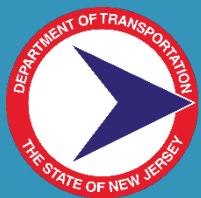




Road Safety Audit:

CR 624 I (Lakeview Avenue) between
Clifton Avenue and Market Street,
Clifton and Paterson Cities, Passaic County



March 2020
Issued October 2020

TABLE OF CONTENTS

Executive Summary.....	iii
I. Introduction	1
A. Site Selection.....	1
B. What is a Road Safety Audit?.....	1
C. The Lakeview Avenue RSA Event	1
II. Corridor Description and Analysis.....	2
A. Study Location.....	2
B. Roadway and Intersection Characteristics.....	2
C. Existing Bicycle/Pedestrian Accommodations	2
D. Traffic Volumes	2
E. Transit Service.....	2
F. Community Profile	2
G. Redevelopment.....	3
III. Crash Findings	3
A. Temporal Trends	4
B. Collision Types.....	5
C. Severity	6
D. Roadway Surface & Light Condition.....	7
E. Location.....	8
IV. Identified Issues	10
V. Findings and Recommendations.....	12
A. Recommendations	12
B. Road Owner Response	16
A. Recommendation Visualizations.....	16
VI. Conclusions	23

LIST OF FIGURES

Figure 1 – Total Crashes by Month and Day of Week.....	4
Figure 2 – Pedestrian/Bicyclist Crashes by Month and Day of Week	5
Figure 3 – Crash Type Breakdown.....	6
Figure 4 – Severity (Pedestrian/Bicycle Crashes).....	6
Figure 5 – Surface Conditions (All Crashes)	7
Figure 6 – Light Conditions (All Crashes).....	7
Figure 7 – Surface Conditions (Pedestrian/Bicycle Crashes)	8
Figure 8 – Light Conditions (Pedestrian/Bicycle Crashes).....	8
Figure 9 – Total Crash Locations (2015-2017)	9
Figure 10 – Pedestrian Crash Locations (2013-2017)	9
Figure 12 – Pedestrian Facility Examples	17
Figure 13 – Sidewalk and Driveways (Source: CSDG)	18

Figure 14 – Bicycle Facility Examples	18
Figure 15 – Single Lane Roundabout Example (Source: CSDG)	19
Figure 18 – Example of a Green Neighborhood Street Typology (Source: NACTO-GI).....	20
Figure 18 – Example of a Green Neighborhood Street Typology (Source: NACTO-GI).....	21
Figure 18 – Example of a Two-Lane Downtown Street Typology (Source: NACTO-US).....	22
Figure 19 – Bioswale Example (Source: NACTO-US)	23

LIST OF TABLES

Table 1 – Lakeview Ave NJTPA LSP Ranking (Corridor)	1
Table 2 – Lakeview Ave NJTPA LSP Ranking (Intersection)	1
Table 3 – Lakeview Ave Area Demographics	3
Table 4 – Additional Crashes Associated with Lakeview Avenue	4
Table 5 – Overrepresented Crash Types (2015-2017)	5
Table 6 – Corridor-Wide Recommendations	12
Table 7 – Site-Specific Recommendations	14

APPENDICES

- A. RSA Team
- B. Area Map
- C. Traffic Data
- D. Vehicular Crash Diagrams
- E. Pedestrian Crash Diagrams
- F. Photographs
- G. Straight Line Diagrams
- H. Pre-Audit Presentation
- I. Additional Crashes Associated with Lakeview Avenue
- J. Excerpts from Municipal Master Plans / Reexamination Reports
- K. Excerpts from Passaic County Master Plan Reexamination Report
- L. Road Owner Response

Executive Summary

This document is the final report of the CR 624 I, Lakeview Avenue Road Safety Audit (RSA). It was conducted along Lakeview Avenue from Clifton Avenue in the City of Clifton to Market Street in and the City of Paterson, Passaic County. An RSA is an effective way of identifying crash-causing trends and appropriate countermeasures utilizing a nontraditional approach that promotes transportation safety while maintaining mobility.

Portions of this section of Lakeview Avenue were identified on NJTPA's Local Safety Program Network Screening list as high priority. According to the NJDOT crash database, 226 crashes occurred during the three-year period between January 1, 2015 and December 31, 2017 (excluding pedestrians/pedalcyclists) along the study area of Lakeview Avenue. Additionally, 14 pedestrian crashes occurred over the five-year period between January 1, 2013 and December 31, 2017.

This one-day RSA was conducted on Wednesday, October 2, 2019 from 9:30 am to 3:30 pm. The pre- and post-audit meetings were held in the Passaic County Engineering Office, located at 401 Grand Street, Paterson, NJ. Representatives from NJDOT, NJTPA and Passaic County were in attendance with NJDOT serving as the facilitator.

The RSA site and crash history are described in Sections II and III of this report, respectively. Section II also identifies previous and on-going studies conducted by the agency representatives. Corridor-wide and site-specific issues and recommendations, organized by location, are discussed in Section V. These recommendations addressed pedestrian safety by investigating curb extensions at intersections, repairing sidewalks and ensuring ADA compliance. Additionally, many suggestions were made to upgrade traffic signals, improve, and simplify signage, and improved lighting.

The recommendations contained herein were developed collaboratively with the roadway owner and local stakeholders from the RSA Team (members listed in Appendix A). The study partners have expressed interest in implementing many of the recommendations as time and funds allow. Many of the maintenance items, which are typically low cost, can be addressed without additional engineering.

Please note this RSA report does not constitute an engineering report. The agency responsible for design and construction should consult a licensed professional engineer in preparing the design and construction documents, to implement any of the safety countermeasures mentioned in this report.

I. Introduction

A. Site Selection

Portions of Lakeview Avenue were identified on NJTPA’s Local Safety Program Network Screening list as a high priority location, as shown in the below rankings. Of note, these rankings are based on 2014-2016 vehicular and 2012-2016 pedestrian crash data.

Table 1 – Lakeview Ave NJTPA LSP Ranking (Corridor)

Location	Ped Corridor	Regional Corridor
CR 624 I (Lakeview Ave)	#6 County (MP 0.38-1.38)	#23 County (MP 0.61-1.61)

Table 2 – Lakeview Ave NJTPA LSP Ranking (Intersection)

Location	Intersections	Pedestrian Intersections
Clifton Ave	#11 County	#5 County
Piaget Ave	#21 County	#59 County

B. What is a Road Safety Audit?

A Road Safety Audit (RSA) is a formal safety performance examination of an existing or future road or intersection by a multi-disciplinary audit team. It qualitatively estimates and reports on existing and potential road safety issues, as well as identifies opportunities for improvements in safety for all road users. RSAs can be used on any size project, from minor maintenance to mega-projects, and can be conducted on facilities with a history of crashes, or during the design phase of a new roadway or planned upgrade. RSAs consider all road users, account for human factors and road user capabilities, are documented in a formal report, and require a formal response from the road owner.

The RSA program is conducted to generate improvement recommendations and countermeasures for roadway segments demonstrating a history of, or potential for, a high frequency of crashes, or an identifiable pattern of crash types. Recommendations range from low-cost, quick-turnaround safety improvements to more complex strategies. Implementation of improvement strategies identified through this process may be eligible for Local Federal Aid Safety Funds. Because the RSA process is adaptable to local needs and conditions, recommendations can be implemented incrementally as time and resources permit.

The RSA process, one of FHWA’s proven safety countermeasures, is shown in the figure below.



C. The Lakeview Avenue RSA Event

This one-day RSA was conducted on Wednesday, October 2, 2019 from 9:30 am to 3:30 pm. The pre- and post-audit meetings were held in the Passaic County Engineering Office, located at 401 Grand

Street, Paterson, NJ. Representatives from NJDOT, NJTPA and Passaic County were in attendance with NJDOT serving as the facilitator. A list of team members can be found in Appendix A.

II. Corridor Description and Analysis

A. Study Location

The study area consists of approximately 1.9 miles of Lakeview Avenue within the Cities of Clifton and Paterson. This stretch of Lakeview Avenue is a mix of commercial and residential properties. Commercial sites generally consist of small-scale retail, professional and service establishments. Residential properties are intermixed and are more predominant in the northern portion of the project limits. Two cemeteries are located along the north-bound direction from Crooks Avenue to I-80.

B. Roadway and Intersection Characteristics

Lakeview Avenue is classified as an urban minor arterial with a posted speed limit of 30 mph and 35 mph south and north of Roosevelt Avenue, respectively. Of note, the southbound direction is posted 25 mph in the divided section. The corridor study section is 2-lanes, undivided, with parking on both sides from Clifton Avenue to Crooks Avenue and it is 4-lanes divided between Crooks Avenue and Market Street. There are 5 signalized, 31 stop-controlled intersections and 1 traffic circle.

C. Existing Bicycle/Pedestrian Accommodations

Sidewalks are currently available along both sides except along the cemetery properties and range from 4-6 feet wide. Standard crosswalks are provided throughout the corridor. Sidewalk and crosswalk conditions vary from newly installed to needing maintenance. There are no bicycle lanes or other bicycling infrastructure identified along the corridor.

D. Traffic Volumes

Based on available data, the 2019 ADT along Lakeview Avenue ranges from approximately 12,000 to 15,000 vehicles per day. This was calculated from 2019 manual count data at Crooks Avenue and Market Street. A copy of the available data can be found in Appendix C.

E. Transit Service

NJ Transit bus service is provided along Lakeview Avenue via routes 703, 712 and 744. Route 703 connects Paterson to East Rutherford, NJ and Haledon, NJ. The 712 bus goes around the Market Street circle and gets on I-80 using the ramp on Lakeview Avenue. Route 712 provides service from Hackensack to Paterson to Willowbrook. Route 744 runs from Wayne through Paterson and terminates at Passaic City Hall.

F. Community Profile

Population and income characteristics from the 2010 Census (U.S. Census Bureau) were used to identify minority populations and low-income populations. Updates to the 2010 Census were performed by the Census Bureau through the American Community Survey (ACS) estimate. The latest ACS for this study area is a five-year estimate from 2012 through 2016, except for LEP, which was from the 2011-2015 ACS. A summary of the demographics is listed below.

Table 3 – Lakeview Ave Area Demographics

Characteristic		Lakeview Ave Area	County Average
Poverty		13.3%	17.0%
Race/ Ethnicity	White	23.3%	42.0%
	Hispanic/Latino	55.8%	40.5%
	Asian American	2.5%	5.2%
	Black or African American	17.2%	10.6%
	American Indian/Alaskan	0.0%	0.2%
	Other ¹	1.2%	1.4%
Limited English Proficiency (LEP)		27.8%	20.3%

In addition, approximately 11% of the population uses public transportation compared to the Passaic County average of 9%. Roughly 3% of the area population walk to work, which is slightly lower than the county average of 4%.

G. Redevelopment

Passaic County is currently in the preliminary stages of a new design for Lakeview Avenue north of Crooks Avenue. This section is currently a 4-lane divided roadway with 2 travel lanes in either direction and a sidewalk on the western side of the road. In an aim to reduce speed on this section of the corridor, the design includes one travel lane and a bicycle lane in either direction and a parking lane in the southbound direction, adjacent to the houses. The design will maintain a sidewalk on the western side of the road. Pedestrian safety is increased as there is only one lane of traffic to cross to access bus stops.

III. Crash Findings

The analysis used in the RSA was based on reportable crashes that resulted in a fatality, injury and/or property damage as found in the NJDOT crash database. Corridor-wide crash characteristics and overrepresentations were compared to the 2016 statewide average for the county road system as further detailed below. All crashes were plotted onto collision diagrams, which can be found in Appendix D and E. One additional pedestrian crash from 2018, which was fatal, was included in the collision diagrams. However, it is not reflected in the following charts.

Subsequent to the RSA, it was noted that not all crashes were reflected in the collision diagrams or in the charts contained herein. Due to variations in coding of the police reports, Lakeview Avenue was not always used as the major roadway. As such, searches of crash reports along the subject roadway did not produce all crashes. The table below identifies the additional crashes that should be considered for this corridor. Further details are provided in Appendix I.

¹ Percentages may not equal 100% due to rounding. Other includes individuals who identified themselves as 'Native Hawaiian or Pacific Islander', 'Some Other Race Alone' or 'Two or More Races'

Table 4 – Additional Crashes Associated with Lakeview Avenue

Paterson City		Clifton City	
Location	Identified Crashes	Location	Identified Crashes
Lakeview/Market Circle	16	Crooks Ave	15
38th St & Market	12	1st St	3
37th St & Market	3	2nd St	1
Maryland Ave	13	Roosevelt Ave	2
Florida Ave	1	7th St	1
Illinois Ave	1	9th Ave	1
Michigan Ave	2	Merselis Ave	2
Delaware Ave	1	11th St	2
Dundee Ave	1	Trimble Ave	2
Knickerbocker Ave	2	Christie Ave	4
Crooks Ave	12	Bergen Ave	2
		Piaget Ave	3
		Hamilton Ave	2
		Arlington Ave	1
		Caroline Ave	1
		Mina Ave	2
		Clifton Ave	15
Paterson Total	70	Clifton Total	63

A. Temporal Trends

According to the NJDOT crash database, 226 crashes occurred during the three-year period between January 1, 2015 and December 31, 2017 (excluding pedestrians/pedalcyclists) along the study area of Lakeview Avenue². Total crashes varied from the county average in June and July and on Friday.

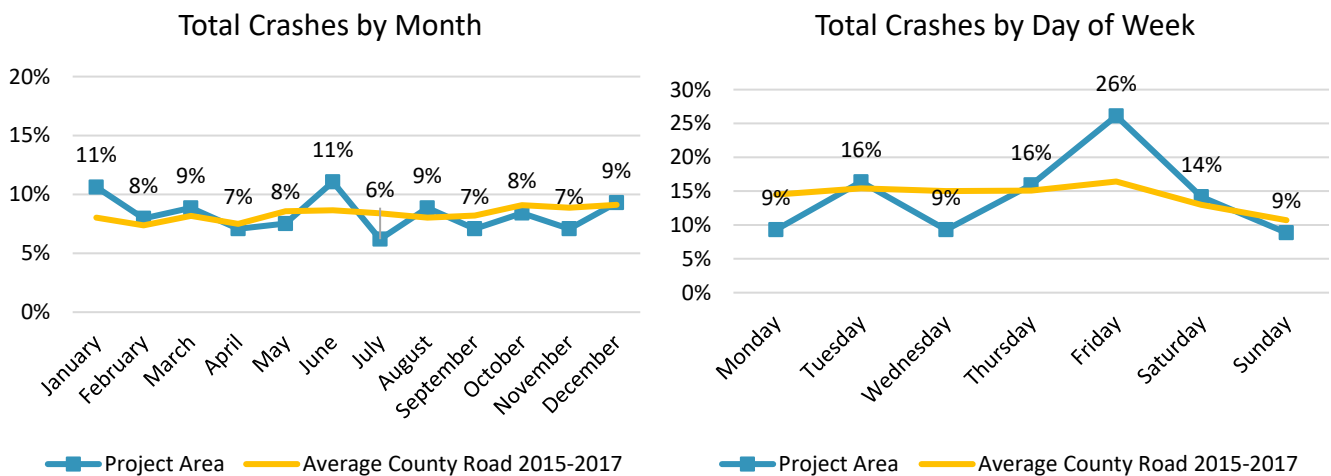


Figure 1 – Vehicular Crashes by Month and Day of Week

² These numbers, and any associated charts, do not include the additional crashes listed in Table 4 since the same was identified subsequent to the RSA.

Additionally, 14 pedestrian crashes occurred over the 5-year period from 2012 to 2017. The majority of these crashes included injury (one fatal), occurred at unsignalized intersections, and were split 70/30 between pedestrians and bicyclists. Nighttime crashes were overrepresented when compared to the county road average. Collisions with pedestrians trended similar to county road monthly and daily averages except for December.

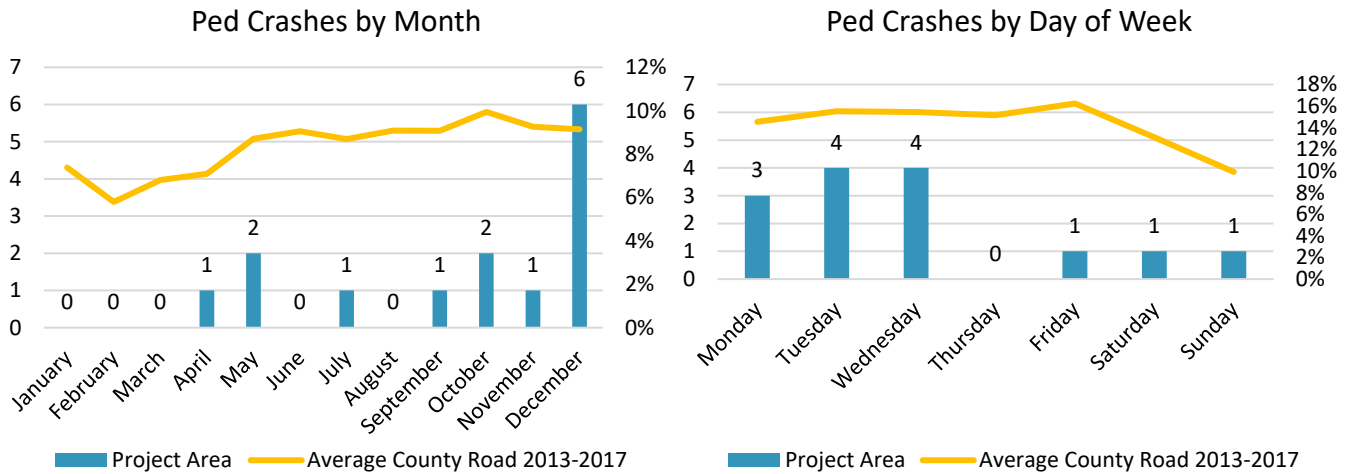


Figure 2 – Pedestrian/Bicyclist Crashes by Month and Day of Week

B. Collision Types

Overrepresented vehicular crash types over the three-year period from 2015 to 2017 included sideswipe, right angle, head on, parked vehicle, left turn and backing. Of the 14 pedestrian/cyclist crashes over the five-year period from 2013 to 2017, 10 were pedestrian and 4 were pedalcyclists (scooter, skateboard, or bicycle).

Table 5 – Overrepresented Crash Types (2015-2017)

Collision Type	Count	% of Total	2017 County Road System Average
Sideswipe	50	22.1%	13.1%
Right Angle	66	29.2%	18.4%
Head On	10	4.4%	4.1%
Parked Vehicle	10	4.4%	4.1%
Left Turn	12	5.3%	2.2%
Backing	4	1.7%	0.3%

It should be noted that the low number of head-on, parked vehicle, left turn, and backing crashes compared to the county road system may be statistically insignificant.

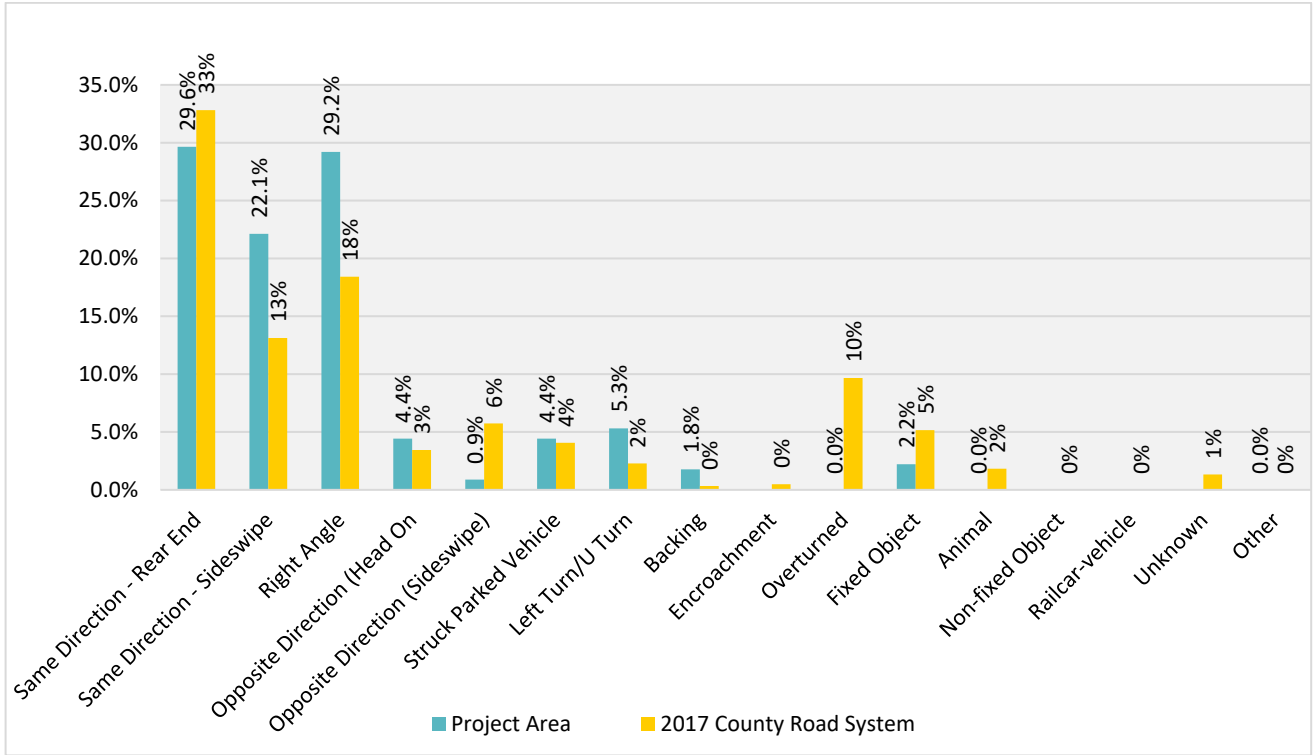


Figure 3 – Vehicular Crash Type Breakdown

C. Severity

Pedestrian crashes resulting in minor and moderate injury were significantly overrepresented compared to the county road system from 2013 to 2017.

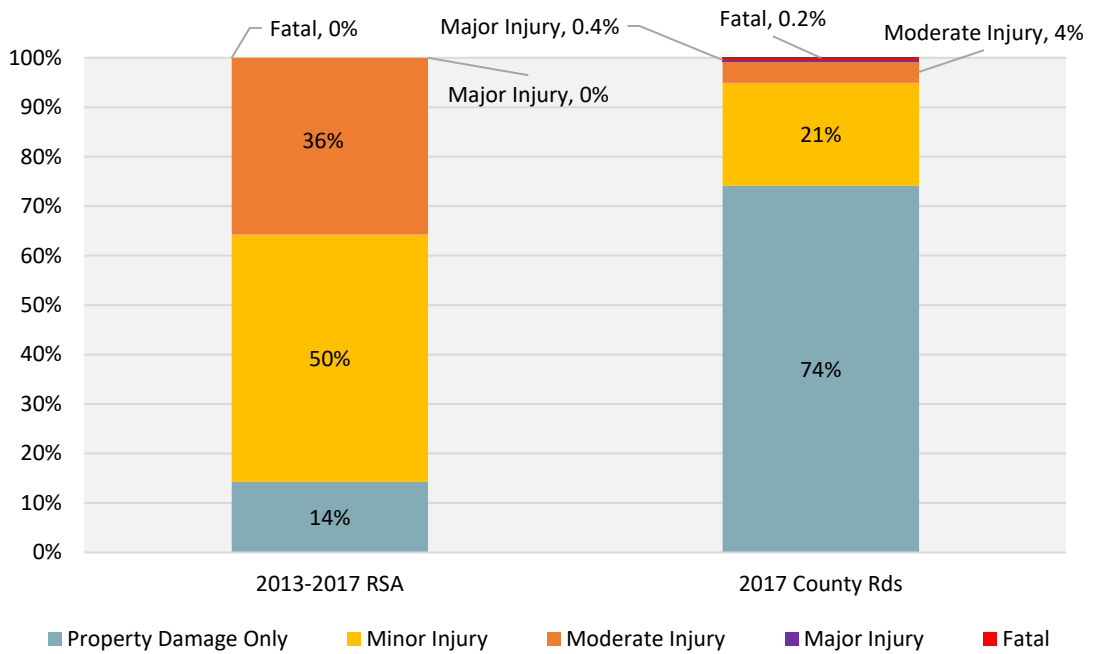


Figure 4 – Severity (Pedestrian/Bicycle Crashes)

D. Roadway Surface & Light Condition

Overrepresented vehicular crash types included wet surface and daytime light conditions. Dry surface conditions accounted for approximately 81% of total crashes. In addition, 27% of crashes occurred during dawn, dusk or at night.

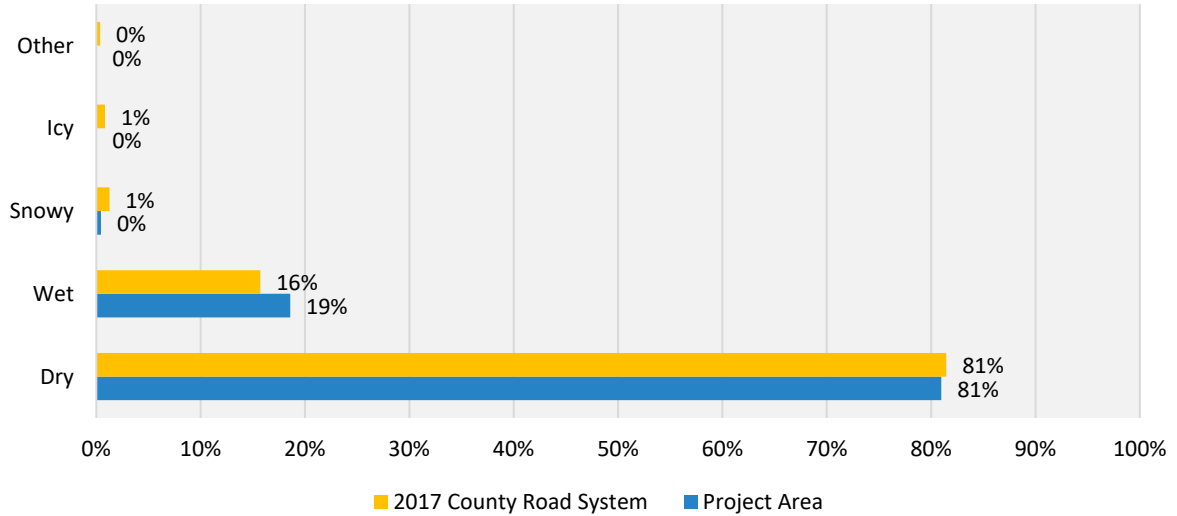


Figure 5 – Surface Conditions (Vehicular Crashes)

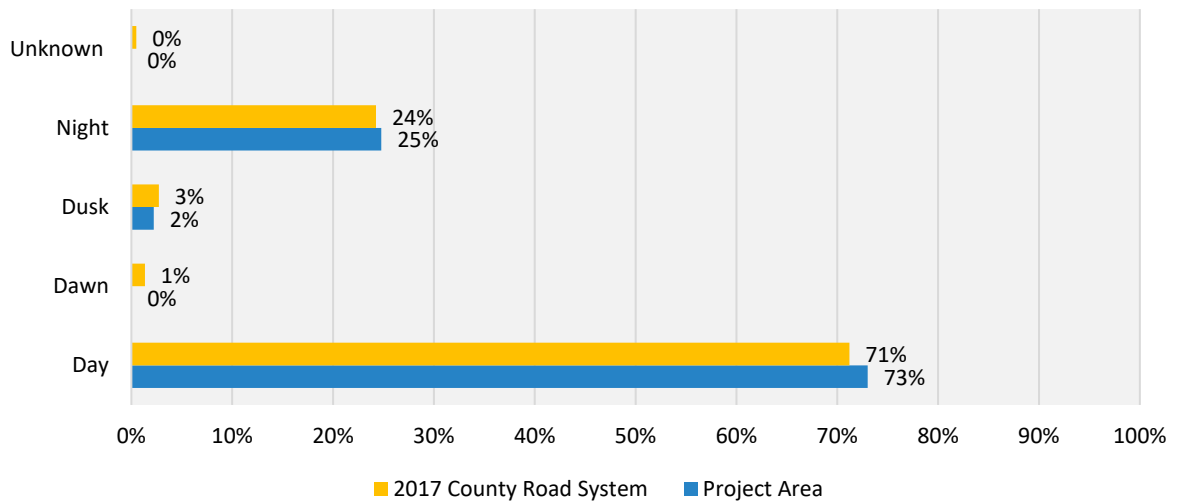


Figure 6 – Light Conditions (Vehicular Crashes)

Dry surface crashes involving pedestrians and bicyclists accounted for most of the crashes. In addition, 4 or approximately 29% of pedestrian crashes occurred at night, which is higher than the county road statewide average of 24%.

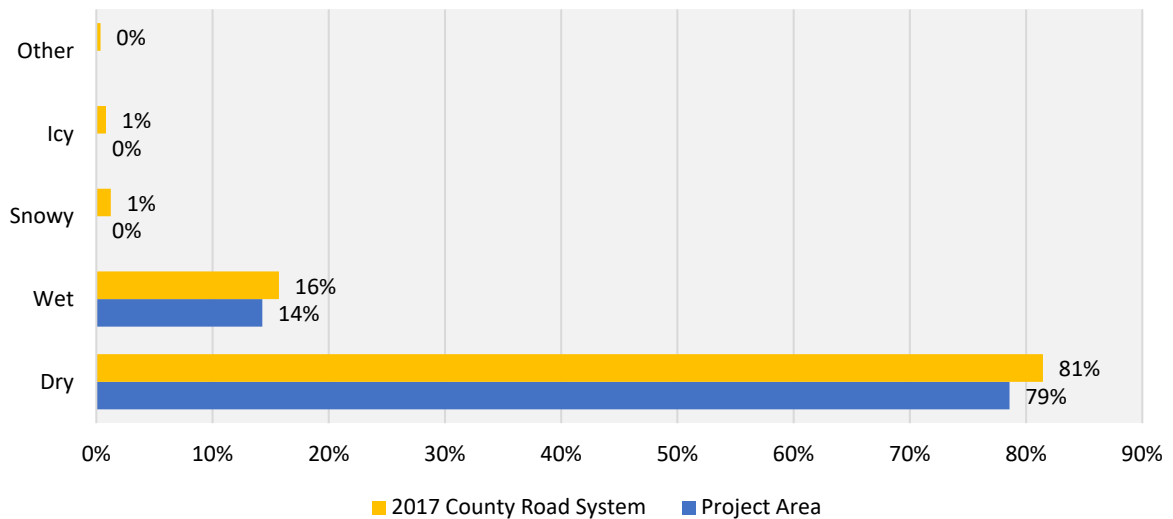


Figure 7 – Surface Conditions (Pedestrian/Bicycle Crashes)

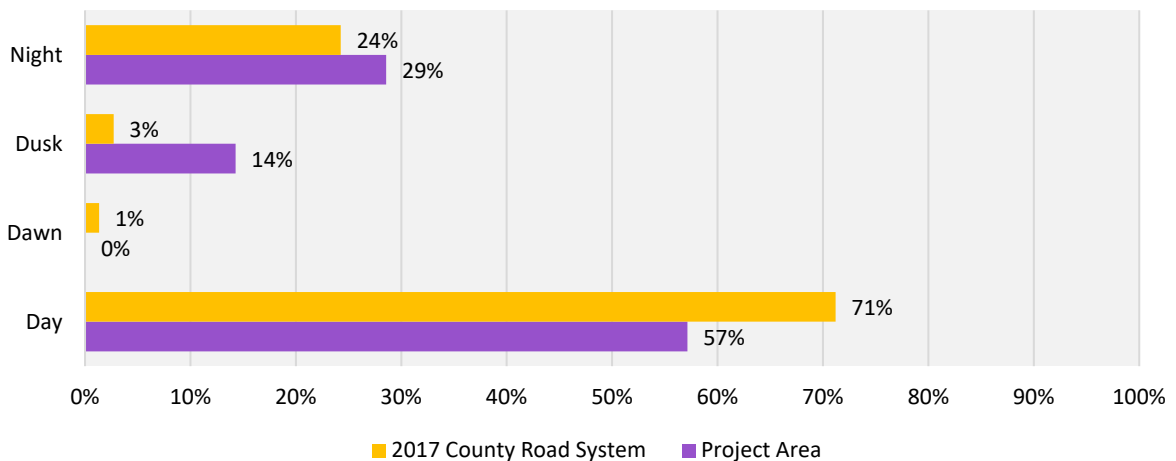


Figure 8 – Light Conditions (Pedestrian/Bicycle Crashes)

E. Location

Crashes at unsignalized intersections were overrepresented compared to the county road system average. Forty-two percent (42%) of crashes occurred at unsignalized intersections compared to 22% on all county roads. Pedestrian/bicyclist crashes occurred more often at Rosalie Avenue than at any other study intersection. Crash frequency, as shown in the following figures, shows the highest concentration of vehicular and pedestrian crashes. The histogram view is grouped by 0.1-mile segments. Of note, the spike at Crooks Avenue requires further investigation, as discrepancies were noticed in the data available. This could be attributable to reporting issues, such as the jurisdiction change, incorrect coding, etc.



Figure 9 – Total Crash Locations (2015-2017)



Figure 10 – Pedestrian Crash Locations (2013-2017)

IV. Identified Issues & Observations

This section summarizes the corridor-wide safety issues identified during the RSA. They are categorized into operations (including visibility), pedestrian, bicyclist, and maintenance. Additional issues and photographs can be found in Appendix F.

Pedestrian/Bicyclist	
	
1. Uneven sidewalks can create tripping hazards	2. Pedestrian signal head missing and crosswalks need restriping
	
3. Sidewalks in poor condition	4. Curb ramp missing DWS and ADA ramp, crosswalk lines absent
	
5. Large corner radius increases pedestrian crossing time; increases vehicle turning speed	6. Crosswalks need restriping

Operations & Visibility



7. Visibility of sign impeded by trees

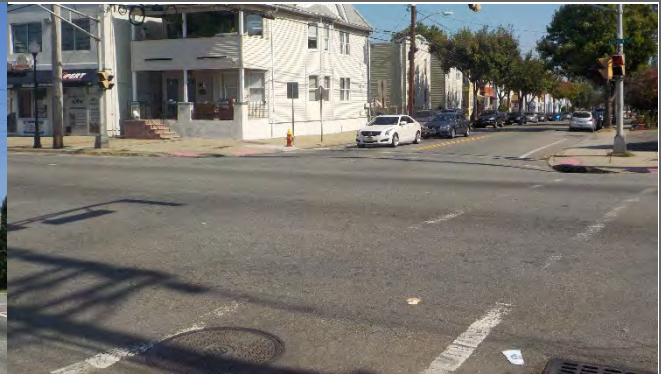
Maintenance



8. Shrubbery needs trimming



9. Signal heads can be upgraded to 12" with backplates for better visibility



10. Crosswalks need restriping



11. Sight distance impeded by parked vehicles



12. Signs are worn and outdated

V. Findings and Recommendations

This section summarizes the site-specific and corridor-wide safety issues, potential strategies, and recommendations to improve the same, safety benefit, time frame, cost, and jurisdiction. Ratings used in the recommendation tables are described as follows:

Symbol	Meaning	Definition
✓	Low safety benefit potential	May reduce total crashes by 1-25% ³
✓✓	Low to moderate safety benefit potential	May reduce total crashes by 26-49% ³
✓✓✓	Moderate safety benefit potential	May reduce total crashes by 50-74% ³
✓✓✓✓	High safety benefit potential	May reduce total crashes by 75+% ³
\$	Low cost	Could be accomplished through maintenance
\$\$	Medium cost	May require some engineering or design and funding may be readily available
\$\$\$	High cost	Longer term; may require full engineering, ROW acquisition and new funding
🕒	Short term	Could be accomplished within 1 year
🕒	Medium term	Could be accomplished in 1 to 3 years; may require some engineering
🕒	Long term	Could be accomplished in 3 years or more; may require full engineering

A. Recommendations

The following represents the specific findings and recommendations made by the RSA team. All recommendations and designs should be thoroughly evaluated with due diligence and designed as appropriate by the roadway owner and/or a professional engineer for conformance to all applicable codes, standards, and best practices.

Table 6 – Corridor-Wide Recommendations

No.	Recommendation	Safety Benefit	Cost	Time Frame	Jurisdiction
Operations					
1	Investigate upgrading all ramps for ADA compliance	✓✓✓ ⁴	\$\$\$	🕒	City
2	Explore conducting a parking study to Investigate on-street parking requirements where business have existing parking lots and for conformance with Title 39	✓ ³	\$\$	🕒	Towns
3	Examine corridor-wide signal upgrades (replace 8" traffic signal heads with 12", install backplates with retroreflected border, evaluate clearance intervals, update to countdown pedestrian signal heads, replace push buttons in compliance with ADA, etc.)	✓✓	\$\$\$	🕒	City

³ Based on existing Crash Modification Factors (CMFs), the Highway Safety Manual (HSM), FHWA Proven Safety Countermeasures and current research, where applicable. All safety benefits are approximate.

⁴ CMF/quantitative data not available for this type of roadway or treatment. Therefore, perceived safety benefit of the same was estimated relative to other similar treatments.

No.	Recommendation	Safety Benefit	Cost	Time Frame	Jurisdiction
4	Study roadway and pedestrian scale lighting	✓✓✓	\$\$	●	County
Bicycle/Pedestrian					
5	Inspect, repair and construct sidewalks in compliance with ADA as needed, including driveway aprons	✓✓✓	\$\$	●	City
6	Examine inlets and install bicycle-safe grates	✓ ⁴	\$\$	●	County
7	Study implementation of curb extensions (bump outs) based on the site-specific recommendations to maintain consistency	✓✓ ⁴	\$\$	●	County
8	Examine crosswalks status: change to continental style, check placement and alignment	✓✓	\$	●	City
Maintenance					
9	Inspect existing striping for wear and restripe accordingly; add raised pavement markers (RPM) where appropriate	✓✓	\$	●	County
10	Inspect and replace faded, damaged or incorrect/outdated signage as needed (i.e. signs mounted below 7', on non-breakaway posts or back-to-back signs that obscure shapes [e.g. Do Not Enter behind Stop sign])	✓	\$	●	City
11	Inspect drainage facilities; ensure they are free of debris	✓ ⁴	\$\$	●	County
12	Inspect and trim foliage/vegetation to improve sign visibility and sidewalk paths	✓ ⁴	\$	●	County
Education					
13	Research sidewalk, crosswalk, multimodal education campaign and code enforcement	✓ ⁴	\$	●	Towns/ County

The following site-specific recommendations are in addition to the corridor-wide improvements, except where noted otherwise.

⁴ CMF/quantitative data not available for this type of roadway or treatment. Therefore, perceived safety benefit of the same was estimated relative to other similar treatments.

Table 7 – Site-Specific Recommendations

No.	Recommendation	Safety Benefit	Cost	Time Frame	Jurisdiction
Market St/Traffic Circle					
14	Study converting current circle to a roundabout	✓✓✓✓	\$\$\$	●	County
15	Examine corridor-wide recommendation 1, 5 and 8 regarding crosswalks, sidewalk and ADA compliance	✓✓✓ ⁴	\$\$\$	●	City
16	Explore restricting East 37 th and East 38 th streets to be Right-In Right-Out only	✓✓	\$\$	●	County/ City
17	Investigate corridor-wide recommendation 9 regarding striping	✓✓	\$	●	County
18	Evaluate adding lane use signs and pavement markings	✓	\$	●	City
Dual Left I-80 Ramp/Maryland Ave					
19	Investigate increasing signage; adding signal ahead	✓	\$	●	City/ NJDOT
20	Examine the geometry of the intersection	✓	\$	●	County/ NJDOT
21	Conduct warrant analysis for upgrading to full signalized intersection	✓✓	\$	●	County/ NJDOT
22	Investigate closing the median at Maryland Ave to eliminate turns	✓✓	\$\$	●	County/ City
4-Lane Divided Section (Market to Crooks)					
23	Examine corridor-wide recommendation 1, 5 and 8 regarding crosswalks, sidewalk and ADA compliance	✓✓✓ ⁴	\$\$\$	●	City
24	Conduct a speedy study	N/A	\$	●	County
25	Investigate implementing a road diet	✓✓	\$\$	●	County
26	Examine limiting turns at openings in the median	✓✓	\$\$	●	County/ City
Crooks Ave					
27	Examine corridor-wide recommendation 1, 5 and 8 regarding sidewalk, crosswalks, and ADA compliance	✓✓✓ ⁴	\$\$\$	●	City
28	Explore corridor-wide recommendation 3 regarding signal upgrades	✓✓	\$\$\$	●	City
29	Investigate adding dedicated left lanes on Lakeview Avenue	✓✓	\$\$	●	County
30	Investigate decreasing the turn radius along the northeast corner	✓	\$	●	County
31	Evaluate corridor-wide recommendation 9 regarding striping	✓✓	\$	●	County
32	Review access management for the gas station in the southwest corner	✓	\$\$	●	City

⁴ CMF/quantitative data not available for this type of roadway or treatment. Therefore, perceived safety benefit of the same was estimated relative to other similar treatments.

No.	Recommendation	Safety Benefit	Cost	Time Frame	Jurisdiction
33	Study adding pedestrian refuge island on north side of Lakeview Ave	✓✓✓	\$\$	●	County
34	Analyze signal timing	✓	\$	○	County
35	Evaluate corridor-wide recommendation 7 regarding curb extensions	✓✓ ⁴	\$\$	●	County
2-Lane Undivided Section (Crooks to Clifton)					
36	Evaluate corridor-wide recommendation 7 regarding curb extensions	✓✓ ⁴	\$\$	●	County
37	Examine corridor-wide recommendation 1, 5 and 8 regarding sidewalk, crosswalks, and ADA compliance	✓✓✓ ⁴	\$\$\$	●	City
38	Explore corridor-wide recommendation 9 regarding striping	✓✓	\$	○	County
39	Study corridor-wide recommendation 2 regarding Title 39 violations	✓ ⁴	\$\$	○	Cities
40	Investigate conducting a lighting analysis	✓✓✓	\$\$	○	County
4th Street					
41	Examine corridor-wide recommendation 1, 5 and 8 regarding sidewalk, crosswalks, and ADA compliance	✓✓✓ ⁴	\$\$\$	●	City
42	Investigate adding a rectangular rapid flashing beacon (RRFB)	✓✓✓ ⁴	\$\$	●	City
43	Evaluate corridor-wide recommendation 7 regarding curb extensions	✓✓ ⁴	\$\$	●	County
Route 46 Overpass					
44	Investigate increasing underdeck lighting for better visibility	✓✓✓	\$\$	○	City
Christie Ave					
45	Examine corridor-wide recommendation 1, 5 and 8 regarding sidewalk, crosswalks, and ADA compliance	✓✓✓ ⁴	\$\$\$	●	City
46	Explore corridor-wide recommendation 8 regarding curb extensions	✓✓ ⁴	\$\$	●	County
47	Investigate conducting a signal warrant analysis	✓✓	\$	○	County
48	Evaluate corridor-wide recommendation 9 regarding striping	✓✓	\$	○	County
Bergen Ave					
49	Examine corridor-wide recommendation 1, 5 and 8 regarding sidewalk, crosswalks, and ADA compliance	✓✓✓ ⁴	\$\$\$	●	City
Piaget Ave					
50	Examine corridor-wide recommendation 1, 5 and 8 regarding sidewalk, crosswalks, and ADA compliance	✓✓✓ ⁴	\$\$\$	●	City
51	Investigate adding a lead left or lag left phase	✓	\$	○	City

⁴ CMF/quantitative data not available for this type of roadway or treatment. Therefore, perceived safety benefit of the same was estimated relative to other similar treatments.

No.	Recommendation	Safety Benefit	Cost	Time Frame	Jurisdiction
52	Evaluate corridor-wide recommendation 3 for upgrading signal heads	✓✓	\$\$\$	●	City
Clifton Ave					
53	Examine corridor-wide recommendation 1, 5 and 8 regarding sidewalk, crosswalks, and ADA compliance	✓✓✓ ⁴	\$\$\$	●	City
54	Study revising intersection geometry, specifically to tighten the radius of the SW corner	✓	\$\$	●	County
55	Evaluate corridor-wide recommendation 7 regarding curb extensions	✓✓ ⁴	\$\$	●	County
56	Investigate adding skip lines through intersection	✓✓	\$	○	County
57	Review the access management	✓	\$\$	○	County
58	Explore adding a leading pedestrian interval (LPI)	✓✓✓	\$	○	City
59	Study converting divisional island into a smart channelized right turn on the southeast corner	✓✓	\$\$	○	County
60	Investigate lane designations on all legs	✓✓	\$	○	City

B. Road Owner Response

An important part of the RSA process is the road owner's response: an acknowledgment of the audit's findings and recommendations, and their planned follow-up. In responding to the RSA's findings, the road owner must bear in mind all the competing objectives involved when implementing the recommendations, and foremost among them is available resources. Because the audit process generated a long and wide-ranging list of improvements, the road owner is expected to implement these recommended improvements as time and funds allow in coordination with other projects and priorities.

Passaic County delivered their response following the finalization of the findings and recommendations table, a copy of which can be found in Appendix L.

A. Recommendation Visualizations

Examples of some of the site-specific and corridor-wide safety recommendations identified in Tables 5 and 6 are shown below and are based on current practices and standards. Descriptions and images of each treatment are from the *2017 NJ Complete Street Design Guide (CSDG)* and NACTO's *Urban Street Design Guide (NACTO-US)* and *Urban Bikeway Design Guide (NACTO-UB)*, including sources contained therein.

1. Pedestrian Facilities

Curb extensions visually and physically narrow the roadway at intersections and midblock locations, creating safer and shorter pedestrian crossings, while increasing the available space for streetscape. They increase the overall visibility of pedestrians by aligning them with the shoulder or parking lane and help prohibit vehicles from parking in violation of Title 39. Crossing islands, or

⁴ CMF/quantitative data not available for this type of roadway or treatment. Therefore, perceived safety benefit of the same was estimated relative to other similar treatments.

pedestrian refuge islands, reduce the exposure time of pedestrians to vehicular traffic. They enable pedestrians to make a crossing in two stages — crossing one direction of vehicular travel lanes, pausing at the island, and then completing the crossing. They are recommended where a pedestrian must cross three lanes of traffic in one or both directions but may be implemented on smaller cross sections where space permits.

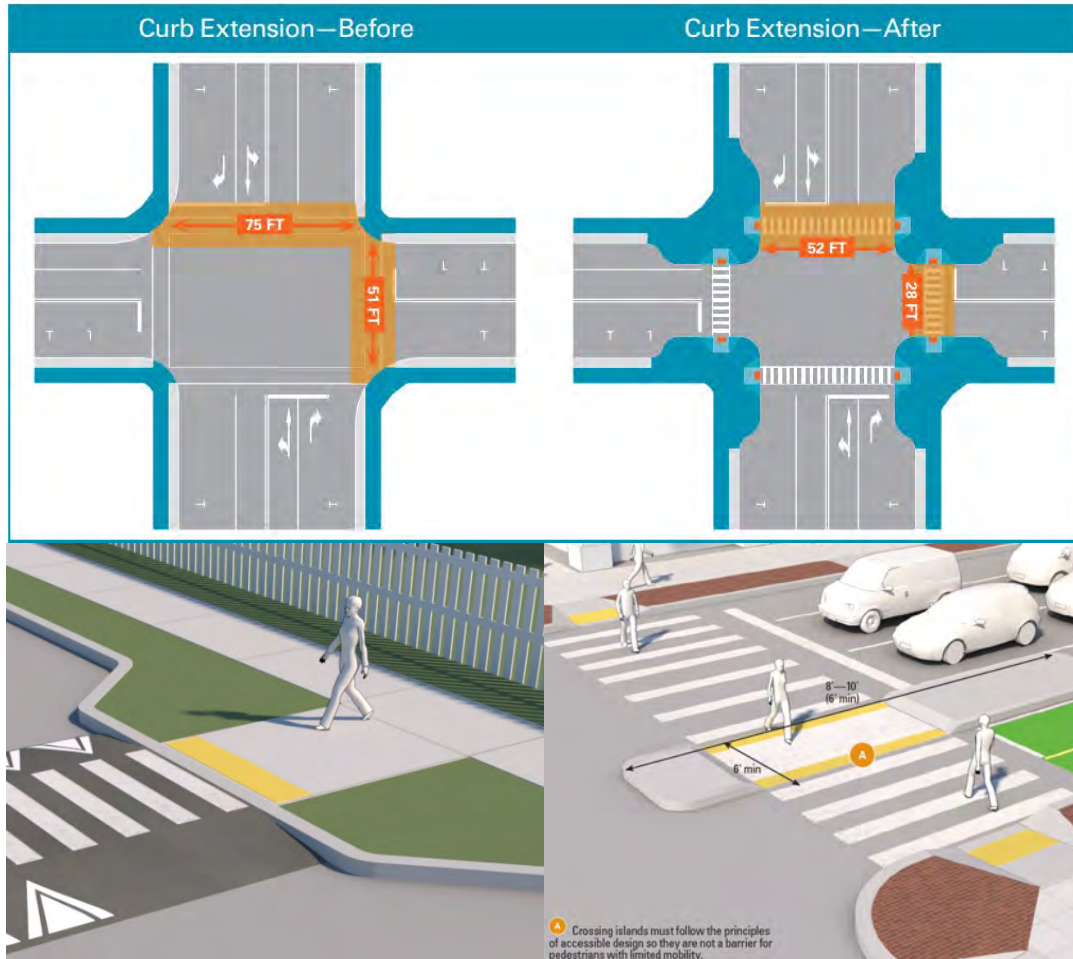


Figure 11 – Pedestrian Facility Examples

Top: Curb Extension. Left: Midblock Curb Extension. Right: Crossing Island (Source: CSDG)

ADA standards specify a minimum 5-foot clear path width to accommodate two wheelchairs passing each other. In addition to providing a more accessible facility, this minimum width also creates a more comfortable environment for pedestrians to walk side-by-side and pass each other. Sidewalk width should support the surrounding street context, land uses, and current and future pedestrian demand. The design of driveways should provide a continuous and level pedestrian zone across the vehicular path, encouraging drivers to stop for pedestrians on the sidewalk. Driveways should not be designed where the sidewalk is interrupted by the driveway.

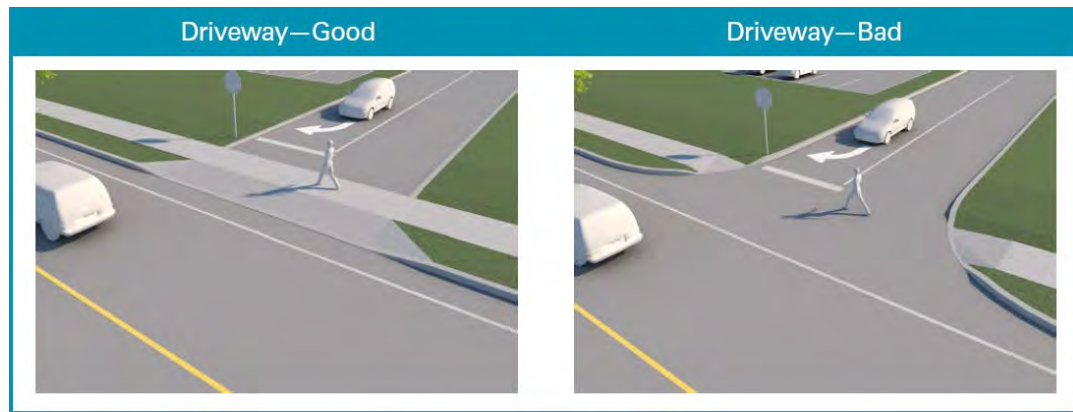


Figure 12 – Sidewalk and Driveways (Source: CSDG)

2. Bicycle Facilities

Bicycle lanes provide an exclusive space for bicyclists using pavement markings and signage. Intended for one-way travel, they are typically located on both sides of a two-way street. Bicycle lanes enable bicyclists to ride at their preferred speed, free from interference from motorists. Where it is not feasible or appropriate to provide dedicated bicycle facilities, shared-lane markings (e.g. “sharrows”) may be used to indicate a shared environment for bicycles and vehicles. Bicycle lanes and shared-lane markings should be extended through intersections and major driveways to enhance continuity, guide bicyclists through the intersection, and improve driver awareness of bicycle activity and movement.



Figure 13 – Bicycle Facility Examples

Left: Bicycle Lane Adjacent to Parking or Curb (Source: NACTO-UB). Right: Sharrow Markings along Route 71/Main Street in Bradley Beach (Source: Jusel Claro Alvarez, Google Maps Photos)

3. Roundabout

Roundabout design, which was recommended at the Lakeview Avenue and Market Street traffic circle, should create conditions that reduce vehicle speed and provide a consistent speed into, through, and out of the roundabout. Lower speeds reduce crash frequency and severity for all roadway users, allow safer and easier merging of traffic, provide more reaction time for drivers, and make the facility more accessible for novice users.



Figure 14 – Single Lane Roundabout Example (Source: CSDG)

4. Roadway Reconfiguration

This treatment allows reallocation of existing street space (i.e. roadway cross section) to accommodate multi-modal users. Lane configuration and width for travel, turning movements, parking, and bicycle lanes can be adjusted to optimize use for vehicles, pedestrians, bicyclists, and transit. The most common roadway reconfiguration, known as a road diet, involves converting an existing four-lane undivided segment into a three-lane segment with two through lanes and a center two-way left turn lane (TWLTL). Other roadway reconfiguration options are shown on the following pages.



Figure 15 – Example of a Green Neighborhood Street Typology (Source: NACTO-GI)

Top: Many historic central medians are underused and lack recreational space. High speed crossings make it difficult for residents and children to safely access the median.

Bottom: Activate the central median with plantings, street trees, walkways, and seating. Broad central medians can become a community focal point as well as an active space for recreation, exercise, and leisure. Provide curb extensions and/or midblock crossings to make it safer and easier for residents to access the median. A raised cycle track takes advantage of the central right-of-way, avoids frequent conflicts with driveways and double-parked cars, and effectively expands the amount of recreational space along the corridor. Curbside parking provides access to the recreational median for visitors, space for residents' guests to park, and narrows the overall cross-section of the road, reinforcing its residential character. Where on-street parking remains underutilized, consider adding curb extensions, bicycle corrals, or expanding the sidewalk to take advantage of the excess pavement.

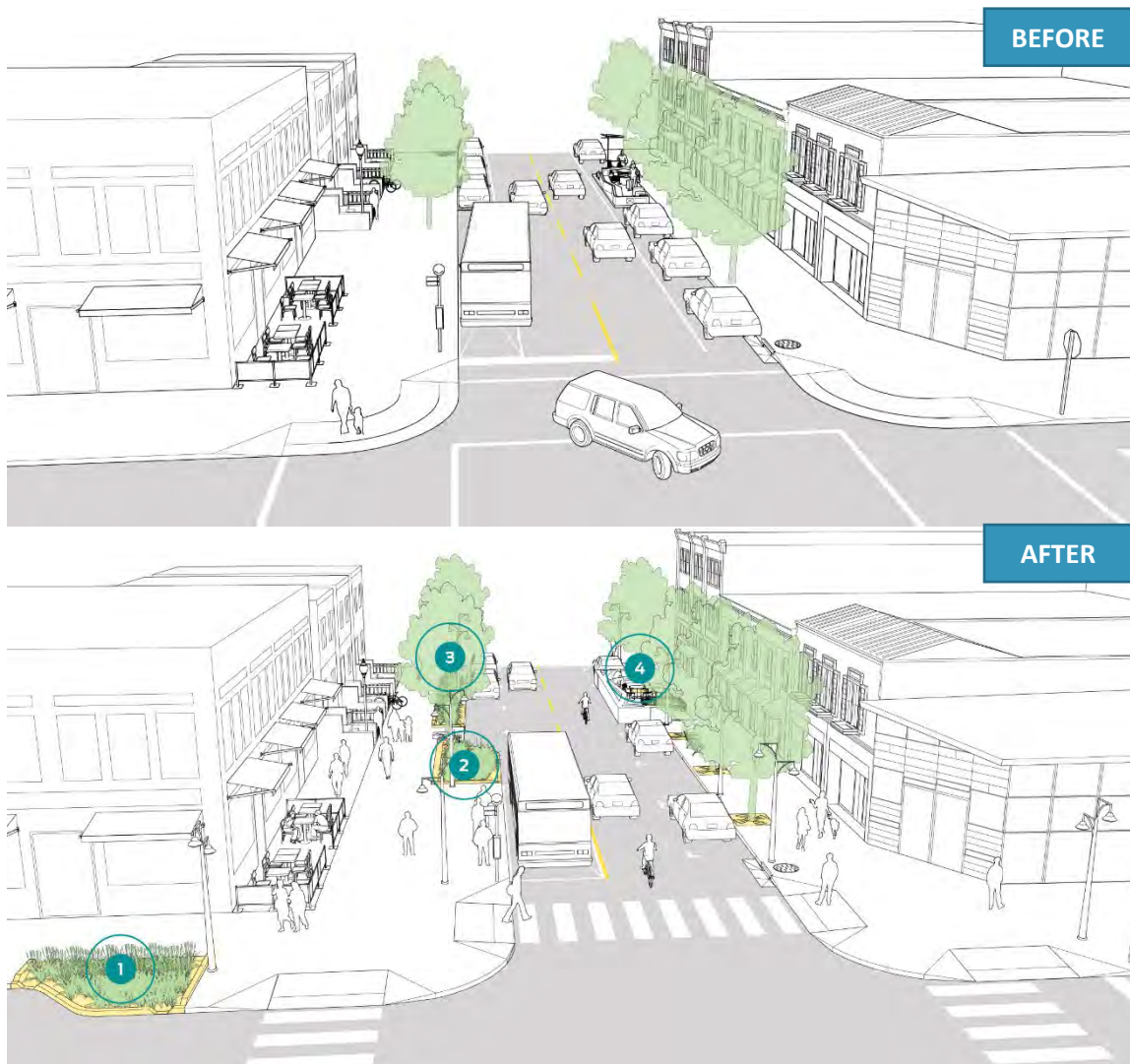


Figure 16 – Example of a Green Neighborhood Street Typology (Source: NACTO-GI)

Top: Less dense than downtowns, neighborhood main streets serve local business activity and civic life, and are characterized by high demand for a quality walking and bicycling environment, frequent parking turnover and freight access, and service by key transit routes.

Bottom: Green infrastructure enhances neighborhood main streets, creating more aesthetically pleasing public spaces even where the street is relatively narrow. (1) Curb extensions with bioretention facilities can be integrated at intersections and mid-block locations to improve pedestrian mobility and safety, shorten crossing distances, and calm vehicle traffic by narrowing the road; (2) transit boarding bulbs are an important opportunity to integrate green infrastructure, since sidewalk space is often not available and curbsides are at a premium; (3) Smaller green infrastructure treatments, such as bioretention planters, stormwater tree wells, or tree trenches, can be used on neighborhood main streets with space constraints and high foot traffic along the sidewalk and between the curb and storefronts; (4) the bioretention facility wall can incorporate seating and placemaking elements in the planting or furnishing zone, especially on main streets with significant foot traffic and active storefronts.



Figure 17 – Example of a Two-Lane Downtown Street Typology (Source: NACTO-US)

Top: The above illustration depicts a 2-way street in a central business district that is congested by buses, bikes, people, and cars. Curbside bus stops may be undermined by double-parked vehicles and heavy rush-hour traffic. Double-parking also creates conflicts and safety hazards for all modes.

Bottom: Bus bulbs serve as dedicated waiting areas for transit users while decreasing pedestrian exposure during crossings and can connect to existing sidewalk or be designed as a bus-boarding island with a bicycle cut-through. Delineation in the roadway can be created using striping, cycle tracks, and narrow travel lanes. Restricting delivery, encouraging off-peak delivery, and/or dedicated loading zones are critical to eliminating double-parking obstructions.

5. Green Infrastructure

Bioswales are vegetated, shallow, landscaped depressions designed to capture, treat, and infiltrate stormwater runoff as it moves downstream. They are the most effective type of green infrastructure facility in slowing runoff velocity and cleansing water while recharging the underlying groundwater table. They have flexible siting requirements, allowing them to be integrated with medians, curb extensions, and other public space or traffic calming strategies.

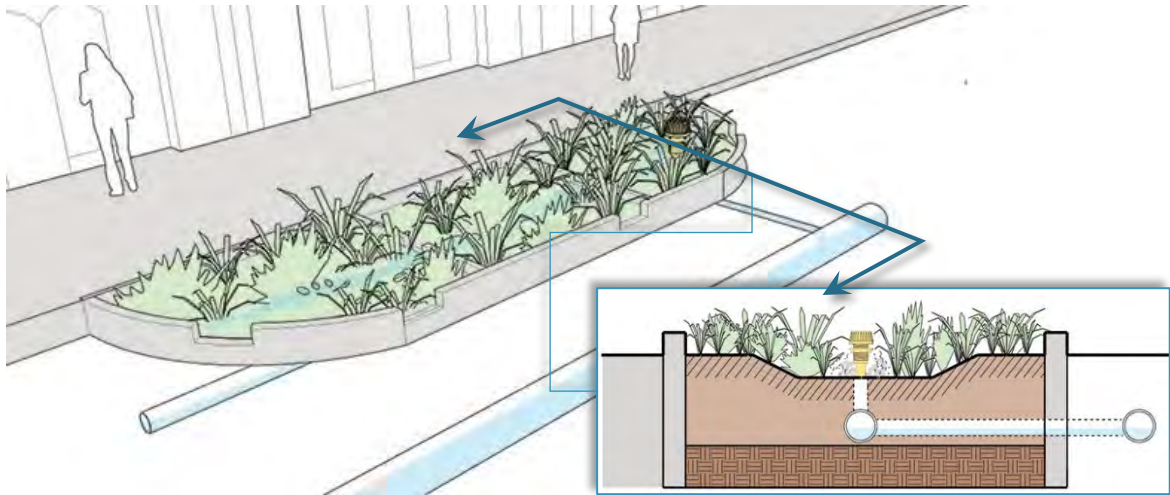


Figure 18 – Bioswale Example (Source: NACTO-US)

VI. Conclusions

The Lakeview Avenue RSA was conducted to identify safety issues and corresponding countermeasures that compromise multimodal use of the roadway. The team identified a long list of issues from the field visit, as well as many practical short-, mid-, and long-term improvements during the post-audit.

The recommendations documented in this report are designed to improve safety for all users of Lakeview Avenue. Some of the strategies identified can be implemented through routine maintenance; all will be constrained by available time and budgetary priorities. The audit process and the resulting final document highlight the safety issues and present the needed improvements by location organized for systematic implementation by the roadway owner.

It is important to note that when it comes to improving safety, engineering strategies alone only go so far, especially in areas undergoing redevelopment. Education, with support from a targeted enforcement campaign, is an effective approach for addressing driver and pedestrian behaviors that lead to crashes. Employing a multipronged approach is an effective course of action to advance the goal of improved safety on the corridor.

APPENDIX A

RSA TEAM

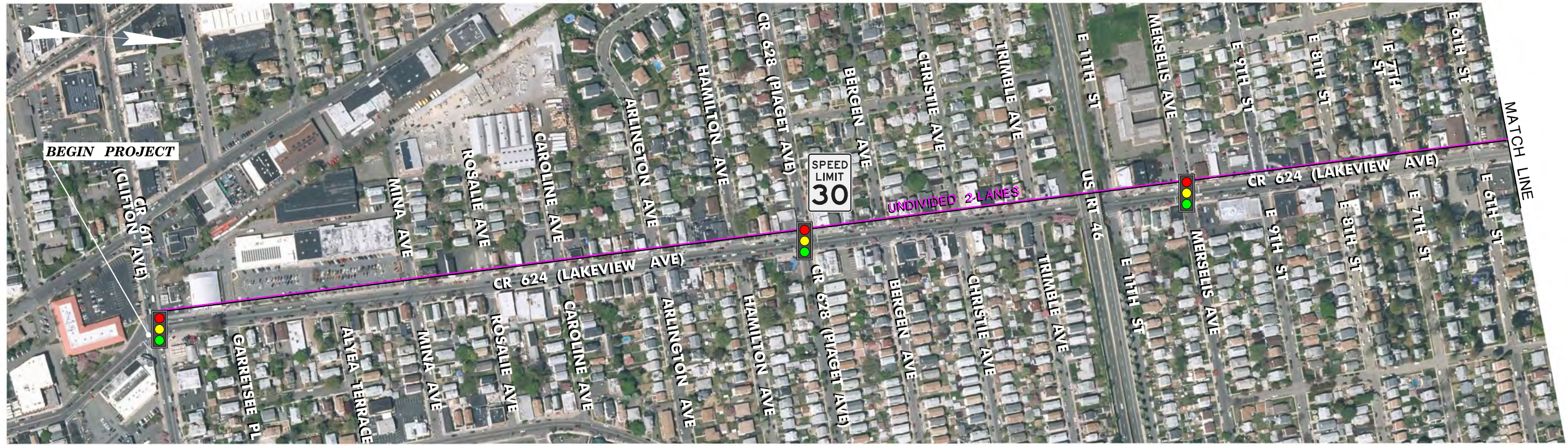
Audit Team



Name	Agency
Elizabeth Ward	Passaic County Planning
Jason Miranda	Passaic County Planning
Chuck Silverstein	Passaic County Engineering
Michael Lysicatos	Passaic County Planning
Angela Quevedo	NJDOT – BSBPP
Joe Rupp	NJDOT – BSBPP
Abbhirami Siddarthan	NJDOT – BSBPP
Aimee Jefferson	NJTPA
Patricia Newton	NJTPA
Julia Steponanko	Greenman-Pedersen, Inc. (NJDOT Consultant)
Andrew Halloran	Greenman-Pedersen, Inc.
Bernie Boerchers	Greenman-Pedersen, Inc.
Aidan Sheehan	Greenman-Pedersen, Inc.



APPENDIX B

AREA MAP



NJDOT HSIP ROAD SAFETY AUDIT CR 624 I (LAKEVIEW AVENUE)	
CLIFTON CITY AND PATERSON CITY PASSAIC COUNTY	
PROJECT LOCATION	
	 Engineering Design Planning Construction Management
N.T.S.	

1
1

APPENDIX C

TRAFFIC DATA

TMC Study Dashboard (676798: Market and Lakeview NE AM)



Actions: [Edit Approaches](#) [Edit Data](#) [ATR Reporting](#) [Advanced Reporting](#) [Basic Reporting](#) [Recent Reports](#)

- Summary
- Classification
- Annotation
- Files
- Setup Rating
- Location
- Sharing
- Video Sharing
- Video Playback
- Video Download
- Video Storage
- Export Options
- Chart Export
- Billing

Study ID: 676798 **Status:** Complete
Configured By: Mike Donnelly
Study Name:
Project:
Start Date:

Notes:

Save



VCU ID: SCUBOE
Classification Options
Vehicle: Motorcycles / Cars & Light Goods / Buses / Single-Unit Trucks / Articulated Trucks / Bicycles on Road
Ped (with direction): Bicycles on Crosswalk / Pedestrians

Study Type: TMC
Total Length: 03:00:00
Number of Trims: 1

Turnaround Time
Selected: 72 hours
Delivered: 47.2 hours

Setup Rating: ★★★★★



Turning Movement Peak Hour Data (7:30 AM)

Start Time	Southbound St. Southbound						Westbound St. Westbound						Northbound St. Northbound						Eastbound St. Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:30 AM	12	0	0	0	1	12	2	326	0	0	0	328	0	11	29	0	0	40	0	0	0	0	0	0	380
7:45 AM	20	0	0	0	1	20	6	345	0	0	0	351	0	24	46	0	0	70	0	0	0	0	0	0	441
8:00 AM	14	0	0	0	0	14	8	288	0	0	0	296	0	29	37	0	0	66	0	0	0	0	0	0	376
8:15 AM	12	0	0	0	0	12	5	289	0	0	0	294	0	22	40	0	0	62	0	0	0	0	0	0	368
Total	58	0	0	0	2	58	21	1248	0	0	0	1269	0	86	152	0	0	238	0	0	0	0	0	0	1565
Approach %	100.0	0.0	0.0	0.0	-	-	1.7	98.3	0.0	0.0	-	-	0.0	36.1	63.9	0.0	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	3.7	0.0	0.0	0.0	-	3.7	1.3	79.7	0.0	0.0	-	81.1	0.0	5.5	9.7	0.0	-	15.2	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.725	0.000	0.000	0.000	-	0.725	0.656	0.904	0.000	0.000	-	0.904	0.000	0.741	0.826	0.000	-	0.850	0.000	0.000	0.000	0.000	-	0.000	0.887
Motorcycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Motorcycles	0.0	-	-	-	-	0.0	0.0	0.0	-	-	-	0.0	-	0.0	0.0	-	-	0.0	-	-	-	-	-	-	0.0
Cars & Light Goods	54	0	0	0	-	54	20	1151	0	0	-	1171	0	78	145	0	-	223	0	0	0	0	-	0	1448
% Cars & Light Goods	93.1	-	-	-	-	93.1	95.2	92.2	-	-	-	92.3	-	90.7	95.4	-	-	93.7	-	-	-	-	-	-	92.5
Buses	3	0	0	0	-	3	1	41	0	0	-	42	0	5	2	0	-	7	0	0	0	0	-	0	52
% Buses	5.2	-	-	-	-	5.2	4.8	3.3	-	-	-	3.3	-	5.8	1.3	-	-	2.9	-	-	-	-	-	-	3.3
Single-Unit Trucks	0	0	0	0	-	0	0	44	0	0	-	44	0	3	4	0	-	7	0	0	0	0	-	0	51
% Single-Unit Trucks	0.0	-	-	-	-	0.0	0.0	3.5	-	-	-	3.5	-	3.5	2.6	-	-	2.9	-	-	-	-	-	-	3.3
Articulated Trucks	1	0	0	0	-	1	0	12	0	0	-	12	0	0	1	0	-	1	0	0	0	0	-	0	14
% Articulated Trucks	1.7	-	-	-	-	1.7	0.0	1.0	-	-	-	0.9	-	0.0	0.7	-	-	0.4	-	-	-	-	-	-	0.9
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	-	0.0	0.0	0.0	-	-	-	0.0	-	0.0	0.0	-	-	0.0	-	-	-	-	-	-	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TMC Study Dashboard (676789: Market and Lakeview NE PM)



Actions: [Edit Approaches](#) [Edit Data](#) [ATR Reporting](#) [Advanced Reporting](#) [Basic Reporting](#) [Recent Reports](#)

- Summary
- Classification
- Annotation
- Files
- Setup Rating
- Location
- Sharing
- Video Sharing
- Video Playback
- Video Download
- Video Storage
- Export Options
- Chart Export
- Billing

Study ID: 676789 **Status:** Complete
Configured By: Mike Donnelly
Study Name:
Project:
Start Date:

Notes:

Save



VCU ID: SCU80E
[Classification Options](#)
Vehicle: Motorcycles / Cars & Light Goods / Buses / Single-Unit Trucks / Articulated Trucks / Bicycles on Road
Ped (with direction): Bicycles on Crosswalk / Pedestrians
Study Type: TMC
Total Length: 02:59:59
Number of Trims: 1
Turnaround Time
Selected: 72 hours
Delivered: 42.0 hours
Setup Rating: ★★★★★
Video Snapshot(s):



Turning Movement Peak Hour Data (4:45 PM)

Start Time	Southbound St. Southbound						Westbound St. Westbound						Northbound St. Northbound						Eastbound St. Eastbound						Int. Total	
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total		
4:45 PM	15	0	0	0	1	15	21	431	0	0	4	452	0	25	52	0	2	77	0	0	0	0	0	0	0	544
5:00 PM	27	0	0	0	3	27	22	453	0	0	2	475	0	16	31	0	0	47	0	0	0	0	0	0	0	549
5:15 PM	21	0	0	0	1	21	21	434	0	0	1	455	0	32	44	0	0	76	0	0	0	0	0	0	0	552
5:30 PM	32	0	0	0	2	32	22	471	0	0	4	493	0	22	36	0	0	58	0	0	0	0	0	0	0	583
Total	95	0	0	0	7	95	86	1789	0	0	11	1875	0	95	163	0	2	258	0	0	0	0	0	0	0	2228
Approach %	100.0	0.0	0.0	0.0	-	-	4.6	95.4	0.0	0.0	-	-	0.0	36.8	63.2	0.0	-	-	0.0	0.0	0.0	0.0	-	-	-	-
Total %	4.3	0.0	0.0	0.0	-	4.3	3.9	80.3	0.0	0.0	-	84.2	0.0	4.3	7.3	0.0	-	11.6	0.0	0.0	0.0	0.0	-	0.0	-	-
PHF	0.742	0.000	0.000	0.000	-	0.742	0.977	0.950	0.000	0.000	-	0.951	0.000	0.742	0.784	0.000	-	0.838	0.000	0.000	0.000	0.000	-	0.000	0.955	0.955
Motorcycles	0	0	0	0	-	0	0	5	0	0	-	5	0	1	0	0	-	1	0	0	0	0	-	0	0	6
% Motorcycles	0.0	-	-	-	-	0.0	0.0	0.3	-	-	-	0.3	-	1.1	0.0	-	-	0.4	-	-	-	-	-	-	-	0.3
Cars & Light Goods	91	0	0	0	-	91	84	1730	0	0	-	1814	0	91	160	0	-	251	0	0	0	0	-	0	0	2156
% Cars & Light Goods	95.8	-	-	-	-	95.8	97.7	96.7	-	-	-	96.7	-	95.8	98.2	-	-	97.3	-	-	-	-	-	-	-	96.8
Buses	0	0	0	0	-	0	0	12	0	0	-	12	0	1	1	0	-	2	0	0	0	0	-	0	0	14
% Buses	0.0	-	-	-	-	0.0	0.0	0.7	-	-	-	0.6	-	1.1	0.6	-	-	0.8	-	-	-	-	-	-	-	0.6
Single-Unit Trucks	4	0	0	0	-	4	2	39	0	0	-	41	0	2	1	0	-	3	0	0	0	0	-	0	0	48
% Single-Unit Trucks	4.2	-	-	-	-	4.2	2.3	2.2	-	-	-	2.2	-	2.1	0.6	-	-	1.2	-	-	-	-	-	-	-	2.2
Articulated Trucks	0	0	0	0	-	0	0	3	0	0	-	3	0	0	1	0	-	1	0	0	0	0	-	0	0	4
% Articulated Trucks	0.0	-	-	-	-	0.0	0.0	0.2	-	-	-	0.2	-	0.0	0.6	-	-	0.4	-	-	-	-	-	-	-	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
% Bicycles on Road	0.0	-	-	-	-	0.0	0.0	0.0	-	-	-	0.0	-	0.0	0.0	-	-	0.0	-	-	-	-	-	-	-	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	7	-	-	-	-	-	11	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-

TMC Study Dashboard (676752: Market and Lakeview NW AM)



Actions: [Edit Approaches](#) [Edit Data](#) [ATR Reporting](#) [Advanced Reporting](#) [Basic Reporting](#) [Recent Reports](#)

- Summary
- Classification
- Annotation
- Files
- Setup Rating
- Location
- Sharing
- Video Sharing
- Video Playback
- Video Download
- Video Storage
- Export Options
- Chart Export
- Billing

Study ID: 676752 **Status:** Complete
Configured By: Mike Donnelly
Study Name:
Project:
Start Date:

Notes:

Save



VCU ID: SCU80E
[Classification Options](#)
Vehicle: Motorcycles / Cars & Light Goods / Buses / Single-Unit Trucks / Articulated Trucks / Bicycles on Road
Ped (with direction): Bicycles on Crosswalk / Pedestrians
Study Type: TMC
Total Length: 03:00:00
Number of Trims: 1
Turnaround Time
Selected: 72 hours
Delivered: 42.0 hours
Setup Rating: ★★★★★
Video Snapshot(s):



Turning Movement Data

Start Time	Southbound St. Southbound						Westbound St. Westbound						Northbound St. Northbound						Eastbound St. Eastbound						Int. Total	
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total		
7:00 AM	0	0	0	0	2	0	2	123	100	0	0	225	0	0	0	0	0	0	123	0	0	0	0	0	123	348
7:15 AM	0	0	0	0	1	0	2	151	123	0	0	276	0	0	0	0	0	0	115	0	0	0	3	115	391	
7:30 AM	0	0	0	0	1	0	3	145	116	0	0	264	0	0	0	0	0	0	139	0	0	0	1	139	403	
7:45 AM	1	2	0	0	5	3	9	210	149	0	0	368	0	0	0	0	0	0	117	0	0	0	0	117	488	
Hourly Total	1	2	0	0	9	3	16	629	488	0	0	1133	0	0	0	0	0	0	494	0	0	0	4	494	1630	
8:00 AM	1	1	0	0	3	2	5	176	154	0	2	335	0	1	0	0	5	1	149	0	0	0	2	149	487	
8:15 AM	0	0	0	0	2	0	3	189	144	0	2	336	0	0	1	0	0	1	138	0	0	0	0	138	475	
8:30 AM	0	1	0	0	2	1	2	146	151	0	0	299	0	0	0	0	0	0	160	0	0	0	2	160	460	
8:45 AM	0	1	0	0	1	1	0	141	151	0	1	292	0	0	0	0	1	0	147	0	0	0	1	147	440	
Hourly Total	1	3	0	0	8	4	10	652	600	0	5	1262	0	1	1	0	6	2	594	0	0	0	5	594	1862	
9:00 AM	0	0	0	0	3	0	1	138	144	0	2	283	0	0	0	0	2	0	123	0	0	0	0	123	406	
9:15 AM	0	0	0	0	2	0	2	129	132	0	0	263	0	0	0	0	0	0	109	0	0	0	1	109	372	
9:30 AM	1	2	0	0	0	3	1	102	139	0	0	242	0	0	0	0	0	0	127	0	0	0	0	127	372	
9:45 AM	0	0	0	0	1	0	0	128	145	0	8	273	0	0	0	0	4	0	113	0	0	0	0	113	386	
Hourly Total	1	2	0	0	6	3	4	497	560	0	10	1061	0	0	0	0	6	0	472	0	0	0	1	472	1536	
10:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	0	2	3	
Grand Total	3	7	0	0	23	10	30	1778	1649	0	15	3457	0	1	1	0	12	2	1562	0	0	0	10	1562	5031	
Approach %	30.0	70.0	0.0	0.0	-	-	0.9	51.4	47.7	0.0	-	-	0.0	50.0	50.0	0.0	-	-	100.0	0.0	0.0	0.0	-	-	-	
Total %	0.1	0.1	0.0	0.0	-	0.2	0.6	35.3	32.8	0.0	-	68.7	0.0	0.0	0.0	0.0	-	0.0	31.0	0.0	0.0	0.0	-	31.0	-	
Motorcycles	0	0	0	0	-	0	0	2	1	0	-	3	0	0	1	0	-	1	1	0	0	0	-	1	5	
% Motorcycles	0.0	0.0	-	-	-	0.0	0.0	0.1	0.1	-	-	0.1	-	0.0	100.0	-	-	50.0	0.1	-	-	-	-	0.1	0.1	
Cars & Light Goods	3	7	0	0	-	10	28	1629	1482	0	-	3139	0	0	0	0	-	0	1449	0	0	0	-	1449	4598	
% Cars & Light Goods	100.0	100.0	-	-	-	100.0	93.3	91.6	89.9	-	-	90.8	-	0.0	0.0	-	-	0.0	92.8	-	-	-	-	92.8	91.4	
Buses	0	0	0	0	-	0	0	49	55	0	-	104	0	0	0	0	-	0	37	0	0	0	-	37	141	
% Buses	0.0	0.0	-	-	-	0.0	0.0	2.8	3.3	-	-	3.0	-	0.0	0.0	-	-	0.0	2.4	-	-	-	-	2.4	2.8	
Single-Unit Trucks	0	0	0	0	-	0	0	80	79	0	-	159	0	0	0	0	-	0	54	0	0	0	-	54	213	
% Single-Unit Trucks	0.0	0.0	-	-	-	0.0	0.0	4.5	4.8	-	-	4.6	-	0.0	0.0	-	-	0.0	3.5	-	-	-	-	3.5	4.2	
Articulated Trucks	0	0	0	0	-	0	1	18	32	0	-	51	0	0	0	0	-	0	21	0	0	0	-	21	72	
% Articulated Trucks	0.0	0.0	-	-	-	0.0	3.3	1.0	1.9	-	-	1.5	-	0.0	0.0	-	-	0.0	1.3	-	-	-	-	1.3	1.4	
Bicycles on Road	0	0	0	0	-	0	1	0	0	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	2	
% Bicycles on Road	0.0	0.0	-	-	-	0.0	3.3	0.0	0.0	-	-	0.0	-	100.0	0.0	-	-	50.0	0.0	-	-	-	-	0.0	0.0	
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	
% Bicycles on Crosswalk	-	-	-	-	8.7	-	-	-	-	-	0.0	-	-	-	-	-	8.3	-	-	-	-	-	0.0	-	-	
Pedestrians	-	-	-	-	21	-	-	-	-	-	15	-	-	-	-	-	11	-	-	-	-	-	10	-	-	
% Pedestrians	-	-	-	-	91.3	-	-	-	-	-	100.0	-	-	-	-	-	91.7	-	-	-	-	-	100.0	-	-	

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Southbound St. Southbound						Westbound St. Westbound						Northbound St. Northbound						Eastbound St. Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:45 AM	1	2	0	0	5	3	9	210	149	0	0	368	0	0	0	0	0	0	117	0	0	0	0	117	488
8:00 AM	1	1	0	0	3	2	5	176	154	0	2	335	0	1	0	0	5	1	149	0	0	0	2	149	487
8:15 AM	0	0	0	0	2	0	3	189	144	0	2	336	0	0	1	0	0	1	138	0	0	0	0	138	475
8:30 AM	0	1	0	0	2	1	2	146	151	0	0	299	0	0	0	0	0	0	160	0	0	0	2	160	460
Total	2	4	0	0	12	6	19	721	598	0	4	1338	0	1	1	0	5	2	564	0	0	0	4	564	1910
Approach %	33.3	66.7	0.0	0.0	-	-	1.4	53.9	44.7	0.0	-	-	0.0	50.0	50.0	0.0	-	-	100.0	0.0	0.0	0.0	-	-	-
Total %	0.1	0.2	0.0	0.0	-	0.3	1.0	37.7	31.3	0.0	-	70.1	0.0	0.1	0.1	0.0	-	0.1	29.5	0.0	0.0	0.0	-	29.5	-
PHF	0.500	0.500	0.000	0.000	-	0.500	0.528	0.858	0.971	0.000	-	0.909	0.000	0.250	0.250	0.000	-	0.500	0.881	0.000	0.000	0.000	-	0.881	0.978
Motorcycles	0	0	0	0	-	0	0	1	0	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	2
% Motorcycles	0.0	0.0	-	-	-	0.0	0.0	0.1	0.0	-	-	0.1	-	0.0	100.0	-	-	50.0	0.0	-	-	-	-	0.0	0.1
Cars & Light Goods	2	4	0	0	-	6	18	671	553	0	-	1242	0	0	0	0	-	0	520	0	0	0	-	520	1768
% Cars & Light Goods	100.0	100.0	-	-	-	100.0	94.7	93.1	92.5	-	-	92.8	-	0.0	0.0	-	-	0.0	92.2	-	-	-	-	92.2	92.6
Buses	0	0	0	0	-	0	0	12	14	0	-	26	0	0	0	0	-	0	20	0	0	0	-	20	46
% Buses	0.0	0.0	-	-	-	0.0	0.0	1.7	2.3	-	-	1.9	-	0.0	0.0	-	-	0.0	3.5	-	-	-	-	3.5	2.4
Single-Unit Trucks	0	0	0	0	-	0	0	29	26	0	-	55	0	0	0	0	-	0	16	0	0	0	-	16	71
% Single-Unit Trucks	0.0	0.0	-	-	-	0.0	0.0	4.0	4.3	-	-	4.1	-	0.0	0.0	-	-	0.0	2.8	-	-	-	-	2.8	3.7
Articulated Trucks	0	0	0	0	-	0	1	8	5	0	-	14	0	0	0	0	-	0	8	0	0	0	-	8	22
% Articulated Trucks	0.0	0.0	-	-	-	0.0	5.3	1.1	0.8	-	-	1.0	-	0.0	0.0	-	-	0.0	1.4	-	-	-	-	1.4	1.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	-	100.0	0.0	-	-	50.0	0.0	-	-	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	20.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	12	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	80.0	-	-	-	-	-	100.0	-	-

TMC Study Dashboard (676737: Market and Lakeview NW PM)



Actions:

[Edit Approaches](#)

[Edit Data](#)

[ATR Reporting](#)

[Advanced Reporting](#)

[Basic Reporting](#)

[Recent Reports](#)

- Summary
- Classification
- Annotation
- Files
- Setup Rating
- Location
- Sharing
- Video Sharing
- Video Playback
- Video Download
- Video Storage
- Export Options
- Chart Export
- Billing

Study ID: 676737 **Status:** Complete

Configured By: Mike Donnelly

Study Name: Market and Lakeview NW PM

Project: (none)

Start Date: 06/21/2019

4:00 PM

Notes:

Save



VCU ID: SCU80E

[Classification Options](#)

Vehicle: Motorcycles / Cars & Light Goods / Buses / Single-Unit Trucks / Articulated Trucks / Bicycles on Road

Ped (with direction): Bicycles on Crosswalk / Pedestrians

Study Type: TMC

Total Length: 03:00:01

Number of Trims: 1

Turnaround Time

Selected: 72 hours

Delivered: 44.3 hours

Setup Rating: ★★★★★

Video Snapshot(s):



Turning Movement Data

Start Time	Southbound St. Southbound						Westbound St. Westbound						Northbound St. Northbound						Eastbound St. Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:00 PM	5	1	0	0	4	6	6	261	239	0	0	506	0	0	0	0	1	0	176	0	0	0	0	176	688
4:15 PM	7	2	0	0	0	9	4	257	263	0	2	524	0	0	0	0	1	0	155	0	0	0	0	155	688
4:30 PM	8	10	0	0	4	18	4	254	252	0	2	510	0	0	0	0	1	0	188	0	0	0	1	188	716
4:45 PM	2	1	0	0	3	3	1	251	343	0	1	595	0	0	0	0	0	0	179	0	0	0	2	179	777
Hourly Total	22	14	0	0	11	36	15	1023	1097	0	5	2135	0	0	0	0	3	0	698	0	0	0	3	698	2869
5:00 PM	0	0	0	0	2	0	0	248	315	0	0	563	1	0	0	0	1	1	196	0	0	0	0	196	760
5:15 PM	0	2	0	0	4	2	0	281	277	0	0	558	0	0	0	0	1	0	191	0	0	0	2	191	751
5:30 PM	0	0	0	0	4	0	1	295	276	0	1	572	0	0	0	0	0	0	186	0	0	0	4	186	758
5:45 PM	0	2	0	0	1	2	1	276	256	0	1	533	0	0	0	0	3	0	186	0	0	0	0	186	721
Hourly Total	0	4	0	0	11	4	2	1100	1124	0	2	2226	1	0	0	0	5	1	759	0	0	0	6	759	2990
6:00 PM	1	0	0	0	3	1	1	254	246	0	0	501	0	0	0	0	2	0	179	0	0	0	1	179	681
6:15 PM	1	1	0	0	1	2	3	235	288	0	0	526	0	0	0	0	2	0	163	0	0	0	0	163	691
6:30 PM	1	1	0	0	1	2	2	217	228	0	0	447	0	0	0	0	1	0	154	0	0	0	0	154	603
6:45 PM	1	1	0	0	0	2	2	218	241	0	0	461	0	0	0	0	2	0	159	0	0	0	0	159	622
Hourly Total	4	3	0	0	5	7	8	924	1003	0	0	1935	0	0	0	0	7	0	655	0	0	0	1	655	2597
7:00 PM	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	3
Grand Total	26	21	0	0	27	47	25	3048	3225	0	7	6298	1	0	0	0	15	1	2113	0	0	0	10	2113	8459
Approach %	55.3	44.7	0.0	0.0	-	-	0.4	48.4	51.2	0.0	-	-	100.0	0.0	0.0	0.0	-	-	100.0	0.0	0.0	0.0	-	-	-
Total %	0.3	0.2	0.0	0.0	-	0.6	0.3	36.0	38.1	0.0	-	74.5	0.0	0.0	0.0	0.0	-	0.0	25.0	0.0	0.0	0.0	-	25.0	-
Motorcycles	0	0	0	0	-	0	0	5	4	0	-	9	0	0	0	0	-	0	4	0	0	0	-	4	13
% Motorcycles	0.0	0.0	-	-	-	0.0	0.0	0.2	0.1	-	-	0.1	0.0	-	-	-	-	0.0	0.2	-	-	-	-	0.2	0.2
Cars & Light Goods	24	19	0	0	-	43	23	2967	3084	0	-	6074	1	0	0	0	-	1	2066	0	0	0	-	2066	8184
% Cars & Light Goods	92.3	90.5	-	-	-	91.5	92.0	97.3	95.6	-	-	96.4	100.0	-	-	-	-	100.0	97.8	-	-	-	-	97.8	96.7
Buses	0	0	0	0	-	0	0	16	22	0	-	38	0	0	0	0	-	0	15	0	0	0	-	15	53
% Buses	0.0	0.0	-	-	-	0.0	0.0	0.5	0.7	-	-	0.6	0.0	-	-	-	-	0.0	0.7	-	-	-	-	0.7	0.6
Single-Unit Trucks	2	1	0	0	-	3	1	51	95	0	-	147	0	0	0	0	-	0	24	0	0	0	-	24	174
% Single-Unit Trucks	7.7	4.8	-	-	-	6.4	4.0	1.7	2.9	-	-	2.3	0.0	-	-	-	-	0.0	1.1	-	-	-	-	1.1	2.1
Articulated Trucks	0	0	0	0	-	0	0	8	20	0	-	28	0	0	0	0	-	0	4	0	0	0	-	4	32
% Articulated Trucks	0.0	0.0	-	-	-	0.0	0.0	0.3	0.6	-	-	0.4	0.0	-	-	-	-	0.0	0.2	-	-	-	-	0.2	0.4
Bicycles on Road	0	1	0	0	-	1	1	1	0	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	3
% Bicycles on Road	0.0	4.8	-	-	-	2.1	4.0	0.0	0.0	-	-	0.0	0.0	-	-	-	-	0.0	0.0	-	-	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	6.7	-	-	-	-	-	10.0	-	-
Pedestrians	-	-	-	-	27	-	-	-	-	-	7	-	-	-	-	-	14	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	93.3	-	-	-	-	-	90.0	-	-

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Southbound St. Southbound						Westbound St. Westbound						Northbound St. Northbound						Eastbound St. Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:45 PM	2	1	0	0	3	3	1	251	343	0	1	595	0	0	0	0	0	0	179	0	0	0	2	179	777
5:00 PM	0	0	0	0	2	0	0	248	315	0	0	563	1	0	0	0	1	1	196	0	0	0	0	196	760
5:15 PM	0	2	0	0	4	2	0	281	277	0	0	558	0	0	0	0	1	0	191	0	0	0	2	191	751
5:30 PM	0	0	0	0	4	0	1	295	276	0	1	572	0	0	0	0	0	0	186	0	0	0	4	186	758
Total	2	3	0	0	13	5	2	1075	1211	0	2	2288	1	0	0	0	2	1	752	0	0	0	8	752	3046
Approach %	40.0	60.0	0.0	0.0	-	-	0.1	47.0	52.9	0.0	-	-	100.0	0.0	0.0	0.0	-	-	100.0	0.0	0.0	0.0	-	-	-
Total %	0.1	0.1	0.0	0.0	-	0.2	0.1	35.3	39.8	0.0	-	75.1	0.0	0.0	0.0	0.0	-	0.0	24.7	0.0	0.0	0.0	-	24.7	-
PHF	0.250	0.375	0.000	0.000	-	0.417	0.500	0.911	0.883	0.000	-	0.961	0.250	0.000	0.000	0.000	-	0.250	0.959	0.000	0.000	0.000	-	0.959	0.980
Motorcycles	0	0	0	0	-	0	0	1	1	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Motorcycles	0.0	0.0	-	-	-	0.0	0.0	0.1	0.1	-	-	0.1	0.0	-	-	-	-	0.0	0.0	-	-	-	-	0.0	0.1
Cars & Light Goods	2	3	0	0	-	5	2	1051	1164	0	-	2217	1	0	0	0	-	1	740	0	0	0	-	740	2963
% Cars & Light Goods	100.0	100.0	-	-	-	100.0	100.0	97.8	96.1	-	-	96.9	100.0	-	-	-	-	100.0	98.4	-	-	-	-	98.4	97.3
Buses	0	0	0	0	-	0	0	6	7	0	-	13	0	0	0	0	-	0	4	0	0	0	-	4	17
% Buses	0.0	0.0	-	-	-	0.0	0.0	0.6	0.6	-	-	0.6	0.0	-	-	-	-	0.0	0.5	-	-	-	-	0.5	0.6
Single-Unit Trucks	0	0	0	0	-	0	0	16	32	0	-	48	0	0	0	0	-	0	8	0	0	0	-	8	56
% Single-Unit Trucks	0.0	0.0	-	-	-	0.0	0.0	1.5	2.6	-	-	2.1	0.0	-	-	-	-	0.0	1.1	-	-	-	-	1.1	1.8
Articulated Trucks	0	0	0	0	-	0	0	1	7	0	-	8	0	0	0	0	-	0	0	0	0	0	-	0	8
% Articulated Trucks	0.0	0.0	-	-	-	0.0	0.0	0.1	0.6	-	-	0.3	0.0	-	-	-	-	0.0	0.0	-	-	-	-	0.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	-	-	-	-	0.0	0.0	-	-	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	13	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

TMC Study Dashboard (676262: Market and Lakeview SW AM)



Actions: [Edit Approaches](#) [Edit Data](#) [ATR Reporting](#) [Advanced Reporting](#) [Basic Reporting](#) [Recent Reports](#)

- Summary
- Classification
- Annotation
- Files
- Setup Rating
- Location
- Sharing
- Video Sharing
- Video Playback
- Video Download
- Video Storage
- Export Options
- Chart Export
- Billing

Study ID: 676262 **Status:** Complete
Configured By: Mike Donnelly
Study Name: Market and Lakeview SW AM
Project: (none) ▼
Start Date: 06/21/2019 [calendar icon]
7:00 AM [clock icon]

Notes:



VCU ID: SCU80E
[Classification Options](#)
Vehicle: Motorcycles / Cars & Light Goods / Buses / Single-Unit Trucks / Articulated Trucks / Bicycles on Road
Ped (with direction): Bicycles on Crosswalk / Pedestrians
Study Type: TMC
Total Length: 03:00:00
Number of Trims: 1
Turnaround Time
Selected: 72 hours
Delivered: 56.4 hours
Setup Rating: ★★★★★☆
Video Snapshot(s):



Turning Movement Data

Start Time	Southbound St. Southbound						Westbound St. Westbound						Northbound St. Northbound						Eastbound St. Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	0	224	4	0	0	228	0	0	0	0	0	0	35	0	0	0	1	35	3	0	0	0	1	3	266
7:15 AM	0	239	3	0	0	242	0	0	0	0	0	0	38	0	0	0	0	38	2	0	0	0	1	2	282
7:30 AM	2	254	6	0	0	262	0	0	0	0	0	0	37	0	0	0	0	37	5	0	0	0	0	5	304
7:45 AM	1	285	2	0	0	288	0	0	0	0	0	0	59	0	0	0	0	59	5	0	0	0	3	5	352
Hourly Total	3	1002	15	0	0	1020	0	0	0	0	0	0	169	0	0	0	1	169	15	0	0	0	5	15	1204
8:00 AM	1	225	4	0	0	230	0	0	0	0	0	0	34	0	0	0	0	34	5	0	0	0	2	5	269
8:15 AM	1	277	8	0	0	286	0	0	0	0	0	0	55	0	0	0	0	55	2	0	0	0	0	2	343
8:30 AM	1	278	4	0	0	283	0	0	0	0	0	0	43	0	0	0	0	43	4	0	0	0	1	4	330
8:45 AM	2	298	6	0	0	306	0	0	0	0	0	0	46	0	0	0	0	46	2	0	0	0	0	2	354
Hourly Total	5	1078	22	0	0	1105	0	0	0	0	0	0	178	0	0	0	0	178	13	0	0	0	3	13	1296
9:00 AM	0	255	7	0	0	262	0	0	0	0	0	0	41	0	0	0	0	41	8	0	0	0	0	8	311
9:15 AM	1	266	8	0	0	275	0	0	0	0	0	0	32	0	0	0	0	32	4	0	0	0	2	4	311
9:30 AM	0	256	6	0	0	262	0	0	0	0	0	0	24	0	0	0	1	24	3	0	0	0	2	3	289
9:45 AM	3	261	5	0	0	269	0	0	0	0	0	0	42	0	0	0	0	42	7	0	0	0	2	7	318
Hourly Total	4	1038	26	0	0	1068	0	0	0	0	0	0	139	0	0	0	1	139	22	0	0	0	6	22	1229
Grand Total	12	3118	63	0	0	3193	0	0	0	0	0	0	486	0	0	0	2	486	50	0	0	0	14	50	3729
Approach %	0.4	97.7	2.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	100.0	0.0	0.0	0.0	-	-	100.0	0.0	0.0	0.0	-	-	-
Total %	0.3	83.6	1.7	0.0	-	85.6	0.0	0.0	0.0	0.0	-	0.0	13.0	0.0	0.0	0.0	-	13.0	1.3	0.0	0.0	0.0	-	1.3	-
Motorcycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Motorcycles	0.0	0.0	0.0	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	0.0	0.0	-	-	-	-	0.0	0.0
Cars & Light Goods	8	2823	61	0	-	2892	0	0	0	0	-	0	451	0	0	0	-	451	41	0	0	0	-	41	3384
% Cars & Light Goods	66.7	90.5	96.8	-	-	90.6	-	-	-	-	-	-	92.8	-	-	-	-	92.8	82.0	-	-	-	-	82.0	90.7
Buses	0	103	1	0	-	104	0	0	0	0	-	0	21	0	0	0	-	21	0	0	0	0	-	0	125
% Buses	0.0	3.3	1.6	-	-	3.3	-	-	-	-	-	-	4.3	-	-	-	-	4.3	0.0	-	-	-	-	0.0	3.4
Single-Unit Trucks	1	149	1	0	-	151	0	0	0	0	-	0	13	0	0	0	-	13	8	0	0	0	-	8	172
% Single-Unit Trucks	8.3	4.8	1.6	-	-	4.7	-	-	-	-	-	-	2.7	-	-	-	-	2.7	16.0	-	-	-	-	16.0	4.6
Articulated Trucks	3	43	0	0	-	46	0	0	0	0	-	0	1	0	0	0	-	1	1	0	0	0	-	1	48
% Articulated Trucks	25.0	1.4	0.0	-	-	1.4	-	-	-	-	-	-	0.2	-	-	-	-	0.2	2.0	-	-	-	-	2.0	1.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	0.0	0.0	-	-	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	7.1	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	13	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	92.9	-	-

Turning Movement Peak Hour Data (8:15 AM)

Start Time	Southbound St. Southbound						Westbound St. Westbound						Northbound St. Northbound						Eastbound St. Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
8:15 AM	1	277	8	0	0	286	0	0	0	0	0	0	55	0	0	0	0	55	2	0	0	0	0	2	343
8:30 AM	1	278	4	0	0	283	0	0	0	0	0	0	43	0	0	0	0	43	4	0	0	0	1	4	330
8:45 AM	2	298	6	0	0	306	0	0	0	0	0	0	46	0	0	0	0	46	2	0	0	0	0	2	354
9:00 AM	0	255	7	0	0	262	0	0	0	0	0	0	41	0	0	0	0	41	8	0	0	0	0	8	311
Total	4	1108	25	0	0	1137	0	0	0	0	0	0	185	0	0	0	0	185	16	0	0	0	1	16	1338
Approach %	0.4	97.4	2.2	0.0	-	-	0.0	0.0	0.0	0.0	-	-	100.0	0.0	0.0	0.0	-	-	100.0	0.0	0.0	0.0	-	-	-
Total %	0.3	82.8	1.9	0.0	-	85.0	0.0	0.0	0.0	0.0	-	0.0	13.8	0.0	0.0	0.0	-	13.8	1.2	0.0	0.0	0.0	-	1.2	-
PHF	0.500	0.930	0.781	0.000	-	0.929	0.000	0.000	0.000	0.000	-	0.000	0.841	0.000	0.000	0.000	-	0.841	0.500	0.000	0.000	0.000	-	0.500	0.945
Motorcycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Motorcycles	0.0	0.0	0.0	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	0.0	0.0	-	-	-	-	0.0	0.0
Cars & Light Goods	2	1002	24	0	-	1028	0	0	0	0	-	0	177	0	0	0	-	177	14	0	0	0	-	14	1219
% Cars & Light Goods	50.0	90.4	96.0	-	-	90.4	-	-	-	-	-	-	95.7	-	-	-	-	95.7	87.5	-	-	-	-	87.5	91.1
Buses	0	39	0	0	-	39	0	0	0	0	-	0	5	0	0	0	-	5	0	0	0	0	-	0	44
% Buses	0.0	3.5	0.0	-	-	3.4	-	-	-	-	-	-	2.7	-	-	-	-	2.7	0.0	-	-	-	-	0.0	3.3
Single-Unit Trucks	0	55	1	0	-	56	0	0	0	0	-	0	3	0	0	0	-	3	2	0	0	0	-	2	61
% Single-Unit Trucks	0.0	5.0	4.0	-	-	4.9	-	-	-	-	-	-	1.6	-	-	-	-	1.6	12.5	-	-	-	-	12.5	4.6
Articulated Trucks	2	12	0	0	-	14	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	14
% Articulated Trucks	50.0	1.1	0.0	-	-	1.2	-	-	-	-	-	-	0.0	-	-	-	-	0.0	0.0	-	-	-	-	0.0	1.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	0.0	0.0	-	-	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

TMC Study Dashboard (676182: Market and Lakeview SW)

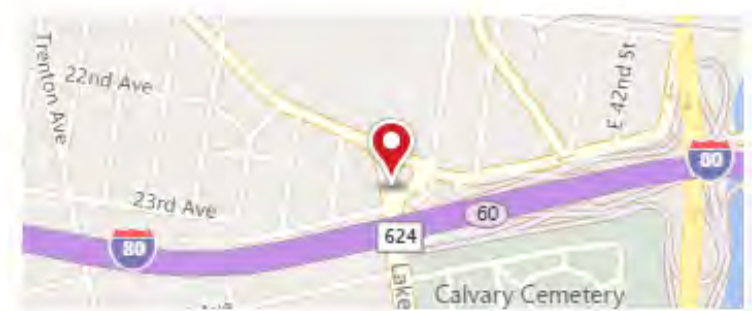


Actions: [Edit Approaches](#) [Edit Data](#) [ATR Reporting](#) [Advanced Reporting](#) [Basic Reporting](#) [Recent Reports](#)

- Summary
- Classification
- Annotation
- Files
- Setup Rating
- Location
- Sharing
- Video Sharing
- Video Playback
- Video Download
- Video Storage
- Export Options
- Chart Export
- Billing

Study ID: 676182 **Status:** Complete
Configured By: Mike Donnelly
Study Name:
Project:
Start Date:
Notes:

Save



VCU ID: SCU80E
Classification Options
Vehicle: Motorcycles / Cars & Light Goods / Buses / Single-Unit Trucks / Articulated Trucks / Bicycles on Road
Ped (with direction): Bicycles on Crosswalk / Pedestrians
Study Type: TMC
Total Length: 03:59:57
Number of Trims: 1
Turnaround Time
Selected: 72 hours
Delivered: 60.3 hours
Setup Rating: ★★★★★



Turning Movement Data

Start Time	Southbound St. Southbound						Westbound St. Westbound						Northbound St. Northbound						Eastbound St. Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
3:00 PM	0	394	10	0	0	404	0	0	0	0	0	0	42	0	0	0	1	42	6	0	0	0	0	6	452
3:15 PM	0	404	9	0	0	413	0	0	0	0	0	0	48	0	0	0	0	48	5	0	0	0	2	5	466
3:30 PM	1	383	9	0	0	393	0	0	0	0	0	0	35	0	0	0	0	35	5	0	0	0	1	5	433
3:45 PM	1	381	9	0	0	391	0	0	0	0	0	0	50	0	0	0	0	50	12	0	0	0	1	12	453
Hourly Total	2	1562	37	0	0	1601	0	0	0	0	0	0	175	0	0	0	1	175	28	0	0	0	4	28	1804
4:00 PM	2	390	8	0	2	400	0	0	0	0	0	0	42	0	0	0	0	42	7	0	0	0	5	7	449
4:15 PM	2	362	9	0	0	373	0	0	0	0	0	0	48	0	0	0	0	48	8	0	0	0	4	8	429
4:30 PM	1	430	7	0	0	438	0	0	0	0	0	0	44	0	0	0	0	44	3	0	0	0	2	3	485
4:45 PM	2	382	9	0	0	393	0	0	0	0	0	0	50	0	0	0	0	50	4	0	0	0	3	4	447
Hourly Total	7	1564	33	0	2	1604	0	0	0	0	0	0	184	0	0	0	0	184	22	0	0	0	14	22	1810
5:00 PM	1	436	9	0	0	446	0	0	0	0	0	0	46	0	0	0	0	46	9	0	0	1	0	10	502
5:15 PM	0	406	11	0	0	417	0	0	0	0	0	0	48	0	0	0	0	48	5	0	0	0	3	5	470
5:30 PM	3	397	12	0	0	412	0	0	0	0	0	0	59	0	0	0	0	59	5	0	0	0	2	5	476
5:45 PM	3	373	9	0	0	385	0	0	0	0	0	0	57	0	0	0	1	57	5	0	0	0	1	5	447
Hourly Total	7	1612	41	0	0	1660	0	0	0	0	0	0	210	0	0	0	1	210	24	0	0	1	6	25	1895
6:00 PM	4	370	9	0	0	383	0	0	0	0	0	0	46	0	0	0	0	46	14	0	0	0	2	14	443
6:15 PM	3	378	13	0	0	394	0	0	0	0	0	0	59	0	0	0	0	59	6	0	0	0	5	6	459
6:30 PM	2	350	13	0	0	365	0	0	0	0	0	0	46	0	0	0	1	46	7	0	0	0	2	7	418
6:45 PM	0	346	10	0	0	356	0	0	0	0	0	0	59	0	0	0	0	59	3	0	0	0	1	3	418
Hourly Total	9	1444	45	0	0	1498	0	0	0	0	0	0	210	0	0	0	1	210	30	0	0	0	10	30	1738
Grand Total	25	6182	156	0	2	6363	0	0	0	0	0	0	779	0	0	0	3	779	104	0	0	1	34	105	7247
Approach %	0.4	97.2	2.5	0.0	-	-	0.0	0.0	0.0	0.0	-	-	100.0	0.0	0.0	0.0	-	-	99.0	0.0	0.0	1.0	-	-	-
Total %	0.3	85.3	2.2	0.0	-	87.8	0.0	0.0	0.0	0.0	-	0.0	10.7	0.0	0.0	0.0	-	10.7	1.4	0.0	0.0	0.0	-	1.4	-
Motorcycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Motorcycles	0.0	0.0	0.0	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	0.0	0.0	-	-	0.0	-	0.0	0.0
Cars & Light Goods	25	5885	156	0	-	6066	0	0	0	0	-	0	758	0	0	0	-	758	98	0	0	1	-	99	6923
% Cars & Light Goods	100.0	95.2	100.0	-	-	95.3	-	-	-	-	-	-	97.3	-	-	-	-	97.3	94.2	-	-	100.0	-	94.3	95.5
Buses	0	89	0	0	-	89	0	0	0	0	-	0	10	0	0	0	-	10	2	0	0	0	-	2	101
% Buses	0.0	1.4	0.0	-	-	1.4	-	-	-	-	-	-	1.3	-	-	-	-	1.3	1.9	-	-	0.0	-	1.9	1.4
Single-Unit Trucks	0	175	0	0	-	175	0	0	0	0	-	0	9	0	0	0	-	9	1	0	0	0	-	1	185
% Single-Unit Trucks	0.0	2.8	0.0	-	-	2.8	-	-	-	-	-	-	1.2	-	-	-	-	1.2	1.0	-	-	0.0	-	1.0	2.6
Articulated Trucks	0	33	0	0	-	33	0	0	0	0	-	0	1	0	0	0	-	1	3	0	0	0	-	3	37
% Articulated Trucks	0.0	0.5	0.0	-	-	0.5	-	-	-	-	-	-	0.1	-	-	-	-	0.1	2.9	-	-	0.0	-	2.9	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	-	-	-	-	-	-	0.1	-	-	-	-	0.1	0.0	-	-	0.0	-	0.0	0.0

Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	2.9	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	33	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Southbound St. Southbound						Westbound St. Westbound						Northbound St. Northbound						Eastbound St. Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:30 PM	1	430	7	0	0	438	0	0	0	0	0	0	44	0	0	0	0	44	3	0	0	0	2	3	485
4:45 PM	2	382	9	0	0	393	0	0	0	0	0	0	50	0	0	0	0	50	4	0	0	0	3	4	447
5:00 PM	1	436	9	0	0	446	0	0	0	0	0	0	46	0	0	0	0	46	9	0	0	1	0	10	502
5:15 PM	0	406	11	0	0	417	0	0	0	0	0	0	48	0	0	0	0	48	5	0	0	0	3	5	470
Total	4	1654	36	0	0	1694	0	0	0	0	0	0	188	0	0	0	0	188	21	0	0	1	8	22	1904
Approach %	0.2	97.6	2.1	0.0	-	-	0.0	0.0	0.0	0.0	-	-	100.0	0.0	0.0	0.0	-	-	95.5	0.0	0.0	4.5	-	-	-
Total %	0.2	86.9	1.9	0.0	-	89.0	0.0	0.0	0.0	0.0	-	0.0	9.9	0.0	0.0	0.0	-	9.9	1.1	0.0	0.0	0.1	-	1.2	-
PHF	0.500	0.948	0.818	0.000	-	0.950	0.000	0.000	0.000	0.000	-	0.000	0.940	0.000	0.000	0.000	-	0.940	0.583	0.000	0.000	0.250	-	0.550	0.948
Motorcycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Motorcycles	0.0	0.0	0.0	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	0.0	0.0	-	-	0.0	-	0.0	0.0
Cars & Light Goods	4	1601	36	0	-	1641	0	0	0	0	-	0	183	0	0	0	-	183	21	0	0	1	-	22	1846
% Cars & Light Goods	100.0	96.8	100.0	-	-	96.9	-	-	-	-	-	-	97.3	-	-	-	-	97.3	100.0	-	-	100.0	-	100.0	97.0
Buses	0	15	0	0	-	15	0	0	0	0	-	0	2	0	0	0	-	2	0	0	0	0	-	0	17
% Buses	0.0	0.9	0.0	-	-	0.9	-	-	-	-	-	-	1.1	-	-	-	-	1.1	0.0	-	-	0.0	-	0.0	0.9
Single-Unit Trucks	0	31	0	0	-	31	0	0	0	0	-	0	3	0	0	0	-	3	0	0	0	0	-	0	34
% Single-Unit Trucks	0.0	1.9	0.0	-	-	1.8	-	-	-	-	-	-	1.6	-	-	-	-	1.6	0.0	-	-	0.0	-	0.0	1.8
Articulated Trucks	0	7	0	0	-	7	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	7
% Articulated Trucks	0.0	0.4	0.0	-	-	0.4	-	-	-	-	-	-	0.0	-	-	-	-	0.0	0.0	-	-	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	0.0	0.0	-	-	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Lakeview-Crooks_AM - TMC

Thu May 23, 2019

Full Length (7 AM-10 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 699711, Location: 40.892273, -74.13968

Leg Direction	North Southbound						East Westbound						South Northbound						West Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2019-05-23																									
7:00AM	20	42	24	0	86	0	16	48	10	0	74	0	22	71	12	0	105	0	11	43	21	0	75	0	340
7:15AM	23	30	26	0	79	0	12	73	6	0	91	0	14	81	23	0	118	0	20	66	26	0	112	0	400
7:30AM	30	37	25	1	93	0	18	93	30	0	141	0	26	98	20	0	144	0	10	53	24	0	87	0	465
7:45AM	29	54	31	2	116	0	23	105	24	0	152	0	22	97	24	0	143	0	16	81	35	0	132	0	543
Hourly Total	102	163	106	3	374	0	69	319	70	0	458	0	84	347	79	0	510	0	57	243	106	0	406	0	1748
8:00AM	28	51	29	0	108	0	21	91	27	0	139	0	28	123	20	0	171	0	16	71	21	0	108	4	526
8:15AM	27	72	29	1	129	0	27	93	40	0	160	0	17	116	20	0	153	1	11	62	28	0	101	2	543
8:30AM	32	76	34	0	142	0	16	86	28	0	130	0	17	91	22	0	130	0	16	74	30	0	120	1	522
8:45AM	32	67	32	0	131	0	6	92	27	0	125	0	12	64	30	0	106	0	25	60	25	0	110	0	472
Hourly Total	119	266	124	1	510	0	70	362	122	0	554	0	74	394	92	0	560	1	68	267	104	0	439	7	2063
9:00AM	36	63	37	0	136	0	15	80	26	0	121	0	13	82	24	0	119	0	18	75	31	0	124	0	500
9:15AM	42	57	28	0	127	1	14	82	20	0	116	0	8	51	35	0	94	0	26	55	19	0	100	2	437
9:30AM	37	61	26	0	124	0	10	62	18	0	90	0	17	44	20	0	81	0	22	43	33	0	98	2	393
9:45AM	37	64	37	0	138	0	21	86	26	0	133	0	12	44	19	0	75	0	20	69	32	0	121	0	467
Hourly Total	152	245	128	0	525	1	60	310	90	0	460	0	50	221	98	0	369	0	86	242	115	0	443	4	1797
Total	373	674	358	4	1409	1	199	991	282	0	1472	0	208	962	269	0	1439	1	211	752	325	0	1288	11	5608
% Approach	26.5%	47.8%	25.4%	0.3%	-	-	13.5%	67.3%	19.2%	0%	-	-	14.5%	66.9%	18.7%	0%	-	-	16.4%	58.4%	25.2%	0%	-	-	-
% Total	6.7%	12.0%	6.4%	0.1%	25.1%	-	3.5%	17.7%	5.0%	0%	26.2%	-	3.7%	17.2%	4.8%	0%	25.7%	-	3.8%	13.4%	5.8%	0%	23.0%	-	-
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Lights	328	634	349	4	1315	-	189	936	268	0	1393	-	196	918	251	0	1365	-	187	708	287	0	1182	-	5255
% Lights	87.9%	94.1%	97.5%	100%	93.3%	-	95.0%	94.5%	95.0%	0%	94.6%	-	94.2%	95.4%	93.3%	0%	94.9%	-	88.6%	94.1%	88.3%	0%	91.8%	-	93.7%
Single-Unit Trucks	24	15	3	0	42	-	5	38	9	0	52	-	4	20	8	0	32	-	12	33	22	0	67	-	193
% Single-Unit Trucks	6.4%	2.2%	0.8%	0%	3.0%	-	2.5%	3.8%	3.2%	0%	3.5%	-	1.9%	2.1%	3.0%	0%	2.2%	-	5.7%	4.4%	6.8%	0%	5.2%	-	3.4%
Articulated Trucks	16	3	1	0	20	-	1	7	3	0	11	-	2	3	0	0	5	-	0	1	9	0	10	-	46
% Articulated Trucks	4.3%	0.4%	0.3%	0%	1.4%	-	0.5%	0.7%	1.1%	0%	0.7%	-	1.0%	0.3%	0%	0%	0.3%	-	0%	0.1%	2.8%	0%	0.8%	-	0.8%
Buses	5	22	5	0	32	-	4	10	2	0	16	-	6	21	10	0	37	-	12	10	7	0	29	-	114
% Buses	1.3%	3.3%	1.4%	0%	2.3%	-	2.0%	1.0%	0.7%	0%	1.1%	-	2.9%	2.2%	3.7%	0%	2.6%	-	5.7%	1.3%	2.2%	0%	2.3%	-	2.0%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	11	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Lakeview-Crooks_AM - TMC

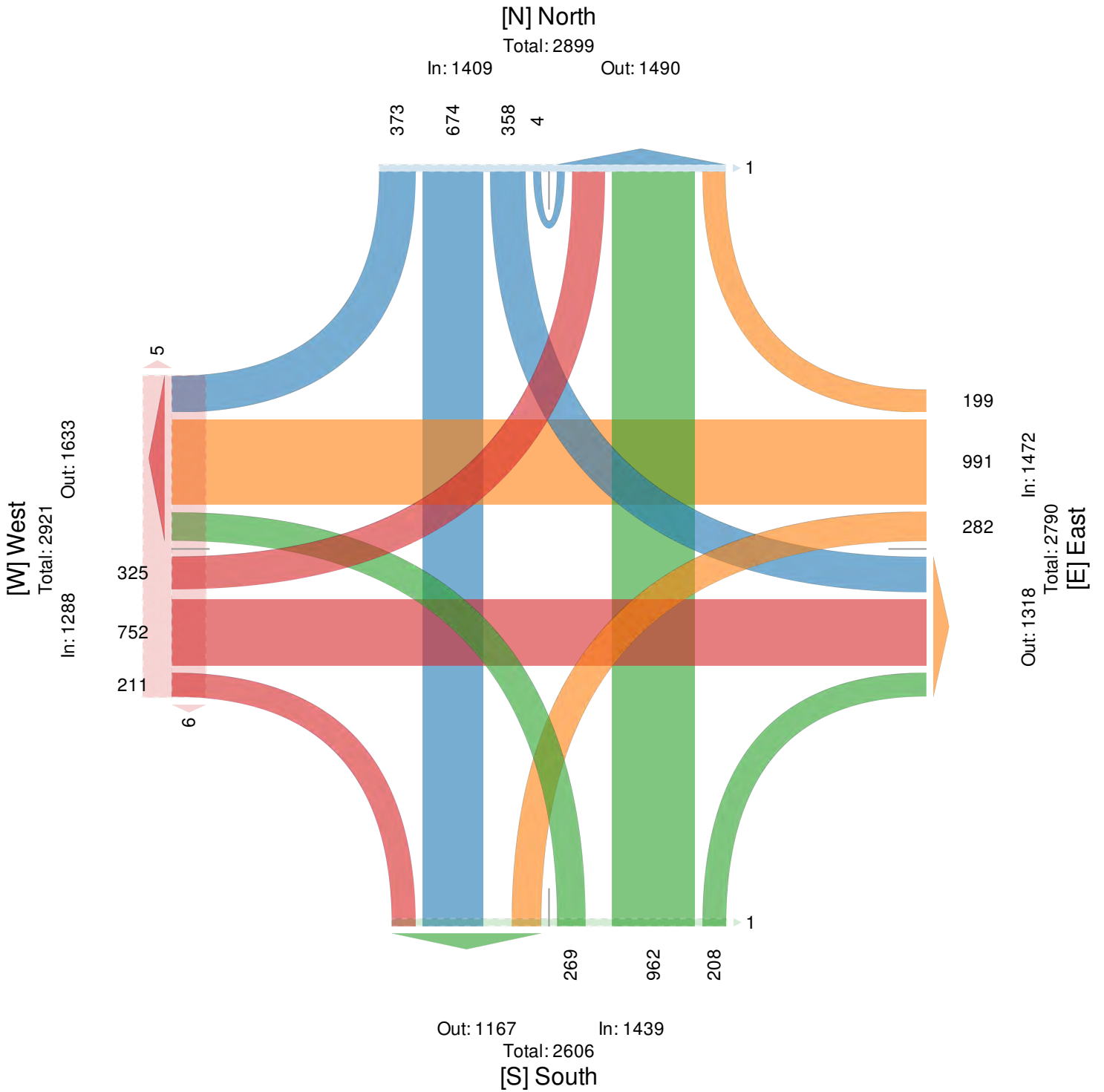
Thu May 23, 2019

Full Length (7 AM-10 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 699711, Location: 40.892273, -74.13968



Lakeview-Crooks_AM - TMC

Thu May 23, 2019

AM Peak (7:45 AM - 8:45 AM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 699711, Location: 40.892273, -74.13968

Leg Direction	North Southbound						East Westbound						South Northbound						West Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2019-05-23																									
7:45AM	29	54	31	2	116	0	23	105	24	0	152	0	22	97	24	0	143	0	16	81	35	0	132	0	543
8:00AM	28	51	29	0	108	0	21	91	27	0	139	0	28	123	20	0	171	0	16	71	21	0	108	4	526
8:15AM	27	72	29	1	129	0	27	93	40	0	160	0	17	116	20	0	153	1	11	62	28	0	101	2	543
8:30AM	32	76	34	0	142	0	16	86	28	0	130	0	17	91	22	0	130	0	16	74	30	0	120	1	522
Total	116	253	123	3	495	0	87	375	119	0	581	0	84	427	86	0	597	1	59	288	114	0	461	7	2134
% Approach	23.4%	51.1%	24.8%	0.6%	-	-	15.0%	64.5%	20.5%	0%	-	-	14.1%	71.5%	14.4%	0%	-	-	12.8%	62.5%	24.7%	0%	-	-	-
% Total	5.4%	11.9%	5.8%	0.1%	23.2%	-	4.1%	17.6%	5.6%	0%	27.2%	-	3.9%	20.0%	4.0%	0%	28.0%	-	2.8%	13.5%	5.3%	0%	21.6%	-	-
PHF	0.906	0.832	0.904	0.375	0.871	-	0.806	0.893	0.744	-	0.908	-	0.750	0.868	0.896	-	0.873	-	0.922	0.889	0.814	-	0.873	-	0.983
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Motorcycles	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Lights	104	233	122	3	462	-	84	362	118	0	564	-	80	415	81	0	576	-	52	271	103	0	426	-	2028
% Lights	89.7%	92.1%	99.2%	100%	93.3%	-	96.6%	96.5%	99.2%	0%	97.1%	-	95.2%	97.2%	94.2%	0%	96.5%	-	88.1%	94.1%	90.4%	0%	92.4%	-	95.0%
Single-Unit Trucks	5	6	0	0	11	-	2	10	0	0	12	-	2	5	2	0	9	-	4	14	8	0	26	-	58
% Single-Unit Trucks	4.3%	2.4%	0%	0%	2.2%	-	2.3%	2.7%	0%	0%	2.1%	-	2.4%	1.2%	2.3%	0%	1.5%	-	6.8%	4.9%	7.0%	0%	5.6%	-	2.7%
Articulated Trucks	4	2	0	0	6	-	0	0	1	0	1	-	0	0	0	0	0	-	0	0	2	0	2	-	9
% Articulated Trucks	3.4%	0.8%	0%	0%	1.2%	-	0%	0%	0.8%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	1.8%	0%	0.4%	-	0.4%
Buses	3	12	1	0	16	-	1	3	0	0	4	-	2	7	3	0	12	-	3	3	1	0	7	-	39
% Buses	2.6%	4.7%	0.8%	0%	3.2%	-	1.1%	0.8%	0%	0%	0.7%	-	2.4%	1.6%	3.5%	0%	2.0%	-	5.1%	1.0%	0.9%	0%	1.5%	-	1.8%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	-	7
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-100%	-	-	-	-	-	-	-	-100%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Lakeview-Crooks_AM - TMC

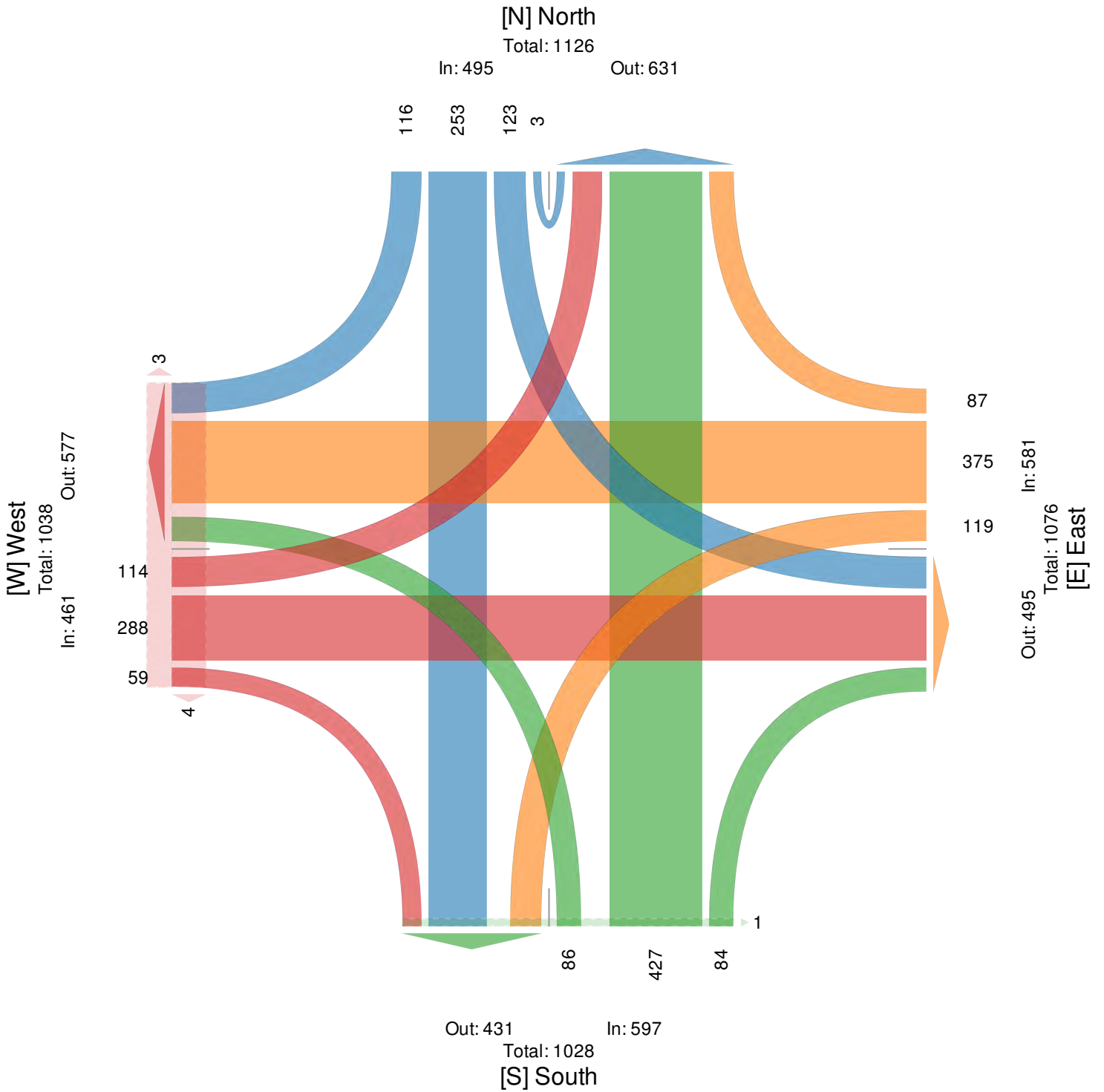
Thu May 23, 2019

AM Peak (7:45 AM - 8:45 AM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 699711, Location: 40.892273, -74.13968



Lakeview-Crooks_PM - TMC

Wed May 22, 2019

Full Length (4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 699414, Location: 40.892273, -74.13968

Leg Direction	North Southbound						East Westbound						South Northbound						West Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2019-05-22																									
4:00PM	41	102	44	1	188	0	33	98	35	0	166	0	17	69	23	0	109	0	49	82	37	0	168	0	631
4:15PM	54	120	30	0	204	0	21	110	39	0	170	0	9	83	30	0	122	0	35	98	29	0	162	0	658
4:30PM	57	111	37	0	205	0	19	98	41	0	158	0	9	82	34	0	125	1	31	85	29	0	145	2	633
4:45PM	40	118	32	1	191	0	20	95	31	0	146	1	14	78	19	0	111	0	36	93	28	0	157	0	605
Hourly Total	192	451	143	2	788	0	93	401	146	0	640	1	49	312	106	0	467	1	151	358	123	0	632	2	2527
5:00PM	60	133	41	0	234	0	26	122	48	0	196	0	12	90	19	0	121	0	34	89	41	0	164	2	715
5:15PM	43	145	32	0	220	0	20	118	41	0	179	0	12	85	16	0	113	1	33	99	38	0	170	2	682
5:30PM	58	164	30	1	253	0	29	113	40	0	182	0	28	83	30	0	141	0	25	103	31	0	159	1	735
5:45PM	59	141	39	3	242	1	21	80	45	0	146	0	9	88	31	0	128	0	33	95	35	0	163	2	679
Hourly Total	220	583	142	4	949	1	96	433	174	0	703	0	61	346	96	0	503	1	125	386	145	0	656	7	2811
6:00PM	55	146	34	0	235	0	22	102	51	0	175	0	20	83	24	0	127	1	30	99	31	0	160	7	697
6:15PM	37	135	35	1	208	0	27	95	48	0	170	0	16	82	24	0	122	1	28	99	38	0	165	2	665
6:30PM	54	108	33	0	195	0	21	89	42	0	152	0	15	88	27	0	130	0	17	86	28	0	131	1	608
6:45PM	39	130	29	0	198	0	18	99	31	0	148	0	19	82	20	0	121	1	33	83	32	0	148	2	615
Hourly Total	185	519	131	1	836	0	88	385	172	0	645	0	70	335	95	0	500	3	108	367	129	0	604	12	2585
7:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	597	1553	416	7	2573	1	277	1219	492	0	1988	1	180	993	297	0	1470	5	384	1111	397	0	1892	21	7923
% Approach	23.2%	60.4%	16.2%	0.3%	-	-	13.9%	61.3%	24.7%	0%	-	-	12.2%	67.6%	20.2%	0%	-	-	20.3%	58.7%	21.0%	0%	-	-	-
% Total	7.5%	19.6%	5.3%	0.1%	32.5%	-	3.5%	15.4%	6.2%	0%	25.1%	-	2.3%	12.5%	3.7%	0%	18.6%	-	4.8%	14.0%	5.0%	0%	23.9%	-	-
Motorcycles	1	1	0	0	2	-	0	1	0	0	1	-	0	2	0	0	2	-	0	1	1	0	2	-	7
% Motorcycles	0.2%	0.1%	0%	0%	0.1%	-	0%	0.1%	0%	0%	0.1%	-	0%	0.2%	0%	0%	0.1%	-	0%	0.1%	0.3%	0%	0.1%	-	0.1%
Lights	544	1517	409	7	2477	-	276	1183	487	0	1946	-	176	974	283	0	1433	-	365	1084	386	0	1835	-	7691
% Lights	91.1%	97.7%	98.3%	100%	96.3%	-	99.6%	97.0%	99.0%	0%	97.9%	-	97.8%	98.1%	95.3%	0%	97.5%	-	95.1%	97.6%	97.2%	0%	97.0%	-	97.1%
Single-Unit Trucks	45	19	4	0	68	-	0	29	4	0	33	-	4	9	2	0	15	-	6	19	5	0	30	-	146
% Single-Unit Trucks	7.5%	1.2%	1.0%	0%	2.6%	-	0%	2.4%	0.8%	0%	1.7%	-	2.2%	0.9%	0.7%	0%	1.0%	-	1.6%	1.7%	1.3%	0%	1.6%	-	1.8%
Articulated Trucks	7	0	2	0	9	-	0	4	0	0	4	-	0	0	0	0	0	-	2	6	4	0	12	-	25
% Articulated Trucks	1.2%	0%	0.5%	0%	0.3%	-	0%	0.3%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.5%	0.5%	1.0%	0%	0.6%	-	0.3%
Buses	0	16	1	0	17	-	1	2	1	0	4	-	0	8	12	0	20	-	11	1	1	0	13	-	54
% Buses	0%	1.0%	0.2%	0%	0.7%	-	0.4%	0.2%	0.2%	0%	0.2%	-	0%	0.8%	4.0%	0%	1.4%	-	2.9%	0.1%	0.3%	0%	0.7%	-	0.7%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	21	
% Pedestrians	-	-	-	-	-	-100%	-	-	-	-	-	-100%	-	-	-	-	-	-100%	-	-	-	-	-	-100%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Lakeview-Crooks_PM - TMC

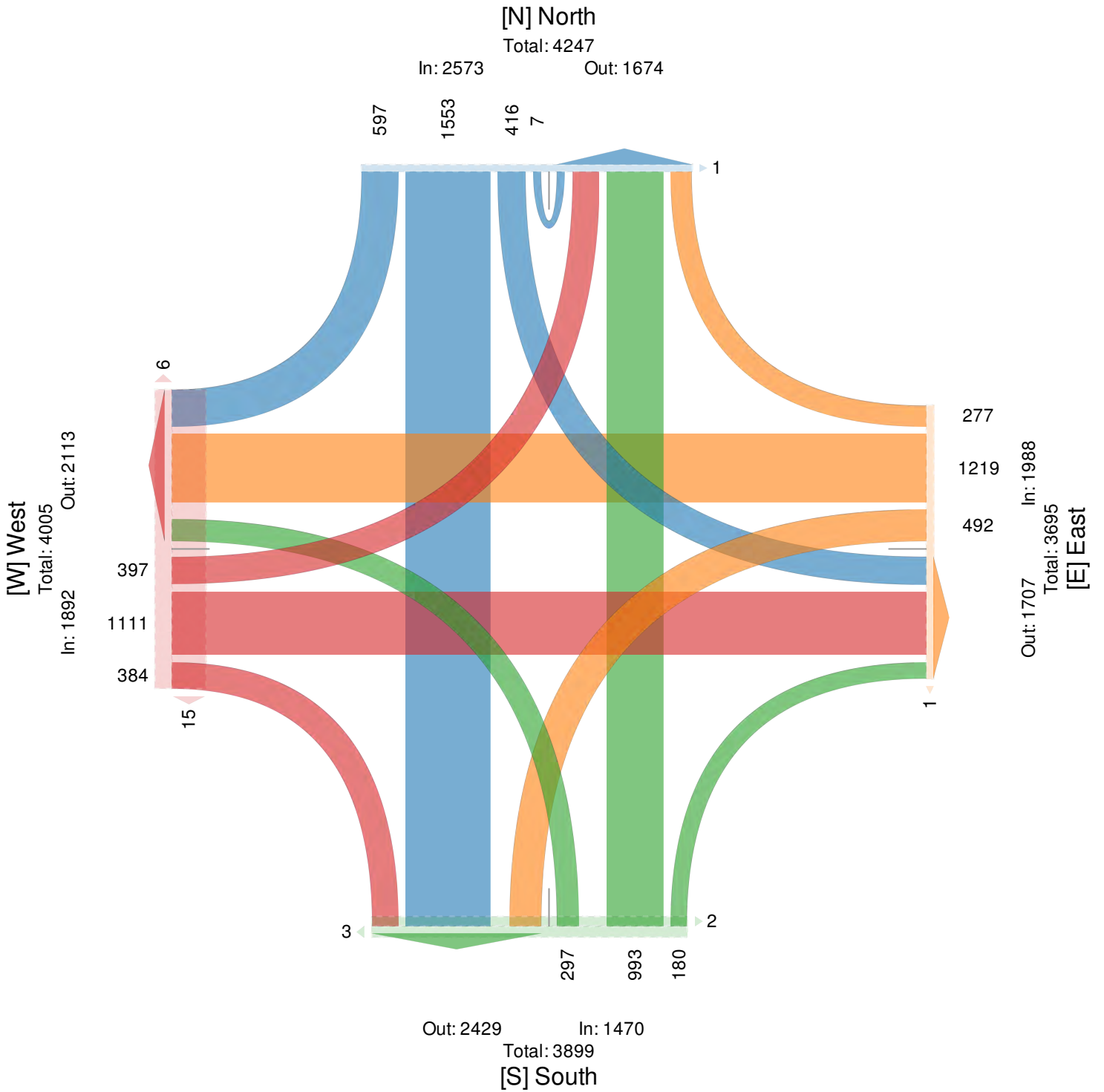
Wed May 22, 2019

Full Length (4 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 699414, Location: 40.892273, -74.13968



Lakeview-Crooks_PM - TMC

Wed May 22, 2019

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 699414, Location: 40.892273, -74.13968

Leg Direction	North Southbound							East Westbound							South Northbound							West Eastbound							Int
	R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		
2019-05-22																													
5:00PM	60	133	41	0	234	0		26	122	48	0	196	0		12	90	19	0	121	0		34	89	41	0	164	2		715
5:15PM	43	145	32	0	220	0		20	118	41	0	179	0		12	85	16	0	113	1		33	99	38	0	170	2		682
5:30PM	58	164	30	1	253	0		29	113	40	0	182	0		28	83	30	0	141	0		25	103	31	0	159	1		735
5:45PM	59	141	39	3	242	1		21	80	45	0	146	0		9	88	31	0	128	0		33	95	35	0	163	2		679
Total	220	583	142	4	949	1		96	433	174	0	703	0		61	346	96	0	503	1		125	386	145	0	656	7		2811
% Approach	23.2%	61.4%	15.0%	0.4%	-	-		13.7%	61.6%	24.8%	0%	-	-	12.1%	68.8%	19.1%	0%	-	-	19.1%	58.8%	22.1%	0%	-	-	-	-		
% Total	7.8%	20.7%	5.1%	0.1%	33.8%	-		3.4%	15.4%	6.2%	0%	25.0%	-	2.2%	12.3%	3.4%	0%	17.9%	-	4.4%	13.7%	5.2%	0%	23.3%	-	-	-		
PHF	0.917	0.889	0.866	0.333	0.938	-		0.828	0.887	0.906	-	0.897	-	0.545	0.961	0.774	-	0.892	-	0.919	0.937	0.884	-	0.965	-	-	0.956		
Motorcycles	0	0	0	0	0	-		0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	1	-	-	1		
% Motorcycles	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0.7%	0%	0.2%	-	-	0%		
Lights	201	575	141	4	921	-		95	423	172	0	690	-	61	337	92	0	490	-	120	376	141	0	637	-	-	2738		
% Lights	91.4%	98.6%	99.3%	100%	97.0%	-		99.0%	97.7%	98.9%	0%	98.2%	-	100%	97.4%	95.8%	0%	97.4%	-	96.0%	97.4%	97.2%	0%	97.1%	-	-	97.4%		
Single-Unit Trucks	18	3	0	0	21	-		0	8	2	0	10	-	0	6	0	0	6	-	1	8	1	0	10	-	-	47		
% Single-Unit Trucks	8.2%	0.5%	0%	0%	2.2%	-		0%	1.8%	1.1%	0%	1.4%	-	0%	1.7%	0%	0%	1.2%	-	0.8%	2.1%	0.7%	0%	1.5%	-	-	1.7%		
Articulated Trucks	1	0	1	0	2	-		0	1	0	0	1	-	0	0	0	0	0	-	0	2	2	0	4	-	-	7		
% Articulated Trucks	0.5%	0%	0.7%	0%	0.2%	-		0%	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0.5%	1.4%	0%	0.6%	-	-	0.2%		
Buses	0	5	0	0	5	-		1	1	0	0	2	-	0	3	4	0	7	-	4	0	0	0	4	-	-	18		
% Buses	0%	0.9%	0%	0%	0.5%	-		1.0%	0.2%	0%	0%	0.3%	-	0%	0.9%	4.2%	0%	1.4%	-	3.2%	0%	0%	0%	0.6%	-	-	0.6%		
Bicycles on Road	0	0	0	0	0	-		0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	-	0		
% Bicycles on Road	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	-	0%		
Pedestrians	-	-	-	-	-	1		-	-	-	-	0		-	-	-	-	-	1		-	-	-	-	-	-	-	7	
% Pedestrians	-	-	-	-	-	100%		-	-	-	-	-		-	-	-	-	-	100%		-	-	-	-	-	-	-	-	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Lakeview-Crooks_PM - TMC

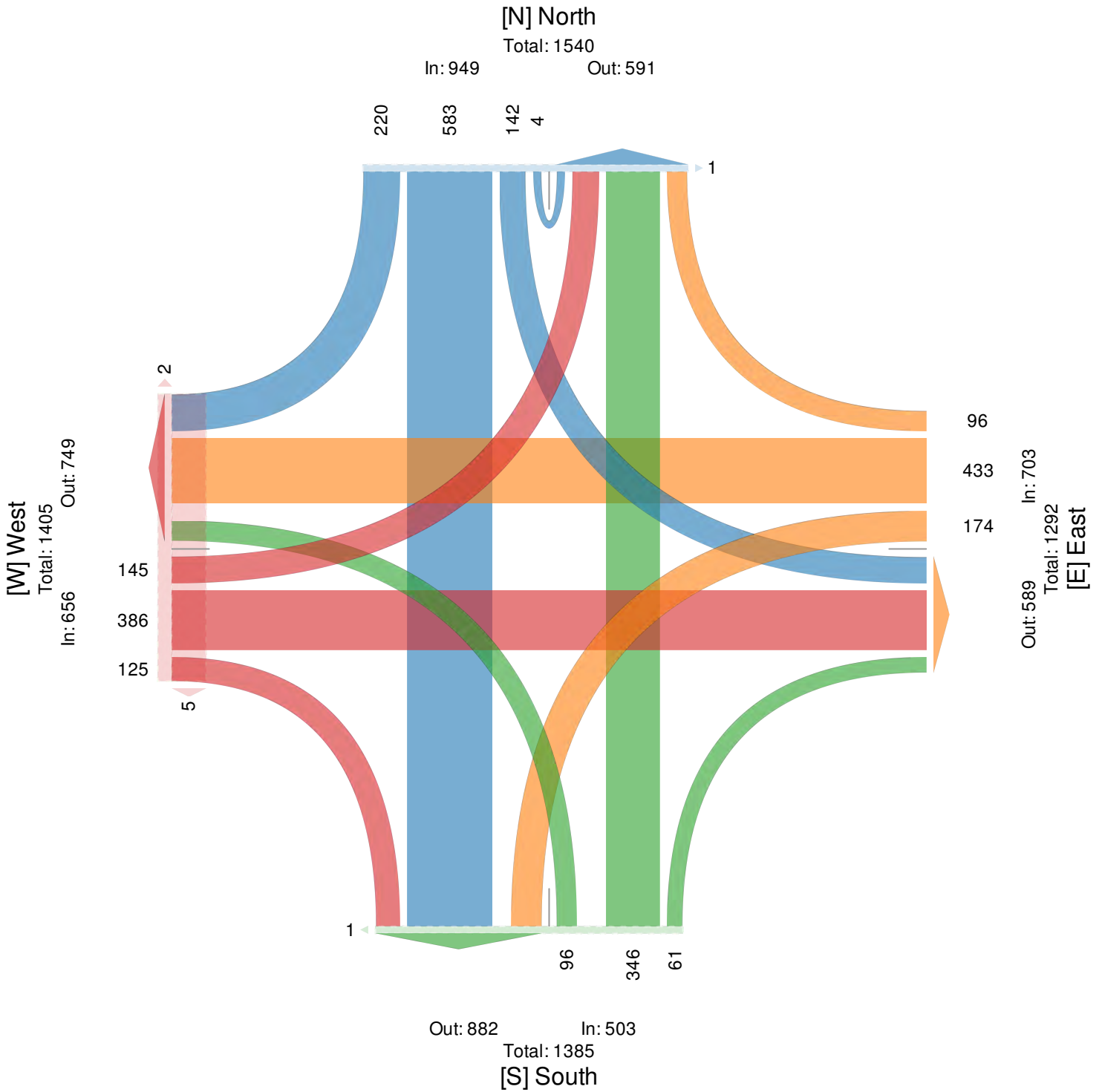
Wed May 22, 2019

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 699414, Location: 40.892273, -74.13968



Lakeview-Crooks_Sat - TMC

Sat Jun 8, 2019

Full Length (10 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 699734, Location: 40.892273, -74.13968

Leg Direction	North Southbound							East Westbound							South Northbound							West Eastbound							Int
	R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		
2019-06-08																													
10:00AM	30	64	19	0	113	1		23	100	23	0	146	0		18	59	24	0	101	0		26	94	25	0	145	1		505
10:15AM	38	58	27	0	123	0		31	92	30	0	153	2		20	72	31	0	123	0		24	73	28	0	125	0		524
10:30AM	31	68	39	0	138	0		23	94	27	0	144	0		21	78	32	0	131	0		32	82	37	0	151	0		564
10:45AM	35	82	31	1	149	0		26	96	24	0	146	0		19	71	33	0	123	1		29	67	36	0	132	3		550
Hourly Total	134	272	116	1	523	1		103	382	104	0	589	2		78	280	120	0	478	1		111	316	126	0	553	4		2143
11:00AM	33	57	19	0	109	0		27	80	20	0	127	0		16	78	29	0	123	1		33	77	36	0	146	0		505
11:15AM	35	62	32	0	129	1		24	98	32	0	154	0		22	64	30	0	116	0		27	104	25	0	156	0		555
11:30AM	27	56	33	0	116	1		23	100	25	0	148	0		20	77	28	0	125	0		29	87	35	0	151	0		540
11:45AM	27	48	34	0	109	0		22	114	38	0	174	0		19	68	36	0	123	0		28	72	36	0	136	0		542
Hourly Total	122	223	118	0	463	2		96	392	115	0	603	0		77	287	123	0	487	1		117	340	132	0	589	0		2142
12:00PM	31	72	39	1	143	0		29	106	21	0	156	0		22	81	31	0	134	1		38	97	47	0	182	0		615
12:15PM	51	79	30	0	160	0		19	104	31	0	154	0		28	69	24	0	121	0		40	92	40	0	172	1		607
12:30PM	33	80	28	0	141	0		20	106	28	0	154	0		18	80	28	0	126	0		30	104	40	0	174	2		595
12:45PM	54	56	30	0	140	0		25	118	28	0	171	0		11	82	29	0	122	1		33	95	46	0	174	1		607
Hourly Total	169	287	127	1	584	0		93	434	108	0	635	0		79	312	112	0	503	2		141	388	173	0	702	4		2424
1:00PM	38	86	23	2	149	0		18	99	25	0	142	0		25	67	25	0	117	0		27	87	50	0	164	0		572
1:15PM	40	89	33	0	162	0		23	89	21	0	133	0		11	73	29	0	113	0		22	86	41	0	149	3		557
1:30PM	48	84	31	0	163	0		25	128	35	0	188	0		15	89	38	0	142	0		33	101	45	0	179	0		672
1:45PM	48	90	29	0	167	0		29	88	28	0	145	0		22	85	30	0	137	0		39	77	44	0	160	0		609
Hourly Total	174	349	116	2	641	0		95	404	109	0	608	0		73	314	122	0	509	0		121	351	180	0	652	3		2410
Total	599	1131	477	4	2211	3		387	1612	436	0	2435	2		307	1193	477	0	1977	4		490	1395	611	0	2496	11		9119
% Approach	27.1%	51.2%	21.6%	0.2%	-	-		15.9%	66.2%	17.9%	0%	-	-	15.5%	60.3%	24.1%	0%	-	-	19.6%	55.9%	24.5%	0%	-	-	-	-		
% Total	6.6%	12.4%	5.2%	0%	24.2%	-		4.2%	17.7%	4.8%	0%	26.7%	-	3.4%	13.1%	5.2%	0%	21.7%	-	5.4%	15.3%	6.7%	0%	27.4%	-	-	-		
Motorcycles	0	2	0	0	2	-		0	3	0	0	3	-	1	4	2	0	7	-	0	0	0	0	0	-	-	12		
% Motorcycles	0%	0.2%	0%	0%	0.1%	-		0%	0.2%	0%	0%	0.1%	-	0.3%	0.3%	0.4%	0%	0.4%	-	0%	0%	0%	0%	0%	-	-	0.1%		
Lights	576	1108	471	4	2159	-		381	1588	433	0	2402	-	299	1171	464	0	1934	-	479	1380	599	0	2458	-	-	8953		
% Lights	96.2%	98.0%	98.7%	100%	97.6%	-		98.4%	98.5%	99.3%	0%	98.6%	-	97.4%	98.2%	97.3%	0%	97.8%	-	97.8%	98.9%	98.0%	0%	98.5%	-	-	98.2%		
Single-Unit Trucks	18	13	6	0	37	-		6	18	2	0	26	-	6	14	3	0	23	-	2	12	5	0	19	-	-	105		
% Single-Unit Trucks	3.0%	1.1%	1.3%	0%	1.7%	-		1.6%	1.1%	0.5%	0%	1.1%	-	2.0%	1.2%	0.6%	0%	1.2%	-	0.4%	0.9%	0.8%	0%	0.8%	-	-	1.2%		
Articulated Trucks	3	1	0	0	4	-		0	3	0	0	3	-	0	0	0	0	0	-	0	2	6	0	8	-	-	15		
% Articulated Trucks	0.5%	0.1%	0%	0%	0.2%	-		0%	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0.1%	1.0%	0%	0.3%	-	-	0.2%		
Buses	2	6	0	0	8	-		0	0	1	0	1	-	1	3	8	0	12	-	9	1	1	0	11	-	-	32		
% Buses	0.3%	0.5%	0%	0%	0.4%	-		0%	0%	0.2%	0%	0%	-	0.3%	0.3%	1.7%	0%	0.6%	-	1.8%	0.1%	0.2%	0%	0.4%	-	-	0.4%		
Bicycles on Road	0	1	0	0	1	-		0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	-	2		
% Bicycles on Road	0%	0.1%	0%	0%	0%	-		0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	-	0%		
Pedestrians	-	-	-	-	-	3		-	-	-	-	-	2		-	-	-	-	-	4		-	-	-	-	-	-	11	
% Pedestrians	-	-	-	-	-	-100%		-	-	-	-	-	-100%		-	-	-	-	-	-100%		-	-	-	-	-	-	-100%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Lakeview-Crooks_Sat - TMC

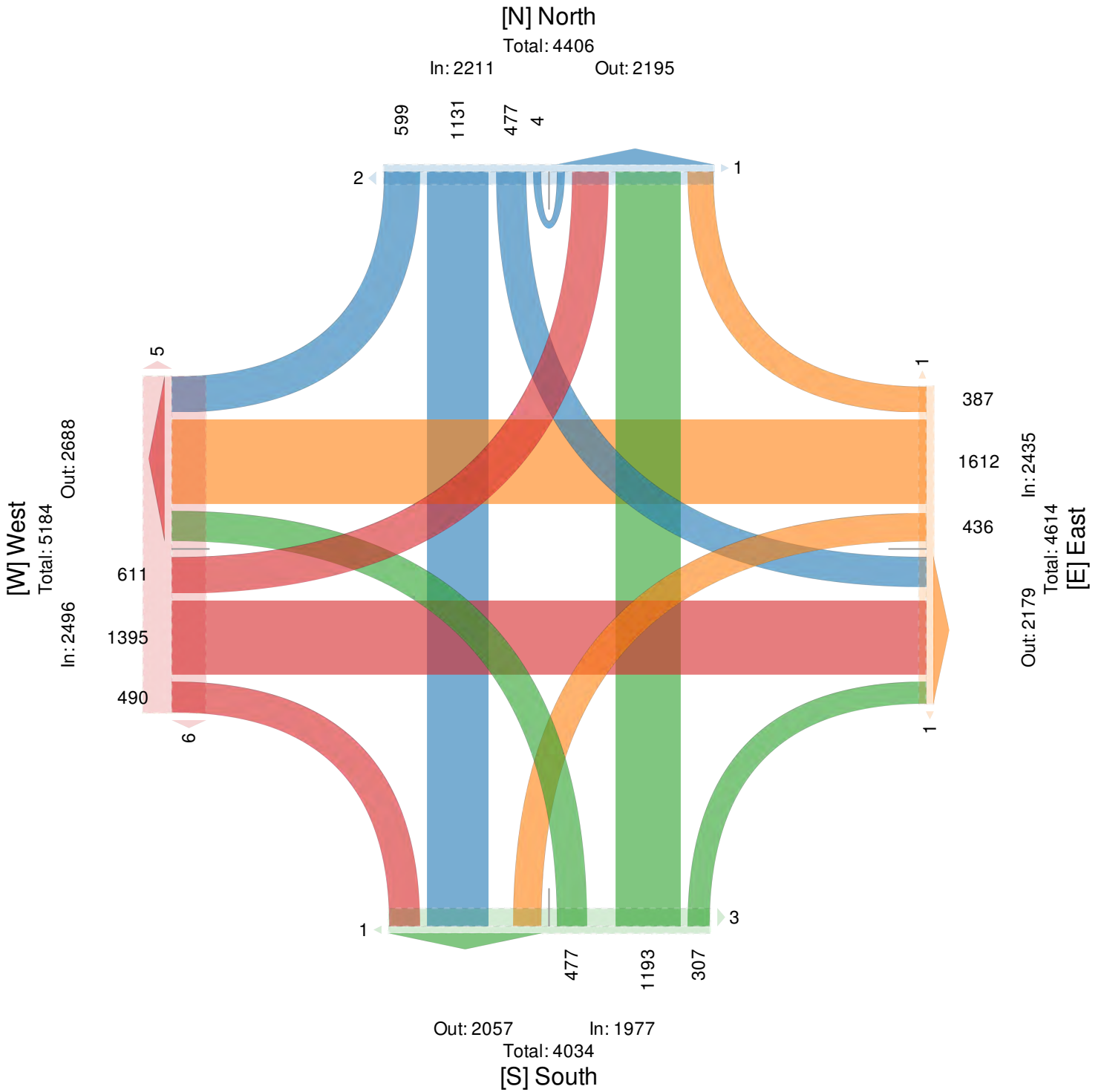
Sat Jun 8, 2019

Full Length (10 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 699734, Location: 40.892273, -74.13968



Lakeview-Crooks_Sat - TMC

Sat Jun 8, 2019

AM Peak (WKND) (10 AM - 11 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 699734, Location: 40.892273, -74.13968

Leg Direction	North Southbound							East Westbound							South Northbound							West Eastbound							Int		
	R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*				
2019-06-08																															
10:00AM	30	64	19	0	113	1	23	100	23	0	146	0	18	59	24	0	101	0	26	94	25	0	145	1	26	94	25	0	145	1	505
10:15AM	38	58	27	0	123	0	31	92	30	0	153	2	20	72	31	0	123	0	24	73	28	0	125	0	24	73	28	0	125	0	524
10:30AM	31	68	39	0	138	0	23	94	27	0	144	0	21	78	32	0	131	0	32	82	37	0	151	0	32	82	37	0	151	0	564
10:45AM	35	82	31	1	149	0	26	96	24	0	146	0	19	71	33	0	123	1	29	67	36	0	132	3	29	67	36	0	132	3	550
Total	134	272	116	1	523	1	103	382	104	0	589	2	78	280	120	0	478	1	111	316	126	0	553	4	111	316	126	0	553	4	2143
% Approach	25.6%	52.0%	22.2%	0.2%	-	-	17.5%	64.9%	17.7%	0%	-	-	16.3%	58.6%	25.1%	0%	-	-	20.1%	57.1%	22.8%	0%	-	-	20.1%	57.1%	22.8%	0%	-	-	-
% Total	6.3%	12.7%	5.4%	0%	24.4%	-	4.8%	17.8%	4.9%	0%	27.5%	-	3.6%	13.1%	5.6%	0%	22.3%	-	5.2%	14.7%	5.9%	0%	25.8%	-	5.2%	14.7%	5.9%	0%	25.8%	-	-
PHF	0.882	0.829	0.744	0.250	0.878	-	0.831	0.955	0.867	-	0.962	-	0.929	0.897	0.909	-	0.912	-	0.867	0.840	0.851	-	0.916	-	0.867	0.840	0.851	-	0.916	-	0.950
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Lights	129	264	112	1	506	-	101	377	103	0	581	-	77	276	116	0	469	-	107	311	125	0	543	-	107	311	125	0	543	-	2099
% Lights	96.3%	97.1%	96.6%	100%	96.7%	-	98.1%	98.7%	99.0%	0%	98.6%	-	98.7%	98.6%	96.7%	0%	98.1%	-	96.4%	98.4%	99.2%	0%	98.2%	-	96.4%	98.4%	99.2%	0%	98.2%	-	97.9%
Single-Unit Trucks	3	7	4	0	14	-	2	4	1	0	7	-	1	3	2	0	6	-	1	5	0	0	6	-	1	5	0	0	6	-	33
% Single-Unit Trucks	2.2%	2.6%	3.4%	0%	2.7%	-	1.9%	1.0%	1.0%	0%	1.2%	-	1.3%	1.1%	1.7%	0%	1.3%	-	0.9%	1.6%	0%	0%	1.1%	-	0.9%	1.6%	0%	0%	1.1%	-	1.5%
Articulated Trucks	2	0	0	0	2	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	1	0	1	-	0	0	1	0	1	-	4
% Articulated Trucks	1.5%	0%	0%	0%	0.4%	-	0%	0.3%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0.8%	0%	0.2%	-	0%	0%	0.8%	0%	0.2%	-	0.2%
Buses	0	1	0	0	1	-	0	0	0	0	0	-	0	1	2	0	3	-	3	0	0	0	3	-	3	0	0	0	3	-	7
% Buses	0%	0.4%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0.4%	1.7%	0%	0.6%	-	2.7%	0%	0%	0%	0.5%	-	2.7%	0%	0%	0%	0.5%	-	0.3%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	-100%	-	-	-	-	-	-100%	-	-	-	-	-	-100%	-	-	-	-	-	-	-	-	-	-	-	-100%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Lakeview-Crooks_Sat - TMC

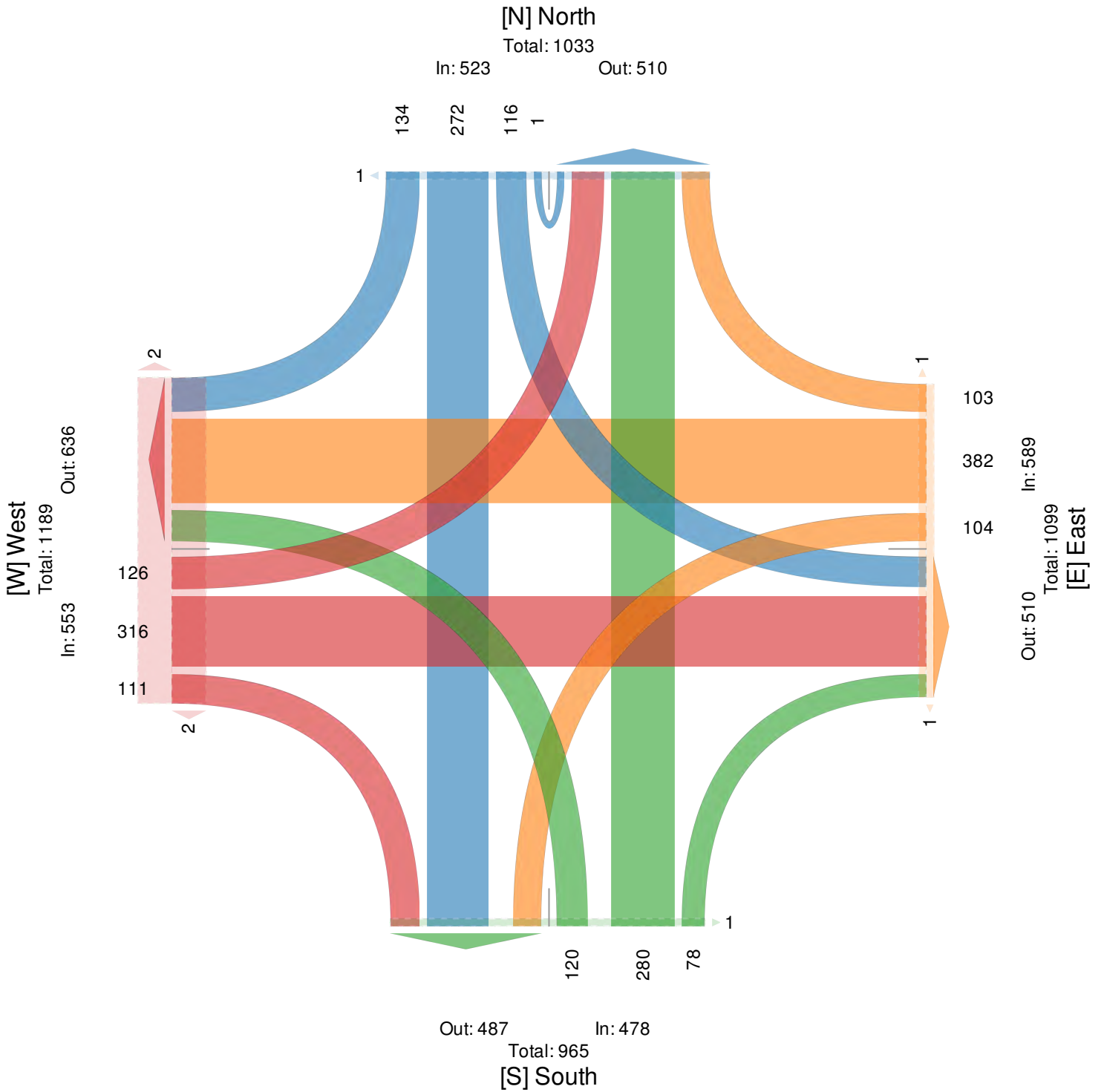
Sat Jun 8, 2019

AM Peak (WKND) (10 AM - 11 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 699734, Location: 40.892273, -74.13968



Lakeview-Crooks_Sat - TMC

Sat Jun 8, 2019

Midday Peak (WKND) (12 PM - 1 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 699734, Location: 40.892273, -74.13968

Leg Direction	North Southbound						East Westbound						South Northbound						West Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2019-06-08 12:00PM	31	72	39	1	143	0	29	106	21	0	156	0	22	81	31	0	134	1	38	97	47	0	182	0	615
12:15PM	51	79	30	0	160	0	19	104	31	0	154	0	28	69	24	0	121	0	40	92	40	0	172	1	607
12:30PM	33	80	28	0	141	0	20	106	28	0	154	0	18	80	28	0	126	0	30	104	40	0	174	2	595
12:45PM	54	56	30	0	140	0	25	118	28	0	171	0	11	82	29	0	122	1	33	95	46	0	174	1	607
Total	169	287	127	1	584	0	93	434	108	0	635	0	79	312	112	0	503	2	141	388	173	0	702	4	2424
% Approach	28.9%	49.1%	21.7%	0.2%	-	-	14.6%	68.3%	17.0%	0%	-	-	15.7%	62.0%	22.3%	0%	-	-	20.1%	55.3%	24.6%	0%	-	-	-
% Total	7.0%	11.8%	5.2%	0%	24.1%	-	3.8%	17.9%	4.5%	0%	26.2%	-	3.3%	12.9%	4.6%	0%	20.8%	-	5.8%	16.0%	7.1%	0%	29.0%	-	-
PHF	0.782	0.897	0.814	0.250	0.913	-	0.802	0.919	0.871	-	0.928	-	0.705	0.951	0.903	-	0.938	-	0.881	0.933	0.920	-	0.964	-	0.985
Motorcycles	0	0	0	0	0	-	0	1	0	0	1	-	0	1	0	0	1	-	0	0	0	0	0	-	2
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0%	0.3%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.1%
Lights	165	283	127	1	576	-	90	429	107	0	626	-	77	305	109	0	491	-	139	387	169	0	695	-	2388
% Lights	97.6%	98.6%	100%	100%	98.6%	-	96.8%	98.8%	99.1%	0%	98.6%	-	97.5%	97.8%	97.3%	0%	97.6%	-	98.6%	99.7%	97.7%	0%	99.0%	-	98.5%
Single-Unit Trucks	4	1	0	0	5	-	3	3	0	0	6	-	2	5	1	0	8	-	0	1	2	0	3	-	22
% Single-Unit Trucks	2.4%	0.3%	0%	0%	0.9%	-	3.2%	0.7%	0%	0%	0.9%	-	2.5%	1.6%	0.9%	0%	1.6%	-	0%	0.3%	1.2%	0%	0.4%	-	0.9%
Articulated Trucks	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	2	0	2	-	3
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	1.2%	0%	0.3%	-	0.1%
Buses	0	3	0	0	3	-	0	0	1	0	1	-	0	1	2	0	3	-	2	0	0	0	2	-	9
% Buses	0%	1.0%	0%	0%	0.5%	-	0%	0%	0.9%	0%	0.2%	-	0%	0.3%	1.8%	0%	0.6%	-	1.4%	0%	0%	0%	0.3%	-	0.4%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	4	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Lakeview-Crooks_Sat - TMC

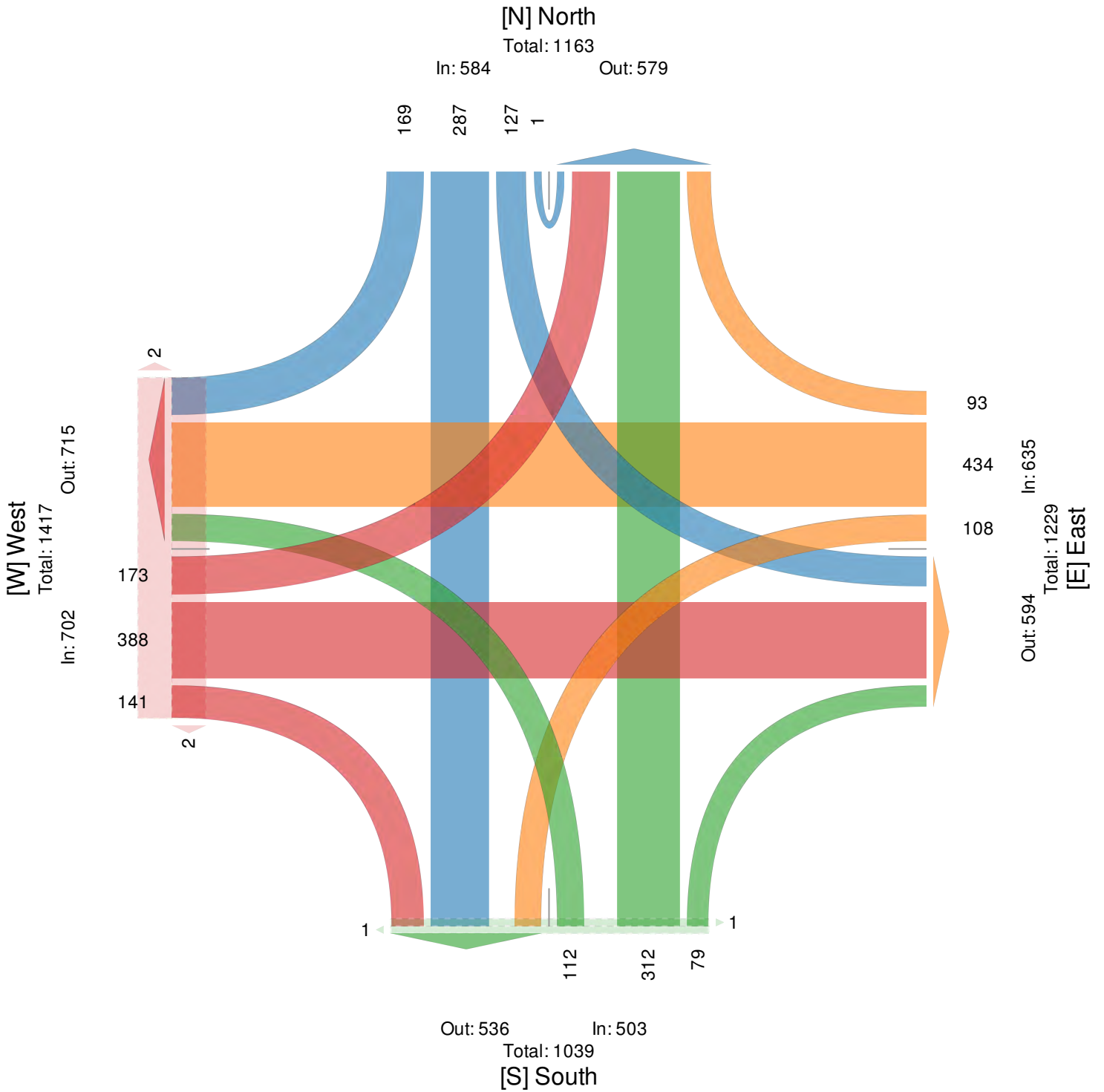
Sat Jun 8, 2019

Midday Peak (WKND) (12 PM - 1 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 699734, Location: 40.892273, -74.13968



Lakeview-Crooks_Sat - TMC

Sat Jun 8, 2019

PM Peak (WKND) (1 PM - 2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 699734, Location: 40.892273, -74.13968

Leg Direction	North Southbound						East Westbound						South Northbound						West Eastbound						Int						
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*							
2019-06-08																															
1:00PM	38	86	23	2	149	0	18	99	25	0	142	0	25	67	25	0	117	0	27	87	50	0	164	0							572
1:15PM	40	89	33	0	162	0	23	89	21	0	133	0	11	73	29	0	113	0	22	86	41	0	149	3							557
1:30PM	48	84	31	0	163	0	25	128	35	0	188	0	15	89	38	0	142	0	33	101	45	0	179	0							672
1:45PM	48	90	29	0	167	0	29	88	28	0	145	0	22	85	30	0	137	0	39	77	44	0	160	0							609
Total	174	349	116	2	641	0	95	404	109	0	608	0	73	314	122	0	509	0	121	351	180	0	652	3							2410
% Approach	27.1%	54.4%	18.1%	0.3%	-	-	15.6%	66.4%	17.9%	0%	-	-	14.3%	61.7%	24.0%	0%	-	-	18.6%	53.8%	27.6%	0%	-	-							-
% Total	7.2%	14.5%	4.8%	0.1%	26.6%	-	3.9%	16.8%	4.5%	0%	25.2%	-	3.0%	13.0%	5.1%	0%	21.1%	-	5.0%	14.6%	7.5%	0%	27.1%	-							-
PHF	0.906	0.969	0.879	0.250	0.960	-	0.819	0.789	0.779	-	0.809	-	0.730	0.879	0.803	-	0.894	-	0.776	0.869	0.900	-	0.911	-							0.896
Motorcycles	0	2	0	0	2	-	0	2	0	0	2	-	1	1	0	0	2	-	0	0	0	0	0	-							6
% Motorcycles	0%	0.6%	0%	0%	0.3%	-	0%	0.5%	0%	0%	0.3%	-	1.4%	0.3%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-							0.2%
Lights	169	342	115	2	628	-	94	394	109	0	597	-	69	310	119	0	498	-	119	350	179	0	648	-							2371
% Lights	97.1%	98.0%	99.1%	100%	98.0%	-	98.9%	97.5%	100%	0%	98.2%	-	94.5%	98.7%	97.5%	0%	97.8%	-	98.3%	99.7%	99.4%	0%	99.4%	-							98.4%
Single-Unit Trucks	5	3	1	0	9	-	1	8	0	0	9	-	2	2	0	0	4	-	0	1	0	0	1	-							23
% Single-Unit Trucks	2.9%	0.9%	0.9%	0%	1.4%	-	1.1%	2.0%	0%	0%	1.5%	-	2.7%	0.6%	0%	0%	0.8%	-	0%	0.3%	0%	0%	0.2%	-							1.0%
Articulated Trucks	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	1	-							2
% Articulated Trucks	0%	0.3%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0.6%	0%	0.2%	-							0.1%
Buses	0	1	0	0	1	-	0	0	0	0	0	-	1	0	3	0	4	-	2	0	0	0	2	-							7
% Buses	0%	0.3%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	1.4%	0%	2.5%	0%	0.8%	-	1.7%	0%	0%	0%	0.3%	-							0.3%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-							1
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-							0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3							
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-							-100%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Lakeview-Crooks_Sat - TMC

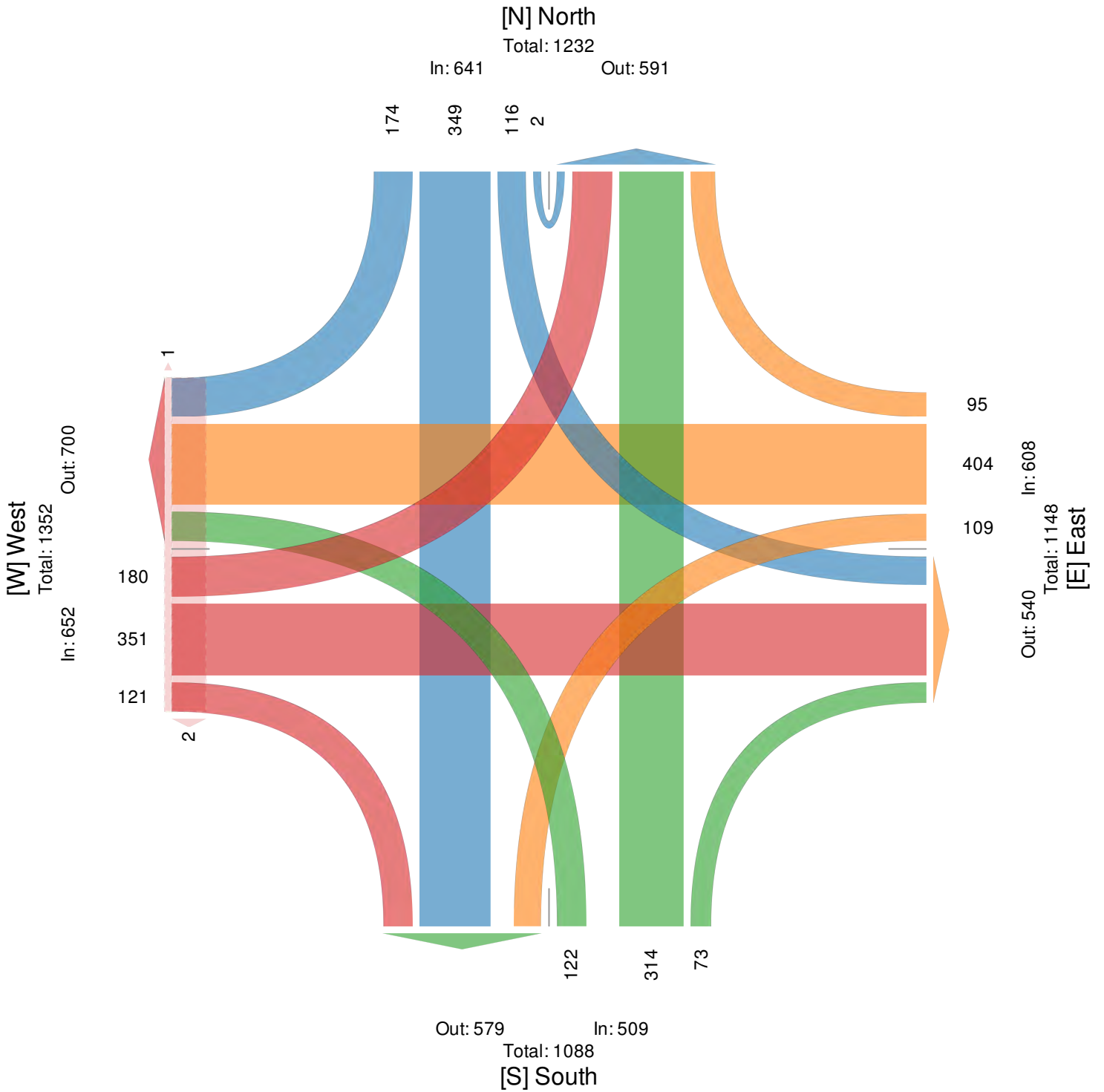
Sat Jun 8, 2019

PM Peak (WKND) (1 PM - 2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 699734, Location: 40.892273, -74.13968

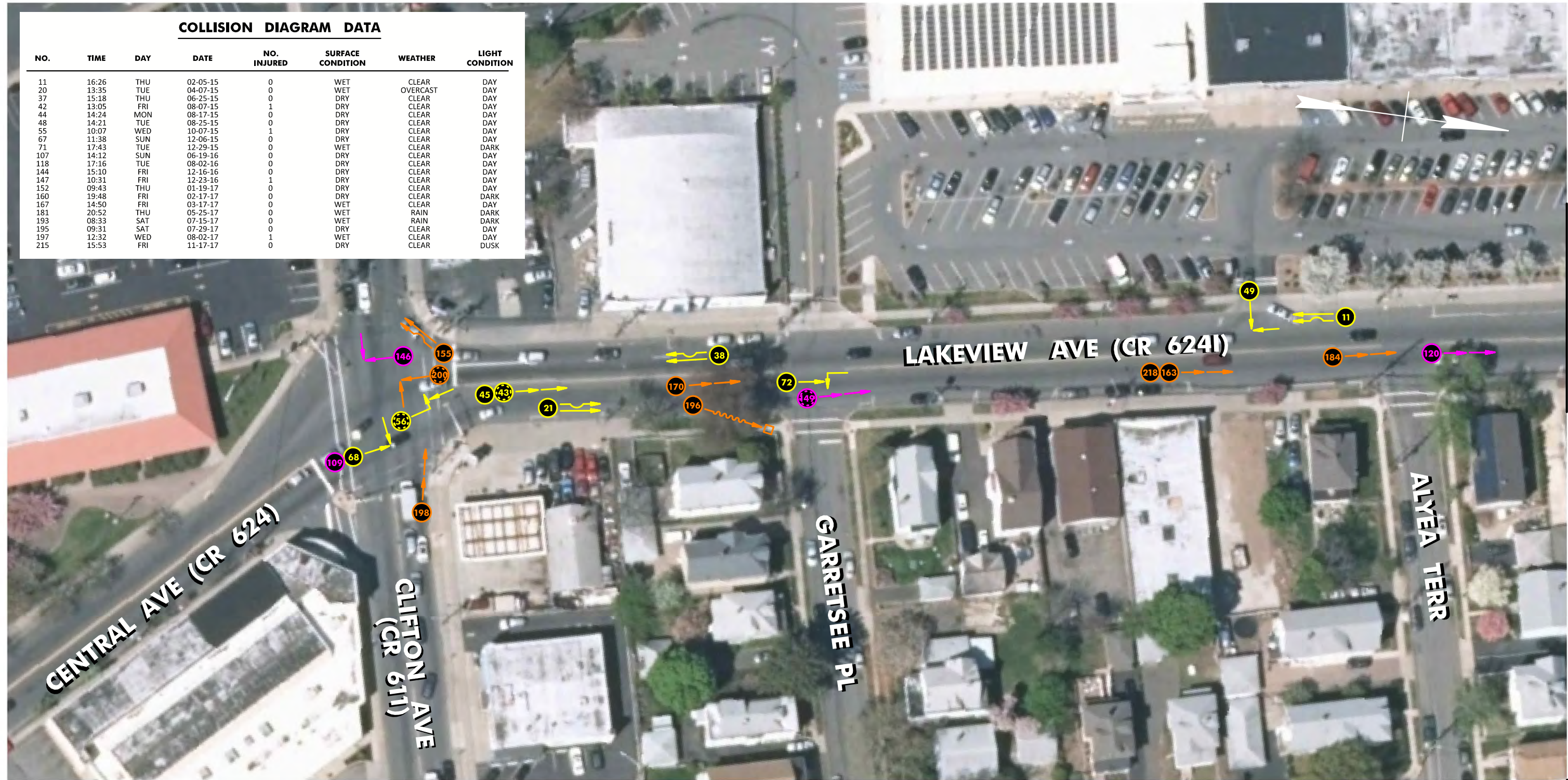


APPENDIX D

VEHICULAR CRASH DIAGRAMS

COLLISION DIAGRAM DATA

NO.	TIME	DAY	DATE	NO. INJURED	SURFACE CONDITION	WEATHER	LIGHT CONDITION
11	16:26	THU	02-05-15	0	WET	CLEAR	DAY
20	13:35	TUE	04-07-15	0	WET	OVERCAST	DAY
37	15:18	THU	06-25-15	0	DRY	CLEAR	DAY
42	13:05	FRI	08-07-15	1	DRY	CLEAR	DAY
44	14:24	MON	08-17-15	0	DRY	CLEAR	DAY
48	14:21	TUE	08-25-15	0	DRY	CLEAR	DAY
55	10:07	WED	10-07-15	1	DRY	CLEAR	DAY
67	11:38	SUN	12-06-15	0	DRY	CLEAR	DAY
71	17:43	TUE	12-29-15	0	WET	CLEAR	DARK
107	14:12	SUN	06-19-16	0	DRY	CLEAR	DAY
118	17:16	TUE	08-02-16	0	DRY	CLEAR	DAY
144	15:10	FRI	12-16-16	0	DRY	CLEAR	DAY
147	10:31	FRI	12-23-16	1	DRY	CLEAR	DAY
152	09:43	THU	01-19-17	0	DRY	CLEAR	DAY
160	19:48	FRI	02-17-17	0	DRY	CLEAR	DARK
167	14:50	FRI	03-17-17	0	WET	CLEAR	DAY
181	20:52	THU	05-25-17	0	WET	RAIN	DARK
193	08:33	SAT	07-15-17	0	WET	RAIN	DARK
195	09:31	SAT	07-29-17	0	DRY	CLEAR	DAY
197	12:32	WED	08-02-17	1	WET	CLEAR	DAY
215	15:53	FRI	11-17-17	0	DRY	CLEAR	DUSK



MATCH LINE A
SEE SHEET NO. 2 OF 11

LEGEND

NUMBER OF CRASHES WITH	
PROPERTY DAMAGE ONLY	17
INJURIES	4
FATALITIES*	0
TOTAL NO. OF CRASHES	21

SYMBOLS	
	MOVING VEHICLE
	BACKING VEHICLE
	NON-INVOLVED VEHICLE
	PEDESTRIAN
	BICYCLIST
	PROPERTY DAMAGE ONLY CRASH
	INJURY IN CRASH
	FATAL CRASH
	FIXED OBJECT
	ANIMAL
	NON-FIXED OBJECT
	POTHOLE

TYPES OF CRASHES	
	REAR END
	HEAD ON
	SIDE SWIPE
	OUT OF CONTROL
	OVERTURNED
	LEFT TURN
	RIGHT ANGLE
	STRUCK PARKED VEHICLE

COLORS	
	2015 CRASHES
	2016 CRASHES
	2017 CRASHES

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CR 624 I (LAKEVIEW AVE)
FROM CR 611 (CLIFTON AVE) TO CR 648 (MARKET ST)
CLIFTON AND PATERSON CITIES, PASSAIC COUNTY

2015 - 2017 COLLISION DIAGRAMS

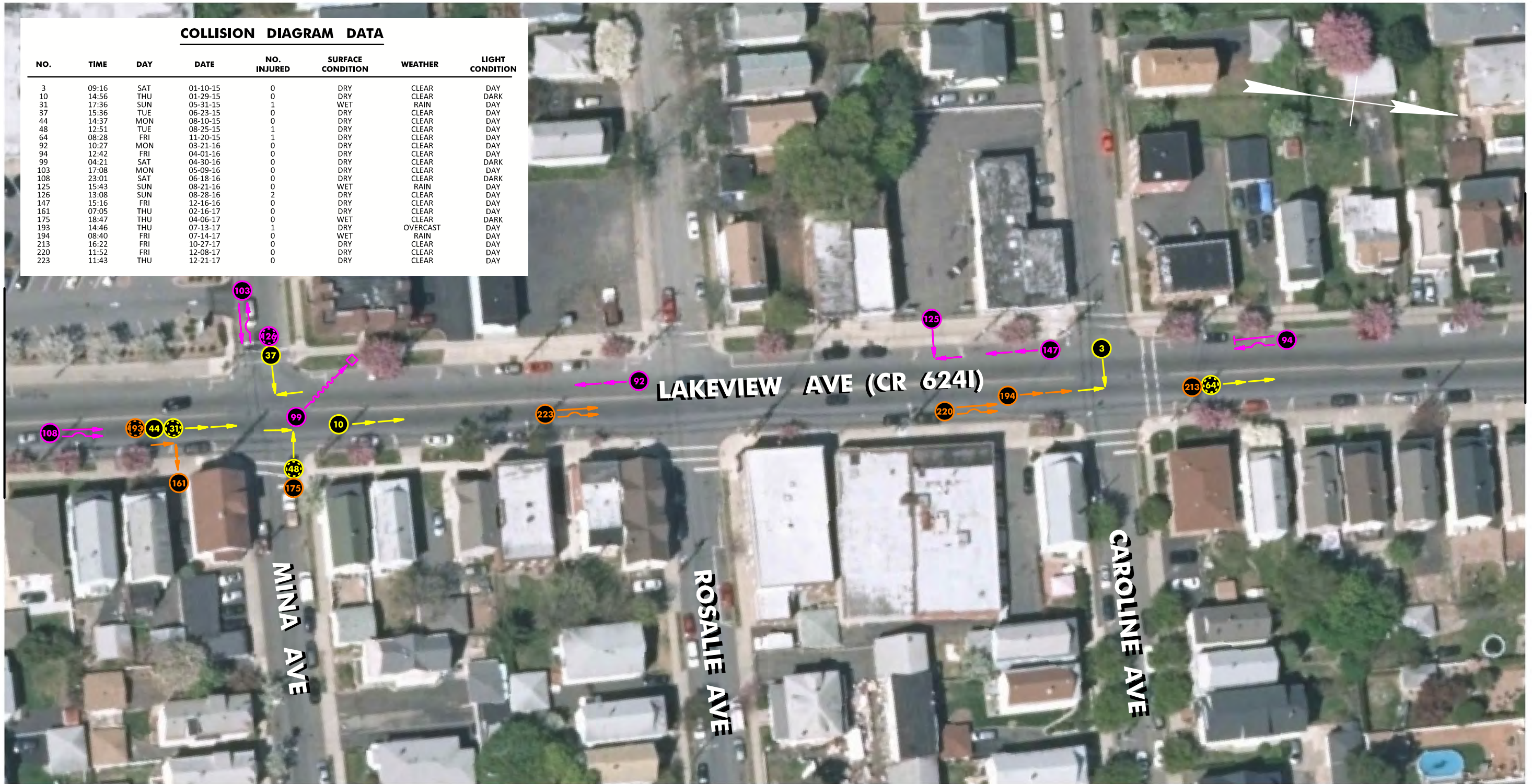
GPI Engineering Design Planning Construction Management

NOT TO SCALE

FILE: L:\2017\659_HSP_Program_and_Project_Development\Support\NDDOT_HSP_Year_2_CatchWay_02_Passaic_Collision_Diagram_Sheets\Vehicle_Sheet_01.dgn
DATE: 9/9/2019
TIME: 12:46:14 PM
GREENMAN-PEDERSEN, INC.

COLLISION DIAGRAM DATA

NO.	TIME	DAY	DATE	NO. INJURED	SURFACE CONDITION	WEATHER	LIGHT CONDITION
3	09:16	SAT	01-10-15	0	DRY	CLEAR	DAY
10	14:56	THU	01-29-15	0	DRY	CLEAR	DARK
31	17:36	SUN	05-31-15	1	WET	RAIN	DAY
37	15:36	TUE	06-23-15	0	DRY	CLEAR	DAY
44	14:37	MON	08-10-15	0	DRY	CLEAR	DAY
48	12:51	TUE	08-25-15	1	DRY	CLEAR	DAY
64	08:28	FRI	11-20-15	1	DRY	CLEAR	DAY
92	10:27	MON	03-21-16	0	DRY	CLEAR	DAY
94	12:42	FRI	04-01-16	0	DRY	CLEAR	DAY
99	04:21	SAT	04-30-16	0	DRY	CLEAR	DARK
103	17:08	MON	05-09-16	0	DRY	CLEAR	DAY
108	23:01	SAT	06-18-16	0	DRY	CLEAR	DARK
125	15:43	SUN	08-21-16	0	WET	RAIN	DAY
126	13:08	SUN	08-28-16	2	DRY	CLEAR	DAY
147	15:16	FRI	12-16-16	0	DRY	CLEAR	DAY
161	07:05	THU	02-16-17	0	DRY	CLEAR	DAY
175	18:47	THU	04-06-17	0	WET	CLEAR	DARK
193	14:46	THU	07-13-17	1	DRY	OVERCAST	DAY
194	08:40	FRI	07-14-17	0	WET	RAIN	DAY
213	16:22	FRI	10-27-17	0	DRY	CLEAR	DAY
220	11:52	FRI	12-08-17	0	DRY	CLEAR	DAY
223	11:43	THU	12-21-17	0	DRY	CLEAR	DAY



SEE SHEET NO. 1 OF 11
MATCH LINE A

MATCH LINE B
SEE SHEET NO. 3 OF 11

LEGEND

NUMBER OF CRASHES WITH	
PROPERTY DAMAGE ONLY	17
INJURIES	5
FATALITIES*	0
TOTAL NO. OF CRASHES	22

SYMBOLS	
	MOVING VEHICLE
	BACKING VEHICLE
	NON-INVOLVED VEHICLE
	PEDESTRIAN
	BICYCLIST
	PROPERTY DAMAGE ONLY CRASH
	INJURY IN CRASH
	FATAL CRASH
	FIXED OBJECT
	ANIMAL
	NON-FIXED OBJECT
	POT HOLE

TYPES OF CRASHES	
	REAR END
	HEAD ON
	SIDE SWIPE
	OUT OF CONTROL
	OVERTURNED
	LEFT TURN
	RIGHT ANGLE
	STRUCK PARKED VEHICLE

COLORS	
	2015 CRASHES
	2016 CRASHES
	2017 CRASHES

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CR 624 I (LAKEVIEW AVE)
FROM CR 611 (CLIFTON AVE) TO CR 648 (MARKET ST)
CLIFTON AND PATERSON CITIES, PASSAIC COUNTY

2015 - 2017 COLLISION DIAGRAMS

GPI Engineering Design Planning Construction Management

NOT TO SCALE

FILE: L:\2017\659 HSP Program and Project Development Support\NJDOT_HSP_Year 2\Cad\Cad\02_Passaic_Collision_Diagram_Sheets\Vehicle_Sheet_02.dgn
DATE: 10/2/2019
TIME: 9:41:18 AM
GREENMAN-PEDERSEN, INC.

FILE: L:\2017\659_HSP_Program_and_Project_Development\Support\NJDOT_HSP_Year_2_Catchway_02_Passaic_Collision_Diagram_Sheets\Vehicle_Sheet_03.dgn
 DATE: 9/9/2019
 TIME: 12:46:19 PM

SEE SHEET NO. 2 OF 11
 MATCH LINE B

MATCH LINE C
 SEE SHEET NO. 4 OF 11

COLLISION DIAGRAM DATA							
NO.	TIME	DAY	DATE	NO. INJURED	SURFACE CONDITION	WEATHER	LIGHT CONDITION
5	18:19	MON	01-12-15	1	WET	CLEAR	DARK
12	16:30	TUE	02-10-15	0	DRY	CLEAR	DAY
17	17:27	FRI	03-27-15	0	DRY	CLEAR	DUSK
18	08:10	TUE	03-31-15	0	DRY	CLEAR	DAY
24	02:02	FRI	04-24-15	1	DRY	CLEAR	DARK
34	15:20	THU	06-11-15	0	DRY	CLEAR	DAY
40	10:27	THU	07-16-15	0	DRY	CLEAR	DAY
47	16:40	FRI	08-21-15	0	DRY	CLEAR	DAY
53	22:14	SAT	09-19-15	2	DRY	CLEAR	DARK
62	23:51	SAT	11-07-15	0	DRY	CLEAR	DARK
65	15:23	SUN	11-22-15	0	DRY	CLEAR	DAY
70	07:43	TUE	12-15-15	0	WET	CLEAR	DAY
74	16:45	SUN	01-10-16	2	WET	RAIN	DAY
79	09:04	FRI	01-22-16	0	DRY	CLEAR	DAY
84	11:13	SAT	02-13-16	0	DRY	CLEAR	DAY
87	14:59	WED	02-24-16	0	WET	RAIN	DAY
111	12:56	FRI	06-24-16	0	DRY	CLEAR	DAY
112	18:35	FRI	06-24-16	0	DRY	CLEAR	DAY
121	15:03	THU	08-11-16	0	DRY	CLEAR	DAY
141	02:41	SUN	11-13-16	2	DRY	CLEAR	DARK
150	12:19	FRI	12-23-16	0	DRY	CLEAR	DAY
151	09:38	TUE	12-27-16	0	DRY	CLEAR	DAY
164	15:00	WED	02-22-17	0	DRY	CLEAR	DAY
165	09:07	TUE	02-28-17	0	DRY	CLEAR	DAY
171	10:01	TUE	03-21-17	0	DRY	CLEAR	DAY
178	03:01	WED	04-19-17	0	DRY	CLEAR	DARK
186	19:38	THU	06-15-17	0	DRY	CLEAR	DAY
190	13:01	SUN	06-25-17	0	DRY	CLEAR	DAY
210	15:46	MON	10-16-17	0	DRY	CLEAR	DAY
211	10:27	THU	10-19-17	1	DRY	CLEAR	DAY
224	15:34	THU	12-21-17	0	DRY	CLEAR	DARK



LEGEND

NUMBER OF CRASHES WITH	
PROPERTY DAMAGE ONLY	24
INJURIES	7
FATALITIES*	0
TOTAL NO. OF CRASHES	31

SYMBOLS	
→	MOVING VEHICLE
←	BACKING VEHICLE
- - -	NON-INVOLVED VEHICLE
x - - -	PEDESTRIAN
- - -	BICYCLIST
○	PROPERTY DAMAGE ONLY CRASH
⊙	INJURY IN CRASH
⊕	FATAL CRASH
□	FIXED OBJECT
△	ANIMAL
⊗	POTHOLE
⊘	NON-FIXED OBJECT

TYPES OF CRASHES	
→ →	REAR END
→ →	HEAD ON
→ ~	SIDE SWIPE
→ ~	OUT OF CONTROL
→ ~	OVERTURNED
→ ↘	LEFT TURN
→ ↙	RIGHT ANGLE
→ ⊥	STRUCK PARKED VEHICLE

COLORS	
○ (Yellow)	2015 CRASHES
○ (Purple)	2016 CRASHES
○ (Pink)	2017 CRASHES

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CR 624 I (LAKEVIEW AVE)
 FROM CR 611 (CLIFTON AVE) TO CR 648 (MARKET ST)
 CLIFTON AND PATERSON CITIES, PASSAIC COUNTY

2015 - 2017 COLLISION DIAGRAMS

GPI Engineering Design Planning Construction Management

NOT TO SCALE

COLLISION DIAGRAM DATA

NO.	TIME	DAY	DATE	NO. INJURED	SURFACE CONDITION	WEATHER	LIGHT CONDITION
1	13:26	MON	01-05-15	1	DRY	CLEAR	DAY
19	12:17	TUE	03-31-15	0	DRY	CLEAR	DAY
26	12:19	THU	05-14-15	0	DRY	CLEAR	DAY
28	14:55	WED	05-27-15	0	DRY	CLEAR	DAY
29	07:48	FRI	05-29-15	2	DRY	CLEAR	DAY
58	16:20	SAT	10-24-15	0	DRY	CLEAR	DAY
59	18:05	FRI	10-30-15	0	DRY	CLEAR	DARK
63	07:15	TUE	11-10-15	0	DRY	OVERCAST	DAY
67	18:10	WED	12-02-15	0	WET	RAIN	DARK
71	16:19	TUE	12-22-15	0	WET	RAIN	DARK
73	16:08	SUN	01-10-16	0	WET	CLEAR	DAY
77	17:01	THU	01-21-16	0	DRY	CLEAR	DARK
80	10:19	FRI	01-22-16	0	DRY	CLEAR	DAY
82	18:31	FRI	02-05-16	0	DRY	CLEAR	DARK
86	18:30	FRI	02-19-16	0	DRY	CLEAR	DARK
106	22:36	SAT	06-11-16	0	DRY	CLEAR	DARK
110	11:36	TUE	06-21-16	1	DRY	CLEAR	DAY
118	17:13	WED	07-27-16	0	DRY	CLEAR	DAY
119	16:28	FRI	07-29-16	0	DRY	CLEAR	DAY
122	14:04	FRI	08-12-16	2	DRY	CLEAR	DAY



COLLISION DIAGRAM DATA (continued)

NO.	TIME	DAY	DATE	NO. INJURED	SURFACE CONDITION	WEATHER	LIGHT CONDITION
142	18:15	FRI	11-18-16	0	DRY	CLEAR	DARK
148	17:39	WED	12-21-16	0	DRY	CLEAR	DARK
154	13:48	FRI	01-06-17	0	DRY	CLEAR	DAY
156	09:43	THU	01-26-17	0	WET	RAIN	DAY
158	12:48	SAT	02-04-17	0	DRY	CLEAR	DAY
159	12:51	FRI	02-10-17	0	WET	CLEAR	DAY
162	20:42	THU	02-16-17	0	DRY	CLEAR	DARK
172	11:26	THU	03-23-17	0	DRY	CLEAR	DAY
173	12:54	FRI	03-24-17	0	WET	SNOW	DAY
174	04:29	TUE	04-04-17	0	WET	RAIN	DARK
179	08:57	THU	04-27-17	0	WET	RAIN	DARK
182	20:30	MON	05-15-17	2	DRY	CLEAR	DARK
185	15:02	SAT	06-10-17	1	DRY	CLEAR	DAY
188	15:02	FRI	06-23-17	1	DRY	CLEAR	DAY
191	13:19	TUE	06-27-17	0	DRY	CLEAR	DAY
195	11:37	FRI	07-14-17	0	WET	RAIN	DAY
199	12:14	SAT	07-29-17	5	DRY	CLEAR	DAY
216	07:01	MON	10-30-17	1	WET	RAIN	DAY
222	17:41	TUE	12-19-17	0	DRY	CLEAR	DARK

LEGEND

NUMBER OF CRASHES WITH

PROPERTY DAMAGE ONLY	31
INJURIES	8
FATALITIES*	0
TOTAL NO. OF CRASHES	39

SYMBOLS

	MOVING VEHICLE		BICYCLIST
	BACKING VEHICLE		PROPERTY DAMAGE ONLY CRASH
	NON-INVOLVED VEHICLE		INJURY IN CRASH
	PEDESTRIAN		FATAL CRASH
	FIXED OBJECT		ANIMAL
	NON-FIXED OBJECT		POTHOLE

TYPES OF CRASHES

	REAR END		RIGHT ANGLE
	HEAD ON		STRUCK PARKED VEHICLE
	SIDE SWIPE		
	OUT OF CONTROL		
	OVERTURNED		
	LEFT TURN		

COLORS

- 2015 CRASHES
- 2016 CRASHES
- 2017 CRASHES

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CR 624 I (LAKEVIEW AVE)
FROM CR 611 (CLIFTON AVE) TO CR 648 (MARKET ST)
CLIFTON AND PATERSON CITIES, PASSAIC COUNTY

2015 - 2017 COLLISION DIAGRAMS

GPI Engineering Design Planning Construction Management

NOT TO SCALE

SEE SHEET NO. 3 OF 11
MATCH LINE C

MATCH LINE D
SEE SHEET NO. 5 OF 11

COLLISION DIAGRAM DATA

NO.	TIME	DAY	DATE	NO. INJURED	SURFACE CONDITION	WEATHER	LIGHT CONDITION
7	18:15	FRI	01-16-15	0	DRY	CLEAR	DARK
8	08:54	TUE	01-20-15	0	DRY	CLEAR	DAY
22	19:42	SAT	04-11-15	0	DRY	CLEAR	DAY
30	19:20	SAT	05-30-15	1	DRY	CLEAR	DAY
33	16:26	WED	06-10-15	1	DRY	CLEAR	DAY
42	18:03	TUE	08-04-15	0	DRY	CLEAR	DAY
51	20:24	FRI	08-28-15	0	DRY	CLEAR	DARK
61	09:57	THU	11-05-15	0	DRY	OVERCAST	DAY
69	09:14	SAT	12-12-15	0	DRY	CLEAR	DAY
93	17:49	TUE	03-22-16	1	DRY	CLEAR	DAY
95	16:47	SAT	04-09-16	0	WET	CLEAR	DAY
97	07:36	THU	04-28-16	0	DRY	CLEAR	DAY
100	17:02	THU	05-05-16	1	DRY	CLEAR	DAY
113	15:11	SAT	06-25-16	0	DRY	CLEAR	DAY
114	21:21	THU	06-30-16	1	DRY	CLEAR	DARK
117	11:16	WED	07-27-16	0	DRY	CLEAR	DAY
128	18:26	WED	09-14-16	1	WET	OVERCAST	DAY
130	18:02	WED	09-28-16	0	DRY	CLEAR	DAY
131	14:50	THU	09-29-16	0	DRY	CLEAR	DAY
132	15:33	FRI	09-30-16	1	WET	RAIN	DAY
136	22:03	SAT	10-22-16	2	DRY	CLEAR	DARK
139	06:31	SAT	11-05-16	0	DRY	CLEAR	DARK
144	16:39	WED	11-30-16	0	WET	RAIN	DARK
152	08:21	WED	12-28-16	0	DRY	CLEAR	DAY
160	08:15	WED	02-15-17	0	WET	CLEAR	DAY
166	19:35	THU	03-02-17	0	DRY	CLEAR	DARK
202	09:35	FRI	09-01-17	1	DRY	CLEAR	DAY
207	10:32	TUE	09-19-17	0	DRY	CLEAR	DAY
221	16:11	SAT	12-09-17	1	SNOWY	SNOW	DUSK



SEE SHEET NO. 4 OF 11
MATCH LINE D

MATCH LINE E
SEE SHEET NO. 6 OF 11

LEGEND

NUMBER OF CRASHES WITH	
PROPERTY DAMAGE ONLY	19
INJURIES	10
FATALITIES*	0
TOTAL NO. OF CRASHES	29

SYMBOLS	
→	MOVING VEHICLE
←	BACKING VEHICLE
- - -	NON-INVOLVED VEHICLE
x - - -	PEDESTRIAN
- - -	BICYCLIST
○	PROPERTY DAMAGE ONLY CRASH
⊙	INJURY IN CRASH
⊕	FATAL CRASH
□	FIXED OBJECT
△	ANIMAL
⊗	POTHOLE
⊠	NON-FIXED OBJECT

TYPES OF CRASHES	
←	REAR END
→	HEAD ON
↔	SIDE SWIPE
~	OUT OF CONTROL
⊖	OVERTURNED
↘	LEFT TURN
↙	RIGHT ANGLE
⊥	STRUCK PARKED VEHICLE

COLORS	
○	2015 CRASHES
⊙	2016 CRASHES
⊕	2017 CRASHES

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CR 624 I (LAKEVIEW AVE)
FROM CR 611 (CLIFTON AVE) TO CR 648 (MARKET ST)
CLIFTON AND PATERSON CITIES, PASSAIC COUNTY

2015 - 2017 COLLISION DIAGRAMS

GPI Engineering Design Planning Construction Management

NOT TO SCALE

FILE: L:\2017659_HSP_Program_and_Project_Development\Support\NJDOT_HSP_Year_2_Catchway_02_Passaic_Collision_Diagram_Sheets\Vehicle_Sheet_05.dgn
DATE: 9/9/2019
TIME: 12:56:54 PM
GREENMAN-PEDERSEN, INC.

DATE: 9/9/2019 TIME: 12:48:11 PM FILE: L:\2017\659_HSP_Program_and_Project_Development\Support\NJDOT_HSP_Year_2_Catchway\02_Passaic_Collision_Diagram_Sheets\Vehicle_Sheet_06.dgn

SEE SHEET NO. 5 OF 11
MATCH LINE E



COLLISION DIAGRAM DATA							
NO.	TIME	DAY	DATE	NO. INJURED	SURFACE CONDITION	WEATHER	LIGHT CONDITION
39	11:35	FRI	06-26-15	2	DRY	CLEAR	DAY
52	10:36	TUE	09-01-15	1	DRY	CLEAR	DAY
54	11:51	TUE	09-22-15	0	DRY	OVERCAST	DAY
57	17:22	THU	10-15-15	0	DRY	CLEAR	DAY
83	18:19	FRI	02-12-16	0	DRY	CLEAR	DARK
88	08:46	FRI	03-04-16	0	WET	SNOW	DAY
124	10:50	SAT	08-20-16	0	DRY	CLEAR	DAY
133	12:43	SAT	10-08-16	0	DRY	OVERCAST	DAY
135	20:29	MON	10-10-16	0	DRY	CLEAR	DARK
138	07:29	FRI	10-28-16	0	WET	CLEAR	DARK
157	16:29	SAT	01-28-17	0	DRY	CLEAR	DAY
176	14:10	TUE	04-11-17	0	DRY	CLEAR	DAY
183	12:58	TUE	05-16-17	0	DRY	CLEAR	DAY

MATCH LINE F
SEE SHEET NO. 7 OF 11

LEGEND

NUMBER OF CRASHES WITH	
PROPERTY DAMAGE ONLY	11
INJURIES	2
FATALITIES*	0
TOTAL NO. OF CRASHES	13

SYMBOLS	
	MOVING VEHICLE
	BACKING VEHICLE
	NON-INVOLVED VEHICLE
	PEDESTRIAN
	BICYCLIST
	PROPERTY DAMAGE ONLY CRASH
	INJURY IN CRASH
	FIXED OBJECT
	NON-FIXED OBJECT
	FATAL CRASH
	ANIMAL
	POTHOLE

TYPES OF CRASHES	
	REAR END
	HEAD ON
	SIDE SWIPE
	OUT OF CONTROL
	OVERTURNED
	LEFT TURN
	RIGHT ANGLE
	STRUCK PARKED VEHICLE

COLORS	
	2015 CRASHES
	2016 CRASHES
	2017 CRASHES

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CR 624 I (LAKEVIEW AVE)
FROM CR 611 (CLIFTON AVE) TO CR 648 (MARKET ST)
CLIFTON AND PATERSON CITIES, PASSAIC COUNTY

2015 - 2017 COLLISION DIAGRAMS

GPI Engineering Design Planning Construction Management

NOT TO SCALE



SEE SHEET NO. 6 OF 11
MATCH LINE F

MATCH LINE G
SEE SHEET NO. 8 OF 11

COLLISION DIAGRAM DATA							
NO.	TIME	DAY	DATE	NO. INJURED	SURFACE CONDITION	WEATHER	LIGHT CONDITION
4	14:00	SUN	01-11-15	0	DRY	CLEAR	DAY
16	16:25	FRI	03-20-15	2	WET	SNOW	DAY
32	17:33	TUE	06-09-15	0	DRY	CLEAR	DAY
66	13:57	WED	11-25-15	1	DRY	CLEAR	DAY
89	18:52	MON	03-07-16	0	DRY	CLEAR	DARK
91	19:05	SAT	03-19-16	0	DRY	CLEAR	DARK
104	14:26	THU	05-19-16	0	DRY	CLEAR	DAY
105	08:11	WED	06-01-16	0	DRY	CLEAR	DAY
106	18:22	FRI	06-03-16	1	DRY	CLEAR	DAY
127	12:46	MON	09-05-16	0	DRY	CLEAR	DAY
134	08:02	MON	10-10-16	0	DRY	CLEAR	DAY
143	12:29	SUN	11-20-16	0	DRY	OVERCAST	DAY
167	08:37	FRI	03-03-17	0	DRY	CLEAR	DAY
168	08:08	MON	03-06-17	0	DRY	CLEAR	DAY
201	13:50	TUE	08-08-17	0	DRY	CLEAR	DAY
203	18:56	MON	09-04-17	0	DRY	CLEAR	DAY
208	14:46	SUN	09-24-17	0	DRY	CLEAR	DAY
217	21:27	SAT	11-11-17	0	DRY	CLEAR	DARK

LEGEND

NUMBER OF CRASHES WITH	
PROPERTY DAMAGE ONLY	15
INJURIES	3
FATALITIES*	0
TOTAL NO. OF CRASHES	18

SYMBOLS	
	MOVING VEHICLE
	BACKING VEHICLE
	NON-INVOLVED VEHICLE
	PEDESTRIAN
	BICYCLIST
	PROPERTY DAMAGE ONLY CRASH
	INJURY IN CRASH
	FATAL CRASH
	FIXED OBJECT
	ANIMAL
	NON-FIXED OBJECT
	POTHOLE

TYPES OF CRASHES	
	REAR END
	HEAD ON
	SIDE SWIPE
	OUT OF CONTROL
	OVERTURNED
	LEFT TURN
	RIGHT ANGLE
	STRUCK PARKED VEHICLE

COLORS	
	2015 CRASHES
	2016 CRASHES
	2017 CRASHES

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CR 624 I (LAKEVIEW AVE)
FROM CR 611 (CLIFTON AVE) TO CR 648 (MARKET ST)
CLIFTON AND PATERSON CITIES, PASSAIC COUNTY

2015 - 2017 COLLISION DIAGRAMS



NOT TO SCALE



SEE SHEET NO. 7 OF 11
MATCH LINE G

MATCH LINE H
SEE SHEET NO. 9 OF 11

COLLISION DIAGRAM DATA							
NO.	TIME	DAY	DATE	NO. INJURED	SURFACE CONDITION	WEATHER	LIGHT CONDITION
55	11:27	FRI	10-02-15	2	WET	RAIN	DAY
101	22:05	THU	05-05-16	0	DRY	CLEAR	DARK
106	18:22	FRI	06-03-16	1	DRY	CLEAR	DAY
127	12:46	MON	09-05-16	0	DRY	CLEAR	DAY
140	18:09	MON	11-07-16	0	DRY	CLEAR	DARK
189	11:05	SUN	06-25-17	0	DRY	CLEAR	DAY
226	19:00	TUE	11-28-17	0	DRY	CLEAR	DARK

LEGEND

NUMBER OF CRASHES WITH	
PROPERTY DAMAGE ONLY	5
INJURIES	2
FATALITIES*	0
TOTAL NO. OF CRASHES	7

SYMBOLS	
→	MOVING VEHICLE
←	BACKING VEHICLE
- - -	NON-INVOLVED VEHICLE
x - - -	PEDESTRIAN
- - -	BICYCLIST
○	PROPERTY DAMAGE ONLY CRASH
⊙	INJURY IN CRASH
⊕	FATAL CRASH
□	FIXED OBJECT
△	ANIMAL
⊗	POTHOLE
⊠	NON-FIXED OBJECT

TYPES OF CRASHES	
→ ←	REAR END
→ →	HEAD ON
→ ~	SIDE SWIPE
→ ~ ~	OUT OF CONTROL
→ ~ ~ ~	OVERTURNED
→ ↘	LEFT TURN
→ ↙	RIGHT ANGLE
→ ⊥	STRUCK PARKED VEHICLE

COLORS	
○	2015 CRASHES
⊙	2016 CRASHES
⊕	2017 CRASHES

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CR 624 I (LAKEVIEW AVE)
FROM CR 611 (CLIFTON AVE) TO CR 648 (MARKET ST)
CLIFTON AND PATERSON CITIES, PASSAIC COUNTY

2015 - 2017 COLLISION DIAGRAMS

GPI Engineering Design Planning Construction Management

NOT TO SCALE

FILE: L:\2017659_HSP_Program_and_Project_Development_Support\NDDOT_HSP_Year_2_Catchway_02_Passaic_Collision_Diagram_Sheets\Vehicle_Sheet_09.dgn

DATE: 9/9/2019 TIME: 12:52:12 PM



COLLISION DIAGRAM DATA

NO.	TIME	DAY	DATE	NO. INJURED	SURFACE CONDITION	WEATHER	LIGHT CONDITION
2	15:17	FRI	01-09-15	0	WET	CLEAR	DAY
41	22:35	MON	08-03-15	0	DRY	CLEAR	DARK
50	19:05	TUE	08-25-15	0	DRY	CLEAR	DAY
85	01:17	WED	02-17-16	0	DRY	CLEAR	DARK
116	15:45	SAT	07-23-16	2	DRY	CLEAR	DAY
123	11:11	TUE	08-16-16	0	DRY	CLEAR	DAY
129	04:10	SUN	09-18-16	1	DRY	CLEAR	DARK
177	13:58	SAT	04-15-17	2	DRY	CLEAR	DAY

MATCH LINE H
SEE SHEET NO. 8 OF 11

MATCH LINE I
SEE SHEET NO. 10 OF 11

LEGEND

NUMBER OF CRASHES WITH	
PROPERTY DAMAGE ONLY	5
INJURIES	3
FATALITIES*	0
TOTAL NO. OF CRASHES	8

SYMBOLS	
	MOVING VEHICLE
	BACKING VEHICLE
	NON-INVOLVED VEHICLE
	PEDESTRIAN
	BICYCLIST
	PROPERTY DAMAGE ONLY CRASH
	INJURY IN CRASH
	FATAL CRASH
	FIXED OBJECT
	ANIMAL
	NON-FIXED OBJECT
	POTHOLE

TYPES OF CRASHES	
	REAR END
	HEAD ON
	SIDE SWIPE
	OUT OF CONTROL
	OVERTURNED
	LEFT TURN
	RIGHT ANGLE
	STRUCK PARKED VEHICLE

COLORS	
	2015 CRASHES
	2016 CRASHES
	2017 CRASHES

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CR 624 I (LAKEVIEW AVE)
FROM CR 611 (CLIFTON AVE) TO CR 648 (MARKET ST)
CLIFTON AND PATERSON CITIES, PASSAIC COUNTY

2015 - 2017 COLLISION DIAGRAMS

GPI Engineering Design Planning Construction Management	NOT TO SCALE
--	--------------



SEE SHEET NO. 9 OF 11
MATCH LINE I

MATCH LINE J
SEE SHEET NO. 11 OF 11

LAKEVIEW AVE SB (CR 624)

LAKEVIEW AVE NB (CR 624)

COLLISION DIAGRAM DATA							
NO.	TIME	DAY	DATE	NO. INJURED	SURFACE CONDITION	WEATHER	LIGHT CONDITION
13	17:26	THU	02-12-15	0	DRY	CLEAR	DUSK
187	16:47	SAT	06-17-17	1	WET	OVERCAST	DAY

LEGEND

NUMBER OF CRASHES WITH	
PROPERTY DAMAGE ONLY	<u>1</u>
INJURIES	<u>1</u>
FATALITIES*	<u>0</u>
TOTAL NO. OF CRASHES	<u>2</u>

SYMBOLS	
	MOVING VEHICLE
	BACKING VEHICLE
	NON-INVOLVED VEHICLE
	PEDESTRIAN
	BICYCLIST
	PROPERTY DAMAGE ONLY CRASH
	INJURY IN CRASH
	FATAL CRASH
	FIXED OBJECT
	ANIMAL
	NON-FIXED OBJECT
	POTHOLE

TYPES OF CRASHES	
	REAR END
	HEAD ON
	SIDE SWIPE
	OUT OF CONTROL
	OVERTURNED
	LEFT TURN
	RIGHT ANGLE
	STRUCK PARKED VEHICLE

COLORS	
	2015 CRASHES
	2016 CRASHES
	2017 CRASHES

NEW JERSEY DEPARTMENT OF TRANSPORTATION

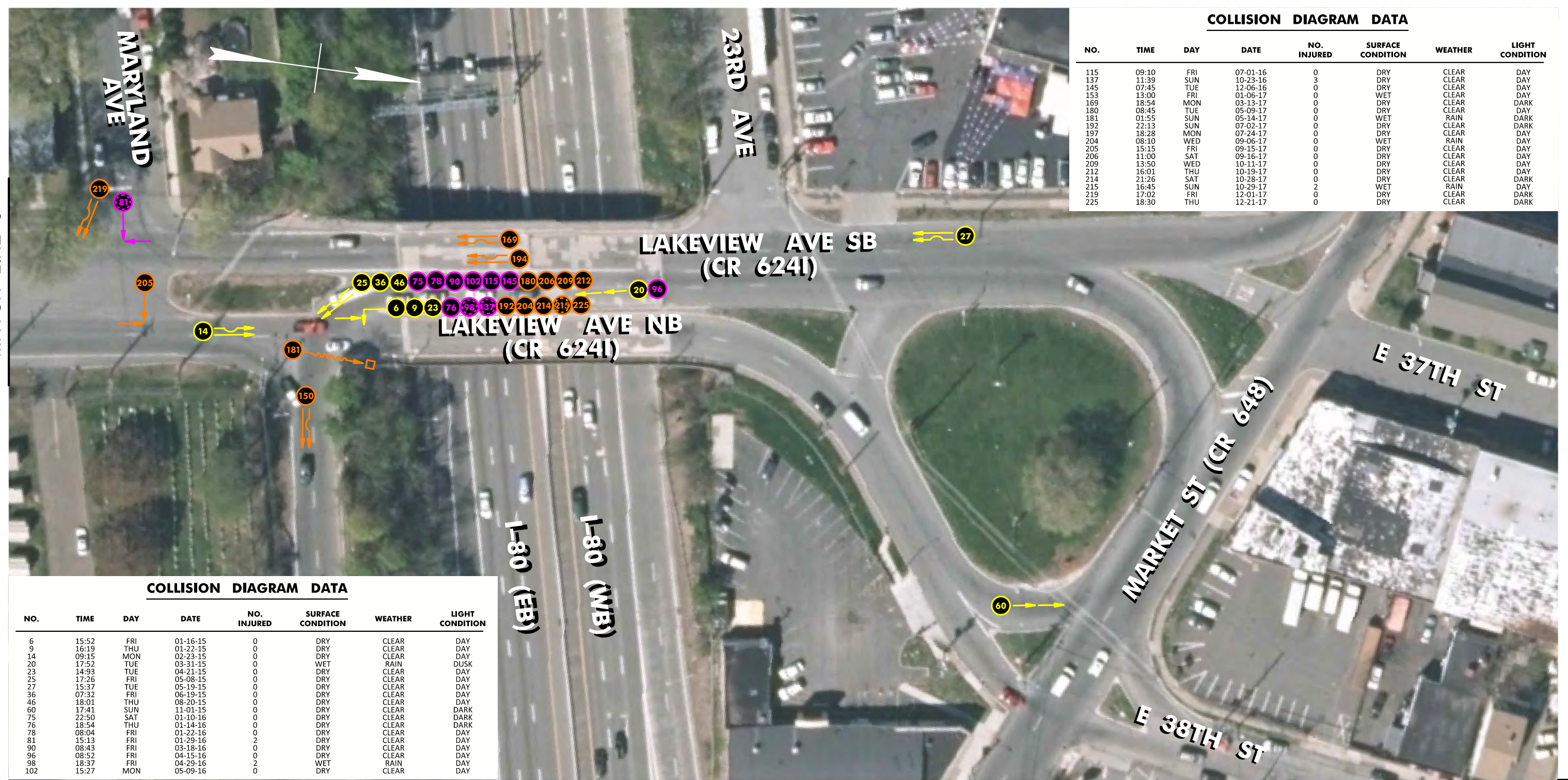
CR 624 I (LAKEVIEW AVE)
FROM CR 611 (CLIFTON AVE) TO CR 648 (MARKET ST)
CLIFTON AND PATERSON CITIES, PASSAIC COUNTY

2015 - 2017 COLLISION DIAGRAMS

Engineering Design Planning Construction Management	NOT TO SCALE
--	--------------

FILE: L:\2017\659_HSP_Program_and_Project_Development_Support\NJDOT_HSP_Year_2_Catchway_02_Passaic_Collision_Diagram_Sheets\Vehicle_Sheet_11.dgn
 DATE: 9/10/2019
 TIME: 2:31:30 PM

SEE SHEET NO. 10 OF 11
 MATCH LINE J



NO.	TIME	DAY	DATE	NO. INJURED	SURFACE CONDITION	WEATHER	LIGHT CONDITION
115	09:10	FRI	07-01-16	0	DRY	CLEAR	DAY
137	11:39	SUN	10-23-16	3	DRY	CLEAR	DAY
145	07:45	TUE	12-06-16	0	DRY	CLEAR	DAY
153	13:00	FRI	01-06-17	0	WET	CLEAR	DAY
169	18:54	MON	03-13-17	0	DRY	CLEAR	DARK
180	08:45	TUE	05-09-17	0	DRY	CLEAR	DAY
181	01:55	SUN	05-14-17	0	WET	RAIN	DARK
192	22:13	SUN	07-02-17	0	DRY	CLEAR	DARK
197	18:28	MON	07-24-17	0	DRY	CLEAR	DAY
204	08:10	WED	09-06-17	0	WET	RAIN	DAY
205	15:15	FRI	09-15-17	0	DRY	CLEAR	DAY
206	11:00	SAT	09-16-17	0	DRY	CLEAR	DAY
209	13:50	WED	10-11-17	0	DRY	CLEAR	DAY
212	16:01	THU	10-19-17	0	DRY	CLEAR	DAY
214	21:26	SAT	10-28-17	0	DRY	CLEAR	DARK
215	16:45	SUN	10-29-17	2	WET	RAIN	DAY
219	17:02	FRI	12-01-17	0	DRY	CLEAR	DARK
225	18:30	THU	12-21-17	0	DRY	CLEAR	DARK

NO.	TIME	DAY	DATE	NO. INJURED	SURFACE CONDITION	WEATHER	LIGHT CONDITION
6	15:52	FRI	01-16-15	0	DRY	CLEAR	DAY
9	16:19	THU	01-22-15	0	DRY	CLEAR	DAY
14	09:15	MON	02-23-15	0	DRY	CLEAR	DAY
20	17:52	TUE	03-31-15	0	WET	RAIN	DUSK
23	14:93	TUE	04-21-15	0	DRY	CLEAR	DAY
25	17:26	FRI	05-08-15	0	DRY	CLEAR	DAY
27	15:37	TUE	05-19-15	0	DRY	CLEAR	DAY
36	07:32	FRI	06-19-15	0	DRY	CLEAR	DAY
46	18:01	THU	08-20-15	0	DRY	CLEAR	DAY
60	17:41	SUN	11-01-15	0	DRY	CLEAR	DARK
75	22:50	SAT	01-10-16	0	DRY	CLEAR	DARK
76	18:54	THU	01-14-16	0	DRY	CLEAR	DARK
78	08:04	FRI	01-22-16	0	DRY	CLEAR	DAY
81	15:13	FRI	01-29-16	2	DRY	CLEAR	DAY
90	08:43	FRI	03-18-16	0	DRY	CLEAR	DAY
96	08:52	FRI	04-15-16	0	DRY	CLEAR	DAY
98	18:37	FRI	04-29-16	2	WET	RAIN	DAY
102	15:27	MON	05-09-16	0	DRY	CLEAR	DAY

LEGEND

NUMBER OF CRASHES WITH	
PROPERTY DAMAGE ONLY	32
INJURIES	4
FATALITIES*	0
TOTAL NO. OF CRASHES	36

SYMBOLS	
	MOVING VEHICLE
	BACKING VEHICLE
	NON-INVOLVED VEHICLE
	PEDESTRIAN
	BICYCLIST
	PROPERTY DAMAGE ONLY CRASH
	INJURY IN CRASH
	FIXED OBJECT
	NON-FIXED OBJECT
	FATAL CRASH
	ANIMAL
	POTHOLE

TYPES OF CRASHES	
	REAR END
	HEAD ON
	SIDE SWIPE
	OUT OF CONTROL
	OVERTURNED
	LEFT TURN
	RIGHT ANGLE
	STRUCK PARKED VEHICLE

COLORS	
	2015 CRASHES
	2016 CRASHES
	2017 CRASHES

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CR 624 I (LAKEVIEW AVE)
 FROM CR 611 (CLIFTON AVE) TO CR 648 (MARKET ST)
 CLIFTON AND PATERSON CITIES, PASSAIC COUNTY

2015 - 2017 COLLISION DIAGRAMS



NOT TO SCALE

APPENDIX E

PEDESTRIAN CRASH DIAGRAMS

FILE: L:\2017659_HSP_Program_and_Project_Development_Support\NJDOT_HSP_Year_2_Catchway_02_Passaic_Collision_Diagram_Sheets\Pedestrian_Sheet_01 - ped.dgn
 TIME: 1:17:17 PM
 DATE: 9/9/2019
 GREENMAN-PEDERSEN, INC.



COLLISION DIAGRAM DATA							
NO.	TIME	DAY	DATE	NO. INJURED	SURFACE CONDITION	WEATHER	LIGHT CONDITION
9	15:33	WED	10-26-16	0	DRY	CLEAR	DAY

MATCH LINE A
 SEE SHEET NO. 2 OF 11

LEGEND

NUMBER OF CRASHES WITH	
PROPERTY DAMAGE ONLY	1
INJURIES	0
FATALITIES	0
TOTAL NO. OF CRASHES	1

SYMBOLS	
	MOVING VEHICLE
	BACKING VEHICLE
	NON-INVOLVED VEHICLE
	PEDESTRIAN
	BICYCLIST
	PROPERTY DAMAGE ONLY CRASH
	INJURY IN CRASH
	FATAL CRASH
	FIXED OBJECT
	ANIMAL
	NON-FIXED OBJECT
	POTHOLE

TYPES OF CRASHES	
	REAR END
	HEAD ON
	SIDE SWIPE
	OUT OF CONTROL
	OVERTURNED
	LEFT TURN
	RIGHT ANGLE
	STRUCK PARKED VEHICLE

COLORS	
	PEDESTRIAN CRASH

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CR 624 I (LAKEVIEW AVE)
 FROM CR 611 (CLIFTON AVE) TO CR 648 (MARKET ST)
 CLIFTON AND PATERSON CITIES, PASSAIC COUNTY

2013-2017 PEDESTRIAN COLLISION DIAGRAMS

Engineering Design Planning Construction Management	NOT TO SCALE
---	--------------

SEE SHEET NO. 1 OF 11
MATCH LINE A

MATCH LINE B
SEE SHEET NO. 3 OF 11



COLLISION DIAGRAM DATA							
NO.	TIME	DAY	DATE	NO. INJURED	SURFACE CONDITION	WEATHER	LIGHT CONDITION
4	16:57	MON	12-01-14	1	WET	RAIN	DARK
5	17:13	TUE	12-30-14	2	DRY	CLEAR	DARK
6	17:37	SAT	05-30-15	1	DRY	CLEAR	DAY
10	16:56	TUE	12-13-16	1	DRY	CLEAR	DUSK

LEGEND

NUMBER OF CRASHES WITH	
PROPERTY DAMAGE ONLY	0
INJURIES	4
FATALITIES	0
TOTAL NO. OF CRASHES	4

SYMBOLS	
	MOVING VEHICLE
	BACKING VEHICLE
	NON-INVOLVED VEHICLE
	PEDESTRIAN
	BICYCLIST
	PROPERTY DAMAGE ONLY CRASH
	INJURY IN CRASH
	FATAL CRASH
	FIXED OBJECT
	ANIMAL
	NON-FIXED OBJECT
	POTHOLE

TYPES OF CRASHES	
	REAR END
	HEAD ON
	SIDE SWIPE
	OUT OF CONTROL
	OVERTURNED
	LEFT TURN
	RIGHT ANGLE
	STRUCK PARKED VEHICLE

COLORS	
	PEDESTRIAN CRASH

NEW JERSEY DEPARTMENT OF TRANSPORTATION	
CR 624 I (LAKEVIEW AVE) FROM CR 611 (CLIFTON AVE) TO CR 648 (MARKET ST) CLIFTON AND PATERSON CITIES, PASSAIC COUNTY	
2013-2017 PEDESTRIAN COLLISION DIAGRAMS	
Engineering Design Planning Construction Management	NOT TO SCALE

FILE: L:\2017659_HSP_Program_and_Project_Development_Support\NDOT_HSP_Year_2_Catchway_02_Passaic_Collision_Diagram_Sheets\Pedestrian_Sheet_03 - p03.dgn
 TIME: 1:18:49 PM
 DATE: 9/20/19
 GREENMAN-PEDERSEN, INC.

SEE SHEET NO. 2 OF 11
 MATCH LINE B



MATCH LINE C
 SEE SHEET NO. 4 OF 11

3 / 11

COLLISION DIAGRAM DATA

NO.	TIME	DAY	DATE	NO. INJURED	SURFACE CONDITION	WEATHER	LIGHT CONDITION
1	14:28	WED	11-20-13	1	DRY	CLEAR	DAY
2	12:22	WED	07-12-17	0	DRY	CLEAR	DAY

LEGEND

NUMBER OF CRASHES WITH

PROPERTY DAMAGE ONLY	1
INJURIES	1
FATALITIES	0
TOTAL NO. OF CRASHES	2

SYMBOLS

	MOVING VEHICLE		BICYCLIST
	BACKING VEHICLE		BICYCLIST
	NON-INVOLVED VEHICLE		PROPERTY DAMAGE ONLY CRASH
	INJURY IN CRASH		FATAL CRASH
	FIXED OBJECT		ANIMAL
	NON-FIXED OBJECT		POTHOLE

TYPES OF CRASHES

	REAR END		LEFT TURN
	HEAD ON		RIGHT ANGLE
	SIDE SWIPE		STRUCK PARKED VEHICLE
	OUT OF CONTROL		OVERTURNED

COLORS

PEDESTRIAN CRASH

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CR 624 I (LAKEVIEW AVE)
 FROM CR 611 (CLIFTON AVE) TO CR 648 (MARKET ST)
 CLIFTON AND PATERSON CITIES, PASSAIC COUNTY
 2013-2017 PEDESTRIAN COLLISION DIAGRAMS

GPI Engineering Design Planning Construction Management

NOT TO SCALE

FILE: L:\2017659_HSP_Program_and_Project_Development\Support\NJDOT_HSP_Year_2_Catchway_02_Passaic_Collision_Diagram_Sheets\Pedestrian_Sheet_04 - .pdd.dgn
 TIME: 1:19:20 PM
 DATE: 9/9/2019

SEE SHEET NO. 3 OF 11
 MATCH LINE C



COLLISION DIAGRAM DATA							
NO.	TIME	DAY	DATE	NO. INJURED	SURFACE CONDITION	WEATHER	LIGHT CONDITION
3	16:17	MON	10-20-14	1	DRY	CLEAR	DAY
11	18:18	MON	05-08-17	1	DRY	CLEAR	DAY

MATCH LINE D
 SEE SHEET NO. 5 OF 11

LEGEND

NUMBER OF CRASHES WITH	
PROPERTY DAMAGE ONLY	<u>0</u>
INJURIES	<u>2</u>
FATALITIES	<u>0</u>
TOTAL NO. OF CRASHES	<u>2</u>

SYMBOLS	
	MOVING VEHICLE
	BACKING VEHICLE
	NON-INVOLVED VEHICLE
	PEDESTRIAN
	BICYCLIST
	PROPERTY DAMAGE ONLY CRASH
	INJURY IN CRASH
	FATAL CRASH
	FIXED OBJECT
	ANIMAL
	NON-FIXED OBJECT
	POTHOLE

TYPES OF CRASHES	
	REAR END
	HEAD ON
	SIDE SWIPE
	OUT OF CONTROL
	OVERTURNED
	LEFT TURN
	RIGHT ANGLE
	STRUCK PARKED VEHICLE

COLORS	
	PEDESTRIAN CRASH

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CR 624 I (LAKEVIEW AVE)
 FROM CR 611 (CLIFTON AVE) TO CR 648 (MARKET ST)
 CLIFTON AND PATERSON CITIES, PASSAIC COUNTY

2013-2017 PEDESTRIAN COLLISION DIAGRAMS

Engineering Design Planning Construction Management	NOT TO SCALE
---	--------------

DATE: 9/9/2019 TIME: 12:30:09 PM FILE: L:\2017\659_HSP_Program_and_Project_Development\Support\NJDOT_HSP_Year_2_Catchway\02_Passaic_Collision_Diagram_Sheets\Pedestrian_Sheet_05 - .pdd.dgn

SEE SHEET NO. 4 OF 11
MATCH LINE D



MATCH LINE E
SEE SHEET NO. 6 OF 11

COLLISION DIAGRAM DATA							
NO.	TIME	DAY	DATE	NO. INJURED	SURFACE CONDITION	WEATHER	LIGHT CONDITION
8	10:35	FRI	12-11-15	1	DRY	OVERCAST	DAY
13	17:11	TUE	12-05-17	1	WET	CLEAR	DUSK

LEGEND

NUMBER OF CRASHES WITH	
PROPERTY DAMAGE ONLY	<u>0</u>
INJURIES	<u>2</u>
FATALITIES	<u>0</u>
TOTAL NO. OF CRASHES	<u>2</u>

SYMBOLS	
	MOVING VEHICLE
	BACKING VEHICLE
	NON-INVOLVED VEHICLE
	PEDESTRIAN
	BICYCLIST
	PROPERTY DAMAGE ONLY CRASH
	INJURY IN CRASH
	FATAL CRASH
	FIXED OBJECT
	ANIMAL
	NON-FIXED OBJECT
	POTHOLE

TYPES OF CRASHES	
	REAR END
	HEAD ON
	SIDE SWIPE
	OUT OF CONTROL
	OVERTURNED
	LEFT TURN
	RIGHT ANGLE
	STRUCK PARKED VEHICLE

COLORS	
	PEDESTRIAN CRASH

5 / 11

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CR 624 I (LAKEVIEW AVE)
FROM CR 611 (CLIFTON AVE) TO CR 648 (MARKET ST)
CLIFTON AND PATERSON CITIES, PASSAIC COUNTY

2013-2017 PEDESTRIAN COLLISION DIAGRAMS

 Engineering Design Planning Construction Management	NOT TO SCALE
--	--------------

FILE: L:\2017659_HSP_Program_and_Project_Development_Support\NDDOT_HSP_Year_2_Catchway_02_Passaic_Collision_Diagram_Sheets\Pedestrian_Sheet_06 - .pdd.dgn
 TIME: 2:44:04 PM
 DATE: 11/02/2018

SEE SHEET NO. 5 OF 12
 MATCH LINE E



MATCH LINE F
 SEE SHEET NO. 7 OF 12

LEGEND

NUMBER OF CRASHES WITH	
PROPERTY DAMAGE ONLY	0
INJURIES	1
* FATALITIES	1
TOTAL NO. OF CRASHES	2

SYMBOLS	
	MOVING VEHICLE
	BACKING VEHICLE
	NON-INVOLVED VEHICLE
	PEDESTRIAN
	BICYCLIST
	PROPERTY DAMAGE ONLY CRASH
	INJURY IN CRASH
	FATAL CRASH
	FIXED OBJECT
	ANIMAL
	NON-FIXED OBJECT
	POTHOLE

TYPES OF CRASHES	
	REAR END
	HEAD ON
	SIDE SWIPE
	OUT OF CONTROL
	OVERTURNED
	LEFT TURN
	RIGHT ANGLE
	STRUCK PARKED VEHICLE

COLORS	
	PEDESTRIAN CRASH

NOTE: 2018 PEDESTRIAN CRASH ADDED SUBSEQUENT TO ROAD SAFETY AUDIT AT THE REQUEST OF PASSAIC COUNTY

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CR 624 I (LAKEVIEW AVE)
 FROM CR 611 (CLIFTON AVE) TO CR 648 (MARKET ST)
 CLIFTON AND PATERSON CITIES, PASSAIC COUNTY

2013-2017 PEDESTRIAN COLLISION DIAGRAMS

GPI Engineering Design Planning Construction Management

NOT TO SCALE

FILE: L:\2017659_HSP_Program_and_Project_Development\Support\NDOT_HSP_Year_2_Catchway_02_Passaic_Collision_Diagram_Sheets\Pedestrian_Sheet_07 - .pdd.dgn
 TIME: 1:32:29 PM
 DATE: 9/9/2019

SEE SHEET NO. 6 OF 11
 MATCH LINE F



COLLISION DIAGRAM DATA

NO.	TIME	DAY	DATE	NO. INJURED	SURFACE CONDITION	WEATHER	LIGHT CONDITION
14	14:38	SUN	12-24-17	1	DRY	CLEAR	DAY

MATCH LINE G
 SEE SHEET NO. 8 OF 11

LEGEND

NUMBER OF CRASHES WITH	
PROPERTY DAMAGE ONLY	<u>0</u>
INJURIES	<u>1</u>
FATALITIES	<u>0</u>
TOTAL NO. OF CRASHES	<u>1</u>

SYMBOLS	
	MOVING VEHICLE
	BACKING VEHICLE
	NON-INVOLVED VEHICLE
	PEDESTRIAN
	BICYCLIST
	PROPERTY DAMAGE ONLY CRASH
	INJURY IN CRASH
	FATAL CRASH
	FIXED OBJECT
	ANIMAL
	NON-FIXED OBJECT
	POTHOLE

TYPES OF CRASHES	
	REAR END
	HEAD ON
	SIDE SWIPE
	OUT OF CONTROL
	OVERTURNED
	LEFT TURN
	RIGHT ANGLE
	STRUCK PARKED VEHICLE

COLORS	
	PEDESTRIAN CRASH

7
 11

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CR 624 I (LAKEVIEW AVE)
 FROM CR 611 (CLIFTON AVE) TO CR 648 (MARKET ST)
 CLIFTON AND PATERSON CITIES, PASSAIC COUNTY

2013-2017 PEDESTRIAN COLLISION DIAGRAMS

GPI Engineering Design Planning Construction Management	NOT TO SCALE
--	--------------

SEE SHEET NO. 7 OF 11
MATCH LINE G



MATCH LINE H
SEE SHEET NO. 9 OF 11

LEGEND

NUMBER OF CRASHES WITH	
PROPERTY DAMAGE ONLY	<u>0</u>
INJURIES	<u>0</u>
FATALITIES	<u>0</u>
TOTAL NO. OF CRASHES	<u>0</u>

SYMBOLS	
	MOVING VEHICLE
	BACKING VEHICLE
	NON-INVOLVED VEHICLE
	PEDESTRIAN
	BICYCLIST
	PROPERTY DAMAGE ONLY CRASH
	INJURY IN CRASH
	FATAL CRASH
	FIXED OBJECT
	ANIMAL
	NON-FIXED OBJECT
	POTHOLE

TYPES OF CRASHES	
	REAR END
	HEAD ON
	SIDE SWIPE
	OUT OF CONTROL
	OVERTURNED
	LEFT TURN
	RIGHT ANGLE
	STRUCK PARKED VEHICLE

COLORS	
	PEDESTRIAN CRASH

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CR 624 I (LAKEVIEW AVE)
FROM CR 611 (CLIFTON AVE) TO CR 648 (MARKET ST)
CLIFTON AND PATERSON CITIES, PASSAIC COUNTY

2013-2017 PEDESTRIAN COLLISION DIAGRAMS

<p>Engineering Design Planning Construction Management</p>	NOT TO SCALE
--	--------------



SEE SHEET NO. 8 OF 11
MATCH LINE H

MATCH LINE I
SEE SHEET NO. 10 OF 11

LEGEND

NUMBER OF CRASHES WITH	
PROPERTY DAMAGE ONLY	<u>0</u>
INJURIES	<u>0</u>
FATALITIES	<u>0</u>
TOTAL NO. OF CRASHES	<u>0</u>

SYMBOLS	
	MOVING VEHICLE
	BACKING VEHICLE
	NON-INVOLVED VEHICLE
	PEDESTRIAN
	BICYCLIST
	PROPERTY DAMAGE ONLY CRASH
	INJURY IN CRASH
	FATAL CRASH
	FIXED OBJECT
	ANIMAL
	NON-FIXED OBJECT
	POTHOLE

TYPES OF CRASHES	
	REAR END
	HEAD ON
	SIDE SWIPE
	OUT OF CONTROL
	OVERTURNED
	LEFT TURN
	RIGHT ANGLE
	STRUCK PARKED VEHICLE

COLORS	
	PEDESTRIAN CRASH

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CR 624 I (LAKEVIEW AVE)
FROM CR 611 (CLIFTON AVE) TO CR 648 (MARKET ST)
CLIFTON AND PATERSON CITIES, PASSAIC COUNTY

2013-2017 PEDESTRIAN COLLISION DIAGRAMS

GPI Engineering Design Planning Construction Management	NOT TO SCALE
---	--------------



SEE SHEET NO. 9 OF 11
MATCH LINE I

MATCH LINE J
SEE SHEET NO. 11 OF 11

LEGEND

NUMBER OF CRASHES WITH	
PROPERTY DAMAGE ONLY	<u>0</u>
INJURIES	<u>0</u>
FATALITIES	<u>0</u>
TOTAL NO. OF CRASHES	<u>0</u>

SYMBOLS	
	MOVING VEHICLE
	BACKING VEHICLE
	NON-INVOLVED VEHICLE
	PEDESTRIAN
	BICYCLIST
	PROPERTY DAMAGE ONLY CRASH
	INJURY IN CRASH
	FATAL CRASH
	FIXED OBJECT
	ANIMAL
	NON-FIXED OBJECT
	POTHOLE

TYPES OF CRASHES	
	REAR END
	HEAD ON
	SIDE SWIPE
	OUT OF CONTROL
	OVERTURNED
	LEFT TURN
	RIGHT ANGLE
	STRUCK PARKED VEHICLE

COLORS	
	PEDESTRIAN CRASH

10 / 11

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CR 624 I (LAKEVIEW AVE)
FROM CR 611 (CLIFTON AVE) TO CR 648 (MARKET ST)
CLIFTON AND PATERSON CITIES, PASSAIC COUNTY

2013-2017 PEDESTRIAN COLLISION DIAGRAMS

<p>Engineering Design Planning Construction Management</p>	NOT TO SCALE
--	--------------

FILE: L:\2017\659_HSP_Program_and_Project_Development_Support\NJDOT_HSP_Year_2_Catchway_02_Passaic_Collision_Diagram_Sheets\Pedestrian_Sheet_11 - pdcl.dgn
 TIME: 1:49:59 PM
 DATE: 9/2/2019
 GREENMAN-PEDERSEN, INC.



SEE SHEET NO. 10 OF 11
 MATCH LINE J

COLLISION DIAGRAM DATA

NO.	TIME	DAY	DATE	NO. INJURED	SURFACE CONDITION	WEATHER	LIGHT CONDITION
7	23:02	WED	09-02-15	1	DRY	CLEAR	DARK

LEGEND

NUMBER OF CRASHES WITH	
PROPERTY DAMAGE ONLY	0
INJURIES	1
FATALITIES	0
TOTAL NO. OF CRASHES	1

SYMBOLS	
	MOVING VEHICLE
	BACKING VEHICLE
	NON-INVOLVED VEHICLE
	PEDESTRIAN
	BICYCLIST
	PROPERTY DAMAGE ONLY CRASH
	INJURY IN CRASH
	FATAL CRASH
	FIXED OBJECT
	ANIMAL
	NON-FIXED OBJECT
	POTHOLE

TYPES OF CRASHES	
	REAR END
	HEAD ON
	SIDE SWIPE
	OUT OF CONTROL
	OVERTURNED
	LEFT TURN
	RIGHT ANGLE
	STRUCK PARKED VEHICLE

COLORS	
	PEDESTRIAN CRASH

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CR 624 I (LAKEVIEW AVE)
 FROM CR 611 (CLIFTON AVE) TO CR 648 (MARKET ST)
 CLIFTON AND PATERSON CITIES, PASSAIC COUNTY

2013-2017 PEDESTRIAN COLLISION DIAGRAMS

GPI <small>Engineering Design Planning Construction Management</small>	NOT TO SCALE
---	--------------

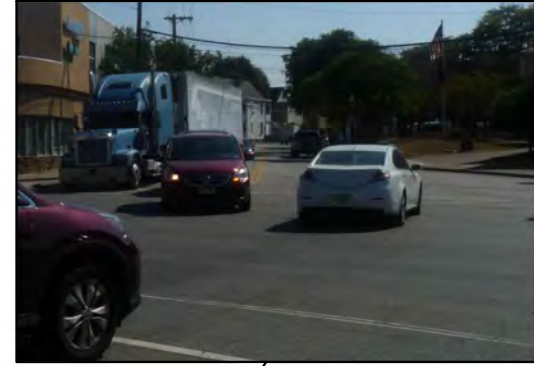
APPENDIX F

SITE PHOTOGRAPHS

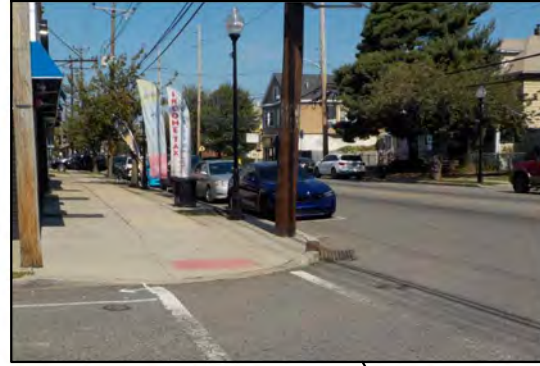
Large pavement area increases pedestrian crossing time and vehicle turning speeds



Turning vehicles encroach on opposing through lane due to intersection skew



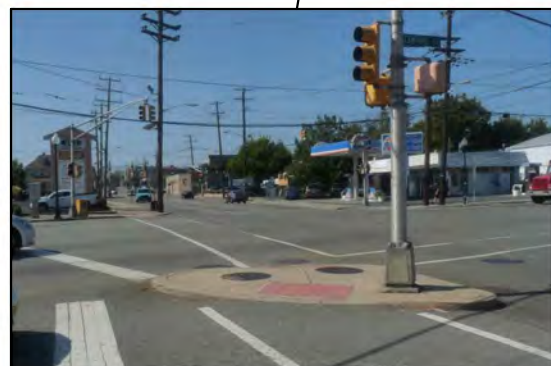
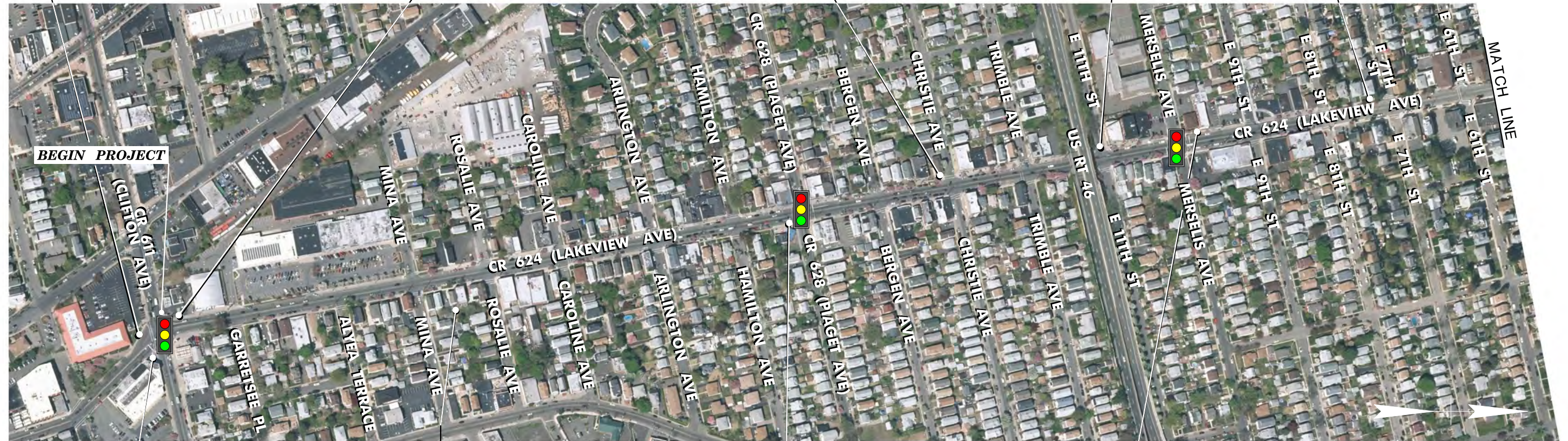
On-street parking reduces sight distance for turning vehicles and pedestrians



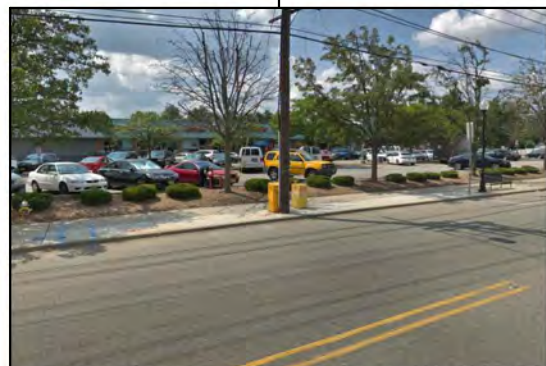
Lighting under structure may be insufficient at night



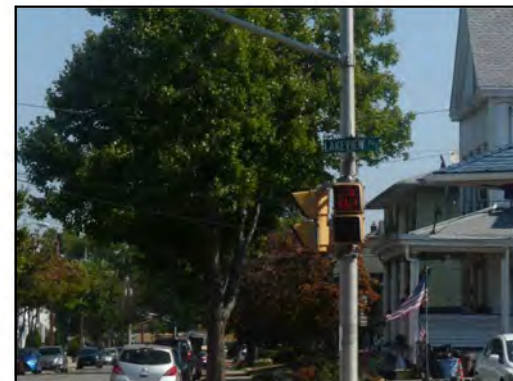
Uneven sidewalk is a tripping hazard



Small channelizing island may not provide sufficient pedestrian refuge



Parking lot eliminates need for on-street parking in this area; pavement can be repurposed



Antiquated pedestrian signal equipment

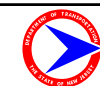


Street tree obscures signs at intersection

**NJDOT HSIP
ROAD SAFETY AUDIT
CR 624 I (LAKEVIEW AVENUE)**

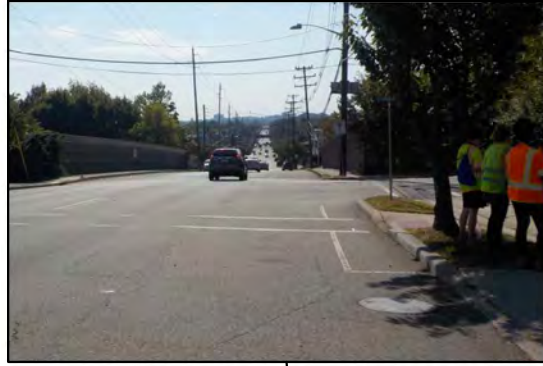
CLIFTON CITY AND PATERSON CITY
PASSAIC COUNTY

SITE PHOTOGRAPHS



N.T.S.

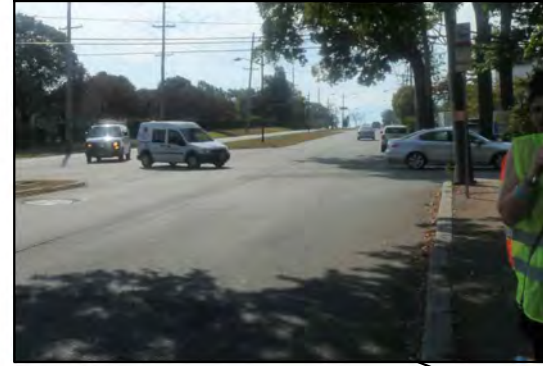
No lighting at pedestrian crossing
Vicinity of 2018 pedestrian fatality



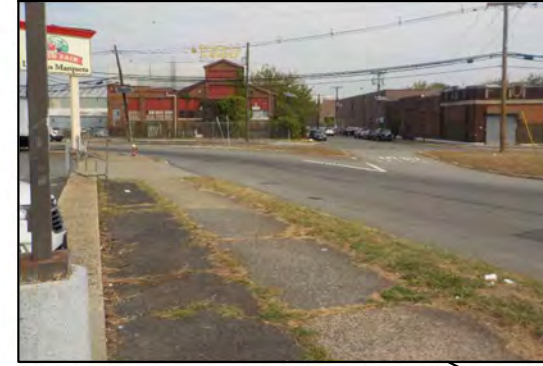
Pedestrian signal heads not on both
sides of crossing at intersection



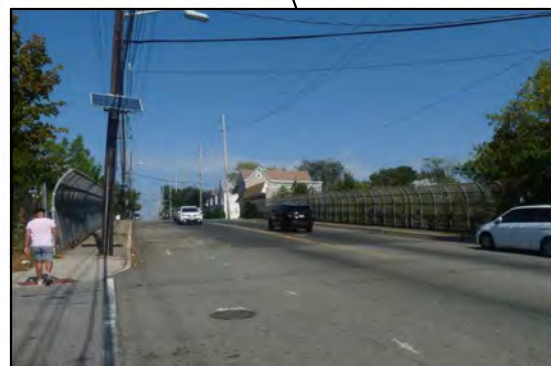
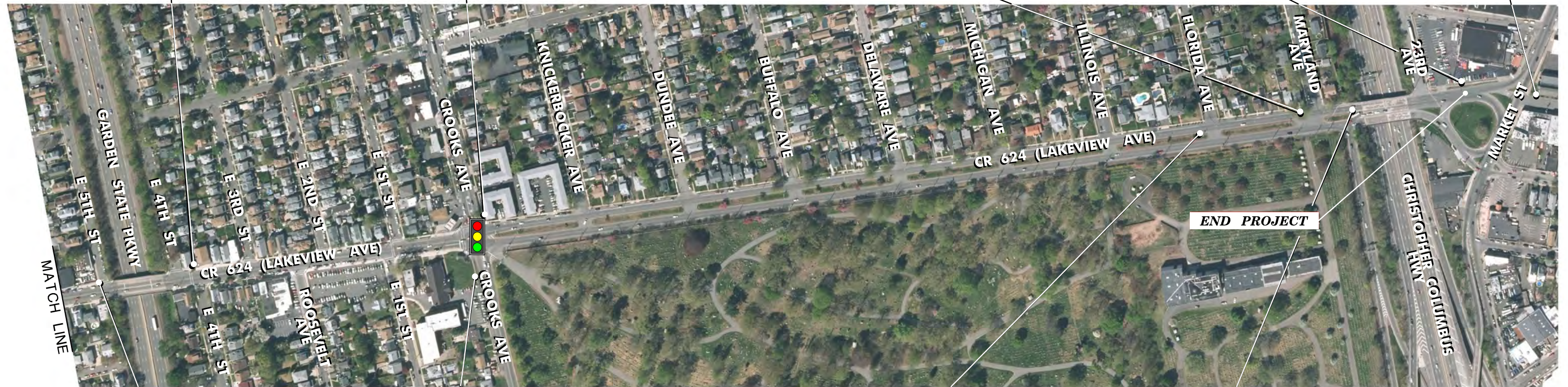
Median area lacks sufficient room to
store left turning vehicles



Uneven/damaged varying width and
material sidewalk; lacks ADA ramps



Traffic circle has multiple entry points
converging at the same location;
lack of pedestrian crossings



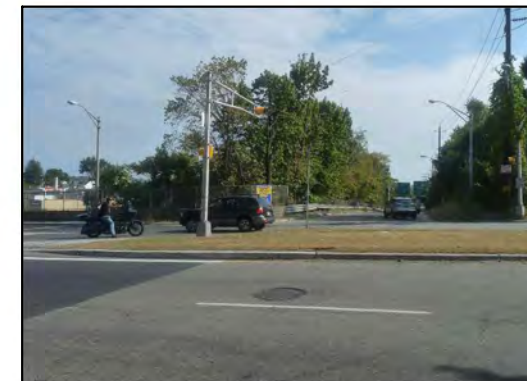
Worn crosswalk striping; no marked
crossing across Lakeview Ave



Large corner radius at cemetery
entrance increases pedestrian
crossing distance and right turn
speeds



Bicyclists do not have dedicated
facilities; posted 25 mph SB



High volume, yield control left turn
across 2 travel lanes major crash
generator

2
2

**NJDOT HSIP
ROAD SAFETY AUDIT
CR 624 I (LAKEVIEW AVENUE)**

CLIFTON CITY AND PATERSON CITY
PASSAIC COUNTY

SITE PHOTOGRAPHS



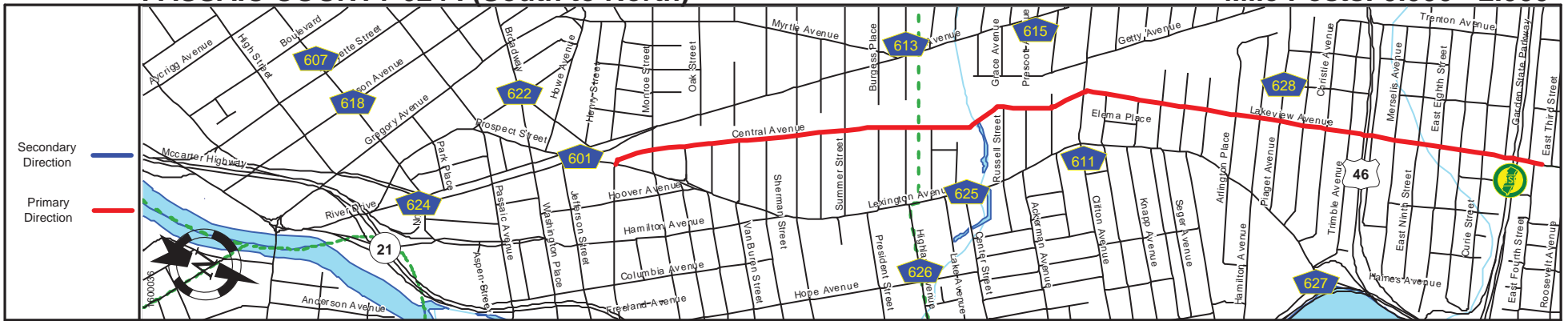
N.T.S.

APPENDIX G

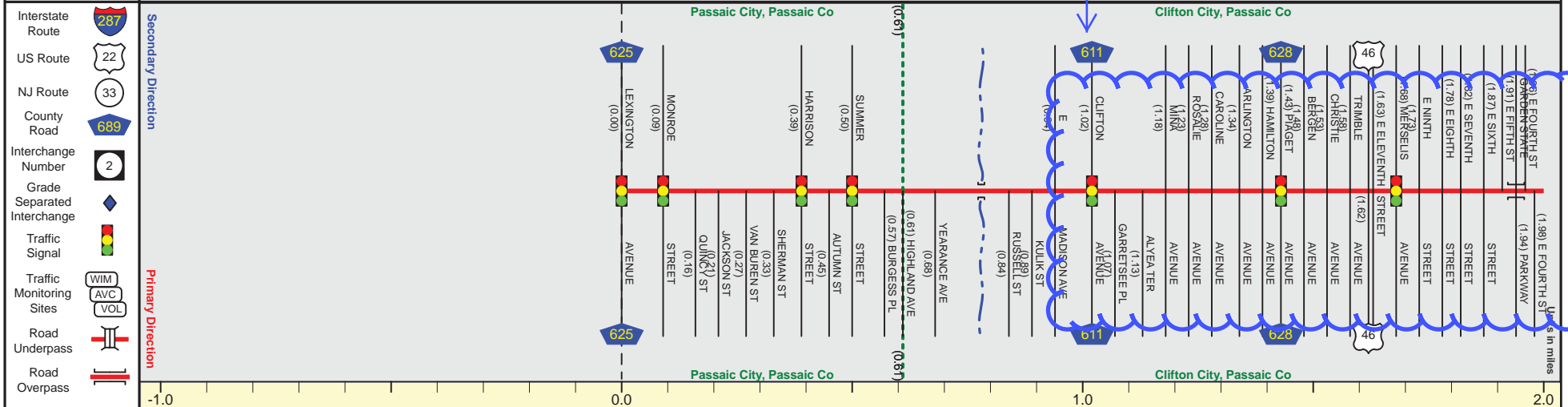
STRAIGHT LINE DIAGRAMS

PASSAIC COUNTY 624 I (South to North)

Mile Posts: 0.000 - 2.000



Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	



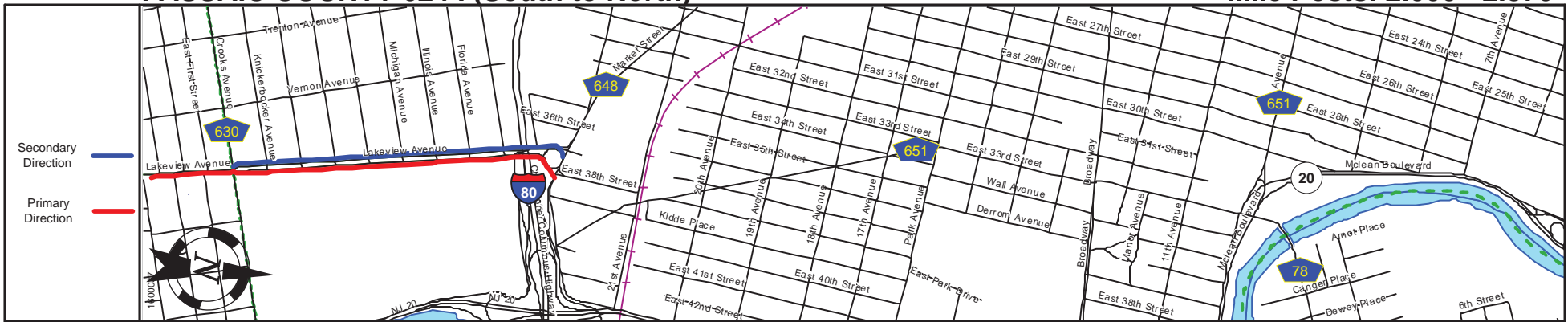
Street Name	Central Avenue	Lakeview Avenue
Jurisdiction	Passaic City, Passaic Co	Clifton City, Passaic Co
Functional Class	Urban Minor Arterial	Urban Minor Arterial
Federal Aid - NHS Sy	STP	STP
Control Section	Begin Passaic County 624 I MP=0.00	
Speed Limit	30	30
Number of Lanes	2	2
Med. Type	None	None
Med. Width	0	0
Pavement	32	32
Shoulder	0	0
Traffic Volume		
Traffic Sta. ID		
Structure No.	1600061	
Enlarged Views		

SRI = 160006241_

Date last inventoried: October 2011

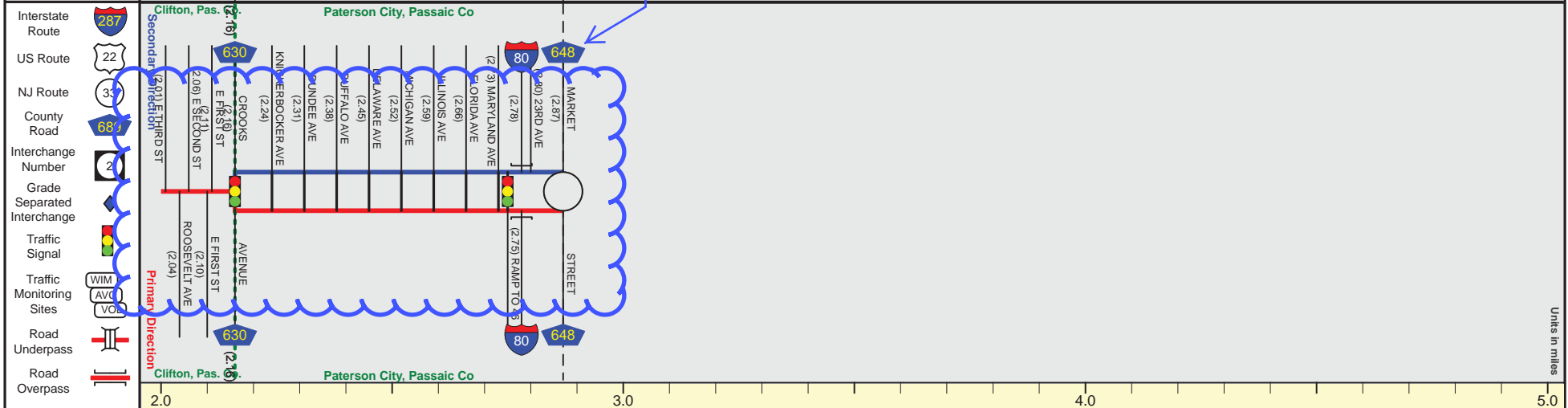
PASSAIC COUNTY 624 I (South to North)

Mile Posts: 2.000 - 2.870



Pavement	26	
Shoulder	4	+ 0
Number of Lanes	2	
Speed Limit	35	
Street Name	Lakeview Avenue	

END RSA



Street Name	Lakeview Avenue	
Jurisdiction	County	
Functional Class	Urban Minor Arterial	
Federal Aid - NHS Sy	STP	
Control Section		
Speed Limit	30	+ 35
Number of Lanes		2
Med. Type	None	+ Curbed
Med. Width	0	+ 14
Pavement	32	+ 26
Shoulder	0	+ 4
Traffic Volume		
Traffic Sta. ID		
Structure No.		
Enlarged Views		

SRI = 16006241_

Date last inventoried: October 2011

APPENDIX H

PRE-AUDIT PRESENTATION

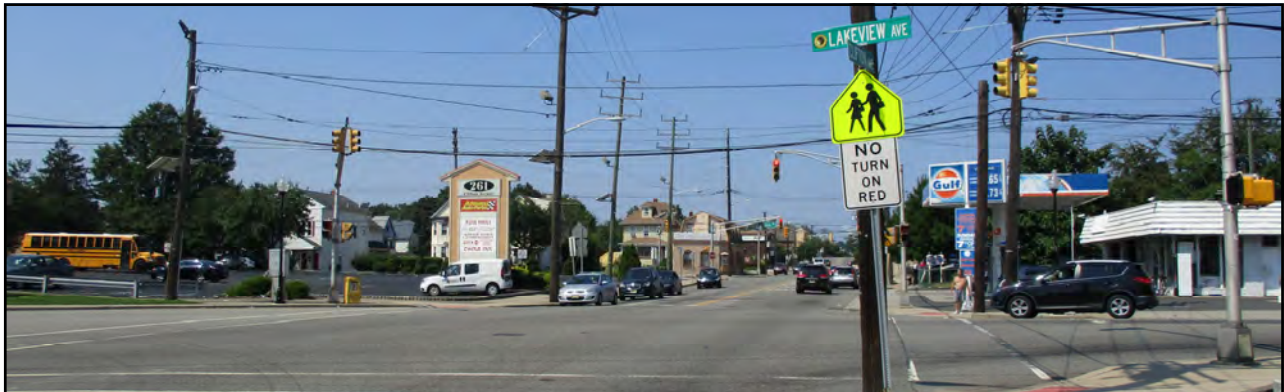


ROAD SAFETY AUDIT

CR 624 I (LAKEVIEW AVENUE) BETWEEN CLIFTON AVENUE AND MARKET STREET

CLIFTON AND PATERSON CITIES
PASSAIC COUNTY

OCTOBER 2, 2019



AUDIT TEAM



NJDOT



NJTPA
NJTPA



Passaic County



Clifton City



Paterson City



FUNDED BY FEDERAL HIGHWAY ADMINISTRATION AND NJDOT

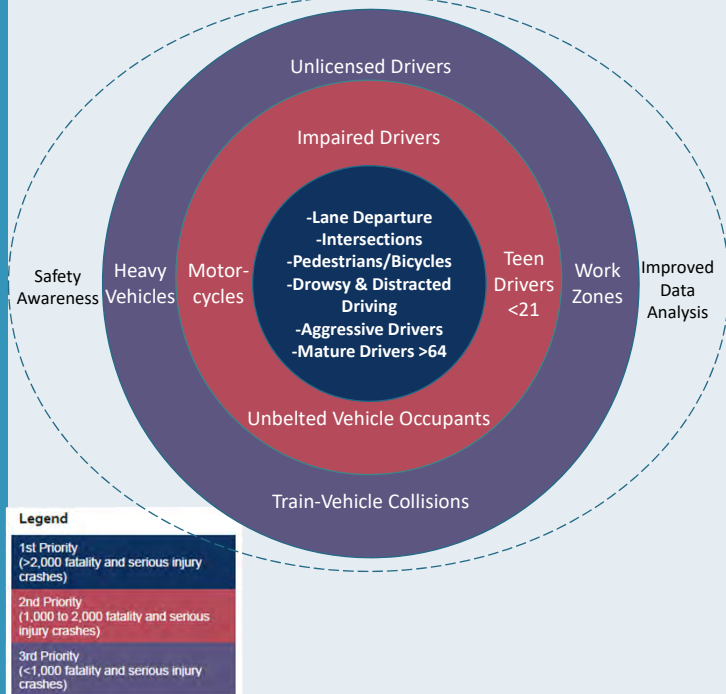
PRESENTED BY GREENMAN-PEDERSEN, INC., NJDOT CONSULTANT

Today's Schedule

- 9:30a
 - Welcome and Introductions
 - Project Overview Presentation
- 10:30a
 - Field Visit and Observations
- 12:30p
 - Lunch and Regroup at Presentation Location
- 2:00p
 - Discuss Observations
 - Make Recommendations
- 3:30p
 - Adjourn

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

- 14 Emphasis Areas
- Pedestrian Safety and Intersection Focus State
- Top priority: lane departure, intersections, and pedestrians
- 7 sub-programs including Local Safety Program
- Core Federal Aid Program, NJ receives about \$57M



HSIP/LOCAL SAFETY PROGRAM

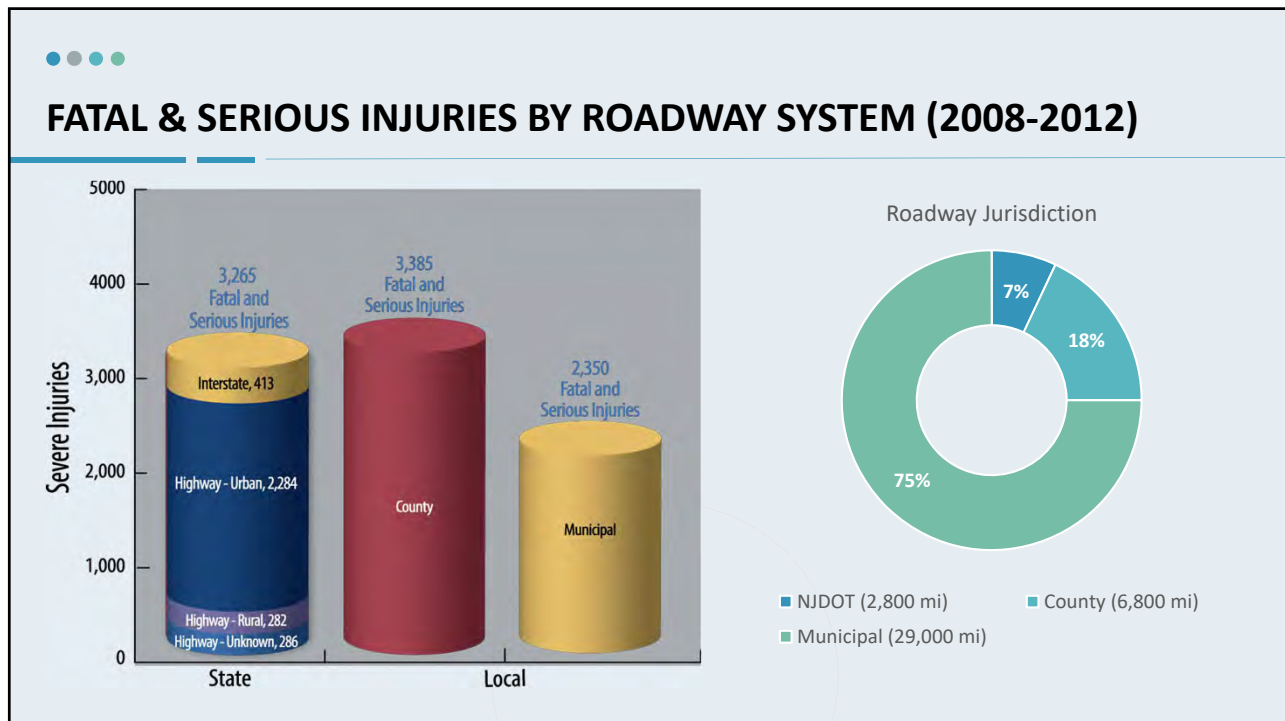
MAIN GOAL: Reduce serious injury and fatality (K+A) crashes on all of NJ's public roads

Program Goals

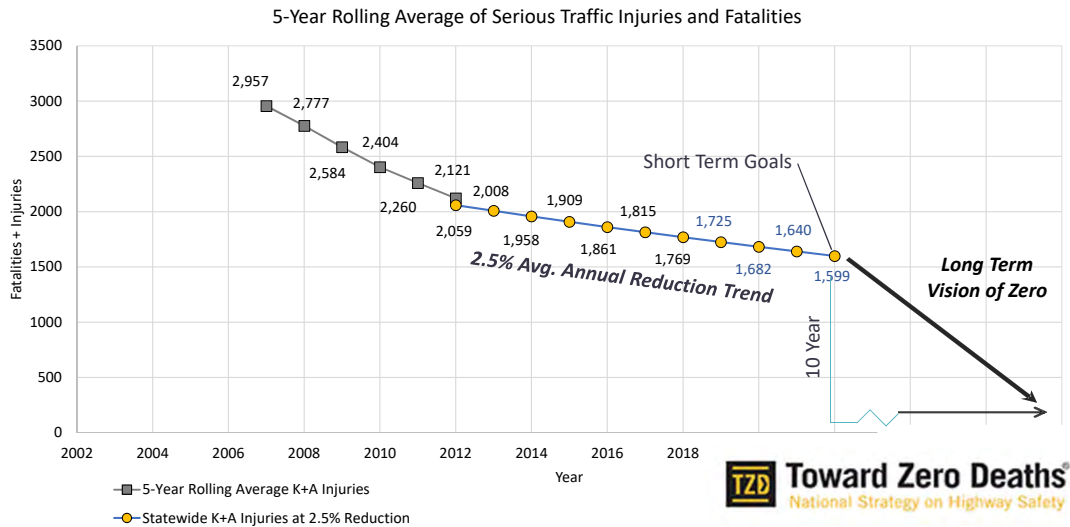
- Toward zero deaths on all public roads
- Performance-based goals consistent with SHSP
- Data-driven, strategic approach to improving highway safety

Local Safety Program (LSP)

- NJDOT support
 - Dedication of HSIP funds
 - Technical assistance
 - Screening lists for MPOs
 - **Road Safety Audits**
- MPOs support
 - Local Road Safety
 - High Risk Rural Roads
 - CD/PE/FD Assistance Program



NATIONAL STRATEGY – TOWARD ZERO DEATHS



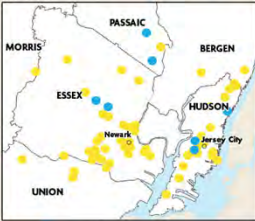
Local Safety Program & High Risk Rural Roads FY 2005–2018

Total Projects: 131
 Total Local Safety Program Funding: \$144.6 million
 Total High Risk Rural Roads Program Funding: \$19.6 million

FY 2017-2018 Projects
 ● Local Safety Projects
 ● High Risk Rural Road Projects

Past Projects
 ● Local Safety Projects
 ● High Risk Rural Road Projects

Detail Area




FEDERAL TRANSPORTATION FUNDING

- Local Safety and High Risk Rural Roads Programs
 - \$145+ million in funding 2005-18 on County / Local Roadways
 - Relatively quick-fix safety improvements
- HSIP funds – emphasizes data-driven, strategic approach to improving highway safety
- Network Screening – identifies locations experiencing:
 - High crash frequencies
 - Severe crash injuries
 - Specific crash types such as right-angle or roadway departures
- Community Outreach – provides the public, local officials and stakeholders with opportunities to comment and ask questions

● ● ● ●


RSA PURPOSE

Formal safety performance examination by an independent, multidisciplinary audit team that identifies safety improvement opportunities for all road users.




Benefits

- Pro-actively address safety; reduce crashes
- Identify low-cost/high-value improvements
- Promote “safety culture”
- Provide continuous advancement of safety skills and knowledge
- Contribute feedback on safety issues for future projects
- Support optimized savings of lives, money and time



Not meant to replace

- Design quality control
- Standard compliance
- Traffic or safety impact studies
- Safety conscious planning
- Road safety inventory programs
- Traffic safety modeling efforts



RSA PROCESS

● ● ● ●

Responsibilities:

Steps 1-2 & 7-8: Design Team/Road Owner

Steps 3-6: RSA Team

FHWA PROVEN SAFETY COUNTERMEASURES

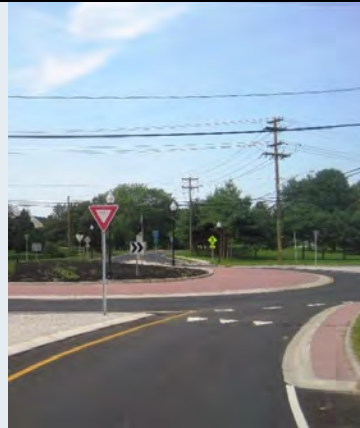
20 countermeasures

Descriptions provided in handouts



FHWA PROVEN SAFETY COUNTERMEASURES

- Clockwise from top:
 - Roundabout, Chesterfield Township, Burlington County
 - Backplates with Retroreflective Borders, Statewide
 - Road diet, Maplewood Township, Essex County
 - Pedestrian Hybrid Beacon (HAWK), Ocean City, Cape May County



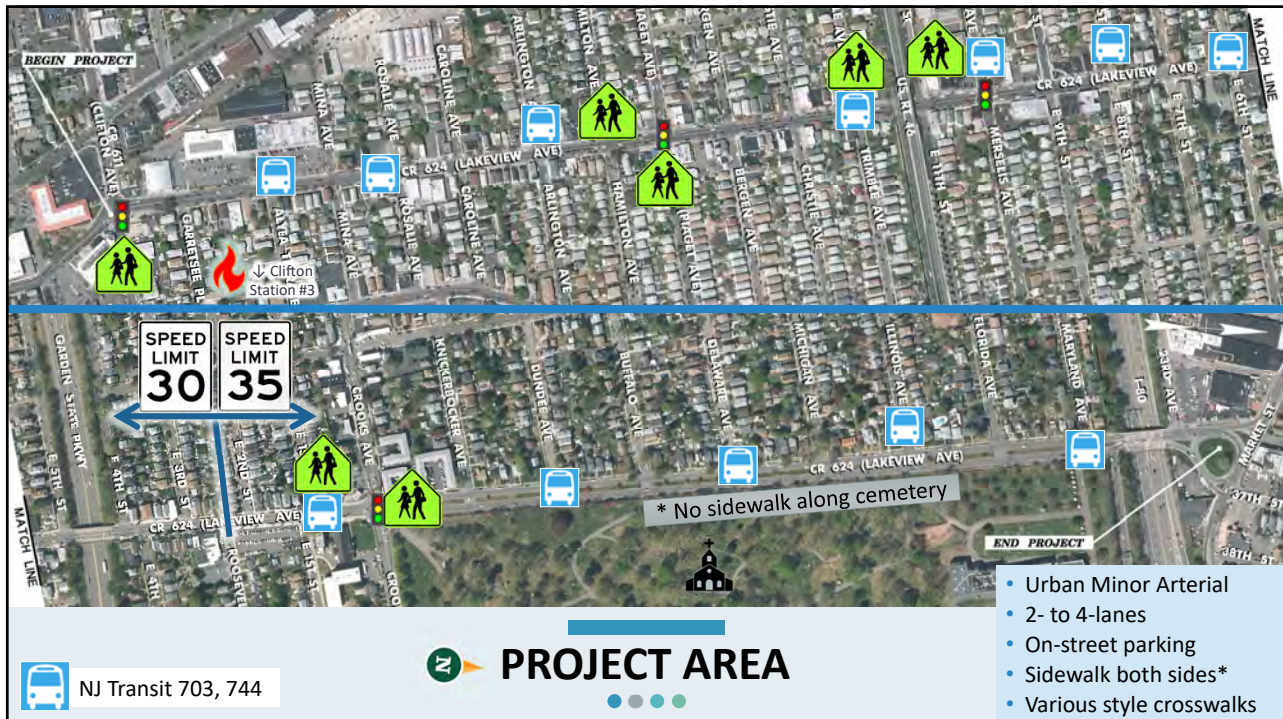


ADDITIONAL CONSIDERATIONS

Curb Extensions
Hoboken City, Hudson County



Enhanced signing / pedestrian crossings
Bellevue City, WA





PROJECT AREA

- Clockwise from top:
 - Ramp to I-80 & NJ 20, yield control dual left turn from Lakeview Ave SB
 - Several intersections designated as school crossings (Hamilton St shown)
 - Cemetery along Lakeview Ave NB from Crooks St to Ramp to I-80 & NJ 20



NETWORK SCREENING

NJTPA County Ranking – 2012-2016 Data




Top 100 Corridors

Route	Regional	Pedestrian
CR 624 I	#23: MP 0.61-1.61	#6: MP 0.38-1.38



Top 100 Intersections

Location	All Crashes	Pedestrian	Bike/Ped
Piaget Ave	#21	#59	#73



● ● ● ●

CRASH DATA

2013-2017 Pedestrian/Bicyclist

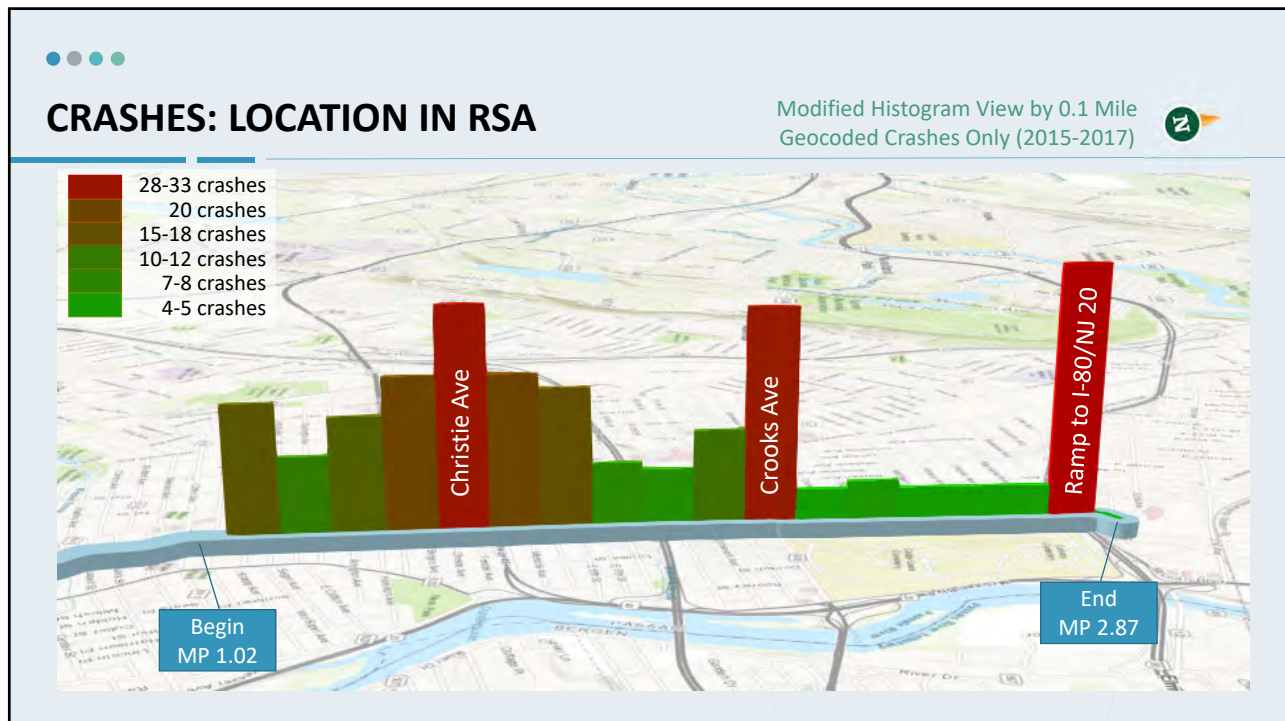
- 14 crashes (10 Ped/4 Bike)
- Minor to Moderate Injuries

2015-2017 Vehicular

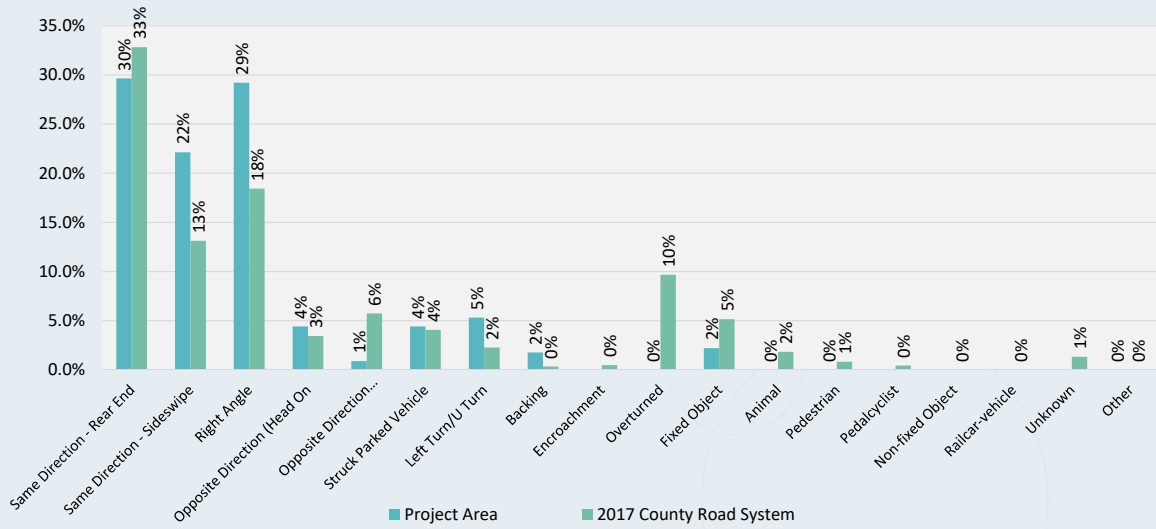
- 226 crashes

Overrepresentations

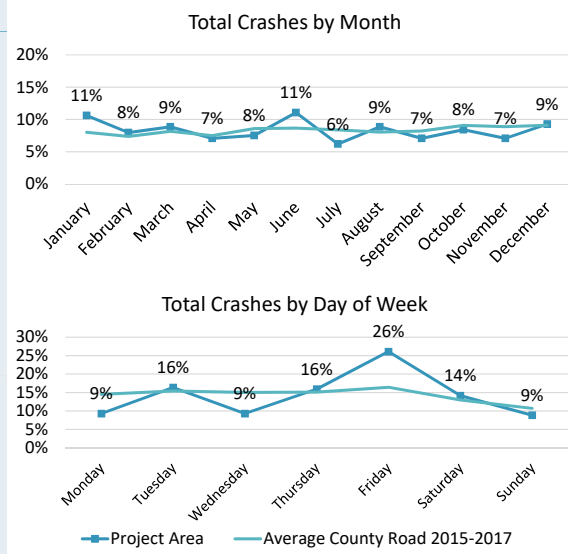
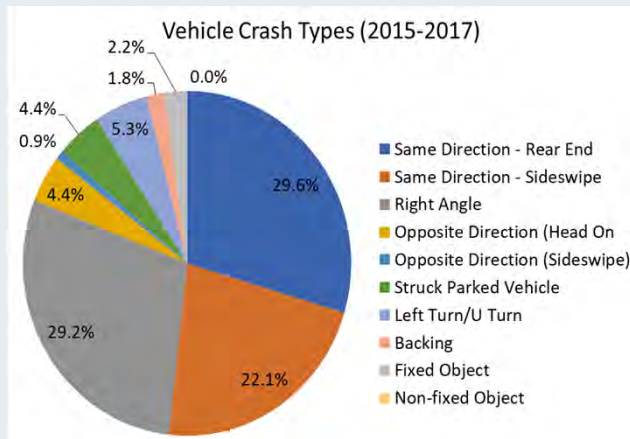
<p>Vehicular</p> <ul style="list-style-type: none"> • Sideswipe • Right Angle • Head On • Parked Vehicle • Left/U-Turn • Backing • At Unsignalized Intersection • Wet Surface • Night 	<p>Ped/Bike</p> <ul style="list-style-type: none"> • Injury • At Unsignalized Intersection • Dusk • Night
---	--



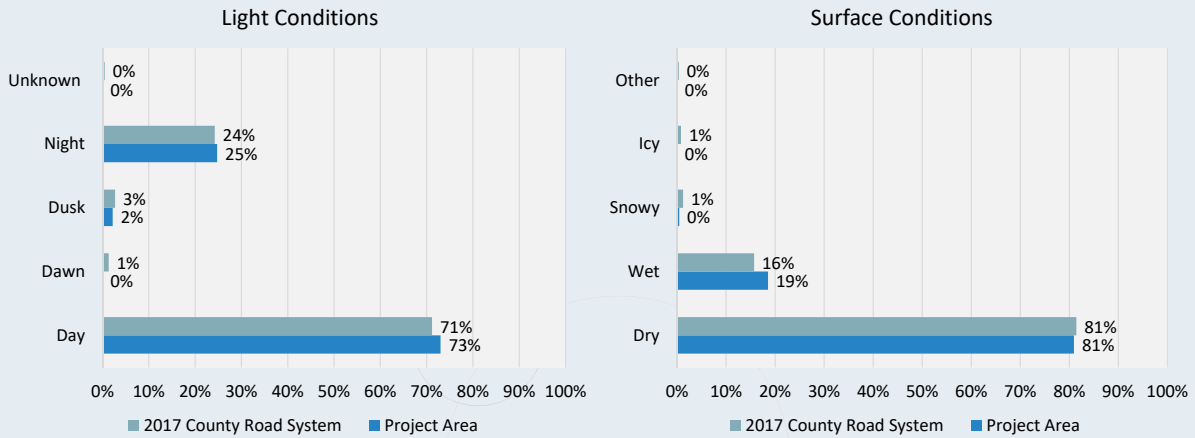
CRASHES: RSA AREA v. COUNTY ROAD SYSTEM



CRASHES: TYPE & TIMES

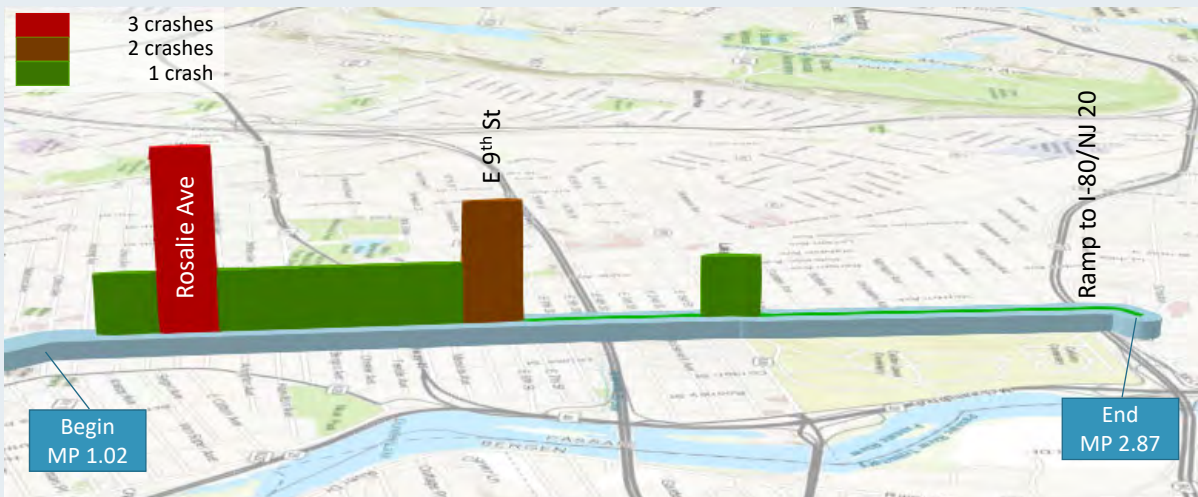


CRASHES: LIGHT & SURFACE CONDITIONS

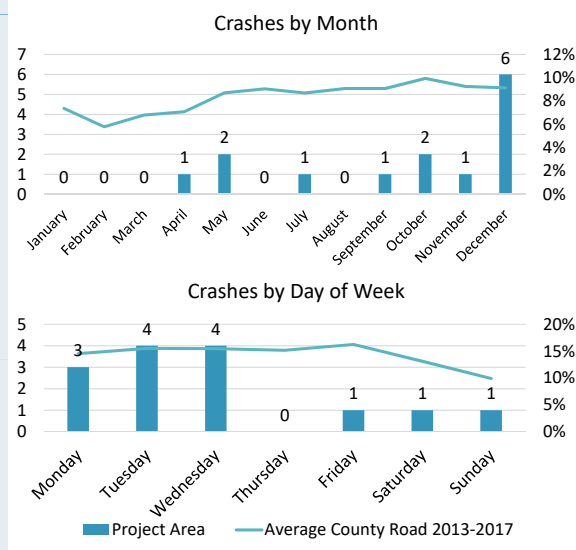
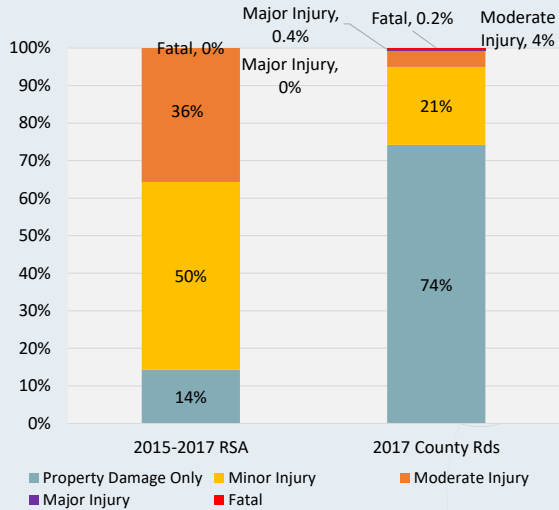


PED/BIKE CRASHES: LOCATION IN RSA

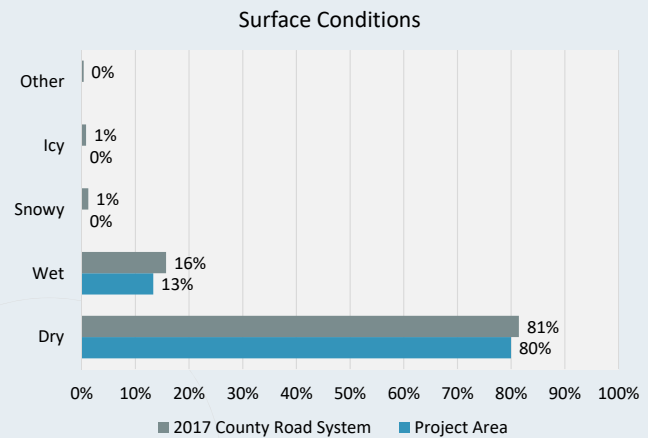
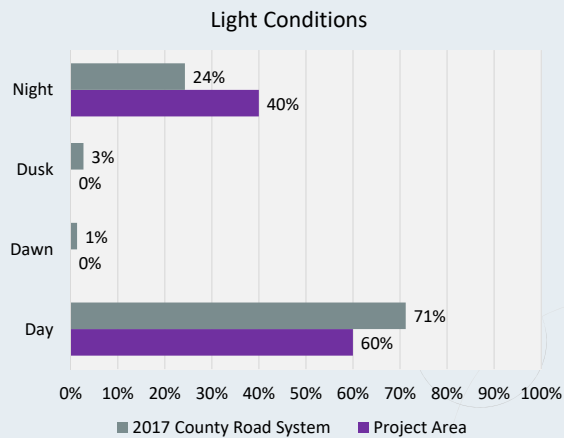
Modified Histogram View by 0.1 Mile
Geocoded Crashes Only (2012-2017)



PED/BIKE CRASHES: SEVERITY & TIMES



PED/BIKE CRASHES: LIGHT & SURFACE CONDITIONS





Today's Schedule

9:30a

- Welcome and Introductions
- Project Overview Presentation

10:30a

- **Field Visit and Observations**

12:30p

- **Lunch and Regroup at Presentation Location**

2:00p

- Discuss Observations
- Make Recommendations

3:30p

- Adjourn

- ✓ Verify Identified Issues
- ✓ Observe Operations
- ✓ Note Other Safety Concerns
- ✓ Document Findings
- ✓ Safety First!



FIELD VISIT | POST AUDIT



Pause | Resume

Presentation

• • • •

Today's Schedule


- 9:30a
 - Welcome and Introductions
 - Project Overview Presentation
- 10:30a
 - Field Visit and Observations
- 12:30p
 - Lunch and Regroup at Presentation Location
- 2:00p
 - **Discuss Observations**
 - **Make Recommendations**
- 3:30p
 - Adjourn

✓ Welcome back!

• • • •


POST AUDIT

Discussion of Field Visit



Observations

- What elements of the road may present a safety concern?
- To what extent, to which road users, and under what circumstances?
- What corridor safety issues did you observe?
- What localized safety issues did you observe?



Recommendations

- What opportunities exist to eliminate or mitigate identified safety concerns?
- What improvements would you make?
- Are any of the FHWA countermeasures beneficial?

NEXT STEPS

- Preparation of RSA Report
- Review/comments from RSA Team
- Preparation of Preliminary Final Report
- Road Owner Response
- Preparation of Final Report
- Approximate timeframe: 12 weeks



THANK YOU



<http://www.gpiprojects.com/HSIP/Passaic>

APPENDIX I

ADDITIONAL CRASHES ASSOCIATED WITH LAKEVIEW AVENUE

Crash Identifier	Year	County	Municipality	Case Number	Document Locator Number	Location Text	Cross Street Name	Newly ID'd
16-02-2016-2016029469	2016	PASSAIC	CLIFTON CITY	2016029469	16199770	LAKEVIEW AVE	CLIFTON AVE	(already in RSA report)
16-02-2016-2016011192	2016	PASSAIC	CLIFTON CITY	2016011192	16139452	LAKEVIEW AVE	E 2ND ST	(already in RSA report)
16-02-2016-2016010609	2016	PASSAIC	CLIFTON CITY	2016010609	16139423	LAKEVIEW AVE	E 6TH ST	(already in RSA report)
16-02-2016-2016013504	2016	PASSAIC	CLIFTON CITY	2016013504	16144893	LAKEVIEW AVE	ROSALIE AVE	(already in RSA report)
16-02-2015-2015045389	2015	PASSAIC	CLIFTON CITY	2015045389	15280475	PASSAIC COUNTY 624 I	EAST 11TH STREET	11th St
16-02-2015-2015031039	2015	PASSAIC	CLIFTON CITY	2015031039	15230974	EAST ELEVNTH STREET	CR 624	11th St
16-02-2016-2016011340	2016	PASSAIC	CLIFTON CITY	2016011340	16139460	FIRST ST	PASSAIC COUNTY 624 I	1st St
16-02-2015-15-25833	2015	PASSAIC	CLIFTON CITY	15-25833	15212393	FIRST ST	PASSAIC COUNTY624 I	1st St
16-02-2015-2015045926	2015	PASSAIC	CLIFTON CITY	2015045926	15280444	PASSAIC COUNTY 624 I	FIRST STREET	1st St
16-02-2017-2017027670	2017	PASSAIC	CLIFTON CITY	2017027670	17174943	PASSAIC COUNTY 624 I	SECOND STREET	2nd St
16-02-2016-2016033884	2016	PASSAIC	CLIFTON CITY	2016033884	16221370	PASSAIC COUNTY 624 I	7TH ST	7th St
16-02-2016-2016004169	2016	PASSAIC	CLIFTON CITY	2016004169	16125352	NINTH ST	PASSAIC COUNTY 624 I	9th Ave
16-02-2016-2016036330	2016	PASSAIC	CLIFTON CITY	2016036330	16235629	ARLINGTON AVE	CR 624	Arlington Ave
16-02-2016-2016023846	2016	PASSAIC	CLIFTON CITY	2016023846	16189642	PASSAIC COUNTY 624 I	BERGEN AVE	Bergen Ave
16-02-2016-2016058246	2016	PASSAIC	CLIFTON CITY	2016058246	16317500	BERGEN AVE	LAKEVIEW AVE	Bergen Ave
16-02-2016-2016059431	2016	PASSAIC	CLIFTON CITY	2016059431	16324550	CAROLINE AVE	LAKEVIEW AVE	Caroline Ave
16-02-2016-2016015049	2016	PASSAIC	CLIFTON CITY	2016015049	16150193	CHRISTIE AVE	CR 624	Christie Ave
16-02-2016-2016046823	2016	PASSAIC	CLIFTON CITY	2016046823	16265204	CHRISTIE AVE	CR 624	Christie Ave
16-02-2016-2016033375	2016	PASSAIC	CLIFTON CITY	2016033375	16221448	CHRISTIE AVE	LAKEVIEW AVE	Christie Ave
16-02-2016-2016034464	2016	PASSAIC	CLIFTON CITY	2016034464	16226900	CHRISTIE AVE	PASSAIC COUNTY 624 I	Christie Ave
16-02-2015-15-21980	2015	PASSAIC	CLIFTON CITY	15-21980	15199642	PASSAIC COUNTY 611	CR 624	Clifton Ave
16-02-2015-2015046722	2015	PASSAIC	CLIFTON CITY	2015046722	15280895	PASSAIC COUNTY 611	CR 624 / LAKEVIEW AVE	Clifton Ave
16-02-2016-2016053171	2016	PASSAIC	CLIFTON CITY	2016053171	16305458	PASSAIC COUNTY 611	LAKEVIEW AVE	Clifton Ave
16-02-2015-2015046512	2015	PASSAIC	CLIFTON CITY	2015046512	15280905	PASSAIC COUNTY 624 I	CR 611 / CLIFTON AVE	Clifton Ave
16-02-2017-2017041864	2017	PASSAIC	CLIFTON CITY	2017041864	17539643	PASSAIC COUNTY 624 I	CR 611 / CLIFTON AVE	Clifton Ave
16-02-2015-15-5090	2015	PASSAIC	CLIFTON CITY	15-5090	15155290	CENTRAL AVE	CR 611	Clifton Ave
16-02-2016-2016029332	2016	PASSAIC	CLIFTON CITY	2016029332	16199781	CENTRAL AVE	CLIFTON AVE	Clifton Ave
16-02-2016-2016062749	2016	PASSAIC	CLIFTON CITY	2016062749	16339763	CENTRAL AVE	CLIFTON AVE	Clifton Ave
16-02-2016-2016054208	2016	PASSAIC	CLIFTON CITY	2016054208	16360694	CENTRAL AVENUE	CLIFTON AVENUE	Clifton Ave
16-02-2016-2016050865	2016	PASSAIC	CLIFTON CITY	2016050865	16360631	CENTRAL AVE	CLIFTON AVE	Clifton Ave
16-02-2016-2016050863	2016	PASSAIC	CLIFTON CITY	2016050863	16301686	CENTRAL AVE	CLIFTON AVE	Clifton Ave
16-02-2015-15-6297	2015	PASSAIC	CLIFTON CITY	15-6297	15154215	PASSAIC COUNTY 611	CENTRAL AVE	Clifton Ave
16-02-2015-15-11143	2015	PASSAIC	CLIFTON CITY	15-11143	15155747	PASSAIC COUNTY 611	CENTRAL AVE	Clifton Ave
16-02-2016-2016017314	2016	PASSAIC	CLIFTON CITY	2016017314	16161137	PASSAIC COUNTY 611	CENTRAL AVE	Clifton Ave
16-02-2015-15-19280	2015	PASSAIC	CLIFTON CITY	15-19280	15196371	PASSAIC COUNTY 611	CENTRAL AVENUE	Clifton Ave
16-02-2016-2016022987	2016	PASSAIC	CLIFTON CITY	2016022987	16178855	CROOKS AVE	LAKEVIEW AVE	Crooks Ave
16-02-2015-15-32676	2015	PASSAIC	CLIFTON CITY	15-32676	15232030	PASSAIC COUNTY 624 I	CR 630 / CROOKS AVE	Crooks Ave
16-02-2016-2016020918	2016	PASSAIC	CLIFTON CITY	2016020918	16172609	PASSAIC COUNTY 630	LAKEVIEW AVE	Crooks Ave
16-02-2015-15-002577	2015	PASSAIC	CLIFTON CITY	15-002577	15149587	PASSAIC COUNTY 630	CR 624	Crooks Ave
16-02-2016-2016044174	2016	PASSAIC	CLIFTON CITY	2016044174	16257813	HAMILTON AVE	LAKEVIEW AVE	Hamilton Ave
16-02-2015-15-2867	2015	PASSAIC	CLIFTON CITY	15-2867	15149569	PASSAIC COUNTY 624 I	HAMILTON AVE	Hamilton Ave
16-02-2016-2016046788	2016	PASSAIC	CLIFTON CITY	2016046788	16265214	MERSELIS AVE	CR 624	Merselis Ave
16-02-2016-2016042763	2016	PASSAIC	CLIFTON CITY	2016042763	16253815	PASSAIC COUNTY 624 I	MERSELIS AVE	Merselis Ave
16-02-2016-2016050552	2016	PASSAIC	CLIFTON CITY	2016050552	16301711	MINA AVE	LAKEVIEW AVE	Mina Ave
16-02-2016-2016016971	2016	PASSAIC	CLIFTON CITY	2016016971	16161109	MINA AVE	LAKEVIEW AVE	Mina Ave
16-02-2015-15-33880	2015	PASSAIC	CLIFTON CITY	15-33880	15244590	PASSAIC COUNTY 624 I	CR 628 / PIAGET AVE	Piaget Ave

Crash Identifier	Year	County	Municipality	Case Number	Document Locator Number	Location Text	Cross Street Name	Newly ID'd
16-02-2015-15-1737	2015	PASSAIC	CLIFTON CITY	15-1737	15155092	PASSAIC COUNTY 624 I	CR 628 / PIAGET AVE	Piaget Ave
16-02-2016-2016011933	2016	PASSAIC	CLIFTON CITY	2016011933	16144976	PASSAIC COUNTY 628	LAKEVIEW AVE	Piaget Ave
16-02-2016-2016007514	2016	PASSAIC	CLIFTON CITY	2016007514	16125736	ROOSEVELT AVE	LAKEVIEW AVE	Roosevelt Ave
16-02-2016-2016059693	2016	PASSAIC	CLIFTON CITY	2016059693	16360795	ROOSEVELT AVE	LAKEVIEW AVE	Roosevelt Ave
16-02-2016-2016001034	2016	PASSAIC	CLIFTON CITY	2016001034	16360603	TRIMBLE AVE	LAKEVIEW AVE	Trimble Ave
16-02-2016-2016018613	2016	PASSAIC	CLIFTON CITY	2016018613	16165854	TRIMBLE AVE	LAKEVIEW AVE	Trimble Ave

Crash Identifier	Year	County	Municipality	Case Number	Document Locator Number	Location Text	Cross Street Name	Newly ID'd crashes
16-08-2016-16-0238	2016	PASSAIC	PATERSON CITY	16-023840	16151016	LAKEVIEW	MARYLAND AVE	(already in RSA report)
16-08-2016-16-0048	2016	PASSAIC	PATERSON CITY	16-004830	16112444	LAKEVIEW	RT 80 RAMP	(already in RSA report)
16-08-2016-16-1024	2016	PASSAIC	PATERSON CITY	16-102417	16351677	LAKEVIEW AVE	KNICKERBOCKER AVE	(already in RSA report)
16-08-2015-15-1047	2015	PASSAIC	PATERSON CITY	15-104714	15288119	LAKEVIEW AVE	MARKET ST	(already in RSA report)
16-08-2015-15-0454	2015	PASSAIC	PATERSON CITY	15-045438	15180940	LAKEVIEW AVENUE	MARKET ST	(already in RSA report)
16-08-2017-17-0702	2017	PASSAIC	PATERSON CITY	17-070206	17201950	MARYLAND AVE	PASSAIC COUNTY 624 I	(already in RSA report)
16-08-2016-16-0622	2016	PASSAIC	PATERSON CITY	16-062243	16212385	PASSAIC COUNTY 648	E 37TH ST	37th St & Market
16-08-2017-17-2797	2017	PASSAIC	PATERSON CITY	17-27976	17142151	PASSAIC COUNTY 648	E 37TH ST	37th St & Market
16-08-2017-17-0823	2017	PASSAIC	PATERSON CITY	17-082384	17225964	PASSAIC COUNTY 648	EAST 37 TH	37th St & Market
16-08-2016-16-0804	2016	PASSAIC	PATERSON CITY	16-080498	16260230	E 38 TH ST	MARKET ST	38th St & Market
16-08-2016-16-0006	2016	PASSAIC	PATERSON CITY	16-000668	16100070	E 38 TH ST	MARKET ST	38th St & Market
16-08-2016-16-1099	2016	PASSAIC	PATERSON CITY	16-109963	16351140	EAST THIRTY-EIGHT STREET	CR 648	38th St & Market
16-08-2015-15-0652	2015	PASSAIC	PATERSON CITY	15-065210	15217276	PASSAIC COUNTY 648	E 38TH ST	38th St & Market
16-08-2016-16-3262	2016	PASSAIC	PATERSON CITY	16-32622	16164111	PASSAIC COUNTY 648	E 38TH ST	38th St & Market
16-08-2016-16-4575	2016	PASSAIC	PATERSON CITY	16-45751	16215144	PASSAIC COUNTY 648	E 38TH ST	38th St & Market
16-08-2016-16-0013	2016	PASSAIC	PATERSON CITY	16-001325	16100143	PASSAIC COUNTY 648	E 38TH STREET	38th St & Market
16-08-2015-2015-65	2015	PASSAIC	PATERSON CITY	2015-65658	15217214	PASSAIC COUNTY 648	EAST 38TH ST	38th St & Market
16-08-2016-16-0791	2016	PASSAIC	PATERSON CITY	16-079164	16254762	PASSAIC COUNTY 648	EAST 38TH ST	38th St & Market
16-08-2015-15-1138	2015	PASSAIC	PATERSON CITY	15-113827	15321165	PASSAIC COUNTY 648	EAST THIRTY-EIGHT STREET	38th St & Market
16-08-2015-15-1039	2015	PASSAIC	PATERSON CITY	15-103959	15288138	PASSAIC COUNTY 648	EAST THIRTY-EIGHTH STREET	38th St & Market
16-08-2015-15-1163	2015	PASSAIC	PATERSON CITY	15-116399	15321136	PASSAIC COUNTY 648	EAST THIRTY-EIGHTH STREET	38th St & Market
16-08-2015-15-1228	2015	PASSAIC	PATERSON CITY	15-122805	15339790	PASSAIC COUNTY 630	CR 624 / LAKEVIEW AVE	Lakeview/Market Circle
16-08-2015-15-1227	2015	PASSAIC	PATERSON CITY	15-122732	15339795	PASSAIC COUNTY 630	CR 624 / LAKEVIEW AVE	Lakeview/Market Circle
16-08-2016-16-0499	2016	PASSAIC	PATERSON CITY	16-049930	16203481	PASSAIC COUNTY 630	CR 624 / LAKEVIEW AVE	Lakeview/Market Circle
16-08-2015-15-3771	2015	PASSAIC	PATERSON CITY	15-37719	15166317	PASSAIC COUNTY 648	CR 624 / LAKEVIEW AVE	Lakeview/Market Circle
16-08-2016-16-0879	2016	PASSAIC	PATERSON CITY	16-087976	16271326	PASSAIC COUNTY 648	CR 624 / LAKEVIEW AVE	Lakeview/Market Circle
16-08-2016-16-0806	2016	PASSAIC	PATERSON CITY	16-080687	16260211	PASSAIC COUNTY 648	CR 624 / LAKEVIEW AVE	Lakeview/Market Circle
16-08-2016-16-0660	2016	PASSAIC	PATERSON CITY	16-066069	16224114	PASSAIC COUNTY 648	CR 624 / LAKEVIEW AVE	Lakeview/Market Circle
16-08-2016-16-0406	2016	PASSAIC	PATERSON CITY	16-040688	16177592	PASSAIC COUNTY 648	CR 624 / LAKEVIEW AVE	Lakeview/Market Circle
16-08-2016-16-7371	2016	PASSAIC	PATERSON CITY	16-73710	16246749	PASSAIC COUNTY 648	CR 624 / LAKEVIEW AVE	Lakeview/Market Circle
16-08-2016-16-9899	2016	PASSAIC	PATERSON CITY	16-98995	16325630	PASSAIC COUNTY 648	CR 624 / LAKEVIEW AVE	Lakeview/Market Circle
16-08-2015-2015-02	2015	PASSAIC	PATERSON CITY	2015-021188	15137084	PASSAIC COUNTY 624 I	CR 630 / CROOKS AVE	Crooks Ave
16-08-2015-15-0225	2015	PASSAIC	PATERSON CITY	15-022574	15143824	PASSAIC COUNTY 624 I	CR 630 / CROOKS AVE	Crooks Ave
16-08-2015-15-1162	2015	PASSAIC	PATERSON CITY	15-116222	15321149	PASSAIC COUNTY 624 I	CR 630 / CROOKS AVE	Crooks Ave
16-08-2016-16-0019	2016	PASSAIC	PATERSON CITY	16-001929	16100119	PASSAIC COUNTY 624 I	CR 630 / CROOKS AVE	Crooks Ave
16-08-2016-16-0849	2016	PASSAIC	PATERSON CITY	16-084972	16346328	PASSAIC COUNTY 648	CROOKS AVE	Crooks Ave
16-08-2016-16-0813	2016	PASSAIC	PATERSON CITY	16-081381	16309041	PASSAIC COUNTY 624 I	DELAWARE AVE	Delaware Ave
16-08-2015-15-0462	2015	PASSAIC	PATERSON CITY	15-046247	15181067	PASSAIC COUNTY 624 I	DUNDEE AVE	Dundee Ave
16-08-2016-16-9778	2016	PASSAIC	PATERSON CITY	16-97785	16349820	PASSAIC COUNTY 624 I	FLORIDA AVE	Florida Ave
16-08-2016-16-9181	2016	PASSAIC	PATERSON CITY	16-91815	16347777	PASSAIC COUNTY 624 I	ILLINOIS AVE	Illinois Ave
16-08-2015-15-0559	2015	PASSAIC	PATERSON CITY	15-055942	15201803	PASSAIC COUNTY 624 I	KNICKER BOCKER AVE	Knickerbocker Ave
16-08-2016-16-7233	2016	PASSAIC	PATERSON CITY	16-72333	16236842	PASSAIC COUNTY 624 I	KNICKERBOCKER AVE	Knickerbocker Ave
16-08-2015-15-0261	2015	PASSAIC	PATERSON CITY	15-026152	15147653	PASSAIC COUNTY 624 I	CR 648 / MARKET ST	Lakeview/Market Circle
16-08-2015-15-0677	2015	PASSAIC	PATERSON CITY	15-067769	15224181	PASSAIC COUNTY 624 I	CR 648 / MARKET ST	Lakeview/Market Circle
16-08-2016-16-1001	2016	PASSAIC	PATERSON CITY	16-100168	16352713	PASSAIC COUNTY 624 I	CR 648 / MARKET ST	Lakeview/Market Circle

Crash Identifier	Year	County	Municipality	Case Number	Document Locator Number	Location Text	Cross Street Name	Newly ID'd crashes
16-08-2016-16-0749	2016	PASSAIC	PATERSON CITY	16-07498	16280488	PASSAIC COUNTY 624 I	CR 648 / MARKET ST	Lakeview/Market Circle
16-08-2016-16-1112	2016	PASSAIC	PATERSON CITY	16-111218	16351226	PASSAIC COUNTY 624 I	CR 648 / MARKET ST	Lakeview/Market Circle
16-08-2016-16-1001	2016	PASSAIC	PATERSON CITY	16-1001681	16320562	PASSAIC COUNTY 624 I	CR 648 / MARKET ST	Lakeview/Market Circle
16-08-2016-16-0733	2016	PASSAIC	PATERSON CITY	16-073393	16246819	MARYLAND	LAKEVIEW	Maryland Ave
16-08-2016-16-0272	2016	PASSAIC	PATERSON CITY	16-027279	16158027	MARYLAND	LAKEVIEW	Maryland Ave
16-08-2016-2016-11	2016	PASSAIC	PATERSON CITY	2016-115378	16347244	MARYLAND AVE	PASSAIC COUNTY 624	Maryland Ave
16-08-2015-2015-04	2015	PASSAIC	PATERSON CITY	2015-046442	15184233	MARYLAND AVE	PASSAIC COUNTY 624 I	Maryland Ave
16-08-2016-16-0572	2016	PASSAIC	PATERSON CITY	16-057203	16205977	MARYLAND AVE EXT	LAKEVIEW AVE	Maryland Ave
16-08-2015-15-8744	2015	PASSAIC	PATERSON CITY	15-87443	15261786	MARYLAND AVE EXT	LAKEVIEW AVE-CR624	Maryland Ave
16-08-2016-16-0900	2016	PASSAIC	PATERSON CITY	16-090036	16350834	PASSAIC COUNTY 624 I	MARYLAND	Maryland Ave
16-08-2015-15-8437	2015	PASSAIC	PATERSON CITY	15-84376	15259982	PASSAIC COUNTY 624 I	MARYLAND AVE	Maryland Ave
16-08-2015-15-0656	2015	PASSAIC	PATERSON CITY	15-065642	15217219	PASSAIC COUNTY 624 I	MARYLAND AVE	Maryland Ave
16-08-2015-2015-03	2015	PASSAIC	PATERSON CITY	2015-034638	15164597	PASSAIC COUNTY 624 I	MARYLAND AVE	Maryland Ave
16-08-2016-16-0346	2016	PASSAIC	PATERSON CITY	16-034601	16163845	PASSAIC COUNTY 624 I	MARYLAND AVE	Maryland Ave
16-08-2016-16-1156	2016	PASSAIC	PATERSON CITY	16-115669	16344536	PASSAIC COUNTY 624 I	MARYLAND AVE	Maryland Ave
16-08-2015-15-0154	2015	PASSAIC	PATERSON CITY	15-015431	15124997	PASSAIC COUNTY 624 I	MARYLAND AVE EXT	Maryland Ave
16-08-2016-16-0605	2016	PASSAIC	PATERSON CITY	16-060515	16220108	MICHIGAN AVE	LAKEVIEW AVE	Michigan Ave
16-08-2016-B060-20	2016	PASSAIC	PATERSON CITY	B060-2016-011134	16911385	PASSAIC COUNTY 624 I	MICHIGAN AVE	Michigan Ave

APPENDIX J

EXCERPTS FROM MUNICIPAL PLANS/REPORTS

CITY OF *PATERSON*

NEW JERSEY

LOOKING FORWARD

MASTER PLAN
MARCH 2014

PREPARED BY: HEYER, GRUEL & ASSOCIATES

Manor – The Manor neighborhood is a small neighborhood north of Broadway on the east side of the City. Consisting of only a few dozen City blocks in total, this neighborhood has many different land uses within its confines despite its small geographic footprint. The neighborhood has single-family homes, as well as apartment towers, fast food restaurants, banks, schools, and religious structures. The parcels that have frontage along Route 20 are devoted mostly to commercial uses or apartment buildings, while the parcels along Broadway are schools or religious institutions. The interior properties are almost all single-family homes. Important spots in this neighborhood are:

- Temple Emanuel Synagogue
- Paterson Charter School for Science and Technology
- Historic homes

Near Eastside – As the name implies, Near Eastside is next to Eastside Park on the east side of the City, but nearer to Downtown. Near Eastside, like the other neighborhoods surrounding it, is made up mostly of residential properties, while its boundaries are commercial corridors that it shares with its neighbors. The southeastern end of the neighborhood which abuts the railroad is predominantly industrial and commercial properties, which include a supermarket and other strip retail centers, as well as several chemical supply companies. The north end of the neighborhood is Broadway, which is lined with a multitude of businesses and institutional uses as well as residences above many of the businesses. The rest of the neighborhood is mostly used for housing, with small retail stores or religious institutions mixed amongst the homes. The neighborhood can count the following uses amongst its residents:

- Barnert Medical Arts complex
- Christ Church United Methodist church
- Faith Chapel Reformed Church

- Friendship Baptist Church
- Public School Number 20

Lakeview – Lakeview is another primarily residential neighborhood in the City. One half of the entire neighborhood is used by Cedar Lawn Cemetery, while the rest of the neighborhood west of Lakeview Avenue is mostly single-family residential uses. The southern end of the neighborhood, Crooks Avenue, is lined with strip commercial retail uses, while there are also several retail shops on Trenton Avenue, which is the western edge of the neighborhood. There are a few prominent points of interest in the neighborhood:

- Cedar Lawn Cemetery
- Public School Number 25
- Ulu Cami Islamic Center

Railway – The Railway neighborhood possesses a mix of uses. The eastern end of the neighborhood along Railway Avenue and Getty Avenue is developed with a number of industrial properties such as factories and warehouses, many of which are used by the food service or building supply industries. Getty Avenue and Crooks Avenue both contain commercial uses, such as restaurants and personal service businesses. The eastern side of the neighborhood in between Wabash Avenue and Trenton Avenue is chiefly single-family residential homes. This neighborhood includes:

- Paterson Farmers Market
- Continental Can factory
- Cooke Locomotive
- Southside Firehouse

South Paterson – South Paterson is the southernmost neighborhood in the City, and is developed mostly with residential properties that branch out from two



Manor



Paterson Farmers Market, Railway

CITY OF PATERSON

Master Plan

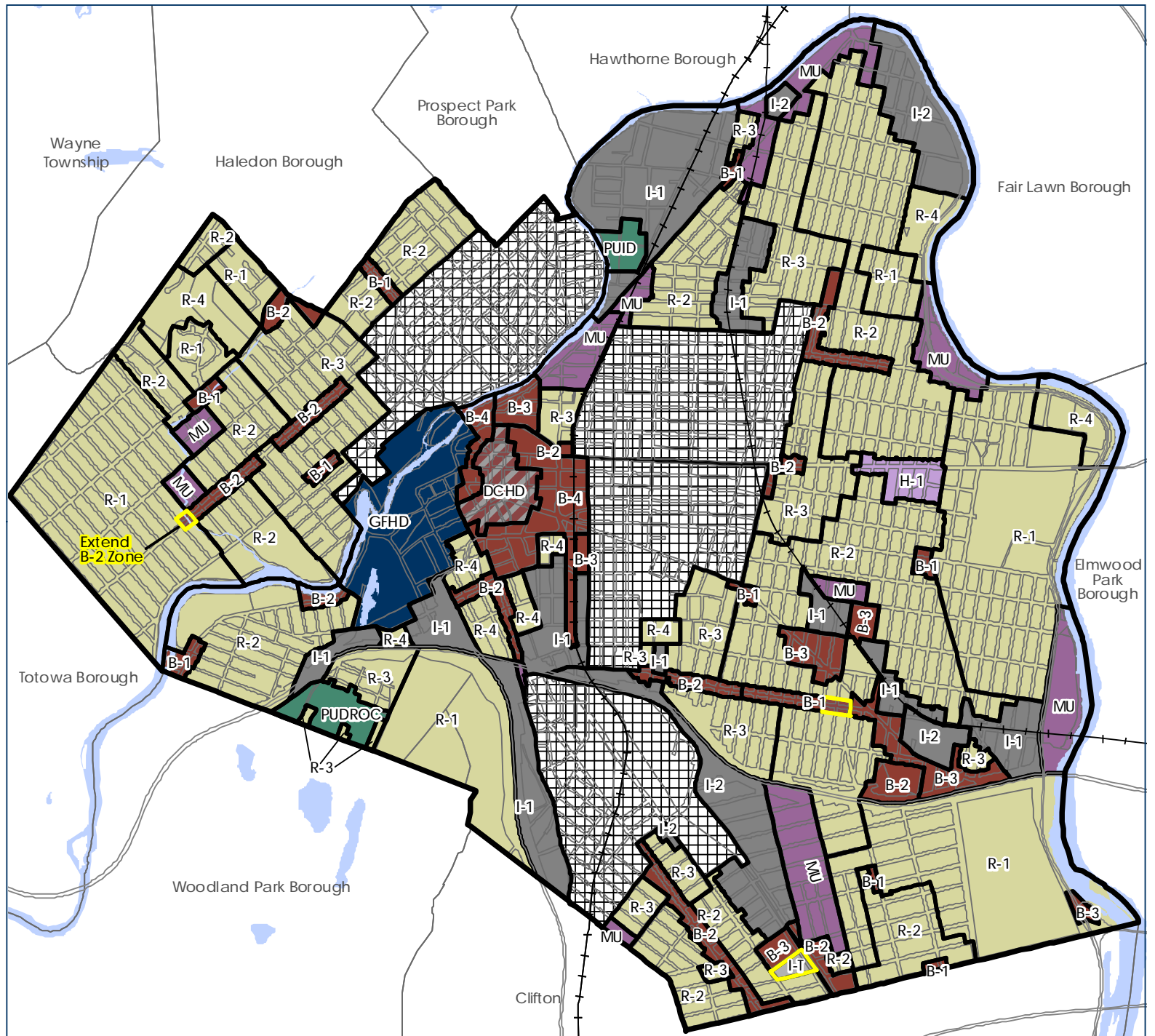
Proposed Zoning

Zoning

- R-1, R-2, R-3, R-4, RP-RM: Residential
- B-1, B-2, B-3, B-4: Business
- DCHD: Downtown Commercial Historic District Overlay
- GFHD: Great Falls Historic District
- MU: Mixed Use
- I-1, I-2: Industrial
- PUDROC, PUID: Planned Unit District
- Urban Renewal/Redevelopment Districts



Source: NJGIN, NJDOT, NJDEP, NJ Transit



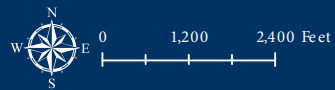
CITY OF PATERSON

Master Plan

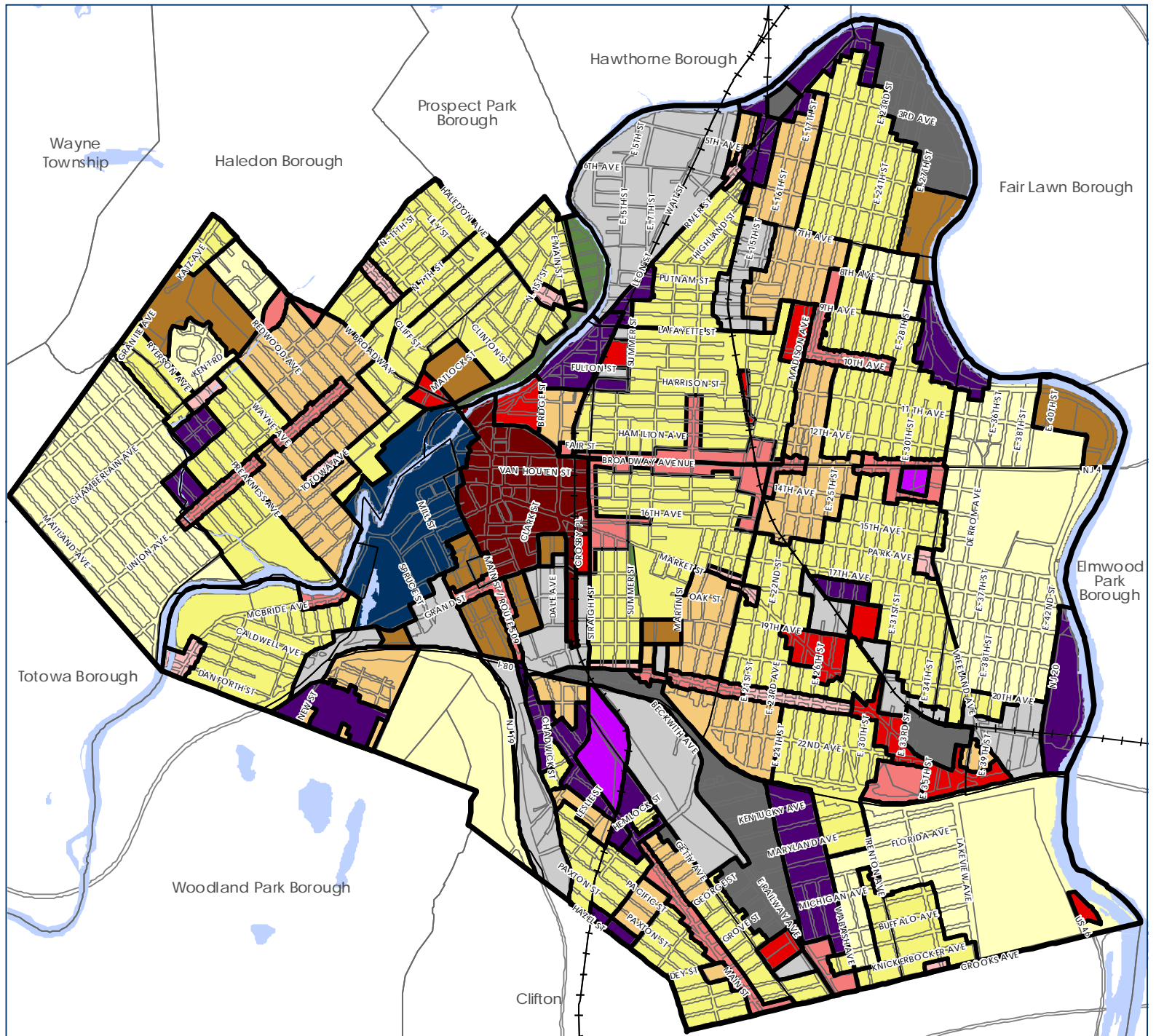
Land Use Plan

Land Use Plan

- Single Family Residential
- Single/Two Family Residential
- Multi-Family Residential
- High-Rise Residential
- Neighborhood Business
- Community Business
- Commercial Business
- Central Business
- GFHD
- Hospital
- Light Industrial
- Heavy Industrial
- Mixed Use
- Open Space



Source: NJGIN, NJDOT, NJDEP, NJ Transit



listed above. The Study recommends marking roads as bicycle/vehicular shared lanes. Although bicycles are legally allowed the same use of roads that vehicles do, shared lane markings serve as a reminder to drivers that multiple users are given the same status within the right-of-way. Only Broadway east of 33rd Street is recommended to have designated bicycle only lanes. The following roads are recommended for bicycle improvements:

- Broadway (designated bicycle lanes east of 33rd)
- West Broadway
- Union Avenue
- Madison Avenue
- Market Street
- Main Street

Passaic County Master Plan - Transportation Element

COMPLETE STREETS

The Transportation Element of the Passaic County Master Plan was updated in October of 2012, which addresses all County transportation infrastructure. A key focus of the County Transportation Plan is for many County roads within Paterson to be “complete streets” which means that they will be improved and designed to support multiple modes of transportation. These streets are intended to accommodate car, bus, bicycle, and pedestrian traffic safely and efficiently. While the implementation for each street will be different due to the needs of users and the capacity of the roadway, this will generally be achieved by installing designated bike lanes on the streets and traffic calming devices where necessary, as well as designated bus stop areas. Curb extensions and bump-outs are proposed at cross-walks to increase pedestrian safety as well as opportunities for landscaping and greening. County Roads proposed to be converted into Complete Streets include:

- Main Street
- Market Street
- McBride Avenue
- Getty Avenue/Straight Street
- Lafayette Street
- Madison Avenue
- 5th Avenue
- 18th Street
- Vreeland Avenue
- 10th Avenue
- Haledon Avenue



Complete Streets Diagram, Graphic from Passaic County Master Plan, Transportation Element

- Union Avenue
- Totowa Avenue
- Preakness Avenue
- West Broadway
- East Main Street
- Burhans Avenue
- Belmont Avenue
- Lakeview Avenue
- Crooks Avenue
- Hazel Street

BUS RAPID TRANSIT

The County Master Plan also identifies several proposed Bus Rapid Transit (BRT) routes that would stop in downtown Paterson. BRT can generally be described as an enhanced bus system that operates similar to a train, but without the inflexibility of tracks. BRT is intended to provide direct and efficient service between only a few select points on a route designed to maximize speed of travel. BRT can operate on existing roads, typically in lanes designated specifically for buses. There are five proposed BRT routes that would connect downtown Paterson with other areas in the region.

- Connecting Passaic County Community College with Montclair State University via Valley Road, potentially also linking with St. Joseph’s Medical Center
- Connecting Paterson to William Paterson University in Wayne, via the Paterson-Hamburg Turnpike, stopping at the NJ Transit Broadway Bus Terminal
- Connecting Paterson, Passaic City, and Clifton through Main Street
- Connecting the Great Falls National Park with points

FIGURE 10.13

Freight Corridors in Paterson identified by Passaic County Master Plan		
Through	Connector	Opportunity
Interstate 80 Route 20 Broadway/ Route 4	Main Street Madison Avenue Union Avenue Memorial Drive West Broadway East Main Street Haledon Avenue Ward Street Route 19	Lakeview Avenue Getty Avenue/ Straight Street

in Bergen County along Market Street

- Connecting points in Bergen County with downtown Paterson via Broadway, stopping at the Broadway Bus Terminal

These prospective BRT routes along with the existing rail service and bus service in the area would provide an extensive public transportation network in Paterson.

BICYCLE INFRASTRUCTURE

Passaic County is also proposing a ‘bike loop’ of designated bicycle lanes and shared lanes to run through downtown Paterson and create connections via bicycle to many destination points in the City. These areas can be seen in the Bicycle Improvements Map. The County Master Plan identifies several roads within Paterson as “Priority Bicycle and Pedestrian Corridors” These corridors are intended to provide a County-wide network of bicycle and pedestrian paths and trails to connect downtown business districts, parks, riverfronts, and other destinations throughout the County through a ‘complete streets’ approach. These corridors are intended to link with existing trails, such as the Morris Canal Greenway. The priority bicycle and pedestrian corridors

within the City of Paterson identified by the County Plan are many of the same roads recommended for bicycle improvements by the City-Wide Transportation Needs Assessment noted above, however the County identifies several more potential bicycle paths:

- Market Street
- Lakeview Avenue
- Getty Avenue
- Main Street
- Straight Street
- Grand Street
- Madison Avenue
- Union Avenue
- Haledon Avenue
- Broadway
- McBride Avenue

FREIGHT TRANSPORTATION

The County Plan also recognizes several roads as being existing or potential freight corridors, to be utilized for the transportation of goods on large trucks. The movement of goods along freight corridors is acknowledged in the Plan as being another important consideration when implementing “Complete Streets” on County roads. Freight corridors in the County are each classified in one of four categories.

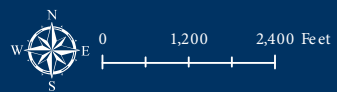
- Through Roadways – These are the corridors that deliver freight through the County and to and from regional or national destinations.
- Connector Roadways – These are the roadways that generally serve to connect the larger through roadways and their destination or points of origin. A purpose of connector roadways as freight corridors

CITY OF PATERSON
Master Plan

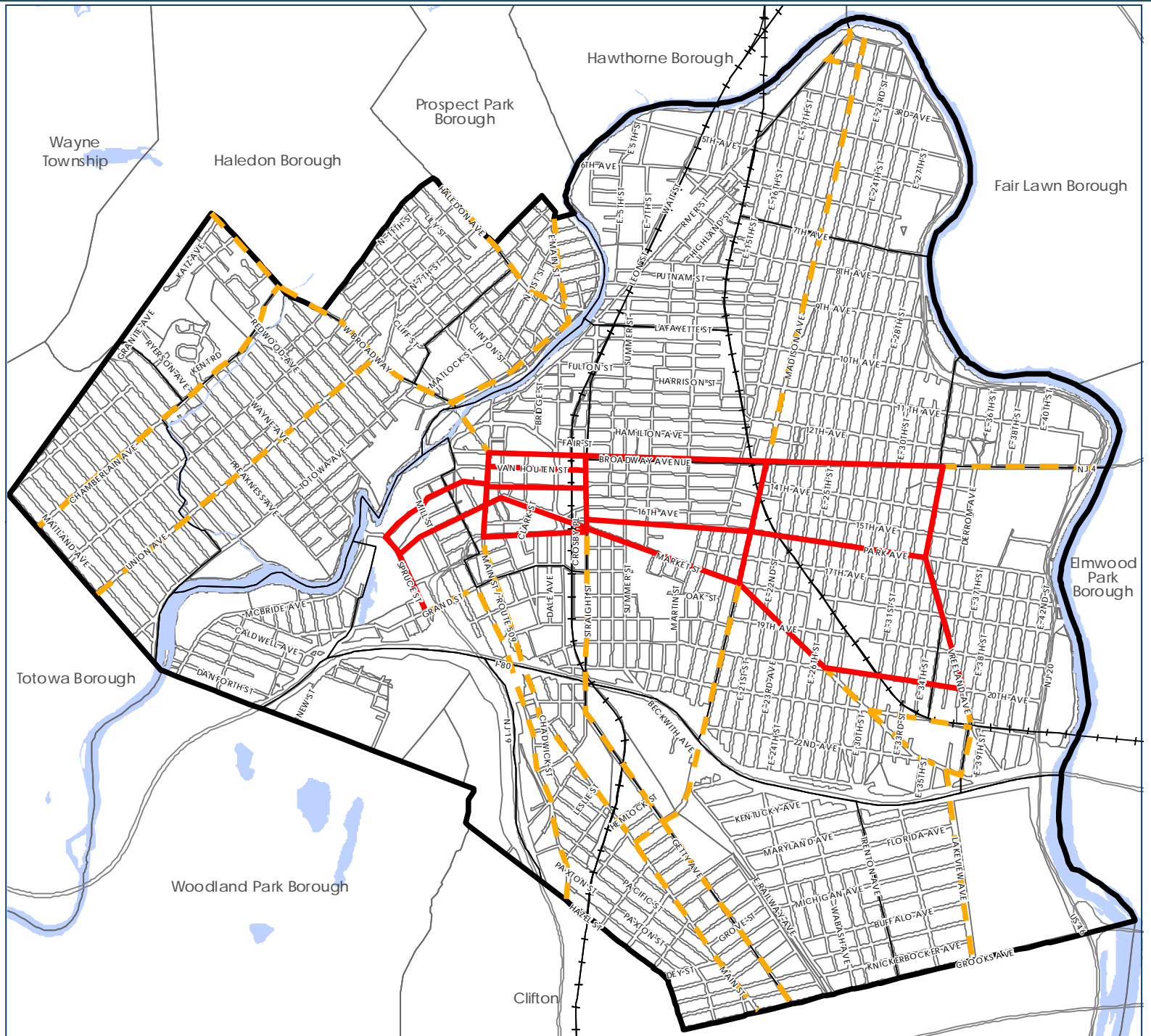
Passaic County
Proposed Bicycle
Improvements

Proposed Bicycle
Improvements

-  County Bike Loops
-  Bike/Pedestrian
Priority Corridors



Source: NJGIN, NJDO T, NJDEP, NJ Transit



as well as any other highly congested streets, such as in the Downtown or near the existing highway interchanges.

An updated centralized system will be more expensive than the separate corridors. However, significant progress has been made in the last decade in developing low-maintenance systems that can be installed. These systems need information technology (IT) maintenance and operations support to update/revise the signal timing plans. The most advanced systems now use adaptive traffic signal technology. These systems are demand responsive and constantly update the traffic signal timing based on current traffic flow. An adaptive signal system requires traffic sensors to use that information to gauge traffic flow. This type of system eliminates the need for the traditional method of gathering traffic data followed by capacity analysis to produce or update a fixed time of day timing plan.

Either alternative will require communications by one of the following options:

- Overhead wires (cable or telephone)
- Underground interconnections
- Wireless
- All three options have maintenance issues and differ in cost. Also, the installation of vehicle actuation via traffic cameras at each intersection is recommended for either alternative. This would allow each traffic signal to operate optimally as wasted time would be reduced during each signal cycle. It is recommended to perform a study to evaluate the future traffic signal system from a cost/benefit perspective.

22. ***Transfer City Ownership of Traffic Signals on County Roads*** - As previously mentioned, all of the traffic signals within the City are maintained by the City, with only few exceptions. The City should attempt to transfer maintenance responsibility of signals to the County or State where the signal is located on a County or State owned road. This divestiture would facilitate the reallocation of City resources to infrastructure on City streets. Also, a basic maintenance plan should be implemented to routinely inspect the traffic signals. It is recommended that these inspections be done by an outside contractor, while the day-to-day maintenance is performed by the City's staff.

23. ***Consider additional traffic signals at congested intersections*** - In addition to coordinating and maintaining existing traffic signals, some intersections in the City may warrant signalization in order to better alleviate traffic congestion and organize traffic flows. Further investigation is needed to determine the feasibility and potential benefits of traffic signalization. A few areas that warrant further study include:

- a. Route 20 at 19th Avenue (Lowe's shopping plaza)
- b. Interstate 80 at Glover Street (exit 56)

24. ***Coordinate Freight Transportation*** - Coordinate with Passaic County and NJDOT, on improving freight and rail access to industrial areas of the City. The Passaic County Transportation Element specifically identifies Lakeview Avenue as a potential freight corridor. While Lakeview Avenue is a County road that provides access to Interstate 80, and is the only four lane road in the area, it is also located in a residential area. Lakeview Avenue was specifically mentioned during public hearings by residents who feel that trucks using this road make it unsafe for their children. The City should work with the County to find an alternative route to direct truck and freight traffic. East Railway Avenue, while it does not have the same width as Lakeview, does offer access

to Interstate 80 and is a primarily industrial and commercial area rather than residential.

If truck traffic cannot be diverted from Lakeview Avenue, then the road should be considered for other improvements to increase pedestrian safety such as curb extensions and safety bollards at crossings.



Eastside

small scale residences fronting on long urban blocks. Historic factories can also be found throughout the neighborhood, reflecting on its industrial past.

10th Avenue – Bound by 7th Avenue to the north, East 33rd Street to the east, Broadway to the south, and the NYSW railroad to the west, this neighborhood is focused around the commercial corridors of Madison Avenue and 10th Avenue in the northeast of the City. One of the largest neighborhoods in the City, this neighborhood is also one of the more densely populated neighborhoods in the City. There are many multi-family apartment buildings and duplex homes throughout the neighborhood.

Eastside – Also known as Eastside Park due to the prominence of the park in the neighborhood, Eastside is a residential community on the eastern end of the City. The neighborhood's general boundaries are the Passaic River to the east, Broadway to the north, East 35th Street to the west, and the railroad to the south. Eastside is home to some of the most historic residences in the City, with large homes representing many different architectural styles. Tudor, Italianate, Greek Revival, and Georgian homes among other styles can be found in the Eastside neighborhood. Much of the neighborhood is within the nationally designated Eastside Park Historic District.

Manor – Just north of Eastside is the Manor neighborhood, which is similar in character to Eastside, but located across Broadway, creating a separation between the two. The Manor is bound by Broadway to the south, the Passaic River to the east and north, and East 33rd Street to the west. The Manor neighborhood unlike much of the City, has several prominent streets like Manor Drive which differ from the traditional street grid of the City. Several of the streets in this neighborhood actually curve and wind through the neighborhood. Homes in this neighborhood tend to be on larger lots with spacious yards and mature trees lining the streets.



10th Avenue

Near Eastside – As the name implies, Near Eastside is adjacent to the Eastside neighborhood. Located south of Broadway, north and east of the railroad, and west of East 35th Street, this is one of the larger neighborhoods in the City. Characterized by the many larger row homes on more compact lots, this neighborhood presents a consistent streetscape with the majority of the homes and buildings being situated near the front of the property along the traditional street grid pattern. Many of the homes also have small porches or stoops, lining the streets with small spaces for public interaction.

Lakeview – Lakeview is located along Lakeview Avenue in the south of the City. The neighborhood borders the Passaic River to the east, Interstate 80 to the north, Crooks Avenue and the City of Clifton to the South, and is bound on the west by Trenton Avenue. One of the few neighborhoods in the City south of the Interstate, Lakeview is essentially split with two distinct areas. East of Lakeview Avenue is Cedar Lawn Cemetery, and west of Lakeview Ave is a residential community of modest homes with small front lawns and larger back yards.

Railway – The Railway neighborhood is a very diverse area of Paterson centered along the Railway Avenue corridor in the southern portions of the City. Situated between Interstate 80, Crooks Avenue, Trenton Avenue, and Getty Avenue, this neighborhood is made up of a broad range of streets and buildings. One end of the neighborhood is primarily large industrial warehouses and industrial buildings while the other end of the neighborhood is made up of small scale residential blocks and modest homes similar to Lakeview. Along Railway Avenue is the Paterson Farmers Market, one of the more unique experiences in the City with its open air displays of local produce and other goods for sale.

City of Clifton



2008 MASTER PLAN RE-EXAMINATION REPORT

Adopted by the City of Clifton Planning Board on 3-27-08

The Specific Changes Recommended for the Master Plan or Development Regulations, if any, including Underlying Objectives, Policies and Standards or whether New Plan or Regulations should be prepared.

Locate new medium density senior citizen residential zoning near commercial centers such as Clifton Avenue, Main Avenue and Botany Village to promote nearby retail, office and related uses.

Encourage pedestrian friendly accessibility near major highways and mass transit facilities.

Permit mixed office uses along Route 3 from Bloomfield Avenue to Passaic Avenue.

Permit mixed office and commercial uses at the Corrados/Bright Star properties.

Incorporate the new Redevelopment Areas (Athenia Steel/Main Avenue A & B/Hoffman LaRoche) into the City Zoning Ordinance.

Redefine a new Central Business District Zone for the Main Avenue Overlay to be consistent with the present underlying zone, the overlay zone and the approved redevelopment areas A and B.

Target Botany Village for potential redevelopment area for new commercial and residential development potential.

Recognizing the need for more localized separation and open space between residences, the existing Bulk and Area Schedule of the city should be revised as shown in the table below:

District	Permitted Uses	Min. Lot Area (sq. ft.)	Permitted Max. Lot Coverage	Proposed Max. Lot Coverage
R-A1	One Family	9,375	30%	27%
R-A2	One Family	6,600	30%	27%
R-A3	One Family	5,000	27%	25%
R-B1	One Family	5,000	27%	25%
R-B1	Two Family	7,500	25%	22%
R-B2	Garden Apts.	60,000	25% main bldg.	No change
R-B2	Townhouse	60,000	25% main bldg.	20%
R-B3	Multi-Fam. Apts.	10,000	25%	No change
R-HR	High Rise Apts.	4 acres	15% main bldg.	No change

Further, improvements to the visual separation between residences is the proposed new definition for building height. The recommends that the definition of building height be revised as follows: "The vertical distance from the average finished grade to the top of the highest roof beams on a flat or shed roof, to the deck level on a mansard roof and the ridge level for a gable, hip and gambled roofs."

Preserve the existing farmlands through their rezoning to agricultural land use that permits farming, green houses, nurseries, retail businesses associated with permitted farm uses and large lot single family residential development (proposed R District). Further, it is the City's intention to make its farmlands an open space priority in accordance with the Passaic County Open Space and Recreation Master Plan. Rezoning options, as noted above and the use of the Passaic County Open Space and Farmland Preservation Trust Fund for land acquisition are two

of the tools contemplated to ensure the retention and preservation of the City's remaining farmlands.

Create a new public park zone in which all existing public parks and conservation lands will be located.

Create a new ordinance that regulates newsracks by requiring the use of only modular newsrack box assemblies (MNBA), where more than one newsrack box is situated. This will help eliminate the haphazard and poorly maintained newsracks located throughout the City.

Preserve environmentally sensitive lands, specifically wetlands, through restrictive zoning, and/or the purchase of such lands for open space preservation.

Within the adopted redevelopment plan areas, planned development zones, and all other zone districts, that have not received approval or been constructed, look to reduce the overall residential density to 8 units per acre and require a minimum of 25% open space to include both active and passive recreational components to the plans.

The Aquackonack Gardens neighborhood, located north of Van Houten Avenue and east of Valley Road, is an old established neighborhood with narrow winding roads without sidewalks. This old Defense worker neighborhood has deep history within the City. Preservation of its road system and existing development pattern, including the pattern of lots, maintains the integrity of this neighborhood. Revisions to the City Zoning Ordinance should provide regulations and incentives to encourage the existing neighborhood remain intact. In addition, it is recommended that the City explore the option of designating this unique neighborhood as a Historic District. Such designation would allow the City to strictly manage renovations/rehabilitation of homes, changes to existing open spaces and circulation patterns, as well as complete redevelopment of individual lots or groups of lots.

Encourage a revision to the zoning code of the City of Clifton to enact a change to allow building line extensions for non-conforming setbacks in residential zones only. This will help eliminate applications that appear before the Zoning Board of Adjustment therefore providing efficient and timely enhancements to our housing stock.

Explore the feasibility of establishing an Architectural Review Committee for the City with a focus on Botany Village and Aquackonack Gardens.

Institute a site plan requirement for all single family new and existing dwelling construction projects. This will include minor subdivisions and additions to existing dwelling units. This will help establish storm water and grading issues are formally addressed during the approval process. This may be included in a new and separate checklist for residential development of this type as not to be a burden to the applicant.

A Circulation Plan Element should be prepared for the City showing the location and types of a facilities for all modes of transportation required for the efficient movement of people and goods into, about and through Clifton, taking into account the functional highway classification of the Federal Highway Administration and the type, locations, conditions and availability of existing and proposed transportation facilities, including air, water, road and rail.

Explore the feasibility of participating in the New Jersey Highlands Water Protection Act utilizing the Transfer of Development Rights program offered through the New Jersey Highlands Council

and the associated legislation. Utilizing the transfer of development rights grant program, the City must create the necessary elements such as a build out plan, Real Estate Market analysis, wastewater and water capacity, and identify potential receiving areas only if the feasibility plans identify more capacity for Highlands transfer of development rights units.

Reduce the overall congestion on the main arterial and major collector roads in and around our major highways. This will include most county roads within and around the city. Take an active approach to development in other communities adjacent to our City of Clifton and suggest alternatives to reducing traffic and congestion on roads that are at a level of Service "C" or worse.

Review Industrial areas that have changed use over the years to non-industrial uses for a zone change to better fit the uses that exist. This review shall include a review of industrial areas for uses that are compatible with the adjacent zones and consider rezoning to accomplish better suited uses for those areas. This shall include the uses as stated in our ordinance being updated to a more current uses typically found in a modern industrial zone.

Review Current industrial zones permitted uses and update those uses to be consistent with current manufacturing standards and products. Also review areas and uses that accessory uses can be added with no impact that conform to today's commercial and industrial trends

Review large lot areas within the residential zones located throughout the city to protect the character of the neighborhood, scenic value of those areas and prepare guidelines for a new large lot zone that will protect those areas from additional development. Specifically, the existing RA-1 District, generally located along the east and west sides of Grove Street from Van Houten Avenue and East Gate, should be rezoned to encourage the retention of these established residences on large lots. See the Appendix A for the specific location/lots associated with the proposed Grove Street R District and the corresponding bulk and area requirements.

Encourage the institution of an open space tax at \$0.75 per 1000 dollars of assessed value to assist the city in preserving open space and rehabilitating the cities recreation facilities for the city's residents.

Encourage mixed-use projects to efficiently utilize land within the City in order to provide for a new urbanism approach to development within the City. This will lead to the utilization of mass-transit facilities and be more environmentally friendly development patterns.

Encourage a requirement for development of an environmental impact study be added to the City of Clifton development checklist to encourage environmentally friendly development and utilize the environmental committee during those processes.

Encourage the location of public/private schools and Board of Education buildings and facilities within compatible zones not in industrial zones where there may be conflicts with the health, safety and welfare of those occupants of the public facility. A Planning Board sub-committee should be established to review the City's Zoning Ordinance with a focus on establishing the appropriate zones, within the City, that can adequately and suitably accommodate future school construction. As part of the committee's review, specific development/design conditions should be incorporated into those zones that permit school construction in order to ensure the proper development of any school. Retaining the public/private schools and the Board of Education as

permitted “conditional uses” affords the City greater control of their location, even in zones that have been established as appropriate for such uses.

Encourage the creation of an ordinance that would limit the hours of operation for businesses in the City of Clifton. This limitation would increase the quality of life in and around the business area where residential uses and zones exist. Limiting the hours of operation would help ensure that residents and businesses could co-exist without creating unpleasant relationships between property owners.

Review the required buffer between industrial uses and residential uses and districts. Currently the buffer is 40 feet. This requirement has been used for residential districts and a review should take place to increase that to all residential uses and/or districts that border industrial uses and districts.

Encourage Montclair University to limit the Quinn Road access to the college as an entrance only. This would ensure that the safety of the residents, students and pedestrians are not subject to a hazardous road intersection if the Quinn Road access becomes two-way. Currently Valley Road is at near capacity for traffic and the steep grade of Quinn Road causes it to be closed during bad weather. For this reason Quinn Road should never become a two-way access from Valley Road. The University should look at the alternative ways out of the university without adversely impacting the surrounding Municipalities. The University should consider the Clove Road overpass as proposed by the NJDOT as the solution to the traffic issues that plague the college. The university should also consider the changing of the class schedules to lessen the impact the traffic that the university generates on the surrounding Municipalities and surrounding streets. The university should also consider that it may be at capacity as a college in terms of land use and the strategy should be to look for satellite campuses to reduce the impact of the one central school.

Review areas within the Main Street corridor for additional parking opportunities. Parking on Main Street has become an issue and the businesses that rely on pedestrian and vehicular traffic need additional parking for customers and business associates. The City of Clifton should consider creating a parking program that will add a certain amount of parking per year to the main street corridor. Coordination with local business groups to provide timely information regarding properties suitable for parking is to be encouraged.

Review the landscape requirement of our ordinance to encourage the caliper and size to be of a quality that would ensure the proper growth and screening that the landscape would create. For this requirement the base caliper for trees included in the landscape ordinance shall be 4 ½” to 5 ½” caliper.

APPENDIX K

EXCERPTS FROM COUNTY PLANS/ REPORTS

Preliminary Concept (April 2019)

- 114' ROW
- 5 sw / 5 buf / 8 pl / 11 tl / 2 s / 37 med / 2 s / 11 tl / 5 s / 8 buf / 10 sw / 10 landscaping

Existing Cross Section



Cross Section & Plan View



PASSAIC COUNTY

NEW JERSEY

RICH HISTORY • BRIGHT FUTURE



MOVING PASSAIC COUNTY

TRANSPORTATION ELEMENT OF THE PASSAIC COUNTY MASTER PLAN

FINAL PLAN

OCTOBER 2012

Prepared By:

Passaic County Department of Planning and Economic Development
with assistance from
Parsons Brinckerhoff



Established in 1993, New Jersey’s Scenic Byways Program’s mission is to “create unique travel experiences and enhance the local quality of life through efforts to preserve, protect, interpret and promote the intrinsic qualities of New Jersey’s treasured places.” To date, the program has seven state designated byways, two of which have also received federal designation. The byways are located throughout New Jersey and include the Pine Barrens, Millstone Valley, Warren Heritage, Upper Freehold, Delaware River, Bayshore Heritage, and the Palisades. A Passaic County byway would complement this group.

To be eligible for designation, a road must provide “visual or physical access to extraordinary scenic, historic, cultural, recreational, natural or archeological features.” It is not necessary to have all of these features. Unique resources in one category can be enough to qualify. More details on specific eligibility requirements are provided in the New Jersey Scenic Byways Program Manual.

A two-stage process is involved for designation. The first step is preparation of an application for review by the NJDOT Scenic Byways Coordinator and the State Scenic Byways Advisory Committee. This application should be vetted by the appropriate boards and committees at the County level before being submitted for consideration. If the Advisory Committee accepts the nomination, the byway receives provisional designation from the NJDOT Commissioner and the byway sponsor (potentially Passaic County) has five years to complete a Corridor Management Plan. The Plan would specify strategies and actions to be undertaken to maintain and enhance the byway’s qualities, as well as to interpret and promote the byway to visitors. Once a Corridor Management Plan is prepared and accepted by the Advisory

Committee, consideration can also be given to application for federal scenic byway designation.

Scenic and Historic Byway Reference Guide

Table 8.1 provides a reference guide of Scenic and Historic Byways throughout Passaic County. The first two columns provide the byway number and name used in Maps 8.1, 8.2 and 8.3, at the end of this section, as well as descriptions on the subsequent pages. The municipality listing in the third column may be used to identify the extents of each byway. The last column lists the corresponding page of descriptions and photos, which highlight the relevance and landmark sites along each byway.



Historic markers can help elevate awareness of scenic and historic assets throughout the County. This prototype illustrates an example of a marker to be developed as part of a Heritage Tourism Element of the Passaic County Master Plan.

8. Scenic and Historic Byways

Table 8.1 - Scenic and Historic Byway Reference Guide

Corridor Number/Name	Municipality	Page #
1. Passaic River	Clifton, Little Falls, Hawthorne, Passaic, Paterson, Prospect Park, Totowa, Wayne, Woodland Park	-86-
2. Morris Canal Greenway	Clifton, Little Falls, Paterson, Pompton Lakes, Totowa, Wayne, Woodland Park	-87-
3. Acquackanonk Byway	Clifton, Passaic	-88-
4. Allwood Byway	Clifton	-88-
5. Market Street (Passaic)	Passaic	-89-
6. New York Susquehanna & Western Railway	Bloomingtondale, Hawthorne, Pompton Lakes, Paterson, West Milford	-89-
7. New Jersey Transit-Bergen Main Line	Clifton, Hawthorne, Passaic, Paterson	-90-
8. Montclair Rail Line	Little Falls, Wayne	-90-
9. Market Street (Paterson)	Paterson	-91-
10. Broadway	Paterson	-91-
11. Main Street	Paterson	-92-
12. Lakeview Avenue	Clifton, Paterson	-92-
13. River Street	Paterson	-93-
14. Silk Road Trail	Haledon, Paterson	-93-
15. Totowa Road Revolutionary War Trail	Paterson, Totowa, Wayne	-94-
16. McBride Avenue	Little Falls, Paterson, Woodland Park	-94-
17. Garret Mountain and Rifle Camp Park	Clifton, Paterson, Woodland Park	-95-
18. Goffle Road	Hawthorne	-95-
19. Paterson-Hamburg Turnpike	Bloomingtondale, Haledon, Pompton Lakes, Wayne, West Milford	-96-
20. Farms View	Wayne	-96-
21. Wanaque Avenue	Pompton Lakes	-97-
22. Greenwood Lake Railroad/Ringwood Avenue	Pompton Lakes, Wanaque, Ringwood	-97-
23. Greenwood Lake/Long Pond Ironworks	Ringwood, West Milford	-98-
24. Lake Land Byways	Bloomingtondale, Ringwood, Wanaque, West Milford	-98-
25. Newark-Pompton Turnpike	Wayne	-99-
26. High Mountain Byway	Haledon, North Haledon, Wayne	-99-

11. Main Street: Main Street has played a critical role in the economic and demographic development of the City of Paterson. The types of industry that supported the birth of Paterson through the creation of the Society for Establishing Useful Manufactures (S.U.M.) around the Great Falls in the early 19th century have given way to more service-based commerce anchored by the ongoing

expansion of the current St. Joseph’s Medical Center. Throughout this transformation, the historic downtown has been a constant in the everyday life of Paterson residents in what can be considered one of the best preserved groups of architecturally significant buildings anywhere in the state of New Jersey.



A view of the historic Main Street commercial corridor.



Paterson's colorful Main Street has long been its commercial core.



Main Street is also home to a number of historic churches.

12. Lakeview Avenue: The Lakeview Avenue Byway draws its name from the lake that was originally constructed but has long since been drained. Its prominent feature is the Cedar Lawn Cemetery, which dates from 1867 and is the final resting spot for a number of prominent New Jerseyans, including Garret Hobart, former Vice President of the United States, and John Ryle, the man considered to be the father of the silk industry in America. The northern end of the byway

is defined by a broad, tree-lined boulevard which was a rail link to downtown Paterson. This has become a crucial transportation connection to Route 80. The neighborhoods in this area are marked by the work of famous Italian sculptor Gaetano Federici. The southern end of the byway is home to a number of traditional commercial and residential areas in the City of Clifton with connections to the Garden State Parkway and N.J. 46.



The tree-lined boulevard of upper Lakeview Avenue.



The Victorian-era Cedar Lawn Cemetery.

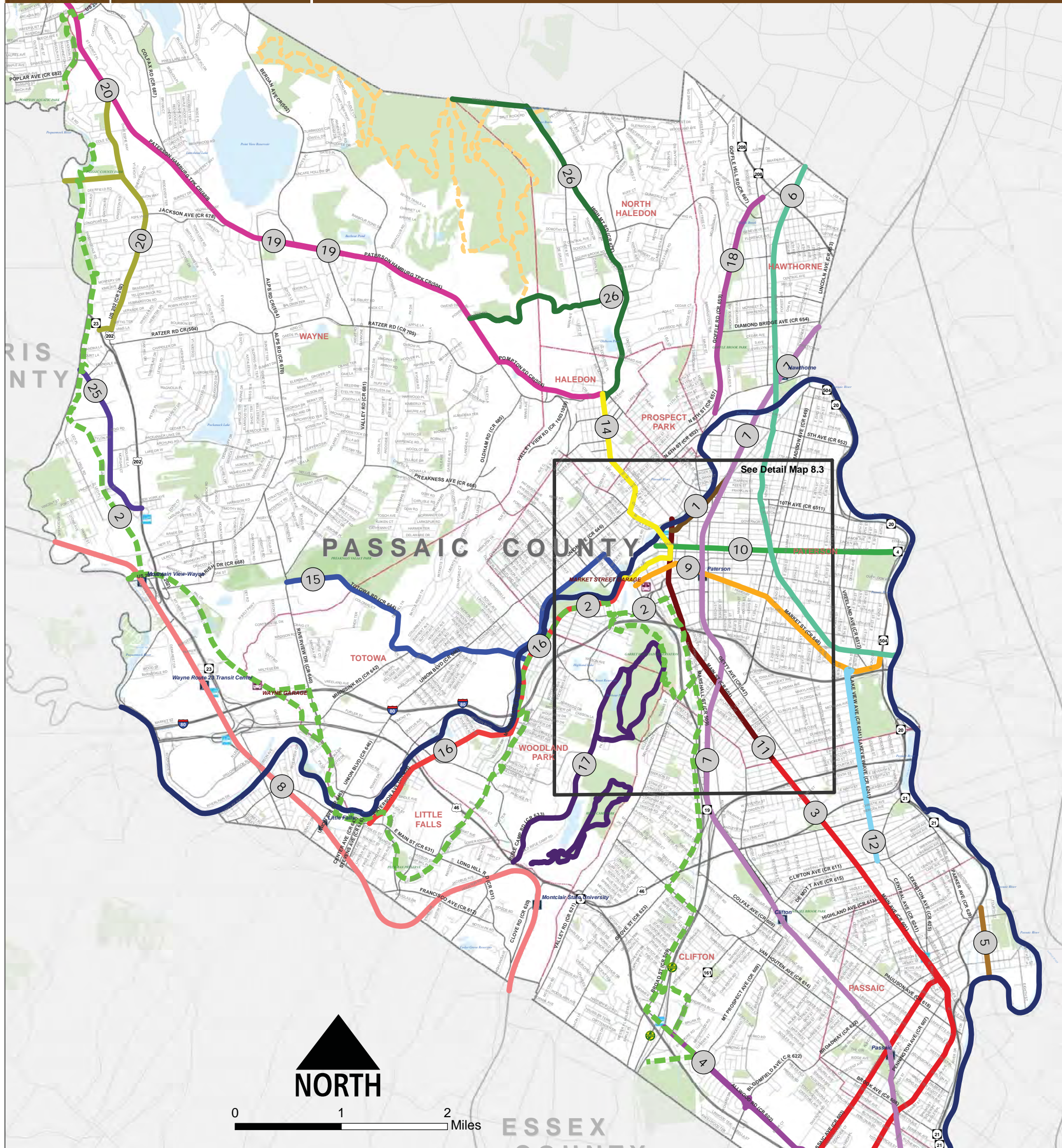


Lower Lakeview Avenue in Clifton, where the trolley line formerly ran. In the distance, Route 46 passes overhead.



SCENIC AND HISTORIC BYWAYS

Map 8.2 Scenic and Historic Byways Southern Passaic County



Legend

- | | | | | | |
|-----------------|---------------------------------|--|-----------------------------|--|---|
| | Municipal Boundary | | Scenic and Historic Byways | | 14. Silk Road Trail |
| | County Boundary | | 1. Passaic River | | 15. Totowa Road Revolutionary War Trail |
| | Parks \ Open Space | | 2. Morris Canal Greenway | | 16. McBride Avenue |
| | Watershed Properties | | 3. Acquackanonk Byway | | 17. Garret Mountain / Rifle Camp Park |
| | Water Bodies | | 4. Allwood Byway | | 18. Goffle Road |
| Roadways | | | 5. Market St (Passaic) | | 19. Paterson-Hamburg Turnpike |
| | Major Highways | | 6. NYS&W | | 20. Farms View |
| | County Local | | 7. Bergen/Main Rail Line | | 21. Wanaque Avenue |
| | Park N Ride / Bus Station | | 8. Montclair Rail Line | | 22. Greenwood Lake Railroad / Ringwood Avenue |
| | Bus Depot | | 9. Market Street (Paterson) | | 23. Greenwood Lake / Long Pond Ironworks |
| | Passenger Rail Station | | 10. Broadway | | 24. Lakeland Byways |
| | Existing Passenger Rail Road | | 11. Main Street | | 25. Newark-Pompton Turnpike |
| | Appalachian Trail | | 12. Lakeview Avenue | | 26. High Mountain Byway |
| | NYNJ Trails Conference Trails * | | 13. River Street | | |

* Source: NY/NJ Trails Conference



APPENDIX L

ROAD OWNER RESPONSE



County of Passaic

Administration Building

401 Grand Street • Paterson, New Jersey 07505-2023

OFFICE OF THE COUNTY ENGINEER
ROOM 524

Jonathan C. Pera, P.E.
County Engineer

TEL: (973) 881-4456
FAX: (973) 742-3936
TDD: (973) 279-9786

October 9, 2020

Julia Steponanko, PE
100 Corporate Drive, Suite 301
Lebanon, NJ 08833

Re: Road Safety Audit
CR 624 (Lakeview Avenue)
Between Clifton Avenue and Market Street
Clifton and Paterson Cities
Passaic County

Dear Ms. Steponanko:

The County of Passaic thanks the Road Safety Audit team for their participation and assistance in this significant effort to improve traffic, pedestrian, and bicycle safety along Lakeview Avenue in the Cities of Paterson and Clifton. The issues that were identified, supplementary crash data that was developed, along with the recommendations will be critical in making this corridor safer for all users and a more resilient element of the County infrastructure in the future.

The County has reviewed the recommendations in the Draft Road Safety Audit (RSA), dated March 2020. Although the County cannot commit to specific improvements without more information and engineering, the recommendations and visualization of the RSA capture the vision for the corridor that was developed through a public planning process and dovetail with the County's Complete Street Policy and Green Streets goals.

The following are the County's comments on the specific recommendations:

1. Corridor-wide recommendations:

- All recommendations are in-line with County goals.
- One recommendation that may be highlighted is to provide consistent and corridor-wide bicycle access and facilities.
- Phase implementation of the corridor north and south of Crooks Avenue.
- Analyze any site distance issues and possible conflicts with parking at intersections.

2. Site-specific recommendations:

- 4-Lane Divided Section (Market to Crooks):
 - Provide consistent and highly visible bicycle facilities. If possible separate from vehicular traffic.
 - Examine creating dedicated turn lanes at intersection openings between medians.

- Investigate drainage infrastructure to determine most efficient and appropriate applications of green infrastructure.
- Investigate modified access to the two cemeteries.
- Crooks Avenue:
 - Evaluate modified (entrance-only) entrance into the cemetery at the intersection.
- 2-Lane Undivided Section (Crooks to Clifton):
 - Analyze any site distance issues and possible conflicts with parking at intersections.

Based on the recommendations of the RSA Team, the County has applied to the North Jersey Transportation Planning Authority (NJTPA) Local Safety Program for improvements to the first phase of the corridor, from Market Street to Crooks Avenue, including a traffic circle. The County will utilize all the recommendations to continue local coordination and future phased improvements.

If you have any questions, or comments, please feel free to contact our office.

Very truly yours,



Nordan Murphy, PE
Assistant County Engineer

cc: Jonathan Pera, County Engineer
Michael Lysicatos, County Planner
Charles Silverstein, County Traffic Engineer
Sal Presti, County Planning Dept.
Aimee Jefferson, NJTPA
Sascha Frimpong, NJTPA