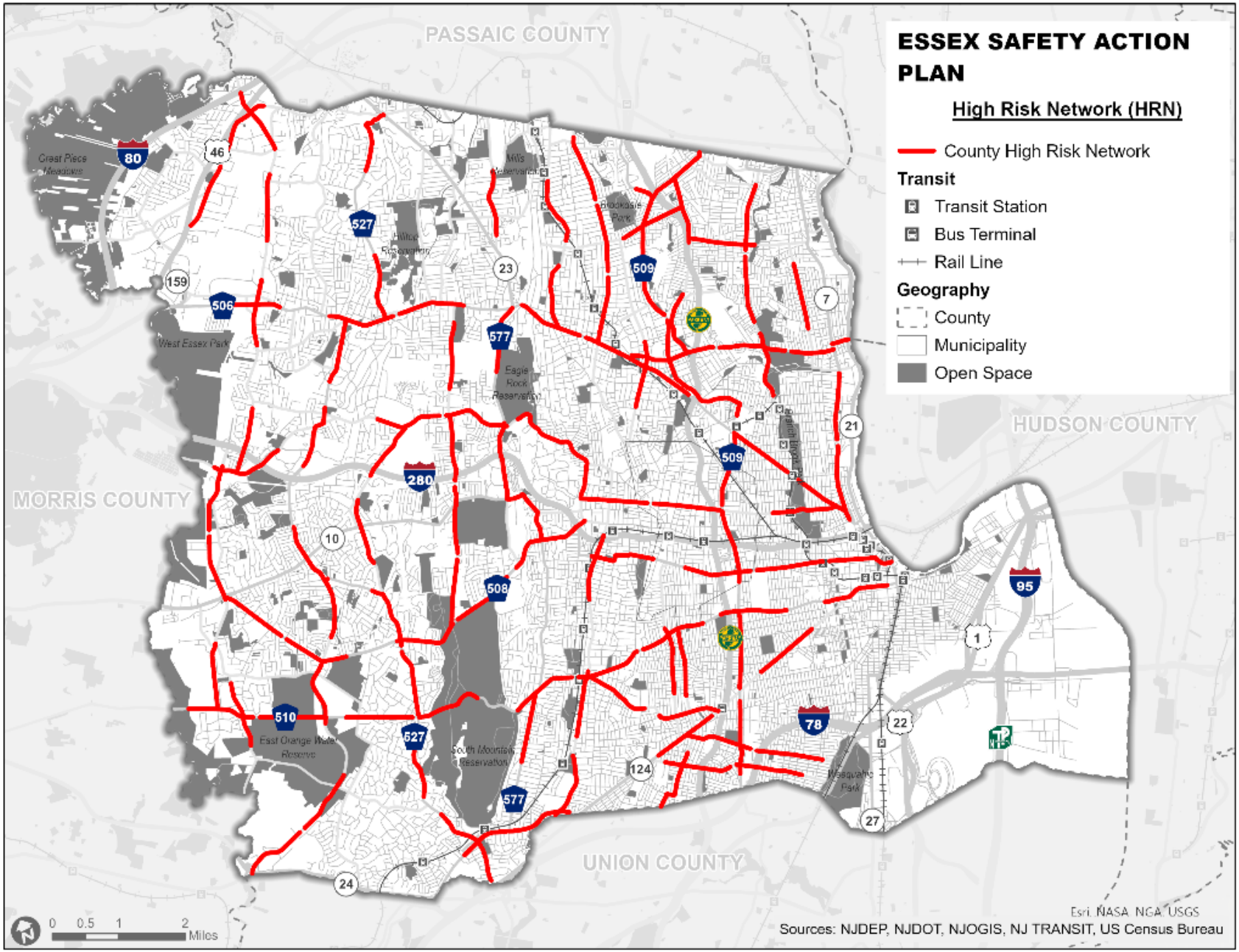


Figure 4: Essex County High Risk Network (HRN)

Location Prioritization

To identify the highest priority locations for Essex County to address, the segments included in the County High Injury Network were scored based on their crash history, presence of high-risk road features, and public feedback, and prior study. After scoring, each location was separated into priority tiers based on their individual score. The location scoring methodology is shown in Table 20.

Location Scoring Methodology

Crash History – 45%

Crash History comprised 60% of the total score for a location in the prioritization system. Because locations identified in the County HIN vary in length, the 'Crash History' scoring system evaluates locations using both their EPDO Score per 1/10th mile, rather than their total EPDO score over the entire segment and the segments total amount of FSI crashes. Crash history was broken into two components Crash History FSI Score and Crash History EDPO Score.

Crash History FSI Score – 10%

The equation for a location's Crash History FSI Score is:

$$Crash\ History\ FSI\ Score = Total\ FSI\ Score * 2$$

FSI score for a location is evaluated as the ultimate vision of the safety action plan is to try to mitigate FSI crashes throughout the county, to focus on these problem locations in more detail a separate Crash History FSI score was created to bring these locations above other locations with numerous lesser severity crashes. Locations that possess less than 5 FSI crashes receive a Crash History FSI Score that is proportional to the FSI Score multiplied by two (2).

Presence of High-Risk Roadway Features – 30%

Presence of High-Risk Roadway Features identified in the systemic analysis comprises 25% of the total score for a location in the prioritization system. Although segments in the County High Risk Network vary in length, the presence of a High-Risk Roadway Feature was not generally unique to an individual 1/10th mile segment in the County HRN and so the equation for this score is based both on the overlap amount of 1/10th of a mile segments on the County HRN compared to the selected locations in the County HIN and the sum of risk factors along the entire location length.

The equation for a location's Presence of High-Risk Roadway Features Score is:

$$Presence\ of\ High-Risk\ Roadway\ Features\ Score = Max\ Score\ (25) * \frac{Total\ Risk\ Score\ of\ a\ location}{100th\ Percentile\ Risk\ Score}$$

Total Risk Score per location is evaluated as it is the basis of the High-Risk Network screening and analysis and the selection of the High-Risk Network. Locations that possess a Total Risk Score less than 183 (100th percentile Total Risk score) for a sum of segments in Essex county receive a Presence of High-Risk Roadway Features Score that is proportional to the locations Total Risk Score divided by the 100th percentile Total Risk Score.

Public Feedback – 15%

Public input comprises the final 15% of the weighted score. The 15% weight is applied to any roadway segment with at least one pin entry in the interactive map, and 0% to segments with no map pin entries.

Table 20: Location Scoring Methodology

Category	Scoring Methodology	Thresholds	Category Weight
Crash History - HIN	50*[(Average EPDO per 1/10th Mile segment)/ (98th percentile EPDO Score (318.1) for 1/10th mile segment)]	Full Category Weight for a location with ≥98th percentile (318.1) EPDO score per 1/10th mile segments	45
Crash History - FSI	2 points for every FSI Crash along a 1-mile segment	Full Category Weight for ≥5 FSI crashes along a 1-mile segment	10
Presence of High-Risk Roadway Features	25*[(Total Risk Score of a one-mile segment)/ (100th Percentile Risk Score (183))]	Full Category Weight for a location with all 1/10th mile sub-segments on the County HRN	30
Public Feedback	15 points for any public feedback within 1/8 mile of a 1-mile segment	Full Category Weight or nothing	15

Prioritized Location List

Locations for potential projects were given scores based on the factors above, these locations are all 62 one-mile segments form the County HIN that were then ranked based on the Prioritization Methodology outlined in Table 21.

The County HIN was chosen for prioritization as opposed to all county owned and maintained roadways to ensure that only the locations with significant crash history would end up in the prioritization system County HIN segments were only prioritized as this is a county plan. The list of prioritized locations is displayed in Table 22.

Table 21: Prioritized Location List

Ranking	SRI	Road Name	MP Beg	MP End	FSI	EPDO	Public Input	HRN	Total Score
1	00000510__	ROUTE 510	28.6	29.55	10	49.8	15	25.0	99.8
2	00000510__	ROUTE 510	26.3	27.3	10	50.0	15	23.8	98.8
3	00000510__	ROUTE 510	27.5	28.5	10	50.0	15	23.4	98.4
4	00000508__	ROUTE 508	9.6	10.6	10	50.0	15	21.2	96.2
5	07000603__	ESSEX COUNTY 603	2.4	3.4	10	50.0	15	21.0	96.0
6	00000508__	ROUTE 508	7.9	8.9	10	50.0	15	20.9	95.9
7	00000506S_	ROUTE 506 SPUR	2.8	3.8	10	49.3	15	21.4	95.7
8	07000603__	ESSEX COUNTY 603	1.1	2.1	10	50.0	15	20.4	95.4
9	07000667__	ESSEX COUNTY 667	0.3	1.3	10	49.9	15	16.8	91.7
10	07000603__	ESSEX COUNTY 603	0	1	10	41.0	15	25.0	91.0
11	07000602__	ESSEX COUNTY 602	0.4	1.4	10	50.0	15	16.0	91.0
12	07000658__	ESSEX COUNTY 658	2.7	3.7	10	47.4	15	18.3	90.7
13	00000506__	ROUTE 506	5.8	6.8	10	41.1	15	20.2	86.3
14	00000506S_	ROUTE 506 SPUR	1.6	2.6	10	40.1	15	20.9	86.0
15	00000510__	ROUTE 510	25.2	26.2	10	36.7	15	22.4	84.1
16	00000506S_	ROUTE 506 SPUR	0.5	1.5	10	36.9	15	20.8	82.6
17	07000665__	ESSEX COUNTY 665	1.3	2.24	10	30.2	15	25.0	80.2
18	07000605__	ESSEX COUNTY 605	0.6	1.6	10	28.3	15	25.0	78.3
19	07000623__	ESSEX COUNTY 623	0	1	10	25.3	15	25.0	75.3
20	07000658__	ESSEX COUNTY 658	0	1	10	28.3	15	17.8	71.1
21	00000506__	ROUTE 506	9.8	10.77	6	24.0	15	25.0	70.0
22	07000659__	ESSEX COUNTY 659	0	1	8	32.4	15	14.5	69.9
23	00000506__	ROUTE 506	3.7	4.7	8	24.8	15	20.5	68.3
24	07000658__	ESSEX COUNTY 658	1.6	2.6	10	22.2	15	20.4	67.5
25	00000508__	ROUTE 508	6.7	7.7	10	22.6	15	19.8	67.4
26	07000611__	ESSEX COUNTY 611	1.2	2.2	8	18.4	15	25.0	66.4
27	07000601__	ESSEX COUNTY 601	0	1	6	19.8	15	25.0	65.8
28	00000509__	ROUTE 509	23.5	24.5	10	31.0	15	9.4	65.5
29	07000660__	ESSEX COUNTY 660	0	0.66	2	23.2	15	25.0	65.2
30	00000510__	ROUTE 510	24.1	25.1	8	20.4	15	21.3	64.7
31	07000645__	ESSEX COUNTY 645	0.9	1.9	10	24.0	15	14.5	63.5
32	07000619__	ESSEX COUNTY 619	1.8	2.8	10	29.6	15	8.5	63.1

Ranking	SRI	Road Name	MP Beg	MP End	FSI	EPDO	Public Input	HRN	Total Score
33	07000638__	ESSEX COUNTY 638	4	5	10	26.5	15	10.9	62.4
34	07000601__	ESSEX COUNTY 601	1.3	2.3	10	34.2	0	17.6	61.9
35	00000506__	ROUTE 506	7.5	8.5	10	22.9	15	13.9	61.9
36	07000645__	ESSEX COUNTY 645	2.4	3.4	8	23.2	15	15.2	61.4
37	07000622__	ESSEX COUNTY 622	0	1	6	15.3	15	25.0	61.3
38	00000510__	ROUTE 510	18.5	19.5	10	18.1	15	18.0	61.1
39	00000506__	ROUTE 506	2.1	3.1	6	19.9	15	19.3	60.2
40	07000611__	ESSEX COUNTY 611	0	1	6	14.1	15	25.0	60.1
41	00000509__	ROUTE 509	25.3	26.3	10	24.4	15	10.5	59.9
42	07000670__	ESSEX COUNTY 670	0	0.58	10	26.6	15	7.5	59.1
43	07000672__	ESSEX COUNTY 672	0	0.61	10	26.1	15	6.0	57.1
44	07000613__	ESSEX COUNTY 613	1.9	2.9	8	17.7	15	15.3	56.0
45	00000509__	ROUTE 509	22.4	23.4	0	14.1	15	25.0	54.1
46	00000508__	ROUTE 508	3.3	4.3	8	15.5	15	15.4	53.9
47	07000619__	ESSEX COUNTY 619	0.7	1.7	2	27.3	15	9.0	53.3
48	07000647__	ESSEX COUNTY 647	0	1	10	19.6	15	8.1	52.6
49	07000654__	ESSEX COUNTY 654	0	0.55	8	25.5	15	3.3	51.8
50	00000577__	ROUTE 577	10.9	11.9	2	20.5	15	14.2	51.7
51	07000649__	ESSEX COUNTY 649	3.8	4.8	6	14.0	15	15.4	50.4
52	07000653__	ESSEX COUNTY 653	1.1	2.1	10	17.0	15	7.0	48.9
53	00000508__	ROUTE 508	5.6	6.6	2	13.2	15	17.6	47.9
54	07000655__	ESSEX COUNTY 655	0.1	1.1	8	14.4	15	9.8	47.2
55	00000508__	ROUTE 508	1.3	2.3	2	14.0	15	15.8	46.8
56	07000648__	ESSEX COUNTY 648	0.8	1.79	4	15.0	15	9.7	43.7
57	07000638__	ESSEX COUNTY 638	1.5	2.5	4	14.2	15	10.1	43.3
58	00000506__	ROUTE 506	1	2	10	14.6	0	18.2	42.8
59	00000509__	ROUTE 509	18.3	19.3	4	15.6	15	7.8	42.4
60	00000509__	ROUTE 509	20.5	21.5	2	13.9	15	10.8	41.7
61	07000638__	ESSEX COUNTY 638	2.9	3.9	2	13.7	15	10.1	40.8
62	07000605__	ESSEX COUNTY 605	1.7	2.7	4	15.1	15	6.4	40.5

REFERENCES

[i] https://dep.nj.gov/greenway/. Accessed January 14, 2025

[ii] https://dep.nj.gov/greenway/. Accessed January 14, 2025

[iii] Complete Streets Implementation Action Plan, page 4, July 2014

[iv] https://www.state.nj.us/transportation/eng/completestreets/pdf/CS_Model_Policy_2020.pdf, Accessed March 20, 2023

[v] https://www.state.nj.us/transportation/eng/completestreets/pdf/CS_Model_Policy_2020.pdf, Page 1. Accessed March 20, 2023

[vi] https://www.transportation.gov/mission/health/Safe-Routes-to-School-Programs, accessed June 13, 2023

[vii] https://highways.dot.gov/safety/data-analysis-tools/rsa/road-safety-audits-rsa#:~:text=A%20Road%20Safety%20Audit%20(RSA,safety%20for%20all%20road%20users. Accessed April 26, 2023

[viii] https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/lrsp2020.pdf, accessed April 24, 2025

[ix] Note: A 2nd Edition of the New Jersey NJTR-1 Crash Report Manual was published in 2023. Since the crashes reviewed were governed by the 1st Edition of the NJTR-1 Manual, any definitions and context will be drawn from the 1st Edition, even though these definitions may be superseded.

[x] New Jersey Motor Vehicle Commission, New Jersey Department of Transportation, New Jersey State Police, New Jersey Division of Highway Traffic Safety, & New Jersey Police Traffic Officers Association. (2017). New Jersey NJTR-1 Crash Report Manual.

[xi] Other than None (Driver/Pedalcycle) which was reported in just under 65% of crashes. In the New Jersey NJTR-1 Crash Report Manual, officers investigating a crash are encouraged to list two Apparent Contributing Circumstances for each party involved in a crash. Often, None (Driver/ Pedalcycle), is selected as the second Apparent Contributing Circumstance for a vehicle. Accordingly, None (Driver/ Pedalcycle) does not necessarily indicate a lack of Apparent Contributing Circumstances for a driver or cyclist involved in a crash.

[xii] Source: Replica Traffic Data on Trip Start Time for March 9th, 2024.

[xiii] Note that if a roadway ended without stopping at an even 1/10th of a mile point such as 1.17 the last segment of the roadway would be 0.07 miles instead of 0.1 miles long.

[xiv] FHWA. (2018, January). Chapter 2. Relationship Between Speed and Safety - Self-Enforcing Roadways: A Guidance Report, January 2018 - FHWA-HRT-17-098. https://www.fhwa.dot.gov/publications/research/safety/17098/003.cfm

[xv] While the definition of AADT is the total volume on a given facility over a year divided by 365 days, NJDOT traffic count data for non-interstate roads typically relies on 48-hr or 7-day counts. While these counts are over a shorter period of time, correction factors are applied for the number of axles per vehicle and the time of year the count was performed so that counts are applicable year-round.

[xvi] The Highway Safety Manual (HSM) Safety Performance Functions for all facility types show a positive relationship between AADT and the predicted number of crashes on a given facility.

[xvii] Zhu, Xiaoyu, and Sivaramakrishnan Srinivasan. "A Comprehensive Analysis of Factors Influencing the Injury Severity of Large-Truck Crashes." Accident Analysis & Prevention, vol. 43, no. 1, Jan. 2011, pp. 49–57, https://doi.org/10.1016/j.aap.2010.07.007. Accessed 24 June 2020.

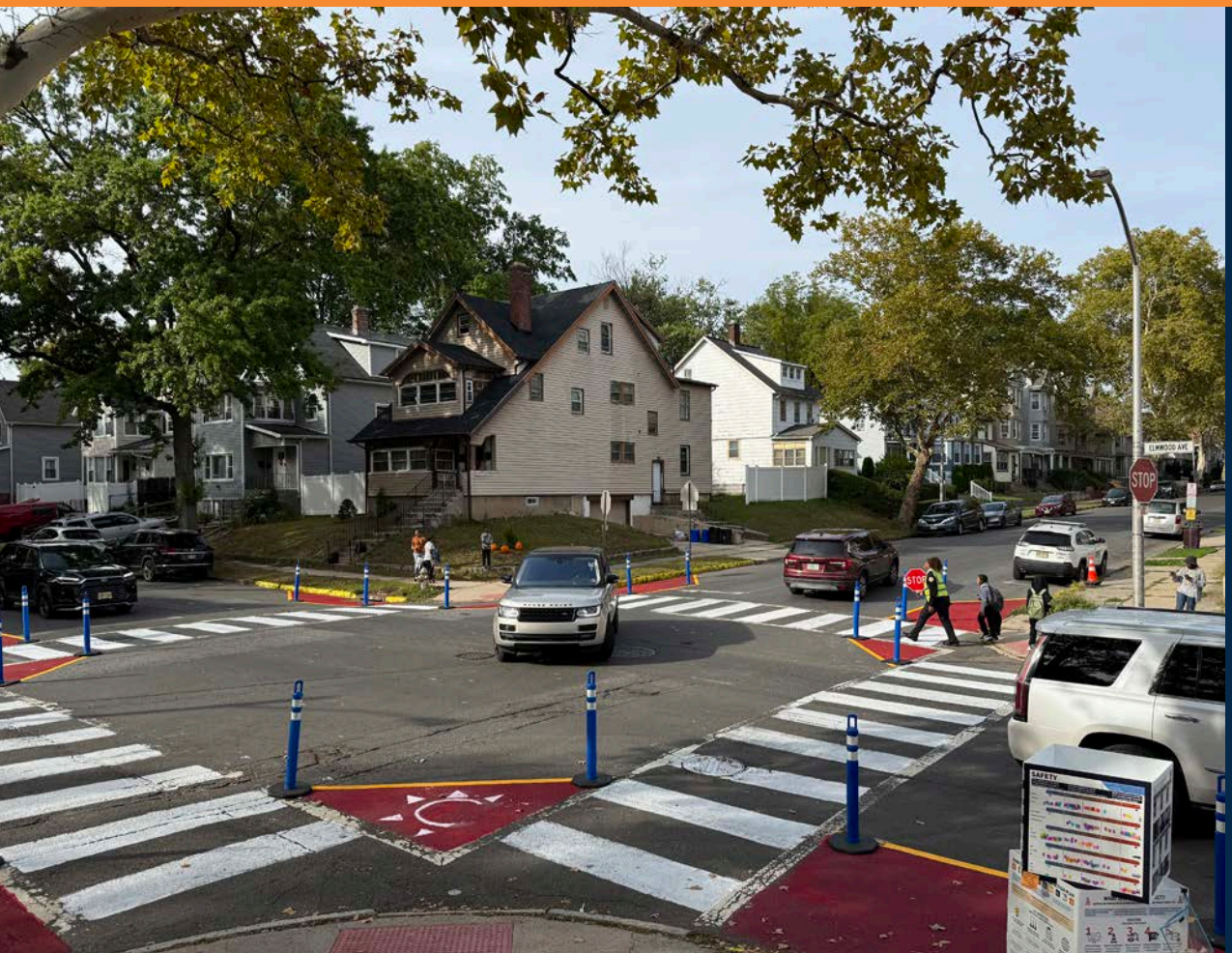
[xviii] Federal Highway Administration. (2023, February 1). About intersection safety. About Intersection Safety | FHWA. Retrieved May 2, 2023, from https://highways.dot.gov/safety/intersecton-safety/about

[xix] NHTSA." NHTSA, Aug. 2024, www.nhtsa.gov/press-releases/consumer-alert-nhtsa-reminds-everyone-drive-safely-children-head-back-school. Accessed 31 Oct. 2025.

[xx] Ulak, M. B., Kocatepe, A., Yazici, A., Ozguven, E. E., & Kumar, A. (2020). A stop safety index to address pedestrian safety around bus stops. Safety Science, 133, 105017. https://doi.org/10.1016/j.ssci.2020.105017

ESSEX
SAFE STREETS 4 ALL

Essex County Safe Streets For All Action Plan



APPENDIX D: COMMUNITY AND STAKEHOLDER ENGAGEMENT

October 2025

Introduction

The Essex Safe Streets for All (SS4A) Action Plan aims to reduce roadway fatalities and serious injuries while enhancing safety, mobility, and quality of life for all users, including vulnerable users such as bicyclists, pedestrians, and people of all ages and abilities. To inform the Action Plan, the county deployed a multi-pronged community outreach approach to facilitate participation from public officials, residents, advocacy organizations, and other stakeholders through both traditional and non-traditional methods.

The City of East Orange is a sub-recipient of the USDOT grant funding for this initiative. Targeted outreach efforts were also conducted to engage East Orange residents and stakeholders. Outreach results specific to the City are included in an Appendix of the Supplemental East Orange SS4A Action Plan.

The Public Engagement Plan guided extensive community outreach to encompass a variety of ages, abilities, and access points, aimed to enhance public awareness and gather feedback during the development of the Action Plan. It provided an opportunity to work with a range of stakeholders and gain a clear understanding of localized transportation challenges and perceptions of safety, which helped inform the development of the Action Plan.

A concerted effort was made to engage traditionally underrepresented and Limited English Proficiency (LEP) populations to ensure all community members had an opportunity to participate in the development of the Action Plan.

Ultimately, a mix of qualitative and quantitative community input was combined to develop a detailed, comprehensive Essex SS4A Action Plan to ensure county streets are safe for everyone.

Public Engagement Overview

Engagement Timeline

The community engagement process began with the development of branded study materials based on the Essex 2045 Transportation Master Plan to maintain continuity, leverage the community's familiarity, and build on the past plans and efforts. The team created a bilingual webpage on the county's website where stakeholders could find information about the plan's purpose, project updates, resources, and ways to get involved.

The Action Plan Advisory Committee (APAC) officially launched the project and met three times during the planning process. They served as a technical resource, providing background documentation, on-the-ground insights, feedback on draft safety recommendations, and guidance on local implications. The committee also acted as a sounding board, helping develop the Public Engagement Plan, shaping outreach strategies, and supporting outreach activities.

In addition, the project team organized virtual community meetings and municipal and stakeholder meetings to gather input from all county municipalities and stakeholders with an interest in Essex County transportation safety.

Community engagement included an online survey with an interactive mapping component, which allowed residents to share current travel habits, preferred future modes, and safety perceptions, while pinpointing location-specific concerns and opportunities. The team also conducted a safety demonstration project and interactive activities in East Orange to gather more detailed feedback from passersby.

Ultimately, more than 2,600 stakeholders participated through the various outreach activities, sharing their concerns, experiences, and suggestions for creating safer streets across the county.

Thematic Categories

Over eleven months of public engagement, the project team gathered insights from diverse stakeholders about the county's pedestrian, bicycle, and safety perception.

The feedback was organized into four thematic categories:

Street Design and Mobility Infrastructure

This theme focuses on street design elements that prioritize safety, including sidewalk and pedestrian infrastructure, roadway design, bicycle infrastructure needs, and transit amenities and access, making streets safer, more comfortable,

and welcoming for all users.

Although a connection between behavior and design exists, calling out design-related input will directly aid in shaping the Action Plan.

Enforcement and User Behavior

This theme pertains to the behavior of various street users and their impact on road safety, and includes issues such as speeding, aggressive driving, running red lights and stop signs, and failing to yield to pedestrians and cyclists, all of which heighten the risk of crashes. These behaviors contribute to a widespread perception of unsafe road conditions and a lack of effective enforcement across the county.

Education and Awareness

This theme focuses on making streets safer for all users by promoting driver awareness and encouraging safe walking and active transportation practices.

Personal Safety

This theme addresses perceptions of personal safety, emphasizing the importance of individuals feeling secure from crime while traveling throughout Essex County, regardless of their transportation mode. Personal safety correlates with the design and enforcement considerations.

Key Takeaways

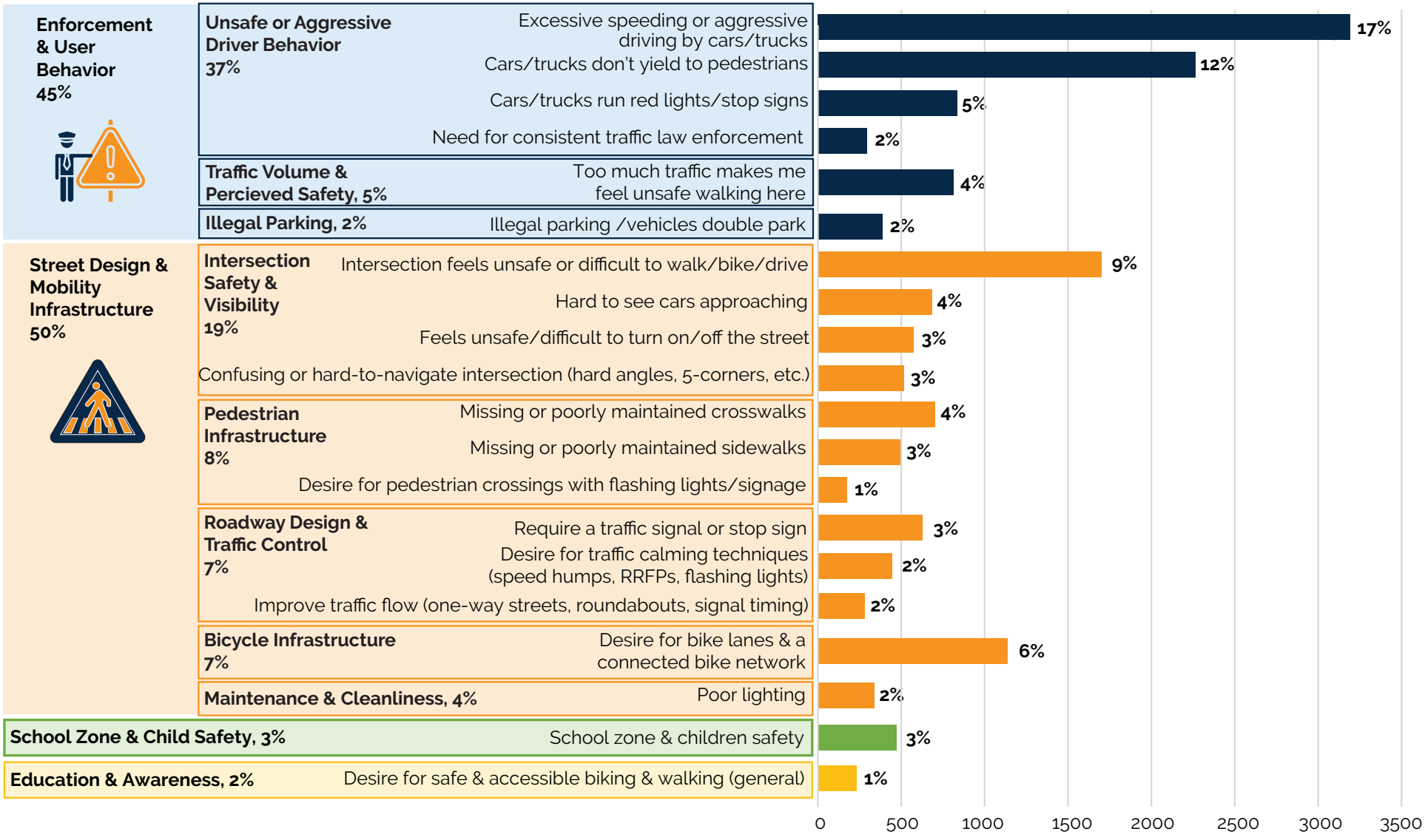
Insights gathered through public engagement were crucial in shaping study recommendations and formulating the Action Plan. Online and in-person outreach feedback has been consolidated and organized into the four thematic categories. **Street design and mobility infrastructure** issues were the most frequently cited concerns, accounting for 50 percent of all responses. These were followed by **enforcement and user behavior** at 45 percent, **education and awareness** at 2 percent, and **personal safety** was less than one percent.

Additionally, concerns related to **school zones and child safety** accounted for about 3 percent of all responses. These issues, including school pick-up and drop-off, aggressive driving near schools, and inadequate walking or biking infrastructure, were originally categorized elsewhere but were also added to this theme to highlight the importance of child safety, as noted by many participants.

The following concerns and opportunities were heard consistently throughout the public engagement process:

- Excessive speeding and aggressive driving by vehicles, under the **enforcement and user behavior theme**, was cited as the most significant concerns at 17 percent of all responses. Participants also highlighted issues with vehicles failing to yield to pedestrians and cyclists, high traffic volumes, and illegal parking, and a lack of enforcement, which together accounted for an additional 27 percent of responses. The Action Plan should address ways to improve safety for pedestrians/bicyclists, and other vulnerable road users, including measures to mitigate drivers' speeding while prioritizing locations with past fatal and serious-injury crashes.
- Under the **street design and mobility infrastructure theme**, the most common concern was intersection safety and visibility at 19%, with many respondents expressing a desire for street designs that make intersections safer for all modes of travel and emphasizing the need to improve complex, hard-to-navigate intersections with better signage and safer

MOST FREQUENTLY NOTED CONCERNS



*Note that to simplify the chart outputs, responses below 1 percent were excluded from the charts but still included in the calculation totals

turning movements. It is important to note that these improvements also offer additional benefits, such as improved safety for vulnerable road user , reduced traffic congestion and bottlenecks, and minimized delays. More visible traffic controls will encourage drivers to follow road rules, promoting safer driving behaviors.

- Many comments related to improving the state of pedestrian infrastructure and traffic control, including maintaining crosswalks and sidewalks, and installing traffic calming measures such as speed humps, Rectangular Rapid Flashing Beacons (RRFBs), flashing lights, traffic signals, and stop signs. Participants also suggested addressing traffic-related concerns through strategies such as introducing one-way streets, installing roundabouts, and optimizing signal timing.
- The desire for designated bike lanes, a connected bike network, and overall improvements to bicycle infrastructure was another key concern, accounting for 7 percent of all responses. Participants noted the general lack of protected bike lanes and other supportive facilities, as well as restrictions on cycling in county parks. The Action Plan should prioritize strategies to strengthen the bike network by adding more connected lanes and trails across the county and improving links at both local and regional levels.
- Another concern, accounting for 3 percent of all responses, related to **school zones and child safety**. While these issues were also captured under other specific categories, any mention of child safety or school zones was coded here. Participants expressed concerns about traffic and congestion from school drop-offs and pick-ups, illegal parking, speeding, and vehicles that do not yield in the school zone. Additional feedback suggested implementing traffic calming measures and pedestrian infrastructure improvements to make school zones safer.
- Although **personal safety** (fear of crime) accounted for less than 1 percent of all responses, an individual's perception of personal safety is influenced by street design factors like inadequate lighting, poor upkeep, and maintenance, which comprise another 4 percent of responses. Accordingly, the Action Plan should consider the potential crime-prevention and personal-safety benefits of the recommended street improvements.
- **Education and awareness** around safer road behaviors accounted for 2 percent of all responses. Participants highlighted conflicts between various modes of transportation - vehicles, pedestrians, and cyclists - highlighting the need for safer integration of micromobility, such as reflective gear, license plates, and rider education. Additionally, participants expressed a general desire for safe, accessible biking and walking. Overall, these comments suggest a need for strategies that combine public education, awareness campaigns, and guidance to support safer road use for all users.

Public Involvement Summary

Communications

The project team deployed a number of communications tools to relay information about the project and opportunities to participate. Most content was produced in English, Spanish, Portuguese, and Haitian Creole to enable participation by the county's LEP population.

Website

The public engagement began with the development of branding for study materials and the launch of a bilingual (English and Spanish)webpage housed on the county's website, where stakeholders could find information about the study's purpose, project updates, resources, and ways to get involved, including the demonstration project, stakeholder focus groups, and community meetings.

Website Screenshot

Social Media

The project team developed content for Essex County's social media channels to promote the survey and interactive map and community meetings.

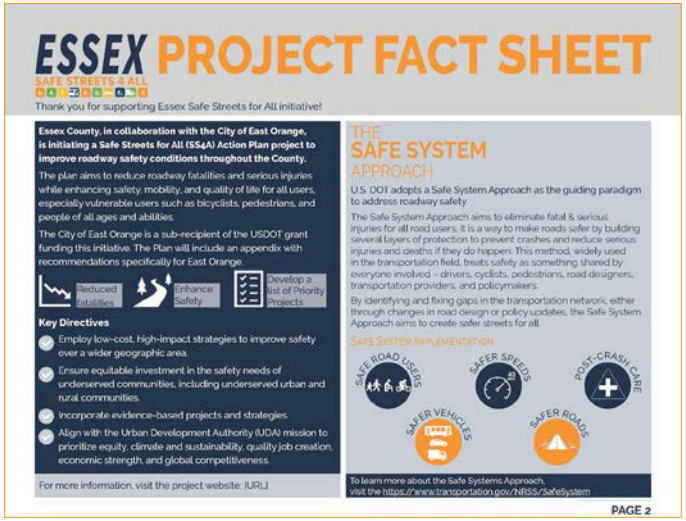
Print Materials

To further expand outreach and engagement, flyers advertising the survey were distributed at pop-up events in Newark. During the demonstration project in East Orange, additional flyers were distributed to encourage participation in the community meetings held at the end of the project.

Communications Sharekit

The project team developed user-friendly "Communications Sharekits" with pre-packaged, easy-to-share flyers, social media, and email content to help strategic project partners promote outreach activities. Essex County and the City of East Orange coordinated with the TMAs, advocacy, and other community organizations to distribute these materials and expand project outreach to a broader audience.

A "Meeting-in-a-Box" toolkit was developed to help local stakeholders and community advocates gather meaningful feedback in familiar and trusted settings. The toolkit included a facilitator's guide, a participant feedback form, and a paper survey available in multiple languages. It provided step-by-step instructions and tips for hosting small-group discussions, collecting input at community gatherings, and ensuring a wide range of voices were represented in shaping the Action Plan.



Meeting in a Box Materials

Stakeholder Engagement

To ensure the SS4A initiative offered a meaningful opportunity for community input on the vision for transportation in Essex County and the City of East Orange, informed and invested stakeholders guided the project team throughout the planning process.

Action Plan Advisory Committee

The Action Plan Advisory Committee (APAC) provided qualitative input by collaborating with the project team to develop and implement the Public Engagement Plan and refine a vision for the Action Plan. They also served as a technical resource, providing necessary background documentation, insights into on-the-ground conditions and experiences, and feedback on draft priority corridors, projects, and policy recommendations.

The APAC met three times throughout this planning process, providing the project team with invaluable information and feedback. The first APAC meeting was held in person, and the other two were held virtually. The APAC members also helped publicize outreach activities by sharing digital communications with their constituents through websites, social media, and email.

The APAC included key stakeholders from state, regional, county, and municipal governments, as well as advocacy organizations with transportation and safety expertise.

APAC Members

Essex County and City of East Orange Organizations

- Essex County Department of Public Works
- Essex County Division of Engineering
- Essex County Division of Planning
- East Orange Department of Public Works
- East Orange Department of Policy, Planning, and Development

Agencies

- Port Authority of New York & New Jersey (PANYNJ)
- NJ TRANSIT
- North Jersey Transportation Planning Authority (NJTPA)

Municipalities

- Belleville
- Bloomfield
- East Orange
- Essex Fells
- Glen Ridge
- Irvington
- Livingston
- Maplewood
- Montclair
- Newark

- Nutley
- Roseland
- South Orange
- Verona
- West Orange

Advocacy Groups

- Avenues in Motion (Transportation Management Association - TMA)
- Bike & Walk Montclair
- EZ RIDE (TMA)
- East Coast Greenway Alliance
- NJ Bike and Walk Coalition
- South Orange Walk Bike Ride
- Thirdspace pARTners
- Tri-State Transportation Campaign

Virtual Municipal Meetings

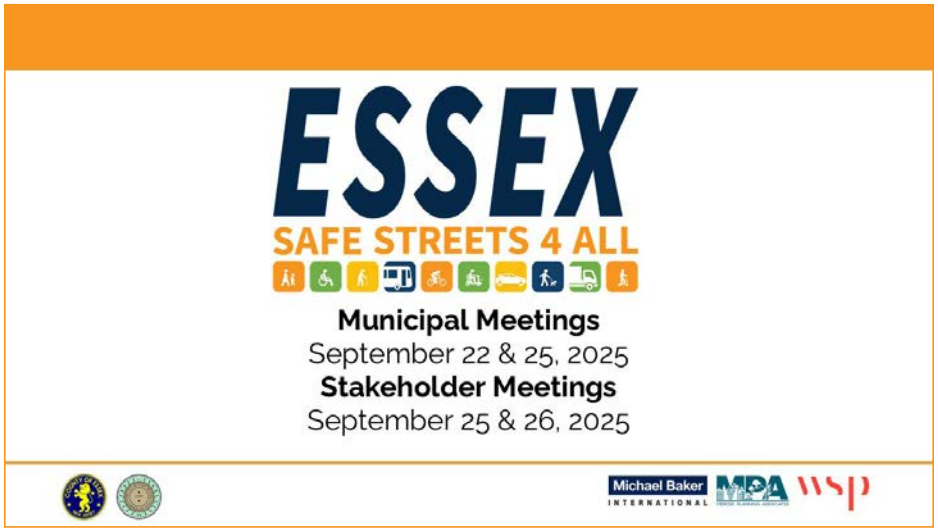
The project team facilitated four (4) virtual municipal meetings to gather feedback on priority corridors, projects, and recommended countermeasures. To streamline discussions, municipalities with similar characteristics or regional proximity were grouped together. As a grant subrecipient, a dedicated meeting was held with the City of East Orange staff.

Municipal Meetings	Date & Time	# of Attendees
Central & Northern Suburban Municipalities (Glen Ridge, Maplewood, Montclair, Nutley, South Orange, West Orange)	September 22, 2025 10:00 AM	5
Urban & Eastern Municipalities (Belleville, Bloomfield, Irvington, Newark, Orange)	September 22, 2025 1:00 PM	3
Western Suburban Municipalities (Caldwell, Cedar Grove, Essex Fells, Fairfield, Livingston, Millburn, North Caldwell, Roseland, Verona, West Caldwell)	September 25, 2025 10:00 AM	3
East Orange	September 25, 2025 1:00 PM	4

The goal of the meetings was to engage municipal staff and elected officials in discussions about safety concerns, priorities, and potential strategies. Feedback from these municipal meetings helped inform the projects developed as part of the Action Plan.

The project team provided an overview of the meeting agenda and presented findings from the data analysis, including a draft of Essex County's high-injury network, a draft list of priority corridors, and preliminary safety countermeasure recommendations.

Participant provided minimal commentary during the meetings, but received follow-up materials to review the recommendations in more detail and provide comments before the next round of meetings.



Municipal & Stakeholder Meeting Materials

Virtual Stakeholder Meetings

The project team held two (2) stakeholder meetings with strategic partners and advocates who are actively involved or have a vested interest in transportation safety within Essex County. The meetings aimed to better understand the needs of all transportation system users, including pedestrians, bicyclists, motorists, and transit riders, so that the Action Plan could effectively address emerging issues related to mobility, access, and safety.

The stakeholder focus groups included Transportation Management Associations (TMAs), Business Improvement Districts (BIDs), social service agencies, libraries, and advocacy groups, bringing a broad range of perspectives into the conversation. Feedback from these meetings was used to refine the draft recommendations to improve street safety across Essex County and East Orange.

Stakeholder Meetings	Date & Time	# of Attendees
General #1	September 25, 2025 7:00 PM	5
General #2	September 26, 2025 12:00 PM	3

David Antonio, Project Manager for the Essex County Division of Planning, kicked off the meetings and welcomed the participants. The project team then presented an overview of the project's purpose, goals, and the safe systems approach, as well as public outreach results. They reviewed the high-injury network (HIN), highlighting key roadway segments and corridors in Essex County and East Orange. The team

presented a ranked list of priority corridors for targeted safety improvements, emphasizing proven design solutions such as leading pedestrian intervals, high-visibility crosswalks, road diets, and enhanced street lighting.

The team also introduced the policy and strategy recommendations, organized into three main themes: 1) promoting a culture of safety, 2) planning and designing safe streets for all, and 3) fostering collaboration across agencies and communities. They detailed the specific action items within the policy framework and stressed the importance of strong implementation partnerships.

During the meetings, participants asked questions and provided feedback on the HIN, priority corridors, and recommended safety improvements. Key topics included specific corridors such as Bloomfield Avenue, jurisdictional considerations for county versus local roads, and anticipated infrastructure projects. Stakeholders also discussed policy priorities, implementation strategies, and public access to project information. The project team clarified which projects and data were included in this study versus prior plans, explained the process for sharing recommendations with municipalities, and outlined how federal funding would support the implementation of safety initiatives.

Feedback from these meetings informed the final Action Plan and will guide the implementation of effective safety measures throughout Essex County and the City of East Orange.

After the municipal, stakeholder, and the final APAC meetings, the project team shared a list of all county-wide projects, along with a separate table of policy recommendations. Participants were invited to review these materials and submit comments. All comments and the project team's responses are included in the resources section of this Appendix.

Community Engagement

Community engagement combined online engagement activities with partner collaboration and "on the ground" activities to reach a broad range of community stakeholders.

Survey & Map Results

The Public Engagement Plan involved an online survey and interactive map to collect insights into the current and future transportation mode choice, desired street and/or safety improvements, and anticipated transportation priorities in Essex County. The interactive mapping component allowed participants to pinpoint location-specific concerns and other untapped opportunities. The survey results also incorporate responses from paper surveys collected in Montclair, Verona, and East Orange that were distributed through the "Meeting-in-a-Box" to strategic partners and advocates.

The survey included optional demographic questions and was available in four (4) languages: English, Spanish, Portuguese, and Haitian Creole. Nearly all responses (99 percent) were in English, with 10 participants completing it in Spanish and one in Portuguese.

The survey and map launched in January 2025 and concluded in April 2025. Ultimately, the online survey and map yielded 2,363 validated responses. Responses were considered valid if participants 1) submitted the survey, 2) placed pins on the maps, 3) answered any demographic questions, and/or answered all questions up to and including those about current and future transportation desires.

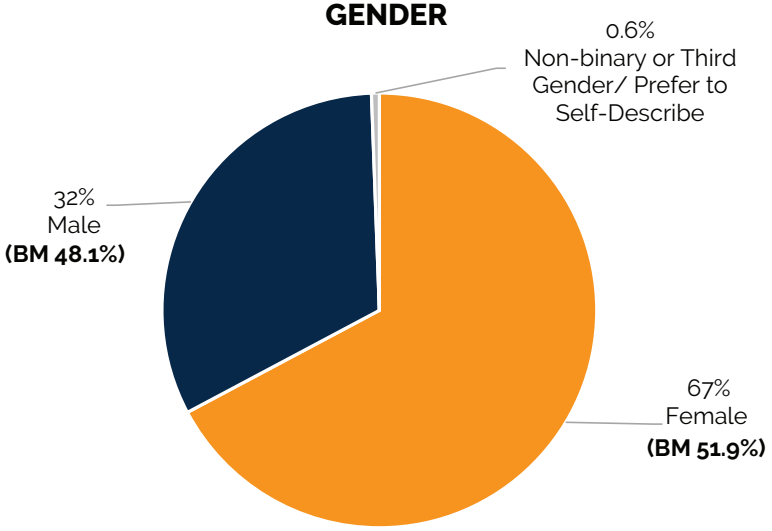
(Images of the survey can be found in the resources section.)

Survey Respondent Demographics

The survey included optional demographic questions. The age question had the highest response rate at 67 percent, followed closely by vehicle access at 66 percent. Response rates for the other demographic questions ranged from 49 to 62 percent. (Note that those respondents who answered the questions with "Prefer Not to Say" as their response were excluded from the overall results/response rate.)

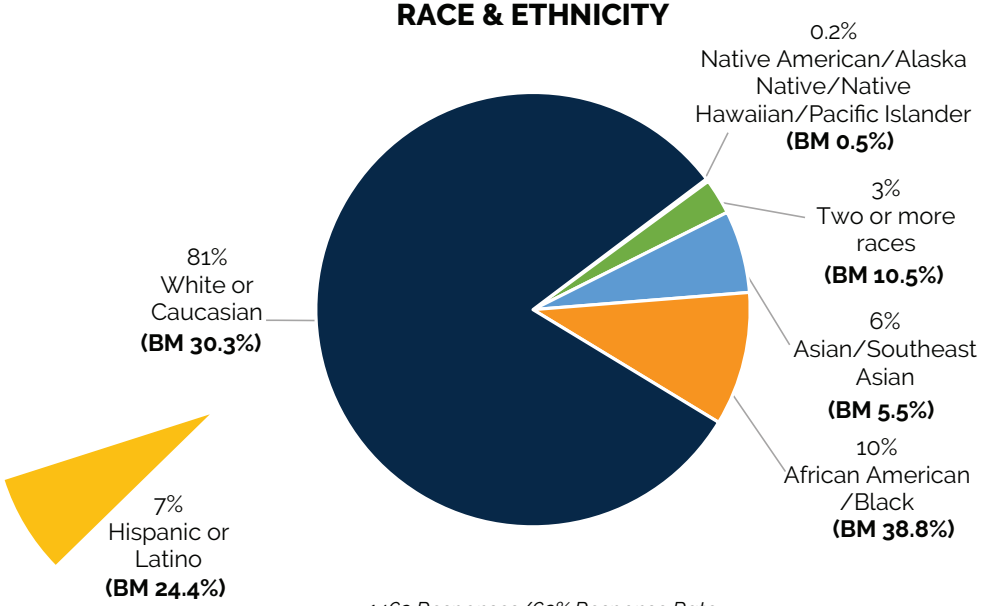
Among those who responded, participants were predominantly White or Caucasian, followed by African American, with females represented more than males. Most respondents were middle-aged or millennials and reported higher household incomes. Additionally, 96 percent of households typically had access to a personal vehicle.

GENDER



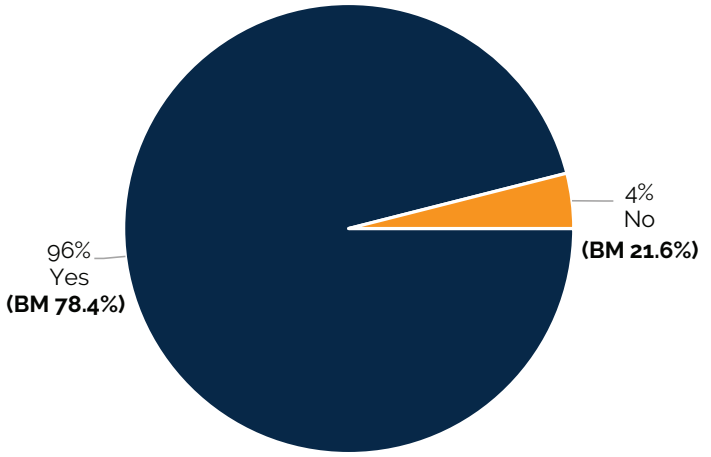
1547 Responses/66% Response Rate

RACE & ETHNICITY



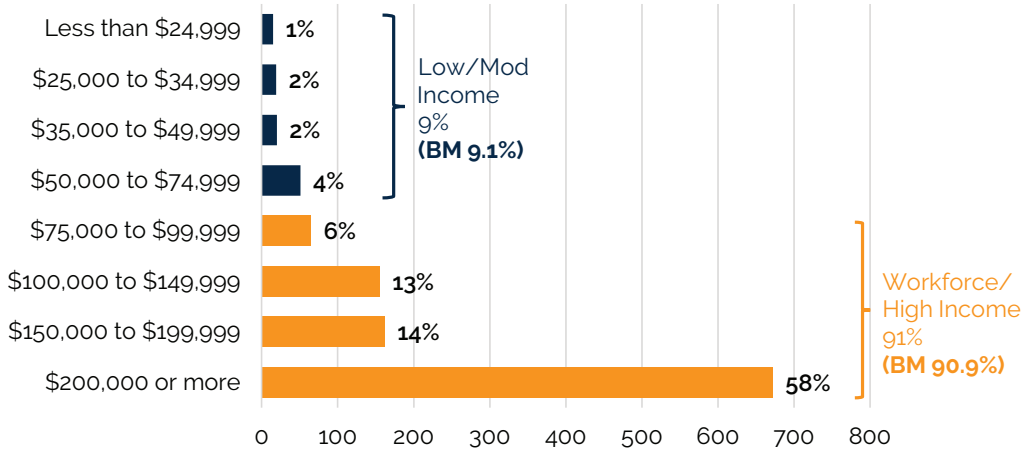
1463 Responses/62% Response Rate

ACCESS TO PERSONAL VEHICLE



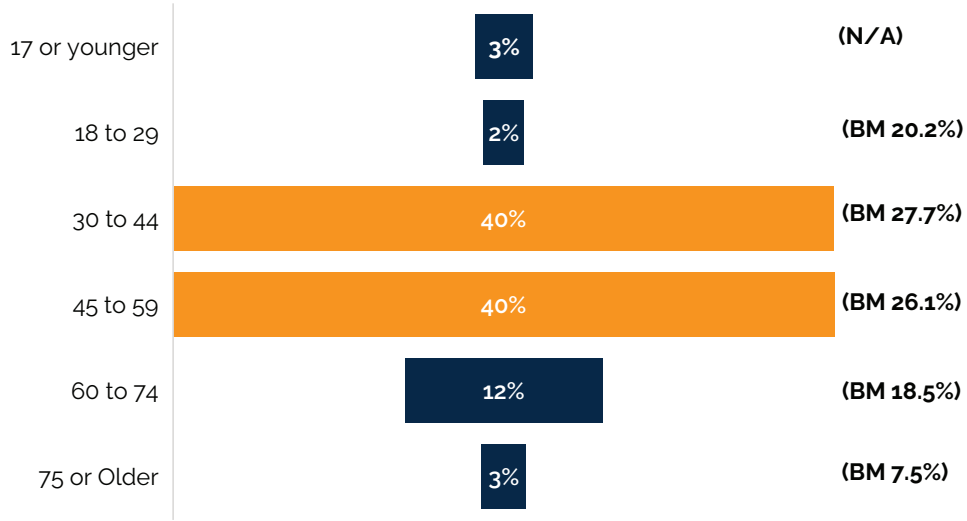
1581 Responses/67% Response Rate

HOUSEHOLD INCOME



1159 Responses/49% Response Rate

AGE



1590 Responses/67% Response Rate

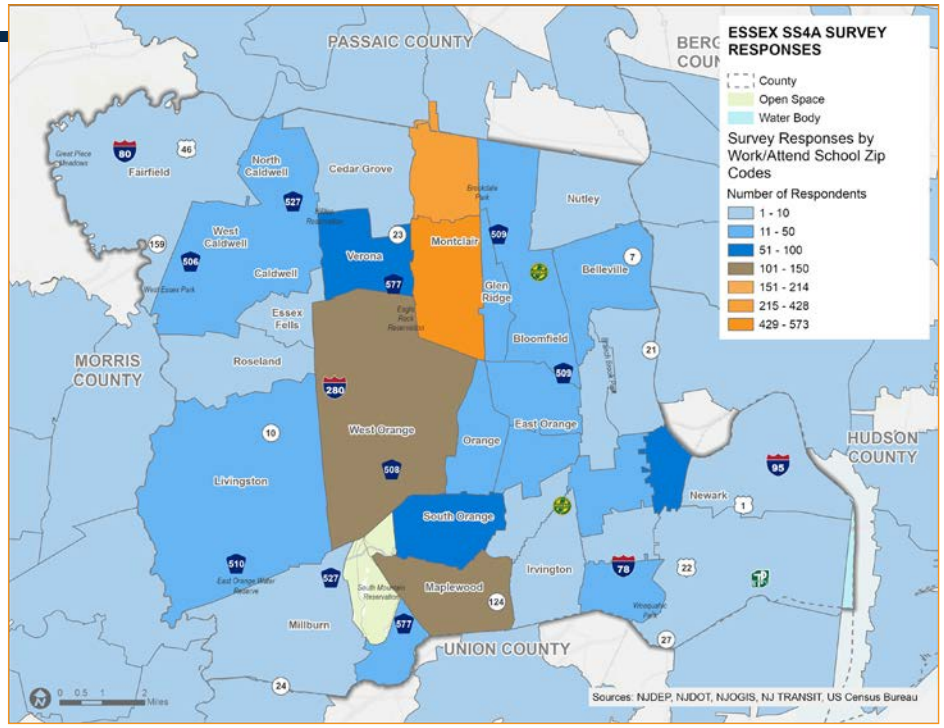
ESSEX
SAFE STREETS 4 ALL

Where do respondents live and work/attend school?

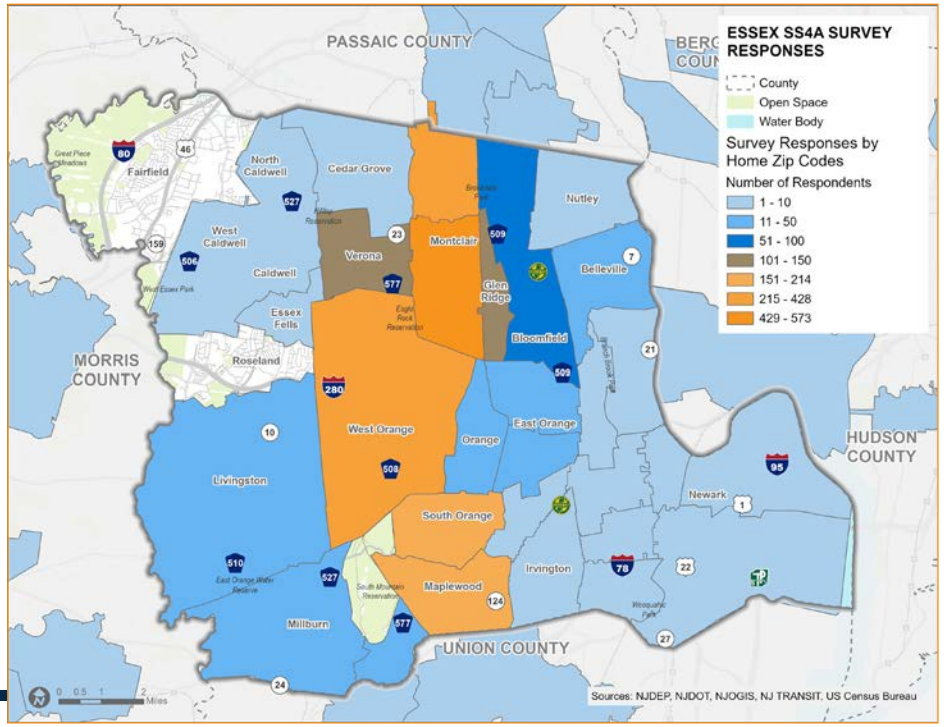
As part of the demographic questions, participants were also asked to share the zip code of where they live, work, and/or attend school.

All participants were required to provide their residential ZIP code. Nearly 98 percent reported living in Essex County, while the remaining respondents were from nearby cities, including Jersey City, Kearny, New York City, and Clifton.

With a 64 percent response rate, nearly 70 percent reported working or attending school in Essex County. Other respondents mentioned working or attending school in Hudson County (Jersey City) and New York City (Manhattan).



Survey Respondents by Work/Attend School Zip Code



Survey Respondents by Live Zip Code

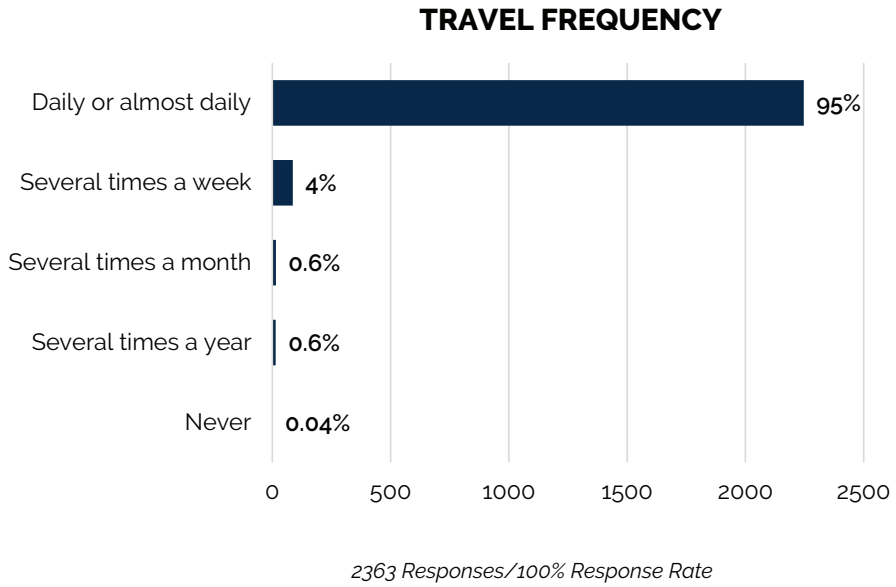
How often do you travel in Essex County?

Respondents were asked to indicate how often they travel in Essex County, and all participants were required to answer this question. Approximately 95 percent of respondents travel in and around Essex County daily. Those who chose "Never" were disqualified from continuing the survey.

Travel Mode Classifications

For the subsequent survey analysis, classifications were used to aggregate travel mode results as follows:

- **Active transportation:** walking, bike, scooter, e-bike/e-scooter, wheelchairs, and mobility scooters.
- **Vehicular travel:** drive-alone, taxi/ride-sharing, and carpool/vanpool.
- **Public transportation:** buses, jitneys/shuttle buses, trains, PATH, light rail, and senior bus/paratransit.



2363 Responses/100% Response Rate

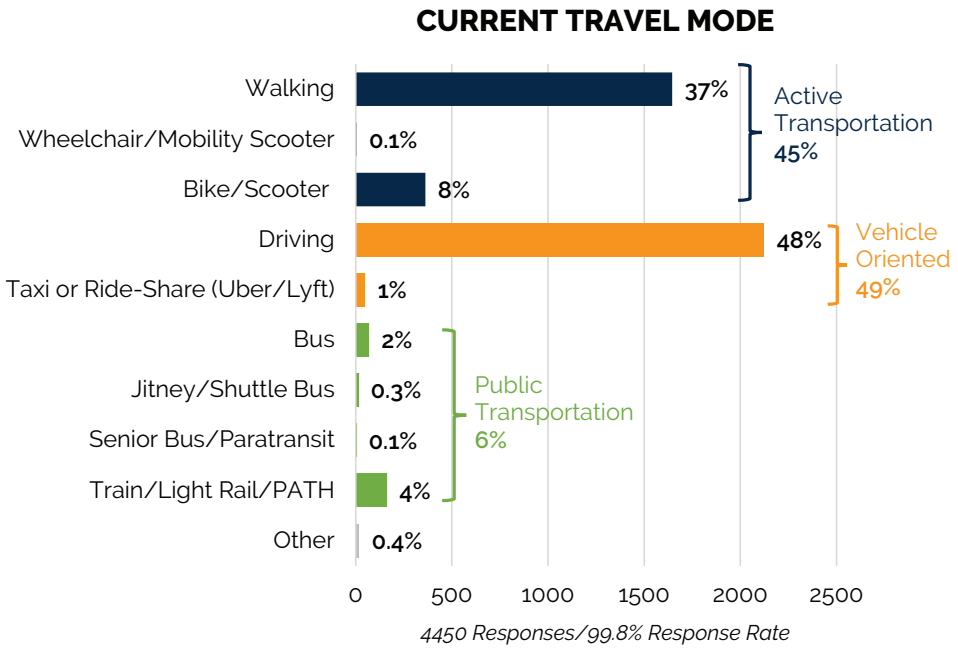
Which of the following do you use MOST when you travel in Essex County?

Respondents were asked to select up to two options for this question, and over 99 percent responded. About 79 percent chose two options, while 16 percent selected only one. A small portion of respondents wrote-in responses in the "Other" category that were later reclassified into existing categories, accounting for another 5 percent of all responses. After reclassification, only 18 responses remained in the "Other" category.

When aggregated:

- **Active transportation** modes represented 45 percent of responses.
- **Vehicular travel** modes represented 49 percent.
- **Public transportation** modes represented almost 6 percent.

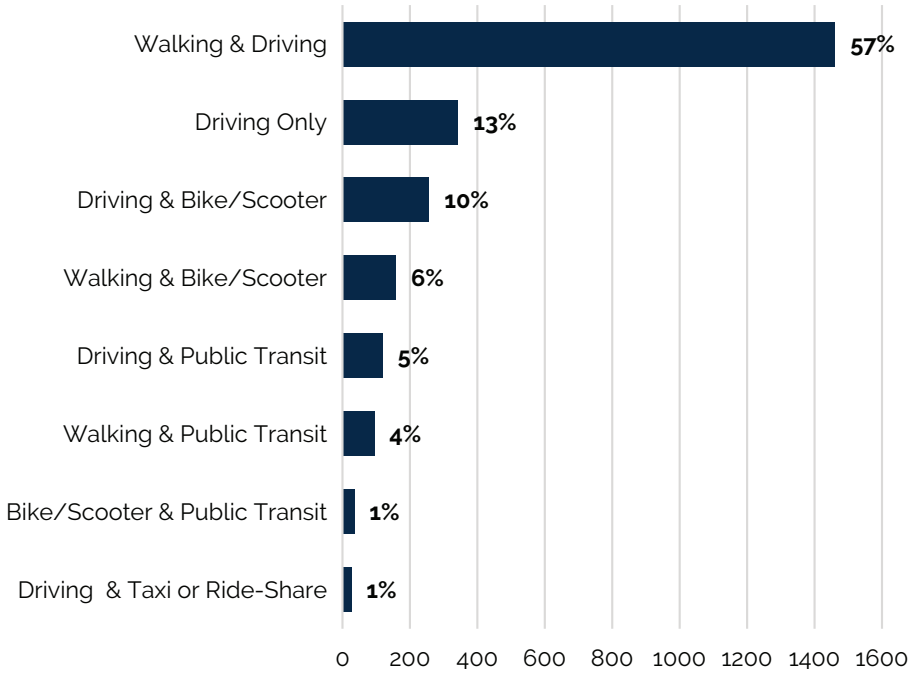
Approximately 48 percent of respondents indicated driving as one of their top modes, followed closely by 37 percent for walking, 8 percent for bike/scooter, and 4 percent for train, light rail, or PATH. The remaining possible travel modes ranged from approximately less than 1 to 2 percent.



Current Travel Mode Combinations

Further analysis revealed that about 57 percent of respondents chose a combination of walking and driving a private vehicle as their main travel modes. The next highest were those who selected only one option - driving - accounting for 13 percent of all responses. This was followed by the combination of driving and bike/scooter at 10 percent.

Most respondents rely on multiple modes rather than just one, with driving serving as the backbone of their travel. The prevalence of walking and driving together highlights the importance of supporting last-mile connections, pedestrian-friendly streets, and infrastructure that enables smooth transitions between modes. The share of respondents who drive and bike/scooter suggests a growing group of micromobility users who still rely on cars for part of their trips.



How do you want to get around Essex County in the future?

Respondents were asked to rate their desired future travel modes with 1 being the "Most Desired" and 4 being "Least Desired". All participants responded.

Walking was the top choice, with nearly 87 percent of respondents ranking it among their top two "Most Desired" future travel modes. In contrast, most respondents chose driving (75 percent) and taking transit (66 percent) as their two "Least Desired" future travel modes.

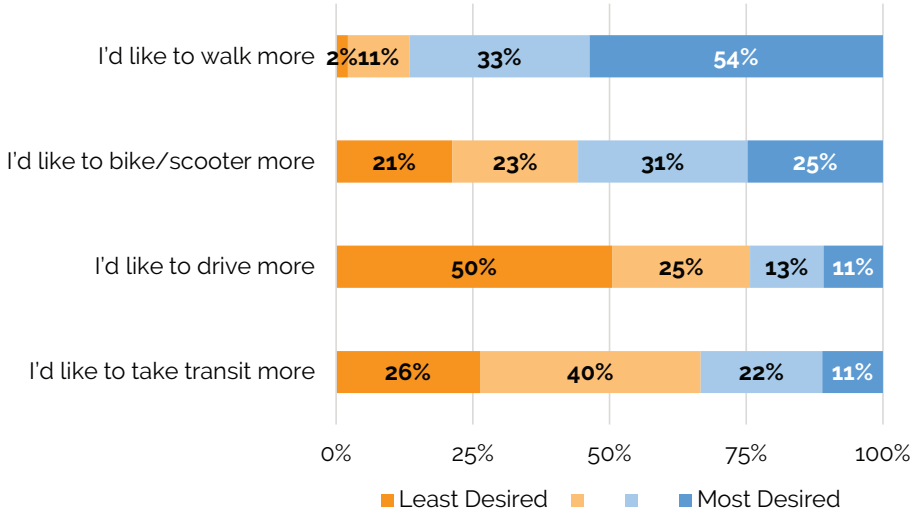
Current vs. Future Travel Mode

In a crosstab analysis comparing current travel modes with preferred future travel modes, most respondents across nearly all categories expressed a desire to increase their use of active transportation. Over 50 percent of respondents who currently walk, drive, or take a taxi/ridshare reported wanting to walk more in the future, reinforcing findings from subsequent questions that highlight a desire for improved pedestrian infrastructure.

The outlier to walking as the most desired future travel mode was those who currently bike – instead they indicated a stronger desire to bike more. Among those who walk or drive, biking was the second most popular desired future travel mode.

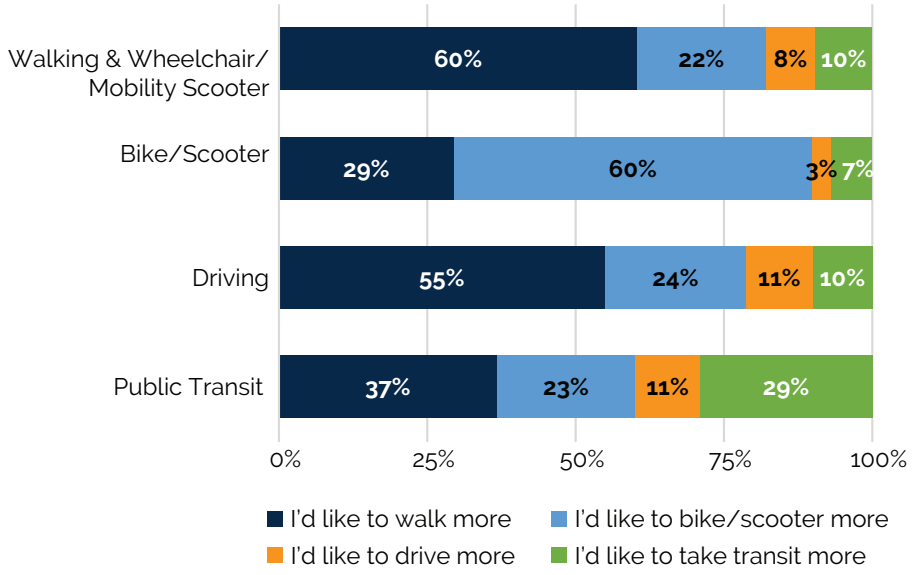
Overall, the analysis suggests a strong interest in enhancing pedestrian and bicycle accommodation throughout Essex County by most, regardless of their current travel mode.

FUTURE TRAVEL MODE



2355 Responses/99.9% Response Rate

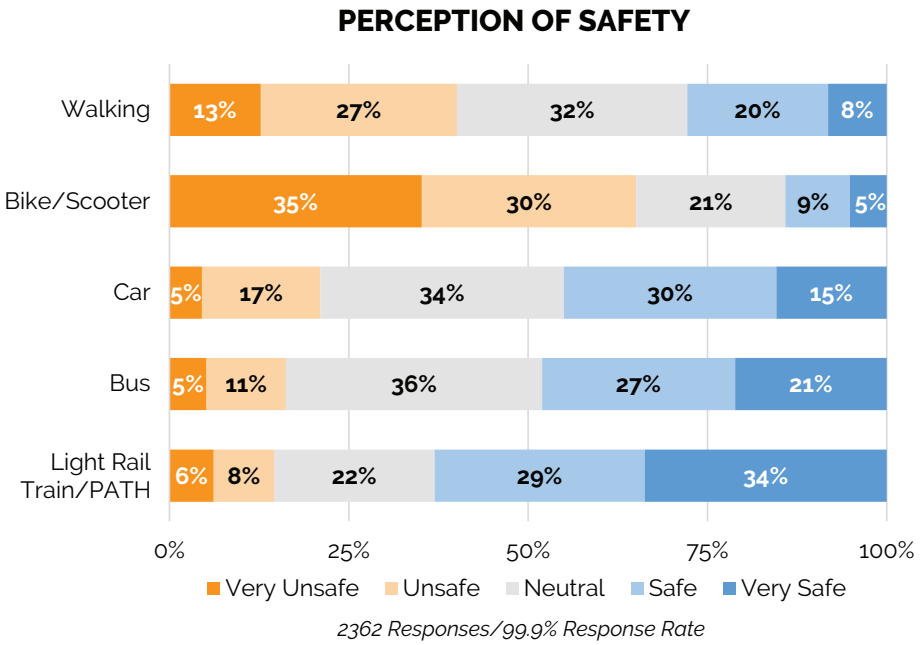
CURRENT VS FUTURE MODES OF TRAVEL



How safe do you feel when using the following types of transportation in Essex County?

Respondents were asked to rate their perceptions of safety using various travel modes, with 1 being "Very Safe" and 5 being "Very Unsafe". All participants responded.

Nearly 65 percent of respondents perceived biking as the most unsafe mode of transportation, followed by walking as the second most unsafe travel mode. Survey respondents considered the bus and light rail/train/PATH the safest travel modes, with the light rail/train/PATH perceived as the safest mode of travel by most participants (over 60 percent).



2362 Responses/99.9% Response Rate

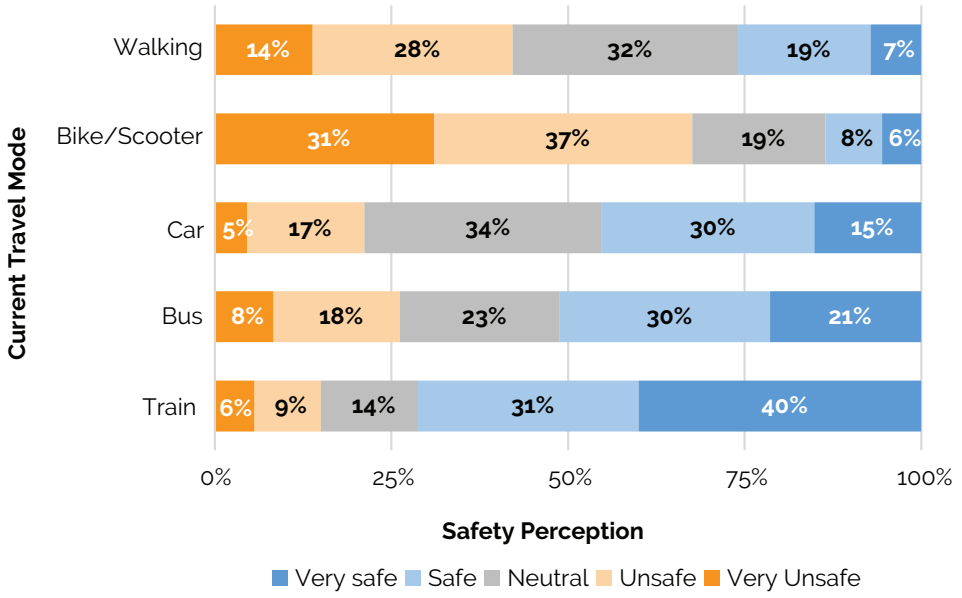
Current Travel Mode & Perceived Safety

A crosstab analysis of current travel modes and safety does not reveal significant differences between all respondents' perceptions of safety by mode (above) compared to the perception of those currently using the mode. Meaning, those who currently walk, drive, or bike do not feel significantly more or less safe using that mode than all respondents combined. The exception is current bus riders, who are 10 percent more likely to feel the bus is unsafe than all respondents feel about that mode.

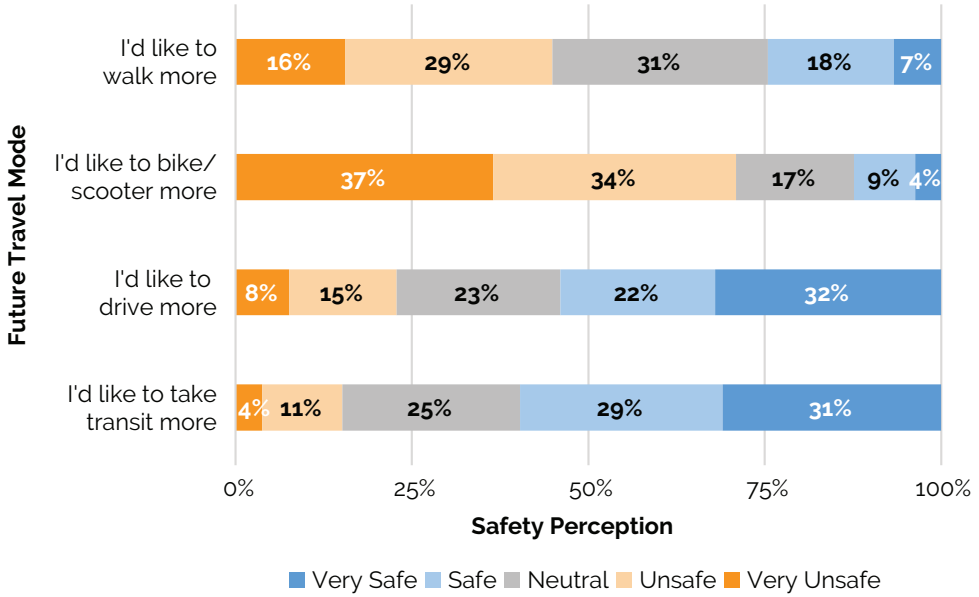
Future Travel Mode & Perceived Safety

A crosstab analysis of current travel modes and safety does not reveal significant differences between all respondents' perceptions of safety by mode (above) compared to the perception of those who most desire to use that mode in the future.

CURRENT TRAVEL MODE VS SAFETY PERCEPTION



FUTURE TRAVEL MODE VS SAFETY PERCEPTION

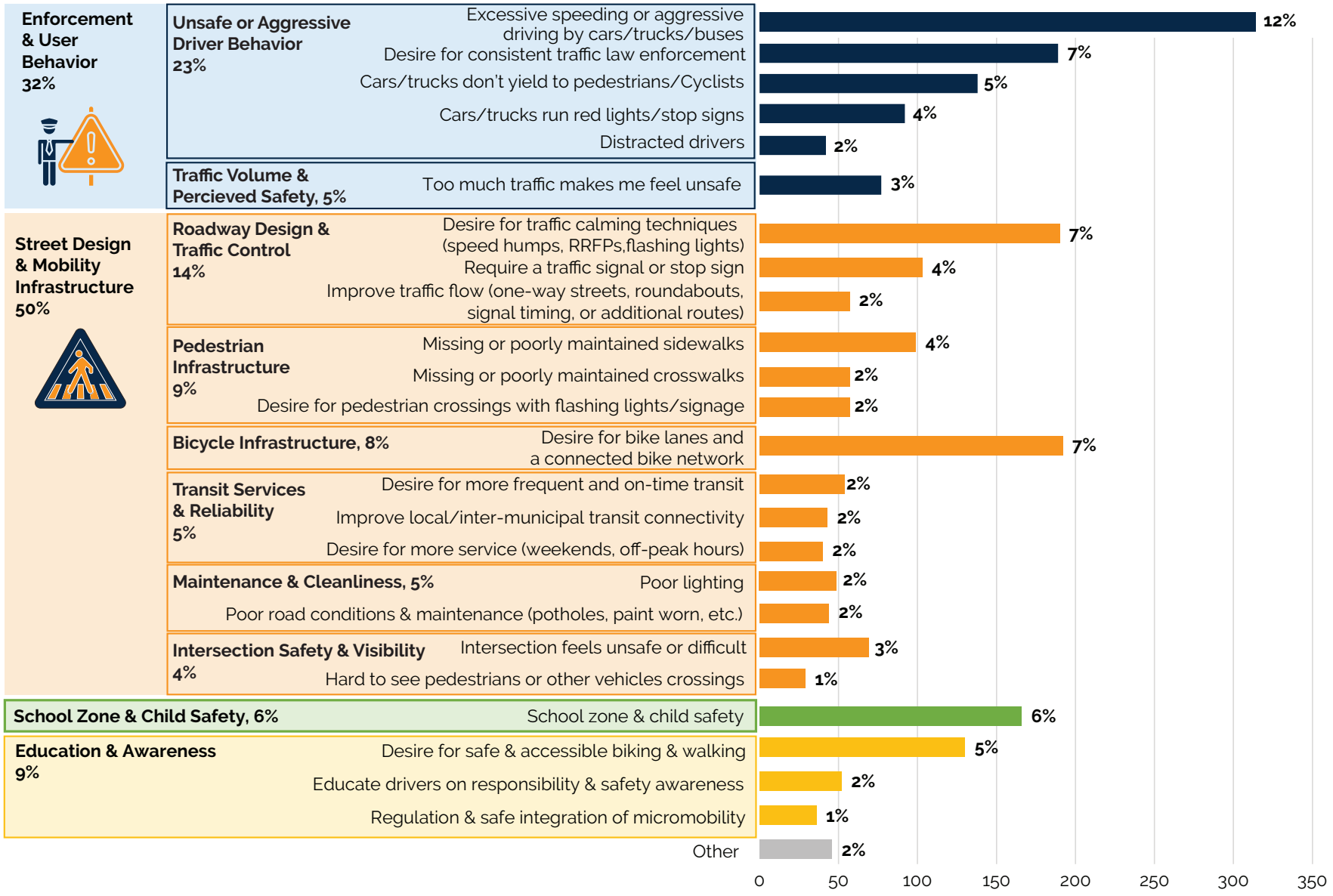


Is there anything else you'd like to share with us about your concerns or opportunities to improve travel around Essex County?

The survey offered respondents the opportunity to share additional comments about their experience traveling around Essex County. Forty-six percent of respondents chose to answer the open-ended question.

The chart on the following page shows 32 percent of the comments reflected concerns about **enforcement and user behavior**, including excessive speeding and aggressive driving, inconsistent enforcement, and motorists failing to yield to pedestrians and cyclists. Comments about **street design and mobility infrastructure** accounted for 50 percent of the feedback, focusing on improving roadway design, installing traffic calming measures, and addressing traffic-related concerns through strategies such as introducing one-way streets, installing roundabouts, and optimizing signal timing. A desire for more and better bike infrastructure was also a top **street design and mobility infrastructure** comment. Finally, 6 percent of comments related to **school zones and child safety**.

ADDITIONAL COMMENTS AND CONCERNS



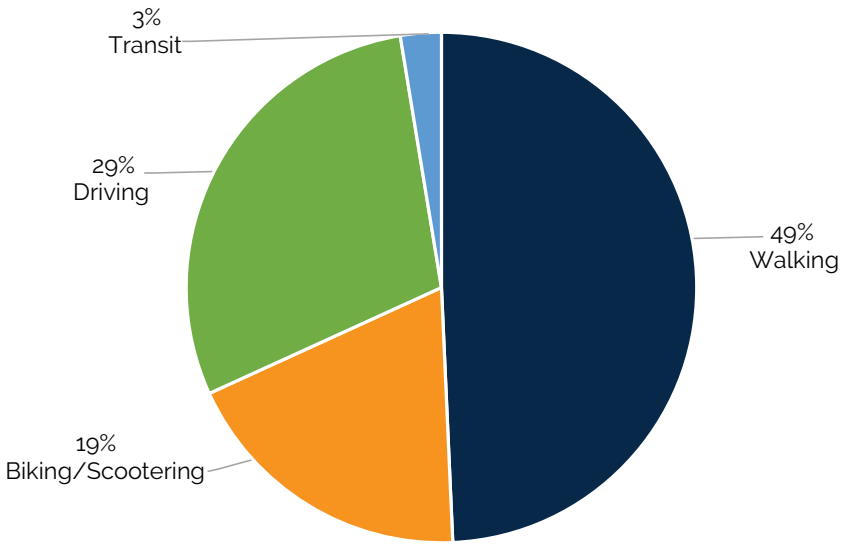
*Note that to simplify the chart outputs, responses below 1 percent were excluded from the charts but still included in the calculation totals

Survey respondents were given the opportunity to contribute location-specific input on street safety and mobility via an online interactive map. Fifty-seven percent of survey respondents participated in the mapping exercise, placing a total of 5,800 map pins within Essex County.

The map allowed respondents to place a pin for each travel mode (walking, biking/scooter, driving, and transit), and to share concerns about the pin location using predetermined choices and/or sharing experiences and insights through open-ended comments. Participants could select up to three choices per pin. When aggregating the multiple choices per pin, the map produced 15,867 total "responses" data points.

The pedestrian concerns category received the most pins, accounting for 49 percent of all pins. This was followed by concerns about driving at 29 percent, biking/scootering at 19 percent, and transit at 3 percent. When aggregated, active transportation modes represented nearly 68 percent of all map pins.

MAP PINS BY TRAVEL MODE



Key Takeaways

The mapping exercise resulted in several key takeaways for specific locations in Essex County, as highlighted below :

Bloomfield Avenue (specifically in Bloomfield, Glen Ridge, Montclair, and Verona)

Bloomfield Avenue, an east–west corridor stretching from Montville in Morris County to Newark, received the most comments, with almost equal distribution across Bloomfield, Glen Ridge, Montclair, and Verona. Common concerns included motorists failing to yield to pedestrians, excessive speeding, running red lights, illegal parking, and conflicts between pedestrians and cyclists. Respondents also expressed a desire for protected bike lanes along Bloomfield Avenue.

Gregory Avenue (Orange) & Wyoming Avenue (Maplewood and South Orange)

Gregory/Wyoming Avenue, a north–south corridor running through all three municipalities, drew numerous concerns. Residents cited missing or poorly maintained crosswalks, excessive speeding, motorists failing to yield to pedestrians and cyclists, and a desire for more traffic calming measures to reduce speeds. Intersections along this corridor near schools were also flagged as particularly high-risk for children.

Valley Street Intersections (Maplewood and South Orange)

Along Valley Street in Maplewood and South Orange, participants were concerned mainly about the intersections rather than the corridor itself. These local and county road intersections experience heavy foot, bicycle, and vehicle traffic, especially from commuters and students, which creates unsafe conditions for children walking or biking. Turning left onto Parker Street, in either direction, was noted as particularly

difficult at this major intersection. Participants also reported that drivers often fail to stop for pedestrians and frequently run red lights and stop signs. To address these issues, they suggested installing 4-way stops to slow traffic and improve safety.

Freeway Drive East and West (East Orange)

Key pedestrian concerns focused on the difficulties faced by individuals with accessibility challenges, with respondents emphasizing the need for improved ADA compliance.

Montclair Corridors

Several north–south corridors in Montclair were identified, including Valley Road and Grove Street, as well as critical intersections on Watchung Avenue, specifically at Park Street near the plaza, Grove Street, and Broad Street. Across all these corridors and intersections, participants highlighted recurring concerns: motorists failing to yield to pedestrians and cyclists, excessive speeding, and intersections that feel unsafe to walk or bike through, difficult to navigate, or challenging for turning movements.

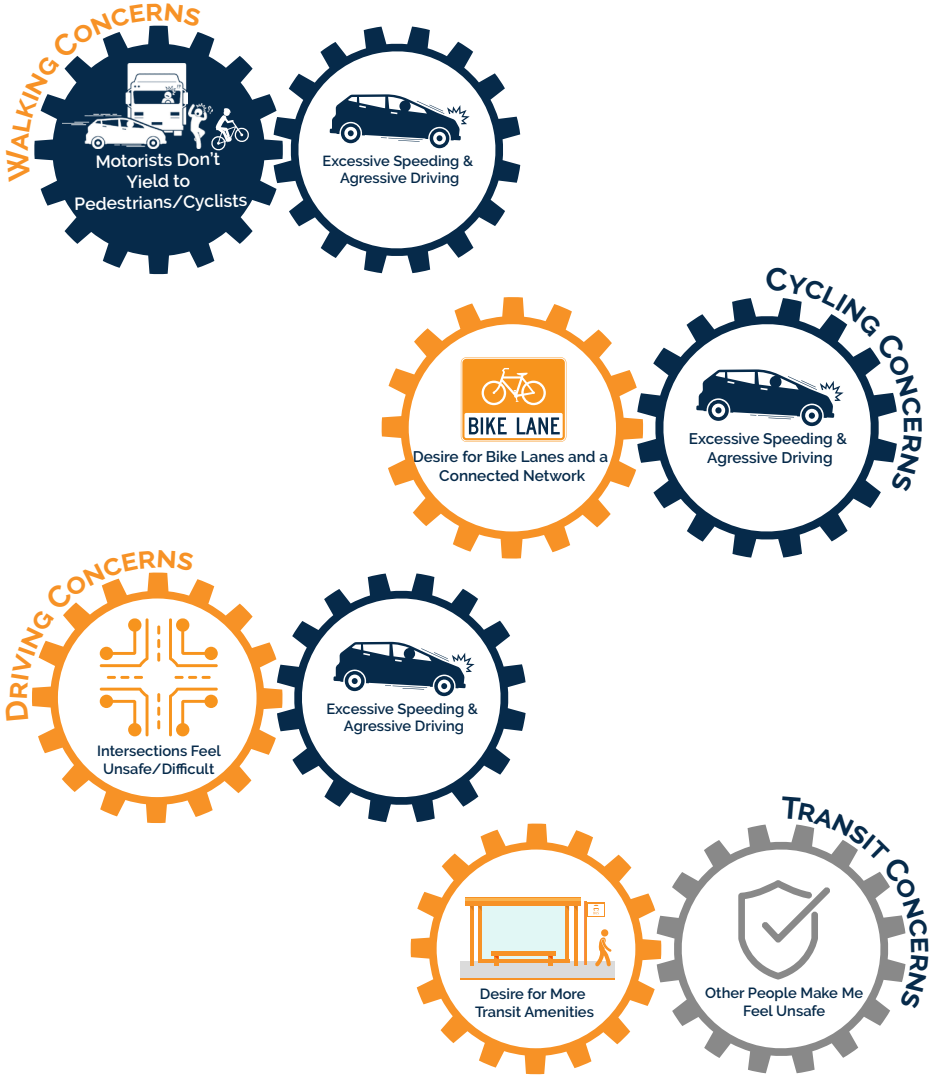
Along Grove Street, a major theme was the desire for more bike lanes and concerns about gaps in the bike lane network, an issue that aligns with feedback from community meetings and other outreach activities.

South Orange Avenue (South Orange)

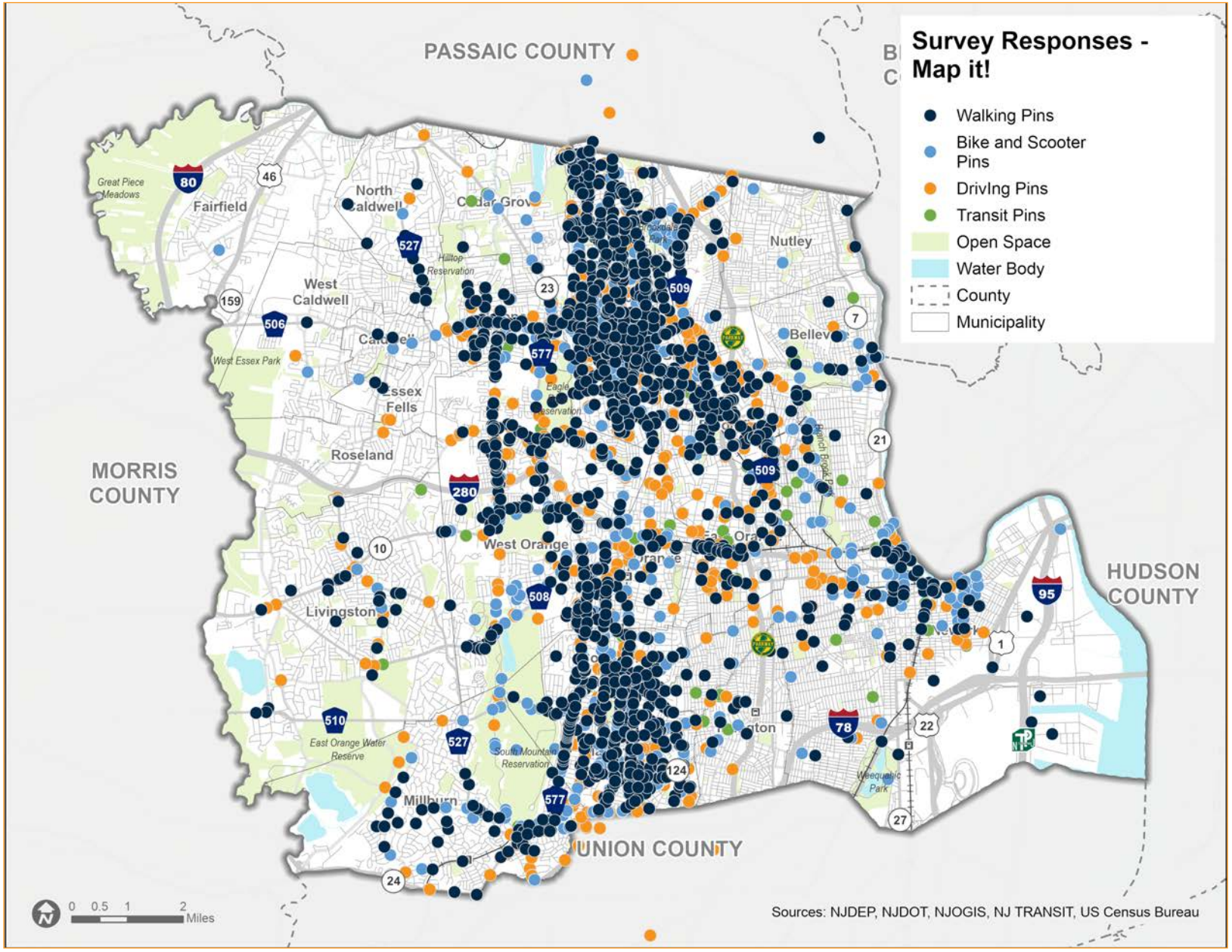
Another east–west corridor with significant concerns was South Orange Avenue. Respondents highlighted issues such as excessive speeding, motorists failing to yield to pedestrians, and the desire for bike lanes.

Downtown Newark

There were significant issues in the downtown area of Newark, particularly along Broad and Market Streets, including excessive speeding, drivers failing to yield to pedestrians, heavy traffic, and unsafe intersections.

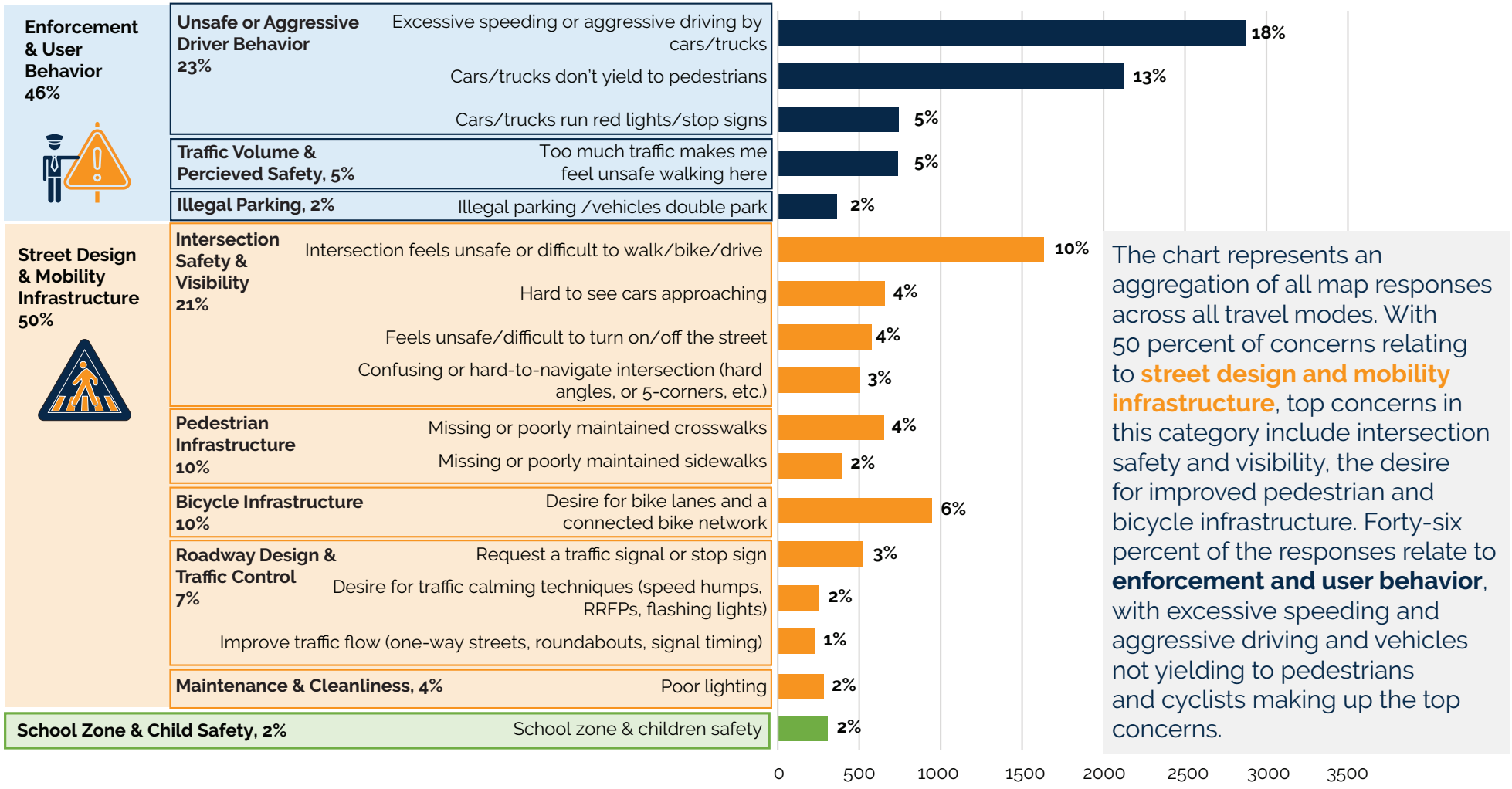


Concerns by Travel Mode Map Results


Survey Responses - Map it!
Walking Pins
Bike and Scooter Pins
Drivlng Pins
Transit Pins
Open Space
Water Body
County
Municipality
PASSAIC COUNTY
MORRIS COUNTY
HUDSON COUNTY
UNION COUNTY
Fairfield
North Caldwell
Cedar Grove
Nutley
West Caldwell
Caldwell
Belleville
Essex Fells
Roseland
West Orange
Livingston
Millburn
Great Piece Meadows
West Essex Park
Hilltop Reservation
Eagle Rock Reservation
Branch Brook Park
East Orange Water Reserve
South Mountain Reservation
Weequahic Park
0 0.5 1 2 Miles
Sources: NJDEP, NJDOT, NJOGIS, NJ TRANSIT, US Census Bureau

COMBINED MAP RESPONSES

(ALL MAP RESPONSES COMBINED)



The chart represents an aggregation of all map responses across all travel modes. With 50 percent of concerns relating to **street design and mobility infrastructure**, top concerns in this category include intersection safety and visibility, the desire for improved pedestrian and bicycle infrastructure. Forty-six percent of the responses relate to **enforcement and user behavior**, with excessive speeding and aggressive driving and vehicles not yielding to pedestrians and cyclists making up the top concerns.

**Note that to simplify the chart outputs, responses below 1 percent were excluded from the charts but still included in the calculation totals*

Walking Pins: What pedestrian concerns do you have about the location?

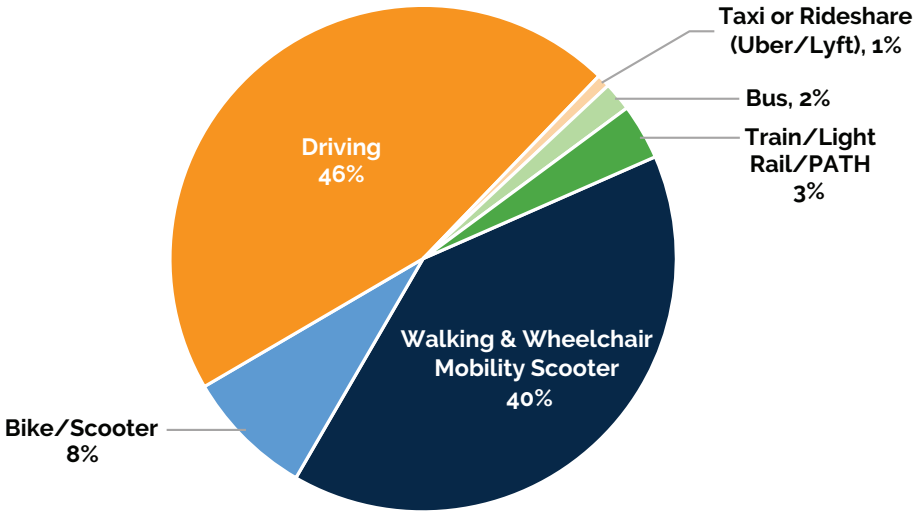
Forty-seven percent of survey respondents placed a total of 2,859 pins and 8,215 responses related to pedestrian concerns, representing 49 percent of all pins placed.

Walking Pins & Travel Mode

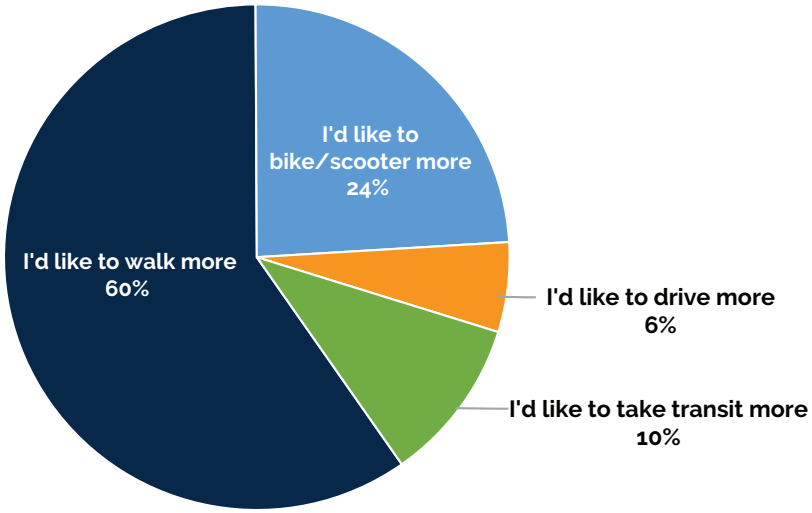
A crosstab of the walking map pins and respondents' answers to the current travel mode question shows that 46 percent of the pedestrian pins were placed by respondents who primarily drive, followed by walkers at 40 percent. Respondents who currently bike or use scooters accounted for the remaining 8 percent of the pins. This suggests drivers' willingness and interest in walking more.

In relation to preferred future travel mode among those who placed a walking pin, 60 percent selected walking as their "Most Desired" future travel mode. Additionally, 24 percent expressed a preference for biking or using a scooter, indicating that respondents who placed a walking pin generally favored active transportation options.

WALKING PINS & CURRENT TRAVEL MODE



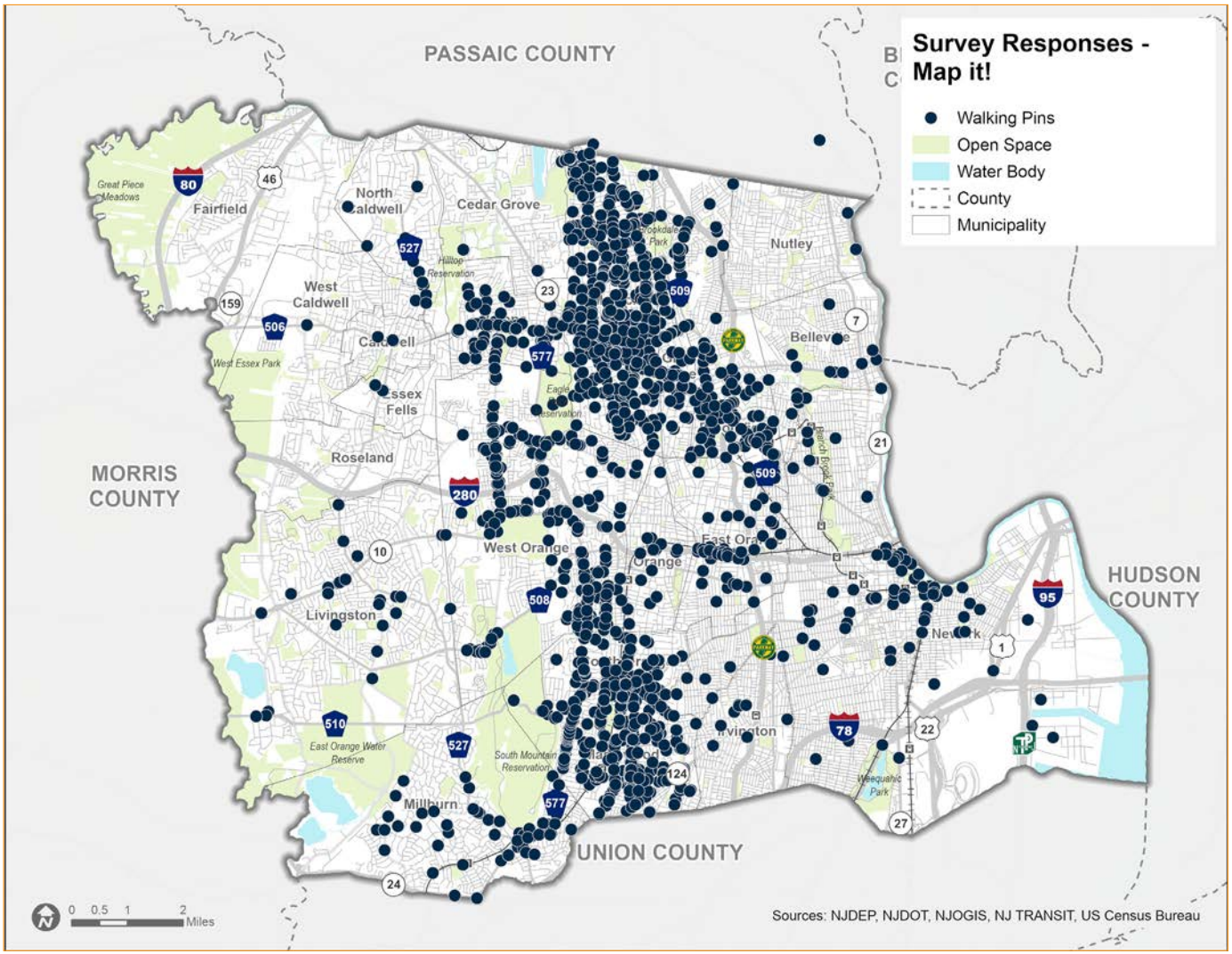
WALKING PINS & FUTURE TRAVEL MODE



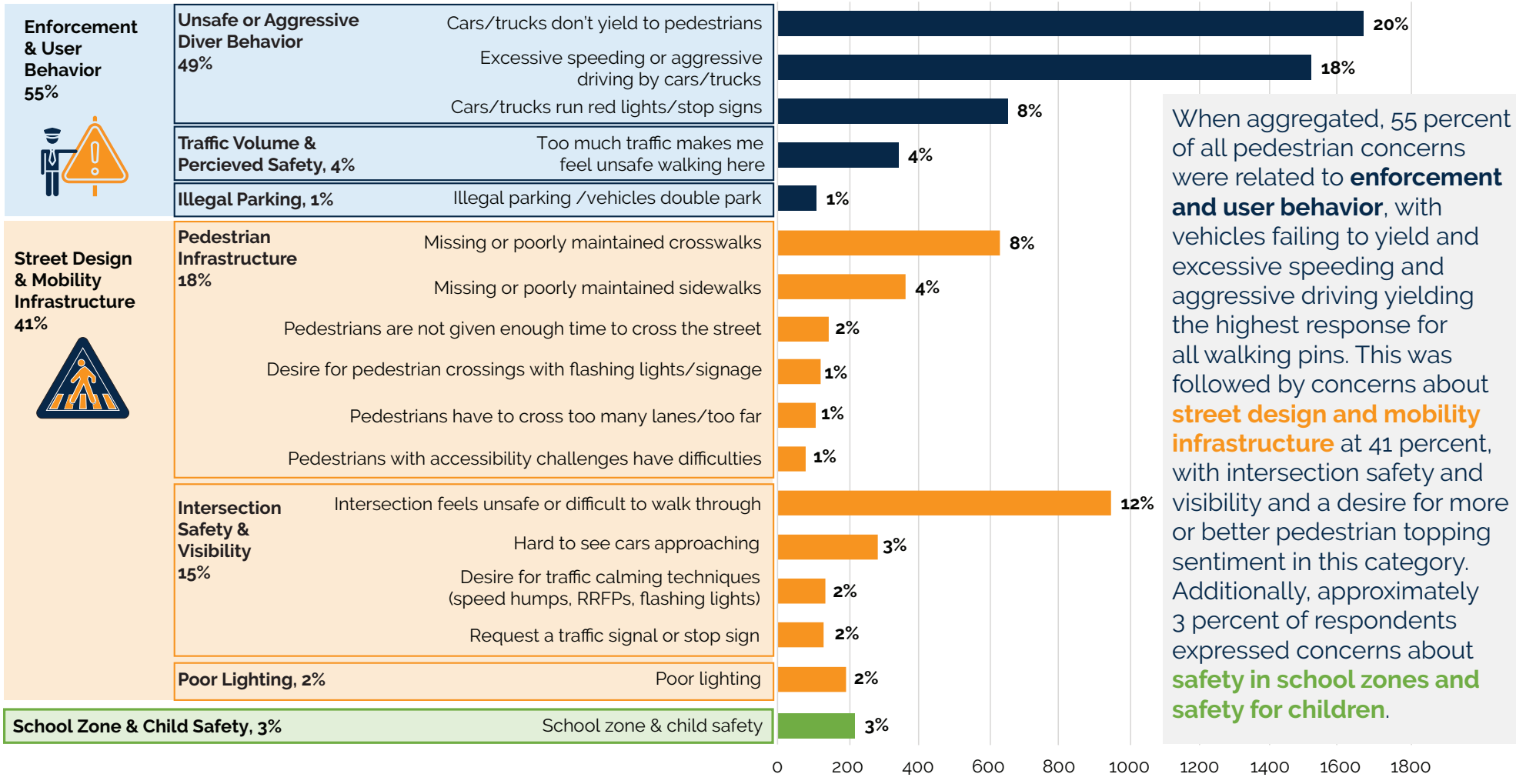
Pin Clusters

A significant number of pins appeared in the following areas:

- Bloomfield Avenue (Bloomfield, Glen Ridge, Montclair, Verona)
- Pleasant Valley Way (West Orange)
- Wyoming Avenue (Maplewood, South Orange, West Orange)
- Valley Road (Montclair)
- Grove Street (Montclair)
- Intersection of South Orange Avenue, Irvington Avenue, and Valley Street (South Orange)
- Intersections at Watchung Avenue & Watchung Plaza (Montclair)



WALKING PINS



When aggregated, 55 percent of all pedestrian concerns were related to **enforcement and user behavior**, with vehicles failing to yield and excessive speeding and aggressive driving yielding the highest response for all walking pins. This was followed by concerns about **street design and mobility infrastructure** at 41 percent, with intersection safety and visibility and a desire for more or better pedestrian topping sentiment in this category. Additionally, approximately 3 percent of respondents expressed concerns about **safety in school zones and safety for children**.

**Note that to simplify the chart outputs, responses below 1 percent were excluded from the charts but still included in the calculation totals*

What bike and scooter concerns do you have for the location?

Sixteen percent of survey respondents placed a total of 1,096 pins and 2,979 responses related to biking/scootering concerns, representing 19 percent of all pins placed.

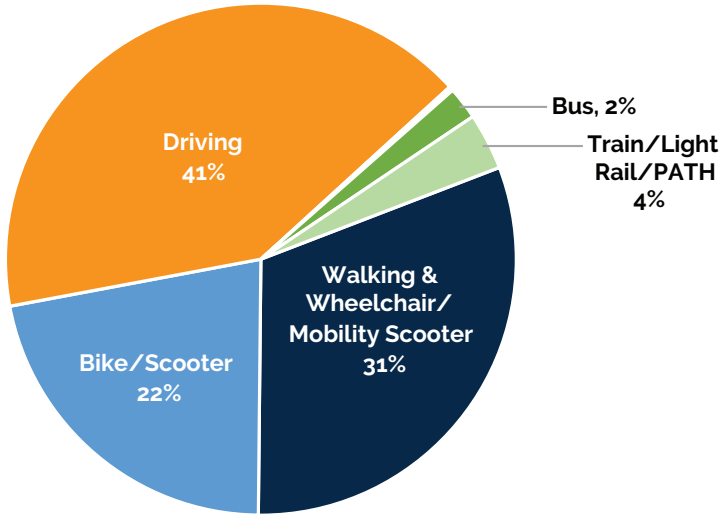
Bike/Scooter Pins & Travel Mode

A crosstab of the bike/scooter pins and respondents' current travel mode shows that 22 percent of the map respondents use bikes or scooters as a primary mode of travel. Drivers had the highest bike/scooter pin response rate at 41 percent, while walking and public transit users accounted for 31 percent and 6 percent, respectively.

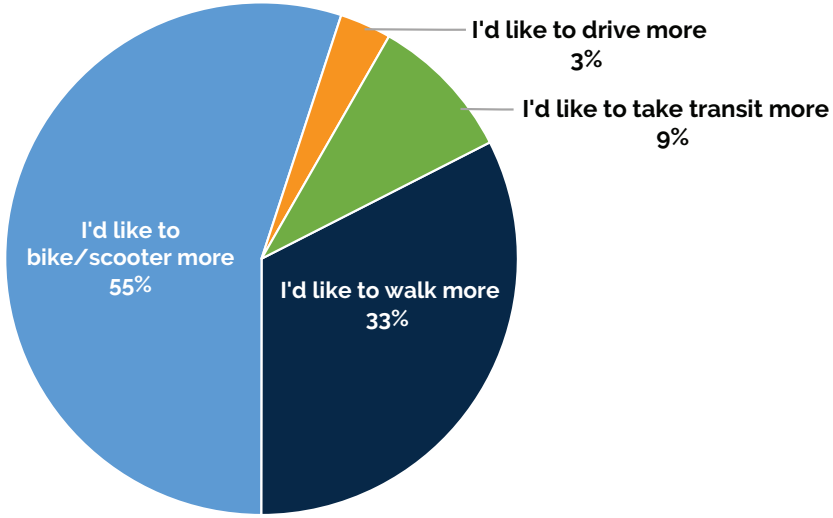
Over half of the respondents indicated that biking or scootering is their most desired mode of future travel, with another 33 percent expressing a preference for walking more in the future.

The strong desire for biking and scootering in the future, despite low current usage, may suggest a need for expanded bike lanes and infrastructure to make biking feel safer and more accessible throughout the county. These findings also align with feedback gathered at other outreach events, where residents expressed a desire for safer, more accessible biking and scootering options.

BIKE/SCOOTER PINS & CURRENT TRAVEL MODE



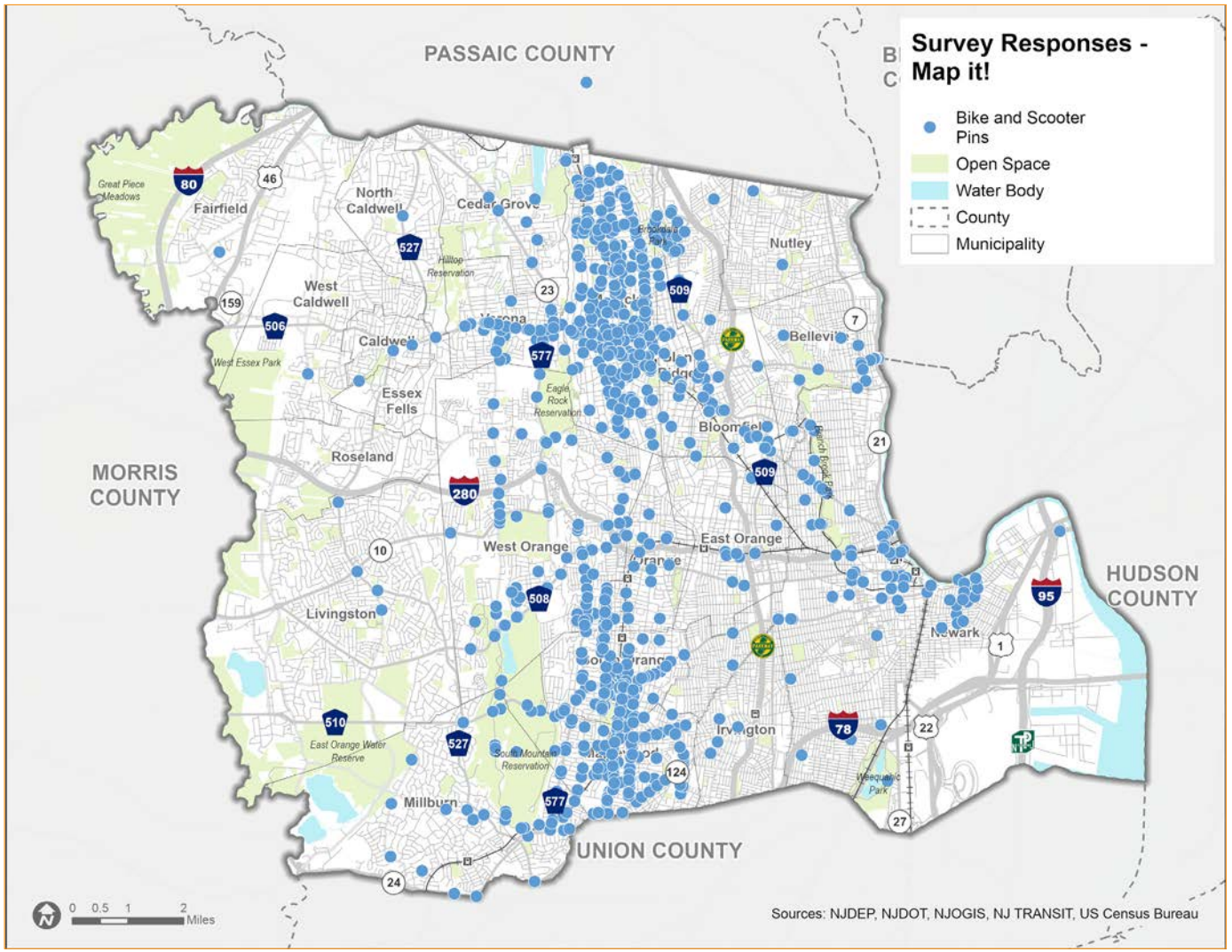
BIKE/SCOOTER PINS & FUTURE TRAVEL MODE



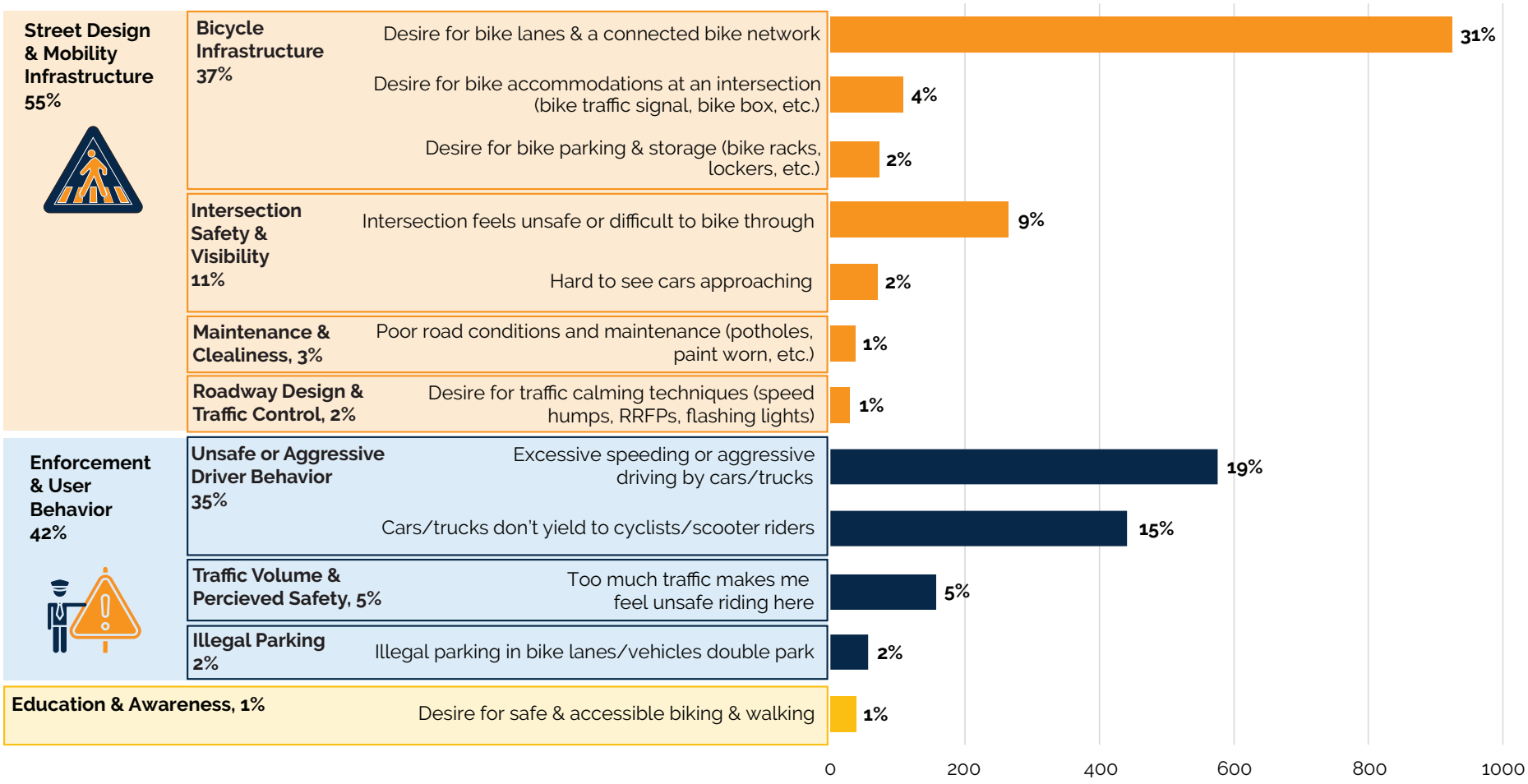
Pin Clusters

A significant number of pins appeared in the following areas:

- Bloomfield Avenue (Montclair, Verona)
- Grove Street (Montclair)
- Valley Street (South Orange, Maplewood)
- South Orange Avenue (South Orange)
- Gregory Avenue (West Orange)
- Parker Avenue (Maplewood)



BIKE & SCOOTER PINS



*Note that to simplify the chart outputs, responses below 1 percent were excluded from the charts but still included in the calculation totals

When analyzed collectively, nearly 55 percent of the biking and scootering concerns revolved around **street design and mobility infrastructure**. Within this category, the top priority was the desire for bike lanes and a connected bike network, which accounted for 31 percent of design-related concerns. **Enforcement and user behavior** concerns about excessive speeding and aggressive driving accounted for 19 percent of responses, followed by motorists not yielding to cyclists at 19 percent.

What driving concerns do you have for the location?

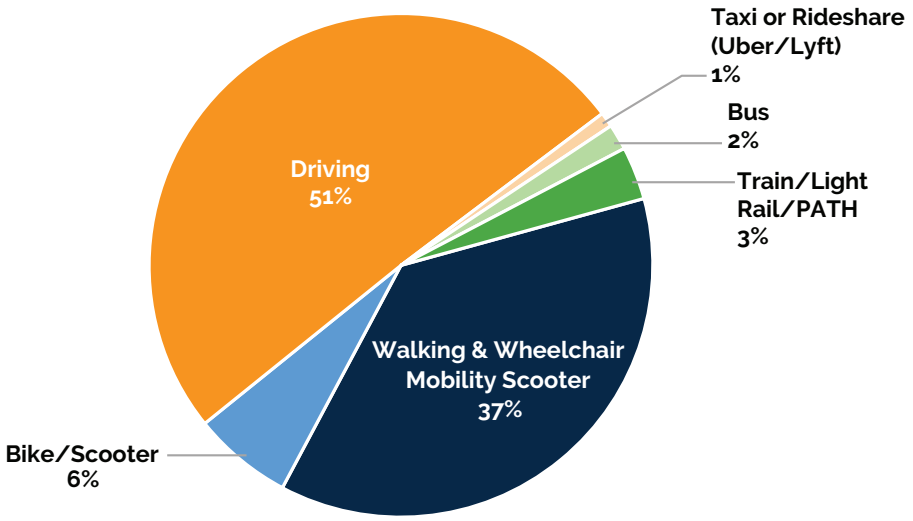
Twenty-eight percent of survey respondents placed a total of 1,659 pins and 4,381 responses related to driving concerns, representing 29 percent of all pins placed.

Driving Pins & Travel Mode

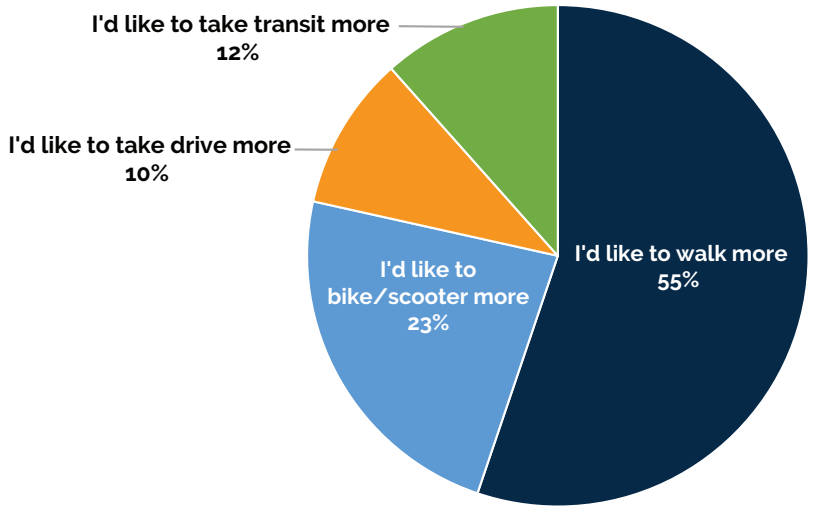
A crosstab of the driving pins and respondents' current travel mode showed that 51 percent of pins were placed by those who currently drive alone as a primary mode. Walking represented the other predominant current travel mode, representing 37 percent of respondents who placed a driving pin.

Only 10 percent of respondents identified driving as their most preferred future travel mode. Among those who placed driving pins, the majority cited walking as their most preferred future travel mode, followed biking. Overall, those favoring active transportation for future travel, account for more than three-quarters of driving map pin respondents. The interest in active transportation aligns with feedback from outreach efforts, emphasizing the desire for improved bicycle and pedestrian accommodation.

DRIVING PINS & CURRENT TRAVEL MODE



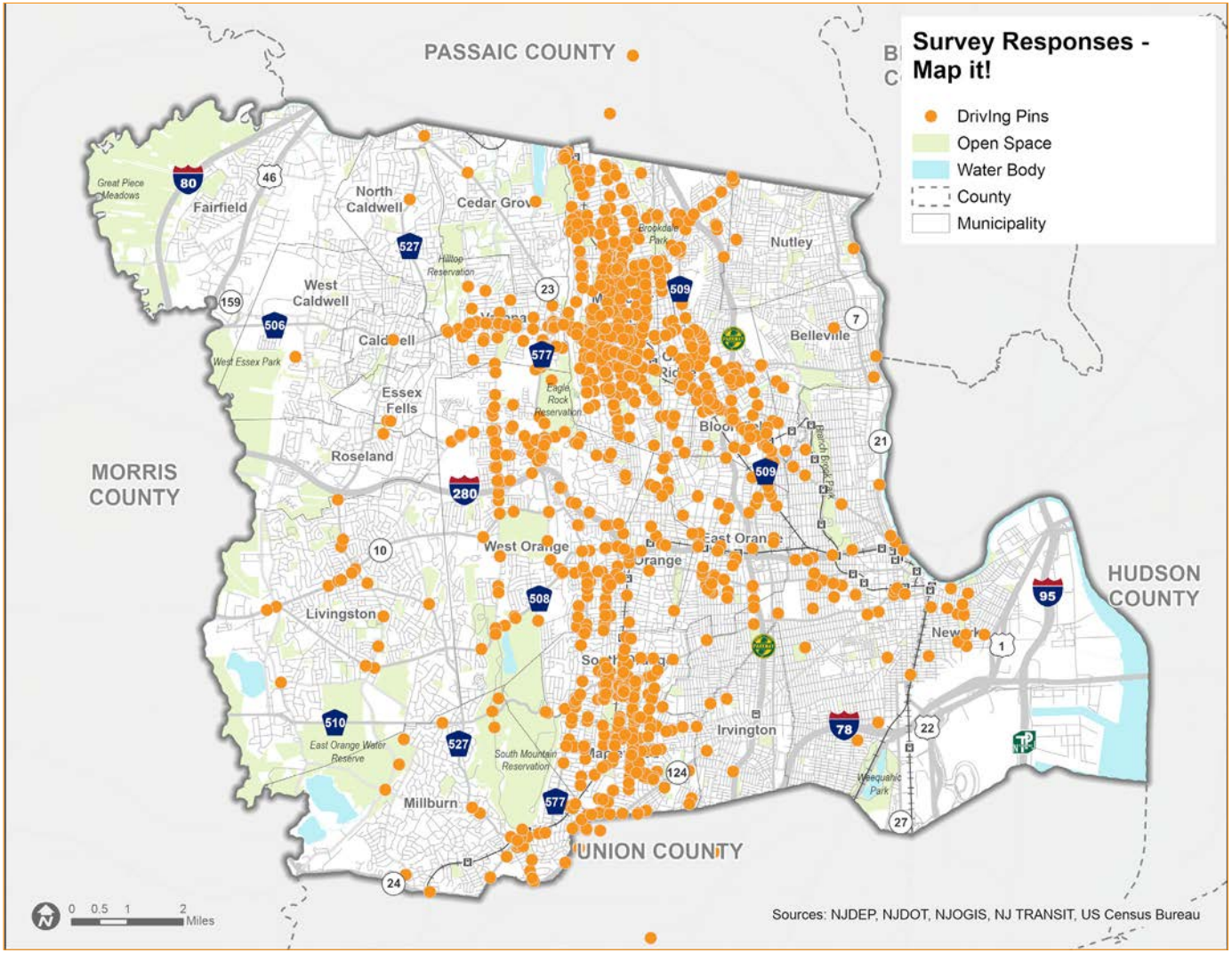
DRIVING PINS & FUTURE TRAVEL MODE



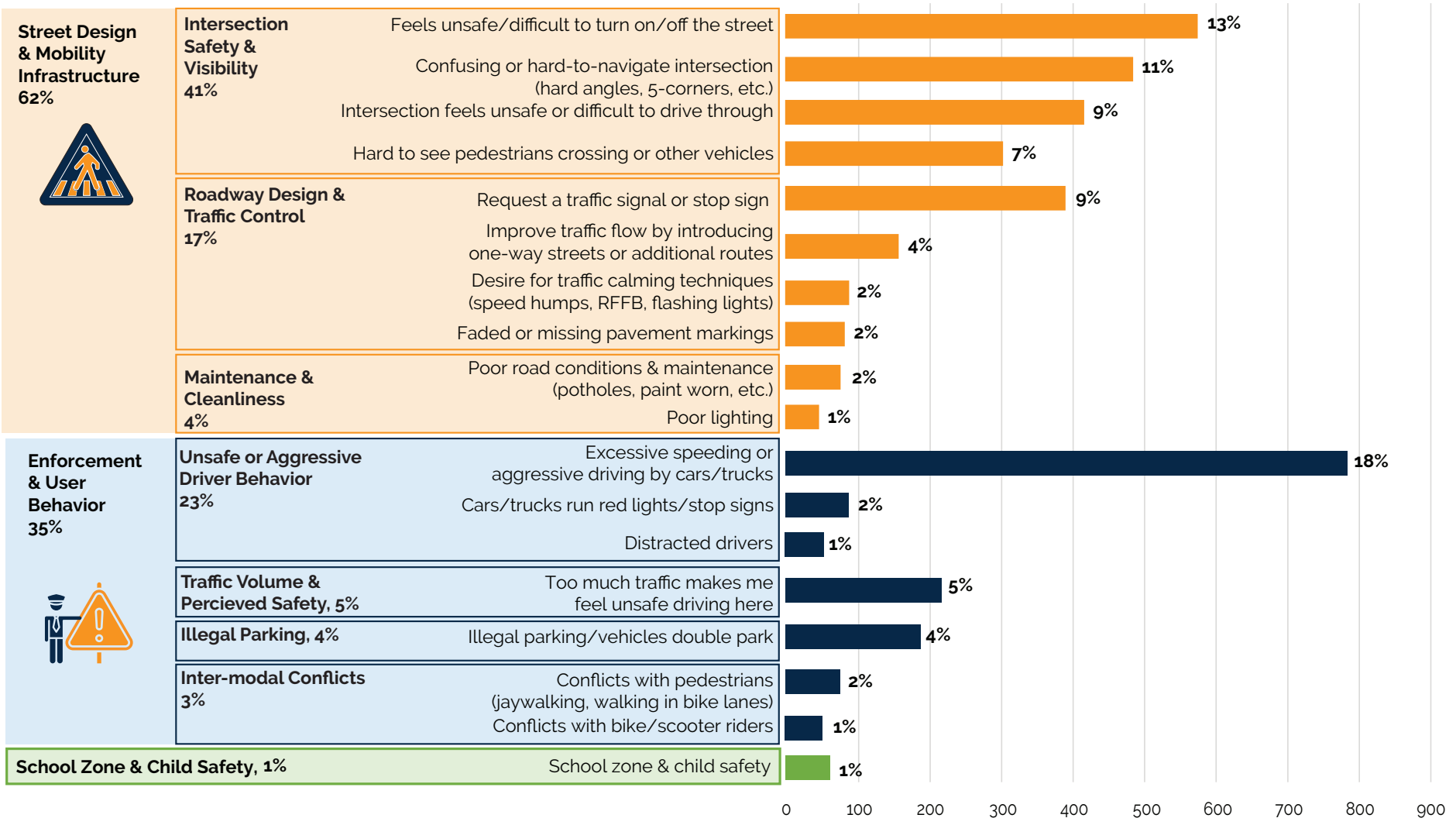
Pin Clusters

Significant clusters of driving concerns were identified at:

- Bloomfield Avenue (Bloomfield, Montclair, and Verona)
- Grove Street (Montclair)
- South Orange Avenue (South Orange)
- Intersection of South Orange Avenue and Scotland Road (South Orange)
- Intersections along Watchung Avenue, including Watchung Plaza and Grove Street (Montclair)



DRIVING PINS



Note that to simplify the chart outputs, responses below 1 percent were excluded from the charts but still included in the calculation totals

When aggregated, nearly 62 percent of driving concerns centered on **street design and mobility infrastructure**, with intersection safety and visibility as the most significant concern. The other 35 percent of concerns were associated with **enforcement and user behavior**, with excessive speeding and aggressive driving topping concerns in this category and overall.

What concerns do you have about taking public transit from this location?

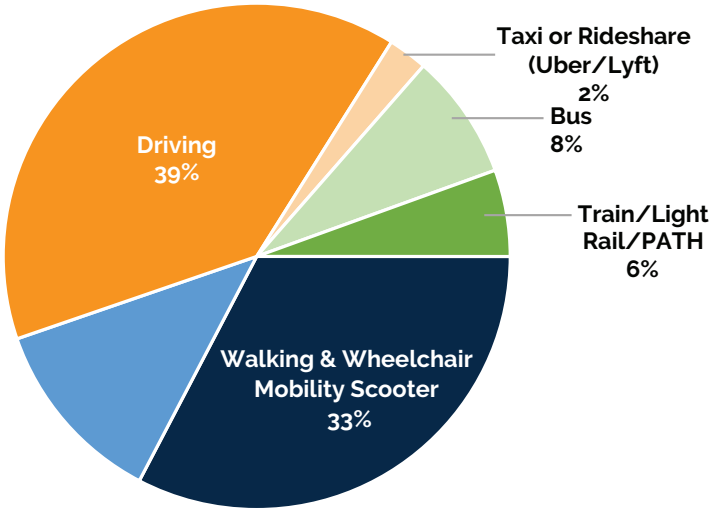
Only 4 percent of survey respondents placed a total of 102 pins and 301 responses related to public transit concerns, representing just 4 percent of all pins placed.

Transit Pins & Travel Mode

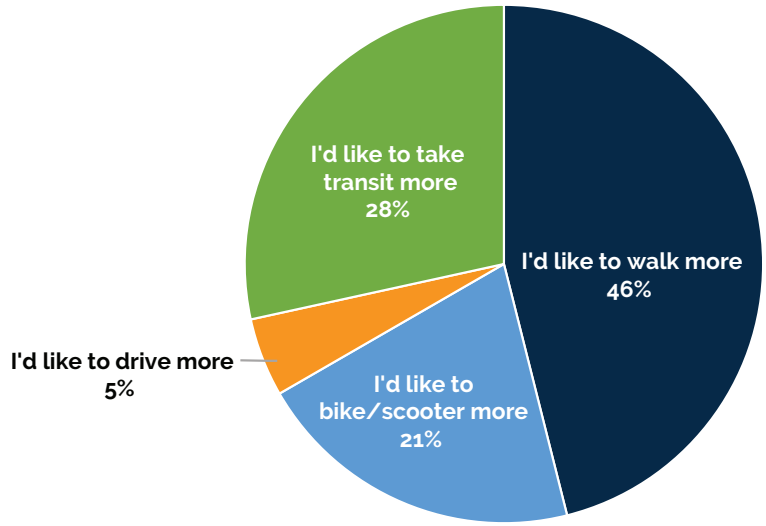
A crosstab of the transit pins and respondents' current travel mode showed that just 14 percent of pins were placed by respondents who currently use public transit as their primary mode of travel. Among those who placed a transit pin, most said they currently drive or walk as their current primary travel modes. The high percentage of drivers who placed transit pins suggests there is potential for mode shift if improvements are made to transit options and accessibility.

Regarding preferred future travel modes, 28 percent of respondents identified transit as most desired. Walking was the most popular choice at 46 percent of responses, followed by biking and scootering, which accounted for 21 percent.

TRANSIT PINS & CURRENT TRAVEL MODE



TRANSIT PINS & FUTURE TRAVEL MODE

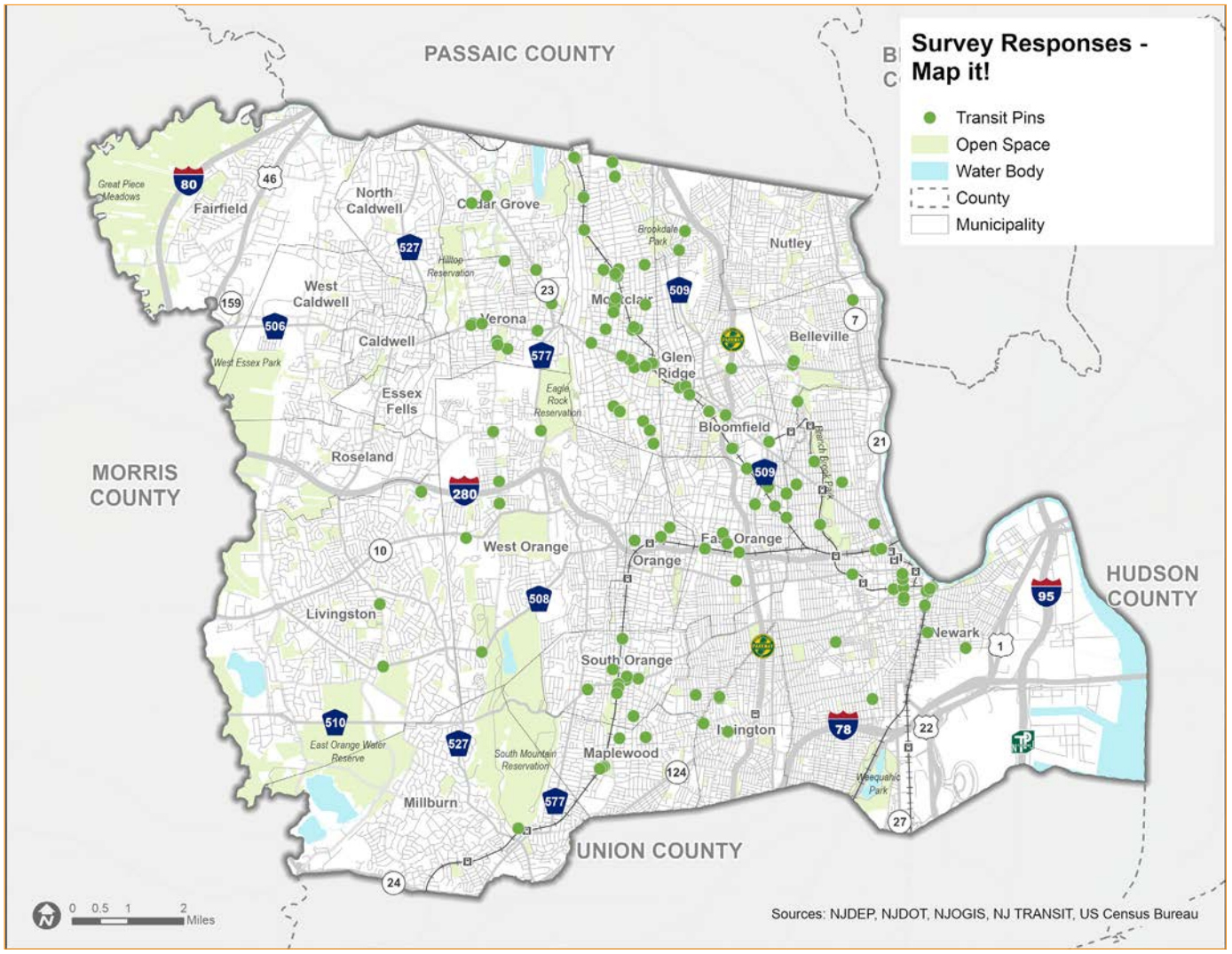


Pin Clusters

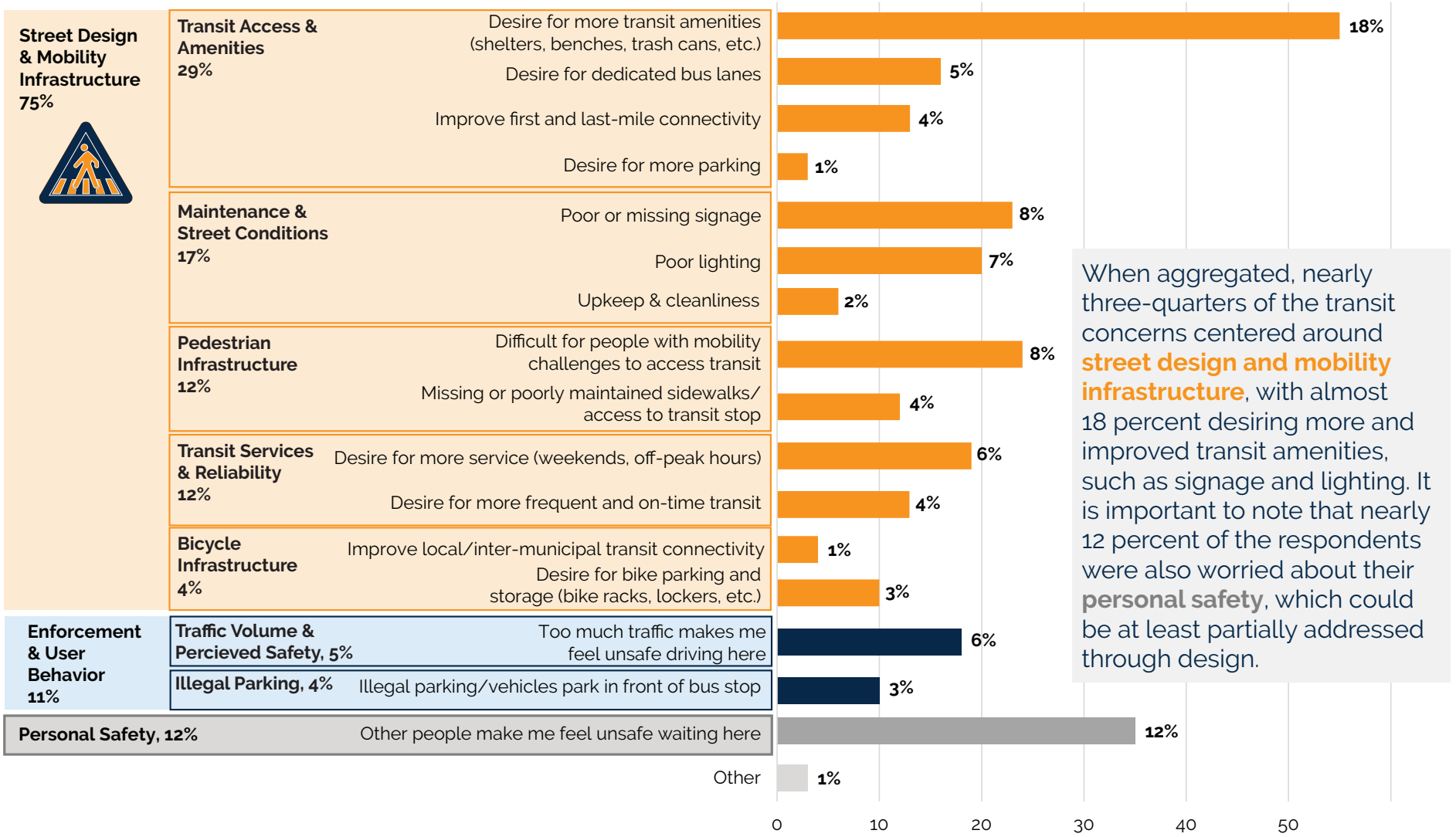
Significant clusters of these concerns were identified:

- Penn Station and Broad Street Station (Newark)
- South Orange Station (South Orange)
- Bay Street Station (Montclair)

Beyond these areas, the pins were more widely distributed throughout the central parts of the county and Newark.



TRANSIT PINS



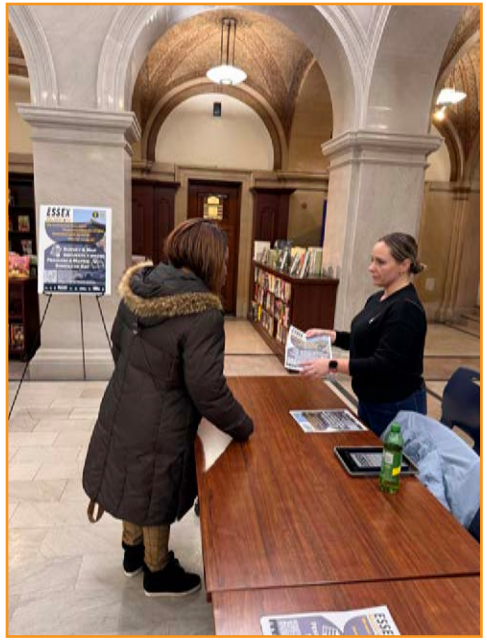
When aggregated, nearly three-quarters of the transit concerns centered around **street design and mobility infrastructure**, with almost 18 percent desiring more and improved transit amenities, such as signage and lighting. It is important to note that nearly 12 percent of the respondents were also worried about their **personal safety**, which could be at least partially addressed through design.

**Note that to simplify the chart outputs, responses below 1 percent were excluded from the charts but still included in the calculation totals*

Pop-Up Engagement

The community engagement process included two pop-up events in Newark, supported by the North Jersey Transportation Planning Authority (NJTPA) through their Local Safety Action Plan initiative. At each event, two project team representatives welcomed attendees, explained the purpose and intended outcomes of the Action Plan, and discussed the overall importance of traffic safety. Flyers with links to the survey and an interactive map were also distributed.

Approximately 75 community members participated across both pop-up events.



Newark Public Library Main Branch

Tuesday, April 8, 2025

2:00 – 6:30 PM

Weequahic Branch

Wednesday, April 9, 2025

2:00 – 5:00 PM

Newark Pop-up Engagement

Demonstration Project

As part of the Essex SS4A Action Plan, the project team installed a temporary safety demonstration at the intersection of Elmwood and Shepard Avenue in East Orange, located directly adjacent to the Pride Academy Charter school and near Elmwood Park, on September 30, 2025. The demonstration aimed to improve safety and accessibility for students and other active transportation users by testing quick-build measures, including curb extensions, high-visibility crosswalks, stop bars, and a "SCHOOL" pavement stencil.

The installation used low-cost, reusable materials from the NJTPA Lending Library, including temporary paints, delineators, cones, and signage, to illustrate how tactical interventions can enhance pedestrian safety and calm traffic.

More than 100 people, including students, teachers, parents, crossing guards, and residents, participated in the event, providing valuable feedback on the demonstration and broader traffic safety priorities in the community. Overall, community members strongly supported the demonstration project and the plan.

"Feels safe to get across"

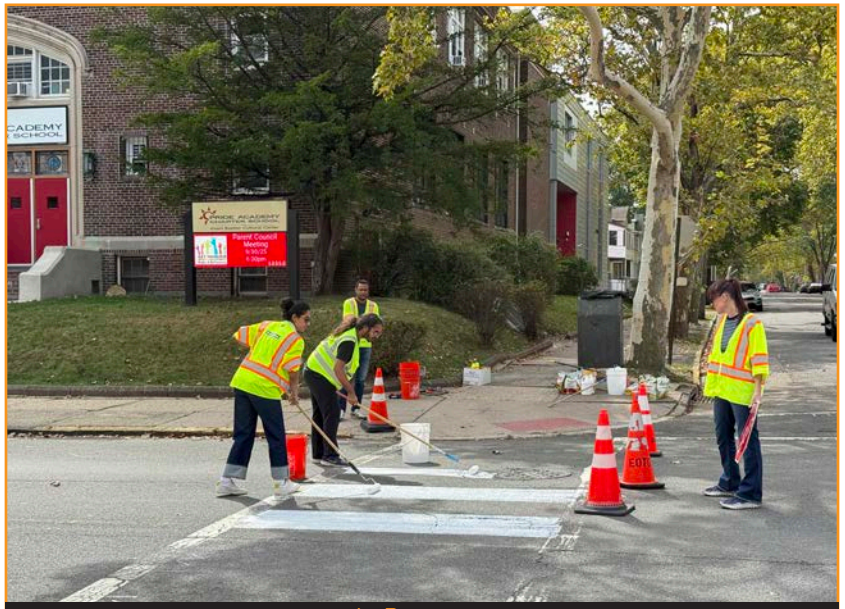
"I love it! I hope the city will make it permanent"

"Intersection feels more safe/ visible"

"Car drivers rush past the intersection and the bright colours would warn them to slow down"

"Looks pretty and feels safer because people can see it"

Demonstration Project Community Feedback



In Process...

Engagement Activity & Completed Demo Project

During the event, two interactive displays with engagement activities and project information were set up to engage passersby. Participants were invited to share their perceptions of safety across various travel modes, vote on the top safety countermeasures for Essex County streets, and participate in a mapping exercise using an East Orange map to mark location-specific concerns and improvement ideas.

Participants were asked the following questions:

- How safe do you feel when using the following types of transportation in Essex County?
- Select your top two safety improvement recommendations for the county.
- Participate in a mapping exercise to identify specific locations of concern and opportunities in East Orange.
- Provide feedback on the demonstration project.

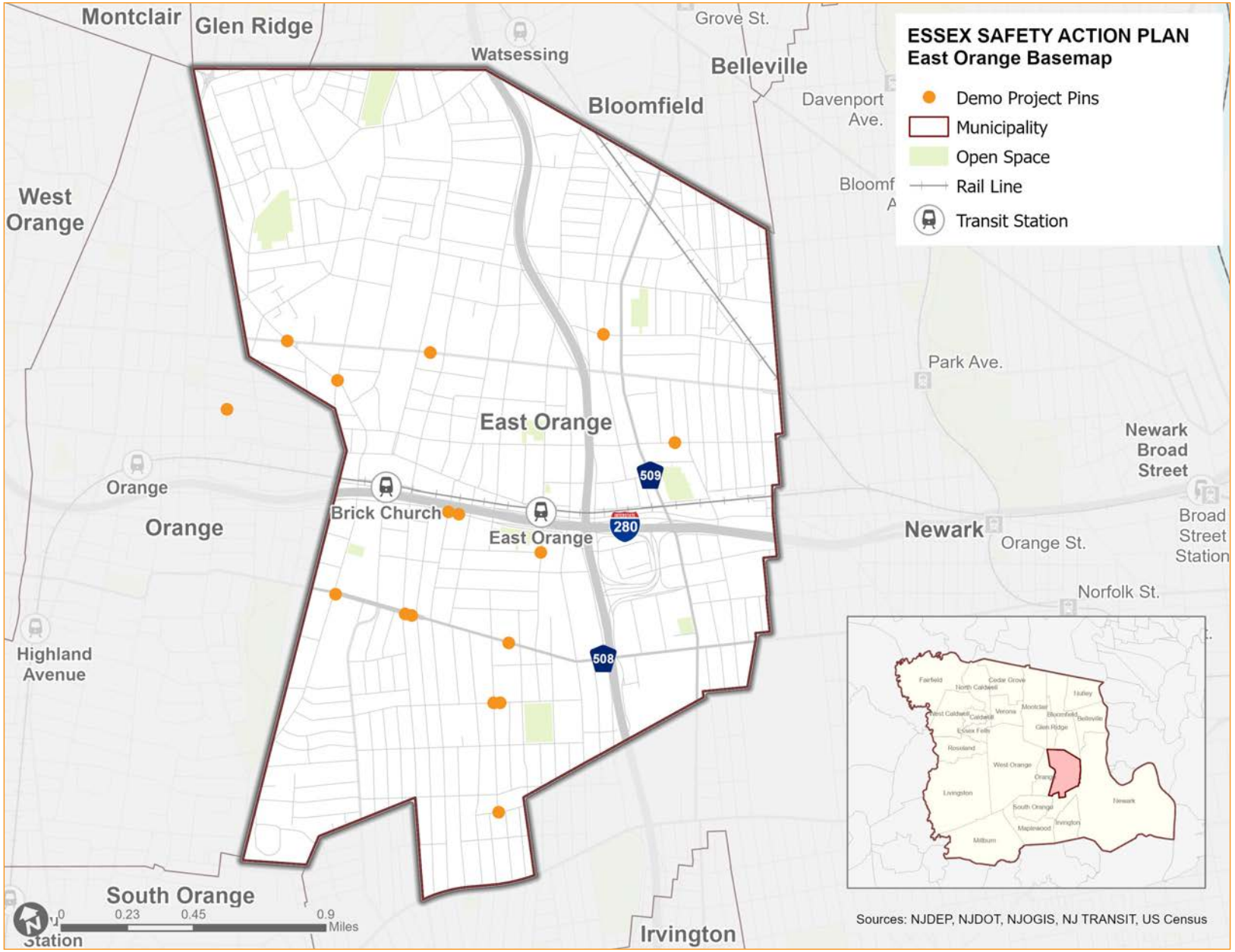
In addition to the engagement activities, the project team distributed informational flyers about the upcoming community meeting, where the final draft of the high-injury network, priority corridors, and project updates would be shared. One of these meetings was held specifically for East Orange.

Nearly half of the participants reported feeling unsafe on trains, followed closely by biking and scooter travel. In contrast, almost two-thirds felt safe driving, and more than half felt safe walking.

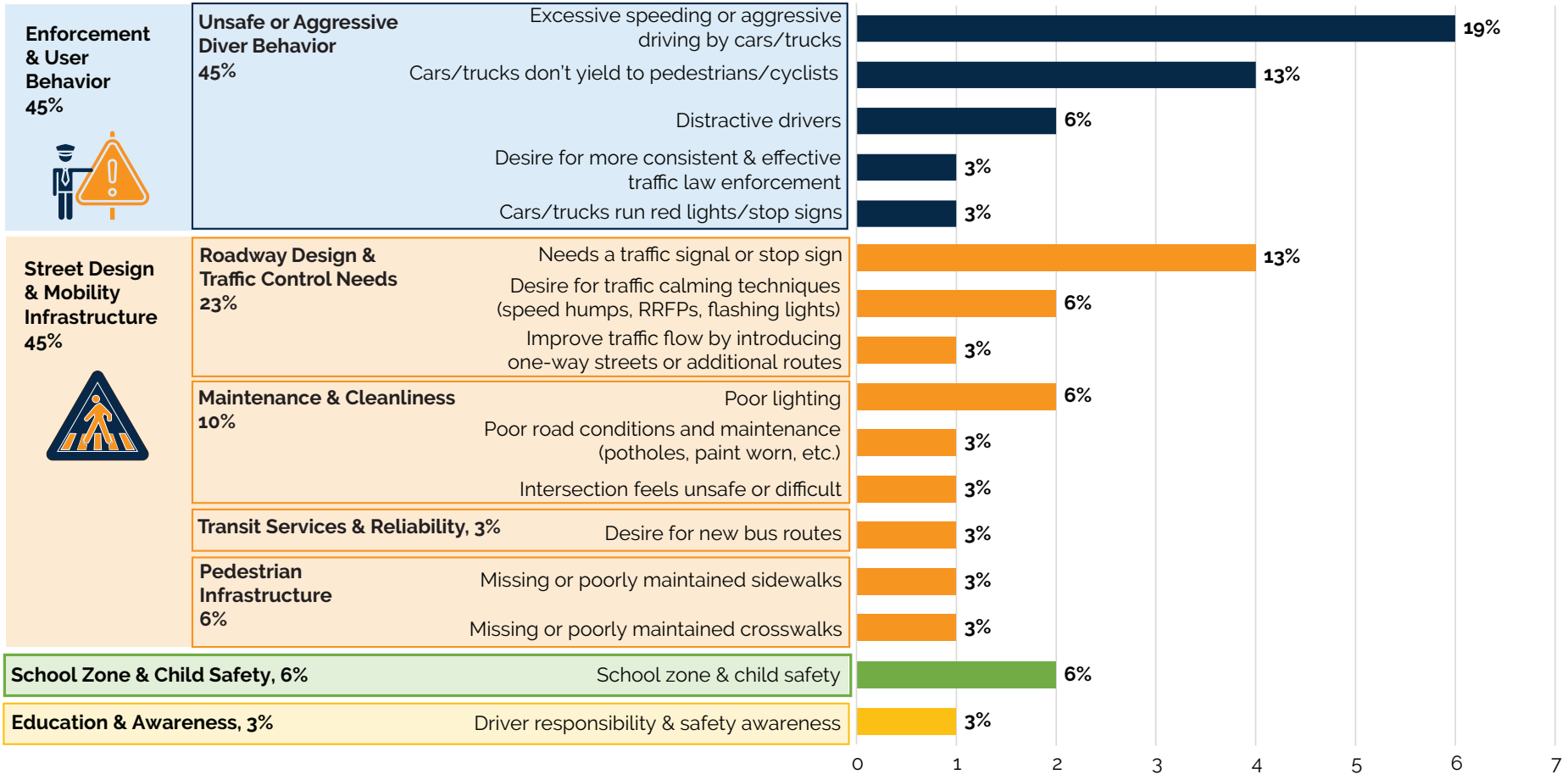
Demonstration Project Perception of Safety Results Graphic

When asked to select the top safety recommendations for county-wide implementation, participants most often chose Rectangular Rapid Flash Beacons (RRFBs) and improvements to sidewalks and ADA ramps, followed by curb extensions, high-visibility crosswalks, modernized traffic signals, and intersection daylighting.

Demonstration Project Safety Recommendations Results


ESSEX SAFETY ACTION PLAN
East Orange Basemap
Demo Project Pins
Municipality
Open Space
Rail Line
Transit Station
Montclair
Glen Ridge
Watsessing
Grove St.
Belleville
Bloomfield
Davenport Ave.
West Orange
Park Ave.
East Orange
Newark Broad Street
Orange
Brick Church
East Orange
Orange
Newark
Orange St.
Broad Street Station
Norfolk St.
Highland Avenue
509
280
508
South Orange
Irvington
0 0.23 0.45 0.9 Miles
Sources: NJDEP, NJDOT, NJOGIS, NJ TRANSIT, US Census

DEMONSTRATION PROJECT - MAP IT!

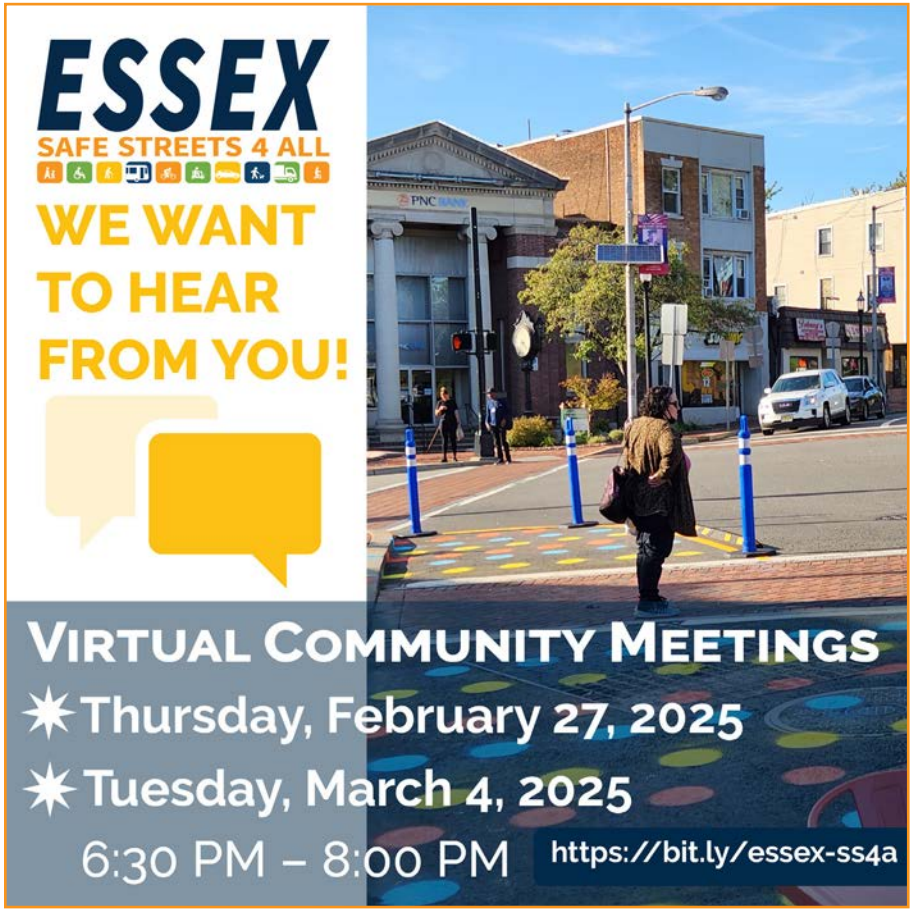


**Note that to simplify the chart outputs, responses below 1 percent were excluded from the charts but still included in the calculation totals*

When aggregated, location-specific concerns fell into two overarching categories: **street design and mobility infrastructure** and **enforcement and user behavior**, each accounting for roughly 45 percent of all responses. Within the enforcement and behavior category, excessive speeding, aggressive driving, and motorists failing to yield to pedestrians and cyclists made up 32 percent of total responses. Within the street-design category, the request for traffic signals or stop signs, interest in traffic-calming measures, and concerns about poor lighting each accounted for about 6 percent. An additional 7 percent of responses raised **school-zone and child-safety** issues, particularly speeding near schools.

Virtual Community Meetings

The Essex SS4A Action Plan project team held four (4) community meetings, two at the beginning of the planning process to help shape the vision and set priorities for safe street initiatives, and two near the conclusion, to engage residents and stakeholders on the final draft HIN, priority projects, and draft policy recommendations.



Phase 1 Community Meeting Materials

Phase 1 Community Meetings

During the first phase of the community meetings, a total of 35 people attended. Of these participants, 91 percent were residents of Essex County, 14 percent were residents of East Orange, and 20 percent of attendees were organization or government staff.

Phase 1 Community Meetings	Date & Time	# of Attendees
Community Meeting #1	February 27, 2025 6:30 PM	17
Community Meeting #2	March 4, 2025 6:30 PM	21

Each meeting began with a presentation introducing the SS4A study, its purpose, and key principles. The team also shared initial findings, highlighting crash data and equity analysis for both Essex County and the City of East Orange.

After the presentation, participants were assigned to breakout rooms based on their home or work locations to discuss their experiences using the streets. One breakout room was specifically for the City of East Orange, while another room focused on broader county-wide concerns. During the breakout sessions, the discussion was moderated with the following questions:

- What do you currently like about getting around in Essex County (East Orange)?
- How well do Essex County's (East Orange) streets serve residents, businesses, and visitors?

- What's your vision for getting around Essex County (East Orange) safely in the future?

Overarching Themes

Discussions in the two breakout rooms from both meetings resulted in several overarching themes highlighted below.

Driver Behavior, Traffic Safety & Enforcement

Participants in both public meetings emphasized the need for improved traffic safety, particularly in car-dependent areas of Western Essex County and Newark. They raised concerns about speeding, traffic congestion, and inconsistent enforcement, creating unsafe conditions for pedestrians, cyclists, and other vulnerable road users.

Some suggestions include redesigning roads to discourage speeding, ensuring consistent speed limits, and implementing traffic calming techniques such as dedicated left-turn signals, road diets, and lane narrowing to reduce the risks associated with high-speed driving.

Pedestrian Safety and Infrastructure

Participants emphasized the need to improve pedestrian infrastructure across various municipalities to enhance safety and encourage active transportation. They proposed measures such as installing more sidewalks, ADA-compliant ramps, and traffic-calming measures. They also recommended implementing road diets on narrow, high-traffic streets like Bloomfield Avenue and Broad Street to enhance safety and accessibility for pedestrians and cyclists. county-wide, the underdevelopment of parks and green spaces creates a barrier to safe walking and cycling. Suggestions include creating a linear park to connect Verona Park to the South Mountain Reservation.

Bicycle Safety and Infrastructure

Participants in both the county-wide sessions and the East Orange breakout room emphasized the importance of expanding bike lanes and improving cycling infrastructure to create safer, more connected routes, particularly in Newark, Bloomfield, Montclair, and connecting to the Essex Hudson Greenway. They suggested adding medians, bump-outs, and protected bike lanes in high-traffic areas to enhance cycling safety. Additionally, participants raised concerns about cars frequently parking in bike lanes and emphasized the need for improved upkeep and maintenance of existing bike lanes, particularly in Newark's Ironbound district.

Education, Awareness, and Multi-Modal Transportation Solutions

Participants highlighted the need for improved driver and public education to promote safer, more inclusive transportation systems. Key recommendations include addressing driver behavior through improved education and enforcement, promoting a shift away from car-centric designs, and exploring safer infrastructure options such as roundabouts. There was also a call for better bus driver training, comprehensive crash data tracking, and increased public awareness about pedestrian safety. Participants noted the importance of balancing the needs of cars and pedestrians while also improving transit access by making first and last-mile connectivity to transit more efficient.

School Zone Safety

Participants in the East Orange breakout room raised concerns about safety in school zones, particularly double-parking during school hours, which creates dangerous conditions for children and obstructs bus movement. Additionally,

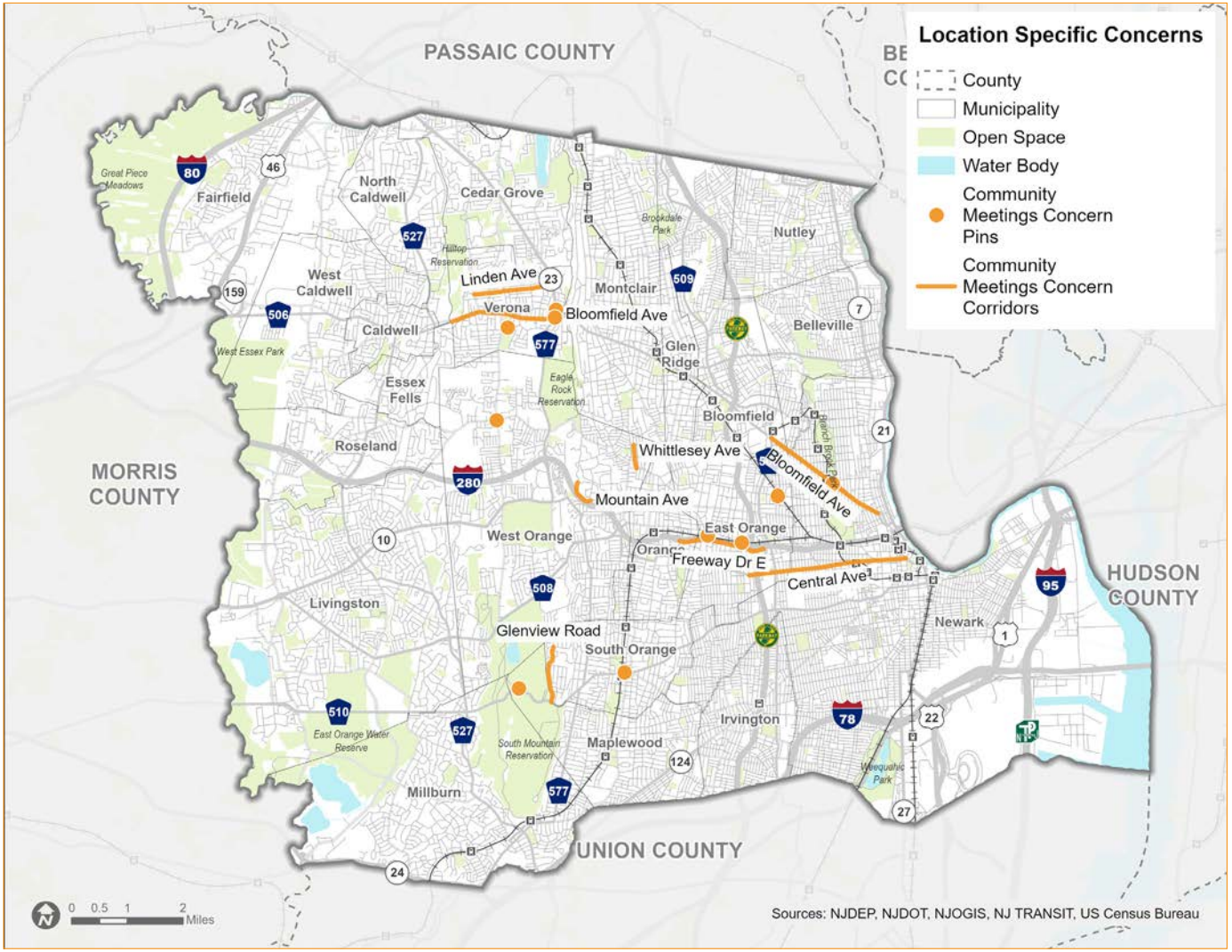
wide roads encourage speeding, putting pedestrians and cyclists at risk. Proposed solutions include establishing “kiss and drop” zones to reduce congestion, improving crossing guard training and enforcement, and expanding alternative transportation options to address limited bus service.

Parking Concerns and Safety Solutions

Participants highlighted the need for more parking, especially in East Orange, and recommended implementing road diets on arterial roads to create additional on-street parking spaces. Key concerns include the rising demand for parking due to increasing housing developments, blind spots created by parking near corners, and congestion caused by the growing number of delivery services, such as Amazon and Uber Eats, particularly at intersections.

Safety Concern Locations

The following map depicts specific locations mentioned during the two community meetings.



Safety Concern Locations

Breakout Room Highlights – Meeting #1

General Room

Highlights from each breakout room for the first meeting are included below.

Traffic Safety & Enforcement

- Western Essex County is heavily car-centric, with few walking destinations, making driving the primary mode of transportation, particularly along Bloomfield Avenue, where speeding and cut-through traffic are common

Newark

- Drivers frequently use Newark as a cut-through due to highway congestion, reducing pedestrian and cyclist safety.
- Traffic in the Ironbound is dangerous because vehicles park in bike lanes and fail to yield to cars, pedestrians, and cyclists, creating unsafe conditions for all road users.
- Buses are often slowed or stopped due to double-parked cars, and there has been an incident where a person's foot was run over by a bus on Ferry Street.

Montclair

- Montclair has a truck ban on Upper Mountain, but there is no clear enforcement, and State traffic rules technically permit it. It is also designed as a straightaway, contributing to high-speed driving.
- The Township reduced the speed limit to 25 MPH on all streets except Grove Street, but the street design encourages speeding, making it easy for drivers to exceed the limit. One participant said Broad Street is "wide enough for a plane to land". The area needs more enforcement.
- Enforcement is complicated by the large number of small police departments in New Jersey, resulting in inconsistent interpretations and conflicting directives from commanding officers.

Pedestrian Safety & Infrastructure

- There is a need for more sidewalks and ADA-compliant ramps to enhance accessibility.
- Leading Pedestrian Intervals (LPIs) are needed at the South Michigan Ave and Freeway Drive crossing in Kenilworth.

Newark

- The City should create a more pedestrian-friendly environment by adding protected bike lanes, planting trees, and implementing other traffic-calming measures.
- In the Ironbound, bikes and scooters frequently ride on the sidewalks, even when bike lanes are clear, and riders often blame pedestrians when there is a conflict.
- The City should close key streets like Ferry Street, Halsey Street, and Branch Brook Park to cars, prioritizing pedestrians and cyclists.
- Inspired by NYC's congestion pricing and Paris's approach to reallocating space, city planners should refine car access to the City's periphery to reclaim the city center for people rather than vehicles.
- The City faces safety issues along major corridors, such as Bloomfield Avenue, which is wide and encourages speeding.
- Traffic turning off side streets often does not yield to/

acknowledge pedestrians.

- Cars often park at bus stops and intersections, making it difficult for other vehicles to see pedestrians. Many in Newark act as if double (and triple)-parking is a right, and there is little enforcement.
- Proposed actions to improve safety include curb bump-outs, mid-block crossings, and protected bike lanes.
- While the Newark Light Rail is excellent, the stations need to be modernized and improved ADA compliance, along with more service over the weekend.

South Orange

- Vehicles are not yielding to pedestrians, particularly at the intersection of South Orange Ave and Vose Ave.
- There are concerns about crosswalk signals. Also, many pedestrians cross mid-block amongst speeding vehicles, leading to concerns about them being hit.
- The traffic light at Glenview Road is also problematic, as the crosswalk leads to nowhere, forcing pedestrians to walk on grass to access the park's driveway.
- Despite South Orange and Maplewood having plenty of green space, accessing parks is difficult. For example, reaching the Crest Trail Loop in the Newsted area is challenging.

Verona

- Despite Verona being a great walking community, pedestrians often feel unsafe, particularly on Linden Avenue and when crossing Pompton Ave at Claremont Ave, where drivers fail to yield.
- NJTPA is actively testing traffic calming measures, including efforts to slow traffic and reduce cut-throughs on Linden Avenue, where cars and large trucks often speed.
- Despite the installation of the bollard, crossing Verona Park on foot or bike remains difficult, and Bloomfield Avenue's status as a County Road continues to present challenges. While efforts have improved safety over the past five years, significant work still needs to be done.

Montclair

- The county and Montclair maintain a bureaucratic, car-centric environment where change happens too slowly. Drivers continue speeding despite the 25 MPH limit because the streets prioritize cars over other road users. There is no daylighting at the intersections, and drivers fail to yield to pedestrians.

Bicycle Safety and Infrastructure

- Given Essex County's high population density, there is a need for more bike lanes.
- In Bloomfield, Broad Street is wide enough for a bike lane, but vehicles often exceed the 25 MPH speed limit, making cyclists feel unsafe. Participants suggested adding medians, bump-outs, and bike lanes. Rumble strips were recently removed due to noise concerns, and concerns with emergency service vehicles and snow plows.
- The upcoming Essex Hudson Greenway offers promise. It would be beneficial to add protected bike lanes that connect to the greenway, as well as to Branch Brook Park. Participants specifically desire protected bike lanes, as painted lanes give cyclists a false sense of security when vehicles still pose a threat. People also relayed their dismay that biking is not allowed on county

park paths.

- Despite being considered progressive, Montclair lacks bike lanes, leaving cyclists feeling unsafe, especially without protected lanes.
- A participant who is a developer relayed that there is support within the field for safer streets, lower parking minimums, and more bike lanes.

Education, Awareness, and Multi-Modal Transportation Solutions

- Shifting blame onto cyclists and pedestrians is unfair and unproductive. Education is necessary.
- The core issue is driver behavior. Speed limits alone do not address the problem. Solutions need to focus on education, insurance incentives, and enforcement alongside design improvements.
- One challenge is that engineers are often trained with an automobile-centric approach, which shapes their perspective. Engineers are typically taught in a linear, car-focused way, which limits their ability to prioritize other modes of transportation. Continued education can help, encouraging engineers to think beyond vehicle-centric designs.
- Changing maximum speed limits may be setting unsafe expectations. The 85th percentile rule dictates speed limits based on the speed at or below which 85 percent of vehicles travel. Solutions must address both driver behavior and road design.
- More roundabouts should be added in place of four-way stops to improve traffic flow and safety.
- Adding multiple modes of transportation can make systems more feasible, reduce pollution, and address parking shortages.
- There needs to be a balance between cars and pedestrians, with a focus on increasing transit access. Consideration of both modes is key, not just prioritizing car needs.

Breakout Room Highlights – Meeting #2

General Rooms

There were two general breakout groups for this meeting, as there were not enough East Orange participants to form a dedicated group. East Orange–specific comments are included in the East Orange Appendix, and all other comments are summarized below.

Driver Behavior & Traffic

- The safest movements are those that are fully protected, such as left turn signals. Traffic signal phasing and turning-movement regulations have a significant impact on safety. Therefore, the focus should be on implementing fully protected movements for Vulnerable Road Users (VRUs) to enhance safety.
- There is a desire for more consistent vehicle speed limits across the county. Implementing solutions such as road diets, lane narrowing, and other traffic calming measures can address many transportation and safety issues. Municipalities should take over county roadways, as they may be better equipped to implement traffic calming measures.

Verona

- There are two main issues in Verona and the county - speeding and traffic congestion.
- Bloomfield Avenue, from Verona to Bloomfield, is a high

priority, with lane narrowing needed to slow down traffic.

- The intersection at Bloomfield Ave at Mt. Prospect Ave experiences heavy traffic, particularly on the Verona portion of Mt. Prospect, which has a high number of crashes. This busy T-intersection allows right turns, but turning left from Summit Road southbound onto Mt. Prospect is especially dangerous. In previous discussions, alternatives such as speed limit signs, new signage, pavement markings, and sightline improvements were made as they are cost-effective and easy-to-implement measures to improve safety.
- Additionally, there are concerns about the upcoming Target development at the former Essex County vaccination center site. This new project could increase traffic congestion and impact on the safety of nearby schools. This should be a moderate priority for the county. Given the topography of the road, especially for northbound traffic coming from West Orange, there should be clear signage for southbound drivers to alert them to the approaching intersection and encourage speed reduction.

West Orange

- The intersection of Pleasant Valley Way at Eagle Rock Avenue in West Orange is very challenging and confusing.
- The striping has been adjusted several times in the past to improve navigation. The proximity to a school adds to the challenge, with buses further complicating the situation.
- While changes have been made (such as LPI), much more needs to be done. Implementing a four-way walk signal, similar to the one at the Pleasant Valley Way intersection (also known as the all-pedestrian phase signal), could be beneficial here and should be evaluated.
- Speeding is a key issue, and the county should evaluate speed limits on a road-by-road basis. For example, Mountain Avenue (40 MPH) spans three miles, passing by two churches, one school, and two parks, yet it lacks sidewalks and does not accommodate cyclists or pedestrians, posing significant safety risks.
- Improving public transit between South Orange and downtown Newark, as well as between South Orange and East Orange, would improve mobility.
- Traffic congestion remains a challenge in the Oranges, affecting cyclists, pedestrians, and motorists. Rounded corners at intersections, such as Route 510 and Route 638, contribute to longer crossing distances and encourage higher vehicle speeds. Modest design changes could help address these issues and improve safety.
- Bike lanes in these areas could further support safer and more accessible transportation options.

Pedestrian/Cyclist Safety and Infrastructure

- The county has many parks and open/green spaces, but they are not fully utilized or easily accessible for pedestrians and cyclists. It would be great to see a linear park connecting two major county parks, Verona Park and South Mountain Reservation, with sidewalks, separated paths, or something similar to NYC's High Line. This project could bring numerous benefits, including tourism, offering scenic views, and

improving access to green spaces. There's a lot of right-of-way along Pleasant Valley Way that could help connect these parks, offering significant potential for improvements in Essex County.

- Many roads are very narrow, with little or no room to create separate facilities for bikes and pedestrians.
- Bloomfield Avenue and Broad Street in Newark could benefit from road diets. Bloomfield Avenue in northern Newark struggles with double-parking, while Broad Street is much wider than the current traffic demand during rush hour, making it challenging for pedestrians to cross.
- There are a lot of obstructions in bike lanes—such as sewer grates (e.g., on Main Street in Little Falls), cars parking in lanes, and lanes positioned too close to the curb—forcing cyclists into traffic and creating unsafe conditions.

Education and Awareness

- A participant who had been injured by an NJ TRANSIT bus expressed a desire for improved bus driver training. There should also be a safety awareness campaign on buses to educate riders about how to stay safe.
- Crash data needs to be more comprehensive—there are roadside memorials for crash victims that do not seem to be reflected in official crash reports. A statewide database tracking these memorials could help identify recurring safety issues.
- Driver education about pedestrian safety is lacking, particularly in the Ironbound.
- Newark residents feel unheard in public meetings, and the City does not prioritize community input. They also appear to favor housing development, even converting historic transit corridors into residential areas, which raises concerns about the impact of current policies.

School Zones and Children's Safety

- Roads are too wide, making them feel more suited for speeds higher than 25 MPH, contributing to speeding in school zones.
- Parents double-park in dangerous locations near schools, making it hard for buses to maneuver and posing risks for children crossing the street. This is especially problematic in Essex County, where some schools have banned cars directly in front of the schools within a mile.
- School drop-offs in residential neighborhoods complicate the situation, as bike lanes should not be prioritized over parents dropping off their children.
- Improvements like "kiss and drop" lanes a few blocks from schools could help make the school zone safer.
- The lack of busing is an issue, as there are limited alternatives for getting children to school.

Phase 2 Community meetings

The final two meetings, held on October 14 (Essex County) and October 15 (East Orange), 2025, focused on presenting and gathering feedback on the priority projects and policy framework. For the Essex County meeting, 37 people attended. Of these participants, 78 percent were residents of Essex County, and 12 percent of attendees were organization or government staff.

The meeting began with a presentation with a brief overview

of the SS4A study, its purpose, and key objectives. The team shared the HIN and the draft priority corridors and projects in Essex County.

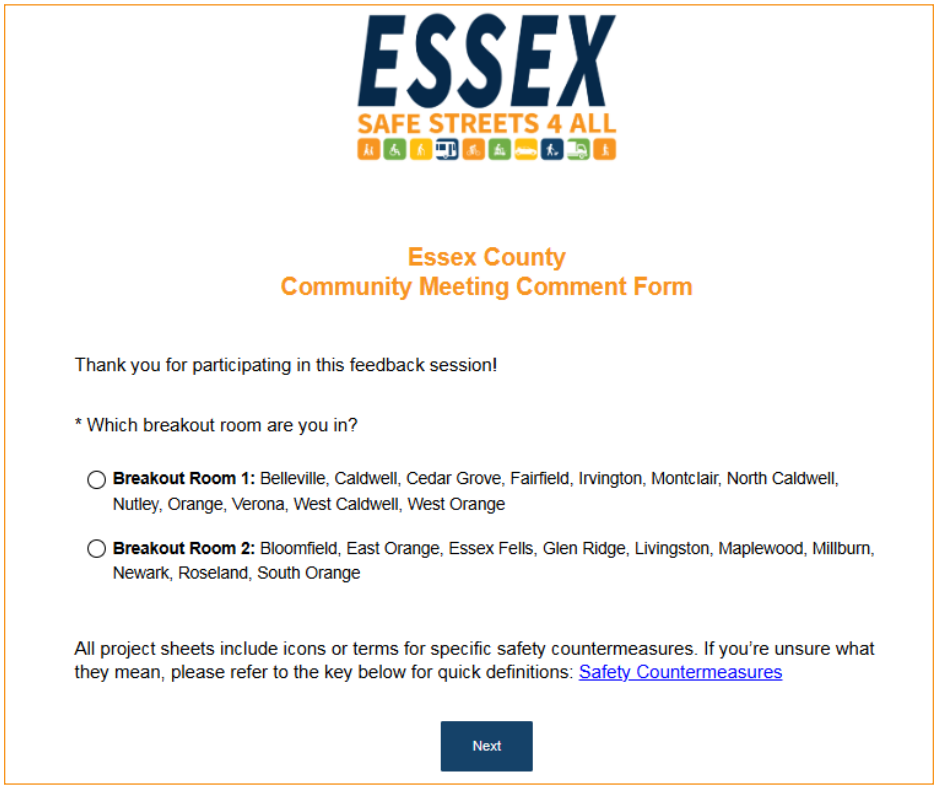
Phase 2 Community Meetings	Day, Date, & Time	Number of Attendees
Essex County Community Meeting	Tuesday, October 14, 2025, 6:30 PM	37
East Orange Community Meeting	Tuesday, October 15, 2025, 6:30 PM	12

After the presentation, participants joined two municipality-based breakout rooms to discuss specific projects, and a third breakout room focused on the policy framework. In Breakout Rooms 1 and 2, the project team spent about five minutes on each project and directed participants to an online survey that displayed the relevant project placemats. Participants could provide input on any corridors they were interested in.

The third breakout room did not use the survey and instead focused on discussing the policy recommendations and identifying any needed revisions.

Responses from the online survey have been consolidated with the project team's notes in the resources section of the appendix.

Recordings and PowerPoint presentations for all community meetings are available on the project website at https://www.ecdpw.org/essex-ss4a.php.


ESSEX
SAFE STREETS 4 ALL

Essex County
Community Meeting Comment Form

Thank you for participating in this feedback session!

* Which breakout room are you in?

◯ **Breakout Room 1:** Belleville, Caldwell, Cedar Grove, Fairfield, Irvington, Montclair, North Caldwell, Nutley, Orange, Verona, West Caldwell, West Orange

◯ **Breakout Room 2:** Bloomfield, East Orange, Essex Fells, Glen Ridge, Livingston, Maplewood, Millburn, Newark, Roseland, South Orange

All project sheets include icons or terms for specific safety countermeasures. If you're unsure what they mean, please refer to the key below for quick definitions: Safety Countermeasures

Next

Phase 2 Community Meeting Materials

OUTREACH RESOURCES

APAC Presentation Materials

Municipal/Stakeholder Meeting Materials

Survey & Map Screenshots

Demonstration Project Materials

Community Meeting Materials

Promotional Materials

“Meeting in a Box” Materials

APAC Meeting Materials

APAC Meeting #1 Presentation

ESSEX
SAFE STREETS 4 ALL

Action Plan Advisory Committee (APAC) Meeting

January 7, 2025

Project Team and Introductions

County Planner
David Antonio

City Planner
Alycia Cohen

Michael Baker INTERNATIONAL
Project Manager, Planning Lead
Peter Kremer, AICP, PP

MPA
Community Engagement
Courtenay Mercer, AICP, PP

WSP
Equity, High Injury Network, Crash and Safety Analysis
Carlos Bastida

2

Today's Agenda

- **Project Purpose, Work Plan, and Schedule**
- **Role of the Advisory Committee (APAC)**
- **Summary of Initial Findings**
  - Equity Assessment
  - Crash Data and Hotspot Mapping
  - Summary of Plans and Reports
- **Public Outreach Overview**
- **Questions and Next Steps**

https://www.menti.com/alxkt1j68rd2

3

Safe Streets and Roads for All (SS4A)

The purpose of the Action Plan is to:

- Promote a data-driven and community-led approach to improving safety and quality of life, and identify candidate safety improvement projects for Essex County
- Develop an Action Plan of concerns priority projects and safety interventions
- Prepare an appendix focused specifically on the needs, priorities, and projects of the City of East Orange

4

APAC Meeting #1 Presentation (Cont.)

Work Plan

1. **Outreach, Engagement, Municipal Coordination**
2. **Needs Assessment, Data Analysis, and Mapping**
3. **Draft Action Plan**
   - Prioritize equity and underserved communities
   - Identity safety needs and opportunities for Proven Safety Countermeasures
   - Develop conceptual improvement and projects
   - Draft Action Plan with project ranking
4. **Adopt Final Report and Action Plan**

5

Role of APAC

- Provide feedback on planned **engagement activities**
- **Identify local stakeholders** for additional input
- Provide **input on topics including safety needs**
- Share updates on **relevant projects**
- Provide **technical feedback on interim reports**, documents, community engagement materials, etc.
- Provide feedback on **draft plan recommendations**

6

Schedule and Timeline

Activities	Dates
Develop public engagement and outreach plan	November 2024
Engagement, outreach, and coordination activities	Duration of Plan
APAC Meeting #1: Kickoff, team coordination, & visioning	January 7, 2025
Data collection & needs assessment	Fall/Winter 2024/2025
APAC Meeting #2: Summary of data and outreach findings	Spring 2025
Draft Safety Action Plan and Countermeasures	Spring/Summer 2025
Draft Recommendations, Priorities, and Funding Strategies	Summer 2025
APAC Meeting #3: Review draft plan and deliverables	September 2025
Final FHWA Approval and Adoption of Plan	November 2025

7

Discussion Topic: Challenges

What are the top roadway safety concerns within and around Essex County?

https://www.menti.com/alxkt1j68rd2

8

APAC Meeting #1 Presentation (Cont.)

SUMMARY OF INITIAL FINDINGS

Equity Assessment: Purpose and Methodology

Purpose of Equity Assessment

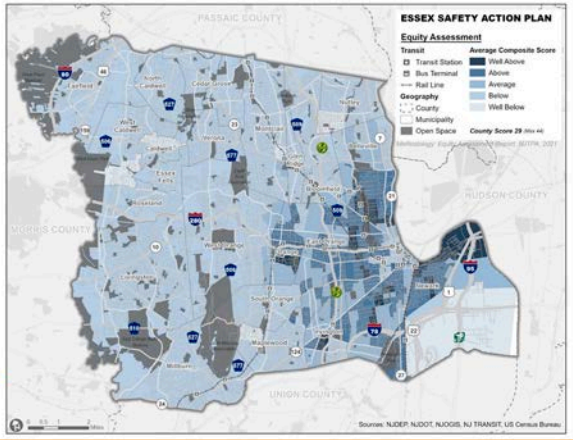
- **Identify** traditionally underserved communities
- **Guide outreach plan** of meetings and events, identify key stakeholders
- **Create equity-focused goals** to guide plan recommendations and strategies
- **Factor equity into recommendations** - projects, strategies, & funding priorities

Methodology

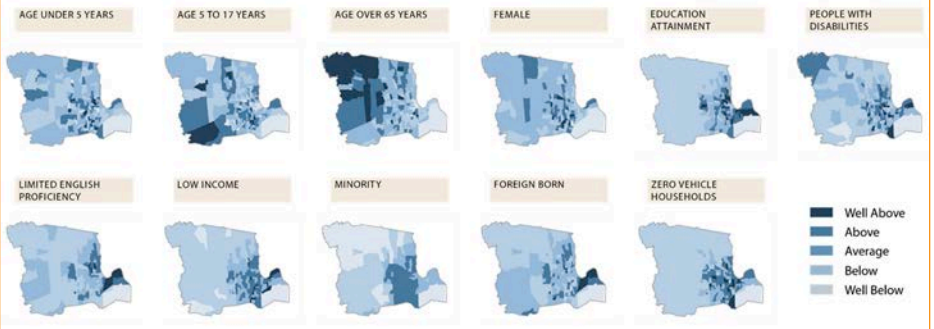
- Based on NJPTA methodology
- Includes 11 indicators of traditional underserved communities
- U.S. Census and ACS data: 2018-22
- Calculates an overall equity composite score
- Results used to prioritize areas of greatest need and community outreach activities and events

Underserved Communities: Essex County

- Essex County's composite equity score ranks 1st 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



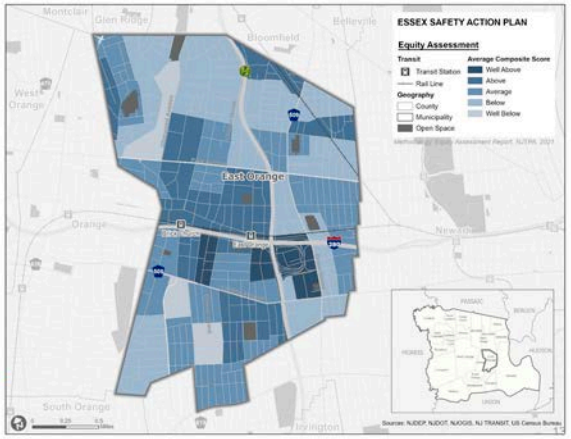
Underserved Communities: Essex County



APAC Meeting #1 Presentation (Cont.)

Underserved Communities: City of East Orange

- Ranked 3rd of 22 Essex municipalities, below cities of Newark and Orange, comparable to Irvington
- Primarily concentrated around I-280 and the Morris & Essex rail line
- Highest indicators: minority, lower income, foreign born, low English proficiency, and zero-car populations

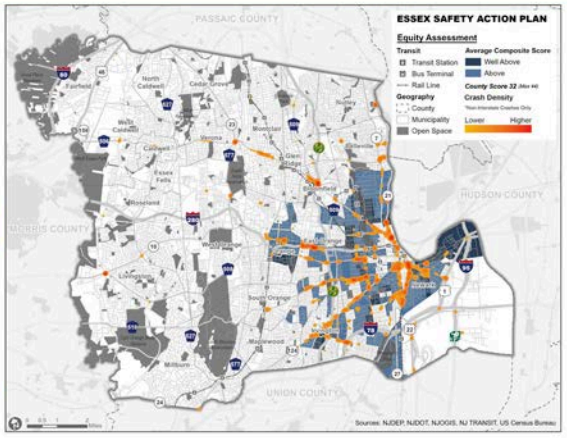


Equity Findings and Goals (in progress)

- Prioritize outreach to:
  - Underserved communities with "well above average" scores
  - Large non-English speaking populations (Spanish, Portuguese, & Haitian Creole)
- Policies and projects should support equity goals by prioritize needs and project in underserved communities
- Prioritize safety needs in the underserved communities
- Incorporate equity throughout the infrastructure lifecycle

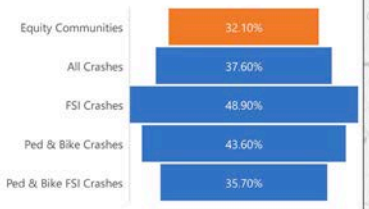
Crash Hot Spots & Equity: Essex County 2018-2022

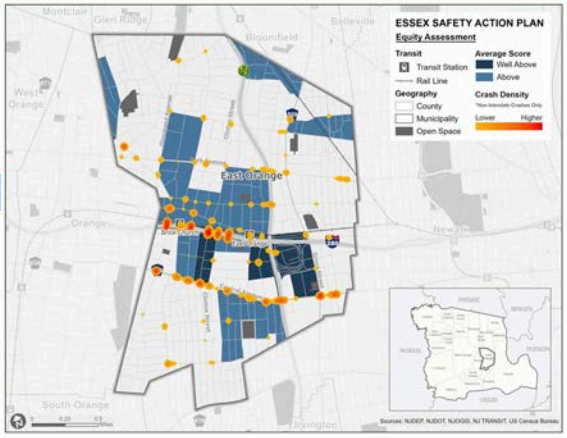
In Essex County these communities account for...



Crash Hot Spots & Equity: East Orange 2018-2022

In East Orange these communities account for...





APAC Meeting #1 Presentation (Cont.)

Summary of Previous Plans Report and Studies

1. **NJ Regional Active Transportation Plan (ATP):** The plan identified that almost all of Essex County has high bicycle trip potential with scores above 70 on overall bike trip potential.
2. **Essex 2045** proposed 43 candidate intersection and corridor projects to address safety and traffic operation needs, and a wide variety of policies, strategies, and studies.
3. **BIKENewark (2024)** proposed 74 miles of bicycle facilities, including: 36 miles of protected 1-way bike lanes, 17 miles of bicycle boulevards, 15 miles of protected 2-way bike lanes, 6 miles of standard bike lanes, and 1 mile of sharrows. Another 15 miles were identified as future potential facilities.
4. **Safe Routes to Schools (SRTS):** At least 28 School Travel Plans or Projects have been completed in ten Essex County municipalities since 2013. Five were added in 2024.
5. **Road Safety Audits (RSAs):** At least 11 RSAs have been completed in 4 Essex County municipalities since 2016.
6. **Complete Streets Policy:** Fourteen of the County's 22 municipalities have adopted, all by resolution.
7. **Complete Streets Projects:** Park Avenue and Bloomfield Avenue have been completed in Essex County. A Complete Streets assessment of Linden Avenue corridor is currently underway (2024-25).
8. **Belleville Township - Division Avenue Bicycle Corridor Plan** (2024-25) is currently underway.
9. **STIP/Local Projects:** Seven STIP projects for FY 2024-2027 (Lincoln Tunnel, Routes 10, 23, 21, Delancy St and Port St) and Eleven Local projects under TAP, HSIP and NJTPA Local Safety Program.

17

Summary of Previous Plans – East Orange

1. **NJ Regional Active Transportation Plan (ATP):** East Orange has 8.72 miles of the Regional ATP network
2. **Essex 2045 recommended Projects:** 1 Intersection project (Central Avenue at South Munn Avenue) and 1 corridor project (Central Avenue)
3. **Safe Routes to Schools (SRTS):** None in East Orange
4. **Road Safety Audits (RSAs):** Central Avenue (CR 508) between Central Place and Munn Avenue (completed in 2020)
5. **East Orange Complete Streets Policy** adopted by resolution in 2013
6. **East Orange Subarea Plans**
   - Freeway Dr. Station Area Safety & Public Realm (2017)
   - Inner Morris & Essex Strategic Corridor Plan (2013)
7. **East Orange Local Projects**
   - East Orange Trail Project
   - N&S Grove Street, East Orange - 10 Intersections

18

QUESTIONS?

19

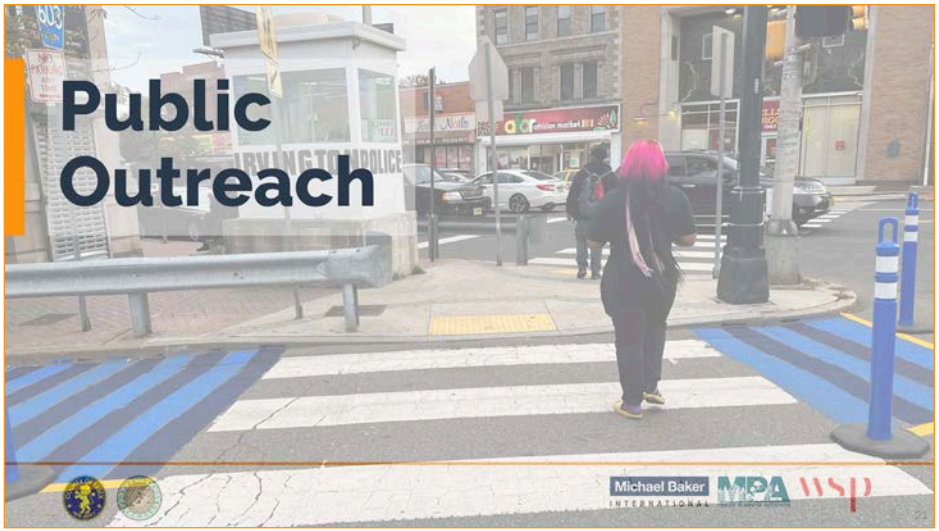
Discussion Topic: Safety & Equity

What transportation challenges do disadvantaged/vulnerable populations face getting around Essex County?

https://www.menti.com/alxkt1j68rd2

20

APAC Meeting #1 Presentation (Cont.)



Outreach and Engagement Activities

Communications

- Project Website
- E-mail Blasts
- Social Media
- Strategic Partnerships
- Multilingual (English, Spanish, Portuguese, & Haitian Creole)

- **APAC Meetings (3)**
- **Municipal Meetings (4)**
- **Stakeholder Meetings (2)**
- **Online Survey and Map (1)**
  (Supplemented with paper survey)
- **Demonstration Project (1)**
- **Community Meetings (4)**

Municipal Meetings

- Serve as a technical resource to the project team
- Two (2) sets of meetings via Zoom
  - Meeting to discuss draft High Injury Network
  - Meeting to discuss plan recommendations and priority projects
- Facilitates collaboration and reconciliation on transportation infrastructure, areas of concern, and untapped opportunities.
- Offer insights about on-the-ground conditions and provide feedback on the localized implications and ramifications of the draft strategy recommendations.

Stakeholder Meetings

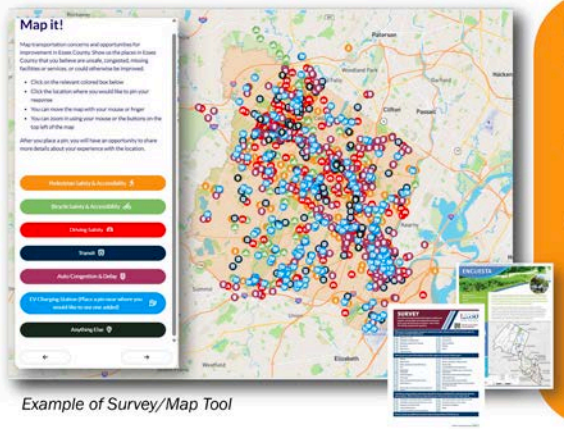
- Two (2) meetings via Zoom to gather community feedback
- Will include information about the project and transportation infrastructure
- "Grasstops" Target Audience
  - Transportation Safety
  - Public Health And Social Services (aging, disabled, youth, unhoused, etc.)
  - Schools/Education
  - Healthy Living
  - Community Development
  - Business And Economic Development
  - Environment/Open Space/Recreation, Arts And
  - Culture, Neighborhood/Community, Affinity, etc.

HOW THE APAC CAN SUPPORT

- Help develop the focus group invitee list in collaboration with Essex County and project team
- Providing information about existing issues in the community that could be brought up during the focus group discussion

APAC Meeting #1 Presentation (Cont.)

Survey & Map Tool



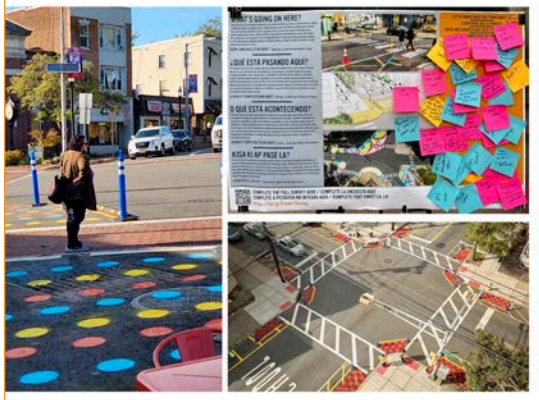
Example of Survey/Map Tool

HOW THE APAC CAN SUPPORT

- Promote the survey to community partners in the area (flyers, social media, emails, etc.)
- Identify community partners that can share online survey info and/or distribute print surveys
- Requesting that community partners promote this through their channels, particularly equity community partners

25

Demonstration Project



HOW THE APAC CAN SUPPORT

- Promote the demonstration project to community partners in the area
- Recruit volunteers to work with the team the day of the event

26

Community Meetings

- Two (2) sets of meetings via Zoom to gather community feedback
  - Two (2) virtual meetings early in the planning process to help shape the vision and set priorities for safe street initiatives
  - Two (2) virtual meetings held later to present draft recommendations and gather feedback
- Meeting materials will include educational resources and opportunities for attendees to share their input and ideas

HOW THE APAC CAN SUPPORT

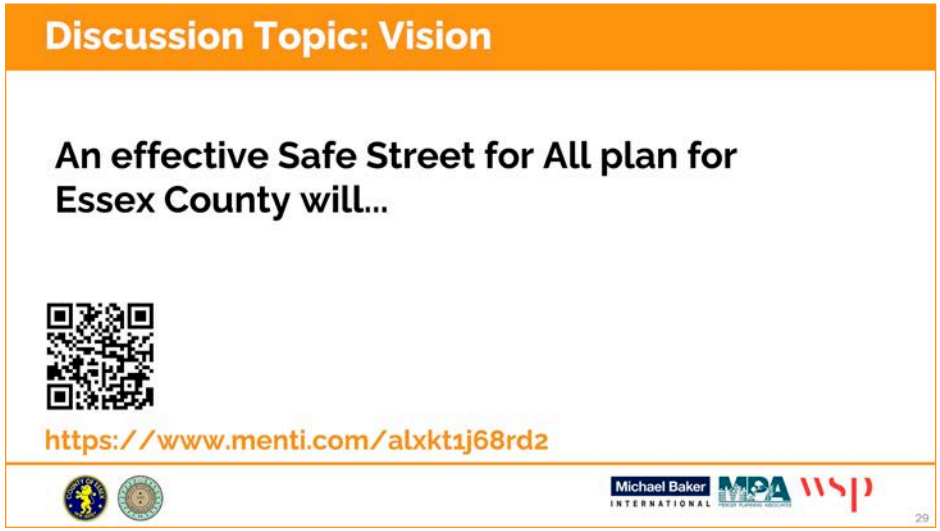
- Identifying strategic partners to cohost, participate, and help enhance engagement
- Promoting meetings to community partners in the area (flyers, social media, emails, etc.)

27

QUESTIONS?

28

APAC Meeting #1 Presentation (Cont.)



APAC Meeting #2 Presentation

ESSEX
SAFE STREETS 4 ALL

Action Plan Advisory Committee (APAC) Meeting #2

May 20, 2025

Project Team and Introductions

County Planner
David Antonio

City Planner
Alycia Cohen

Michael Baker INTERNATIONAL

Project Manager, Planning Lead
Peter Kremer, AICP, PP

MPA MERCER PLANNING ASSOCIATES

Community Engagement
Courtenay Mercer, AICP, PP

wsp

Equity, High Injury Network, Crash and Safety Analysis
Carlos Bastida

2

Today's Agenda

- **Project Purpose, Work Plan, and Schedule**
- **Role of the Advisory Committee (APAC)**
- **Public Outreach Update**
- **Summary of Initial Findings**
  - Crash Trends
  - High Injury Network
  - Corridor Prioritization
- **Questions and Next Steps**

3

Safe Streets and Roads for All (SS4A)

The purpose of the Action Plan is to:

- Promote a data-driven and community-led approach to improving safety, access, and quality of life
- Identify candidate safety improvement projects for Essex County
- Develop an Action Plan of safety needs, priority projects, and safety interventions
- Prepare an appendix focused specifically on the needs, priorities, and projects of the City of East Orange

4

APAC Meeting #2 Presentation (Cont.)

Work Plan

1. **Outreach, Engagement, Municipal Coordination**
2. **Needs Assessment, High-Injury Network**
3. **Draft Action Plan**
   - Prioritize equity and underserved communities
   - Identity safety needs and opportunities for Proven Safety Countermeasures
   - Develop conceptual improvement and projects
   - Draft Action Plan with project ranking
4. **Adopt Final Report and Action Plan**

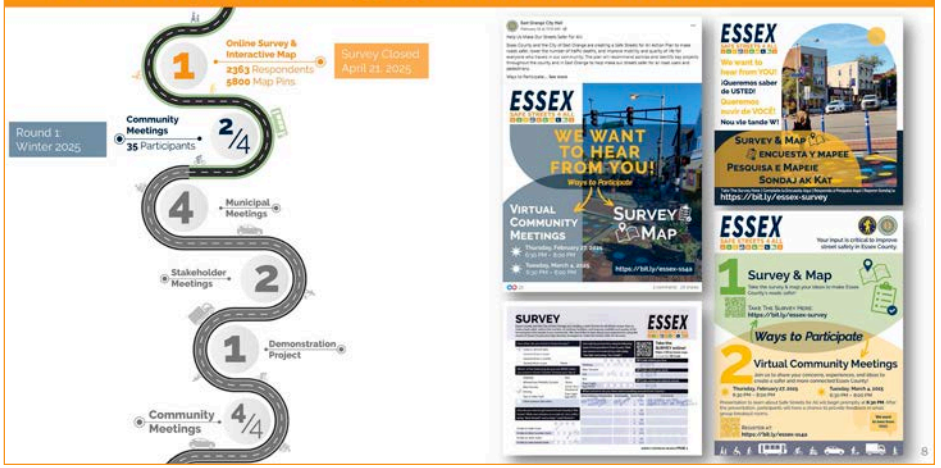
5

Schedule and Timeline

Activities	Dates
Engagement, outreach, and coordination activities	Winter 2025
APAC Meeting #1: Kickoff, team coordination, & visioning	January 7, 2025
Data analysis, needs assessment, draft HIN	Fall/Winter 2024/2025
APAC Meeting #2: Summary of findings & initial outreach	May 20, 2025
Draft Recommendations, Priorities, and Funding Strategies	Summer 2025
APAC Meeting #3: Review draft recommendations and priorities	September 2025
Stakeholder engagement and demonstration projects	Summer/Fall 2025
APAC Meeting #4: Review draft plan and strategies	Fall 2025
Final FHWA Approval and Adoption of Plan	November 2025

6

Outreach and Engagement Activities



8

APAC Meeting #2 Presentation (Cont.)

Community Meetings

35 people attended the meetings; 91% were Essex County residents, 14% were East Orange residents, and 20% represented organizations or government.

Community Meeting #1
February 27, 2025
Community Meeting #2
March 4, 2025

Improve Traffic Safety
Address drivers' behavior, speeding, congestion, and inconsistent enforcement.

Enhance Pedestrian Infrastructure
Add sidewalks, ADA-compliant ramps, and traffic calming measures to create safer walking environments.

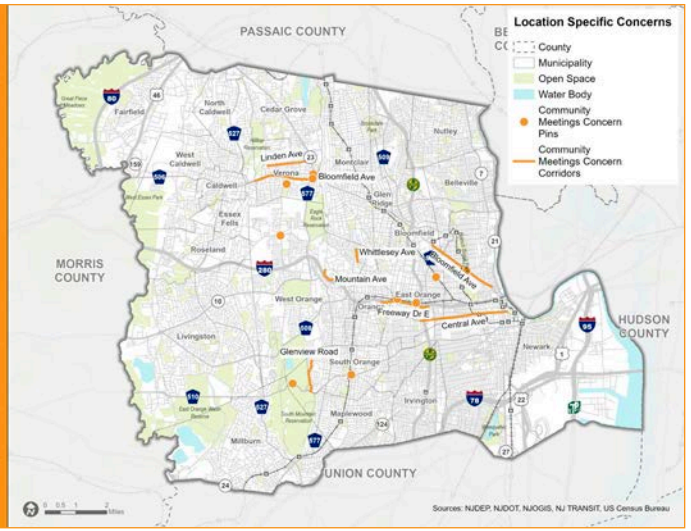
Expand Protected Bike Lanes
Improve cycling infrastructure in high-traffic areas like Newark, Bloomfield, Montclair, and along the Essex Hudson Greenway.

Improve school zone safety
Address double-parking and calm traffic on wide roads, Establish "kiss and drop" zones.

Promote education and awareness
Improve driver training, crash data tracking and shift away from car-centric design while improving first/last-mile transit connectivity.

9

Community Meetings: Areas of Concern

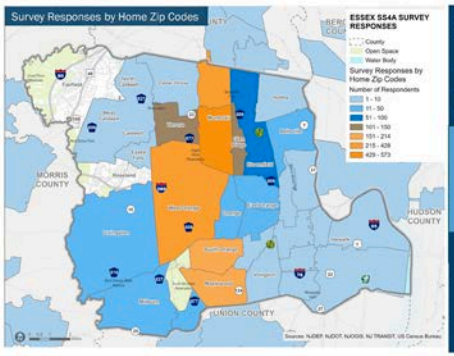


Survey & Interactive Map

DEPLOYMENT

- 2300+ participants 5800+ map pins
- Multilingual survey and promotion (English, Spanish, Portuguese, Haitian Creole)
- Promoted on social media
- Paper survey distribution through community partners
- Newark pop-ups promoting survey
- Survey closed April 21st

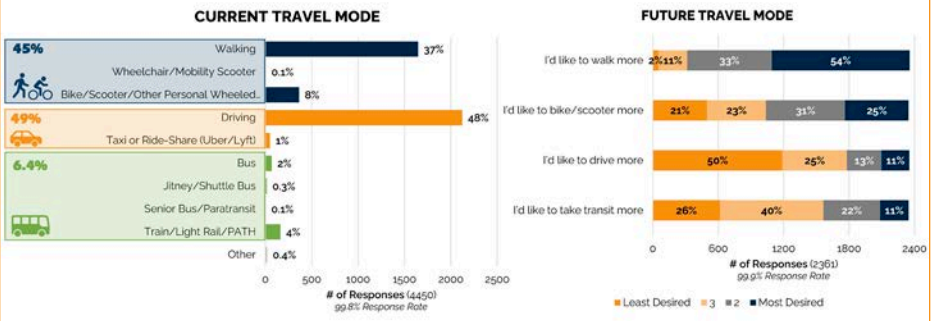
DEMOGRAPHICS



81% WHITE
10% AFRICAN AMERICAN
67% FEMALE
80% MILLENNIALS & GEN X
96% ACCESS TO CAR
91% Workforce & High Income

11

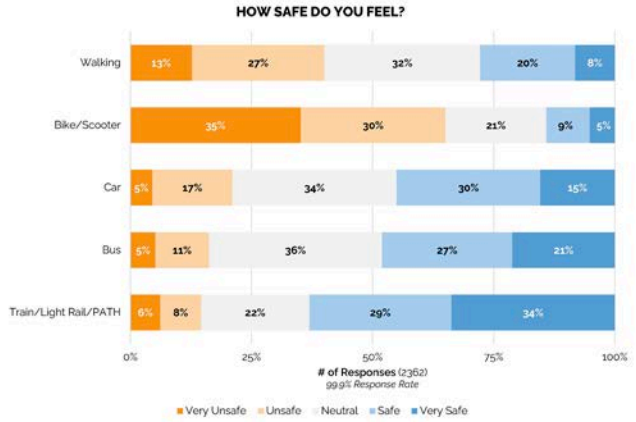
Current Travel Mode



12

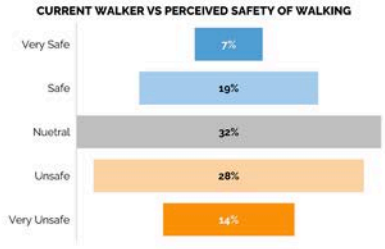
APAC Meeting #2 Presentation (Cont.)

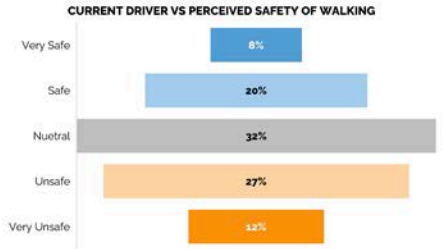
Safety Perception



13

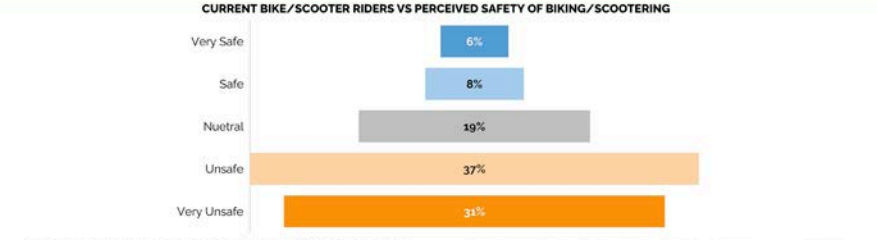
Current Travel Mode & Safety Perception

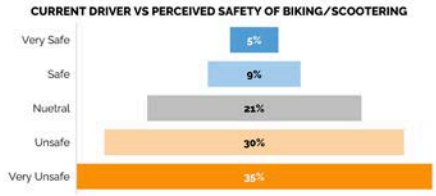


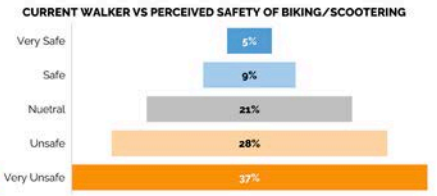


14

Current Travel Mode & Safety Perception

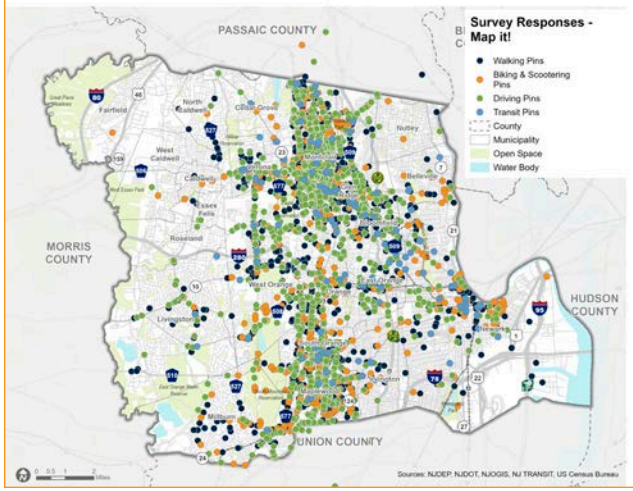


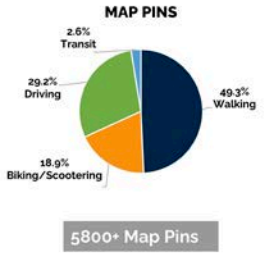




15

Survey & Map Results



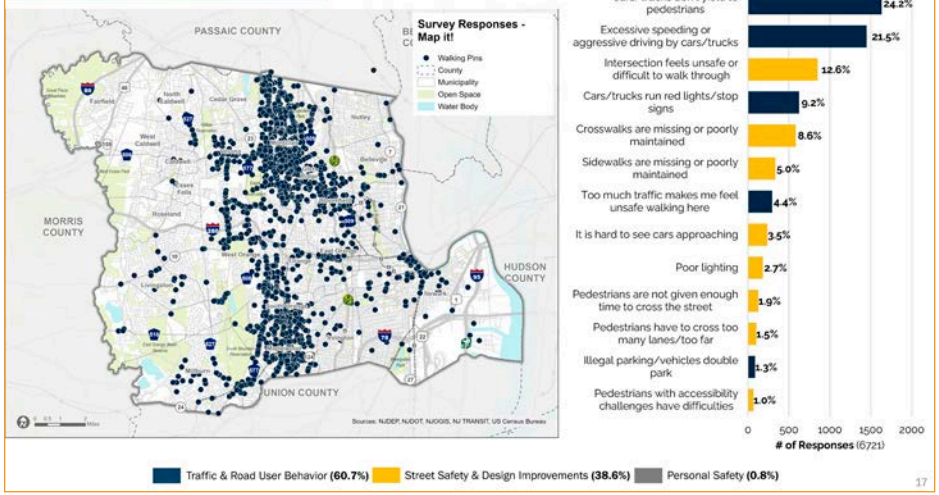


5800+ Map Pins

16

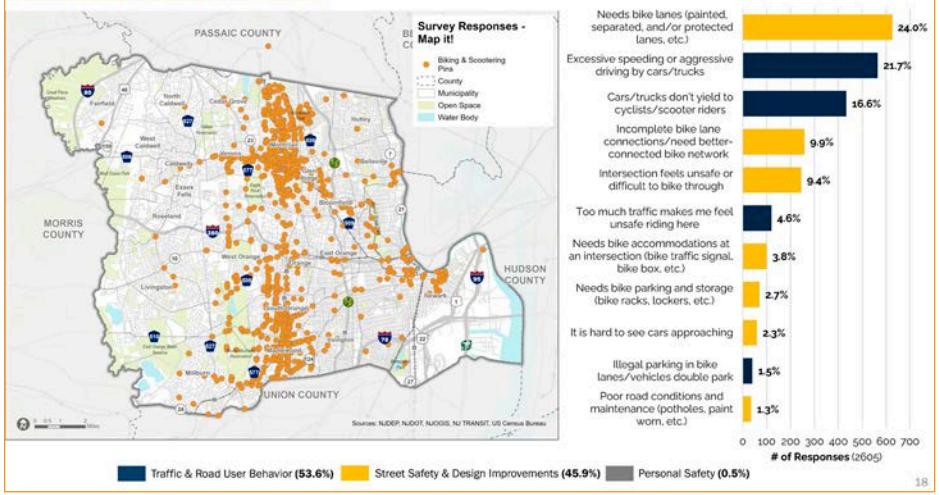
APAC Meeting #2 Presentation (Cont.)

PEDESTRIANS CONCERNS



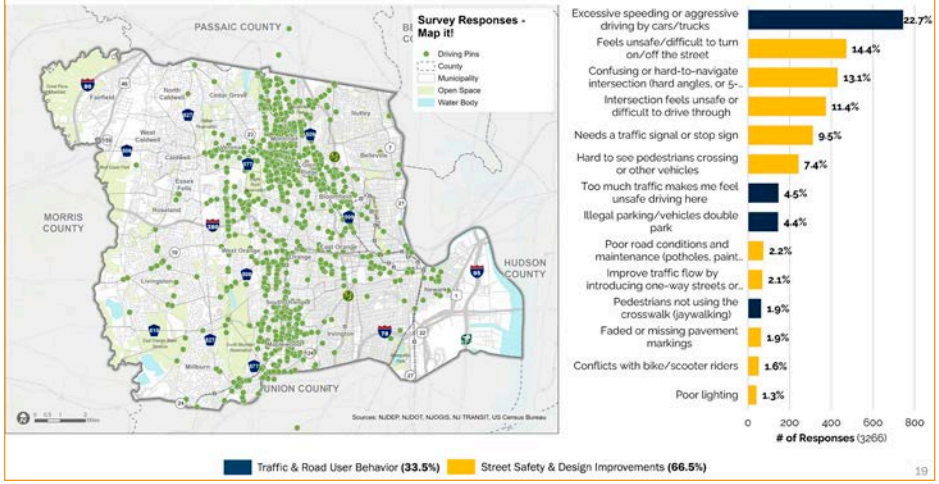
17

BIKING & SCOOTERING CONCERNS



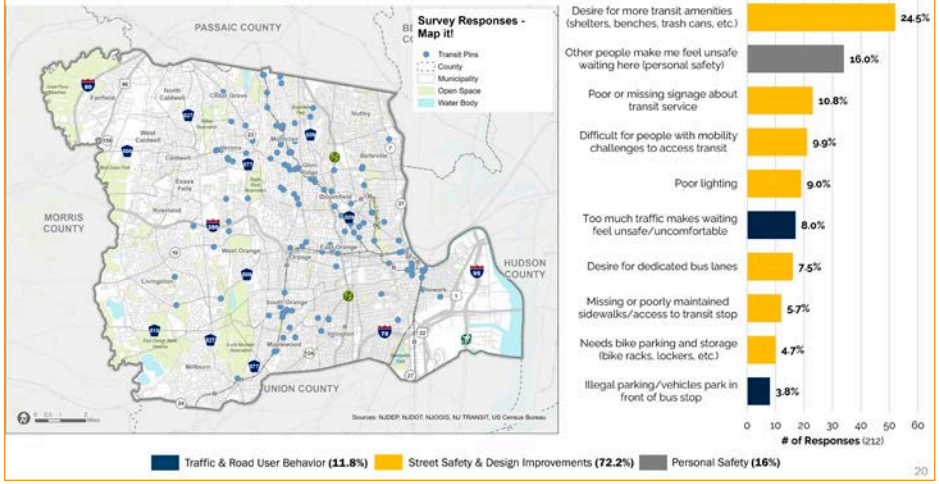
18

DRIVING CONCERNS



19

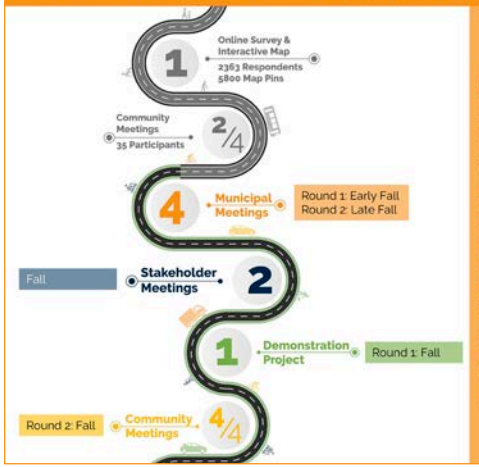
TRANSIT CONCERNS

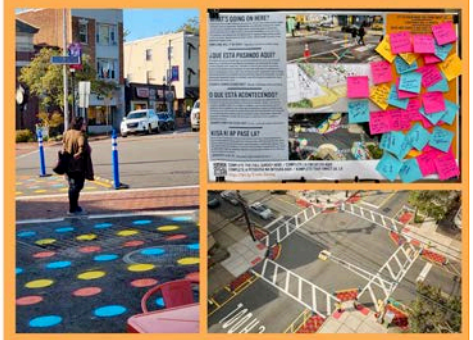


20

APAC Meeting #2 Presentation (Cont.)

Outreach and Engagement Activities



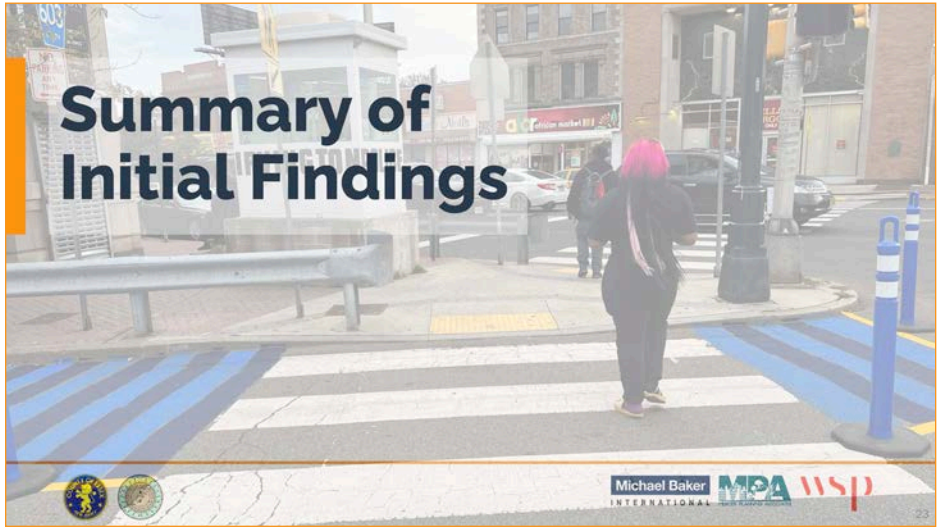


21

QUESTIONS?

22

Summary of Initial Findings



23

Crash Data Overview – Essex County (2018-2022)

Roadway Type	Total Crashes	Total FSI Crashes	Pedestrian Total FSI Crashes	Bike Total FSI Crashes	Pedestrian Total Crashes	Bike Total Crashes	Bike-Pedestrian Crashes Percent	Bike-Pedestrian FSI Crashes Percent
Interstate	11,471	87	12	1	20	1	0.2%	14.9%
GSP	8,081	29	4	0	4	2	0.1%	13.8%
State	11,453	268	48	3	212	45	2.2%	19.0%
County	34,083	550	189	25	1,393	306	5.0%	38.9%
Local	56,837	830	268	37	2,207	508	4.8%	36.7%
Private Property	2,503	17	7	0	54	1	2.2%	41.2%
Facility	968	11	2	0	23	5	2.9%	18.2%
No Coordinates	7749	31	11	0	200	25	2.9%	35.5%
Unknown	154	3	1		6		3.9%	33.3%
Total	**133,299**	**1826**	**542**	**66**	**4,119**	**893**	**3.8%**	**33.3%**

24

APAC Meeting #2 Presentation (Cont.)

Crash Data Overview – Essex County (2018-2022)

Roadway Type	Total Crashes	Total FSI Crashes	Pedestrian Total FSI Crashes	Bike Total FSI Crashes	Pedestrian Total Crashes	Bike Total Crashes	Bike-Pedestrian Crashes Percent	Bike-Pedestrian FSI Crashes Percent
Interstate	11,471	87	12	1	20	1	0.2%	14.9%
GSP	8,081	29	4	0	4	2	0.1%	13.8%
State	**11,453**	**268**	**48**	**3**	**212**	**45**	**2.2%**	**19.0%**
County	**34,083**	**550**	**189**	**25**	**1,393**	**306**	**5.0%**	**38.9%**
Local	**56,837**	**830**	**268**	**37**	**2,207**	**508**	**4.8%**	**36.7%**
Private Property	2,503	17	7	0	54	1	2.2%	41.2%
Facility	968	11	2	0	23	5	2.9%	18.2%
No Coordinates	7749	31	11	0	200	25	2.9%	35.5%
Unknown	154	3	1		6		3.9%	33.3%
Total	**133,299**	**1826**	**542**	**66**	**4,119**	**893**	**3.8%**	**33.3%**

Michael Baker INTERNATIONAL MPA WSP

25

Essex County-Owned Roads

- Essex County owns and is responsible for maintaining 12.6 percent of total roadway miles in the county (213 miles)
- County roadway experience disproportionate safety risks

	Percent of Total	Factor
County Roadway Miles	12.6%	
Total Crashes	**25.6%**	**2.0**
FSI Crashes	**30.1%**	**2.4**
Pedestrian & Bicycle Crashes	**33.9%**	**2.7**
Ped & Bike FSI	**35.2%**	**2.8**

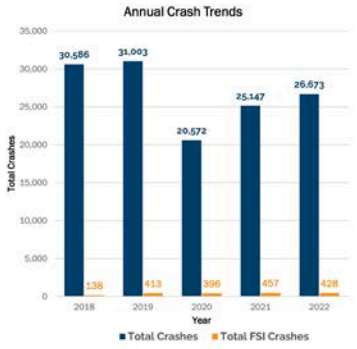
Michael Baker INTERNATIONAL MPA WSP

26

Crash Data Overview by Year

Year	Total Crashes	Fatal	Serious Injury
2018	30,586	46	92*
2019	31,003	34	379
2020	**20,572**	38	358
2021	25,147	61	396
2022	26,673	57	371
Yearly Average	**26,796**	**48**	**319**
Avg Excl 2018 SI	-	-	**376**
2023*	-	49	-
2024*	-	51	-
Q1, 2025*	-	6	Q1, 2025

* Definition of Serious Injury Crashes Changed in 2018

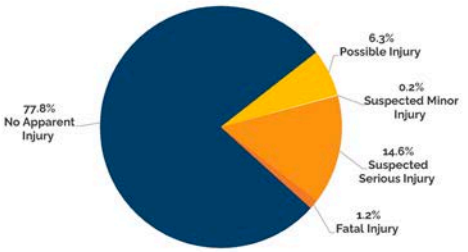


Michael Baker INTERNATIONAL MPA WSP

27

Crash Severity Summary (2018-2022)

Injury Severity	Total Crashes
No Apparent Injury	104,200
Possible Injury	19,575
Suspected Minor Injury	8,374
Suspected Serious Injury	**1,596**
Fatal Injury	**236**
Total	**133,981**



Michael Baker INTERNATIONAL MPA WSP

28

APAC Meeting #2 Presentation (Cont.)

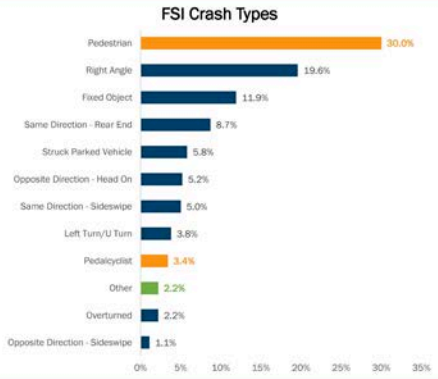
Disproportionate Safety Impacts: Essex County

	All Crashes	FSI Crashes
	96.2%	66.6%
	3.1%	33.4%
	0.7%	

Disproportionate impact to Vulnerable Road Users (walkers and bikers)

29

Primary Crash Types - FSI Crashes



- Pedestrians and cyclists account for one-third of all FSI crashes
- But just one-half percent of total crashes
- Two-thirds of FSI crashes are vehicular and include a wide range of vehicle actions

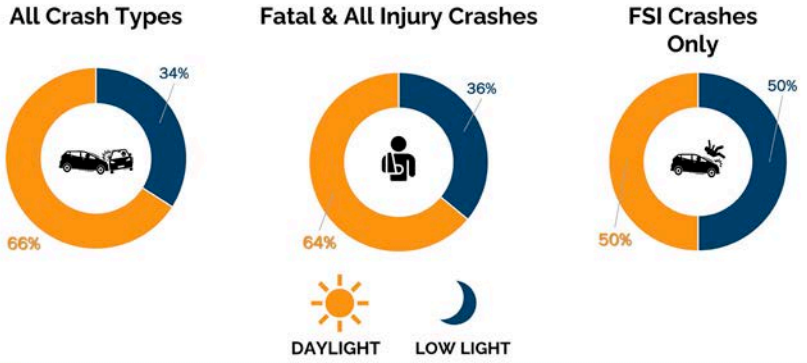
30

Primary Contributing Factors – FSI Crashes

- Driver Inattention: 24.4%
- Failure to Yield by Drivers and Pedestrians: 10%
- Unsafe Vehicle Speed: 10%
- Other Driver Actions: 7%

31

Contributing Factors: Lighting and Crash Severity

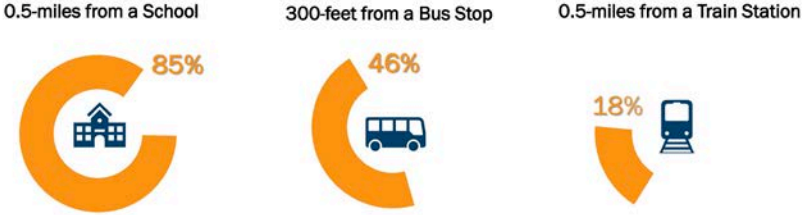


32

APAC Meeting #2 Presentation (Cont.)

Contributing Factors: Proximity

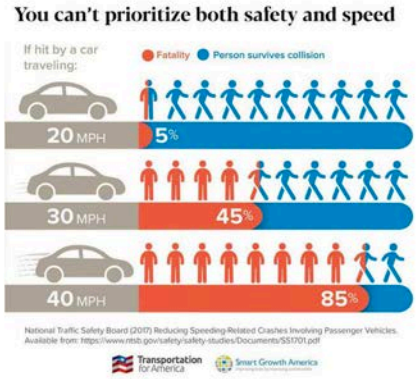
FSI Crashes near Pedestrian and Bicyclist Trip Generators

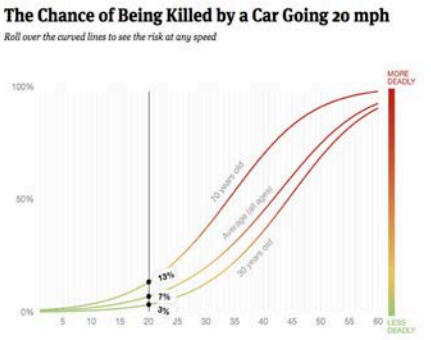


Michael Baker INTERNATIONAL MPA WSP

33

Crash Factors: Posted Speed vs. Pedestrian Survival

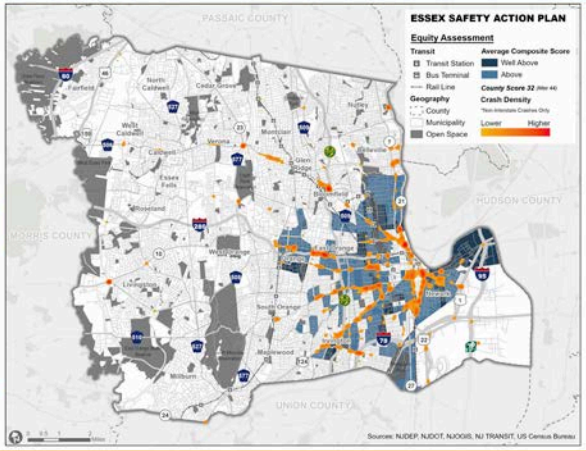




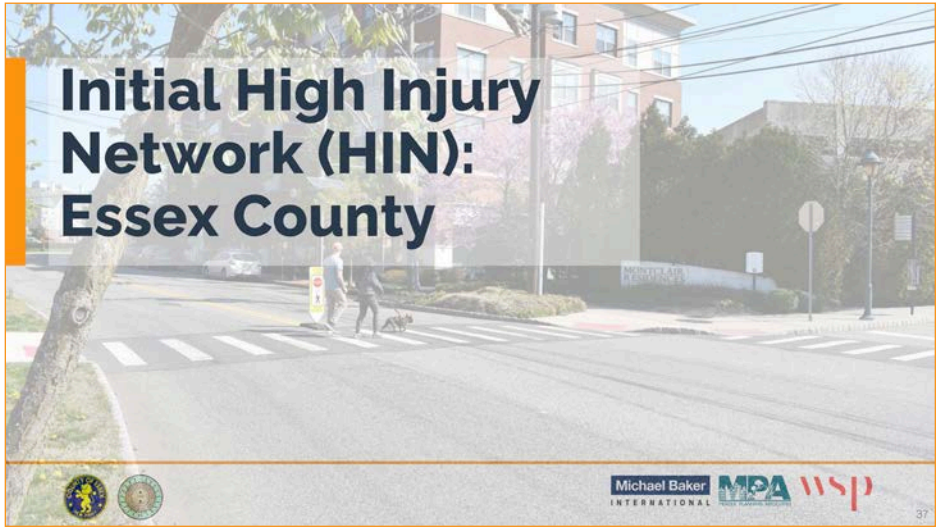
34

Crash Hot Spots & Equity: Essex County 2018-2022

In Essex County these communities account for...



Initial High Injury Network (HIN): Essex County



Michael Baker INTERNATIONAL MPA WSP

37

APAC Meeting #2 Presentation (Cont.)

Weighted Crash Severity Scoring

Weighted Crash Scoring

- Based on Safety Action Plan Guidance and "Crash Cost" established by NJDOT
- Weighted values based on crash severity → Fatalities having the highest value
- Calculated for each 0.1-mile segment based on number and types of crashes
- Applied to "Sliding Window" methodology

Equivalent Property Damage Only (EPDO) Scoring Methodology

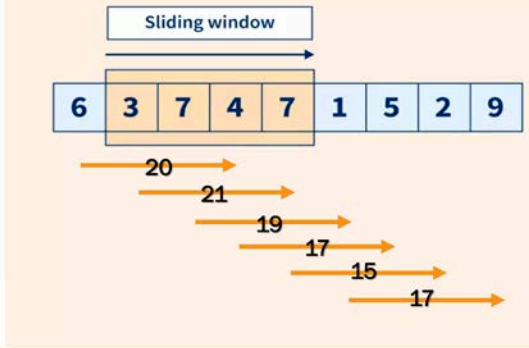
Crash Severity	KABCO Scale	Comprehensive Crash Cost - 2024 Dollars*	EPDO Value (K=A)
Fatal	K	$15,031,135	57.5
Suspected Serious Injury	A	$869,407	57.5
Suspected Minor Injury	B	$262,449	17.4
Possible Injury	C	$165,401	10.9
No Apparent Injury	O	$15,115	1.0

*Source: NJDOT Bureau of Safety, Bicycle, and Pedestrian Programs

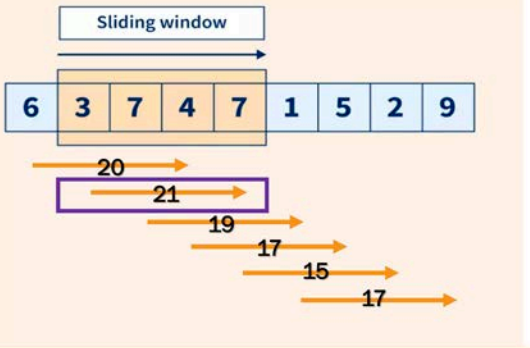
Sliding Window Methodology

- Each **0.1-mile segment** is scored using **Weighted Crash Severity Scoring**
- Weighted score based on the KABCO method: **higher severity receives higher score**
- **1-mile-long "windows"** comprised of individual **0.1-mile sub-segments**
- **1-mile windows** cannot overlap

Sliding Window Methodology

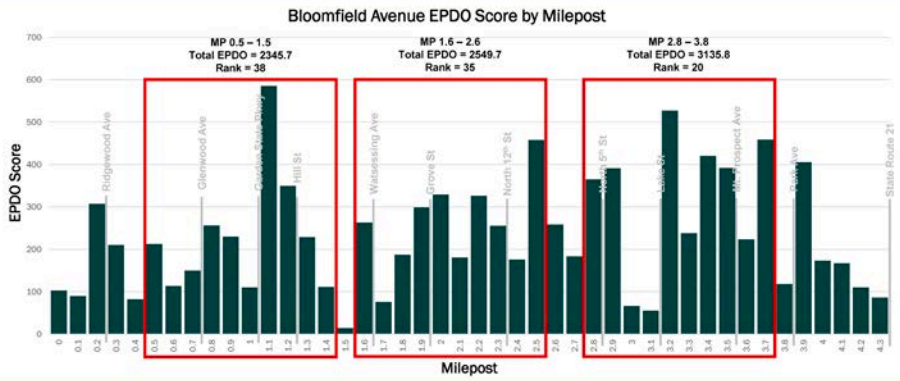


Sliding Window Methodology



APAC Meeting #2 Presentation (Cont.)

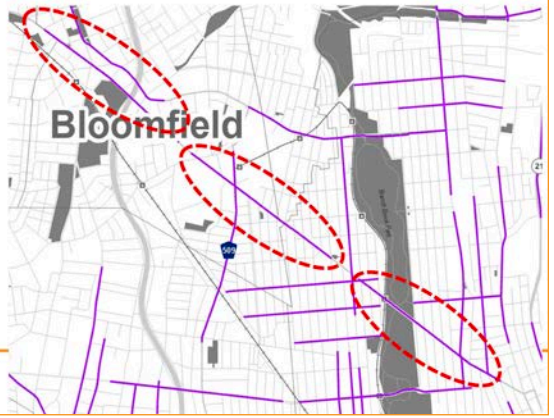
Sliding Window Example: Bloomfield Ave



Sliding Window Example: Bloomfield Ave

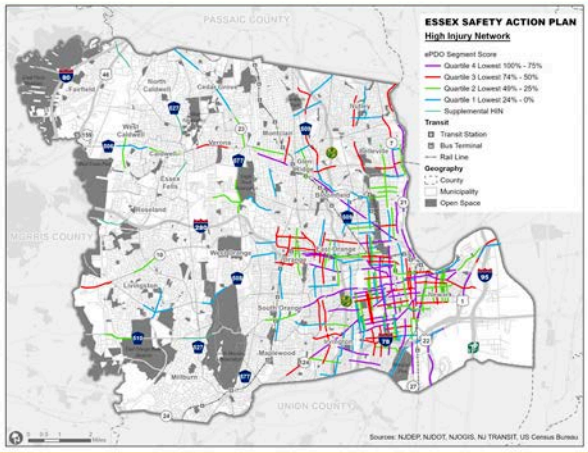
- Bloomfield Ave MP 2.8 – 3.8, 20th overall
- Bloomfield Ave MP 1.6 – 2.6, 35th overall
- Bloomfield Ave MP 0.5 – 1.5, 38th overall

Bloomfield Ave Example



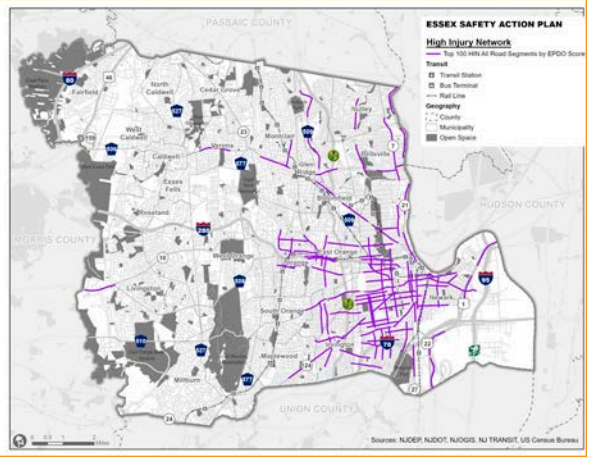
Essex County HIN: Top 200 Segments

- **Top 200 1-mile segments:**
  - 10.5% of Roadways
  - 67.2% of EDPO Crashes
  - 83.0% of FSI Crashes
- **Includes 5 supplemental HIN Segments** (min. 1 per municipality without Top 200 HIN segment)



Essex County HIN Network: Top 100 only (50%)

- **Top 100**
  - 5.3% of Roadways
  - 47.4% of EDPO Crashes
  - 60.5% of FSI Crashes
- **Urban-suburban balance**



APAC Meeting #2 Presentation (Cont.)

Essex County HIN: Supplemental Only

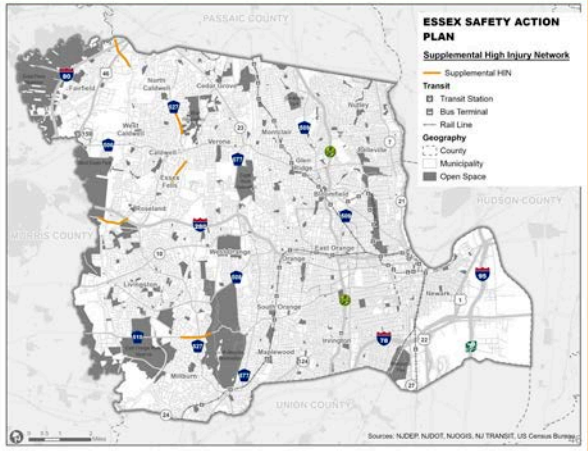
Fairfield
- Two Bridges Road, CR 613
  Top ~15% Countywide

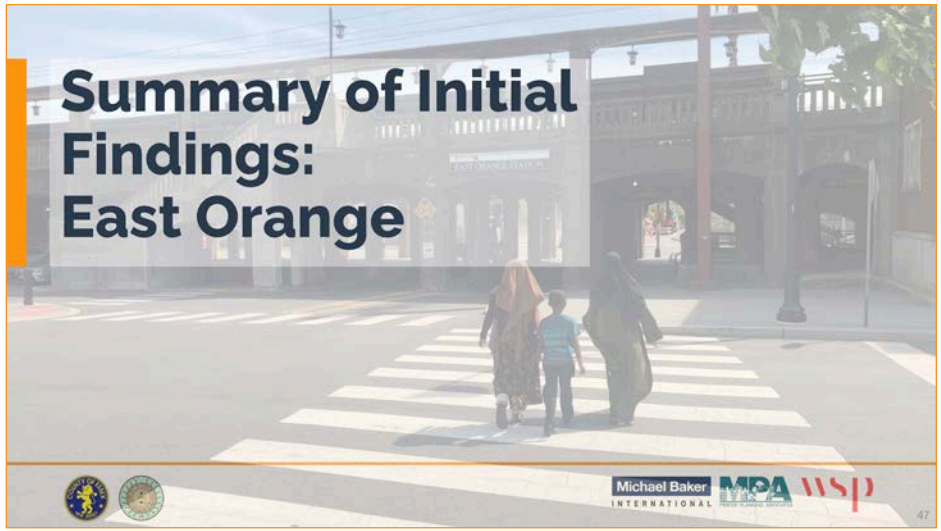
North Caldwell
- Mountain Avenue, CR 527
  Top ~20% Countywide

Essex Fells
- Roseland Avenue, CR 527
  Top ~25% Countywide

Roseland
- Eagle Rock Avenue, CR 611
  Top ~15% Countywide

Millburn
- W South Orange Ave CR 510
  Top ~15% Countywide

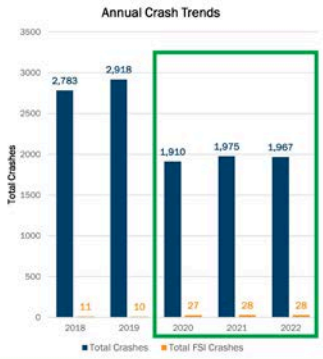




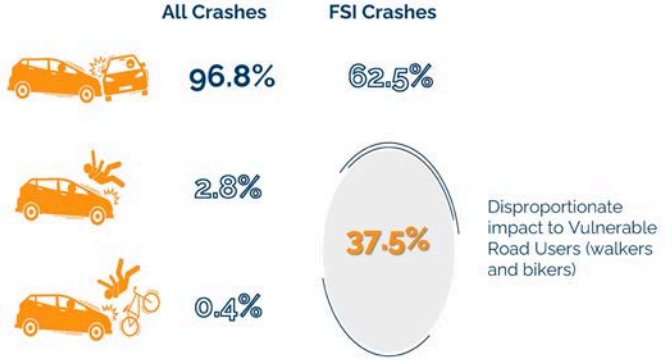
Crash Data Overview by Year: East Orange

Year	Total Crashes	Fatal	Serious Injury
2018	2,783	4	7*
2019	2,918	0	10
2020	1,910	4	23
2021	1,975	5	23
2022	1,967	10	18
Yearly Average	**2,311**	**4**	**16**
Avg Excl 2018 SI	-	-	19
2023*	-	3	-
2024*	-	5	-
Q1, 2025*	-	1	-

* Definition of Serious Injury Crashes Changed in 2018



Disproportionate Safety Impacts: East Orange



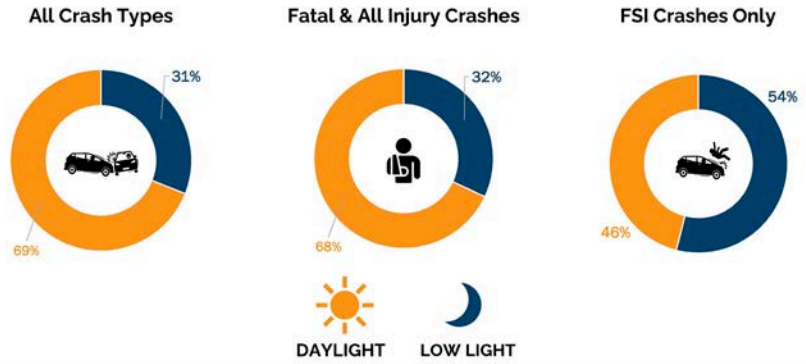
APAC Meeting #2 Presentation (Cont.)

Primary Contributing Factors – FSI Crashes

- Driver Inattention: 28%
- Failure to Yield by Drivers and Pedestrians: 15.4%
- Unsafe Speed: 11%
- Other Driver Actions: 7%

50

Contributing Factors: Lighting and Crash Severity



51

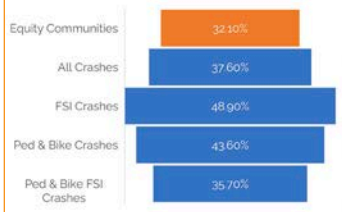
Contributing Factors: Proximity

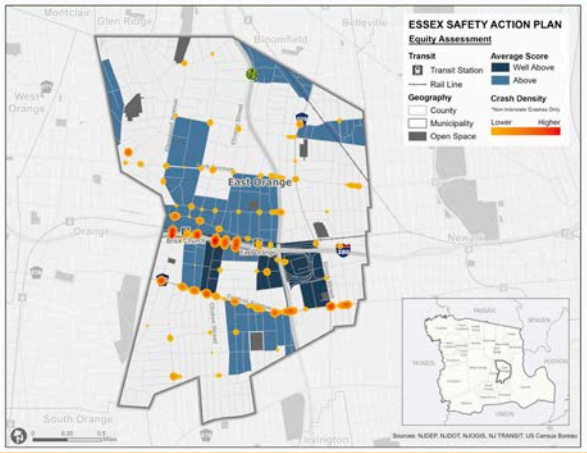
FSI Crashes around Pedestrian and Bicyclist Trip Generators

52

Crash Hot Spots & Equity: East Orange 2018-2022

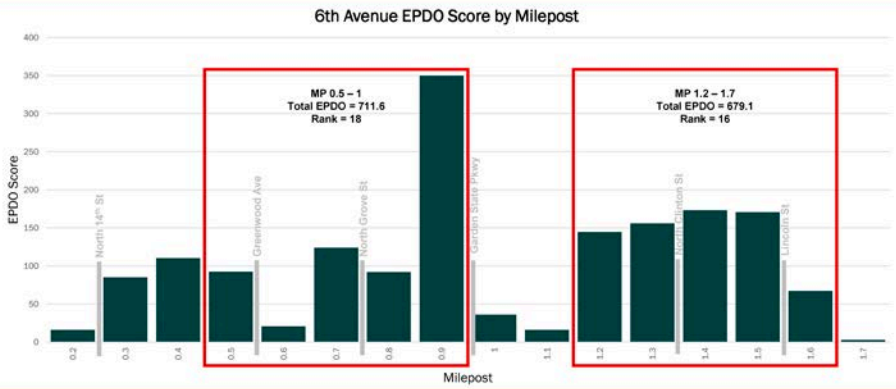
In East Orange these communities account for...



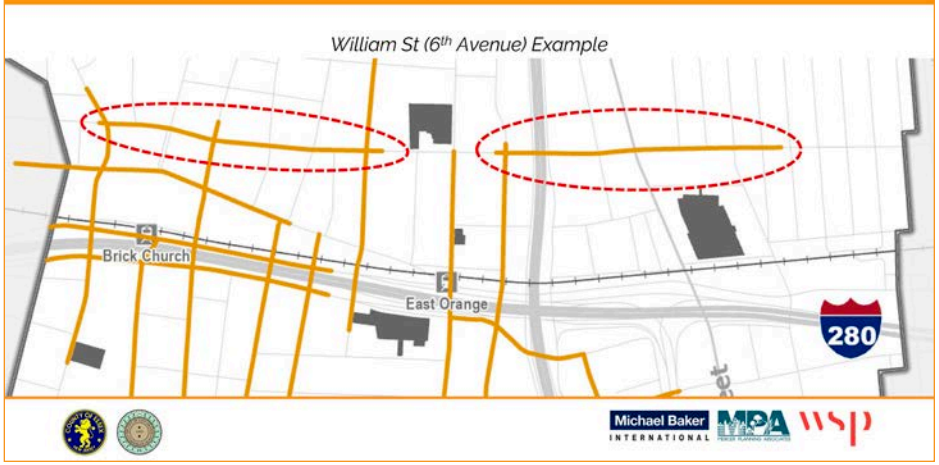


APAC Meeting #2 Presentation (Cont.)

Sliding Window Examples: East Orange

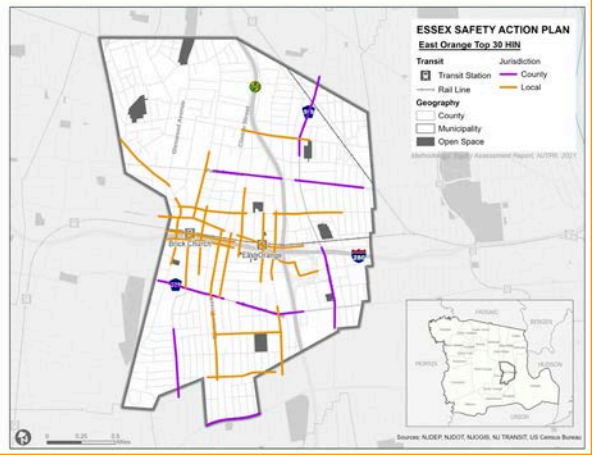


Sliding Window Example East Orange



East Orange Top 30 HIN

- **Top 30 segments:**
  - 15.4% of Roadways
  - 65.3% of EDPO Crashes
  - 81.5% of FSI Crashes



APAC Meeting #2 Presentation (Cont.)

QUESTIONS?

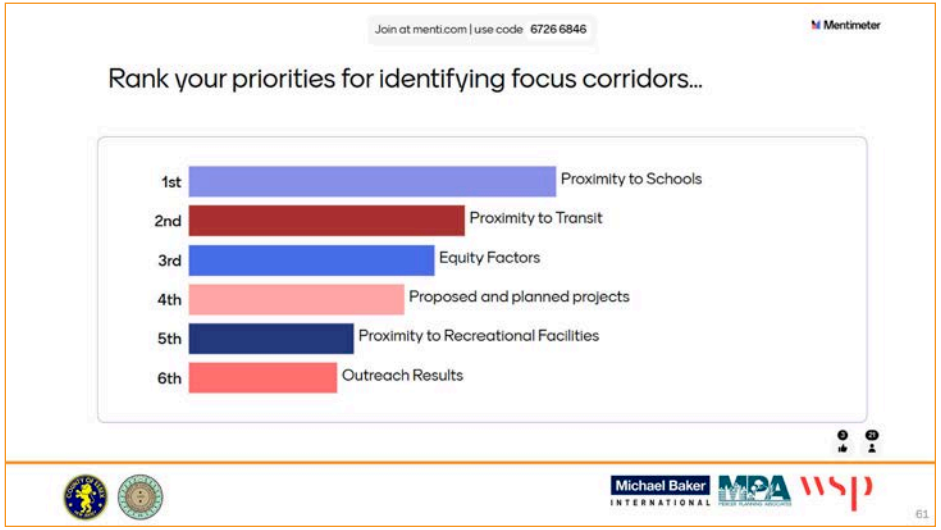
58

59

Candidate Factors for Prioritization

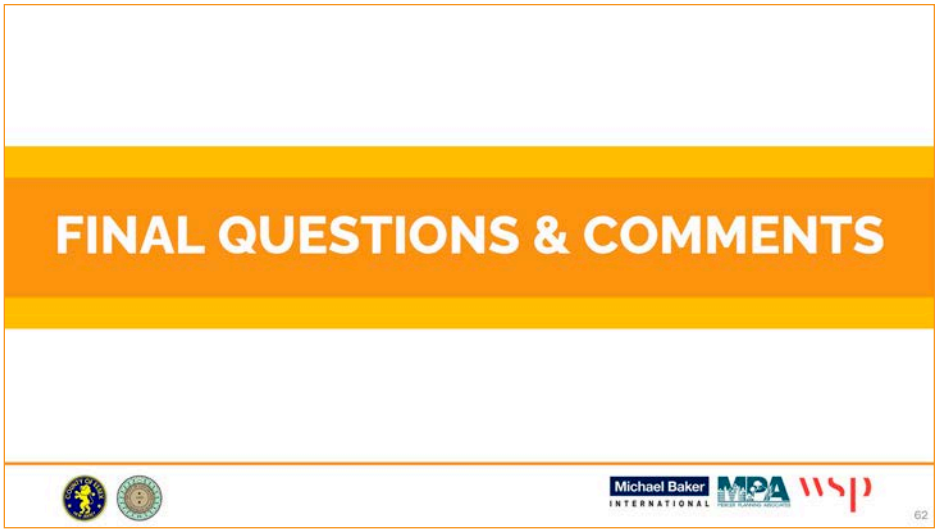
- Crash data: EPDO scoring and High Injury Network
- Presence of high-risk road features
- Proposed and planned projects
- Proximity to:
  - Schools
  - Transit
  - Recreation facilities (parks, trails, etc.)
  - Equity factors
  - Community engagement

60



61

APAC Meeting #2 Presentation (Cont.)



APAC Meeting #3 Presentation

ESSEX
SAFE STREETS 4 ALL

Action Plan Advisory Committee Meeting #3

October 1, 2025

Project Team and Introductions

County Planner
David Antonio

City Planner
Alycia Cohen

Michael Baker INTERNATIONAL
Project Manager, Planning Lead
Peter Kremer, AICP, PP

MPA
Community Engagement
Courtenay Mercer, AICP, PP

WSP
Equity, High Injury Network, Crash and Safety Analysis
Carlos Bastida

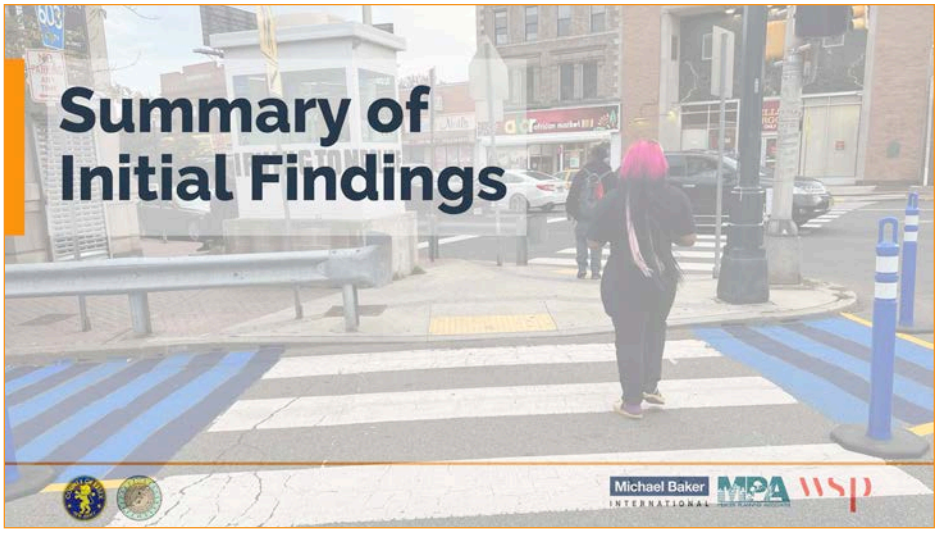
Today's Agenda

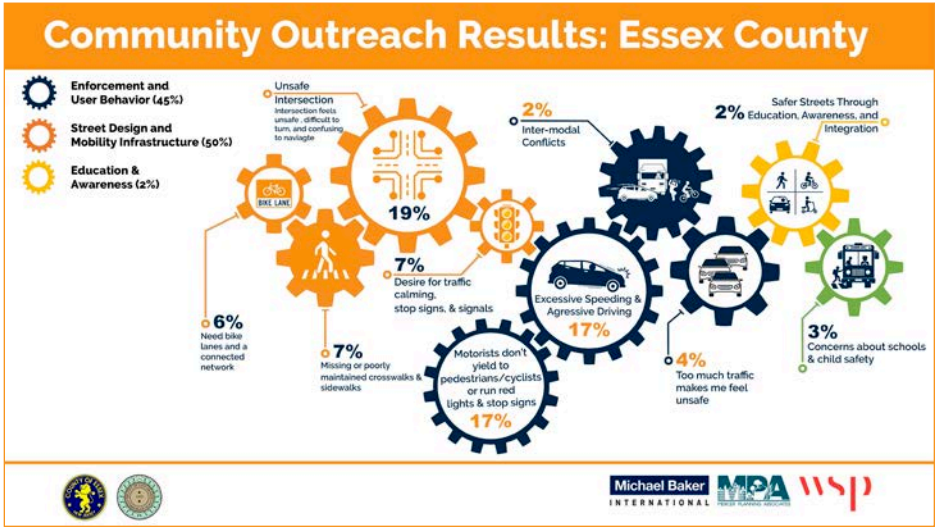
- **Project Purpose & Work Plan**
- **Draft High-Injury Network**
- **Draft Priority Corridors and Projects**
- **Draft Policy Framework**
- **Next Steps**

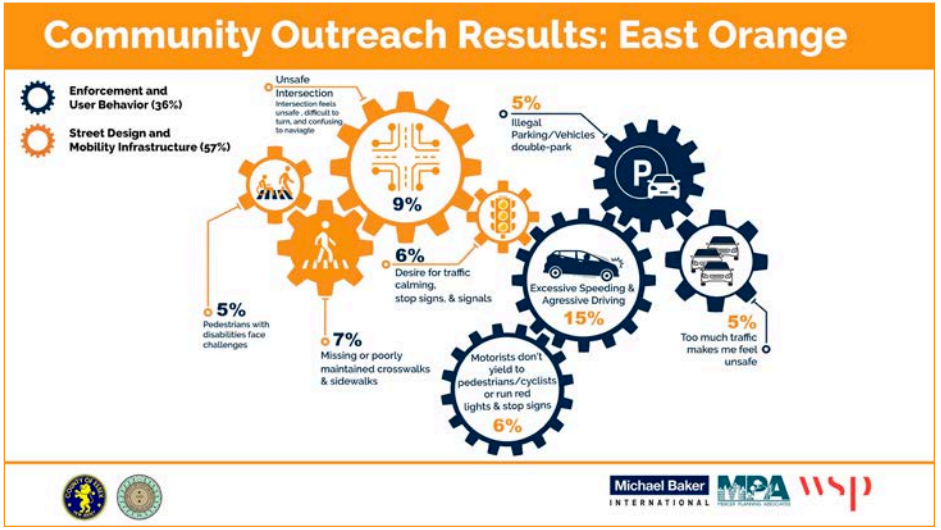
Work Plan

1. Outreach, **Engagement, & Municipal Collaboration**
2. Needs Assessment & Develop a 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

APAC Meeting #3 Presentation (Cont.)





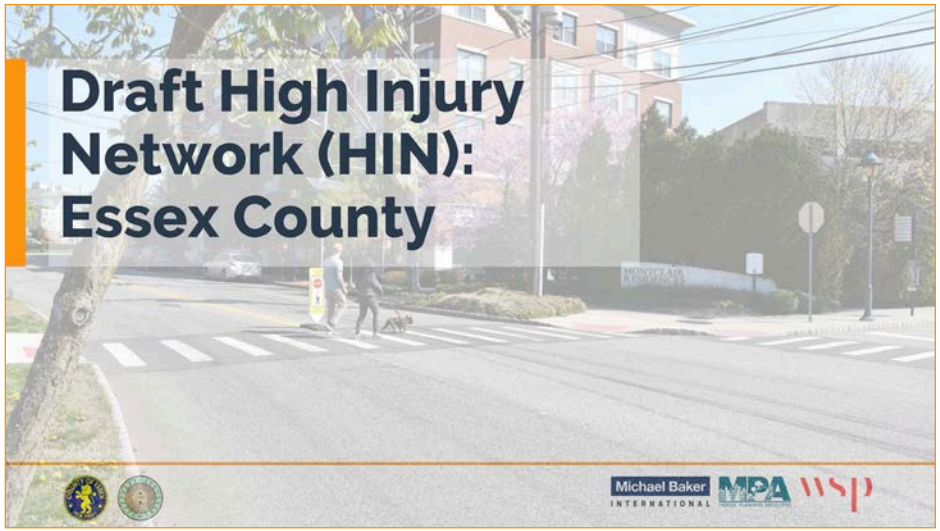


APAC Meeting #3 Presentation (Cont.)

Demonstration Project

Michael Baker INTERNATIONAL MPA WSP

Draft High Injury Network (HIN): Essex County



Michael Baker INTERNATIONAL MPA WSP

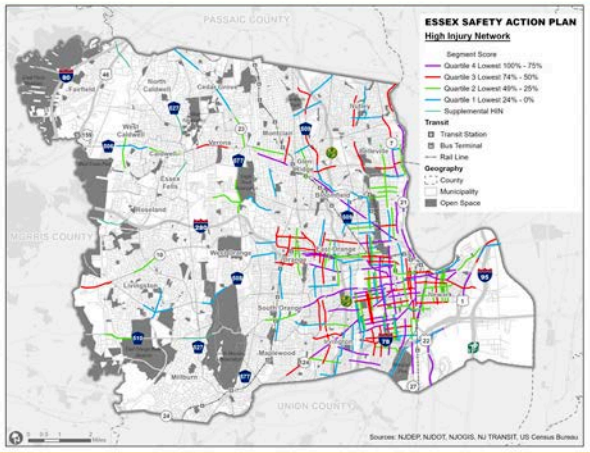
Weighted Crash Severity Scoring

- 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**

Michael Baker INTERNATIONAL MPA WSP

Essex County HIN: Top 200 Segments

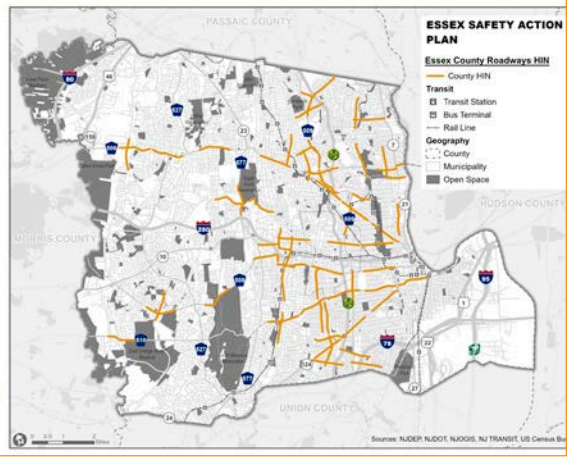
- **Top 200 1-mile segments**
  - 10.5% of Roadways
  - 83.0% of Fatal & Serious Injury Crashes
- **Includes 5 supplemental HIN Segments** (min. 1 per municipality without Top 200 HIN segment)



APAC Meeting #3 Presentation (Cont.)

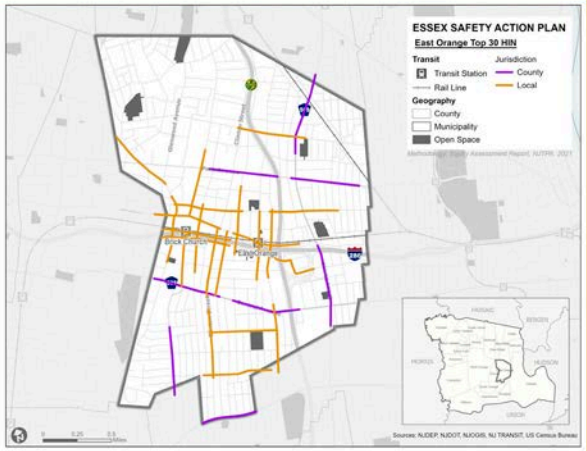
Essex County Road HIN Network

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



East Orange Top 30 HIN

- **Top 30 segments**
  - 15.4% of Roadways
  - 81.5% of FSI Crashes



QUESTIONS?

Michael Baker INTERNATIONAL MPA wsp

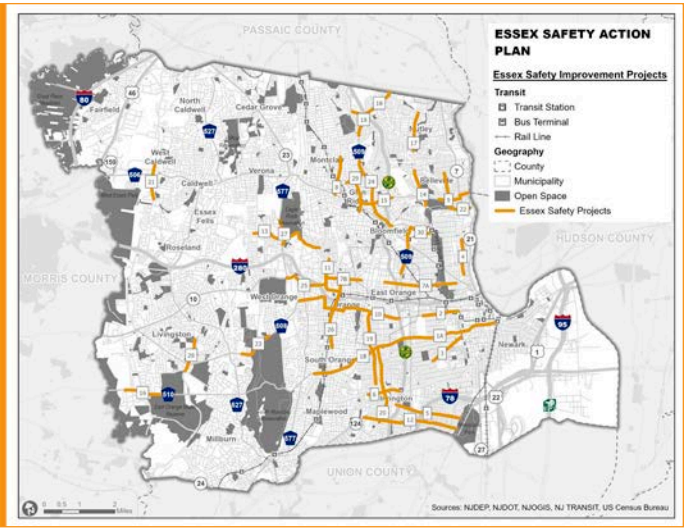
APAC Meeting #3 Presentation (Cont.)

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

Michael Baker INTERNATIONAL MPA wsp

Priority Corridors

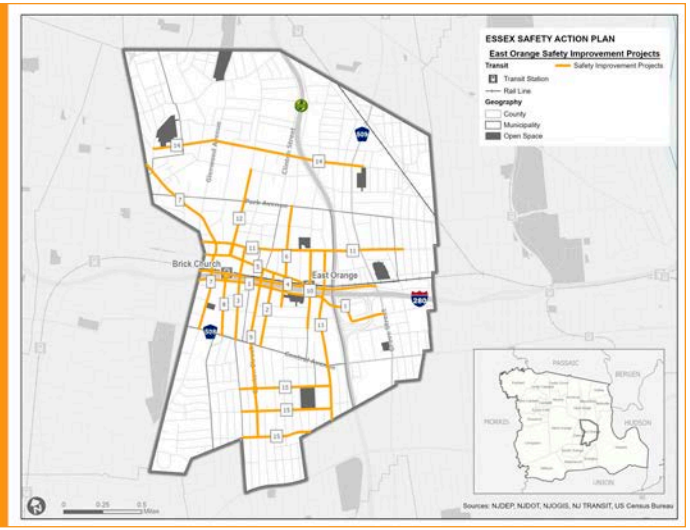


Rank	Route	Road Name	Scope	Length	Municipality	Safety Countermeasures
1A	510	South Orange Avenue/Springfield Avenue/Market Street	Boylan Street to Route 21	3.23	East Orange/Newark	1,2,3,4,5,6,7,8,10,11,12,16
1B	510	South Orange Avenue	Conway Court to Boylan Street	2.19	East Orange/Newark/South Orange	1,2,3,4,5,6,7,8,11,12,18
2	508	Central Avenue	South 13th Street to Dey Street	0.99	Newark	1,2,3,4,5,6,7,8,10,12,14
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
5	602	Lyons Avenue	Union Avenue to Elizabeth Avenue	1.83	Irvington/Maplewood	1,2,3,4,5,6,7,8,9,10,12
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
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

Rank	Route	Road Name	Scope	Length	Municipality	Safety Countermeasures
14	645	Franklin Avenue	Mill Street to Liberty Avenue	1.03	Belleville	1,2,3,4,5,6,7,8,11,12,13
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	645	Franklin Avenue	Harrison Street to High Street	1.07	Nutley	1,2,3,4,5,6,7,8,10
18	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
19	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
20	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	613	Passaic Avenue	Westvile Avenue to Henderson Drive	0.99	West Caldwell	1,2,3,4,5,6,7,15
22	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
23	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
24	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
25	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
26	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
27	577	Prospect Avenue	Boland Drive to Woodland Avenue	0.71	West Orange	1,2,3,4,5,6,7,13,16,18
28	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
29	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
30	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

APAC Meeting #3 Presentation (Cont.)

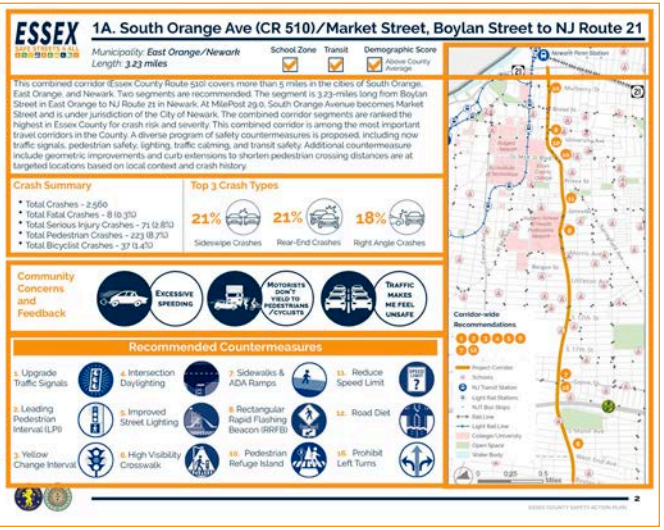
Priority Corridors



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

Project Sheets

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



FHWA Proven Safety Countermeasures

APAC Meeting #3 Presentation (Cont.)

APAC Meeting #3 Presentation (Cont.)

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

Michael Baker INTERNATIONAL MPA wsp

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
- **Educate and support county and municipal staff** on safe street practices and crash prevention principles

Michael Baker INTERNATIONAL MPA wsp

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 multiuser trail projects** (Essex-Hudson Greenway Connector and the Morris Canal Greenway)
- **Improve transit stop access and amenities**
- **Improve first/last-mile connections**

Michael Baker INTERNATIONAL MPA wsp

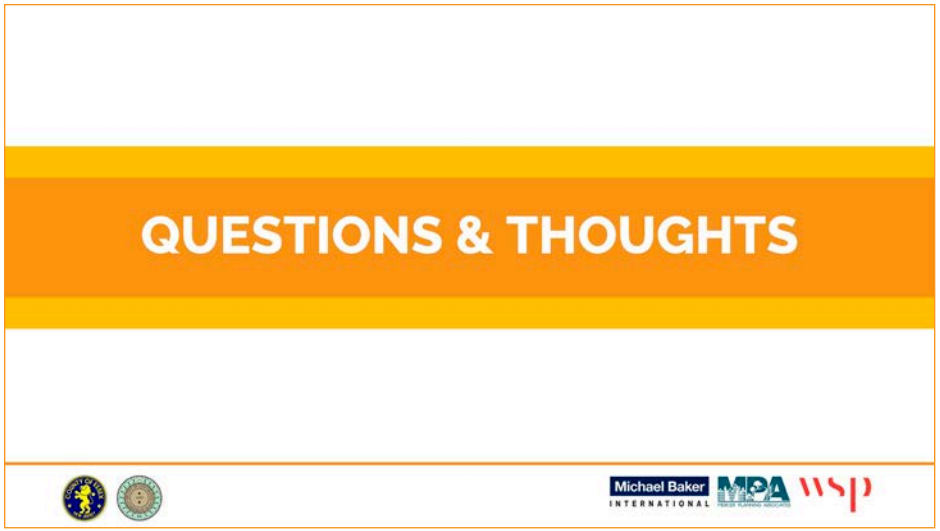
31

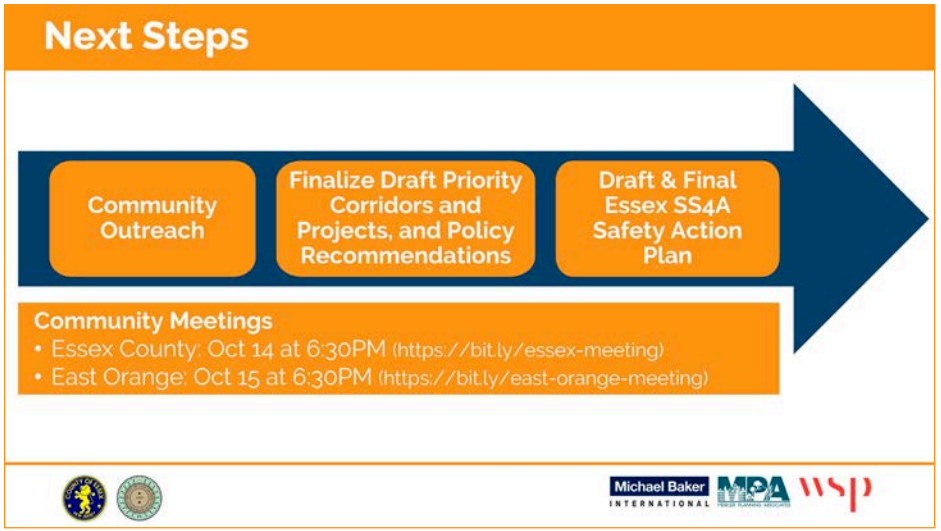
Theme 3: Partner and Collaborate

- **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

Michael Baker INTERNATIONAL MPA wsp

APAC Meeting #3 Presentation (Cont.)





Municipal/Stakeholder Meeting Materials

Municipal/Stakeholder Meeting Presentation

ESSEX

SAFE STREETS 4 ALL

Stakeholder Focus Group Meetings

September 25 & 26, 2025

Project Team and Introductions

County Planner
David Antonio

City Planner
Alycia Cohen

Michael Baker INTERNATIONAL
Project Manager, Planning Lead
Peter Kremer, AICP, PP

MPA
Community Engagement
Courtenay Mercer, AICP, PP

WSP
Equity, High Injury Network, Crash and Safety Analysis
Carlos Bastida

2

Today's Agenda

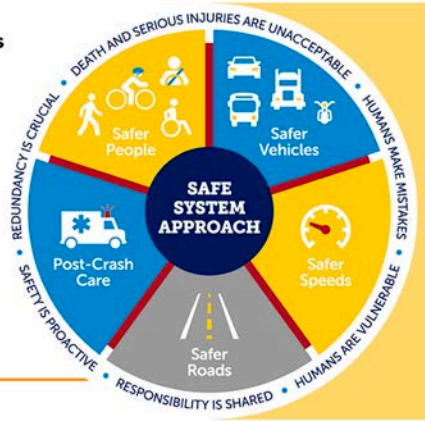
- **Project Purpose & Work Plan**
- **Draft High-Injury Network**
- **Draft Priority Corridors and Projects**
- **Draft Policy Framework**
- **Next Steps**

3

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.

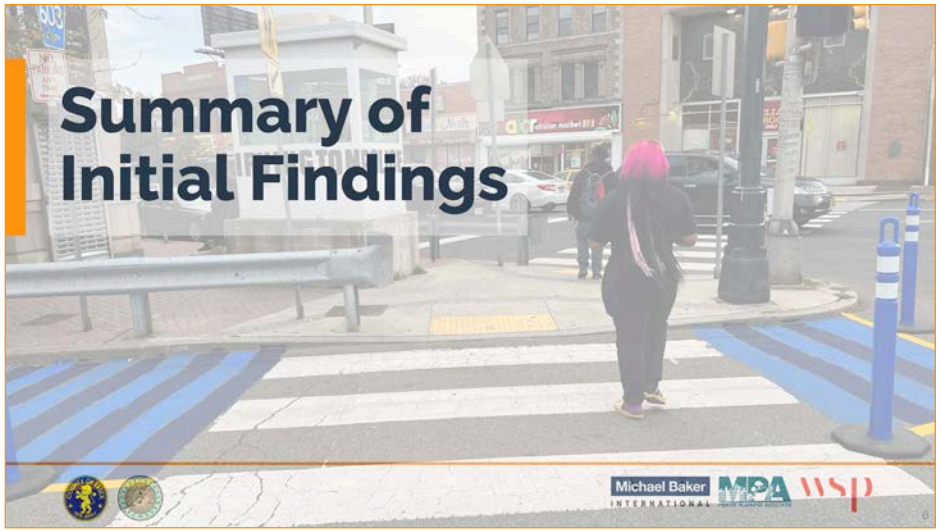
- Reduce the number of roadway fatalities and serious injuries within Essex County
- Enhance safety, mobility, and quality of life for all roadway users – bicyclists, pedestrians, motorists, transit users, and people of all ages and abilities
- Develop a Safety Action Plan with a list of strategies and priority projects



Municipal/Stakeholder Meeting Presentation (Cont.)

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



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

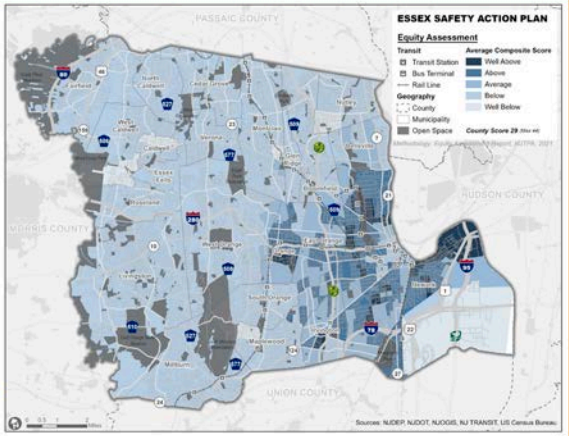
Assessment Factors

- 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

Municipal/Stakeholder Meeting Presentation (Cont.)

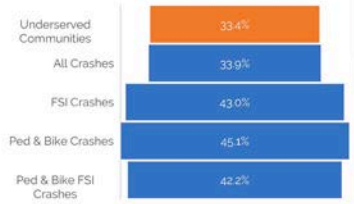
Underserved Communities: Essex County

- 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

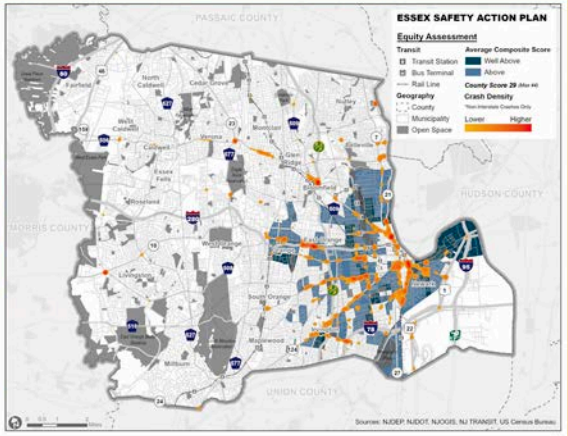


Crash Hot Spots & Underserved Communities: Essex County 2018-2022

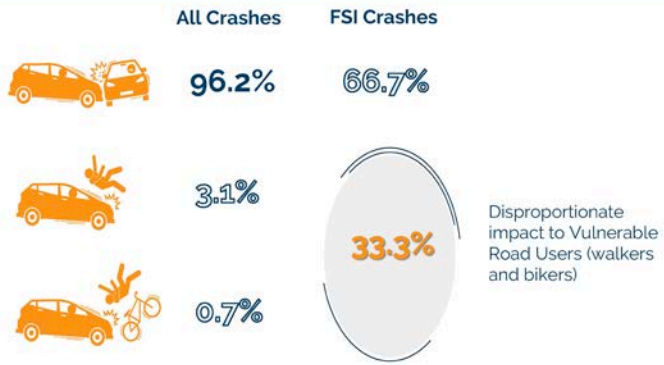
In Essex County these communities account for...



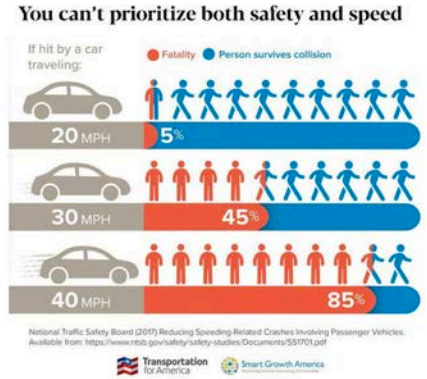
FSI = Fatal & Serious Injury

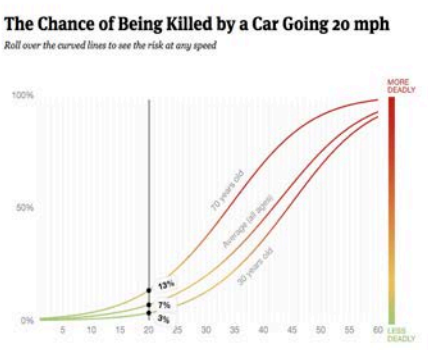


Disproportionate Safety Impacts: Essex County



Speed





Municipal/Stakeholder Meeting Presentation (Cont.)

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%**

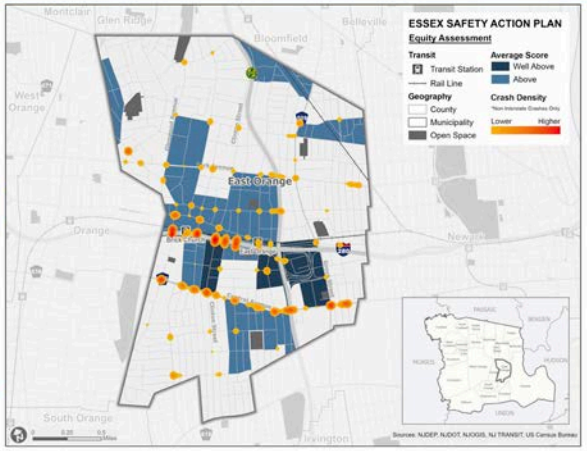
Michael Baker INTERNATIONAL MPA WSP

13

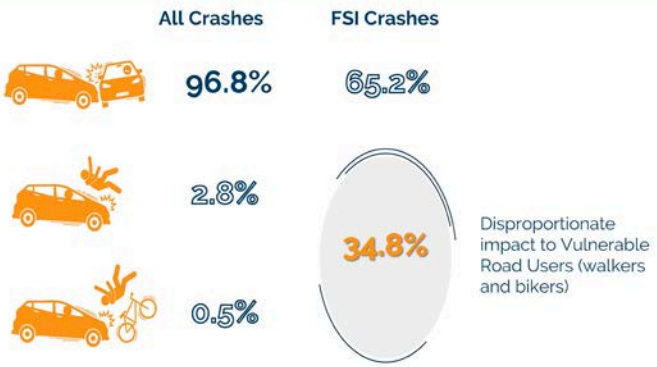
Crash Hot Spots & Underserved Communities: East Orange 2018-2022

In East Orange these communities account for...

FSI = Fatal & Serious Injury



Disproportionate Safety Impacts: East Orange



Michael Baker INTERNATIONAL MPA WSP

15

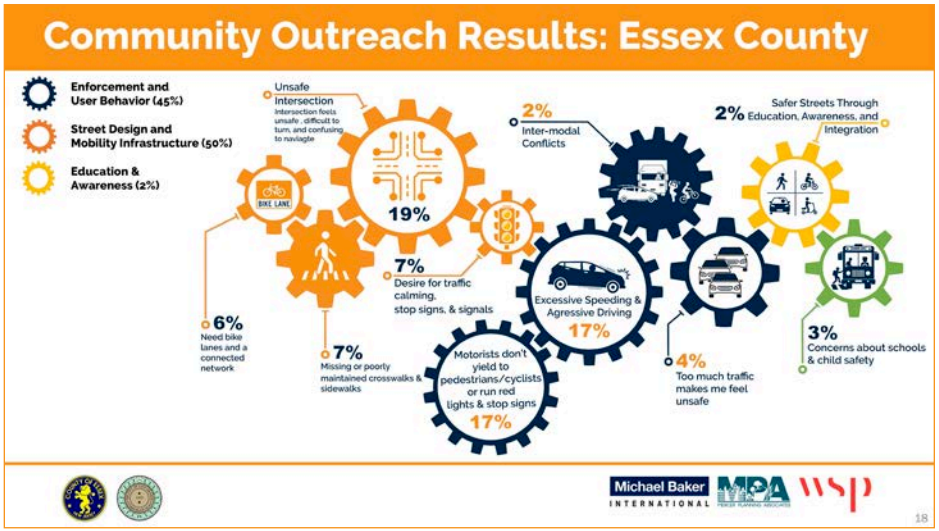
Primary Contributing Factors – FSI Crashes

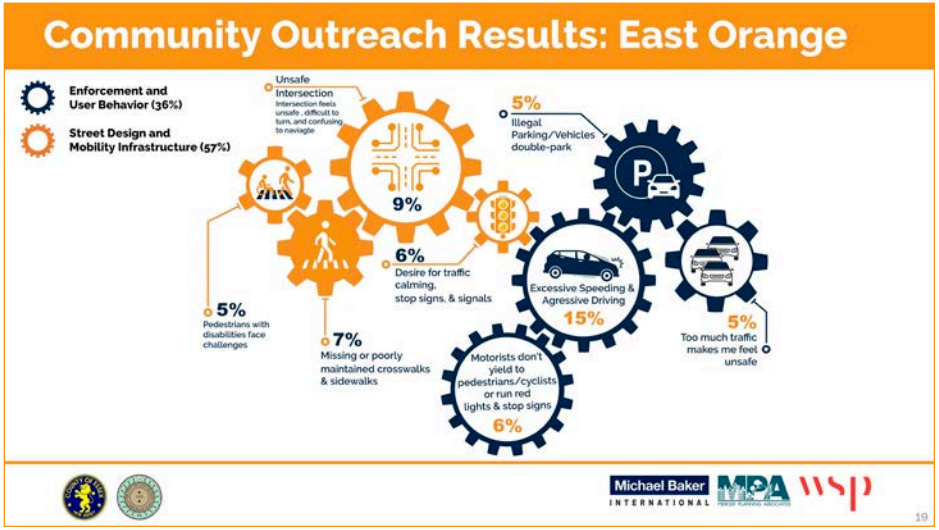
- **Driver Inattention: 28%**
- **Failure to Yield by Drivers and Pedestrians: 15.4%**
- **Unsafe Speed: 11%**
- **Other Driver Actions: 7%**

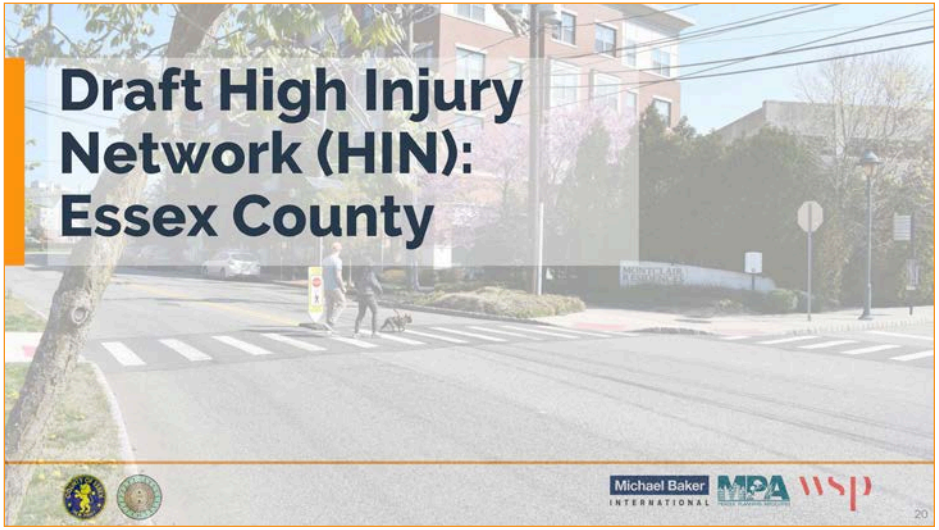
Michael Baker INTERNATIONAL MPA WSP

16

Municipal/Stakeholder Meeting Presentation (Cont.)







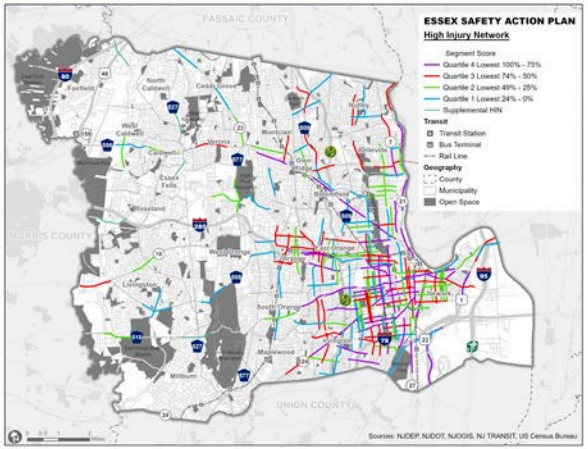
Municipal/Stakeholder Meeting Presentation (Cont.)

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**

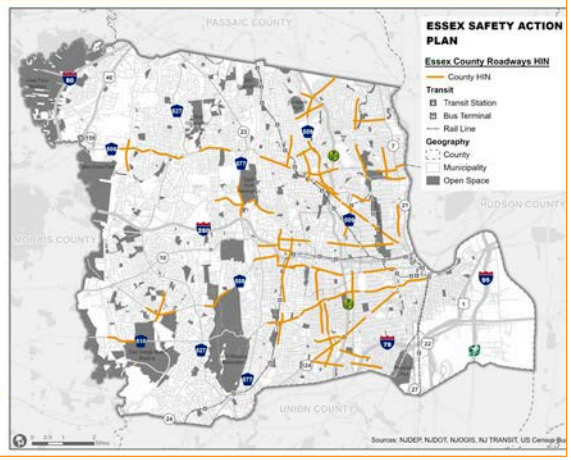
Essex County HIN: Top 200 Segments

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



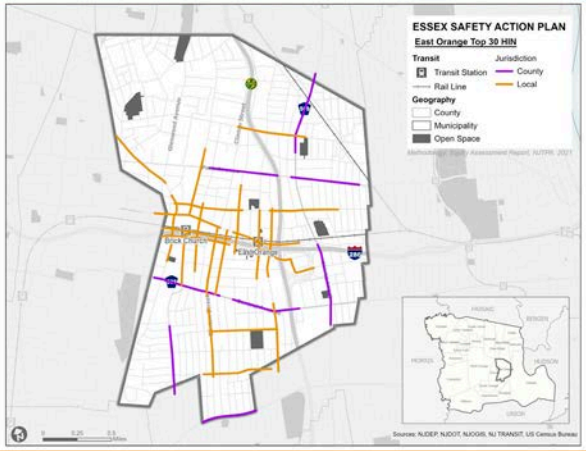
Essex County Road HIN Network

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



East Orange Top 30 HIN

- **Top 30 segments**
  - 15.4% of Roadways
  - 81.5% of FSI Crashes



Municipal/Stakeholder Meeting Presentation (Cont.)

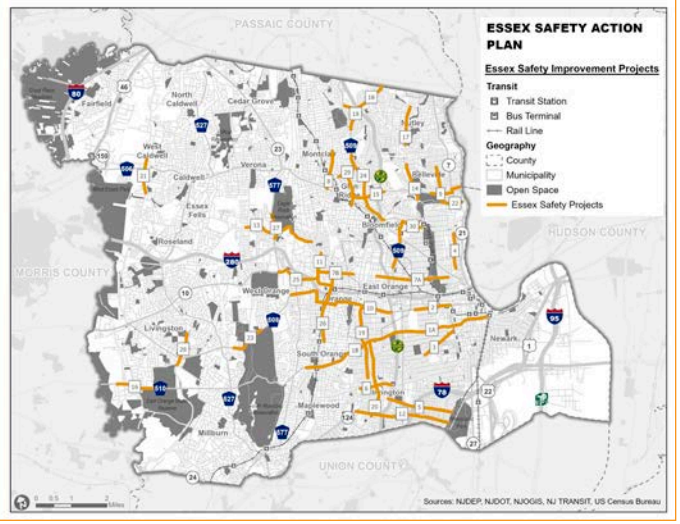
QUESTIONS?

25

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

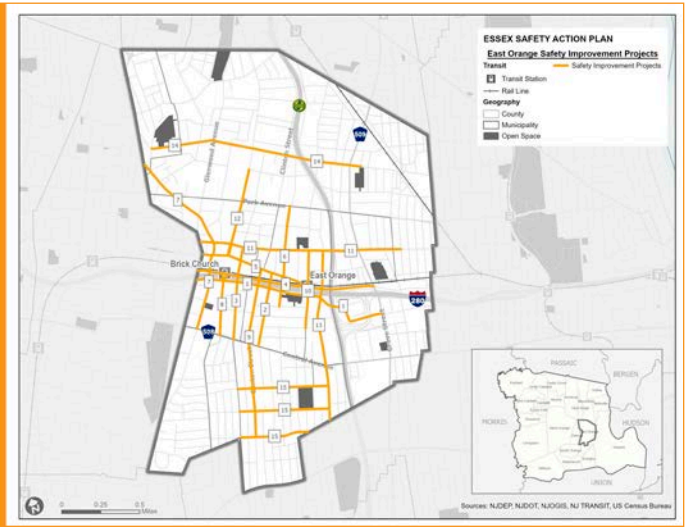
Priority Corridors



Municipal/Stakeholder Meeting Presentation (Cont.)

Rank	Route	Road Name	Scope	Length	Municipality
1A	510	SOUTH ORANGE AVENUE/SPRINGFIELD AVENUE/MARKET STREET	Boylan Street to Route 21	3.23	East Orange/Newark
1B	510	SOUTH ORANGE AVENUE	Conway Court to Boylan Street	2.19	East Orange/Newark/South Orange
2	508	CENTRAL AVENUE	South 13th Street to Dey Street	0.99	Newark
3	603	SPRINGFIELD AVENUE	South 11th Street to Prince Street	1.05	Newark
4	667	BROADWAY	Kearny Street to Romaine Place	1	Newark
5	602	LYONS AVENUE	Union Avenue to Elizabeth Avenue	1.83	Irvington/Maplewood
6	665	CLINTON AVENUE	Parker Avenue to Springfield Avenue	0.91	Maplewood/Irvington
7A	658	PARK AVENUE	North Clinton Avenue to Garside Street	2.04	East Orange/Newark
7B	658	PARK AVENUE	Main Street to Washington Street	1	East Orange
8	623	GROVE STREET	Bloomfield Avenue to Stanford Place	1.02	Montclair
9	506	BELLEVILLE AVENUE; RUTGERS STREET	Parkview Avenue to Washington Avenue; Washington Avenue to NJ 21	0.87	Belleville
10	508	NORTHFIELD AVENUE/WHITTINGHAM PLACE/KINGSLEY STREET/VALLEY ROAD/CENTRAL AVENUE	Highwood Road to Whittlesey Avenue	3.25	East Orange/Orange/West Orange
11	659	MAIN STREET	Scotland Road to Washington Street	1.23	Orange/ West Orange
12	601	CHANCELLOR AVENUE	Springfield Avenue to Elizabeth Avenue	2.65	Irvington/Maplewood/Newark
13	611	EAGLE ROCK AVENUE	Harrison Avenue to Haller Road	2.22	West Orange
14	645	FRANKLIN AVENUE	Mill Street to Liberty Avenue	1.03	Belleville
15	506	BELLEVILLE AVENUE	Herman Street to Forest Drive	0.99	Bloomfield/Glen Ridge
16	510	SOUTH ORANGE AVENUE	Peach Tree Hill Road to Latham Court	0.98	Livingston
17	645	FRANKLIN AVENUE	Harrison Street to High Street	1.07	Nutley
18	509; 622	BROAD STREET; WEST PASSAIC AVENUE/DARLING AVENUE	Eaton Place to Bellevue Avenue; Broad Street to Sylvan Road	1.92	Bloomfield
19	605	SANFORD AVENUE/SANFORD STREET	Sandford Place to Central Avenue	2.11	Irvington/East Orange/Newark
20	619	STUYVESANT AVENUE	Leslie Place to South Orange Avenue	2.18	Irvington/Newark
21	613	PASSAIC AVENUE	Westvile Avenue to Henderson Drive	0.99	West Caldwell
22	672; 647	MILL STREET; UNION AVENUE	Main Street to Union Avenue; Mill Street to Maline Avenue	1.61	Belleville
23	508	NORTHFIELD AVENUE	Vizcaya Boulevard to Saint Cloud Avenue	0.97	West Orange
24	509	FRANKLIN STREET/BROAD STREET	Hill Street to Glen Ridge Parkway	2.21	Bloomfield
25	577; 660	MOUNT PLEASANT AVENUE	Prospect Avenue to Gregory Avenue; Gregory Avenue to Main Street	1.01	West Orange
26	638	SCOTLAND ROAD/HIGH STREET	Montrose Avenue to Park Avenue	2.00	Orange/South Orange
27	577	PROSPECT AVENUE	Boland Drive to Woodland Avenue	0.71	West Orange
28	649	SOUTH LIVINGSTON AVENUE	West Hobart Gap Road to Civic Center Road (North)	0.96	Livingston
29	654; 653	BAY AVENUE; RIDGEWOOD AVENUE	Walnut Crescent to Broad Street; Snowden Place to Bay Avenue	1.51	Bloomfield/Glen Ridge/Montclair
30	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

Priority Corridors



Rank	Road Name	Scope	Length	Municipality
1	FREEWAY DRIVE EAST/HAWTHORNE AVENUE/SUSSEX AVENUE	East Orange Municipal Border to South Grove Street	1.32	East Orange
2	SOUTH BURNETT STREET	Main Street to Central Avenue	0.48	East Orange
3	LINCOLN STREET/HALSTED STREET	William Street to Central Avenue	0.65	East Orange
4	FREEWAY DRIVE WEST/DR. MARTIN LUTHER KING JR. BOULEVARD	North Grove Street to the East Orange Municipal Border	1.25	East Orange
5	DR. MARTIN LUTHER KING, JR. BOULEVARD/MAIN STREET	South Arlington Street to the East Orange Municipal Border	0.72	East Orange
6	NORTH/SOUTH WALNUT STREET	Park Avenue to Lenox Avenue	0.69	East Orange
7	NORTH/SOUTH HARRISON STREET/WASHINGTON STREET	Central Avenue to East Orange Border	1.28	East Orange
8	EVERGREEN PLACE/PROSPECT STREET	Central Avenue to Freeway Drive West	0.40	East Orange
9	NORTH/SOUTH CLINTON STREET	Tremont Avenue to Dr. Martin Luther King Jr. Boulevard	1.09	East Orange
10	NORTH/SOUTH ARLINGTON STREET	Beech Street to William Avenue	0.50	East Orange
11	WILLIAM STREET	North 18th Street to Glenwood Avenue	1.32	East Orange
12	PROSPECT STREET	Dr. Martin Luther King Jr. Boulevard to Hamilton Street	0.56	East Orange
13	NORTH/SOUTH MUNN STREET	East Orange Municipal Border to William Street	1.09	East Orange
14	SPRINGDALE AVENUE	North Park Avenue to North 23rd Street	1.09	East Orange
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

Municipal/Stakeholder Meeting Presentation (Cont.)

Municipal/Stakeholder Meeting Presentation (Cont.)

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

Michael Baker INTERNATIONAL MPA wsp 38

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
- **Track and analyze fatalities and serious injury crashes**
- **Educate and support county and municipal staff** on safe street practices and crash prevention principles

Michael Baker INTERNATIONAL MPA wsp 39

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 multiuser trail projects** (Essex-Hudson Greenway Connector and the Morris Canal Greenway)
- **Improve transit stop access and amenities**
- **Improve first/last-mile connections**

Michael Baker INTERNATIONAL MPA wsp 40

Municipal/Stakeholder Meeting Presentation (Cont.)

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

Michael Baker INTERNATIONAL MPA wsp

41

QUESTIONS & THOUGHTS

Michael Baker INTERNATIONAL MPA wsp

42

Next Steps

Action Plan Advisory Committee Meeting
- Review corridors, projects, & policy recommendations

Community Meetings
- Essex County: Oct 14 at 6:30PM (https://bit.ly/essex-meeting)
- East Orange: Oct 15 at 6:30PM (https://bit.ly/east-orange-meeting)

Michael Baker INTERNATIONAL MPA wsp

43

Stakeholder Comments (Municipal, Stakeholder, & APAC)

Draft Recommendations: Priority Corridors & Projects		
Comment	Action	Notes
Include bike lanes as a proven safety countermeasure Add bike lanes and support the development of a cohesive bike network	Change	Add universal language in the introduction that bike lanes will be considered as projects go into the design and engineering phase. Add bike lanes (countermeasure 21) on roads with an adopted Plan that has been coordinated with the County. • 2 - Central Avenue • 4 - Broadway • 5 - Lyons Avenue • 7A - Park Avenue • 21 - Sanford Avenue • 22 - Stuyvesant Avenue
Bike Lane Recommendations for specific locations – Bloomfield Avenue	No Change	There is not a bike lane recommendation for this roadway segment in an approved plan developed in consultation with the County . The draft recommendations do, however, include language to consider bike lanes for all corridors once they enter design and engineering.
Bike Lane Recommendations for specific locations – Grove Street	No Change	No existing bike lane recommendation in approved plan for this roadway In meeting response: The project team responded that bike lanes are not considered traffic-calming measures and could not comment on that location immediately. They emphasized that the discussion is high-level and that advisory committee members will receive the full list of corridors, enabling them to submit specific suggestions for bike lanes or other interventions for review.

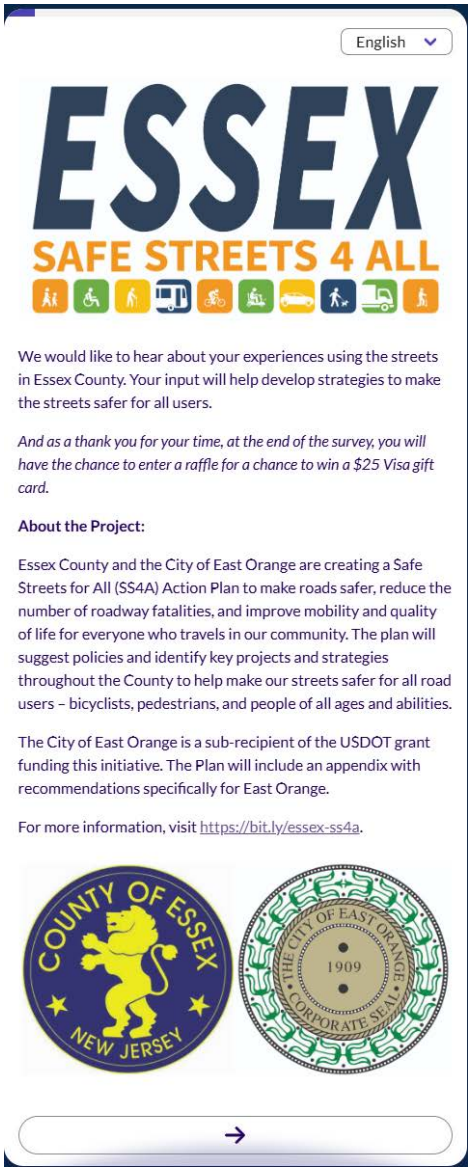
Include speed bumps or speed tables as effective traffic calming measures for priority corridors.	No Change	In meeting response: The project team explained that such measures are generally not appropriate on County Roads with higher speeds and higher volumes (greater than 3,000 vehicles per day)
Include geometric design changes that were recommended to support safer speeds.	No Change	The team explained that the shared recommendations are high-level and will require a detailed engineering review. They noted that several geometric measures are included, such as intersection reconfigurations, turn lane adjustments, high-friction surface treatments, left-turn prohibitions, curb extensions, pedestrian refuges, and daylighting.
Rank 15 | Route 506 | Belleville Avenue: Add Leading Pedestrian Intervals as a safety countermeasure along with the striping and signal updates	No Change	The recommendation is already included at select intersections along the corridor where deemed necessary.
Rank 29 | Route 654/653 | Bay Avenue/ Ridgewood Avenue: The County is currently upgrading the intersection of Bay and Ridgewood Avenues. Do the recommended countermeasures align with the improvements being made?	No Change	The project scope covers Walnut Crescent to Broad Street and Snowden Place to Bay Avenue. The project is funded with the NJTPA Local Safety Program, so it is using Proven Safety Countermeasures.

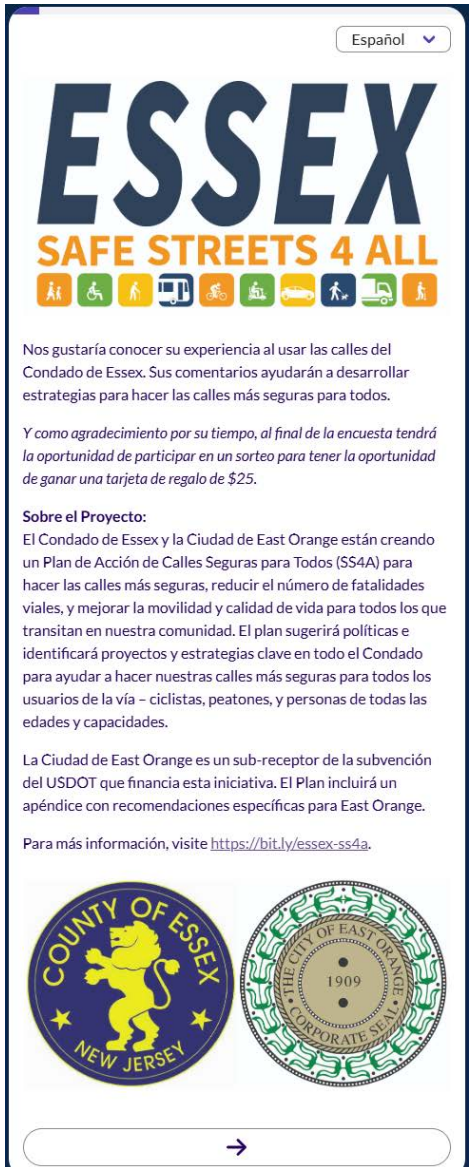
Draft Policy Framework		
Theme 1: Promote a Culture of Safety		
Any recommendations regarding the County's vehicular fleet to improve safety? This was a successful part of NYCDOT 2014 Vision Zero plan. (Fleet Plan example)	Change	Add a strategy: Develop a County Safe Fleet Transition Plan to formalize a set of best-practice vehicle safety technologies for all County vehicles to prevent and mitigate crashes. Responsible: DPW, Division of Planning, County Risk Manager Timeframe: Medium-term Actions: Develop and adopt a County Safe Fleet Transition Plan Performance Measures: Number of fleet vehicles retrofitted Number of fleet vehicles replaced
Install safe passing law signage (4-foot)	Change	Add a strategy: Develop a policy regarding the installation of safe passing law signage on County Roads. Responsible: DPW, Division of Planning Actions: Develop and adopt a safe passing law signage policy Performance Measures: Number of signs installed
Theme 2: Plan, Design, and Build Safe Streets for All		
Add bike lanes and support the development of a cohesive bike network	No change	Already included in Theme 2 as action items, specifically the development of an Active Transportation or Trail/Bike Plan

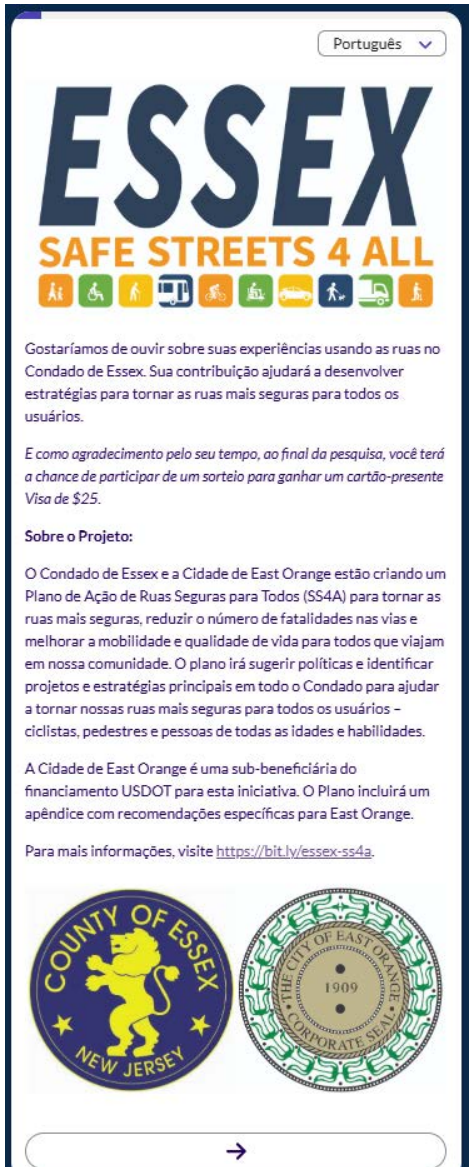
Add a recommendation for supporting and connecting regional multi-use trails, including the North Jersey Trail Network Initiative, and linking local trail systems like West Sussex, South Orange, and Maplewood.	Change	Recommend revising policy framework as follows: Support and connect to regional and local multi-use trail projects such as the Essex-Hudson Greenway Connector, the Morris Canal Greenway, and others identified in the North Jersey Trail Network Initiative In the performance measures for Expand and improve walking and biking infrastructure: Miles of protected and off-road facilities installed per year
Add off-road trails development as essential for safety, and municipalities should integrate trail planning into both land use and transportation plans.	Change	See above
Acknowledge the role of school bussing alongside Safe Routes to School (SRTS) initiatives to promote safety, mobility, and equity for students.	No change	Noted but not under the jurisdiction/purview of the County.
Theme 3: Partner and Collaborate		
Include legislative changes, such as automated speed enforcement.	No change	Noted but not under the jurisdiction/purview of the County.
Create a dashboard to assist partners in implementing demo projects, along with the location	No change	Creating and updating a dashboard is time-consuming and labor-intensive, and beyond the capacity of the County at this time. The policy framework identifies advocacy groups, TMAs, and other organizations as potential partners for demonstration projects.

Survey & Map Materials

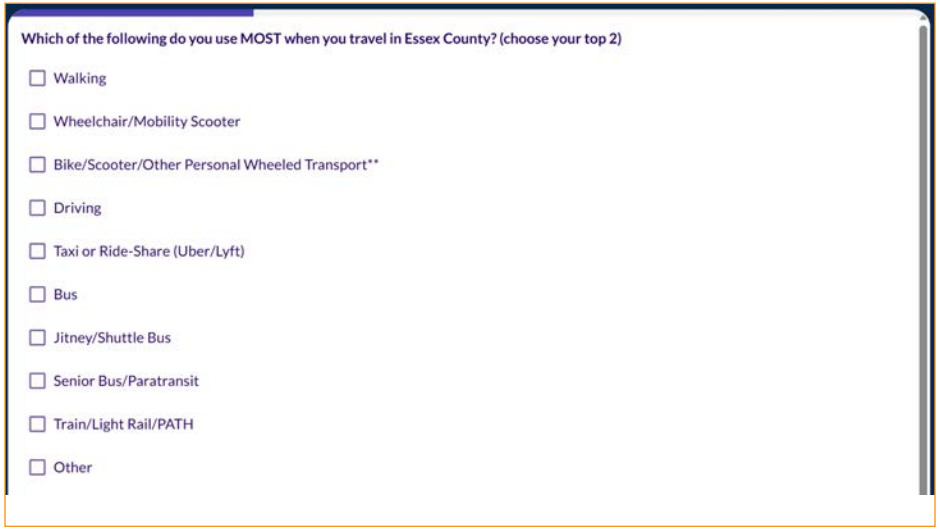
Survey/Map Screenshots

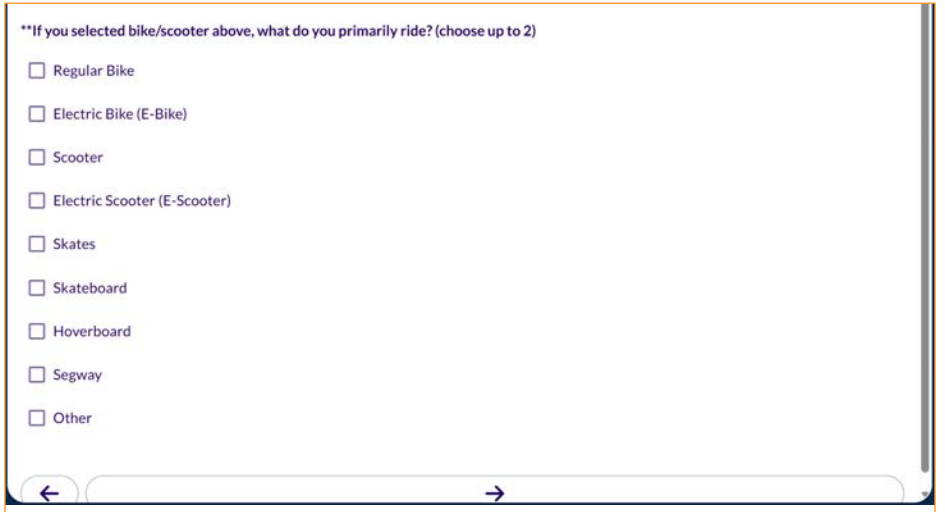




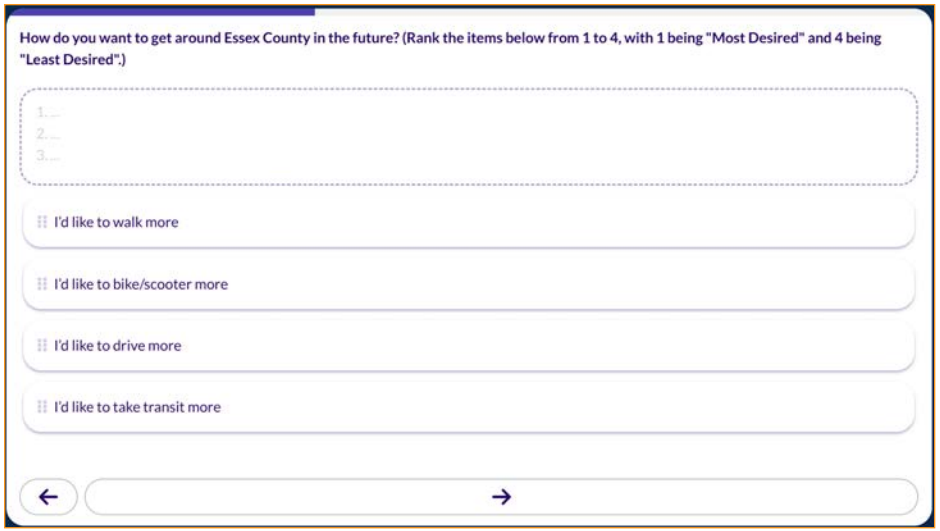


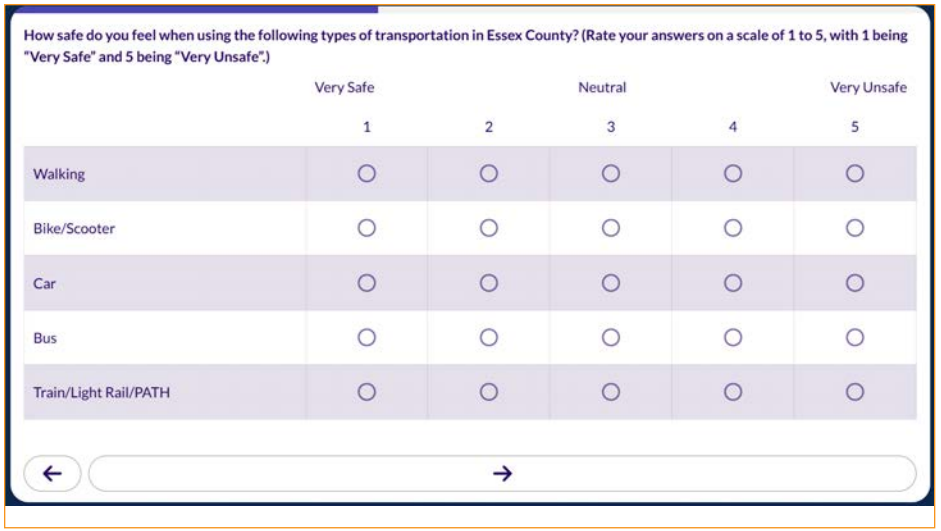
Survey/Map Screenshots (Cont.)

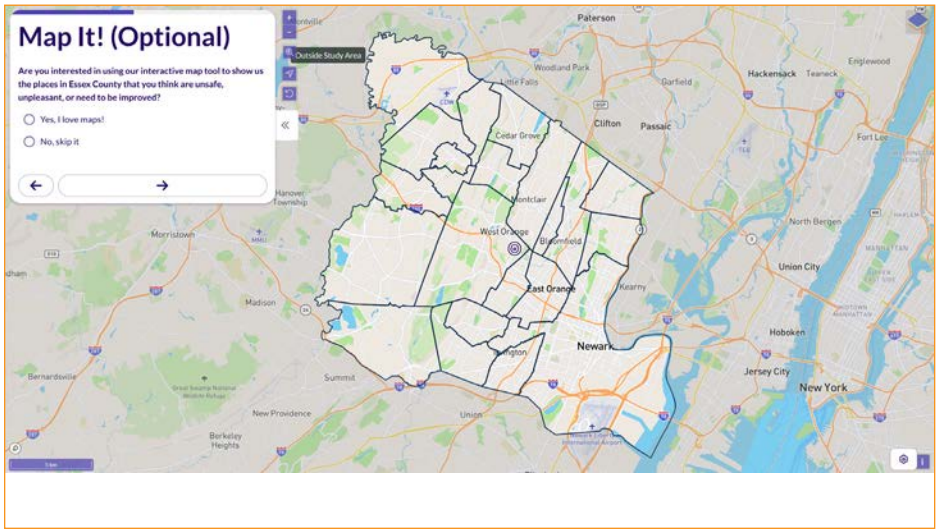


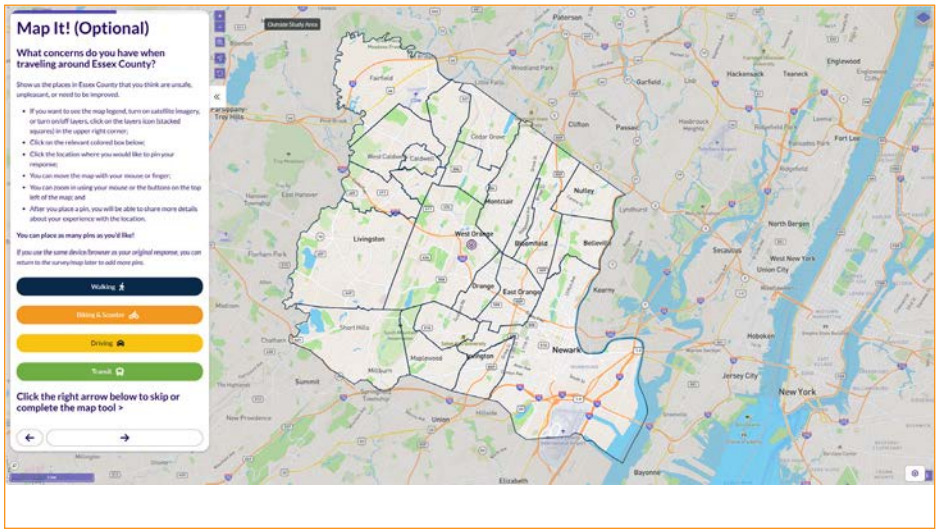


Survey/Map Screenshots (Cont.)

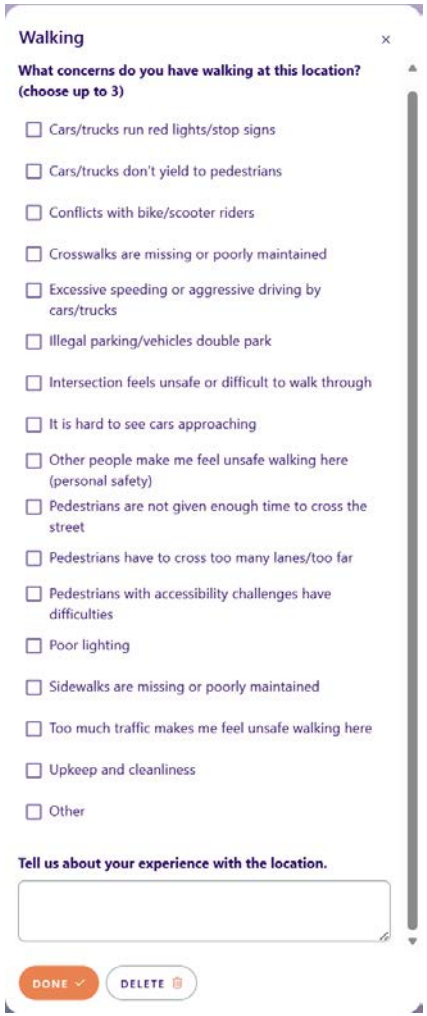


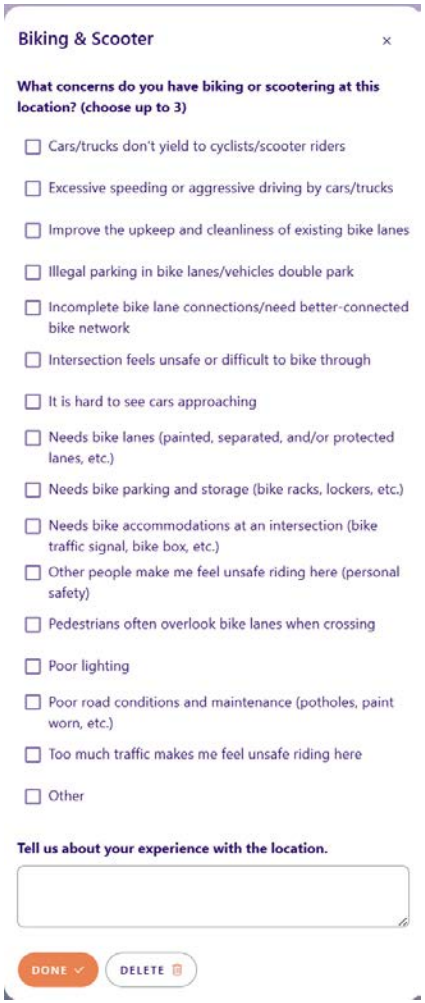


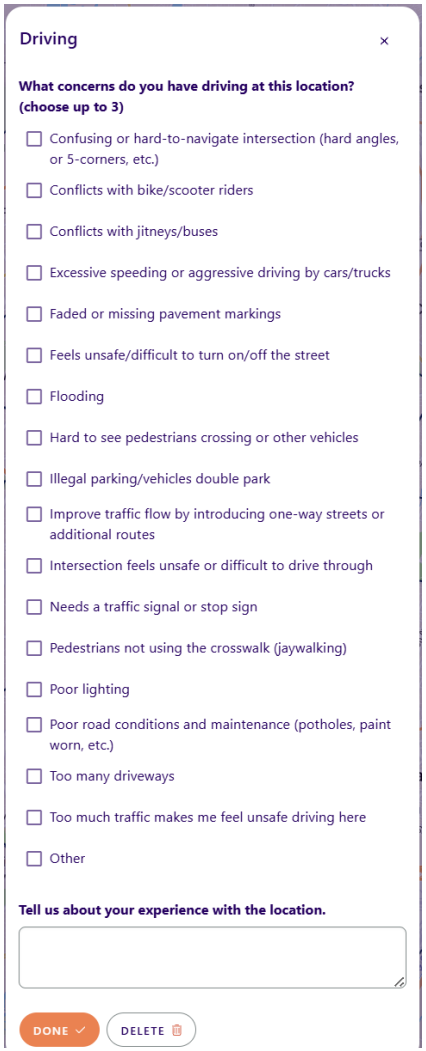


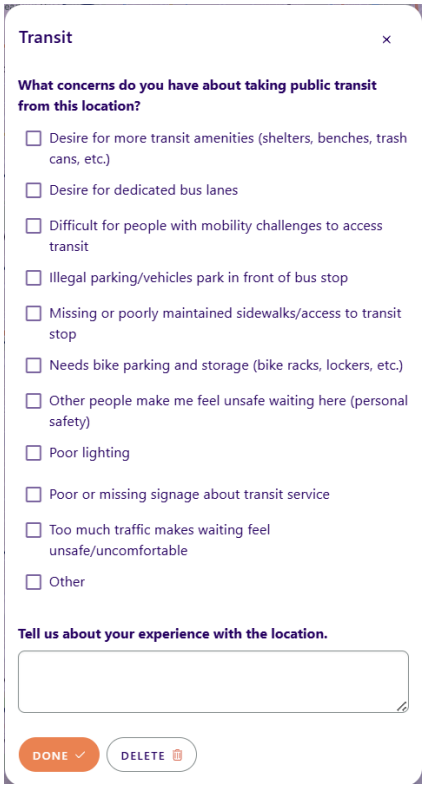


Survey/Map Screenshots (Cont.)

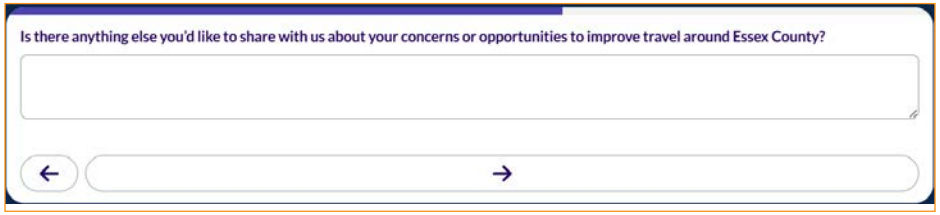


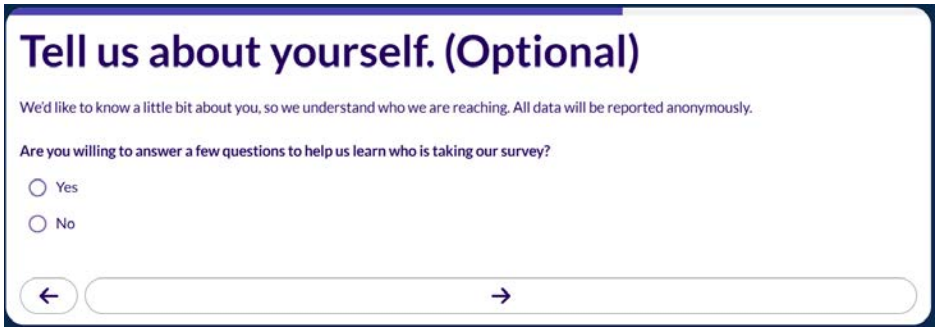


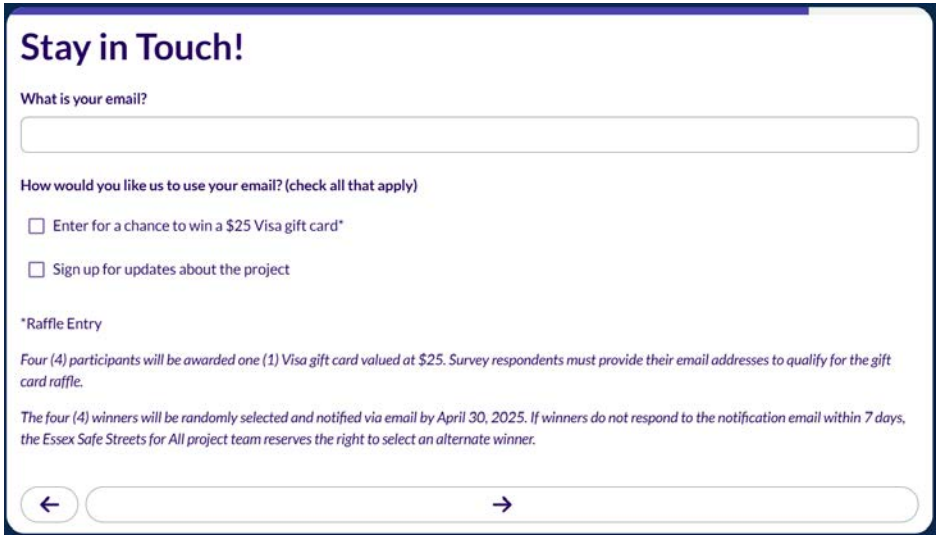




Survey/Map Screenshots (Cont.)

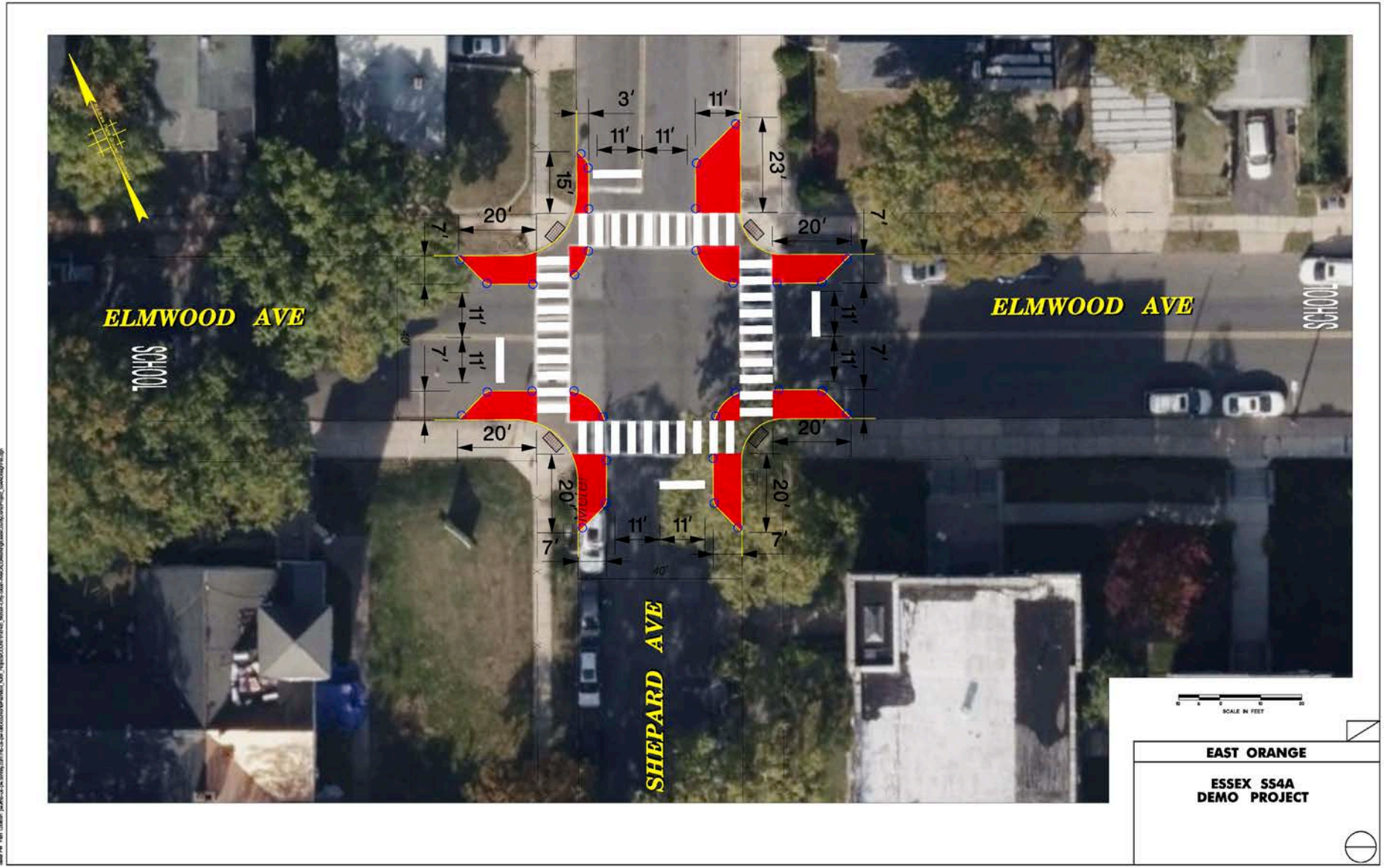






Survey/Map Screenshots (Cont.)

Demonstration Project Materials



Demonstration Project Materials (Cont.)

ESSEX
SAFE STREETS 4 ALL

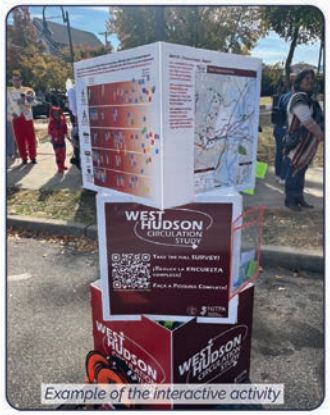
PRIDE ACADEMY CHARTER SCHOOL

Essex Safe streets for All is a countywide program aimed to make streets safer for all - walker, bikers, drivers, and transit riders.

On **Tuesday, September 30** *(Rain Date: Thursday, October 2)*, students will explore safety improvements at the intersections near the school. They will be asked to share their thoughts by answering the questions listed below through an interactive activity *(image right)*.

Questions Asked:

1. How safe do you feel using different types of transportation in Essex County?
2. What are your TOP 2 safety improvement recommendations?
3. A mapping exercise to share ideas or concerns about specific locations in East Orange.
4. What do you think of the safety improvements on display at the intersections?



Example of the interactive activity

All responses are **ANONYMOUS!**
No identifiable pictures of the students will be shared publicly.
Students will speak only to adults wearing **green safety vests** so they are easy to spot.

Parents are welcome to stop by, share their thoughts and provide input if they are around!

What is a demonstration project?
Demo project is a small, temporary project used to test out a street safety idea before making big investments.

1	2	3	4	5
Plan & Design	Quick Installation	Test & Observe	Gather Feedback	Decide Next Steps

We are HERE!


Example of a demonstration project

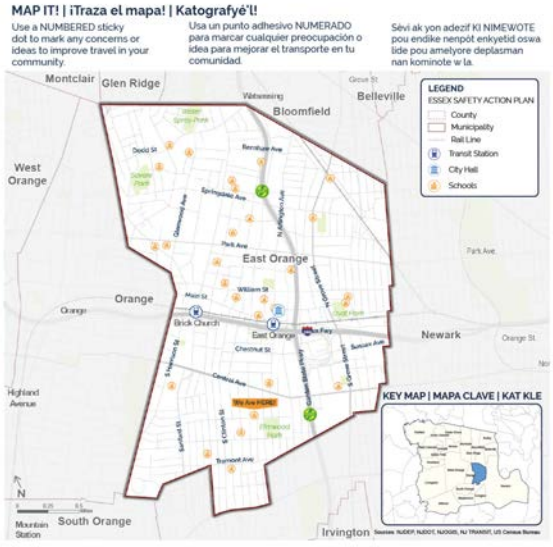
About the Project:
The County is developing a **Safety Action Plan** to reduce roadway fatalities and serious injuries while improving safety, mobility, and quality of life for all roadway users.

The City of East Orange is a sub-recepient of the USDOT grant fudning this initiative.

ESSEX
SAFE STREETS 4 ALL

Project Website:
https://bit.ly/essex-ss4a

Demonstration Project Materials - PopUp Cube (Cont.)

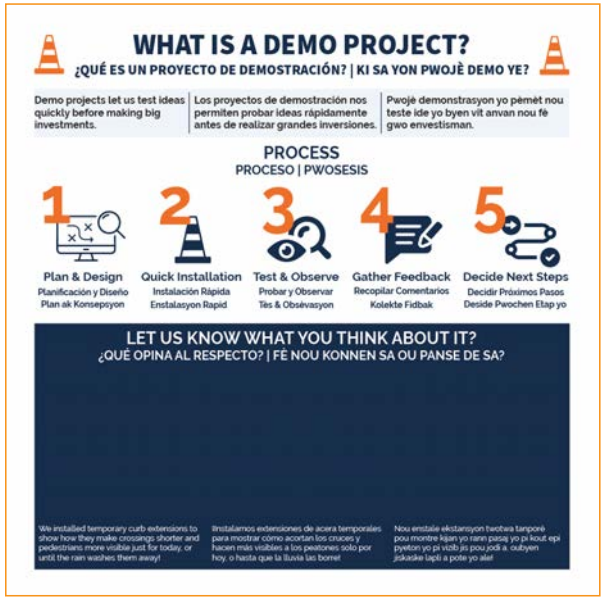


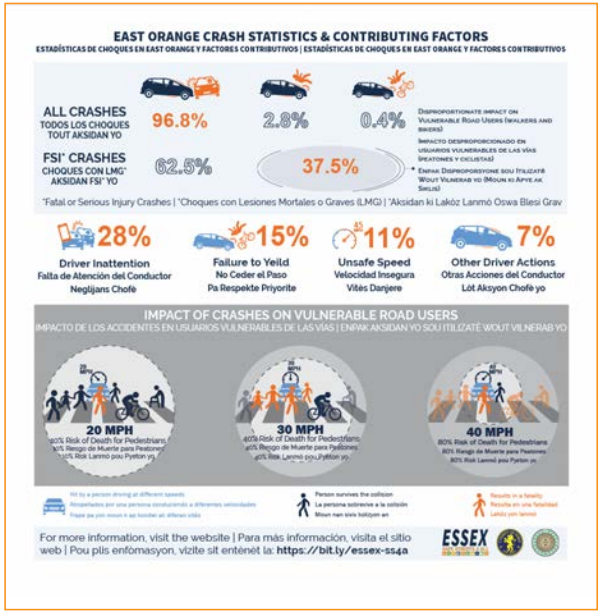
Write the number of the dot placed on the map and your concerns or ideas on a sticky note.

Escriba el número del punto en el mapa y sus inquietudes o ideas en una nota adhesiva.

Ekri nimewo pwen ki sou kat la ak enkyetid oswa ide ou yo sou yon nòt adezif.

Demonstration Project Materials (Cont.)





Demonstration Project Materials (Cont.)

Community Meeting Materials

Phase 1: Community Meeting Presentation

ESSEX
SAFE STREETS 4 ALL

Community Meeting

February 27/March 4, 2025

Project Team and Introductions

County Planner
David Antonio

City Planner
Alycia Cohen

Michael Baker INTERNATIONAL
Project Manager, Planning Lead
Peter Kremer, AICP, PP

MPA
Community Engagement
Courtenay Mercer, AICP, PP

WSP
Equity, High Injury Network, Crash and Safety Analysis
Carlos Bastida

2

Today's Agenda

1. **Introductions**
2. **Project & Safe Streets for All Overview**
3. **Equity and Safety Analysis**
4. **Next Steps**
5. **Discussion**

3

Discussion

- **What's working?**
- **What could be improved?**
- **Vision for the future...**

What's your vision for getting around Essex County safely in the future?

4

Community Meeting Presentation (Cont.)

Safe Streets for All Action Plan

Essex County, in collaboration with the City of East Orange, is initiating 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

ESSEX
SAFE STREETS 4 ALL

Michael Baker INTERNATIONAL MPA WSP

5

Safe System Approach - Principles

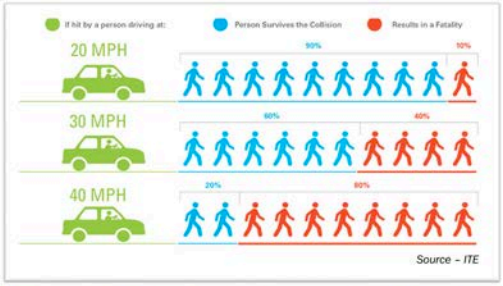
USDOT has adopted the Safe System Approach as the guiding framework to address roadway safety:

- → Design for human mistakes/limitations
- → Prevent deaths and serious injuries
- → Shared responsibility among stakeholders
- → Proactively identify and address safety risks
- → Redundancy is critical

6

5 Elements of Safe System Approach

- Safer Road Users
- Safer Vehicles
- Safer Speeds
- Safer Roads
- Post-Crash Care

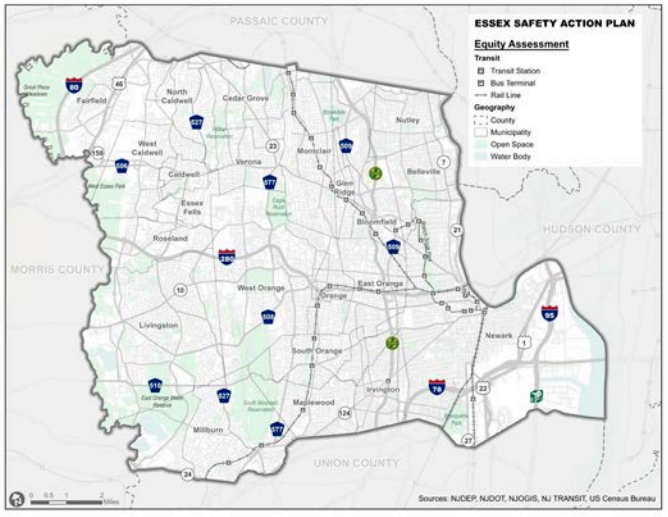


The risk of death for pedestrians increases substantially as the impact speed increases. From 2013-2022, 22% (1,338) of New Jersey's roadway fatalities were speeding-related.

7

Project Scope

- **Data Collection–** Systemwide
- **Project Selection –** Key Safety Corridors identified in the map



Community Meeting Presentation (Cont.)

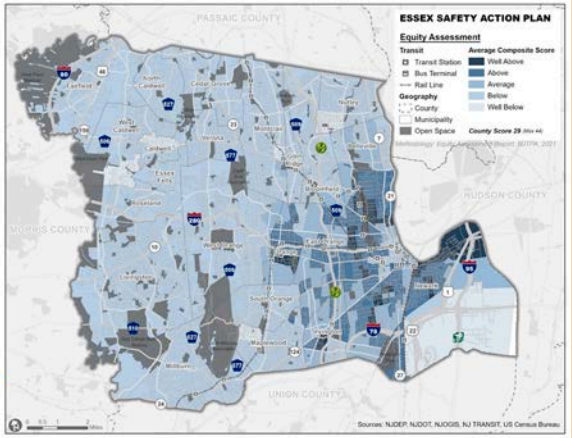
SUMMARY OF INITIAL FINDINGS

Michael Baker INTERNATIONAL MPA wsp

9

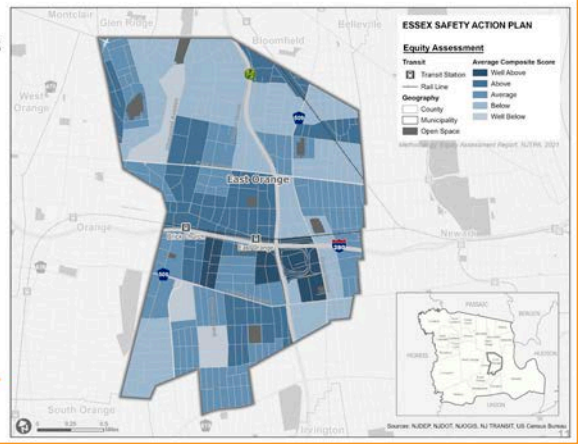
Underserved Communities: Essex County

- 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



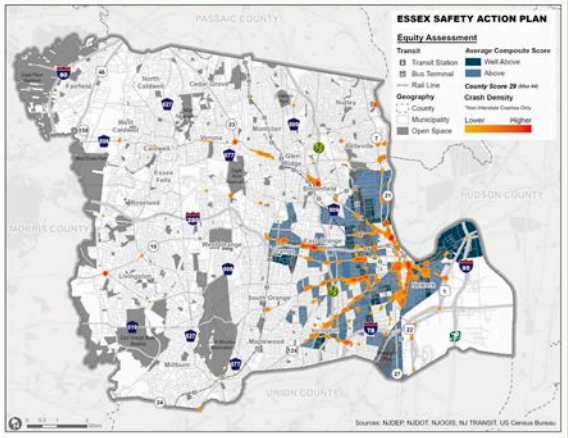
Underserved Communities: City of East Orange

- Ranked **3rd of 22** Essex municipalities, below cities of Newark and Orange, comparable to Irvington
- Primarily concentrated around I-280 and the Morris & Essex rail line
- Highest indicators: minority, lower income, foreign born, low English proficiency, and zero-car populations



Crash Hot Spots & Equity: Essex County 2018-2022

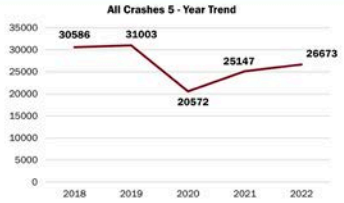
In Essex County these communities account for...

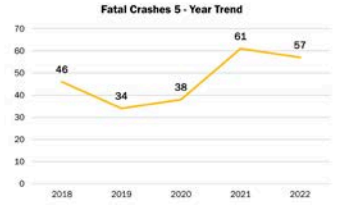


Community Meeting Presentation (Cont.)

Crash Data Overview – Essex County

	All Crashes	KSI Crashes
	96.2%	66.7%
	3.1%	29.7%
	0.7%	3.6%

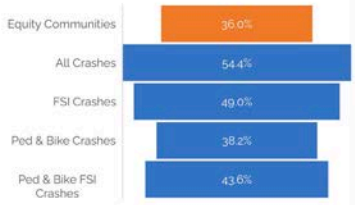


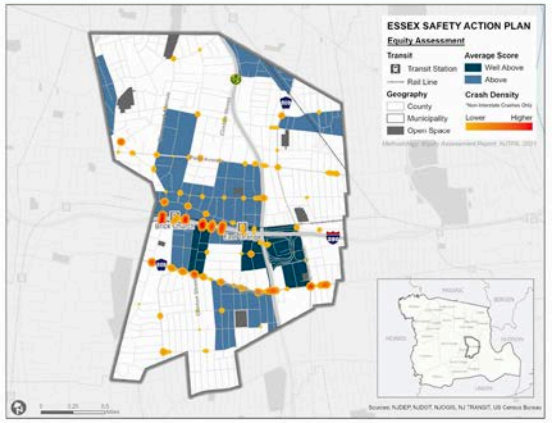


13

Crash Hot Spots & Equity: East Orange 2018-2022

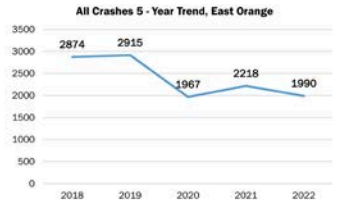
In East Orange these communities account for...

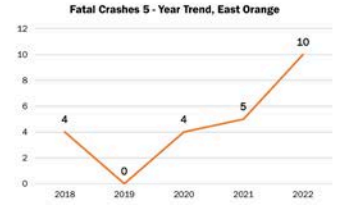




Crash Data Overview – City of East Orange

	All Crashes	KSI Crashes
	96.8%	65.2%
	2.8%	32.6%
	0.5%	2.2%





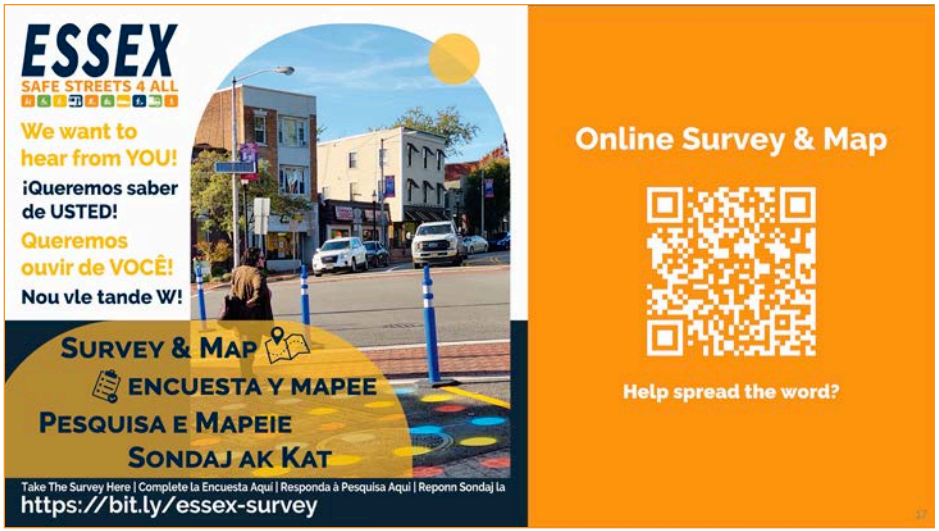
15

QUESTIONS?

Michael Baker INTERNATIONAL MRA wsp

16

Community Meeting Presentation (Cont.)



Phase 2: Essex County Meeting Presentation

ESSEX
SAFE STREETS 4 ALL

Community Meeting

October 14, 2025

Project Team and Introductions

County Planner
David Antonio

City Planner
Alycia Cohen

Michael Baker INTERNATIONAL
Project Manager, Planning Lead
Peter Kremer, AICP, PP

MPA
Community Engagement
Courtenay Mercer, AICP, PP

wsp
Equity, High Injury Network, Crash and Safety Analysis
Carlos Bastida

2

Today's Agenda

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

3

Safe Streets for All Action Plan

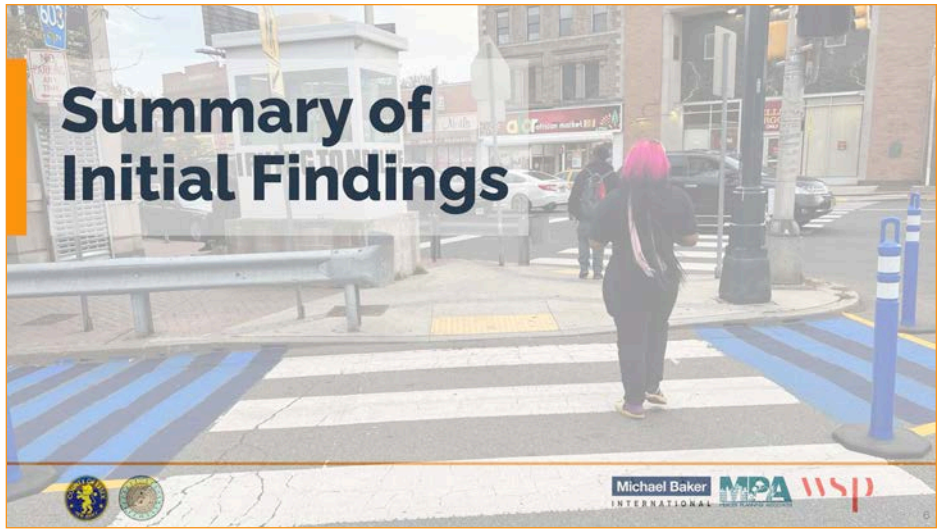
Essex County, in collaboration with the City of East Orange, is developing the Essex Safe Streets for All (SS4A) Action Plan Project to improve roadway safety throughout the County.

- 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

Essex County Meeting Presentation (Cont.)

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



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

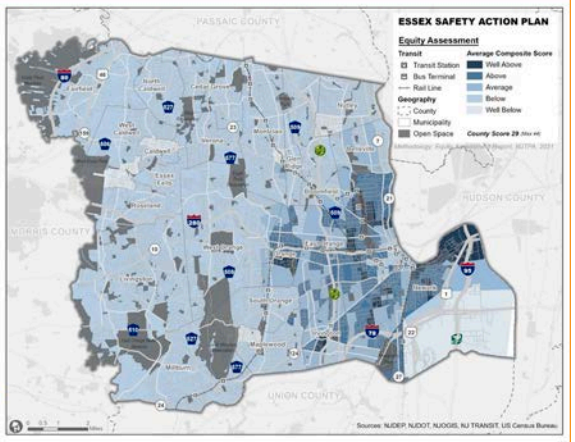
Assessment Factors

- 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

Essex County Meeting Presentation (Cont.)

Underserved Communities: Essex County

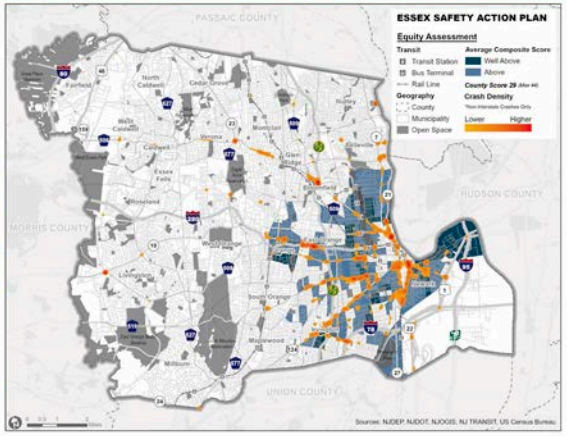
- Essex County's composite equity score ranks **first** out of NJTPA region's **13** counties
- Primarily in the eastern and heavily urbanized portions of Essex County
- Highest indicators: minority, lower-income, foreign-born, low English proficiency, and zero-car populations



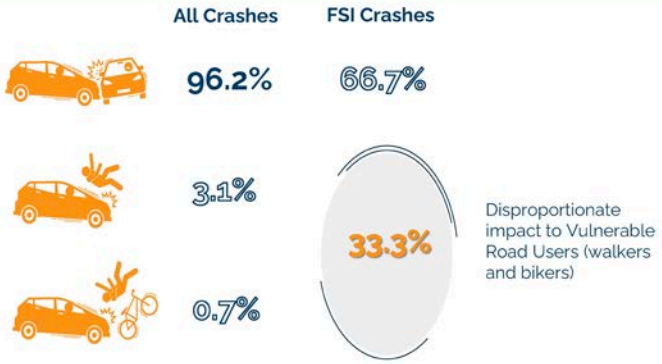
Crash Hot Spots & Underserved Communities: Essex County 2018-2022

In Essex County these communities account for...

FSI = Fatal & Serious Injury

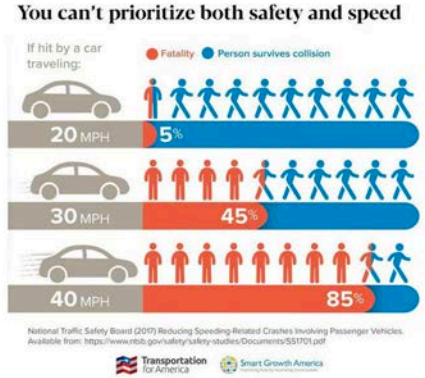


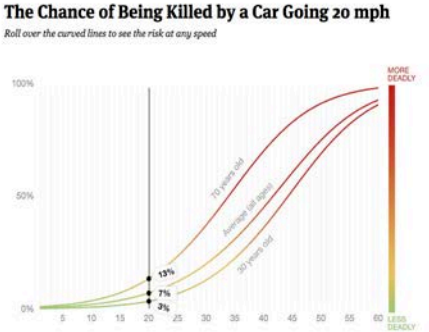
Disproportionate Safety Impacts: Essex County



Michael Baker INTERNATIONAL MDA WSP

Speed





Essex County Meeting Presentation (Cont.)

Primary Contributing Factors of FSI Crashes: Essex County

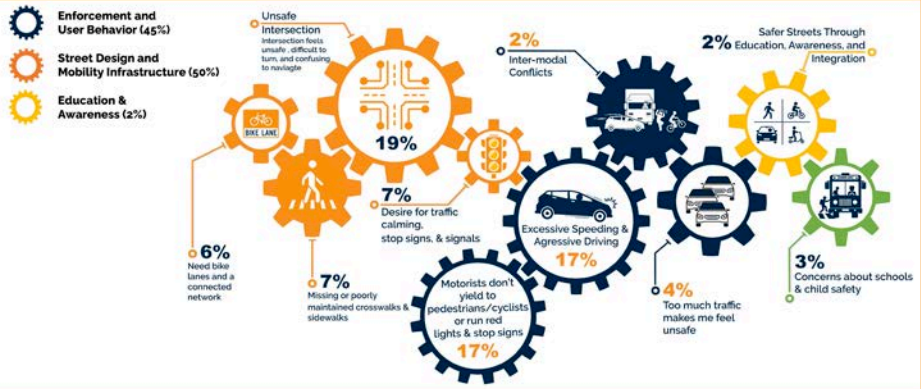
- **Driver Inattention: 24.4%**
- **Failure to Yield by Drivers and Pedestrians: 10%**
- **Unsafe Vehicle Speed: 10%**
- **Other Driver Actions: 7%**

13

Community Outreach Results

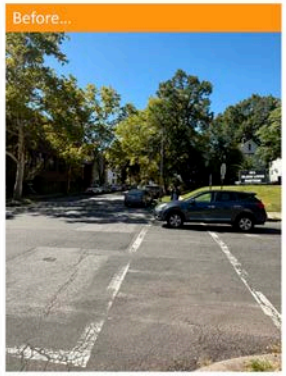
14

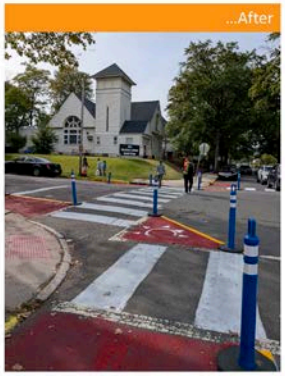
Community Outreach Results: Essex County



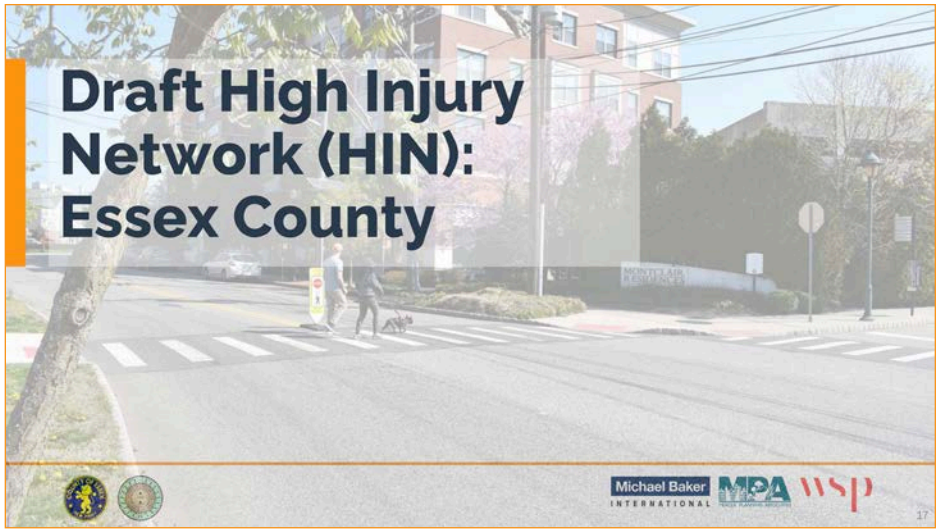
15

Demonstration Project





Essex County Meeting Presentation (Cont.)



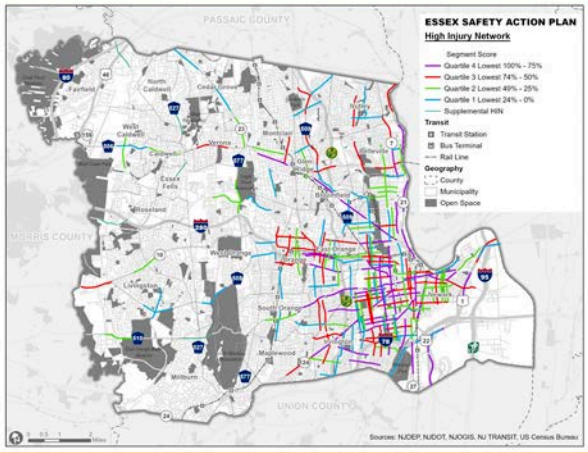
Weighted Crash Severity Scoring

- 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**

Michael Baker INTERNATIONAL MPA wsp

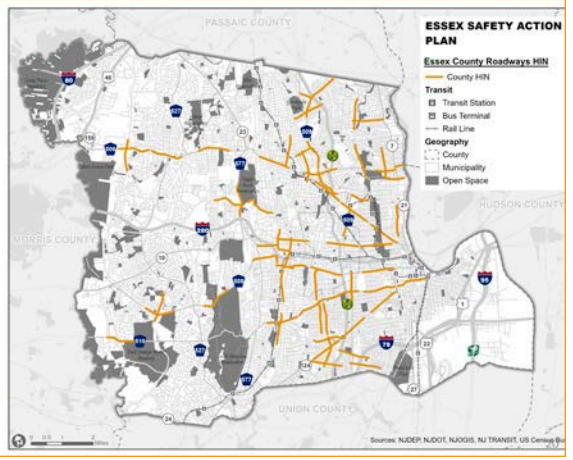
Essex County HIN (All Roads)

- **Top 200 1-mile segments**
  - 10.5% of Roadways
  - 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**
  - 27.7% of Roadways (60.3 miles)
  - 68.2% of Fatal & Serious Injury Crashes
- **Urban-suburban balance**



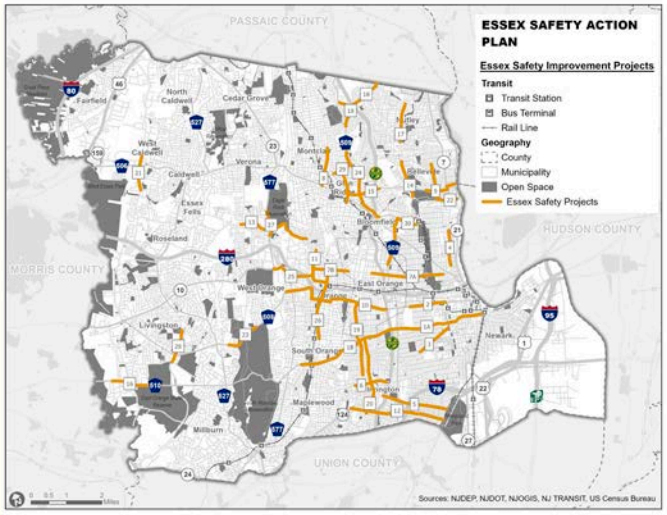
Essex County Meeting Presentation (Cont.)

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

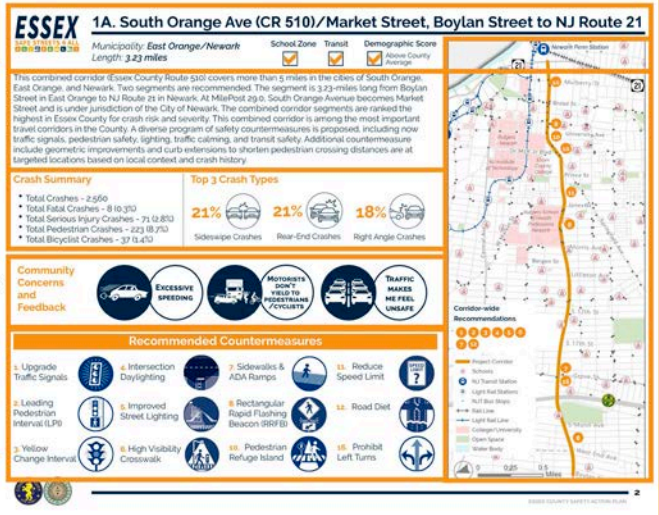
Michael Baker INTERNATIONAL MPA wsp

Priority Corridors



Project Sheets

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



Essex County Meeting Presentation (Cont.)

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
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

ESSEX SAFE STREETS 4 ALL

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

Proven Safety Countermeasures

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%

Essex County Meeting Presentation (Cont.)

Proven Safety Countermeasures

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%

Proven Safety Countermeasures

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

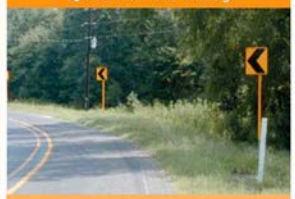
Hardened centerlines are modular speed humps placed at intersections to extend the centerline. *Help slow down left-turning cars and prevent corner cutting.*

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%

Proven Safety Countermeasures

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

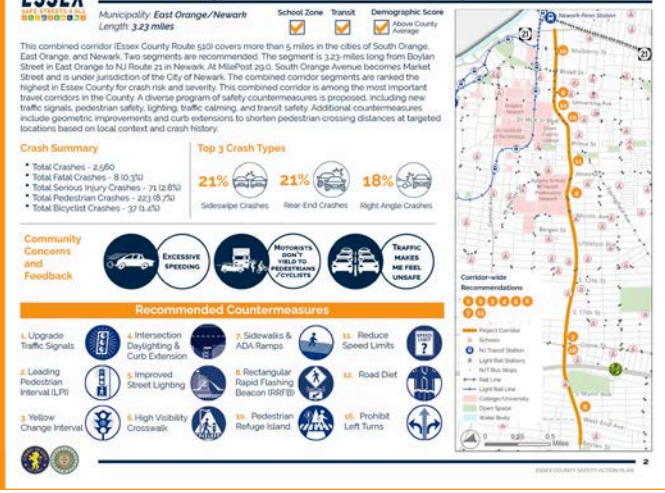
Roadway Reconfiguration involves modifying the layout or geometry of a roadway to reduce conflict points and crashes. Could include reducing horizontal and vertical curves, clearing sightlines, etc.
Improves traffic flow and safety.

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%

County Rank #1a

Link to the survey:
bit.ly/essexss4a-projectsurvey



ESSEX SAFE STREETS 4 ALL

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

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
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
8. Rectangular Rapid Flashing Beacon (RRFB)
10. Pedestrian Refuge Island
11. Reduce Speed Limits
12. Road Diet
16. Prohibit Left Turns

Corridor-wide Recommendations

Essex County Meeting Presentation (Cont.)

County Rank #1b

Link to the survey:
bit.ly/essexss4a-projectsurvey

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

Municipality: E. Orange/Newark/S. Orange — School Zone ☑ Transit ☑ Demographic Score ☑ Above County Average
Length: 2.19 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. 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

25% Rear-End Crashes · 21% Sideswipe Crashes · 17% Struck Parked Vehicle

Community Concerns and Feedback

EXCESSIVE SPEEDING · INTERSECTION FEELS UNSAFE · MOTORISTS DON'T YIELD TO PEDESTRIANS/CYCLISTS

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
8. Rectangular Rapid Flashing Beacon (RRFB)
11. Reduce Speed Limits
12. Road Diet
15. High Friction Surface Treatment

Corridor-wide Recommendations

County Rank #2

Link to the survey:
bit.ly/essexss4a-projectsurvey

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

Municipality: Newark — School Zone ☑ Transit ☑ Demographic Score ☑ Above County Average
Length: 0.99 miles

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 - 36 (2.3%)
- Total Pedestrian Crashes - 37 (5.3%)
- Total Bicyclist Crashes - 17 (2.5%)

Top 3 Crash Types

30% Right Angle Crashes · 17% Rear-End Crashes · 17% Sideswipe Crashes

Community Concerns and Feedback

NEED TRAFFIC SIGNALS/STOP SIGNS · NEED BIKE INFRASTRUCTURE

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
8. Rectangular Rapid Flashing Beacon (RRFB)
10. Pedestrian Refuge Island
12. Road Diet
14. Reconfigure Intersection Turn Lanes
21. Bike Lanes

Corridor-wide Recommendations

County Rank #3

Link to the survey:
bit.ly/essexss4a-projectsurvey

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

Municipality: Newark — School Zone ☑ Transit ☑ Demographic Score ☑ Above County Average
Length: 1.05 miles

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 as 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

21% Rear-End Crashes · 19% Right Angle Crashes · 17% Sideswipe Crashes

Community Concerns and Feedback

ILLEGAL PARKING/VEHICLES DOUBLE PARK

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
8. Rectangular Rapid Flashing Beacon (RRFB)
12. Road Diet
14. Reconfigure Intersection Turn Lanes
15. Right Turn In/Out Only

Corridor-wide Recommendations

County Rank #4

Link to the survey:
bit.ly/essexss4a-projectsurvey

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

Municipality: Newark — School Zone ☑ Transit ☑ Demographic Score ☑ Above County Average
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

24% Struck Parked Vehicle · 21% Sideswipe Crashes · 15% Rear-End Crashes

Community Concerns and Feedback

ILLEGAL PARKING/VEHICLES DOUBLE PARK · TRAFFIC MAKES ME FEEL UNSAFE · PEDESTRIANS ARE NOT GIVEN ENOUGH TIME TO CROSS THE STREET

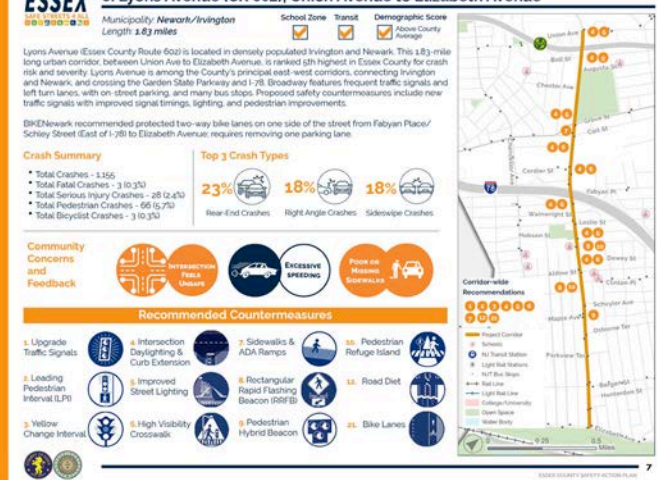
Recommended Countermeasures

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
11. Reduce Speed Limits
12. Road Diet
13. Reconfigure Intersection
21. Bike Lanes

Corridor-wide Recommendations

Essex County Meeting Presentation (Cont.)

County Rank #5

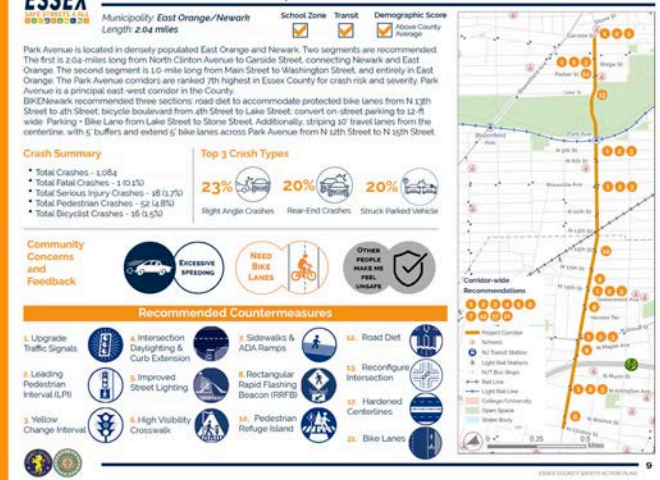


Link to the survey:
bit.ly/essexss4a-projectsurvey

County Rank #6

Link to the survey:
bit.ly/essexss4a-projectsurvey

County Rank #7a



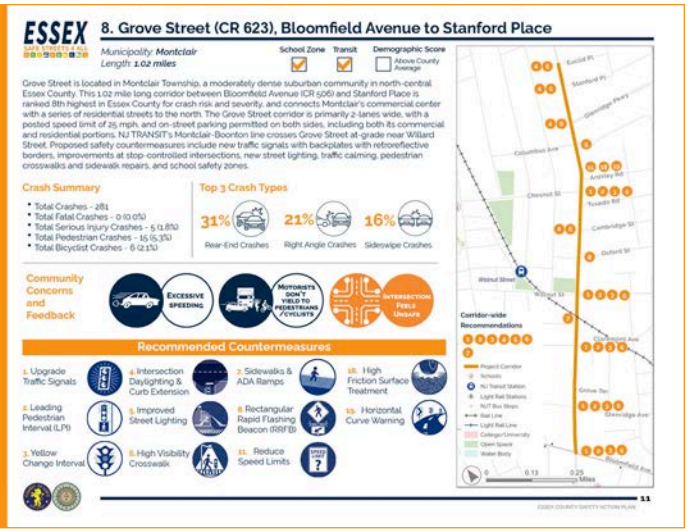
Link to the survey:
bit.ly/essexss4a-projectsurvey

County Rank #7b

Link to the survey:
bit.ly/essexss4a-projectsurvey

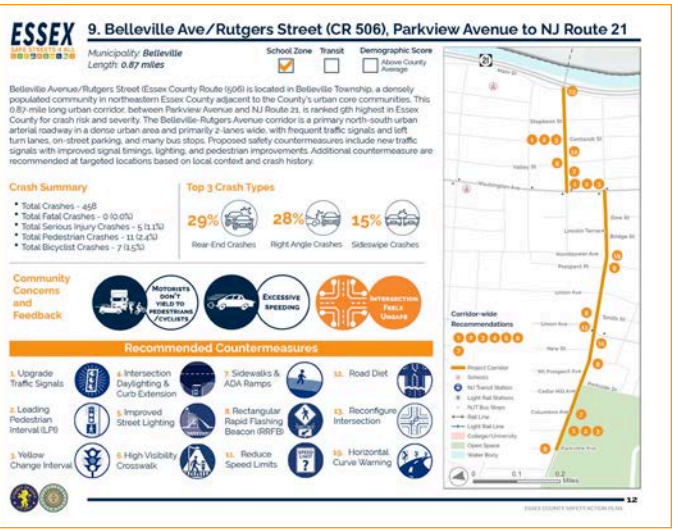
Essex County Meeting Presentation (Cont.)

County Rank #8



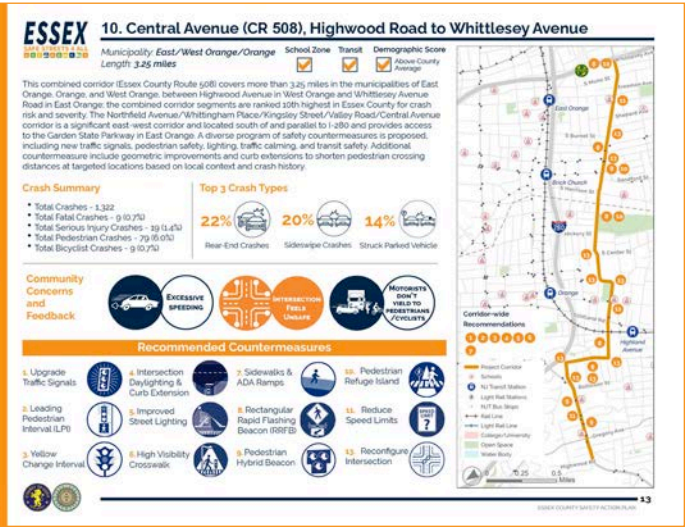
Link to the survey:
bit.ly/essexss4a-projectsurvey

County Rank #9



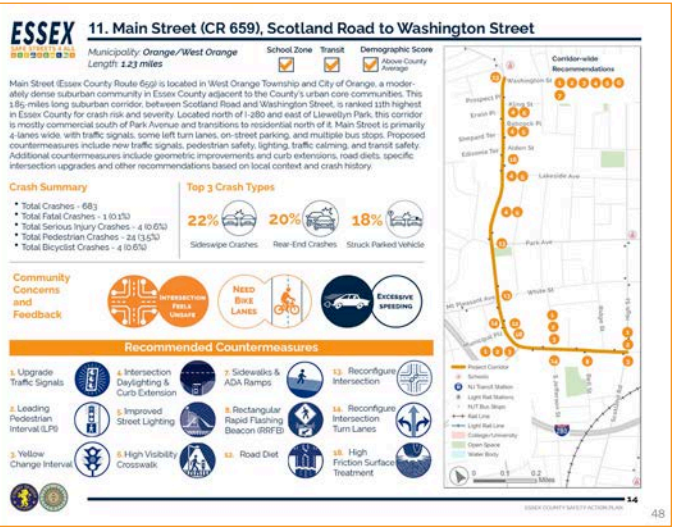
Link to the survey:
bit.ly/essexss4a-projectsurvey

County Rank #10



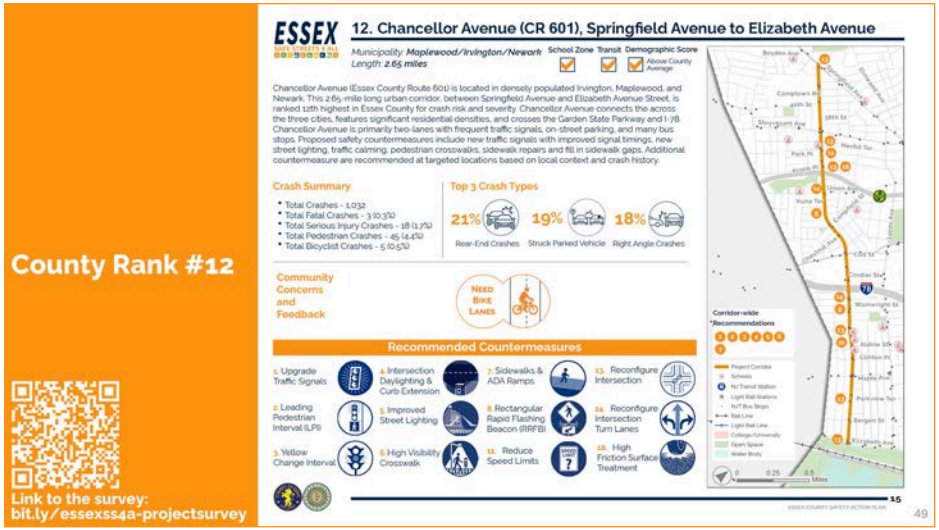
Link to the survey:
bit.ly/essexss4a-projectsurvey

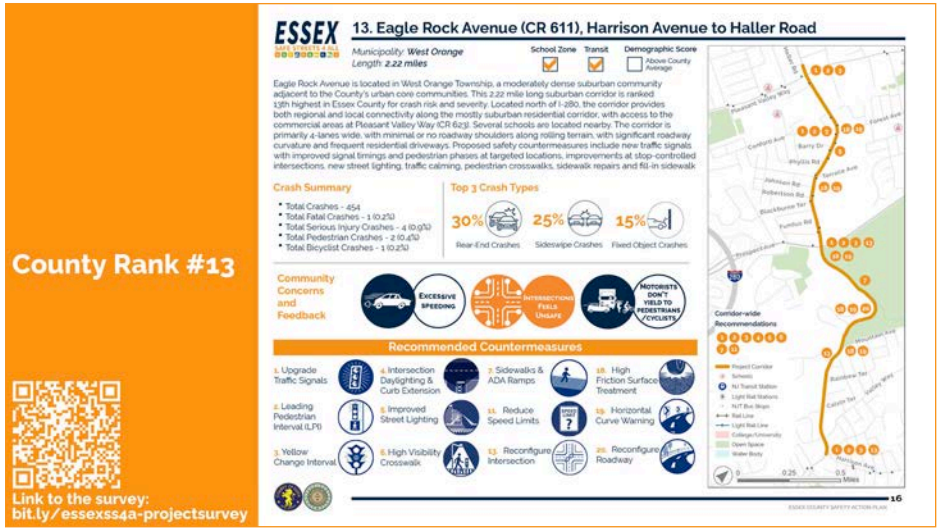
County Rank #11

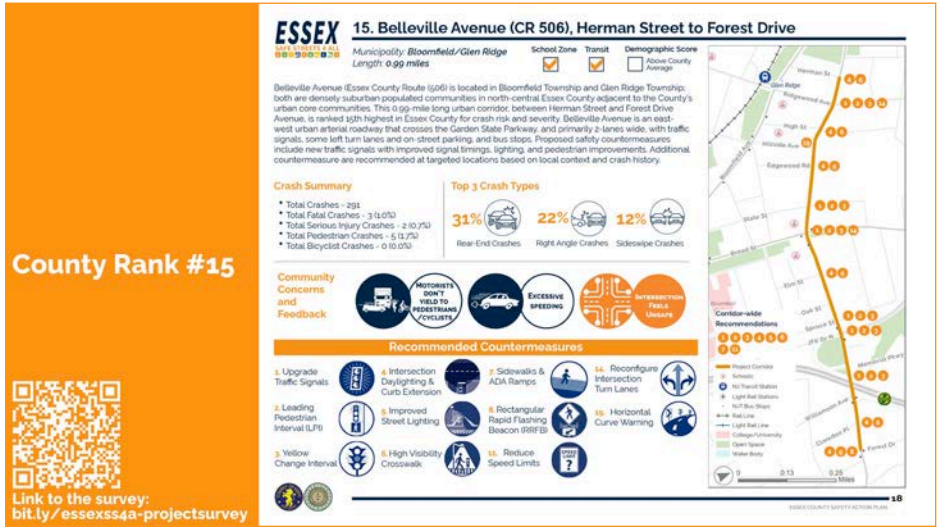


Link to the survey:
bit.ly/essexss4a-projectsurvey

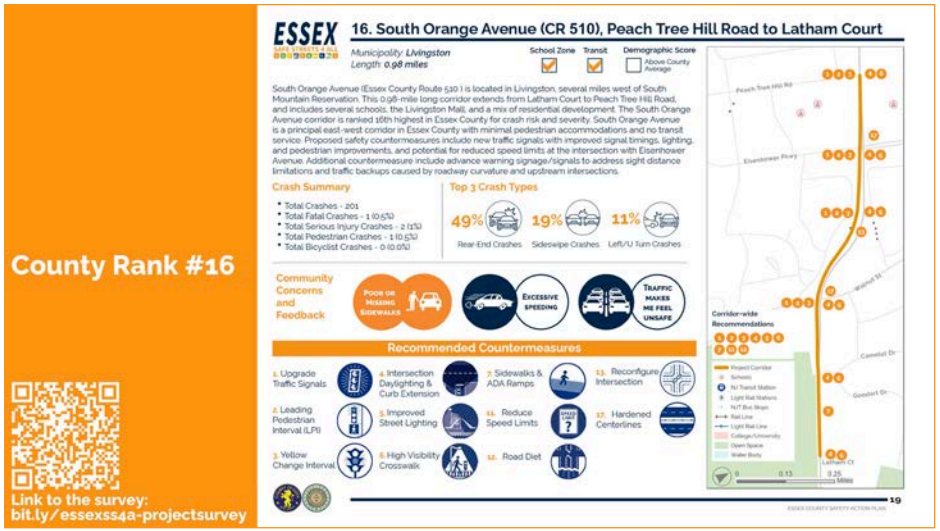
Essex County Meeting Presentation (Cont.)







Essex County Meeting Presentation (Cont.)



Essex County Meeting Presentation (Cont.)

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**

35

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

36

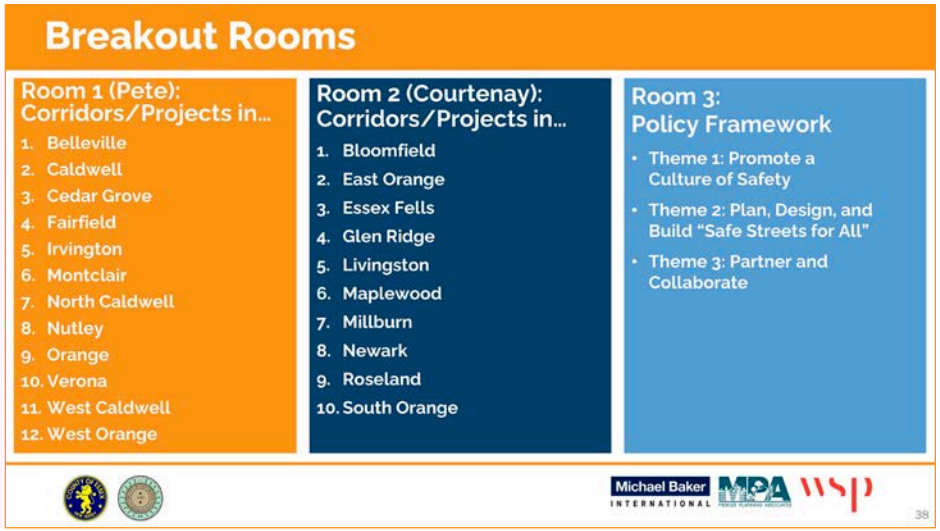
QUESTIONS & THOUGHTS

70

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

Essex County Meeting Presentation (Cont.)



Phase 2: East Orange Community Meeting Presentation

ESSEX
SAFE STREETS 4 ALL

East Orange Community Meeting

October 15, 2025

Project Team and Introductions

County Planner
David Antonio

City Planner
Alycia Cohen

Michael Baker INTERNATIONAL
Project Manager, Planning Lead
Peter Kremer, AICP, PP

MPA
Community Engagement
Courtenay Mercer, AICP, PP

WSP
Equity, High Injury Network, Crash and Safety Analysis
Carlos Bastida

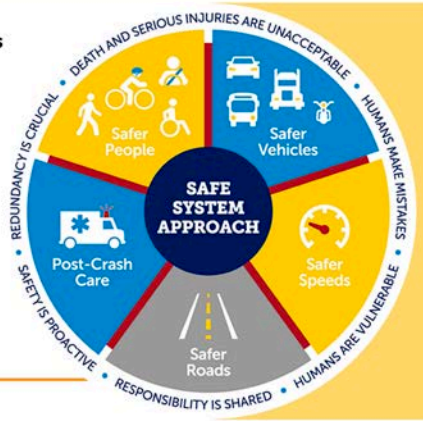
Today's Agenda

- **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.

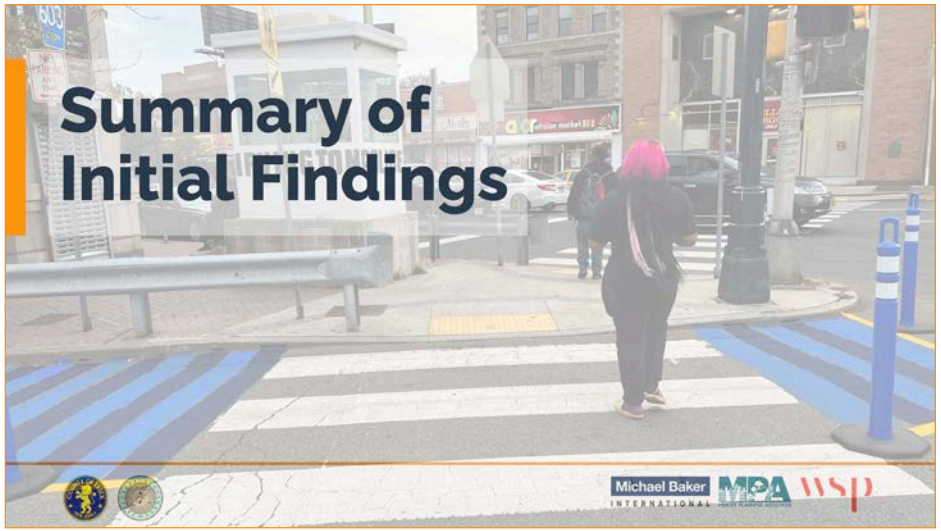
- Reduce the number of roadway fatalities and serious injuries within Essex County
- Enhance safety, mobility, and quality of life for all roadway users – bicyclists, pedestrians, motorists, transit users, and people of all ages and abilities
- Develop a Safety Action Plan with a list of strategies and priority projects



East Orange Community Meeting Presentation (Cont.)

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



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

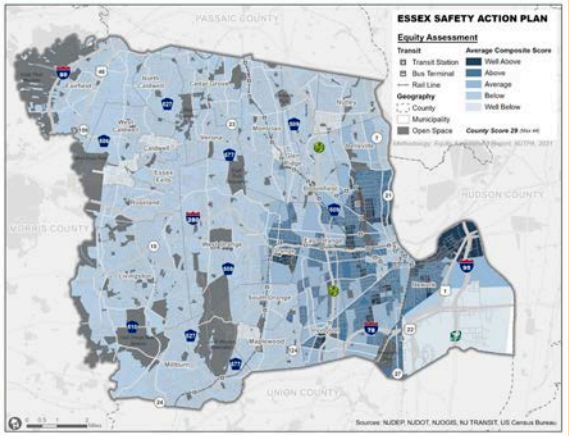
Assessment Factors

- 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

East Orange Community Meeting Presentation (Cont.)

Underserved Communities: Essex County

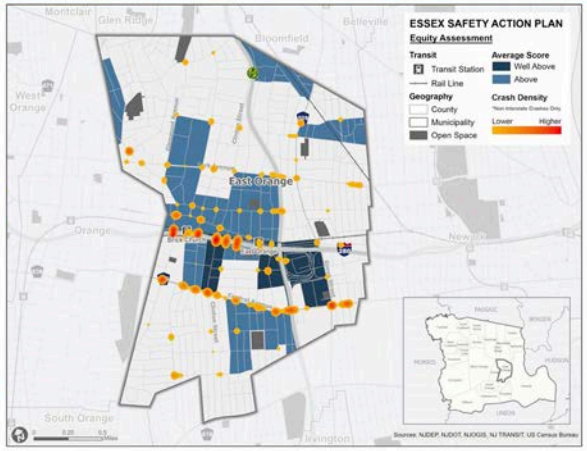
- Essex County's composite equity score ranks **first** out of NJTPA region's **13** counties
- Primarily in the eastern and heavily urbanized portions of Essex County
- Highest indicators: minority, lower-income, foreign-born, low English proficiency, and zero-car populations



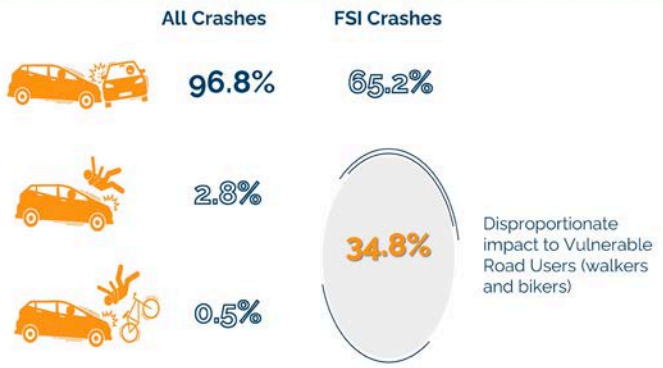
Crash Hot Spots & Underserved Communities: East Orange 2018-2022

In East Orange these communities account for...

FSI = Fatal & Serious Injury

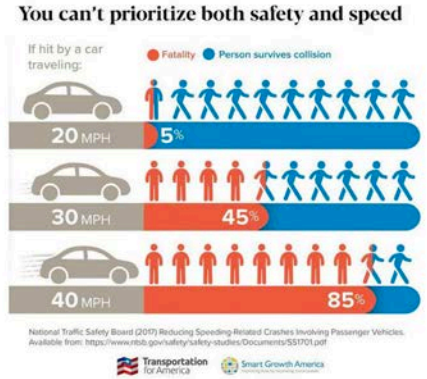


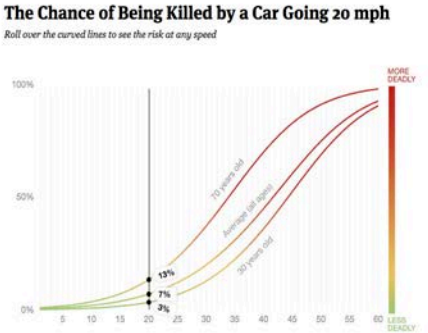
Disproportionate Safety Impacts: East Orange



Michael Baker INTERNATIONAL · MRA · WSP

Speed





East Orange Community Meeting Presentation (Cont.)

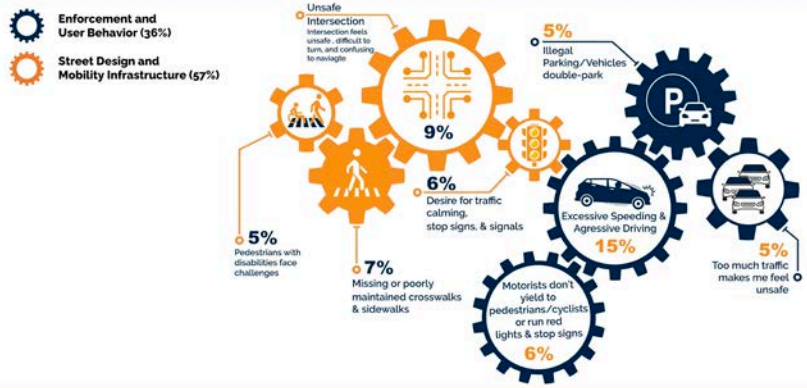
Primary Contributing Factors – FSI Crashes

- **Driver Inattention: 28%**
- **Failure to Yield by Drivers and Pedestrians: 15.4%**
- **Unsafe Speed: 11%**
- **Other Driver Actions: 7%**

Michael Baker INTERNATIONAL MPA WSP

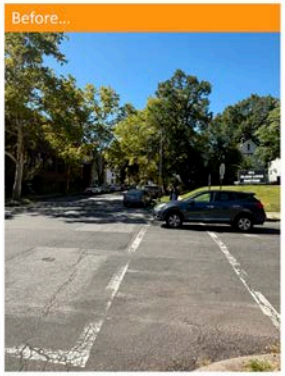
Community Outreach Results

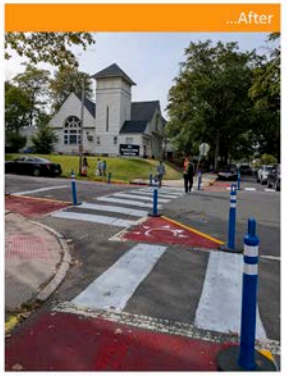
Community Outreach Results: East Orange



Michael Baker INTERNATIONAL MPA WSP

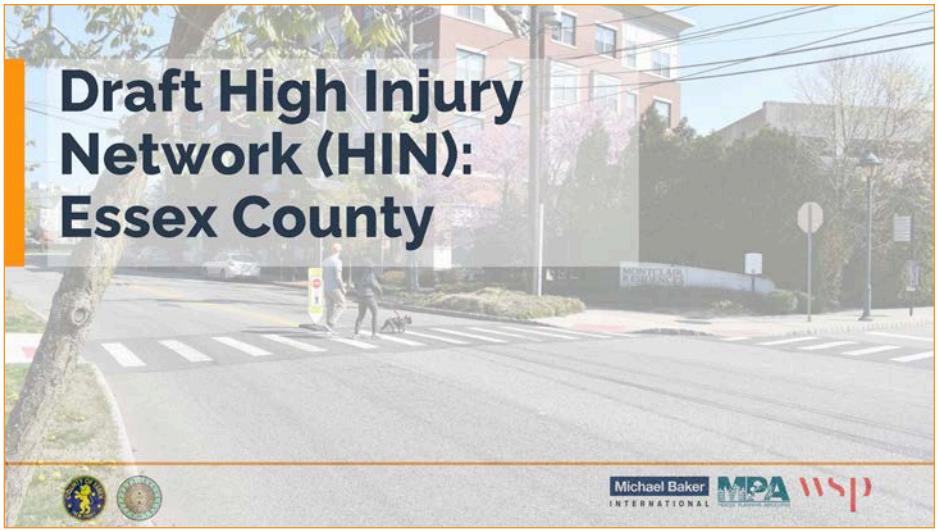
Demonstration Project





Michael Baker INTERNATIONAL MPA WSP

East Orange Community Meeting Presentation (Cont.)



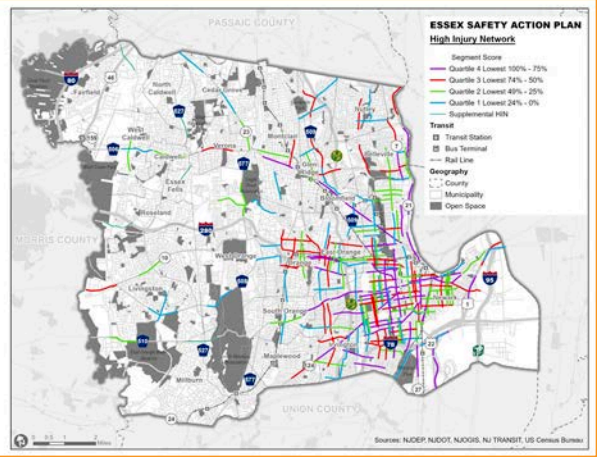
Weighted Crash Severity Scoring

- 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**

Michael Baker INTERNATIONAL MPA wsp

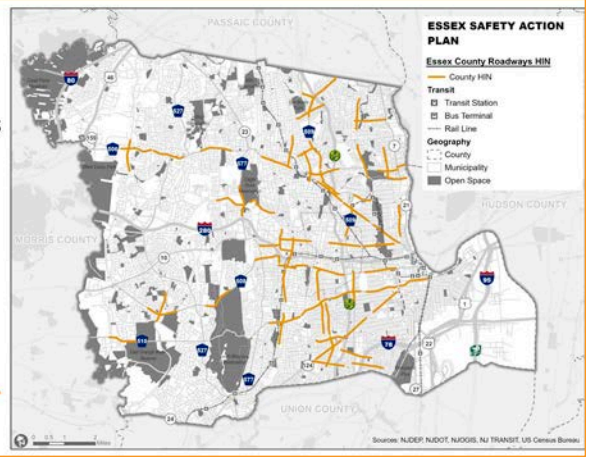
Essex County HIN (All Roads)

- **Top 200 1-mile segments**
  - 10.5% of Roadways
  - 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)

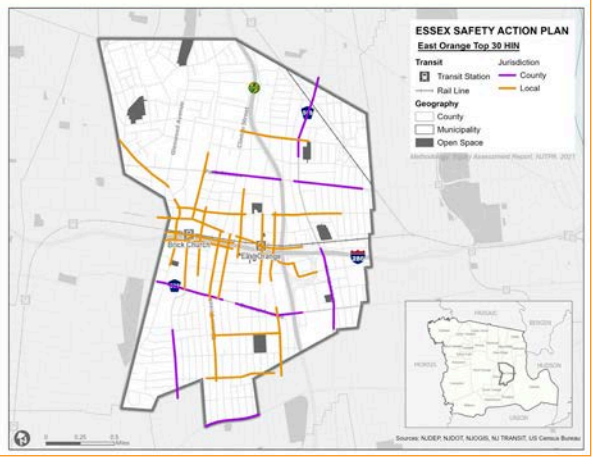
- **County Roads HIN**
  - 27.7% of Roadways (60.3 miles)
  - 68.2% of Fatal & Serious Injury Crashes
- **Urban-suburban balance**



East Orange Community Meeting Presentation (Cont.)

East Orange Top 30 HIN

- **Top 30 segments**
  - 15.4% of Roadways
  - 81.5% of FSI Crashes

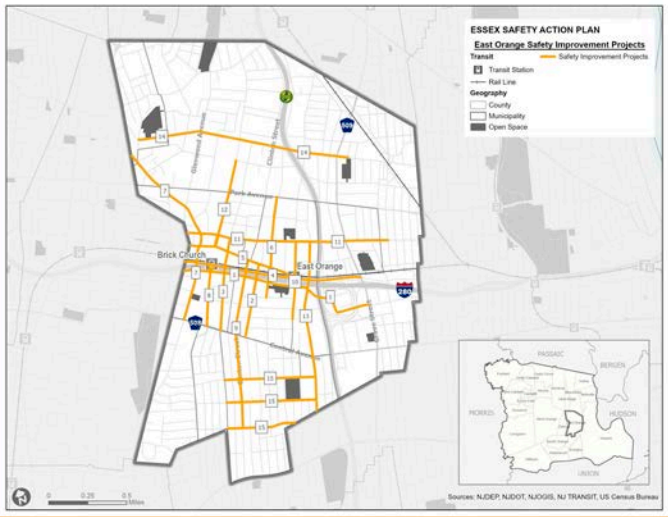


Prioritization Factors

- **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

Michael Baker INTERNATIONAL MPA wsp

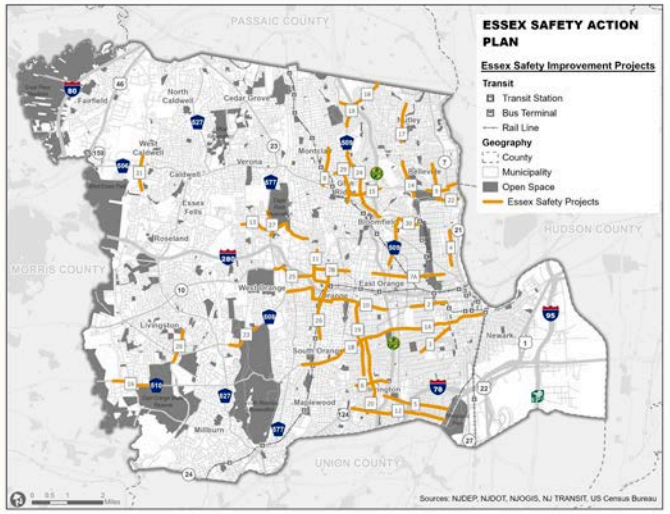
Priority Corridors



East Orange Community Meeting Presentation (Cont.)

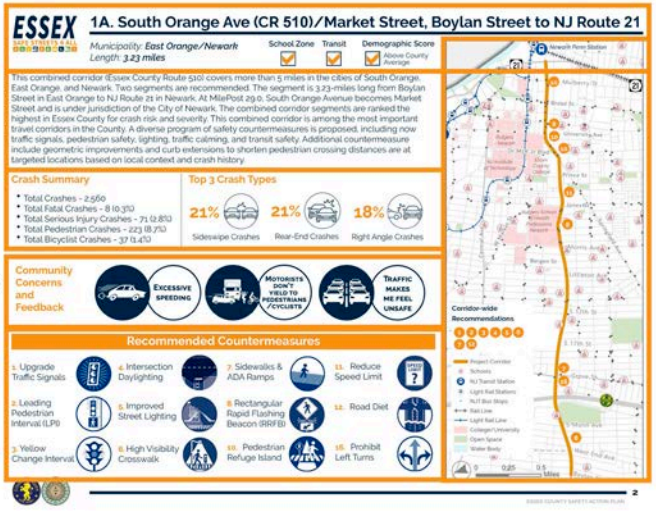
Rank	Road Name	Scope	Length	Municipality	Safety Countermeasure
1	**Freeway Drive East/Hawthorne Avenue/Sussex Avenue**	**East Orange Municipal Border to South Grove Street**	**1.32**	**East Orange**	**1,2,3,4,5,6,7,12,14**
2	**South Burnett Street**	**Main Street to Central Avenue**	**0.48**	**East Orange**	**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



Project Sheets

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



FHWA Proven Safety Countermeasures

East Orange Community Meeting Presentation (Cont.)

Proven Safety Countermeasures

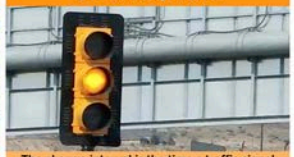
1. Upgrade Traffic Signals

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%

Proven Safety Countermeasures

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. *Helps 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%

Proven Safety Countermeasures

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

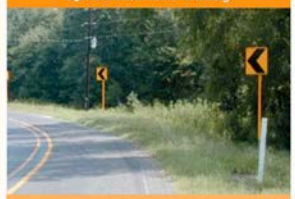
Hardened centerlines are modular speed humps placed at intersections to extend the centerline. *Help slow down left-turning cars and prevent corner cutting.*

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%

Proven Safety Countermeasures

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.

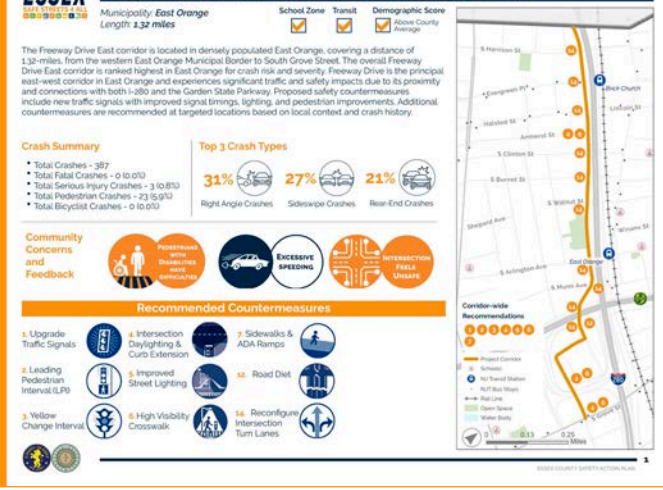
21. Bike Lanes

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%

East Orange Community Meeting Presentation (Cont.)

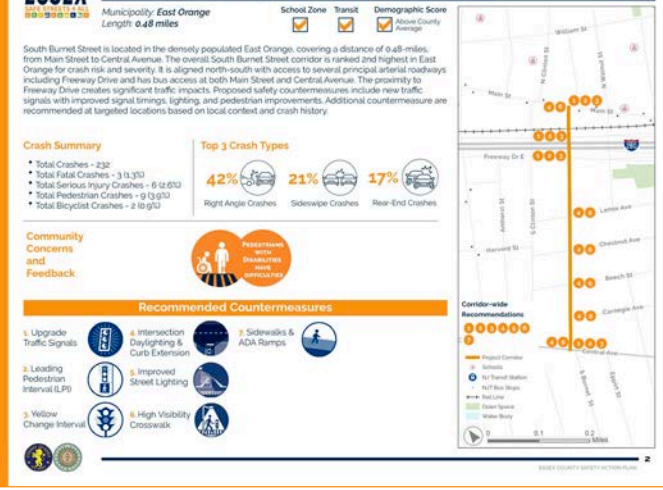
Muni Rank #1

Link to the survey:
bit.ly/eastorange-projectsurvey



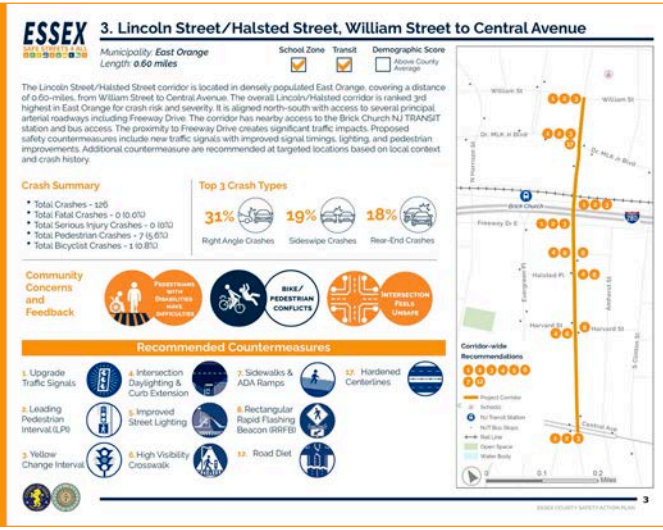
Muni Rank #2

Link to the survey:
bit.ly/eastorange-projectsurvey



Muni Rank #3

Link to the survey:
bit.ly/eastorange-projectsurvey



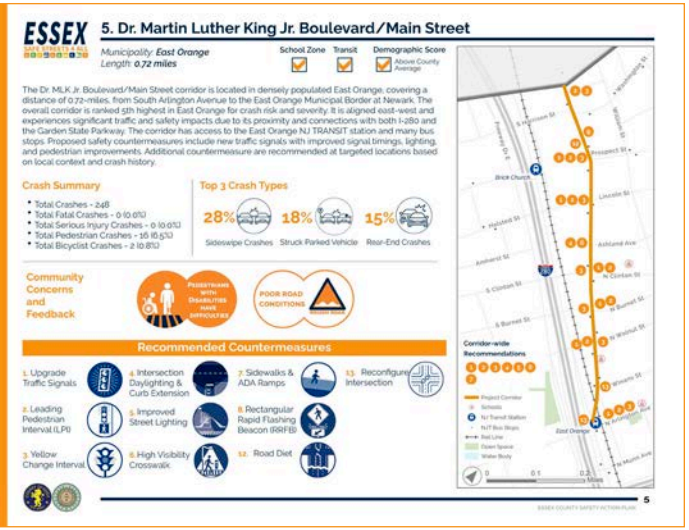
Muni Rank #4

Link to the survey:
bit.ly/eastorange-projectsurvey

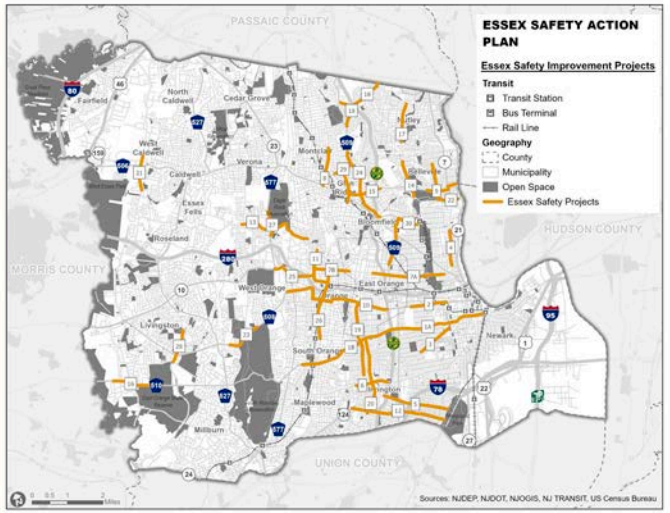
East Orange Community Meeting Presentation (Cont.)

Muni Rank #5

Link to the survey:
bit.ly/eastorange-projectsurvey



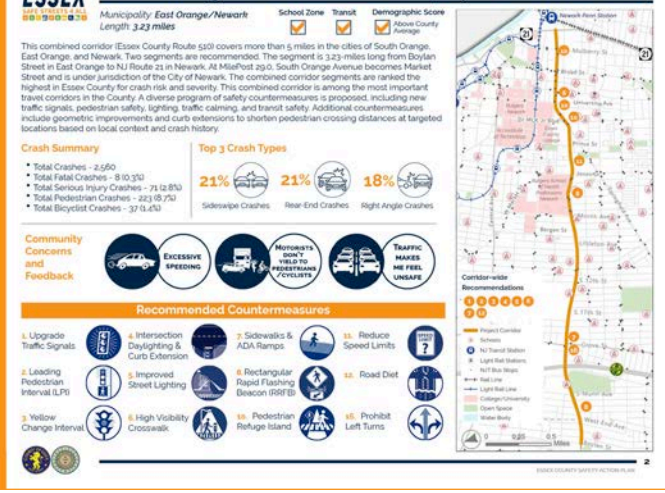
Priority Corridors



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

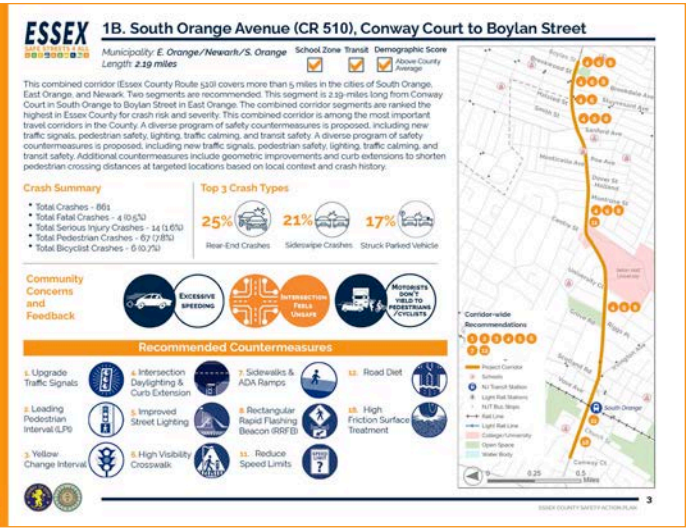
Link to the survey:
bit.ly/eastorange-projectsurvey



East Orange Community Meeting Presentation (Cont.)

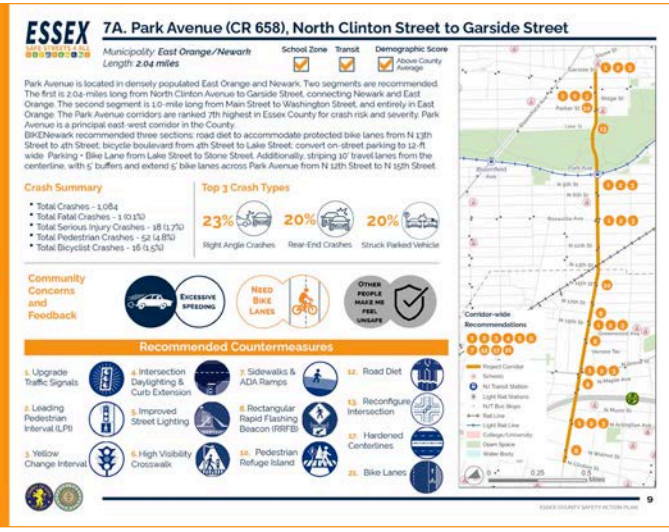
County Rank #1b

Link to the survey:
bit.ly/eastorange-projectsurvey



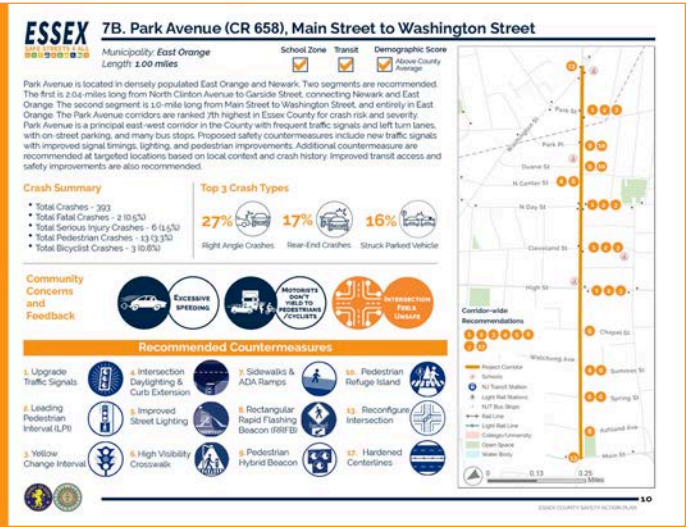
County Rank #7a

Link to the survey:
bit.ly/eastorange-projectsurvey



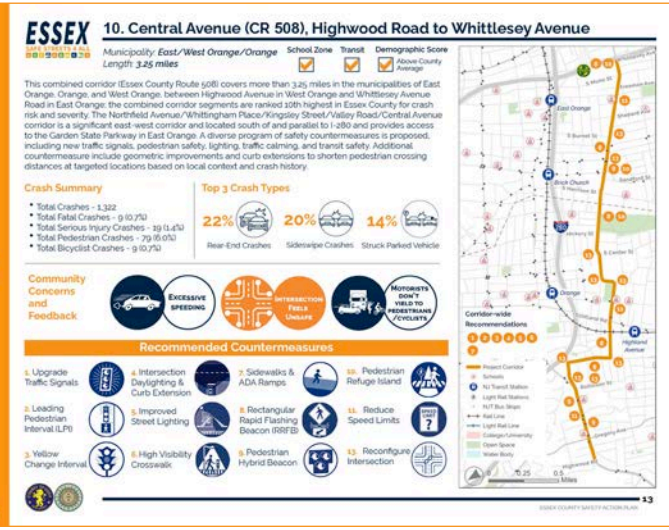
County Rank #7b

Link to the survey:
bit.ly/eastorange-projectsurvey



County Rank #10

Link to the survey:
bit.ly/eastorange-projectsurvey



East Orange Community Meeting Presentation (Cont.)

Next Steps

- Review public & stakeholder feedback
- Finalize draft projects and policy recommendations
- Draft & Final Essex & East Orange SS4A Safety Action Plan

Phase 2: Community Meeting Comments

Draft Recommendations: Priority Corridors & Projects for Essex County		
1A | South Orange Avenue (CR 510) | Market Street, Boylan Street to Route 21		
Comments	Action	Notes
Upgrade traffic signals	No change	Already included in corridor-wide recommendations.
The leading pedestrian interval (LPI) needs to be longer for people to cross.	No Change	Already included in corridor-wide recommendations.
Add intersection daylighting & curb extensions	No Change	Already included in corridor-wide recommendations.
Create a high-visibility crosswalk	No Change	Already included in corridor-wide recommendations.
Are implementing "No Turn on Red" regulations part of recommended countermeasures (if not in place already)	No Change	Already included in corridor-wide recommendations.
Given the number of cyclist crashes and the recommendation for a road diet, is there an opportunity to add a bicycle lane or a protected space for people cycling? or bike signals? this would intersect with an existing bike lane on Irvine Turner Blvd so there's opportunity to make better connection to this.	No Change	There is not a bike lane recommendation for this roadway segment in an approved plan developed in consultation with the County. The draft recommendations do, however, include language to consider bike lanes for all corridors once they enter design and engineering.
The intersection of Springfield Avenue and South Orange Avenue at MLK Boulevard in Newark is particularly dangerous for left-turning vehicles.	Change made	Add a recommendation to reconfigure intersection (#13).
Speed should be reduced throughout the corridor, particularly on West South Orange Avenue, where the posted limit of 40–45 mph is far too high.	Change made	Change speed reduction (#11) to a corridor-wide recommendation, as appropriate.

Please make the improvements immediately near Vailsburg Park; it is very dangerous for children crossing there. School entrance is mid-block - kids cross mid-block to get to the school. During the meeting, the City of Newark noted that they are currently working on a Safe Routes to School project for this area.	Change made	Add a recommendation for a Pedestrian Hybrid Beacon (#9) and associated mid-block crossing at the school
Sometimes there are crash clusters at skewed intersections such as with Springfield Ave. (which is also on the HIN). The different angles can create difficult sight lines for vehicles and peds/bikes. Refuge islands as well as daylighting should be considered.	No change	Already included in recommendations.
These all seem like reasonable improvements. Of most interest to me in this corridor are LPI's, RRFB and Pedestrian Refuge Islands and Road Diets	No change	Comment was made in support of recommended countermeasure(s).
I think 6 should be added to this roadway.	No change	Already included in the corridor-wide recommendations.
Please reduce speed throughout … definitely on W So Orange Ave. Where it is posted at 40 or 45 mph. It's way too fast. Thank you.	No change	Already included in the corridor-wide recommendations.
2 and 4	No change	Comment was made in support of recommended countermeasure(s).
1B | South Orange Avenue (CR 510) | Conway Court to Boylan Street		
Comments	Action	Notes

Several comments related to speed control/speed limits: • Reduce speeds overall on this road. • Pay attention to where "Struck parked vehicles" is the overrepresented crash type to highlight where slower speeds and daylighting are needed most. • Land use at the border of Newark and South Orange is very abrupt and encourages speeding and abrupt stopping. • There is some concern that reducing the number of lanes could lead to increased driver frustration. The speed limit should also be lowered at the top of West South Orange Avenue. • Adding a 2nd to Julie Doran's recommendation for reduced speed limits. • Has there been any exploration of any recent speed studies conducted by local police departments along this corridor? (Example from my own background - Broad Street near the Nevada Diner (Broad and Maple) in Bloomfield had a weeklong radar study of 65,000 vehicles conducted in January 2025. Posted speed limit: 25 Average speed: 39	Change made	Change speed reduction (#11) to a corridor-wide recommendation, as appropriate.
I would also like to see #4 and #8 not only implemented at existing crossings but add more crossings.	No change	Specific configuration will be addressed during project design and engineering.

Comments related to safety at intersections: • Definitely agree with upgrading timing at Seton Dr and Centre Street. The pedestrian signal timing is very long for people needing to cross. • Pay attention to where "Struck parked vehicles" is the overrepresented crash type to highlight where slower speeds and daylighting are needed most. • As a pedestrian, I think the intersection of South Orange Avenue (CR-510) and Valley St/Scotland Rd should be examined more carefully. Turning traffic really doesn't pay much attention to pedestrians that are crossing on the walk signal, so an LPI may be useful. In general, the intersections around Seton Hall can be a bit of a cluster. Additionally, recommendations on intersection Daylighting and Rectangular rapid flashing beacons should not only be applied at existing crossings but also expanded with new crosswalks. • Suggested locations for additional crosswalks include Conway, Church, SoPac Way, Sloan, Spiotta Park, Academy, Cottage, Grove Road, Park Place, Fairview, Fielding, Elm, Warren, Turrell, • Totally rethink the intersections at South Orange Avenue with Centre Street, SHU, South Centre, Kingman, South Stanley, Stanley, Montrose, and Holland. Every intersection should be designed to accommodate pedestrians safely.	No change	Already included corridor-wide recommendations.

I believe Halsted Ave needs a no left turn	Change made to narrative	Add language to evaluate left turn actions along this segment of the corridor to the narrative. Specific configuration will be addressed during project design and engineering.
Several comments related to bike accommodations: • Since striking parked vehicles is an issue perhaps removing parking along here and adding a bicycle lane might be best to improve visibility for pedestrians and more protected and dedicated space for people cycling. • I'd like to see better cyclist connection to the SoMa River Greenway. • Continuing along South Orange Avenue also provides a connection to the Lenape Trail.	No Change	There is not a bike lane recommendation for this roadway segment in an approved plan developed in consultation with the County. The draft recommendations do, however, include language to consider bike lanes for all corridors once they enter design and engineering. The policy recommendations include specific actions to connect with the regional and local trail network under Theme 2B. For more details, refer to the Policy Framework document.
I do wonder if reducing the lanes will cause more frustration amongst the drivers.	N/A	General comment
2 and 4	No change	Comment was made in support of recommended countermeasure(s).
Are upcoming residential and commercial development projects along these corridors being considered or accounted for?	N/A	The analysis is based on crash data and existing road conditions.

2 | Central Avenue (CR 508) | South 13th Street to Dey Street		
Comments	Action	Notes
Need to address turn lanes along the corridor	No change	Already recommended at Market Street. Other intersections will be addressed through signal upgrades and road diet. Specific configuration will be addressed during project design and engineering.
Several comments focused on the intersection of Central Avenue and Norfolk Street: • Central Avenue and the intersection at Norfolk Street. This area needs Improved street lighting and a high-visibility crosswalk. • Central Ave (CR-508) is a mess around the Norfolk St Light Rail Station and 1st Street during the PM rush hour with it being inundated with too much vehicle traffic trying to reach I-280. This may get better after NJDOT's wraps up it current bridge project on I-280 but I'm skeptical. A common issue I observed was that vehicles would block intersections by pulling forward when there was not enough room to clear the intersection and became stuck with the signal cycled. • Central Ave & Norfolk St is becoming gentrified. A lot of new buildings. A lot of crashes. Need brighter crosswalks.	No change	Already included in the corridor-wide recommendations.

Several comments related to curves and awkward intersections along the corridor: • Vertical curves impacting visibility, needs more crosswalk and traffic signals. Also, look into the history of the roadway... Central Avenue was stitched together from a number of separate streets in the 1860s. • It may also be useful to consider the roadway's history. Central Avenue was originally stitched together from several separate streets in the 1860s. • Skewed intersections which are sometimes a remnant of streetcar era created difficult circumstances for vehicles and pedestrians. Consider multiple countermeasures to improve slower speeds and higher visibility.	No change	Already included in the recommendations.
Agree and happy to see bike lanes as a countermeasure. Should ensure these are PROTECTED bike lanes and would also upgrade traffic signals to include bike signals. Align with the recommendations of the Newark Bike Plan.	No change	Bike lanes are already included as a recommendation for this corridor. Specific configuration will be addressed during project design and engineering.
Explore the use of striping next to parking areas.	No change	Specific configuration and striping for on-street parking will be addressed during project design and engineering.
Why are LPIs being proposed to only some intersections and not all across the board?	No change	Already included in the corridor-wide recommendations.
What about delineators to prevent people from crossing over the yellow lines before left hand turns?	Change made	Add Hardened Centerlines (#17) as a corridor-wide recommendation.

The turn lanes definitely need to be addressed.	No change	Already included in the recommendations.
Using PSEG data for streetlights that are out - are there trends or links between FSI accidents and streetlights that are out?	No change	Analysis not feasible within the scope of this project.
3 | Springfield Avenue (CR 603) | South 11th Street to Prince Street		
Comments	Action	Notes
This needs to be coupled with the policy recommendations to address double parking. Consider automatic enforcement or higher fines for double parking this area.	No change	Parking enforcement is recommended under Theme 1 of the Policy Framework. For more details, refer to the Policy Framework document.
If a road diet is implemented, consider reallocating space for people cycling and make it protected.	No change	The draft recommendations include language to consider bike lanes for all corridors once they enter design and engineering.
Several comments related to skewed/awkward intersections causing safety concerns: • This corridor has multiple skewed and awkward intersections from the diagonal alignment. Consider calling out this circumstance in Newark, maybe as a sidebar in the plan. • Reconfiguring the intersection of Springfield Ave and Jones Street is definitely needed to improve efficiency and safety. • Skewed intersections, Jones St is especially skewed. A lot of double parking and illegal parking, a lot of bus stop activity. Needs marked street parking stalls.	No Change	Already included in the recommendations. Language about skewed and diagonal intersections is already in the description of this corridor.

Springfield Ave. has the mall area with Shop-Rite supermarket and other stores, a highly congested area and pedestrian traffic.	No change	General comment
4 | Broadway (CR 603) | Kearny Street to Romaine Place		
Comments	Action	Notes
Bike lane recommendation will need to be coupled with increased enforcement to minimize illegal double parking.	No change	Parking enforcement is recommended under Theme 1 of the Policy Framework. For more details, refer to the Policy Framework document.
The intersection of Broadway/Arlington Ave/Lincoln Ave is a mess and definitely needs to be reconfigured.	No change	Already included in the recommendations.
A lot of cruising and illegal passing. Road diets are needed.	No change	Already included in the recommendations.
Great to have those hardened centerlines	No change	Comment was made in support of recommended countermeasure(s).
Agree with the current recommended countermeasures, especially adding an LPI and Bike Lanes - especially given the number of schools. Can this also just have School Zone treatment?	No change	Comment was made in support of recommended countermeasure(s).
5 | Lyons Avenue (CR 602) | Union Avenue to Elizabeth Avenue *(No Comments)*		
6 | Clinton Avenue (CR 665) | Parker Avenue to Springfield Avenue *(No Comments)*		
7A | Park Avenue (CR 658) | North Clinton Avenue to Garside Street		
Comments	Action	Notes
Yes, add bike lanes and those hardened centerlines. People constantly pass others and come into the other lane to do so.	No change	The comment was made in support of recommended countermeasure(s).

Continue to upgrade the backplate of signals given the topography of the lights when moving from West Orange to Newark.	No change	Already included in the recommendations.
I've always wondered if the intersection of Park Ave (CR-658) and Lake Street could and should be reconfigured into a roundabout.	No change	Reconfigure intersection (#13) is already recommended. Specific configuration will be addressed during project design and engineering.
The proposed improvements for Park Avenue and 4th Street are definitely needed for peds and transit users around the Park Avenue light rail station.	No change	The comment was made in support of recommended countermeasure(s).
Road might be too wide for the traffic volume, encouraging unsafe passing.	No change	Already included in the recommendations.
Other people make me feel unsafe can be addressed with making the corridor more LIVELY - day and night. Add garbage containers, lighting, benches, art, etc.	No change	Improved lighting is already recommended. Additional aesthetic improvements are not specifically considered proven safety countermeasures; however, specific configurations will be addressed during project design and engineering.
7B | Park Avenue (CR 658) | Main Street to Washington Street		
Comments	Action	Notes
For pedestrian hybrid beacons, clarify whether pressing the pedestrian signal button is required.	N/A	Since these would be installed at otherwise unsignalized intersections, pushing the signal button is standard for pedestrian hybrid beacons.
High-visibility crosswalks	No change	Already included in the corridor-wide recommendations.
Continue to upgrade backplate of signals given the topography of the lights when moving from West Orange to Newark.	No change	Already included in the corridor-wide recommendations.

Excessive speeding IS AN ISSUE. It is noise pollution and is assumed that it happens because of the current signal timing that allows the drag racers to make it through the intersections. and those hardened centerlines and rumble strips or high friction surface treatment.	No change Change made	Traffic signal improvements and hardened centerlines are included in the recommendations. Add recommendation for High Friction Surface Treatment (#18) corridor-wide.
Several comments related to restoring trees in the median:	No change	Pedestrian refuge islands are already included in the recommendations. Specific configuration will be addressed during project design and engineering.
Between High and Main it seems like there would be more bus stops	N/A	Not under the jurisdiction of the County.
Can we also consider removing vehicles from Park Avenue given the issue of struck parked vehicles.	No	On-street parking improves traffic safety by reducing lane width.
No comments at this time, seem like reasonable improvements.	No change	The comment was made in support of recommended countermeasure(s).
It is really going to be hard to tell how this one will be with the new building being put at Shop Rite on Main/ Harrison St/ Washington Street. This area is going to get more congested.	N/A	General Comment

8 | Grove Street (CR 623) | Bloomfield Avenue to Stanford Place		
Comments	Action	Notes
Concerns about pedestrian safety at Walnut Street intersection. Recommendations were requested to improve safety, especially considering the proximity to a school zone (near Bloomfield Avenue).	No change	Already in corridor-wide recommendations.
(Supplemental comment received by email) In reviewing the proposed changes for Grove Street - identified in the report as one of the ten most dangerous corridors in the county - I was equally concerned by the limited discussion of roadway reconfiguration. Grove (and Elm) serve as critical connectors between four of Montclair's six commercial districts. Their wide shoulders are rarely used, foster excessive speeding and frequent collisions. The numerous intersecting streets increase the likelihood of conflicts between road users, and the fact remains that despite recent speed-limit reductions, pedestrian and cyclist safety remains severely compromised. Reallocating the generous right-of-way to include protected bike lanes would not only improve safety for cyclists but for all users. Narrower travel lanes would discourage speeding and reckless driving behaviors, while reducing conflicts at intersections. More importantly, a protected north-south route would link key commercial districts, schools, and neighborhoods, encourage active transportation, and contribute to a more livable, human-scaled Grove Street.	No	There is not a bike lane recommendation for this roadway segment in an approved plan developed in consultation with the County. The draft recommendations do, however, include language to consider bike lanes for all corridors once they enter design and engineering.

(Supplemental comment received by email) This plan does a wonderful job at addressing unsafe intersections. Updated traffic signals, leading pedestrian intervals and high visible crosswalks are welcome improvements that will have immediate and measurable impact. Thank you! However, I fear the other issues listed by the community: "excessive speeding" and "motorists not stopping for pedestrians and bicyclists" will still remain. Unless more traffic calming and pedestrian/ bicycle infrastructure is added, dangerous conditions will still persist along Grove Street. I would suggest the following: 1. Added traffic calming, including daylighting, painted curb-outs/ chokers to reduce turning speeds and decrease pedestrian crossing distances. 2. Restriping Grove Street to narrow travel lanes to supplement Municipal's current restriping and traffic calming on adjacent streets (Walnut/Oxford and upcoming Chestnut Street and others). 3. Added protected bike lanes. Adding more pedestrian and protected bicycle infrastructure is crucial to meeting Montclair's Vision Zero Goals and community concerns. The Safe Streets 4 All, is centered around protecting and creating safer travel options for our most vulnerable road users. Alarmingly, 15 pedestrians and 6 cyclists were injured on Grove Street.	No change	Traffic calming measures are already included in the corridor-wide recommendations. Note that the County requires a minimum of 11-foot lanes, any striping would comply with this standard. With regard to bike lanes, there is not a bike lane recommendation for this roadway segment in an approved plan developed in consultation with the County. The draft recommendations do, however, include language to consider bike lanes for all corridors once they enter design and engineering. Specific configuration for striping will be addressed during project design and engineering.

Yet it doesn't reflect the sheer volume of pedestrian and bicycle traffic traveling this corridor daily. Nor does it capture the near misses. Grove Street is designated as a Priority Network in Montclair's Complete Streets Safe Implementation Plan because it is a major connector and corridor. Not including protected bike lanes, neglects a significant opportunity to build this network. Not only on a local level, but as a future connection to the Essex Hudson trail at Glenridge Avenue. As a Arterial Minor II roadway (38'+) Grove Street provides ample street space for both parking and protected bike lanes. Besides its designated priority, the strategic location and physical advantages, there's a need and growing demand for safer infrastructure. Grove Street Greenway has collected 449 signatures calling for protected bicycle infrastructure on Grove Street. This September, elementary kids made 791 trips to school with Montclair's Bike Bus. While 5-10 year old kids are biking together on less busy streets. One can't ignore the gaping disconnect. Older students who don't have driver's licenses, or who don't qualify for bussing, and have aged out of the Bike Bus, must navigate Grove street on their own. In Montclair's Safe Routes to School survey, 58% of caregivers cited "concern for safety" as the primary reason why their children do not bike to school. Grove Street was highlighted as one of the most dangerous streets to cross. Until we address the infrastructure to slow cars down and protect pedestrians and bicyclists, Grove street will be safer, yes, but not 4 All.		

The following intersections merit additional supporting pedestrian infrastructure. • Elm Street/ Bloomfield Avenue & Grove Street • Claremont Avenue & Grove Street • Walnut Street & Grove Street • Oxford Street & Grove Street • Glenridge Avenue & Grove Street		
9 | Belleville Avenue/Rutgers Street (CR 506) | Parkview Avenue to Elizabeth Avenue		
Comments	Action	Notes
Union Ave is a major pedestrian crossing with a 'lemon ice'/bodega and churches nearby - thanks for emphasizing the pedestrian crossing with enhanced treatments across Belleville Ave	No change	The comment was made in support of recommended countermeasure(s).
10 | Central Avenue (CR 508) | Highwood Road to Whittlesey Avenue (No Comments)		
Comments	Action	Notes
Would like to see bike lanes.	No change	There is not a bike lane recommendation for this roadway segment in an approved plan developed in consultation with the County. The draft recommendations do, however, include language to consider bike lanes for all corridors once they enter design and engineering.
Need to have safe places for people to cross at non-signalized intersections. Pedestrian refuge islands are a MUST along this corridor. the intersections are unsafe because people are making turns after the signal turns red and hounding you while you're crossing.	No change	Already included in the recommendations.

I like all the improvements.	No change	The comment was made in support of recommended countermeasure(s).
11 | Main Street (CR659) | Scotland Road to Washington Street		
Comments	Action	Notes
[West Orange] has Road Diet plans on hand for the northern segment of Main Street	No change	Already included in the recommendations.
12 | Chancellor Avenue (CR 601) | Springfield Avenue to Elizabeth Avenue		
Comments	Action	Notes
Given the crash types, please consider a road diet and protected bike lane	No change	Chancellor Avenue is already a 2-lane road, therefore a road diet is not applicable. Striping to narrow the travel lanes may be considered in the project design and engineering phase. Note that the County requires a minimum of 11-foot lanes, any striping would comply with this standard. There is not a bike lane recommendation for this roadway segment in an approved plan developed in consultation with the County. The draft recommendations do, however, include language to consider bike lanes for all corridors once they enter design and engineering.

Why are bike lanes not a recommended countermeasure here when they were one of the main community concerns?! In fact, I haven't seen bike lanes on any of these project sheets even though it's listed as a countermeasure! It says to me that the people to the transportation infrastructure for Essex county are not really serious about making real strides in safety for cyclists. Car drivers are really what matter.	No change	Specific recommendations for bike lanes are included as Safety Counter measure #21, and appear where there is a recommended bike lane in an approved Bike Plan developed in consultation with the County. The draft recommendations do, however, include language to consider bike lanes for all corridors once they enter design and engineering
Major cross county road that points to need for safe walking and biking facilities. It is relatively narrow and would require slower vehicle speeds.	No change	Pedestrian safety improvements are already included in the recommendations. There is not a bike lane recommendation for this roadway segment in an approved plan developed in consultation with the County. The draft recommendations do, however, include language to consider bike lanes for all corridors once they enter design and engineering.
What about simply striping parking lines?	No change	Specific configuration and striping for on-street parking will be addressed during project design and engineering.
These all seem like reasonable improvements for this corridor.	No change	The comment was made in support of recommended countermeasure(s).
13 | Eagle Rock Avenue (CR 611) | Harrison Avenue to Haller Road (No Comments)		
14 | Franklin Avenue (CR 645) | Mill Street to Liberty Avenue		
Comments	Action	Notes
This entire area needs better crosswalks; pedestrians do not feel safe crossing roads. The area feels tailored to cars, and not to active transportation.	No change	Already included in the recommendations.

15 | Belleville Avenue (CR 506) | Herman Street to Forest Drive		
Comments	Action	Notes
How are bike boxes integrated into the recommended countermeasures?	No change	The draft recommendations include language to consider bike accommodations for all corridors once they enter design and engineering.
Speeding and unsafe intersections are significant issues. Below are specific comments related to the above: • Popular cut through and it's a narrow road, which makes speeding vehicles especially dangerous. Needs design speed countermeasures to make it more difficult to speed. • Speeding and unsafe intersections are big problems with this corridor; day lighting, curb extensions, and LPI would be welcomed improvements.	No change	Already included in the recommendations.
Agree with the recommended countermeasures	No change	The comment was made in support of recommended countermeasure(s).
16 | South Orange Avenue (CR 510) | Peach Tree Hill Road to Latham Court		
Comments	Action	Notes

The South Orange Avenue corridor from South Mountain into Livingston proper needs active transportation infrastructure (sidewalks, bike paths). The upcoming redevelopment of the Livingston Mall makes this the perfect time to add such infrastructure. To that end, the intersection South Orange Avenue and Eisenhower Parkway will need to be more ped friendly.	No change	Already included in the recommendations.
Add chevrons to curves	No Change	The curve on this segment of the corridor does not meet Manual on Uniform Traffic Control Devices (MUTCD) standards for curve warning signage.
Agree with the recommended countermeasures	No Change	The comment was made in support of recommended countermeasure(s).
17 | Mount Pleasant Avenue (CR 577, 660) | Prospect Avenue to Gregory Avenue *(No Comments)*		
18 | Franklin Avenue (CR 645) | Harrison Street to High Street *(No Comments)*		
19 | Bloomfield Avenue (CR 509) | Prospect Street to Park Avenue		
Comments	Action	Notes
Route 506 (Bloomfield Ave Verona) at Verona Park and the corner of Cumberland Avenue, please consider adding stop light or major walking/biking intersection to allow people to cross Bloomfield Ave North/South, this is also the main driving entrance/exit to Verona park and allows park visitors to frequent the business on the opposite side of the street and visa versa.	No change	Already included in the recommendations. Specific configuration will be addressed during project design and engineering.

I am interested in learning more about this project — specifically Bloomfield Avenue in Verona. How will the street design be upgraded to improve safety for pedestrians through the center of town. Very excited for a road diet. Are there specific design recommendations?	No change	Already included in the recommendations. Specific configuration will be addressed during project design and engineering.
Also interested in transit connections, but understand that may not be part of this specific study.	N/A	Not under the jurisdiction of the County.
We need the entire length of Bloomfield Ave in Verona to be 25mph not 35mph and in sections 25mph. Drivers do not adjust speed and it is confusing especially on incline and decline.	No change	Already in the recommendations.
We need a traffic light at the entrance to Verona Park in Verona. This particular area at the entrance to the park is noticeably missing from this report.	No change	The recommendations already include right in/right out. Additional intersection reconfiguration would be determined during project design and engineering.
20 | Broad Street; West Passaic Avenue/Darling Avenue (CR 509/622) | Eaton Place to Bellevue Avenue; Broad Street to Sylvan Road *(No Comments)*		
Comments	Action	Notes
All good improvements.	No change	The comment was made in support of recommended countermeasure(s).
21 | Sanford Avenue/Sanford Street (CR 605) | Sanford Place to Central Avenue		
Comments	Action	Notes
Good improvements.	No change	The comment was made in support of recommended countermeasure(s).
22 | Stuyvesant Avenue (CR 619) | Leslie Place to South Orange Avenue *(No Comments)*		
Comments	Action	Notes

Good improvements.	No change	The comment was made in support of recommended countermeasure(s).
23 | Passaic Avenue (CR 613) | Westville Avenue to Henderson Drive *(No Comments)*		
24 | Mill Street/Union Avenue (CR 672/647) | Main Street to Union Avenue; Mill Street to Malone Avenue *(No Comments)*		
25 | Northfield Avenue (CR 508) | Vizcaya Boulevard to Saint Cloud Avenue *(No Comments)*		
26 | Franklin Street/Broad Street (CR 509) | Hill Street to Glen Ridge Parkway		
Comments	Action	Notes
Good improvements.	No change	The comment was made in support of recommended countermeasure(s).
Crosswalks and hardened centerlines.	No change Change made	High-visibility crosswalks are already included in the recommendations. Add hardened centerlines (#17) as recommendations corridor-wide.
27 | Scotland Road/High Street (CR 638) | Montrose Avenue to Park Avenue		
Comments	Action	Notes
Good improvements.	No change	The comment was made in support of recommended countermeasure(s).
Add welcoming signage for people cycling (may use full lane) and wayfinding that identifies connection to the new bike lanes on Montrose.	No change	Bike lanes are not a specific recommendation for this corridor. While the draft recommendations include language to consider bike lanes for all corridors, final decisions and specific configurations will be addressed during design and engineering.
Feels unsafe to peds in locations.	N/A	Recommendations include pedestrian safety countermeasures.
Slower traffic signal progression	No change	Already included in the recommendations.

28 | Prospect Avenue (CR 577) | Boland Drive to Woodland Avenue *(No Comments)*		
29 | South Livingston Avenue (CR 649) | West Hobart Gap Road to Civic Center Road (North) *(No Comments)*		
30 | Bay Avenue/Ridgewood Avenue (CR 654/653) | Highland Avenue to Broad Street; Snowden Place to Bay Avenue		
Comments	Action	Notes
Make improvements with the intention for future connection to the Essex Hudson Greenway	No change	The policy recommendations include specific actions to connect with the regional and local trail network under Theme 2B. For more details, refer to the Policy Framework document.
I feel like the Ridgewood Avenue corridor south of Bloomfield Avenue could be a good candidate for bike lanes.	No change	There is not a bike lane recommendation for this roadway segment in an approved plan developed in consultation with the County. The draft recommendations do, however, include language to consider bike lanes for all corridors once they enter design and engineering.
Concerned residents of Montclair and Glen Ridge believe this corridor should be extended further North. There have been two accidents recently at the same intersection of Ridgewood and Sunset (two times, the cars crashed into the same home which is significantly recessed from the road). Many residents are also concerned about the intersection of Ridgewood and Watchung.	No change	The corridor segments were determined using crash data analysis, which does not justify extending the corridor.
The 35 mph speed limit on Ridgewood Avenue is too high for a residential street with two elementary schools and many pedestrians and cyclists. Lowering the speed limit to match Grove Avenue is recommended.	No change	The recommendation is already added at select intersections along the corridor where deemed necessary.

31 | Grove Street/North Grove Street/Watsessing Avenue/Franklin Street (CR 509/670) | Springdale Avenue to Franklin Street; Watsessing Avenue to Franklin Avenue		
Comments	Action	Notes
Speeding seems to be a common problem on the Bloomfield side of the roadway.	No change	Already included in the recommendations.
Pedestrian beacons	No change	Rectangular rapid flashing beacons are already included in the recommendations.
Request for stop signs at intersections with Springdale Avenue/Hoffman Boulevard/Ampere Parkway to improve traffic control and pedestrian safety.	No change	Intersection improvements already included in the recommendations. Some of the recommended intersections do not cross the County Road, In those cases the County does not have jurisdiction.
Miscellaneous Comments		
Essex County Community Meeting		
Comments	Action	Notes
Why can't Leading Pedestrian Intervals (LPIs) be programmed at all crosswalks throughout Essex County to ensure consistency?	No change	LPI is recommended as corridor-wide recommendations. In general, LPI is considered on a case-by-case basis based on crash history, pedestrian demand, and local context.
A participant inquired whether there is formal support from Essex County authorities for implementing road diets aimed at reducing the number of lanes to improve safety and accommodate other modes of transportation.	No change	The County is open to considering road diets on a case-by-case basis as appropriate.

A participant highlighted the intersection of Baker Street and Tuscan Road in Maplewood, which had been identified previously through a road safety audit involving municipal engineers and NJTPA staff. The participant noted that while the projects were planned and funded, residents were not consulted until the final public meetings, making it challenging to address community concerns or adjust the project.	N/A	Not applicable to this study.
A Newark resident emphasized the importance of considering mass transit and pedestrian safety in Newark. They suggested incorporating both federal mass transit campaigns and state-level traffic analyses into surveys to provide richer data for various populations, including seniors, middle-aged adults, and children. They also echoed previous comments regarding safety concerns in Glen Ridge, describing it as a "mass transit bubble" within Essex County.	N/A	General comment
A representative of Newark asked about the process for improving state-owned roadways and what steps were being taken to coordinate with NJDOT for assistance and implementation.	N/A	Verbal response shared during meeting
A general comment was raised regarding how resident complaints about speeding traffic are handled: • Who receives these comments? • Who is responsible for investigating and taking action?	N/A	Verbal response shared during meeting

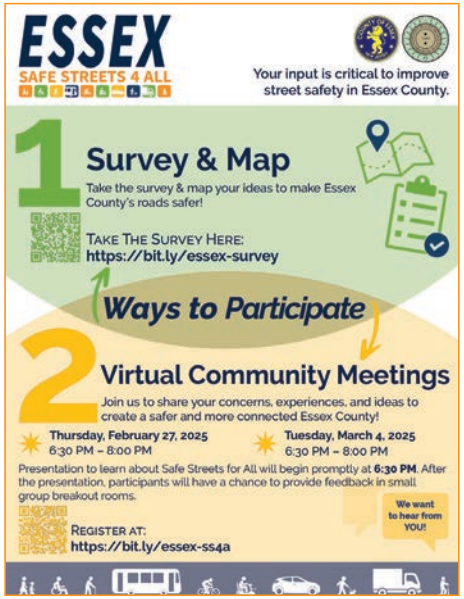
(This comment is not specific to a recommended corridor/project.) Mount Prospect and Summit Road are increasingly problematic, particularly with the upcoming opening of new developments near the West Orange line. The concern is that traffic volume and unsafe conditions will worsen before improvements can be implemented.	N/A	General comment
Why isn't there a map/graphic for this project? *(This same comment was made for Corridors 20-22, 26-27, 29-31)*	N/A	The project scope and budget allowed for a limited number of maps/graphics. Should the corridor/project receive implementation funding, specific configurations will be addressed during design and engineering.
(Supplemental comment received by email) Most notably, the lack of serious consideration for near-term improvements to Bloomfield Avenue is unacceptable. While I understand there are long-term plans for the corridor, the current frequency of crashes, injuries, and car dominance demand immediate interventions. Lane narrowing, protected bike infrastructure, and speed reductions are essential to preserving Bloomfield Avenue's role as a safe and thriving commercial corridor.	No change	The Western portion of Bloomfield Avenue is included in the recommendations as Corridor/Project Rank #19. The eastern portion of Bloomfield Avenue already has funding and is in project development. The central portion of Bloomfield Avenue has already undergone significant capital improvements in the past couple of years. Recent crash data is not yet available to determine the efficacy of the improvements.

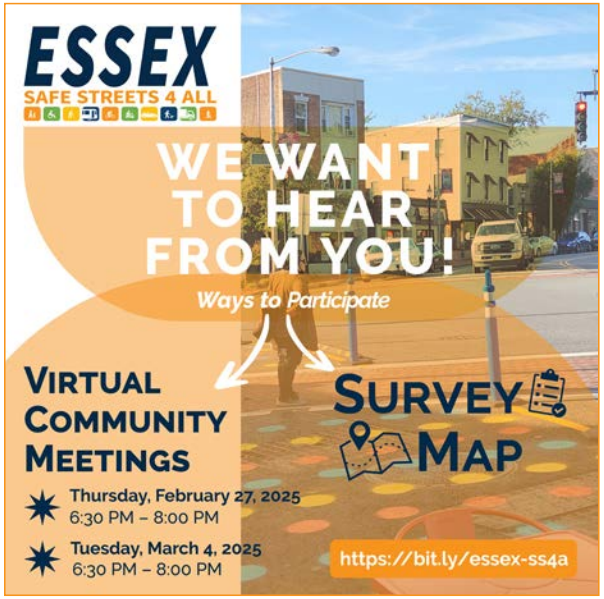
(Supplemental comment received by email) The mission of the County Planning Board is to promote a safe and healthy environment, and the three themes noted as SS4A Policy and Operational Strategy Recommendations are 1) Promote a culture of safety; 2) Plan, design, and build Safe Streets for All; and 3) Partner and collaborate. In particular, the Theme 2 Framework recommends: • Expand and improve walking and biking infrastructure • Accommodate biking/riding in County parks & connect parks and trail systems • Support and connect the bike network to regional multi-user trail projects We request that you include buffered or protected bike lanes in the Essex County SS4A priority corridor plans. We note the priority corridors include a number of bicyclist crashes, and community concerns include motorists failing to yield to pedestrians and cyclists. Sharrows do not provide adequate safety. Separated and buffered bike lanes reduce conflicts between cyclists and motor vehicles, especially on higher-speed roads, and they narrow roads, thereby reducing speeding. The public requests bike lanes at nine specific locations in the "Corridors" document, yet the Plan never recommends them as a countermeasure.		Bike lane recommendations are only included for roadway segments where there is an approved plan developed in consultation with the County. The draft recommendations do, however, include language to consider bike lanes for all corridors once they enter design and engineering. The policy recommendations include specific actions to connect with the regional and local trail network under Theme 2B. For more details, refer to the Policy Framework document.

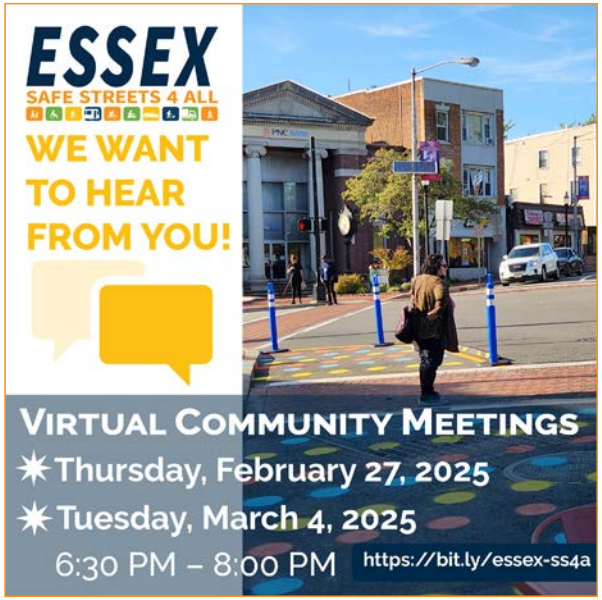
This is disappointing. We also request that bike lanes be included elsewhere as appropriate, e.g., Route 510, and connecting to trail networks like the NJ State Greenway. Bike lanes are an FHWA-proven safety measure that reduce bicycle crashes up to 53 percent. The Policy Framework envisions bike lanes, but to advocates, they always seem to be ten years away. We look forward to them being 10 months away. Bike lanes will protect lives and reduce bicycle fatalities in Essex County.		

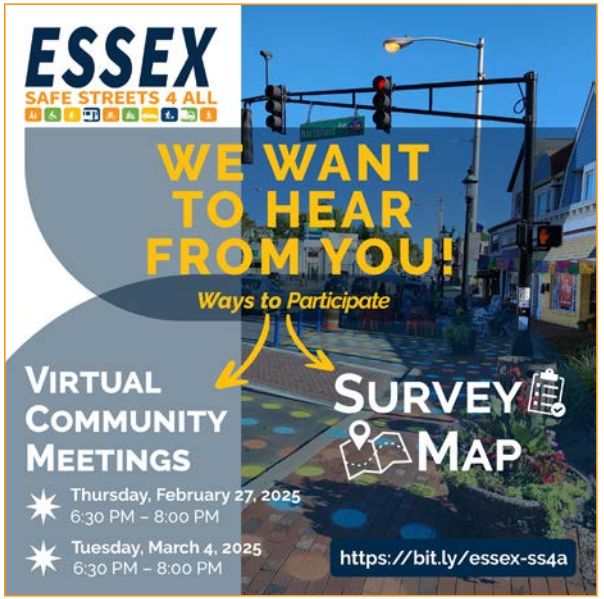
Draft Policy Framework		
Theme 1: Promote a Culture of Safety		
Comments	Action	Notes
There were several comments about the County's Complete Streets Policy: • The Essex County Complete Streets policy is not consistently implemented, even though it exists. • Does Essex County have an updated Complete Streets policy? • Although Essex County has a Complete Streets policy, it is not consistently implemented, citing personal observations as a resident of Maplewood and past professional experience with NJTPA. The participant asked whether institutional changes are underway to ensure the policy is followed, emphasizing that updating the policy alone has limited utility if it is not applied in practice.	No Change	Already addressed in the recommendations.
Early engagement with residents during project planning is essential to ensure projects reflect community needs, rather than waiting until final public meetings. Targeted education and outreach programs should intentionally focus on the residents most impacted by a project.	Change	Update the Policy Framework to include language that the Complete Streets Policy/Implementation includes community engagement for capital projects.
Theme 2: Plan, Design, and Build Safe Streets for All *(No comments)*		
Theme 3: Partner and Collaborate *(No Comments)*		

Promotional Materials

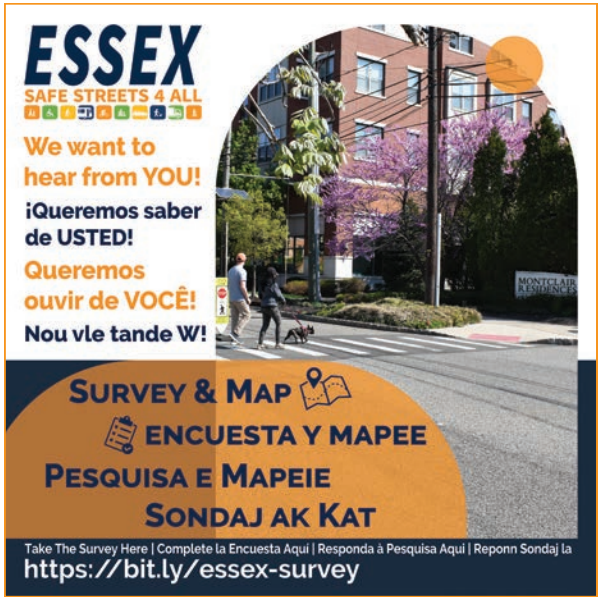


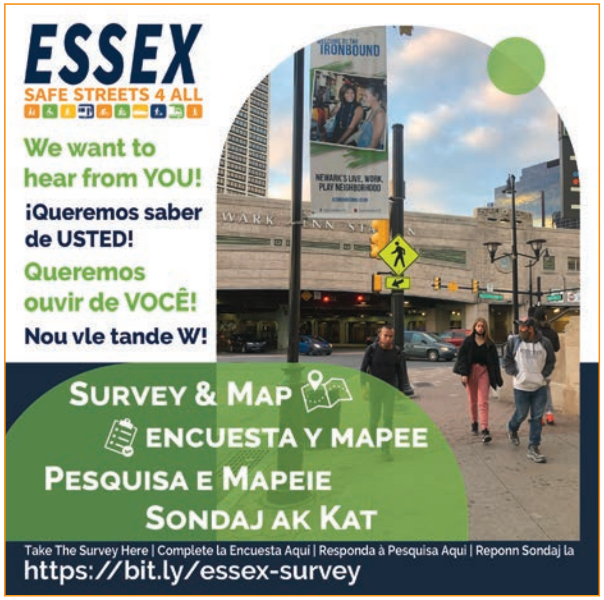


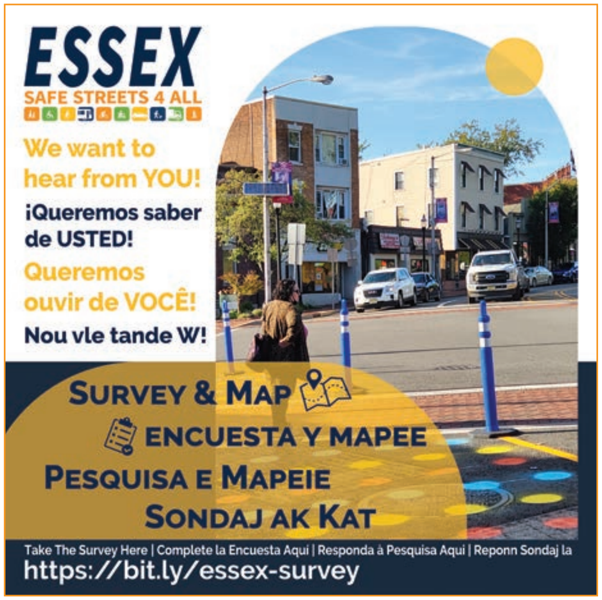


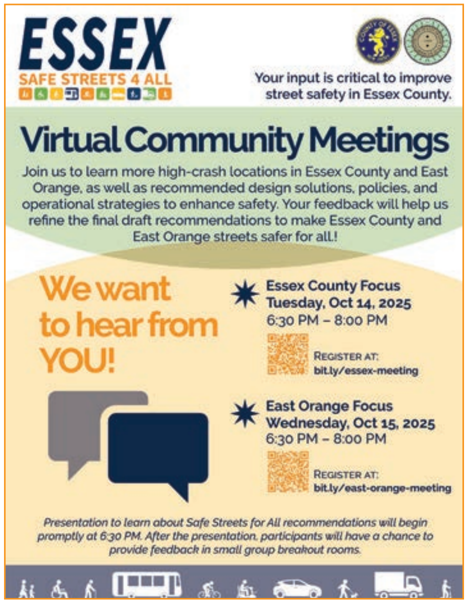


Promotional Materials (Cont.)









"Meeting In a Box" Materials

Meeting in a Box Facilitators Guide

Thank you for supporting Essex Safe Streets for All initiative!
Essex County truly appreciates your efforts to engage the stakeholders and gather feedback on transportation and safety perceptions to help develop strategies and improve safety for everyone. You can collect feedback using one of the two options.

ESSEX
SAFE STREETS 4 ALL

Collect Feedback at a Community Gathering

To effectively gather input, consider outreach at existing meetings or hosting a meeting in familiar and accessible settings for your stakeholders. Here are a few suggestions to get you started:

- **Neighborhood Association Meetings**, partnering with local associations to reach community members where they already gather.
- **Advocacy Group Meetings**, collaborating with groups focused on transportation, safety, or community advocacy to engage individuals passionate about this topic.
- **Small Gatherings in Your Home**, creating a comfortable and welcoming space to encourage open and honest discussions.
- **Community Centers or Libraries**, public spaces are often central and accessible, making them ideal for group discussions.
- **School or Religious Group Meetings**, engaging parents, educators, and faith-based communities to collect diverse perspectives.

Feel free to get creative—any space that fosters dialogue and accessibility works!

Option 1 – Feedback Form

Facilitate a discussion about safe streets among a small group or at a community meeting:

1. Download and print (double-sided) copies of the project fact sheet and PARTICIPANT FEEDBACK FORM to guide the discussion.
2. Once you've collected the feedback, please download this SPREADSHEET to enter the comments and observations, then email the spreadsheet and scans or clear pictures of the completed participant forms to essex.ss4a@gmail.com.

Pro Tips for Meaningful Engagement

Drawing from our experience, here are some tips to ensure a meaningful and productive conversation:

- Create an environment where everyone feels heard and respected, even if their experiences differ from your own.
- **Engage participants** and encourage them to start by reviewing the project information on the fact sheet.
- **Guide the Discussion** (if necessary): If the conversation stalls, you can guide the discussion by sharing your experiences first. Once you've opened the floor, participants are more likely to talk about their experiences, then prompt them to answer the questions on the form provided.
- **You should not tell people what to think.** Listen, encourage them to read up, and discuss alternative philosophies, but don't be pushy or act like you know more/better. A good way to do this is to bring it back to their experiences. Do they travel in Essex County often? Where are they going? How safe do they feel traveling in the County? Do they have any ideas for improving Essex County streets?

Option 2 - Paper Survey

To maximize outreach to people who may not be interested in an online survey, distribute print surveys in a way that makes them most accessible to your stakeholders, handing them out at community events or leaving them at local businesses and community centers.

1. Download and print (double-sided) copies of the SURVEY in the appropriate language(s) for the distribution location.
2. Once you've collected the completed surveys, email scans or clear pictures to essex.ss4a@gmail.com.

Please email us at essex.ss4a@gmail.com with any questions.

"Meeting In a Box" Materials (Cont.)

ESSEX PROJECT FACT SHEET

SAFE STREETS 4 ALL

Thank you for supporting Essex Safe Streets for All initiative!

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

The plan aims to reduce roadway fatalities and serious injuries while enhancing safety, mobility, and quality of life for all users, especially vulnerable users such as bicyclists, pedestrians, and people of all ages and abilities.

The City of East Orange is a sub-recipient of the USDOT grant funding this initiative. The Plan will include an appendix with recommendations specifically for East Orange.

Reduced fatalities | Enhance Safety | Develop a list of Priority Projects

Key Directives

- Employ low-cost, high-impact strategies to improve safety over a wider geographic area.
- Ensure equitable investment in the safety needs of underserved communities, including underserved urban and rural communities.
- Incorporate evidence-based projects and strategies.
- Align with the Urban Development Authority (UDA) mission to prioritize equity, climate and sustainability, quality job creation, economic strength, and global competitiveness.

For more information, visit the project website: [URL]

THE SAFE SYSTEM APPROACH

U.S. DOT adopts a Safe System Approach as the guiding paradigm to address roadway safety.

The Safe System Approach aims to eliminate fatal & serious injuries for all road users. It is a way to make roads safer by building several layers of protection to prevent crashes and reduce serious injuries and deaths if they do happen. This method, widely used in the transportation field, treats safety as something shared by everyone involved – drivers, cyclists, pedestrians, road designers, transportation providers, and policymakers.

By identifying and fixing gaps in the transportation network, either through changes in road design or policy updates, the Safe System Approach aims to create safer streets for all.

SAFE SYSTEM IMPLEMENTATION

To learn more about the Safe Systems Approach, visit the https://www.transportation.gov/NRSS/SafeSystem

PAGE 2

ESSEX
SAFE STREETS 4 ALL

Thank you for supporting Essex Safe Streets for All initiative!

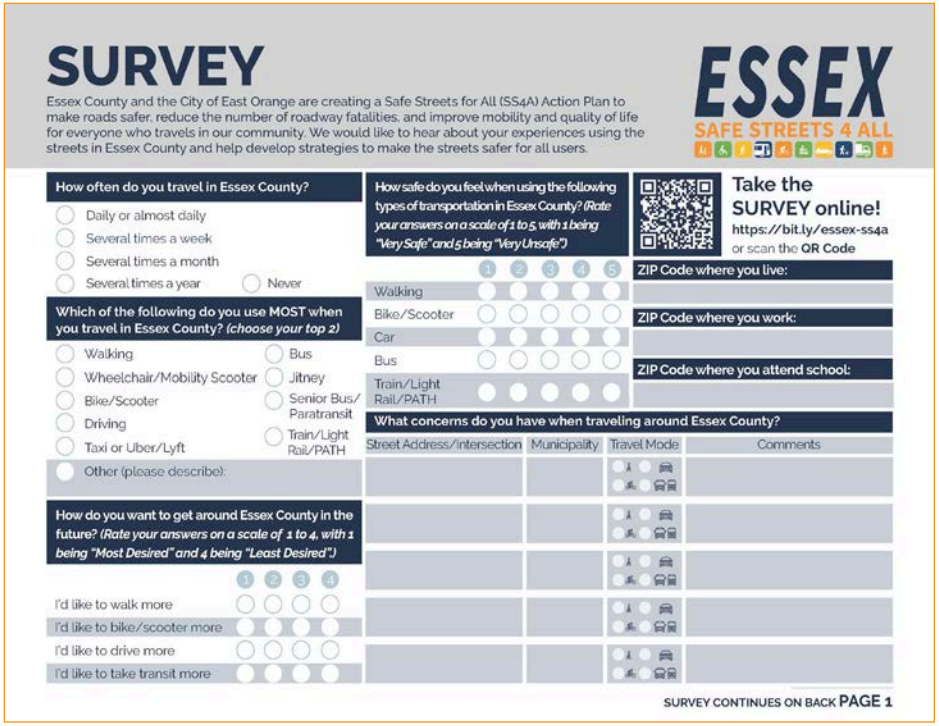
Take the SURVEY online!
https://bit.ly/essex-ss4a
or scan the QR Code

What do you currently like about getting around Essex County?	Do you have ideas to improve the safety of Essex County streets?

In one sentence...
What's your vision for getting around Essex County safely in the future?

PROJECT OVERVIEW AT THE BACK PAGE 1

"Meeting In a Box" Materials (Cont.)



SURVEY

Essex County and the City of East Orange are creating a Safe Streets for All (SS4A) Action Plan to make roads safer, reduce the number of roadway fatalities, and improve mobility and quality of life for everyone who travels in our community. We would like to hear about your experiences using the streets in Essex County and help develop strategies to make the streets safer for all users.

ESSEX
SAFE STREETS 4 ALL

How often do you travel in Essex County?

- Daily or almost daily
- Several times a week
- Several times a month
- Several times a year
- Never

Which of the following do you use MOST when you travel in Essex County? *(choose your top 2)*

- Walking
- Wheelchair/Mobility Scooter
- Bike/Scooter
- Driving
- Taxi or Uber/Lyft
- Bus
- Jitney
- Senior Bus/ Paratransit
- Train/Light Rail/PATH
- Other (please describe):

How safe do you feel when using the following types of transportation in Essex County? *(Rate your answers on a scale of 1 to 5, with 1 being "Very Safe" and 5 being "Very Unsafe")*

	1	2	3	4	5
Walking					
Bike/Scooter					
Car					
Bus					
Train/Light Rail/PATH					

Take the SURVEY online!
https://bit.ly/essex-ss4a
or scan the **QR Code**

ZIP Code where you live:

ZIP Code where you work:

ZIP Code where you attend school:

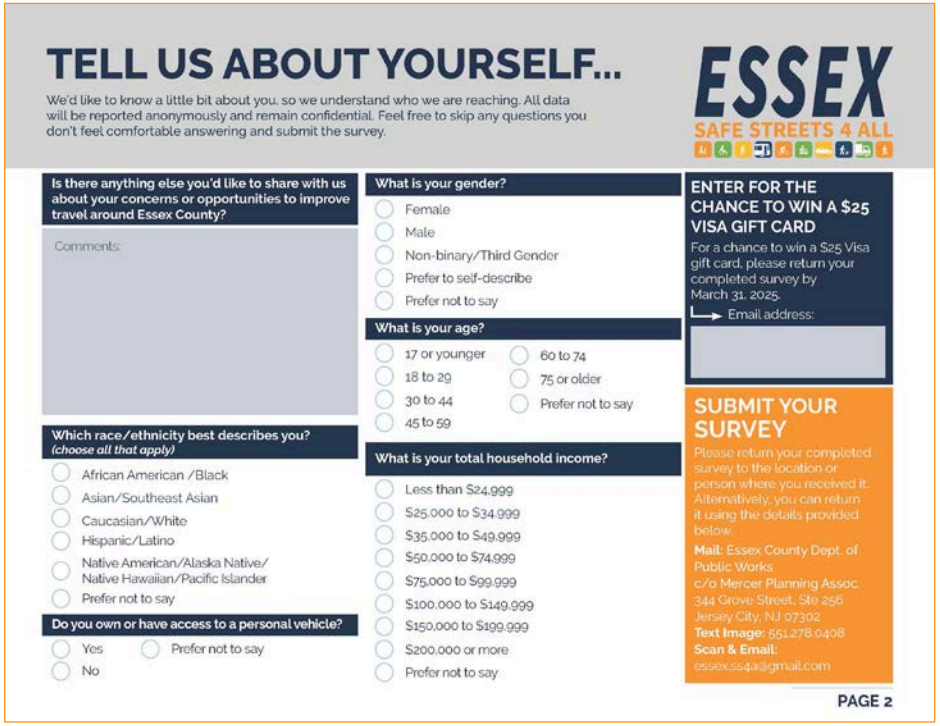
What concerns do you have when traveling around Essex County?

Street Address/intersection	Municipality	Travel Mode	Comments

How do you want to get around Essex County in the future? *(Rate your answers on a scale of 1 to 4, with 1 being "Most Desired" and 4 being "Least Desired".)*

	1	2	3	4
I'd like to walk more				
I'd like to bike/scooter more				
I'd like to drive more				
I'd like to take transit more				

SURVEY CONTINUES ON BACK PAGE 1



TELL US ABOUT YOURSELF...

We'd like to know a little bit about you, so we understand who we are reaching. All data will be reported anonymously and remain confidential. Feel free to skip any questions you don't feel comfortable answering and submit the survey.

ESSEX
SAFE STREETS 4 ALL

Is there anything else you'd like to share with us about your concerns or opportunities to improve travel around Essex County?

Comments:

Which race/ethnicity best describes you? *(choose all that apply)*

- African American /Black
- Asian/Southeast Asian
- Caucasian/White
- Hispanic/Latino
- Native American/Alaska Native/ Native Hawaiian/Pacific Islander
- Prefer not to say

Do you own or have access to a personal vehicle?

- Yes
- No
- Prefer not to say

What is your gender?

- Female
- Male
- Non-binary/Third Gender
- Prefer to self-describe
- Prefer not to say

What is your age?

- 17 or younger
- 18 to 29
- 30 to 44
- 45 to 59
- 60 to 74
- 75 or older
- Prefer not to say

What is your total household income?

- Less than $24,999
- $25,000 to $34,999
- $35,000 to $49,999
- $50,000 to $74,999
- $75,000 to $99,999
- $100,000 to $149,999
- $150,000 to $199,999
- $200,000 or more
- Prefer not to say

ENTER FOR THE CHANCE TO WIN A $25 VISA GIFT CARD

For a chance to win a $25 Visa gift card, please return your completed survey by March 31, 2025.

Email address:

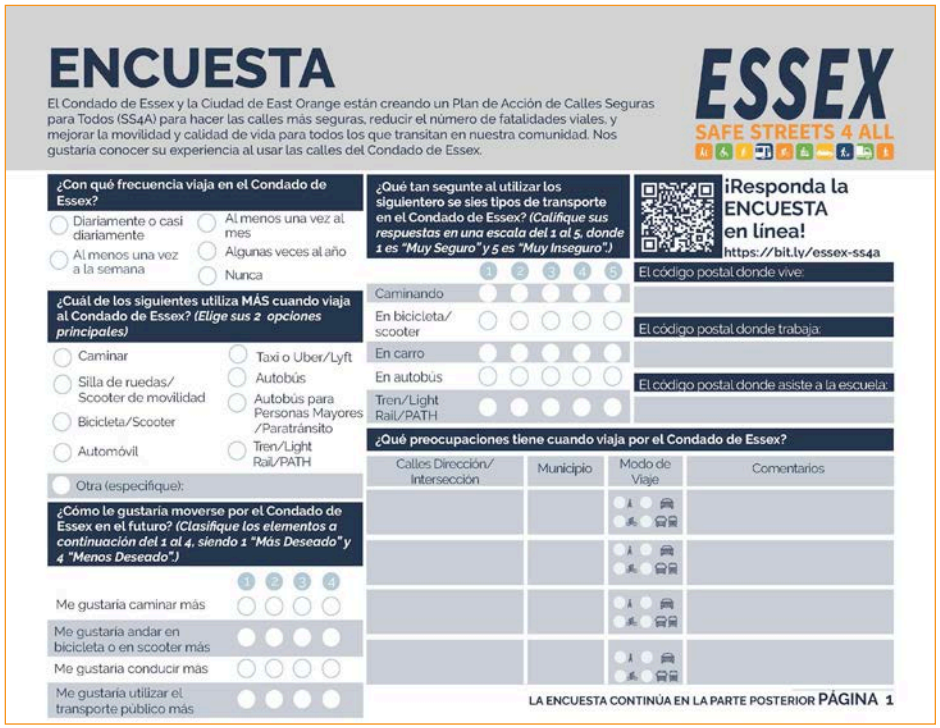
SUBMIT YOUR SURVEY

Please return your completed survey to the location or person where you received it. Alternatively, you can return it using the details provided below.

Mail: Essex County Dept. of Public Works
c/o Mercer Planning Assoc.
344 Grove Street, Ste 256
Jersey City, NJ 07302
Text Image: 551.278.0408
Scan & Email:
essex.ss4a@gmail.com

PAGE 2

"Meeting In a Box" Materials (Cont.)



ENCUESTA

El Condado de Essex y la Ciudad de East Orange están creando un Plan de Acción de Calles Seguras para Todos (SS4A) para hacer las calles más seguras, reducir el número de fatalidades viales, y mejorar la movilidad y calidad de vida para todos los que transitan en nuestra comunidad. Nos gustaría conocer su experiencia al usar las calles del Condado de Essex.

ESSEX SAFE STREETS 4 ALL

¿Con qué frecuencia viaja en el Condado de Essex?

- Diariamente o casi diariamente
- Al menos una vez a la semana
- Al menos una vez al mes
- Algunas veces al año
- Nunca

¿Cuál de los siguientes utiliza MÁS cuando viaja al Condado de Essex? *(Elige sus 2 opciones principales)*

- Caminar
- Silla de ruedas/ Scooter de movilidad
- Bicicleta/Scooter
- Automóvil
- Taxi o Uber/Lyft
- Autobús
- Autobús para Personas Mayores /Paratránsito
- Tren/Light Rail/PATH
- Otra (especifique):

¿Cómo le gustaría moverse por el Condado de Essex en el futuro? *(Clasifique los elementos a continuación del 1 al 4, siendo 1 "Más Deseado" y 4 "Menos Deseado".)*

	1	2	3	4
Me gustaría caminar más	○	○	○	○
Me gustaría andar en bicicleta o en scooter más	○	○	○	○
Me gustaría conducir más	○	○	○	○
Me gustaría utilizar el transporte público más	○	○	○	○

¿Qué tan segunte al utilizar los siguientero se sies tipos de transporte en el Condado de Essex? *(Califique sus respuestas en una escala del 1 al 5, donde 1 es "Muy Seguro" y 5 es "Muy Inseguro".)*

	1	2	3	4	5
Caminando	○	○	○	○	○
En bicicleta/ scooter	○	○	○	○	○
En carro	○	○	○	○	○
En autobús	○	○	○	○	○
Tren/Light Rail/PATH	○	○	○	○	○

¡Responda la ENCUESTA en línea!
https://bit.ly/essex-ss4a

El código postal donde vive:

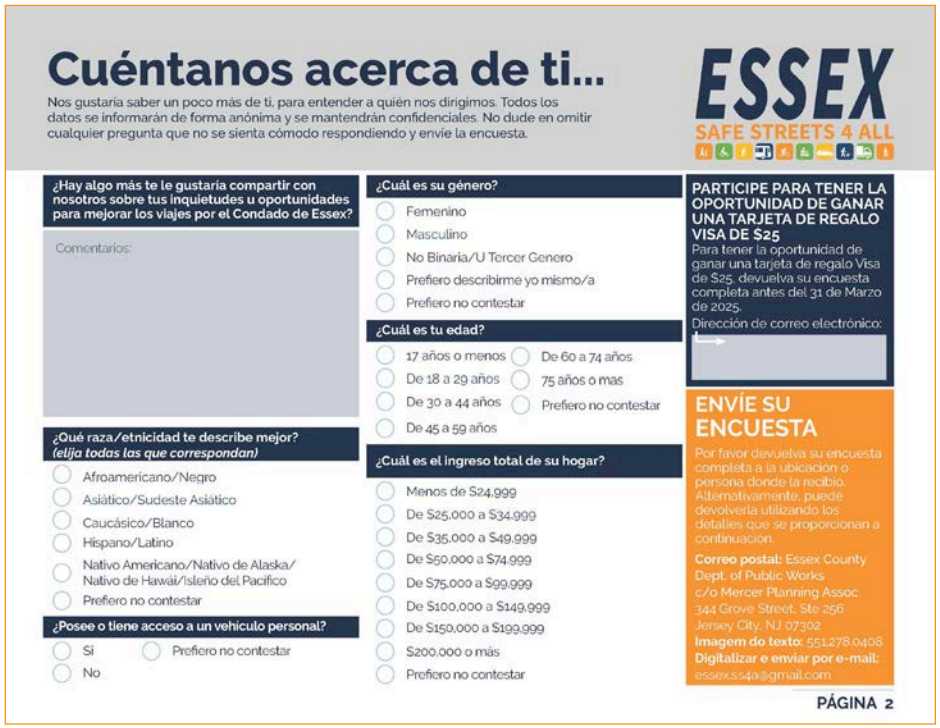
El código postal donde trabaja:

El código postal donde asiste a la escuela:

¿Qué preocupaciones tiene cuando viaja por el Condado de Essex?

Calles Dirección/ Intersección	Municipio	Modo de Viaje	Comentarios

LA ENCUESTA CONTINÚA EN LA PARTE POSTERIOR PÁGINA 1



Cuéntanos acerca de ti...

Nos gustaría saber un poco más de ti, para entender a quién nos dirigimos. Todos los datos se informarán de forma anónima y se mantendrán confidenciales. No dude en omitir cualquier pregunta que no se sienta cómodo respondiendo y envíe la encuesta.

ESSEX SAFE STREETS 4 ALL

¿Hay algo más te le gustaría compartir con nosotros sobre tus inquietudes u oportunidades para mejorar los viajes por el Condado de Essex?

Comentarios:

¿Qué raza/etnicidad te describe mejor? *(elija todas las que correspondan)*

- Afroamericano/Negro
- Asiático/Sudeste Asiático
- Caucásico/Blanco
- Hispano/Latino
- Nativo Americano/Nativo de Alaska/ Nativo de Hawái/Isleño del Pacífico
- Prefiero no contestar

¿Posee o tiene acceso a un vehículo personal?

- Sí
- No
- Prefiero no contestar

¿Cuál es su género?

- Femenino
- Masculino
- No Binaria/U Tercer Genero
- Prefiero describirme yo mismo/a
- Prefiero no contestar

¿Cuál es tu edad?

- 17 años o menos
- De 18 a 29 años
- De 30 a 44 años
- De 45 a 59 años
- De 60 a 74 años
- 75 años o más
- Prefiero no contestar

¿Cuál es el ingreso total de su hogar?

- Menos de $24,999
- De $25,000 a $34,999
- De $35,000 a $49,999
- De $50,000 a $74,999
- De $75,000 a $99,999
- De $100,000 a $149,999
- De $150,000 a $199,999
- $200,000 o más
- Prefiero no contestar

PARTICIPE PARA TENER LA OPORTUNIDAD DE GANAR UNA TARJETA DE REGALO VISA DE $25

Para tener la oportunidad de ganar una tarjeta de regalo Visa de $25, devuelva su encuesta completa antes del 31 de Marzo de 2025.

Dirección de correo electrónico:

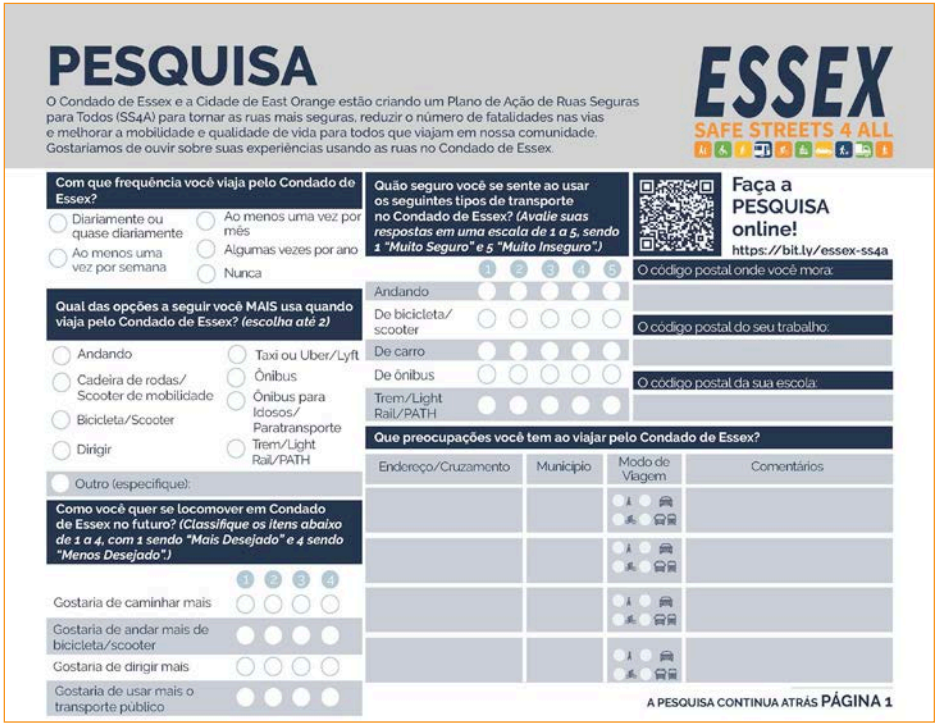
ENVÍE SU ENCUESTA

Por favor devuelva su encuesta completa a la ubicación o persona donde la recibió. Alternativamente, puede devolverla utilizando los detalles que se proporcionan a continuación.

Correo postal: Essex County Dept. of Public Works
c/o Mercer Planning Assoc.
344 Grove Street, Ste 256
Jersey City, NJ 07302
Imagem do texto: 551.278.0408
Digitalizar e enviar por e-mail:
essex.ss4a@gmail.com

PÁGINA 2

"Meeting In a Box" Materials (Cont.)



PESQUISA

O Condado de Essex e a Cidade de East Orange estão criando um Plano de Ação de Ruas Seguras para Todos (SS4A) para tornar as ruas mais seguras, reduzir o número de fatalidades nas vias e melhorar a mobilidade e qualidade de vida para todos que viajam em nossa comunidade. Gostaríamos de ouvir sobre suas experiências usando as ruas no Condado de Essex.

ESSEX
SAFE STREETS 4 ALL

Com que frequência você viaja pelo Condado de Essex?

- ○ Diariamente ou quase diariamente
- ○ Ao menos uma vez por mês
- ○ Ao menos uma vez por semana
- ○ Algumas vezes por ano
- ○ Nunca

Qual das opções a seguir você MAIS usa quando viaja pelo Condado de Essex? *(escolha até 2)*

- ○ Andando
- ○ Taxi ou Uber/Lyft
- ○ Cadeira de rodas/ Scooter de mobilidade
- ○ Ônibus
- ○ Bicicleta/Scooter
- ○ Ônibus para Idosos/ Paratransporte
- ○ Dirigir
- ○ Trem/Light Rail/PATH
- ○ Outro (especifique):

Como você quer se locomover em Condado de Essex no futuro? *(Classifique os itens abaixo de 1 a 4, com 1 sendo "Mais Desejado" e 4 sendo "Menos Desejado".)*

	1	2	3	4
Gostaria de caminhar mais	○	○	○	○
Gostaria de andar mais de bicicleta/scooter	○	○	○	○
Gostaria de dirigir mais	○	○	○	○
Gostaria de usar mais o transporte público	○	○	○	○

Quão seguro você se sente ao usar os seguintes tipos de transporte no Condado de Essex? *(Avalie suas respostas em uma escala de 1 a 5, sendo 1 "Muito Seguro" e 5 "Muito Inseguro".)*

	1	2	3	4	5
Andando	○	○	○	○	○
De bicicleta/ scooter	○	○	○	○	○
De carro	○	○	○	○	○
De ônibus	○	○	○	○	○
Trem/Light Rail/PATH	○	○	○	○	○

Que preocupações você tem ao viajar pelo Condado de Essex?

Endereço/Cruzamento	Município	Modo de Viagem	Comentários

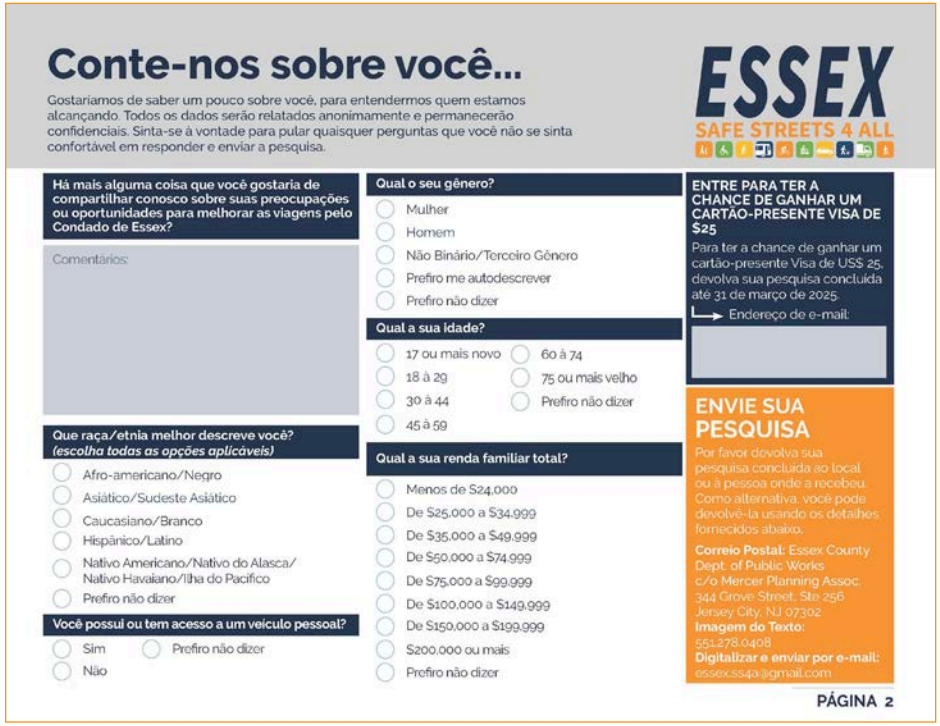
Faça a PESQUISA online!
https://bit.ly/essex-ss4a

O código postal onde você mora:

O código postal do seu trabalho:

O código postal da sua escola:

A PESQUISA CONTINUA ATRÁS **PÁGINA 1**



Conte-nos sobre você...

Gostaríamos de saber um pouco sobre você, para entendermos quem estamos alcançando. Todos os dados serão relatados anonimamente e permanecerão confidenciais. Sinta-se à vontade para pular quaisquer perguntas que você não se sinta confortável em responder e enviar a pesquisa.

ESSEX
SAFE STREETS 4 ALL

Há mais alguma coisa que você gostaria de compartilhar conosco sobre suas preocupações ou oportunidades para melhorar as viagens pelo Condado de Essex?

Comentários:

Que raça/etnia melhor descreve você? *(escolha todas as opções aplicáveis)*

- ○ Afro-americano/Negro
- ○ Asiático/Sudeste Asiático
- ○ Caucasiano/Branco
- ○ Hispânico/Latino
- ○ Nativo Americano/Nativo do Alasca/ Nativo Havaiano/Ilha do Pacífico
- ○ Prefiro não dizer

Você possui ou tem acesso a um veículo pessoal?

- ○ Sim
- ○ Não
- ○ Prefiro não dizer

Qual o seu gênero?

- ○ Mulher
- ○ Homem
- ○ Não Binário/Terceiro Gênero
- ○ Prefiro me autodescrever
- ○ Prefiro não dizer

Qual a sua idade?

- ○ 17 ou mais novo
- ○ 18 à 29
- ○ 30 à 44
- ○ 45 à 59
- ○ 60 à 74
- ○ 75 ou mais velho
- ○ Prefiro não dizer

Qual a sua renda familiar total?

- ○ Menos de $24.000
- ○ De $25.000 a $34.999
- ○ De $35.000 a $49.999
- ○ De $50.000 a $74.999
- ○ De $75.000 a $99.999
- ○ De $100.000 a $149.999
- ○ De $150.000 a $199.999
- ○ $200.000 ou mais
- ○ Prefiro não dizer

ENTRE PARA TER A CHANCE DE GANHAR UM CARTÃO-PRESENTE VISA DE $25

Para ter a chance de ganhar um cartão-presente Visa de US$ 25, devolva sua pesquisa concluída até 31 de março de 2025.

→ Endereço de e-mail:

ENVIE SUA PESQUISA

Por favor devolva sua pesquisa concluída ao local ou à pessoa onde a recebeu. Como alternativa, você pode devolvê-la usando os detalhes fornecidos abaixo.

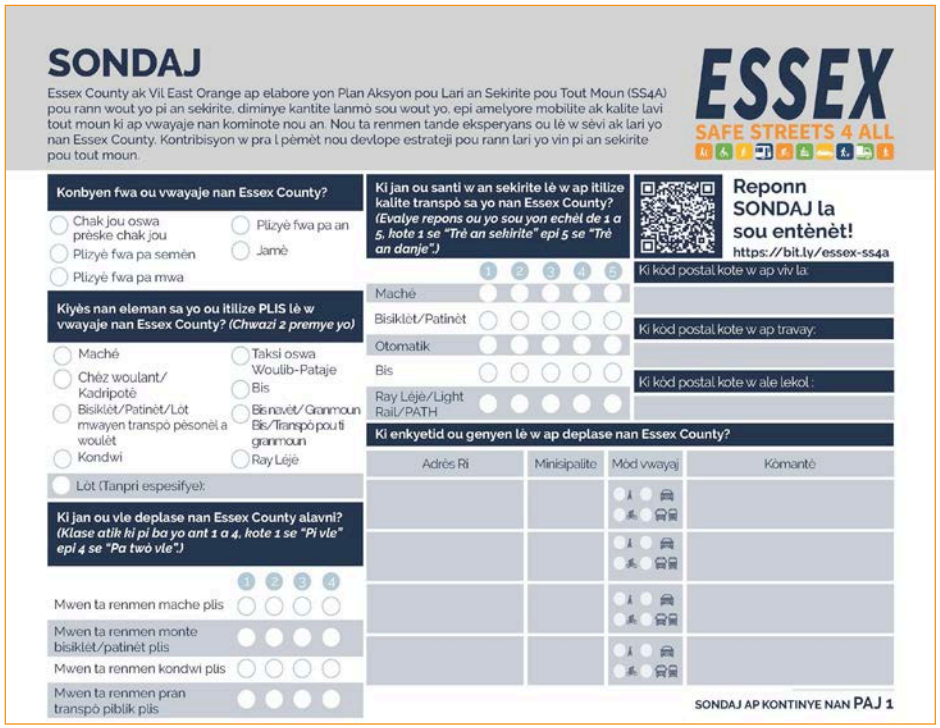
Correio Postal: Essex County Dept. of Public Works c/o Mercer Planning Assoc. 344 Grove Street, Ste 256 Jersey City, NJ 07302

Imagem do Texto: 551.278.0408

Digitalizar e enviar por e-mail: essex.ss4a@gmail.com

PÁGINA 2

"Meeting In a Box" Materials (Cont.)



SONDAJ

Essex County ak Vil East Orange ap elabore yon Plan Aksyon pou Lari an Sekirite pou Tout Moun (SS4A) pou rann wout yo pi an sekirite, diminye kantite lanmò sou wout yo, epi amelyore mobilite ak kalite lavi tout moun ki ap vwayaje nan kominote nou an. Nou ta renmen tande eksperyans ou lè w sèvi ak lari yo nan Essex County. Kontribisyon w pra l pèmèt nou devlope estrateji pou rann lari yo vin pi an sekirite pou tout moun.

ESSEX SAFE STREETS 4 ALL

Konbyen fwa ou vwayaje nan Essex County?

- Chak jou oswa prèske chak jou
- Plizyè fwa pa an
- Plizyè fwa pa semèn
- Jamè
- Plizyè fwa pa mwa

Kiyès nan eleman sa yo ou itilize PLIS lè w vwayaje nan Essex County? *(Chwazi 2 premye yo)*

- Maché
- Taksi oswa Woulib-Pataje
- Chèz woulant/ Kadripotè
- Bis
- Bisiklèt/Patinèt/Lòt mwayen transpò pèsonèl a woulèt
- Bis navèt/ Granmoun Bis/Transpò pou ti granmoun
- Kondwi
- Ray Lèjè
- Lòt (Tanpri espesifye):

Ki jan ou vle deplase nan Essex County alavni? *(Klase atik ki pi ba yo ant 1 a 4, kote 1 se "Pi vle" epi 4 se "Pa twò vle".)*

	1	2	3	4
Mwen ta renmen mache plis				
Mwen ta renmen monte bisiklèt/patinèt plis				
Mwen ta renmen kondwi plis				
Mwen ta renmen pran transpò piblik plis				

Ki jan ou santi w an sekirite lè w ap itilize kalite transpò sa yo nan Essex County? *(Evalye repons ou yo sou yon echèl de 1 a 5, kote 1 se "Trè an sekirite" epi 5 se "Trè an danje".)*

	1	2	3	4	5
Maché					
Bisiklèt/Patinèt					
Otomatik					
Bis					
Ray Lèjè/Light Rail/PATH					

Reponn SONDAJ la sou entènèt!
https://bit.ly/essex-ss4a

Ki kòd postal kote w ap viv la:

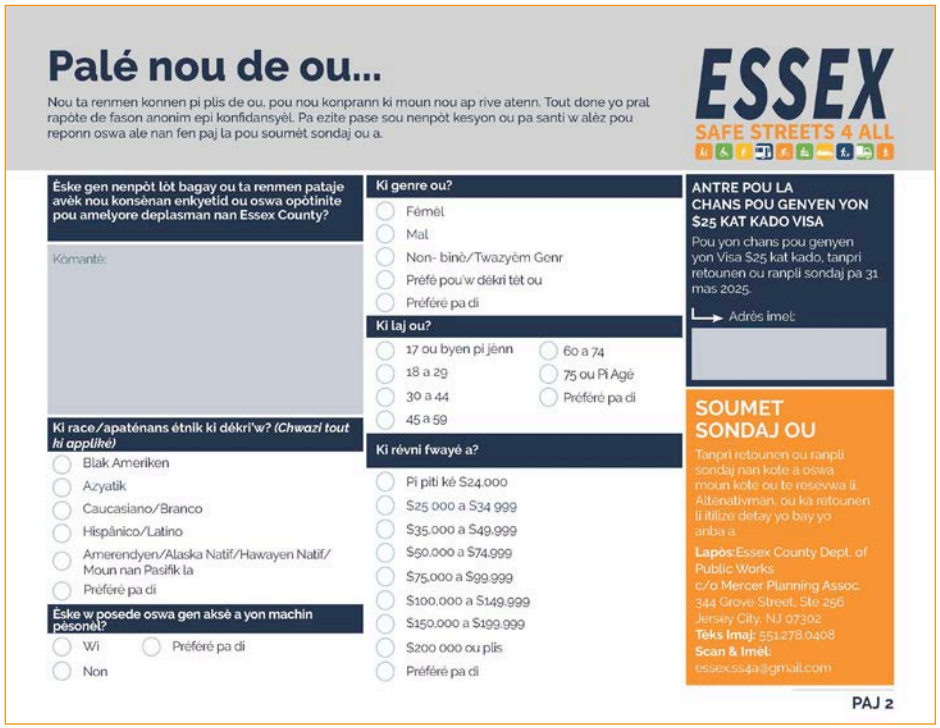
Ki kòd postal kote w ap travay:

Ki kòd postal kote w ale lekol :

Ki enkyetid ou genyen lè w ap deplase nan Essex County?

Adrès Ri	Minisipalite	Mòd vwayaj	Kòmantè

SONDAJ AP KONTINYE NAN PAJ 1



Palé nou de ou...

Nou ta renmen konnen pi plis de ou, pou nou konprann ki moun nou ap rive atenn. Tout done yo pral rapòte de fason anonim epi konfidansyèl. Pa ezite pase sou nenpòt kesyon ou pa santi w alèz pou reponn oswa ale nan fen paj la pou soumèt sondaj ou a.

ESSEX SAFE STREETS 4 ALL

Èske gen nenpòt lòt bagay ou ta renmen pataje avèk nou konsènan enkyetid ou oswa opòtinite pou amelyore deplasman nan Essex County?

Kòmantè:

Ki race/apatenans etnik ki dekri'w? *(Chwazi tout ki applikè)*

- Blak Ameriken
- Azyatik
- Caucasiano/Branco
- Hispânico/Latino
- Amerendyen/Alaska Natif/Hawayen Natif/ Moun nan Pasifik la
- Préféré pa di

Èske w posede oswa gen aksè a yon machin pèsonèl?

- Wi
- Préféré pa di
- Non

Ki genre ou?

- Fèmèl
- Mal
- Non- binè/Twazyèm Genr
- Préfé pou'w dékri tèt ou
- Préféré pa di

Ki laj ou?

- 17 ou byen pi jènn
- 18 a 29
- 30 a 44
- 45 a 59
- 60 a 74
- 75 ou Pi Agé
- Préféré pa di

Ki révni fwayé a?

- Pi piti ké $24.000
- $25 000 a $34 999
- $35.000 a $49.999
- $50.000 a $74.999
- $75.000 a $99.999
- $100.000 a $149.999
- $150.000 a $199.999
- $200 000 ou plis
- Préféré pa di

ANTRE POU LA CHANS POU GENYEN YON $25 KAT KADO VISA

Pou yon chans pou genyen yon Visa $25 kat kado, tanpri retounen ou ranpli sondaj pa 31 mas 2025.

Adrès imèl:

SOUMET SONDAJ OU

Tanpri retounen ou ranpli sondaj nan kote a oswa moun kote ou te resevwa li. Altènativman, ou ka retounen li itilize detay yo bay yo anba a.

Lapòs: Essex County Dept. of Public Works
c/o Mercer Planning Assoc.
344 Grove Street, Ste 256
Jersey City, NJ 07302
Tèks Imaj: 551.278.0408
Scan & Imèl:
essex.ss4a@gmail.com

PAJ 2

ESSEX
SAFE STREETS 4 ALL

Essex Safe Streets For All Action Plan

APPENDIX E: ESSEX COUNTY PRIORITY PROJECTS

October 2025

Essex County Priority Projects

Instructions: Review the suggested safety treatments by roadway in column K. In the fields highlighted in Green, indicate support or lack of support using the dropdown menus, and add additional comments if desired.

Rank	Road Name	Route #	SRI	MP Start	MP End	Jurisdiction	Municipality	FSI Crashes	VRU Crashes	Safety Improvements
1A	SOUTH ORANGE AVENUE/SPRINGFIELD AVENUE/MARKET STREET (Boylan Street to Route 21)	510	00000510__	26.32	29.55	County/Municipal	East Orange/Newark	79	260	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment.
										Corridor-wide: Stripe high-visibility crosswalks at all marked crossings. Install curb extensions where feasible based on evaluation of vehicle turning movements (emergency vehicles, transit, as well as trucks and other heavy vehicles); consider ergonomic crosswalks on all legs of signalized intersections similar to intersections at Parker Avenue and Franklin Terrace (in Irvington).
										Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance.
										Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards. Implement Leading Pedestrian Intervals (LPIs) at all signalized intersections.
										Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance.
										Corridor-wide: Evaluate feasibility of reducing posted speed limits by 5 mph (to a minimum of 25 mph) throughout the corridor in conjunction with traffic calming elements recommended herein.
										Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections
										Multiple Locations: Install Pedestrian Refuge Islands wherever crosswalks are longer than 60-feet. Focus Areas: Market Street and Mulberry Street, Market Street and University Avenue, Market Street and Dr. MLK Jr. Boulevard intersections.
										Corridor-wide: Prohibit parking within 20-25 feet of intersections (daylighting) on the minor road approaches throughout the corridor to improve sight lines. Mark the areas where parking is restricted (Daylighting) with the no-parking white boxes. *Focus Areas: Daylighting is critical between Bergen Street and S 12th Street; at Market Street and West End Avenue; and the Alexander Street intersection.*
										Corridor-wide: Relocate all near-side bus stops to the far-side of intersections wherever feasible.
										Corridor-wide: Relocate all near-side bus stops to the far-side of intersections wherever feasible.
										Corridor-wide: Consider implementing a 4-lane to 3-lane road diet with center turn lanes to include bicycle facilities throughout the corridor, including lane narrowing, as the current road configuration is wide enough.
										South Orange Avenue between Springfield Avenue and Dover Street: BIKENewark recommended studying the corridor to accommodate potential bicycle facilities.
										Multiple Locations: Add new high-visibility crosswalks and RRFBs at select intersections on South Orange Avenue. Focus Areas: South Orange Avenue at Riders Court, Howard Street, Colgate Drive, S 17th Street, Chelsea Avenue, Cedar Avenue, Newton Street, Pine Grove Terrace, Sunset Avenue, and Boylan Street.
										Multiple Locations: Evaluate opportunities for geometric reconfiguration to simplify intersections. Focus Areas: Springfield Avenue and Market Street, Springfield Avenue and Dr. MLK Jr Boulevard, South Orange Avenue at Jones Street, South Orange Avenue at Springfield Avenue, and South Orange Avenue at South 16th Street.
										South Orange Avenue and Whitney Street intersection: Evaluate feasibility of prohibiting left turns from South Orange Avenue WB to Whitney Street through signage, striping, or a mountable median island.
										South Orange Avenue between Springfield Avenue and Jones Street: Consider reducing posted speed limits.
1B	SOUTH ORANGE AVENUE (Conway Court to Boylan Street)	510	00000510__	24.13	26.32	County	East Orange/Newark/South Orange	18	73	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment.
										Corridor-wide: Stripe high-visibility crosswalks at all marked crossings. Install curb extensions where feasible based on evaluation of vehicle turning movements (emergency vehicles, transit, as well as trucks and other heavy vehicles). *Focus Areas: Intersections of S Clinton Street, Stuyvesant Avenue, Smith Street, and Sanford Avenue.*
										Corridor-wide: Prohibit parking within 20-25 feet of intersections (daylighting) on the minor road approaches throughout the corridor to improve sight lines. Mark the areas where parking is restricted with the no-parking white boxes. Focus Areas: Daylighting is critical between Boylan Street and Sanford Avenue where South Orange Avenue is a commercial corridor and on-street parking is present.
										Corridor-wide: Relocate all near-side bus stops to the far-side of intersections wherever feasible.
										Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections
										Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards. Implement Leading Pedestrian Intervals (LPIs) at all signalized intersections.
										Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance.
										Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance.
										South Orange Avenue between Prospect Street and Dover Street: Consider implementing a 4-lane to 3-lane road diet with center turn lanes to include bicycle facilities throughout the corridor, including lane narrowing, as the current road configuration is wide enough.
										South Orange Avenue between Springfield Avenue and Dover Street: BIKENewark recommended studying the corridor to accommodate potential bicycle facilities.
										Multiple Locations: Add new high-visibility crosswalks and RRFBS on South Orange Avenue. Focus Areas: South Orange Avenue at Boylan Street, Brookwood Street, Salem Street, Kingman Road, and Fairview Avenue
										South Orange Avenue between Boylan Street and Academy Street: Consider reducing posted speed limit.
										South Orange Avenue between Vose Avenue and Ridgewood Road: Consider reducing posted speed limit.
										South Orange Avenue and Ridgewood Road intersection: Install High Friction Surface Treatment on eastbound approach.

Essex County Priority Projects

Instructions: Review the suggested safety treatments by roadway in column K. In the fields highlighted in Green, indicate support or lack of support using the dropdown menus, and add additional comments if desired.

2	CENTRAL AVENUE (South 13th Street to Dey Street)	508	00000508__	9.60	10.59	County	Newark	19	54	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment.
										Corridor-wide: Stripe high-visibility crosswalks at all marked crossings. Install curb extensions where feasible based on evaluation of vehicle turning movements (emergency vehicles, transit, as well as trucks and other heavy vehicles). *Focus Areas: Dey Street, Newark Street, Duryea Street, Morris Avenue, 2nd Street, 3rd Street, 4th Street, and S 13th street); consider ergonomic crosswalks on all legs of all the intersections similar to intersections at Parker Avenue and Franklin Terrace (in Irvington)*
										Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance.
										Corridor-wide: Prohibit parking within 20-25 feet of intersections (daylighting) on the minor road approaches throughout the corridor to improve sight lines. Mark the areas where parking is restricted with the no-parking white boxes.
										Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections
										Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance.
										Multiple Locations: Add new high-visibility crosswalks and RRFBS on Central Avenue Focus Areas: Central Avenue at Newark Street and Morris Avenue
										Central Avenue and 1st Street intersection: Reconfigure existing median islands to pedestrian refuge islands to reduce pedestrian exposure while crossing.
										Central Avenue between South 16th Street and Dr. MLK Jr Boulevard: Consider implementing a 4-lane to 3-lane road diet with center turn lanes to include bicycle facilities as recommended in BIKENewark throughout the corridor, including lane narrowing, as the current road configuration is wide enough.
										Corridor-wide: Relocate all near-side bus stops to the far-side of intersections wherever feasible.
										Central Avenue and W Market Street intersection: Evaluate opportunities for geometric reconfiguration to simplify intersection.
										Multiple Locations: Install bike corrals or e-scooter parking designated areas along the corridor as described in BIKENewark plan. *Focus Areas: Central Avenue and S 7th Street intersection and adjacent to the Philip's Academy Charter School.*
3	SPRINGFIELD AVENUE (South 11th Street to Prince Street)	603	07000603__	2.38	3.43	County	Newark	21	59	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment.
										Corridor-wide: Stripe high-visibility crosswalks at all marked crossings. Install curb extensions where feasible based on evaluation of vehicle turning movements (emergency vehicles, transit, as well as trucks and other heavy vehicles); consider ergonomic crosswalks on all legs of signalized intersections similar to intersections at Parker Avenue and Franklin Terrace (in Irvington).
										Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance.
										Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards. Implement Leading Pedestrian Intervals (LPIs) at all signalized intersections.
										Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance.
										Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections
										Corridor-wide: Prohibit parking within 20-25 feet of intersections (daylighting) on the minor road approaches throughout the corridor to improve sight lines. Mark the areas where parking is restricted (Daylighting) with the no-parking white boxes.
										Corridor-wide: Relocate all near-side bus stops to the far-side of intersections wherever feasible.
										Corridor-wide: Relocate all near-side bus stops to the far-side of intersections wherever feasible.
										Corridor-wide: Consider implementing a 4-lane to 3-lane road diet with center turn lanes to include bicycle facilities throughout the corridor, including lane narrowing, as the current road configuration is wide enough according to BIKENewark and Essex 2045.
										Multiple Locations: Add new high-visibility crosswalks on Springfield Avenue. Focus Areas: Springfield Avenue at Littleton Avenue, Blum Street, and 6th Street.
										Multiple Locations: Evaluate opportunities for geometric reconfiguration to simplify intersection. *Focus Areas: Springfield Avenue at Court Street and 18th Avenue*
										Springfield Avenue at 6th Street: Create right-in/right-out only configuration to simplify intersection movements.

Essex County Priority Projects

Instructions: Review the suggested safety treatments by roadway in column K. In the fields highlighted in Green, indicate support or lack of support using the dropdown menus, and add additional comments if desired.

4	BROADWAY (Kearny Street to Romaine Place)	667	07000607__	0.29	1.29	County	Newark	13	41	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment. Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards. Implement Leading Pedestrian Intervals (LPIs) at all signalized intersections. Corridor-wide: Prohibit parking within 20-25 feet of intersections (Daylighting) on the minor road approaches throughout the corridor to improve sight lines. Corridor-wide: Stripe high-visibility crosswalks at all marked crossings. Install curb extensions where feasible based on evaluation of vehicle turning movements (emergency vehicles, transit, as well as trucks and other heavy vehicles). Corridor-wide: Install ergonomic crosswalks at all signalized intersection crosswalks. Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance. Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance. Corridor-wide: Extend sidewalk to curb line at all bus stop boarding/alighting areas. Corridor-wide: Relocate all near-side bus stops to the far-side of intersections. Corridor-wide: Consider installing protected bike lanes (5-feet with 3-feet buffer), also protected by parking, on either side of the street through lane narrowing; reducing existing travel lanes from 20-feet to 12-feet lanes in either direction as outlined in the BIKENewark Plan. Multiple Locations: Evaluate opportunities for geometric reconfiguration to simplify intersection. *Focus Areas: Broadway at 3rd Avenue and Arlington Avenue.*
5	LYONS AVENUE (Union Avenue to Elizabeth Avenue)	602	07000602__	0.40	2.23	County	Irvington/Maplewood	13	31	High visibility crosswalks and bump-outs at all intersections, specially where missing (Willoughby Street, Hobson Street, Fabyan Place, Cordier Street, Normandy Place, Augusta Street, Union Avenue); consider ergonomic crosswalks on all legs of all the intersections similar to intersections at Parker Avenue and Franklin Terrace (in Irvington). Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment. Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards. Implement Leading Pedestrian Intervals (LPIs) at all signalized intersections. Corridor-wide: Prohibit parking within 20-25 feet of intersections (Daylighting) on the minor road approaches throughout the corridor to improve sight lines. Corridor-wide: Stripe high-visibility crosswalks at all marked crossings. Install curb extensions where feasible based on evaluation of vehicle turning movements (emergency vehicles, transit, as well as trucks and other heavy vehicles). Corridor-wide: Install ergonomic crosswalks at all signalized intersection crosswalks. Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance. Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance. Corridor-wide: Extend sidewalk to curb line at all bus stop boarding/alighting areas. Lyons Avenue from Fabiyan Place to Union Avenue: Consider implementing a 4-lane to 3-lane road diet with center turn lanes to include bicycle facilities throughout the corridor, including lane narrowing, as the current road configuration is wide enough according to BIKENewark and Essex 2045.
6	BLOOMFIELD AVENUE (Mountain Avenue to Hartley Street)	506	00000506__	5.81	6.80	County	Montclair	5	52	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment. Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards. Implement Leading Pedestrian Intervals (LPIs) at all signalized intersections. Corridor-wide: Prohibit parking within 20-25 feet of intersections (Daylighting) on the minor road approaches throughout the corridor to improve sight lines. Corridor-wide: Stripe high-visibility crosswalks at all marked crossings. Install curb extensions where feasible based on evaluation of vehicle turning movements (emergency vehicles, transit, as well as trucks and other heavy vehicles). Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance. Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance. Corridor-wide: Review Bloomfield Avenue for speed limits reductions. Corridor-wide: Extend sidewalk to curb line at all bus stop boarding/alighting areas. Corridor-wide: Relocate all near-side bus stops to the far-side of intersections. Corridor-wide: Install Hardened Centerlines at all signalized locations. Corridor-wide: Consider implementing a 4-lane to 3-lane road diet with center turn lanes throughout the corridor, including lane narrowing. Bloomfield Avenue at Church Street/North and South Fullerton Street: Evaluate opportunities for geometric reconfiguration to simplify intersection

Essex County Priority Projects

Instructions: Review the suggested safety treatments by roadway in column K. In the fields highlighted in Green, indicate support or lack of support using the dropdown menus, and add additional comments if desired.

7	CLINTON AVENUE (Parker Avenue to Springfield Avenue)	665	07000665__	1.31	2.22	County	Maplewood/Irvington	7	27	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment.
										Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards. Implement Leading Pedestrian Intervals (LPIs) at all signalized intersections.
										Corridor-wide: Prohibit parking within 20-25 feet of intersections (Daylighting) on the minor road approaches throughout the corridor to improve sight lines.
										Corridor-wide: Stripe high-visibility crosswalks at all marked crossings. Install curb extensions where feasible based on evaluation of vehicle turning movements (emergency vehicles, transit, as well as trucks and other heavy vehicles).
										Corridor-wide: Install ergonomic crosswalks at all signalized intersection crosswalks.
										Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance.
										Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections
										Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance.
										Corridor-wide: Extend sidewalk to curb line at all bus stop boarding/alighting areas.
										Corridor-wide: Relocate all near-side bus stops to the far-side of intersections. (Stop IDs 17798, 17797, 17796, 17795, 17793, 17783, 17782, 17781, 17780, & 17779)
										Corridor-wide: Coordinate with NJ Transit to determine whether bus stops along the corridor should be combined or relocated to improve stop spacing and bus travel times and reliability.
										Corridor-wide: Consider implementing a 4-lane to 3-lane road diet with center turn lanes throughout the corridor, including lane narrowing, as the current road configuration is wide enough to accommodate changes.
										Multiple Locations: Evaluate potential for geometric and traffic-control-based safety improvements to intersections. *Focus Areas: Clinton Avenue at Civic Square West & Clinton Avenue at Civic Square.*
										Multiple Locations: Evaluate installation of high-visibility crosswalk and RRFB across Clinton Avenue. *Focus Areas: Clinton Avenue at Smith Street, Clinton Avenue at Hillside Terrace, Clinton Avenue at Ellery Avenue*
										Clinton Avenue between Parker Avenue and Springfield Avenue: Evaluate feasibility of planting street trees in the buffered areas between the sidewalks and curb lines along both sides of the street.
										Clinton Avenue between Florence Avenue and Ellery Avenue: Evaluate the need for horizontal curve warning signage, pavement markings, or High Friction Surface Treatment within the horizontal curve.
										Clinton Avenue between Sandford Avenue and Cummings Street: Apply to NJDOT for School Zone designation in the vicinity of Irvington High School. Install associated school zone signage and pavement markings. Install speed feedback signs in the designated school zone.
8A	PARK AVENUE (North Clinton Avenue to Garside Street)	658	07000658__	1.68	3.72	County	East Orange/Newark	19	68	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment.
										Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards. Implement Leading Pedestrian Intervals (LPIs) at all signalized intersections.
										Corridor-wide: Prohibit parking within 20-25 feet of intersections (Daylighting) on the minor road approaches throughout the corridor to improve sight lines.
										Corridor-wide: Stripe high-visibility crosswalks at all marked crossings. Install curb extensions where feasible based on evaluation of vehicle turning movements (emergency vehicles, transit, as well as trucks and other heavy vehicles).
										Corridor-wide: Install ergonomic crosswalks at all signalized intersection crosswalks.
										Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance.
										Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections
										Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance.
										Corridor-wide: Extend sidewalk to curb line at all bus stop boarding/alighting areas.
										Corridor-wide: Relocate all near-side bus stops to the far-side of intersections.
										Corridor-wide: Install hardened centerlines at all signalized intersections.
										Corridor-wide: Consider implementing a 4-lane to 3-lane road with turns to accommodate Protected Bike Lanes, while retaining parking between N 13th Street to 4th Street, a bike boulevard from 4th Street to Lake Street, and converting existing parking lanes to 12-feet parking lanes designated as Parking + Bike from Lake Street up to Stone Street as recommended in the BIKENewark Plan.
										Multiple Locations: Install Pedestrian Refuge Islands to shorten crossing distances for Pedestrians on Park Avenue. Focus Areas: Park Avenue at North Oraton Parkway, South Oraton Parkway, North 15th Street, and Parker Street.
										Multiple Locations: Add new high-visibility crosswalks and RRFBs at select intersections on Park Avenue. Focus Areas: Park Avenue at North Walnut Street, North Maple Street, Stockton Place, North 17th Street, and North 16th Street.
										Multiple Locations: Evaluate opportunities for geometric reconfiguration to simplify intersections on Park Avenue. Focus Areas: Park Avenue at North 14th Street, 4th Street, and Lake Street.
										Multiple Locations: Evaluate the need for Left Turn Lanes on Park Avenue approaches. *Focus Areas: Park Avenue between Parker Street and Garside Street.*
										Park Avenue at Parker Street: Evaluate the need for left turn lanes.
										Park Avenue at North & South Oraton Parkway: Evaluate turning lanes at intersections.

Essex County Priority Projects

Instructions: Review the suggested safety treatments by roadway in column K. In the fields highlighted in Green, indicate support or lack of support using the dropdown menus, and add additional comments if desired.

8B	PARK AVENUE (Main Street to Washington Street)	658	07000658_	0.00	1.00	County	East Orange/Newark	8	16	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment.
										Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards. Implement Leading Pedestrian Intervals (LPIs) at all signalized intersections.
										Corridor-wide: Prohibit parking within 20-25 feet of intersections (Daylighting) on the minor road approaches throughout the corridor to improve sight lines.
										Corridor-wide: Stripe high-visibility crosswalks at all marked crossings. Install curb extensions where feasible based on evaluation of vehicle turning movements (emergency vehicles, transit, as well as trucks and other heavy vehicles).
										Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance.
										Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections
										Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance.
										Corridor-wide: Extend sidewalk to curb line at all bus stop boarding/alighting areas.
										Corridor-wide: Relocate all near-side bus stops to the far-side of intersections.
										Corridor-wide: Install Hardened Centerlines at all signalized locations.
										Park Avenue between Main Street to High Street: Consider implementing Travel, Parking, and/or Shoulder Lane reductions to County minimums.
										Park Avenue between High Street to Washington Street: Consider implementing a 4-lane to 3-lane road diet with center turn lanes including lane narrowing.
										Multiple Locations: Add new high-visibility crosswalks and RRFBs at select intersections on Park Avenue. Focus Areas: Park Avenue at Ashland Avenue, Mount Vernon Avenue, North Essex Avenue, and North Center Street.
										Park Avenue between North Center Street and Park Court: Evaluate opportunities for geometric reconfiguration of roadway curblines to simplify roadway.
										Multiple Locations: Install PHBs at select locations on Park Avenue. *Focus Areas: Park Avenue at Duane Street and Park Place.*
										Park Avenue between North Day Street and Park Street: Review the need for Speed Limit Reductions.
										Park Avenue at Washington Street: Evaluate opportunities for geometric reconfiguration to simplify intersection.
9	GROVE STREET (Bloomfield Avenue to Stanford Place)	623	07000623_ _	0.00	1.02	County	Montclair	5	21	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment.
										Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards. Implement Leading Pedestrian Intervals (LPIs) at all signalized intersections.
										Corridor-wide: Prohibit parking within 20-25 feet of intersections (Daylighting) on the minor road approaches throughout the corridor to improve sight lines.
										Corridor-wide: Stripe high-visibility crosswalks at all marked crossings. Install curb extensions where feasible based on evaluation of vehicle turning movements (emergency vehicles, transit, as well as trucks and other heavy vehicles).
										Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance.
										Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections
										Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance.
										Corridor-wide: Consider implementing Travel, Parking, and/or Shoulder Lane reductions to County minimums.
										Corridor-wide: Install Hardened Centerlines at all signalized locations.
										Multiple Locations: Review the need for Speed Limit Reductions on Grove Street. *Focus Areas: Grove Street between Walnut Street and Cambridge Road and Oxford Street and Stanford Place.*
										Multiple Locations: Add new high-visibility crosswalks and RRFBs at select intersections on Grove Street. Focus Areas: Grove Street at Oxford Street and Columbus Avenue.
										Grove Street at Ardsley Road: Install Horizontal Curve Warning Signage and Pavement Markings.

Essex County Priority Projects

Instructions: Review the suggested safety treatments by roadway in column K. In the fields highlighted in Green, indicate support or lack of support using the dropdown menus, and add additional comments if desired.

10	Northfield Avenue/Whittingham Place/Kingsley Street/Valley Road/Central Avenue	508	00000508__	5.66	8.91	County	East Orange/Orange/West Orange	28	88	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment. Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards. Implement Leading Pedestrian Intervals (LPIs) at all signalized intersections. Corridor-wide: Prohibit parking within 20-25 feet of intersections (Daylighting) on the minor road approaches throughout the corridor to improve sight lines. Corridor-wide: Stripe high-visibility crosswalks at all marked crossings. Install curb extensions where feasible based on evaluation of vehicle turning movements (emergency vehicles, transit, as well as trucks and other heavy vehicles). Corridor-wide: Install ergonomic crosswalks at all signalized intersection crosswalks. Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance. Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance. Corridor-wide: Extend sidewalk to curb line at all bus stop boarding/alighting areas. Corridor-wide: Relocate all near-side bus stops to the far-side of intersections. Northfield Avenue/Whittingham Place/Kingsley Street/Valley Road/Central Avenue from Highwood Road to South Harrison Street: Consider implementing Travel, Parking, and/or Shoulder Lane reductions to County minimums. Central Avenue from South Harrison Street to Whittlesey Avenue: Consider implementing a 4-lane to 3-lane road diet with center turn lanes throughout the corridor, including lane narrowing. Northfield Avenue from Highwood Avenue to Rollinson Street: Implement Right Turn In/Right Turn Out only at all unsignalized intersections. Multiple Locations: Review the need for Speed Limit Reductions on Northfield Avenue/Central Avenue. *Focus Areas: Northfield Avenue between Highwood Avenue and Rollinson Street and Grand View Avenue and Brennan Drive and Central Avenue between Shepard Avenue and South Munn Avenue .* Northfield Avenue at Gregory Avenue add new high-visibility crosswalks. Multiple Locations: Install PHBs at select locations on Northfield Avenue. *Focus Areas: Northfield Avenue at Linden Avenue and Seton Hall Prep School Driveway.* Multiple Locations: Add new high-visibility crosswalks and RRFBs at select intersections on Whittingham Place/Kingsley Street/Central Avenue. Focus Areas: Whittingham Place at Old Northfield Avenue, Kingsley Street at Riggs Place, Central Avenue at South Jefferson Street, Ogden Street, 586 Central Avenue, Amherst Street, and Oak Street/Nassau Place. Multiple Locations: Evaluate opportunities for geometric reconfiguration to simplify intersections on Northfield Avenue/Whittingham Place/Kingsley Street/Valley Road/Central Avenue. Focus Areas: Northfield Avenue at Whittingham Place, Whittingham Place at Old Northfield Avenue, Whittingham Avenue at Kingsley Street, Valley Road at Quinby Place, Valley Road at Central Avenue, and Central Avenue at Carteret Place, South Essex Avenue/Jackson Street, Hickory Street, Oakwood Avenue, Sanford Street/Cambridge Street, South Burnet Street, and Whittlesey Avenue. *Central Avenue between Valley Street and Whittlesey Avenue: Install hardened centerlines at all signalized intersections.* Multiple Locations: Install Pedestrian Refuge Islands to shorten crossing distances for Pedestrians on Central Avenue. Focus Areas: Central Avenue at South Center Street and South Oraton Parkway/Whittlesey Avenue.

Essex County Priority Projects

Instructions: Review the suggested safety treatments by roadway in column K. In the fields highlighted in Green, indicate support or lack of support using the dropdown menus, and add additional comments if desired.

11	MAIN STREET (Scotland Road to Washington Street)	659	07000659_ _	0.00	1.23	County	Orange/ West Orange	5	28	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment.
										Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards.
										Corridor-wide: Prohibit parking within 20-25 feet of intersections (Daylighting) on the minor road approaches throughout the corridor to improve sight lines.
										Corridor-wide: Stripe high-visibility crosswalks at all marked crossings. Install curb extensions where feasible based on evaluation of vehicle turning movements (emergency vehicles, transit, as well as trucks and other heavy vehicles). *Focus Areas: Main Street at Scotland Road/High Street, Main Street at Jefferson Street, Main Street at Lindsley Avenue/Municipal Plaza, Main Street between Charles Street and Washington Street.*
										Corridor-wide: Install ergonomic crosswalks at all signalized intersection crosswalks.
										Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance.
										Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections.
										Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance.
										Corridor-wide: Extend sidewalk to curb line at all bus stop boarding/alighting areas.
										Corridor-wide: Relocate all near-side bus stops to the far-side of intersections.
										Corridor-wide: Provide shelters at bus stops along the corridor where missing and where space allows.
										Main Street between Scotland Road and Park Avenue: Consider implementing a 4-lane to 3-lane road diet with center turn lanes throughout the corridor, including lane narrowing.
										Main Street between Scotland Road and Park Avenue: Stripe edge lines to delineate the travel and parking lanes.
										Multiple Locations: Evaluate the need for left turn lanes on Main Street approaches. *Focus Areas: Main Street at Jefferson Street, Main Street at Mt. Pleasant Avenue, Main Street at Park Avenue/Park Way.*
										Multiple Locations: Add new high-visibility crosswalks and RRFBs at select intersections on Main Street. Focus Areas: Main Street at Bell Street, Edisonia Terrace, and King Street.
										Multiple Locations: Evaluate opportunities for geometric reconfiguration of roadway curblines to simplify roadway. Focus Areas: Main Street at Mount Pleasant Avenue, Park Avenue/Parkway, and Washington Street.
										Main Street and Lindsley Avenue/Municipal Plaza intersection: Consider installation of High Friction Surface Treatment on Main Street given the horizontal and vertical curvature of the roadway.
12	BELLEVILLE AVENUE; RUTGERS STREET (Parkview Avenue to Washington Avenue; Washington Avenue to NJ 21)	506	00000506_ _	9.82; 10.52	10.43; 10.78	County	Belleville	5	18	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment.
										Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards. Implement Leading Pedestrian Intervals (LPIs) at all signalized intersections.
										Corridor-wide: Prohibit parking within 20-25 feet of intersections (Daylighting) on the minor road approaches throughout the corridor to improve sight lines.
										Corridor-wide: Stripe high-visibility crosswalks at all marked crossings. Install curb extensions where feasible based on evaluation of vehicle turning movements (emergency vehicles, transit, as well as trucks and other heavy vehicles).
										Corridor-wide: Install ergonomic crosswalks at all signalized intersection crosswalks.
										Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance.
										Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections
										Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance.
										Corridor-wide: Extend sidewalk to curb line at all bus stop boarding/alighting areas.
										Corridor-wide: Relocate all near-side bus stops to the far-side of intersections. (Stop IDs 33241 & 33239)
										Corridor-wide: "Review Corridor striping plans to determine if travel lanes can be narrowed to 11' with minimum 2' shoulders or minimum 8' parking lanes."
										Multiple Locations: Evaluate potential for geometric and traffic-control-based safety improvements to intersections. *Focus Areas: Belleville Avenue at Parkview Avenue, Belleville Avenue at Union Avenue, Belleville Avenue at Clinton Avenue, & Rutgers Street at Main Street.*
										Multiple Locations: Evaluate installation of high-visibility crosswalk and RRFB across Belleville Avenue/Rutgers Street. *Focus Areas: Belleville Avenue at Parkview Avenue, Belleville Avenue at Branch Brook Drive, Belleville Avenue at Mount Prospect Avenue, Belleville Avenue at Dewitt Avenue, & Rutgers Street at Valley Street.*
										Along Belleville Avenue between Parkview Avenue and Parkside Drive install sidewalk on the southern (eastbound) side.
										On Belleville Avenue between Parkview Avenue and Union Avenue: conduct a speed analysis to determine if speeding if speeding is an issue; if so install speed radar feedback signs and relevant pavement markings
										Rutgers Road between Washington Street and Main Street: extend curbs to better align roadway and sidewalks.

Essex County Priority Projects

Instructions: Review the suggested safety treatments by roadway in column K. In the fields highlighted in Green, indicate support or lack of support using the dropdown menus, and add additional comments if desired.

13	FRANKLIN AVENUE (Mill Street to Liberty Avenue)	645	07000645_ _	0.85	1.88	County	Belleville	5	14	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment.
										Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards.
										Corridor-wide: Prohibit parking within 20-25 feet of intersections (Daylighting) on the minor road approaches throughout the corridor to improve sight lines.
										Corridor-wide: Stripe high-visibility crosswalks at all marked crossings.
										Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance.
										Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections.
										Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance.
										Corridor-wide: Extend sidewalk to curb line at all bus stop boarding/alighting areas.
										Corridor-wide: Relocate all near-side bus stops to the far-side of intersections.
										Corridor-wide: Install sidewalk where currently missing with the intent to complete a continuous sidewalk network on both sides of the road.
										Corridor-wide: Review Franklin Avenue for Speed Limit Reductions.
										Franklin Avenue, between Mill Street and the northern limits of the Hendricks Field Golf Course: Consider a shared-use path on the northbound side of Franklin Avenue between Mill Street and the northern limits of the Hendricks Field Golf Course, where sidewalks are currently missing, making connections to Branch Brook Park in the south.
										Franklin Avenue, between Mill Street and Joralemon Street: Consider implementing a 4-lane to 3-lane road diet with center turn lanes throughout the corridor, including lane narrowing.
										Multiple Locations: Add new high-visibility crosswalks at select intersections on Franklin Avenue. *Focus Areas: Franklin Avenue at Mill Street and Arthur Street.*
										Franklin Avenue and Belleville Avenue intersection: Evaluate opportunities for geometric reconfiguration to simplify intersection.
										Franklin Avenue and Arthur Street intersection: install an RRFB across Franklin Avenue.
										Franklin Avenue and Joralemon Street intersection: Install hardened centerlines at all approaches.
14	BELLEVILLE AVENUE (Herman Street to Forest Drive)	506	00000506_ _	7.5	8.49	County	Bloomfield/Glen Ridge	5	5	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment.
										Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards.
										Corridor-wide: Prohibit parking within 20-25 feet of intersections (Daylighting) on the minor road approaches throughout the corridor to improve sight lines.
										Corridor-wide: Stripe high-visibility crosswalks at all marked crossings.
										Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance.
										Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections.
										Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance.
										Corridor-wide: Extend sidewalk to curb line at all bus stop boarding/alighting areas.
										Corridor-wide: Relocate all near-side bus stops to the far-side of intersections.
										Corridor-wide: Review Belleville Avenue for Speed Limit Reductions.
										Multiple Locations: Evaluate the need for a left turn lane on Belleville Avenue. *Focus Areas: Belleville Avenue at Ridgewood Avenue and Broad Street.*
										Belleville Avenue and High Street intersection: Install advance intersection warning signage or transverse rumble strips on northbound Belleville Avenue ahead of the horizontal curve.
										Belleville Avenue and Forest Drive intersection: Install new high-visibility crosswalks and RRFBs.

Essex County Priority Projects

Instructions: Review the suggested safety treatments by roadway in column K. In the fields highlighted in Green, indicate support or lack of support using the dropdown menus, and add additional comments if desired.

15	FRANKLIN AVENUE (Harrison Street to High Street)	645	07000645__	2.45	3.52	County	Nutley	4	34	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment. Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards. Implement Leading Pedestrian Intervals (LPIs) at all signalized intersections. Corridor-wide: Stripe high-visibility crosswalks at all marked crossings. Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance. Corridor-wide: Review Franklin Avenue for Speed Limit Reductions. Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections. Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance. Corridor-wide: Prohibit parking within 20-25 feet of intersections (Daylighting) on the minor road approaches throughout the corridor to improve sight lines. Multiple Locations: Install high-visibility crosswalks and an RRFB across Franklin Avenue. *Focus Areas: Franklin Avenue between Centre Street and William Street, Franklin Avenue at William Street, New Street, Church Street, Adams Street, and Franklin Terrace.* Franklin Avenue and Centre Street Intersection: Install high-visibility crosswalks at intersection.
16	EAGLE ROCK AVENUE (Harrison Avenue to Haller Road)	611	07000611__	0.00	2.22	County	West Orange	5	3	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment. Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards. Corridor-wide: Prohibit parking within 20-25 feet of intersections (Daylighting) on the minor road approaches throughout the corridor to improve sight lines. Corridor-wide: Stripe high-visibility crosswalks at all marked crossings. Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance. Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections. Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance. Corridor-wide: Extend sidewalk to curb line at all bus stop boarding/alighting areas. Corridor-wide: Relocate all near-side bus stops to the far-side of intersections. Corridor-wide: Review Eagle Rock Avenue for Speed Limit Reductions. Eagle Rock Avenue between Harrison Avenue to Calvin Terrace: Consider implementing a 3-lane to 2-lane road diet. Multiple Locations: Evaluate opportunities for geometric reconfiguration to simplify intersections on Eagle Rock Avenue. Focus Areas: Eagle Rock Avenue at Main Street, Harrison Street, Mountain Avenue, and Prospect Avenue. Eagle Rock Avenue, between Mountain Avenue and Crest Drive: Install enhanced delineation treatments, including chevrons and HFST. Eagle Rock Avenue and Blackburne Terrace: Install a PHB for pedestrians who utilize the NJ TRANSIT bus stops in conjunction with sidewalks.
17	SOUTH ORANGE AVENUE (Peach Tree Hill Road to Latham Court)	510	00000510__	18.36	19.34	County	Livingston	3	1	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment. Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards. Implement Leading Pedestrian Intervals (LPIs) at all signalized intersections. Corridor-wide: Stripe high-visibility crosswalks at all marked crossings. Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance. Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections. Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance. Corridor-wide: Review South Orange Avenue for Speed Limit Reductions. Corridor-wide: Consider implementing a 4-lane to 3-lane road diet with center turn lanes throughout the corridor, including lane narrowing. Multiple Locations: Evaluate opportunities for geometric reconfiguration to simplify intersections on South Orange Avenue. *Focus Areas: South Orange Avenue at Eisenhower Parkway and Livingston Mall/St. Barnabas Drive Driveways.* South Orange Avenue at Walnut Street: Install RPMs or centerline rumble strips. South Orange Avenue between Eisenhower Parkway and Walnut Street: Install advance warning signage and stripping for horizontal roadway curvature.

Essex County Priority Projects

Instructions: Review the suggested safety treatments by roadway in column K. In the fields highlighted in Green, indicate support or lack of support using the dropdown menus, and add additional comments if desired.

18	BLOOMFIELD AVENUE (Kirkpatrick Lane to Park Avenue)	506	00000506__	1.07	4.64	County	Caldwell/Essex Fells/North Caldwell/Verona/West Caldwell	12	47	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment.
										Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards. Implement Leading Pedestrian Intervals (LPIs) at all signalized intersections.
										Corridor-wide: Prohibit parking within 20-25 feet of intersections (Daylighting) on the minor road approaches throughout the corridor to improve sight lines.
										Corridor-wide: Stripe high-visibility crosswalks at all marked crossings. Install curb extensions where feasible based on evaluation of vehicle turning movements (emergency vehicles, transit, as well as trucks and other heavy vehicles).
										Corridor-wide: Install ergonomic crosswalks at all signalized intersection crosswalks.
										Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance.
										Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections
										Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance.
										Corridor-wide: Extend sidewalk to curb line at all bus stop boarding/alighting areas.
										Corridor-wide: Relocate all near-side bus stops to the far-side of intersections.
										Corridor-wide: Review Bloomfield Avenue for speed limits reductions.
										Corridor-wide: Install Hardened Centerlines at all signalized locations.
										Corridor-wide: Consider implementing a 4-lane to 3-lane road diet with center turn lanes throughout the corridor, including lane narrowing.
										Corridor-wide: Install High Friction Surface Treatment (HFST) throughout the corridor.
										Multiple Locations: Install Pedestrian Refuge Islands to shorten crossing distances for Pedestrians on Bloomfield Avenue. Focus Areas: Bloomfield Avenue at Passaic Avenue, Brookside Avenue, Roseland Avenue, Grove Avenue, and Lakeside Avenue.
										Multiple Locations: Evaluate opportunities for geometric reconfiguration to simplify intersections on Bloomfield Avenue. Focus Areas: Bloomfield Avenue at Fairfield Avenue, Academy Road, Fairview Avenue, South Prospect Street/Grove Avenue, Claremont Avenue, and Lakeview Place.
										Multiple Locations: Install Horizontal Curve Warning Signage and Pavement Markings on Bloomfield Avenue. Focus Areas: Bloomfield Avenue between Passaic Avenue to Dood Road, Gray Street to Lane Avenue, Westover Avenue to Central Avenue, Park Avenue to Smull Avenue, Arlington Avenue to University Drive, and Forest Avenue to East Lincoln Street.
19	CHANCELLOR AVENUE (Springfield Avenue to Elizabeth Avenue)	601	07000601__	0.00	2.65	County	Irvington/Maplewood/ Newark	21	50	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment.
										Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards. Implement Leading Pedestrian Intervals (LPIs) at all signalized intersections.
										Corridor-wide: Prohibit parking within 20-25 feet of intersections (Daylighting) on the minor road approaches throughout the corridor to improve sight lines.
										Corridor-wide: Stripe high-visibility ergonomic crosswalks at all marked crossings. Install curb extensions where feasible based on evaluation of vehicle turning movements (emergency vehicles, transit, as well as trucks and other heavy vehicles).
										Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance.
										Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections.
										Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance.
										Corridor-wide: Extend sidewalk to curb line at all bus stop boarding/alighting areas.
										Corridor-wide: Relocate all near-side bus stops to the far-side of intersections.
										Corridor-wide: Provide shelters at bus stops along the corridor where missing and where space allows.
										Corridor-wide: Stripe edge lines throughout the corridor to narrow and delineate the travel lane.
										Corridor-wide: Review Chancellor Avenue for speed limits reductions.
										Multiple Locations: Install Hardened Centerlines at all signalized locations. Focus Areas: Chancellor Avenue at Fabyan Place and Elizabeth Avenue.
										Multiple Locations: Add new high-visibility crosswalks and RRFBs at selection intersections on Chancellor Avenue. *Focus Areas: Chancellor Avenue at Sheridan Street, Schley Street, and Wainwright Street.*
										Multiple Locations: Evaluate the need for Left Turn Lanes on Chancellor Avenue intersection approaches. *Focus Areas: Chancellor Avenue at Union Avenue.*
										Multiple Locations: Evaluate opportunities for geometric reconfiguration to simplify intersections on Chancellor Avenue. *Focus Areas: Chancellor Avenue at Nesbit Terrace, Essex Street/Krotik Place, Parkview Terrace, and at Elizabeth Avenue.*
										Chancellor Avenue and Lincoln Place intersection: Install high-friction surface treatment (HFST) on the southbound approach to Lincoln Place.
										Chancellor Avenue, between Campfield Street and Woolsey Street: Consider consolidating the driveway ingress/egress points.

Essex County Priority Projects

Instructions: Review the suggested safety treatments by roadway in column K. In the fields highlighted in Green, indicate support or lack of support using the dropdown menus, and add additional comments if desired.

20	BROAD STREET; WEST PASSAIC AVENUE/DARLING AVENUE (Eaton Place to Bellevue Avenue; Broad Street to Sylvan Road)	509; 622	00000509_ _; 07000622_ _	25.29; 0.00	26.20; 1.01	County	Bloomfield	9	21	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment. Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards. Implement Leading Pedestrian Intervals (LPIs) at all signalized intersections. Corridor-wide: Prohibit parking within 20-25 feet of intersections (Daylighting) on the minor road approaches throughout the corridor to improve sight lines. Corridor-wide: Stripe high-visibility crosswalks at all marked crossings. Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance. Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance. Corridor-wide: Extend sidewalk to curb line at all bus stop boarding/alighting areas. Corridor-wide: Relocate all near-side bus stops to the far-side of intersections. West Passaic Avenue/Darling Avenue at Kingsland Street: Evaluate opportunities for geometric reconfiguration to simplify intersection. West Passaic Avenue/Darling Avenue between Sylvan Road and Byrd Avenue review the need for speed limit reductions. Broad Street and MacLeod Lane intersection: Install RRFB across Broad Street.
21	STUYVESANT AVENUE (Leslie Place to South Orange Avenue)	619	07000619__	0.71	2.89	County	Irvington/Newark	12	56	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment. Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards. Implement Leading Pedestrian Intervals (LPIs) at all signalized intersections. Corridor-wide: Prohibit parking within 20-25 feet of intersections (Daylighting) on the minor road approaches throughout the corridor to improve sight lines. Additionally, consider adding "DO NOT BLOCK" boxes at intersections where cars frequently street parked. Corridor-wide: Stripe high-visibility crosswalks at all marked crossings. Install curb extensions where feasible based on evaluation of vehicle turning movements (emergency vehicles, transit, as well as trucks and other heavy vehicles). Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance. Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections. Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance. Corridor-wide: Extend sidewalk to curb line at all bus stop boarding/alighting areas. Corridor-wide: Relocate all near-side bus stops to the far-side of intersections. Corridor-wide: Review Stuyvesant Avenue for Speed Limit Reductions. BIKENewark recommended bike boulevard between South Orange Avenue and Springfield Avenue, along with lowering speeds to 20 mph and integrating traffic calming. Stuyvesant Avenue and Springfield Avenue Intersection: Evaluate opportunities for geometric reconfiguration to simplify intersection.
22	PASSAIC AVENUE (Westville Avenue to Henderson Drive)	613	07000613__	1.91	2.90	County	West Caldwell	4	6	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment. Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards. Implement Leading Pedestrian Intervals (LPIs) at all signalized intersections. Corridor-wide: Prohibit parking within 20-25 feet of intersections (Daylighting) on the minor road approaches throughout the corridor to improve sight lines. Corridor-wide: Stripe high-visibility crosswalks at all marked crossings. Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance. Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections. Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance. Passaic Avenue between Kirkpatrick Lane and Bloomfield Avenue: Consider access management strategies focusing on left turns in and out of the shopping areas. Passaic Avenue and Bloomfield Avenue Intersection: Implement No Right Turn On Red on Passaic Ave

Essex County Priority Projects

Instructions: Review the suggested safety treatments by roadway in column K. In the fields highlighted in Green, indicate support or lack of support using the dropdown menus, and add additional comments if desired.

23	MILL STREET; UNION AVENUE (Main Street to Union Avenue; Mill Street to Malone Avenue)	672; 647	07000672_ _; 07000647_ _	0.00; 0.00	0.61; 1.00	County	Belleville	13	22	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment. Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards. Implement Leading Pedestrian Intervals (LPIs) at all signalized intersections. Corridor-wide: Prohibit parking within 20-25 feet of intersections (Daylighting) on the minor road approaches throughout the corridor to improve sight lines. Corridor-wide: Stripe high-visibility crosswalks at all marked crossings. Install curb extensions where feasible based on evaluation of vehicle turning movements (emergency vehicles, transit, as well as trucks and other heavy vehicles). Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance. Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections. Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance. Corridor-wide: Extend sidewalk to curb line at all bus stop boarding/alighting areas. Corridor-wide: Relocate all near-side bus stops to the far-side of intersections. Corridor-wide: Consider using speed tables with raised pavement markings where mid-block pedestrian crossings are present. Multiple Locations: Evaluate opportunities for geometric reconfiguration to simplify intersections on Union Avenue and Mill Street. *Focus Areas: Mill Street at Bridge Street and Union Avenue at Belleville Avenue.*
24	NORTHFIELD AVENUE (Vizcaya Boulevard to Saint Cloud Avenue)	508	00000508_	3.31	4.28	County	West Orange	3	2	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment. Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards. Implement Leading Pedestrian Intervals (LPIs) at all signalized intersections. Corridor-wide: Prohibit parking within 20-25 feet of intersections (Daylighting) on the minor road approaches throughout the corridor to improve sight lines. Corridor-wide: Stripe high-visibility crosswalks at all marked crossings. Install curb extensions where feasible based on evaluation of vehicle turning movements (emergency vehicles, transit, as well as trucks and other heavy vehicles). Corridor-wide: Install ergonomic crosswalks at all signalized intersection crosswalks. Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance. Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance. Corridor-wide: Extend sidewalk to curb line at all bus stop boarding/alighting areas. Corridor-wide: Relocate all near-side bus stops to the far-side of intersections. Corridor-wide: Review Northfield Avenue for Speed Limit Reductions. Corridor-wide: Install Hardened Centerlines at all signalized locations. Multiple Locations: Install Horizontal Curve Warning Signage and Pavement Markings on Northfield Avenue. Focus Areas: Northfield Avenue between Woods End Road and Cedar Avenue and between Sheridan Avenue and Westview Road Multiple Locations: Evaluate opportunities for geometric reconfiguration to simplify intersections on Northfield Avenue. *Focus Areas: Northfield Avenue at Cherry Lane/Pleasant Valley Way and Warnick Lane.*

Essex County Priority Projects

Instructions: Review the suggested safety treatments by roadway in column K. In the fields highlighted in Green, indicate support or lack of support using the dropdown menus, and add additional comments if desired.

25	SANFORD AVENUE/SANFORD STREET (Sandford Place to Central Avenue)	605	07000605__	0.63	2.74	County	Irvington/East Orange/Newark	6	14	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment. Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards. Implement Leading Pedestrian Intervals (LPIs) at all signalized intersections. Corridor-wide: Prohibit parking within 20-25 feet of intersections (Daylighting) on the minor road approaches throughout the corridor to improve sight lines. Corridor-wide: Stripe high-visibility crosswalks at all marked crossings. Install curb extensions where feasible based on evaluation of vehicle turning movements (emergency vehicles, transit, as well as trucks and other heavy vehicles). Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance. Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections. Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance. Corridor-wide: Extend sidewalk to curb line at all bus stop boarding/alighting areas. Corridor-wide: Relocate all near-side bus stops to the far-side of intersections. Corridor-wide: Review Sanford Avenue/Sanford Street for Speed Limit Reductions. Sanford Avenue, between South Orange Avenue and Springfield Avenue: BIKENewark recommended bike boulevard along with lowering speeds to 20 mph and integrating traffic calming.
26	SCOTLAND ROAD/HIGH STREET (Montrose Avenue to Park Avenue)	638	07000638__	2.95	4.95	County	Orange/South Orange	5	20	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment. Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards. Implement Leading Pedestrian Intervals (LPIs) at all signalized intersections. Corridor-wide: Prohibit parking within 20-25 feet of intersections (Daylighting) on the minor road approaches throughout the corridor to improve sight lines. Corridor-wide: Stripe high-visibility crosswalks at all marked crossings. Install curb extensions where feasible based on evaluation of vehicle turning movements (emergency vehicles, transit, as well as trucks and other heavy vehicles). Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance. Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections. Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance. Corridor-wide: Extend sidewalk to curb line at all bus stop boarding/alighting areas. Corridor-wide: Relocate all near-side bus stops to the far-side of intersections. Scotland Road, between Waverly Place and Main Street: Consider implementing a 4-lane to 3-lane road diet with center turn lanes throughout the corridor, including lane narrowing. Multiple Locations: Add a new high-visibility crosswalk and RRFBs at unsignalized crossings of Scotland Road and High Street. Focus Areas: Scotland Road at Lawn Ridge Road, Willow Street, McChesney Street, Joyce Street, and between Main Street and White Street. Multiple Locations: Install Pedestrian Refuge Islands to shorten crossing distances on Scotland Road/High Street. *Focus Areas: Scotland Road at Joyce Street and Frankfort Street.* Multiple Locations: Evaluate opportunities for geometric reconfiguration to simplify intersections on Scotland Road and High Street. Focus Areas: Scotland Road at Montrose Avenue, Christopher Street, Nassau Street, Freeman Street, Mitchell Street/New England Terrace, and Glebe Street/Mechanic Street. Scotland Road and Tremont Avenue intersection: Consider the installation of High Friction Surface Treatment on the westbound approach to Scotland Road.

Essex County Priority Projects

Instructions: Review the suggested safety treatments by roadway in column K. In the fields highlighted in Green, indicate support or lack of support using the dropdown menus, and add additional comments if desired.

27	FRANKLIN STREET/BROAD STREET (Hill Street to Glen Ridge Parkway)	509	00000509__	22.36	24.57	County	Bloomfield	9	29	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment. Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards. Implement Leading Pedestrian Intervals (LPIs) at all signalized intersections. Corridor-wide: Prohibit parking within 20-25 feet of intersections (Daylighting) on the minor road approaches throughout the corridor to improve sight lines. Corridor-wide: Stripe high-visibility crosswalks at all marked crossings. Install curb extensions where feasible based on evaluation of vehicle turning movements (emergency vehicles, transit, as well as trucks and other heavy vehicles). Corridor-wide: Install ergonomic crosswalks at all signalized intersection crosswalks. Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance. Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance. Corridor-wide: Extend sidewalk to curb line at all bus stop boarding/alighting areas. Corridor-wide: Relocate all near-side bus stops to the far-side of intersections. Corridor-wide: Review Broad Street and Franklin Street for Speed Limit Reductions. Corridor-wide: Install edge line stripping to make minimum width travel lanes. Multiple Locations: Evaluate opportunities for geometric reconfiguration to simplify intersections on Franklin Street and Broad Street. *Focus Areas: Franklin Street at John F Kennedy Drive South and Broad Street, and Broad Street at Glen Ridge Parkway.*
28	MOUNT PLEASANT AVENUE (Prospect Avenue to Gregory Avenue; Gregory Avenue to Main Street)	577; 660	00000577_; 07000660_	0.00; 9.10	0.61; 9.50	County	West Orange	7	5	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment. Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards. Implement Leading Pedestrian Intervals (LPIs) at all signalized intersections. Corridor-wide: Prohibit parking within 20-25 feet of intersections (Daylighting) on the minor road approaches throughout the corridor to improve sight lines. Corridor-wide: Stripe high-visibility crosswalks at all marked crossings. Install curb extensions where feasible based on evaluation of vehicle turning movements (emergency vehicles, transit, as well as trucks and other heavy vehicles). Corridor-wide: Install ergonomic crosswalks at all signalized intersection crosswalks. Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance. Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance. Corridor-wide: Extend sidewalk to curb line at all bus stop boarding/alighting areas. Corridor-wide: Relocate all near-side bus stops to the far-side of intersections. Corridor-wide: Review Mount Pleasant Avenue for Speed Limit Reductions. Mount Pleasant Avenue between Jones Place and Main Street: Consider implementing a 4-lane to 3-lane road diet with center turn lanes throughout the corridor, including lane narrowing. Multiple Locations: Install Horizontal Curve Warning Signage and Pavement Markings on Mount Pleasant Avenue. Focus Areas: Mount Pleasant Avenue between Ridge Road and Jones Place and between Gregory Avenue and Highland Place Mount Pleasant Avenue between Ridge Road and Jones Place: Evaluate opportunities for geometric reconfiguration of roadway curblines to simplify roadway.
29	PROSPECT AVENUE (Boland Drive to Woodland Avenue)	577	00000577__	11.07	11.78	County	West Orange	1	1	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment. Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards. Corridor-wide: Stripe high-visibility crosswalks at all marked crossings. Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance. Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections. Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance. Corridor-wide: Review Prospect Avenue for speed limits reductions. Corridor-wide: Install raised pavement markers in conjunction with retroreflective striping throughout the corridor to improve lane visibility. Multiple Locations: Evaluate opportunities for geometric reconfiguration to simplify intersections on Prospect Avenue. *Focus Areas: Prospect Avenue at Eagle Rock Avenue and Nicholas Avenue.* Prospect Avenue and Woodland Avenue intersection: Install high-friction surface treatment at the intersection approaches.

Essex County Priority Projects

Instructions: Review the suggested safety treatments by roadway in column K. In the fields highlighted in Green, indicate support or lack of support using the dropdown menus, and add additional comments if desired.

30	BAY AVENUE; RIDGEWOOD AVENUE (Walnut Crescent to Broad Street; Snowden Place to Bay Avenue)	654; 653	07000653_ _; 07000654_ _	0.00; 1.10	0.55; 2.06	County	Bloomfield/Glen Ridge/Montclair	5	9	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment. Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards. Implement Leading Pedestrian Intervals (LPIs) at all signalized intersections. Corridor-wide: Stripe high-visibility crosswalks at all marked crossings. Install curb extensions where feasible based on evaluation of vehicle turning movements (emergency vehicles, transit, as well as trucks and other heavy vehicles). Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance. Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections. Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance. Corridor-wide: Review Bay Avenue and Ridgewood Avenue for speed limits reductions. Corridor-wide: Install High Friction Surface Treatment (HFST) throughout the corridors,. Multiple Locations: Consider a pedestrian refuge island and possible PHB at the crosswalk at the train station. *Focus Areas: Ridgewood Avenue at Woodland Avenue and at the Glen Ridge Train Station* Multiple Locations: Install hardened centerlines. *Focus Areas: Ridgewood Avenue at Bloomfield Avenue, Bay Avenue at Broad Street* Multiple Locations: Install an RRFB. *Focus Areas: Ridgewood Avenue at Wildwood Terrace and Baldwin Street, Bay Avenue at Cambridge Road.* Multiple Locations: Stripe edge lines to create 11' travel lanes. *Focus Areas: Ridgewood Avenue, From Woodland Avenue to Bloomfield Avenue, Bay Avenue* Multiple Locations: Evaluate the need for horizontal curve warning signage at the horizontal curve in both directions. *Focus Areas: Ridgewood Avenue, between Wildwood Terrace and Osborne Street; Bay Avenue between Forest Avenue and Cambridge Avenue* Multiple Locations: Stripe a high-visibility crosswalk. *Focus Areas: Ridgewood Avenue at Baldwin Street, Bay Avenue at Sherman Avenue* Multiple Locations: Evaluate opportunities for geometric reconfiguration to simplify intersections on Bay Avenue and Ridgewood Avenue. *Focus Areas*: Ridgewood Avenue at Bay Avenue and Bay Avenue at Walnut Crescent.
31	SOUTH LIVINGSTON AVENUE (West Hobart Gap Road to Civic Center Road (North))	649	07000649__	3.80	4.76	County	Livingston	3	5	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment. Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards. Implement Leading Pedestrian Intervals (LPIs) at all signalized intersections. Corridor-wide: Prohibit parking within 20-25 feet of intersections (Daylighting) on the minor road approaches throughout the corridor to improve sight lines. Corridor-wide: Stripe high-visibility crosswalks at all marked crossings. Install curb extensions where feasible based on evaluation of vehicle turning movements (emergency vehicles, transit, as well as trucks and other heavy vehicles). Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance. Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance. Corridor-wide: Extend sidewalk to curb line at all bus stop boarding/alighting areas. Corridor-wide: Relocate all near-side bus stops to the far-side of intersections. Corridor-wide: Review South Livingston Avenue for speed limits reductions. Corridor-wide: "Review Corridor striping plans to determine if travel lanes can be narrowed to 11' with minimum 2' shoulders or minimum 8' parking lanes." Multiple Locations: Evaluate potential for geometric and traffic-control-based safety improvements to intersections. *Focus Areas: South Livingston Avenue at East Harrison Place and South Livingston Avenue at Civic Center Road.* Multiple Locations: Evaluate installation of high-visibility crosswalk and RRFB across Belleville Avenue/Rutgers Street. *Focus Areas: South Livingston Avenue at Shoprite Driveway, South Livingston Avenue at Wardell Road, & South Livingston Avenue in front of Aquinas Academy.* Multiple Locations: Evaluate installation of high-visibility crosswalks at locations along Belleville Avenue: *Focus Areas: Northern leg of South Livingston Avenue at Civic Center Road.* South Livingston Avenue between West Hobart Gap Road and Concord Drive consider a 4 to 3 lane road diet. South Livingston Avenue between Symington Avenue and Amherst Place consider a 4 to 3 lane road diet. Also consider extending curbs out to create a narrow road with a transition area into the area around Civic Center Road.

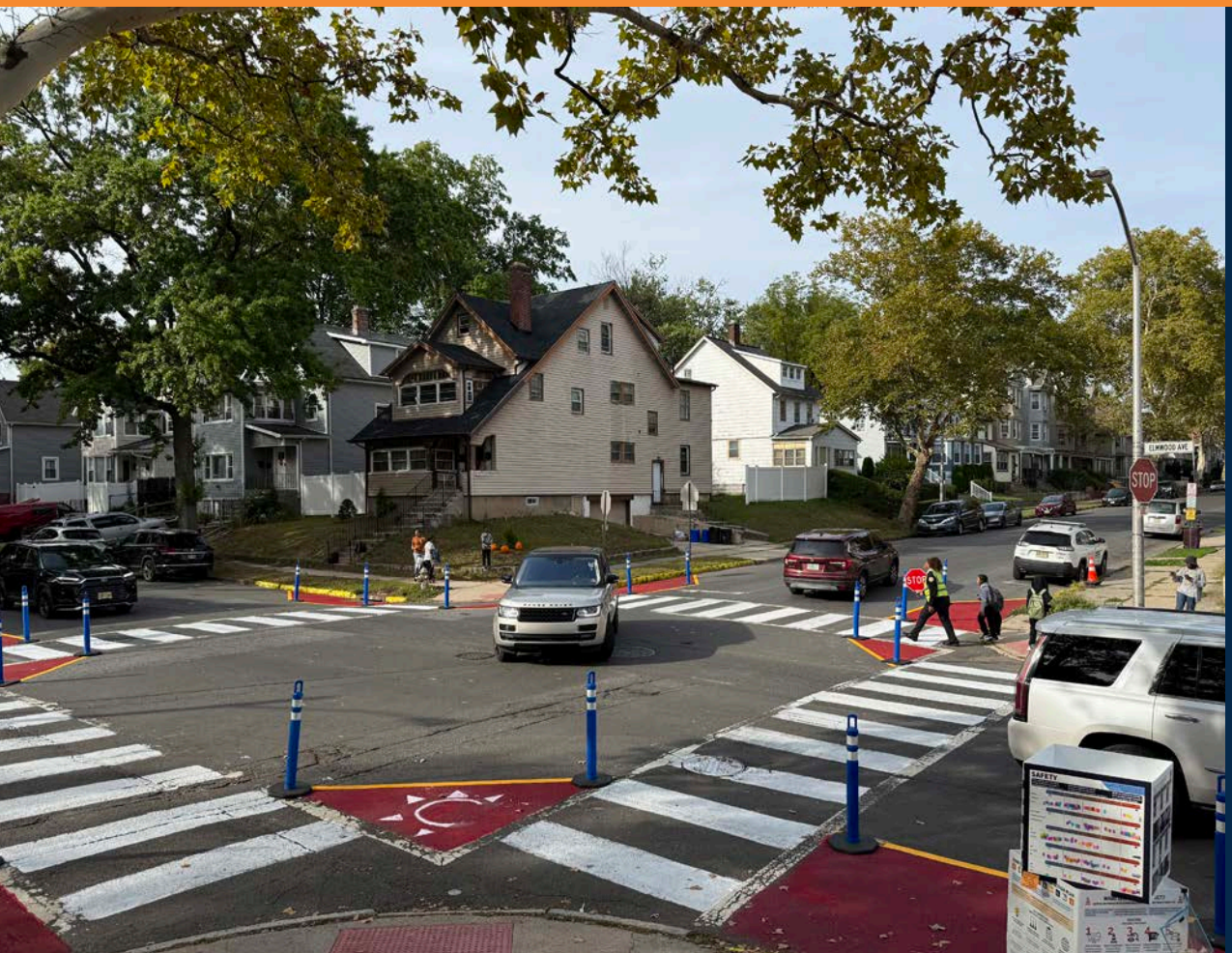
Essex County Priority Projects

Instructions: Review the suggested safety treatments by roadway in column K. In the fields highlighted in Green, indicate support or lack of support using the dropdown menus, and add additional comments if desired.

32	GROVE STREET/NORTH GROVE STREET/WATSESSING AVENUE; FRANKLIN STREET (Springdale Avenue to Franklin Street; Watsessing Avenue to Franklin Avenue)	509; 670	00000509_ _; 07000670_ _	20.43; 0.00	21.80; 0.58	County	Belleville/Bloomfield/East Orange/Newark	7	49	Corridor-wide: Upgrade traffic signals throughout corridor to comply with MUTCD standards for location, positioning, arrangement, size (12" signal heads), and number of signal faces (including those for pedestrians, bicycles, and transit). Update vehicle detection, pedestrian push buttons, and signal controller equipment as necessary to ensure the longevity of the traffic signal. Install backplates with retroreflective borders. Install new signal poles, mast arms, conduit, and other appurtenances as necessary to accommodate updated signal design and equipment.
										Corridor-wide: Evaluate existing Yellow Change Intervals (YCI), Red Clearance Intervals (RCI), Ped Crossing Phase, and Ped Don't Walk phase lengths at signalized intersections throughout the corridor to comply with MUTCD standards. Implement Leading Pedestrian Intervals (LPIs) at all signalized intersections.
										Corridor-wide: Prohibit parking within 20-25 feet of intersections (Daylighting) on the minor road approaches throughout the corridor to improve sight lines.
										Corridor-wide: Stripe high-visibility crosswalks at all marked crossings. Install curb extensions where feasible based on evaluation of vehicle turning movements (emergency vehicles, transit, as well as trucks and other heavy vehicles).
										Corridor-wide: Reconstruct and relocate curb ramps as necessary to comply with ADA standards. Reconstruct sidewalk where necessary to maintain state of good repair and ensure ADA-compliance.
										Corridor-wide: Relocate stop bars to maintain minimum setbacks from crosswalks: 8-feet at signalized and 4-feet at unsignalized intersections.
										Corridor-wide: Evaluate street lighting and install additional lighting as necessary to provide uniform illuminance.
										Corridor-wide: Extend sidewalk to curb line at all bus stop boarding/alighting areas.
										Corridor-wide: Relocate all near-side bus stops to the far-side of intersections.
										Corridor-wide: Review Grove Street/North Grove Street/Watsessing Avenue and Franklin Street for speed limits reductions.
										Corridor-wide: Install hardened centerlines at all signalized intersections.
										Multiple Locations: Add High-visibility crosswalks and an RRFB. *Focus Areas: North Grove Street at Rutledge Avenue, Sawyer Avenue, Grove Street at Royalton Place, Beardsley Avenue, Chester Avenue, and Watsessing Avenue, Franklin Street at Florence Avenue and North 7th Street.*
										Watsessing Avenue and Fontaine Avenue intersection: Consider a pedestrian refuge island.
										Watsessing Avenue and Fontaine Avenue intersection: Consider a pedestrian refuge island.
										Watsessing Avenue and Franklin Street intersection: Evaluate opportunities for geometric reconfiguration to simplify intersection

ESSEX
SAFE STREETS 4 ALL

Essex County Safe Streets For All Action Plan



APPENDIX F: RESOLUTION OF ADOPTION

October 2025

COUNTY OF ESSEX NEW JERSEY
BOARD OF COUNTY COMMISSIONERS

State of New Jersey,}
County of Essex} ss

I Kathy Brown Deputy Clerk of the Board of County Commissioners of the County of Essex in the State of New Jersey

Do Hereby Certify, the foregoing to be a true copy of a resolution adopted at a meeting of said Board on Wednesday

the 14th day of January 2026 together with the certification, signatures and endorsements thereon.

RESOLUTION NO. R-2026-00017, 00018, 00019, 00020, 00021, 00022, 00023, 00024, 00029, 00030, 00031, 00032, 00033, 00035, 00037, 00038, 00039, 00040, 00041, 00042, 00064

IN Testimony WHEREOF, I have hereunto set my hand and affixed the official seal of said County at Newark this 16th day of January A.D. 2026

Deputy Clerk of the Board

RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS
COUNTY OF ESSEX

RESOLUTION NO. R-2026 00032 **AUTHORITY FOR RESOLUTION:** N.J.S.A. 40:41A-38(n)

PROPOSED BY: COUNTY EXECUTIVE **AUTHORITY FOR ACTION:** N.J.S.A. 40:41A-36(i)

SUBJECT: DEPARTMENT OF PUBLIC WORKS, DIVISION OF ROADS AND BRIDGES - RESOLUTION TO ADOPT THE ESSEX COUNTY SS4A SAFETY ACTION PLAN

WHEREAS, the United States Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) discretionary grant program funds regional, local and Tribal initiatives to prevent roadway deaths and serious injuries; and

WHEREAS, the County was previously awarded a SS4A Planning Grant through the USDOT to develop the Essex SS4A Action Plan (the "Plan"); and

WHEREAS, in October 2024, the County established the Action Plan Advisory Committee (APAC) to ensure intercounty collaboration on the Plan; and

WHEREAS, the APAC has met routinely since January 2025, to inform creation of the Plan; and

WHEREAS, public comments that were received were addressed in the October 2025 Action Plan; and

WHEREAS, adoption of the Plan and target year satisfies the requirements of the SS4A Planning Grant awarded to the County to support the creation of the Plan and will allow the County to become eligible to apply to implementation funding for street design improvements; and

WHEREAS, it is in the best interests of Essex County to approve the Action Plan and the target year for zero deaths on County roads as 2045.

NOW, THEREFORE, BE IT RESOLVED, by the Board of Commissioners of the County of Essex, that:

1. The Essex County SS4A Action Plan and Target Year for zero deaths on County Roads as 2045 is hereby adopted as subject to minor revisions recommended by the USDOT may be incorporated without further action.

2. The County Administrator and County Engineer shall be authorized to take any and all steps necessary to effectuate the formal submittal of this Plan with the USDOT.

3. That this Resolution shall take effect immediately.

4. That a copy of this Resolution be forwarded to the Department of Public Works.

Approved as to form and legality _____ Date 1/6/26

ESSEX COUNTY COUNSEL

RECORD OF VOTE (X=Vote N.V.=Abstention ABS=Absent)

Moved by Commissioner Sebold
Second by Commissioner Mercado

Commissioner	Yes	No	N.V.	ABS	Commissioner	Yes	No	N.V.	ABS
Cooper,	X				Pomares, Pres.	X			
Gill				X	Richardson	X			
Luciano	X				Sebold	X			
Mercado	X				Sermons	X			
Murray–Thomas,V.P.	X								

It is hereby certified that the foregoing Resolution was (X) adopted ( ) defeated ( ) tabled by roll call vote at a Regular meeting of the Board of County Commissioners of the County of Essex, New Jersey held on 1.14.26.

Is Publication Required ( ) Yes ( ) No

Date Published _____

Carlos M. Pomares, President

RECEIVED
CLERK OF THE BOARD
2026 JAN -9 PM 2:32
ESSEX COUNTY
BOARD OF CHOSEN FREEHOLDERS

Safe Streets Action Plan
12/23/2025

Essex County Final Report

October 2025 | Essex County, New Jersey