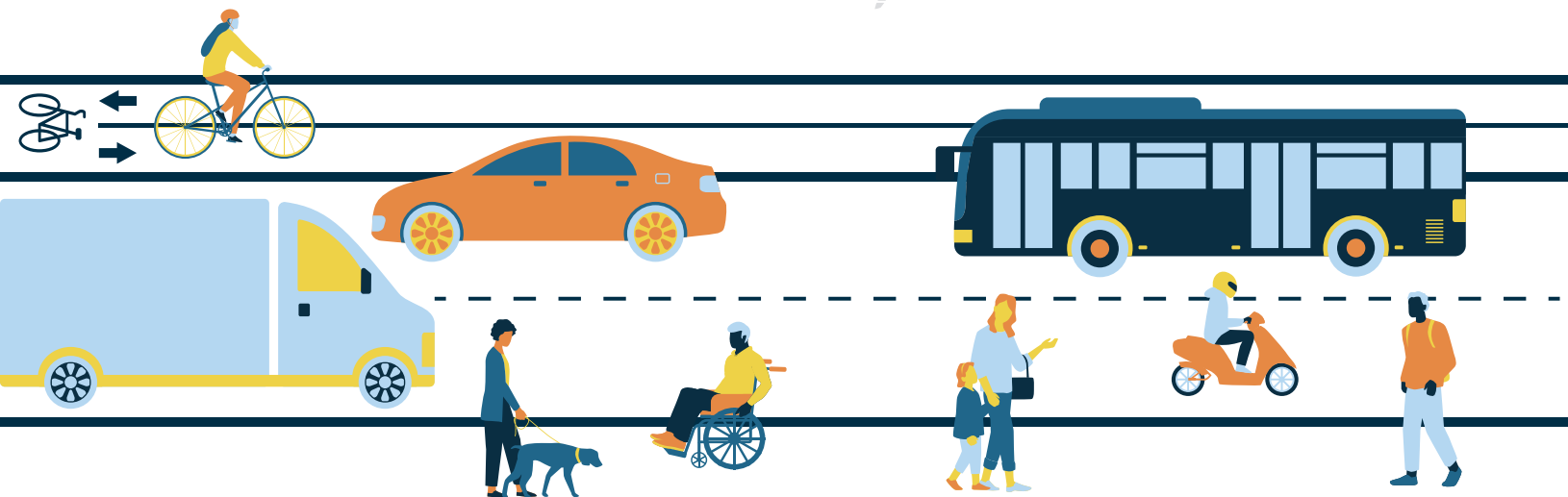




Local Safety Action Plan

Sussex County

June 2025



This report has been prepared under the direction of the North Jersey Transportation Planning Authority (NJTPA), in coordination with Sussex County, with financing by the Federal Transit Administration and the Federal Highway Administration of the U.S. Department of Transportation. This document is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The NJTPA is solely responsible for its contents.

Executive Summary



Across New Jersey, deaths and serious injuries resulting from traffic crashes are on the rise. Sussex County is not immune to this trend, as traffic deaths have increased in the county since 2018. From 2017 through 2021, 53 percent of traffic deaths and serious injuries in Sussex County occurred on county and municipal roads. Lane departure crash statistics point to especially alarming safety concerns. The safety analysis conducted for this Local Safety Action Plan (LSAP) showed that, in Sussex County, lane departure crashes accounted for 93 percent of traffic deaths and 72 percent of serious injuries.

The Sussex County LSAP establishes a framework for achieving the goal of **Zero Deaths and Serious Injuries on County Roads by 2035 and on Municipal Roads by 2050**, following the Safe System Approach endorsed by the U.S. Department of Transportation. Sussex County partnered with the North Jersey Transportation Planning Authority (NJTPA) to develop this plan.

Input from Sussex County officials and residents informed this plan throughout its development. Representatives from the county, municipalities, and police departments, as well as engineers, planners, and educators formed a Local Implementation Committee (LIC) to advocate for the county's safety needs and oversee the LSAP's direction.

Public engagement played a key role in developing this plan. This ensured the plan considered public input on the types of crashes the plan should prioritize, as well as the critical locations and potential solutions. Engagement consisted of an in-person pop-up outreach event, public workshop, and a survey and map on the project website that allowed users to share the types and locations of transportation safety concerns in the county.

This safety plan focuses on roadways owned and maintained by Sussex County and its municipalities. The LIC directed this plan to focus on common crash types and to recommend strategies to improve operational safety whereby the currently observed crash rates might be reduced. These crash types are aggressive driving, lane departure, and intersections. Combined, these three crash categories account for 94 percent of all deaths and serious injuries on county and municipal roads.

To identify the most important safety locations, the LIC considered High Injury Network (HIN) maps, overall network screening maps, locations of concern noted by the community, and locations identified as being at risk for crashes based on roadway characteristics. Future strategies addressing these crashes should focus on proven safety countermeasures, a set of solutions that

are known to reduce fatal and serious injury crashes to help achieve the LSAP goal. These strategies will incorporate Complete Streets policy and design

approaches, by which streets are designed and built to best accommodate the variety of roadway users. In addition, this LSAP focuses on several approaches to implementing safety strategies, including:

- **Large-scale safety improvement projects**, such as intersection reconfigurations, road diets, and shared-use path construction.
- **Quick-build demonstration projects** that show how a future long-term improvement could look using temporary, low-cost materials. Examples include bike lanes, mini roundabouts, and paint markings on roads.
- **Safety add-on projects** where low-cost safety improvements are included in non-safety-focused roadway projects. Examples include installing wider roadway edgelines and oversized road signs while repaving roadways.

Table ES-1 presents the 17 priority locations identified through data analysis, stakeholder input, and public feedback.

Table ES- 1: Sussex County Priority Location Summary

Priority Location	Location Type	Municipality	Jurisdiction(s)
Glenwood Road (CR 565) from Scenic Lakes Road to Peary Drive	Segment	Vernon Township	County
Stanhope Road (CR 605) from 1.13 miles north of Lenape Drive to 0.42 mile south of Columbia Valley Road	Segment	Hopatcong Borough	County
Springdale Greendell Road (CR 611) from 0.53 mile west of Huntsville Road to 0.2 mile west of Route 206	Segment	Andover Township	County
Stockholm Vernon Road (CR 517) from Snufftown Road to 1 mile north of Snufftown Road	Segment	Hardyston Township	County
Ross Corner Sussex Road (CR 565) from Northrup Road to 0.41 mile south of Armstrong Road	Segment	Frankford Township	County
Sparta Avenue and Newton Sparta Road (CR 616) from Hicks Avenue to Park View Road	Segment	Town of Newton & Andover Township	County
Stockholm Vernon Road (CR 515) from Breakneck Road to NJ Route 94	Segment	Vernon Township	County
Munsonhurst Road (CR 517) from Fox Hill Drive to Skyview Drive	Segment	Ogdensburg Borough	County
McAfee Glenwood Road (CR 517) from Macpeek Road to Drew Road	Segment	Vernon Township	County
Vernon Crossing Road (CR 644) from 0.48 mile north of Church Street to Route 94	Segment	Vernon Township	County
Indian Trail (CR 609) from 0.1 mile south of Cobb Lane to Dibert Road	Segment	Hopatcong Borough	County
Glenwood Road (CR 565) from Silver Fox Lane to End-O-Lane Trail	Segment	Vernon Township	County

Limecrest Road (CR 669) from 0.25 mile north of Old Creamery Road to 0.38 mile south of Hunters Way	Segment	Andover Township	County
Canistear Road from 0.08 mile south of Paddock Avenue to 0.33 mile north of Burgher Road	Segment	Vernon Township	Municipal
McAfee Glenwood Road (CR 517) at Maple Grange Road	Intersection	Vernon Township	County, Municipal
Brooklyn Mountain Trail Road at Durban Avenue	Intersection	Hopatcong Borough	Municipal
MacAfee Glenwood Road (CR 517) at Vernon Crossing Road (CR 644)	Intersection	Vernon Township	County

Safety strategies for these locations, including short-term recommendations like improved roadway striping and signage, as well as long-term solutions like curb bump-outs and providing recovery space for lane departures are detailed in the Action Toward Implementation section of this plan (Table 3).

The benefits of this safety plan go beyond identifying emphasis areas and prioritizing safety strategies; it is a blueprint for addressing travel safety. The LIC is key to continued work towards zero deaths through its leadership and ongoing partnerships. The LIC, in partnership with Sussex County and municipal agencies, will bring the plan to life by supporting recommended strategies through project development, community initiatives, and grant applications by roadway owners focusing on priority locations and emphasis areas.



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Introduction to Zero: Our Goal and Our Commitment



The Sussex County Local Safety Action Plan (LSAP) identifies and prioritizes road safety improvements in the county's 24 municipalities. This LSAP establishes a comprehensive framework for Sussex County to work toward the goal of **Zero Deaths and Serious Injuries on County Roads by 2035 and on Municipal Roads by 2050** based on the U.S. Department of Transportation-endorsed Safe System Approach. This goal emphasizes the principle that even one fatality or serious injury is unacceptable and preventable. To reach this target, it is essential to address all aspects of traffic safety, including road user behavior, vehicle safety and technology, road infrastructure, and post-crash care. This comprehensive approach provides multiple layers of protection for road users and fosters a proactive safety culture, prioritizing safety in all transportation-related decisions.

Addressing deaths and serious injuries on all roads is a key component of achieving zero deaths and serious in the state and across the country. **This LSAP specifically targets the roads and intersections under the jurisdiction of Sussex County and municipalities. This plan outlines strategies and practical solutions that address the most pressing safety needs within Sussex County, serving as a guiding document for local agencies, policymakers, and stakeholders.**

When endorsed by Sussex County, this plan meets eligibility requirements for the Safe Streets and Roads for All (SS4A) competitive grant program, which provides access to new or additional funding for local agencies for additional safety planning and for construction.

The Safe System Approach

The Safe System Approach to road safety acknowledges human error as inevitable and aims to address those errors on the road to eliminate traffic deaths and serious injuries. It emphasizes creating multiple layers of protection (through engineered road improvements, effective law enforcement, public education, and policy measures), so that when mistakes occur, the likelihood of deaths and serious injuries is minimized. The five elements of the Safe System Approach are safe road users, roads, vehicles, speeds, and post-crash care (FHWA 2024).

The Safe System Approach is woven into every element of the Sussex County LSAP. This LSAP incorporates data-driven identification of high-risk areas and prioritizes solutions, such as quick-build demonstration projects, engineering enhancements, Complete Streets initiatives, and targeted enforcement and educational campaigns. By grouping these efforts under the LSAP, county and municipal partners can create a transportation network that addresses immediate safety concerns and sets the stage for long-term improvements, moving steadily toward the goal of zero deaths and serious injuries on roadways.

Spotlight on Safety

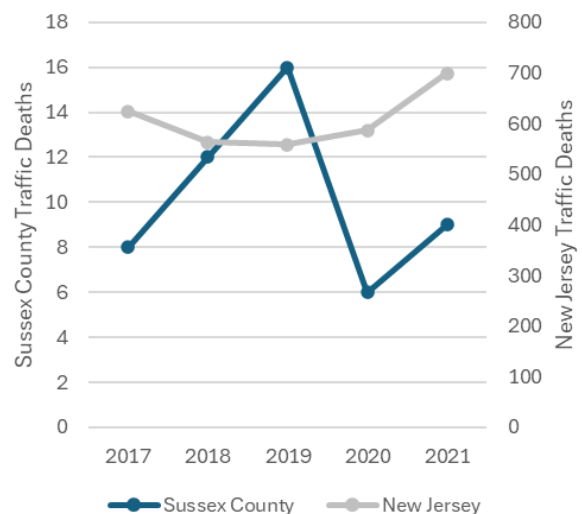


Sussex County Crash Trends

Across New Jersey, deaths and serious injuries resulting from traffic crashes are on the rise. In 2021, 699 people lost their lives in crashes in New Jersey, an increase of 75 deaths compared to 2017 (NJDOT 2023). The trend in traffic-related deaths in the state speaks to a nationwide crisis as the number of lives lost on public roadways continues to increase. Unfortunately, Sussex County is not immune to these broader trends (Figure 1). Traffic deaths across the county have been increasing since 2017, with 2020 the only year showing a decrease. While total deaths are not of the same magnitude as statewide numbers, each life lost represents a person who did not make it home safely. Each life lost to traffic crashes represents a permanent mark on a family, a community, and the county.

Traffic deaths across the county have been increasing since 2017, with 2020 the only year showing a decrease.

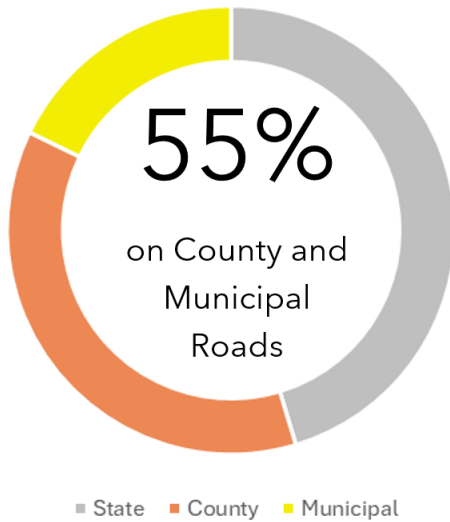
Figure 1: Traffic Deaths in Sussex County and New Jersey – All Roads



Data plays a crucial role in the effort to eliminate traffic deaths and serious injuries. By following a data-driven approach, traffic safety partners from all communities in Sussex County can direct resources most efficiently, prioritizing resources toward the most crucial locations, targeting crash types, and ultimately, identifying effective strategies and actions needed to achieve zero. This LSAP focuses on the roadways owned and maintained by Sussex County and municipalities within the county. Approximately 55 percent of

all traffic deaths and serious injuries occurred on county and municipal roads between 2017 and 2021, underscoring the importance of this plan's focus on these roadways (Figure 2).

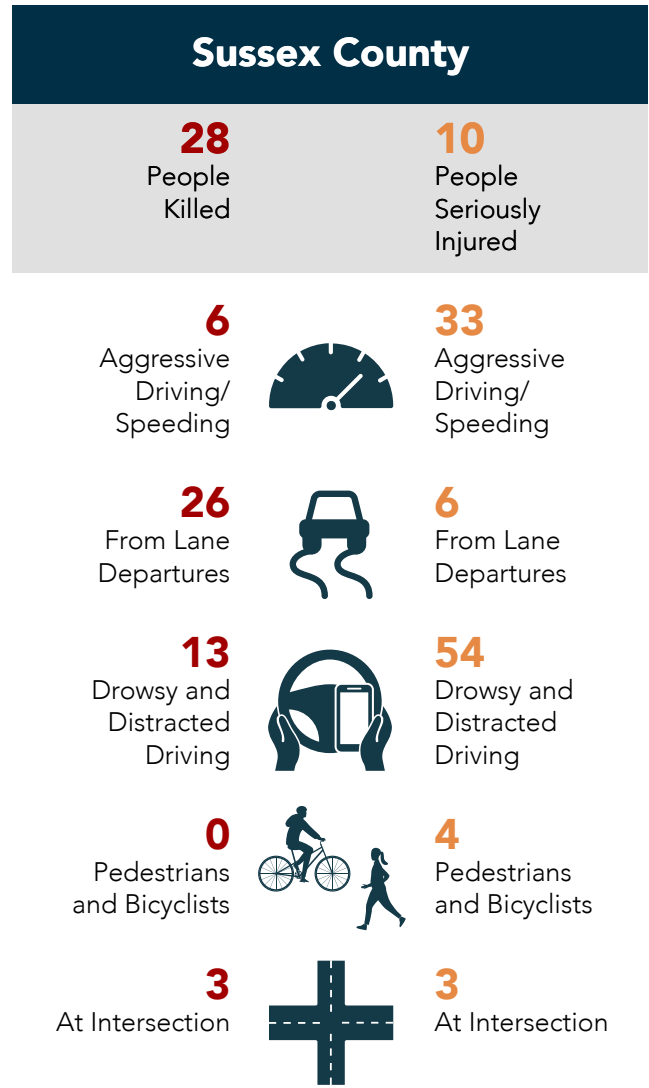
Figure 2: Traffic Deaths and Serious Injuries by Roadway Ownership 2017-2021



From 2017 through 2021, 28 people died, and another 107 were seriously injured in traffic crashes occurring on county and municipal roads in Sussex County. The types of crashes and factors impacting traffic safety reflect the diversity of the communities across the county. Crashes involve motor vehicles, pedestrians, and bicyclists. Factors contributing to these crashes include a range of driver behaviors, such as distracted driving and speeding. Refer to Appendix B for more Sussex County crash statistics.

Sussex County Crash Statistics

(county and municipal roadways, 2017-2021)



Emphasis Areas

Utilizing data, local expertise, and public input to identify Sussex County's foremost safety challenges, the Local Implementation Committee (LIC) selected three emphasis areas for this LSAP to address. By grouping related safety concerns into these emphasis areas, county and municipal agencies can develop more effective and coordinated solutions. Sussex County's emphasis areas are **lane departure, aggressive driving, and intersection-related crashes**. The emphasis areas prioritize the most pressing traffic safety issues facing the county; however, all deaths and serious injuries need to be addressed over time to realize the goal of zero deaths on county and municipal roads by 2050. While emphasis areas capture distinct aspects of traffic safety, all elements of the Safe System Approach are considered in the reduction of emphasis area fatalities and serious injuries.

Lane Departure

Lane departure crashes occur when a vehicle crosses an edgeline, a centerline, or otherwise leaves the intended travel lane. Lane departure crashes account for more than half of all traffic deaths in the United States, but account for approximately 93 percent of traffic deaths in Sussex County (FHWA 2023). Drivers involved in lane departure crashes have been noted as drowsy or distracted, impaired by either alcohol or drugs, or speeding. When drivers encounter adverse road or weather conditions, any factors affecting their ability to drive safely are exacerbated.



53%
involved drowsy or
distracted driving

25%
involved speeding



18%
involved intersections

15%
involved older drivers



31%
involved unbelted
occupants

Aggressive Driving

Aggressive driving is defined as driving behavior that disregards road safety laws or poses a danger to others. This type of driver behavior is characterized by unsafe lane changes, following too closely, speeding excessively, flashing lights, driving on the shoulder to pass, and driving across barriers.



49%
involved drowsy or
distracted driving

18%
involved unbelted
occupants



31%
involved intersections

69%
involved lane departure



18%
involved young drivers

Intersection Related

Intersection-related crashes pose significant dangers, contributing to many traffic fatalities and serious injuries. Driver distraction at intersections can increase with more signage and the starting and stopping of surrounding vehicles. Other dangers stem from factors such as driver error, poor visibility, and inadequate intersection design.



35%
involved
pedestrians

18%
involved
speeding



18%
involved
impaired drivers

45%
involved lane departure



50%
involved drowsy or
distracted driving

Demographic Factors

A demographic analysis of Sussex County informed the selection of strategies to ensure that the plan addresses safety for all residents and to support outreach to all county residents. The demographic analysis considered available factors from the U.S. Census Bureau's American Community Survey (2024) for municipalities and census tracts in the county using Title VI factors. The demographic data for Sussex County reveals a balanced gender ratio, with youth making up 20 percent of the population, closely aligned with residents aged

65 and older at 18 percent. Notably, 17 percent of the population identifies as a minority, while 14 percent of households are classified as low income. Additionally, the foreign-born population accounts for 8 percent, and 3 percent of residents experience limited English proficiency. This analysis identified that 50 percent of all fatal and serious injury (FSI) crashes in Sussex County occurred in areas with Title VI factors that are higher than the county average. Refer to Appendix B for more information on Sussex County demographics.

This analysis identified that 50 percent of all fatal and serious injury (FSI) crashes in Sussex County occurred in areas with Title VI factors that are higher than the county average.

Priority Locations

The basis for defining priority locations for the safety plan began with the development of a High Injury Network (HIN). The HIN identifies roadways and intersections with high frequencies of FSI crashes, as well as the crash type. The HIN excludes state jurisdiction routes because this locally led LSAP focuses on the roadways and intersections that the county and local municipal governments within the county own and maintain. Refer to Appendix C for more information on HIN development. Once the base HIN was established, priority locations were identified from the HIN based on input from the LIC and through a public web map. Through outreach events and map feedback, community members indicated that difficult intersections and roadways with limited facilities for bicycles and pedestrians were concerns in Sussex County.

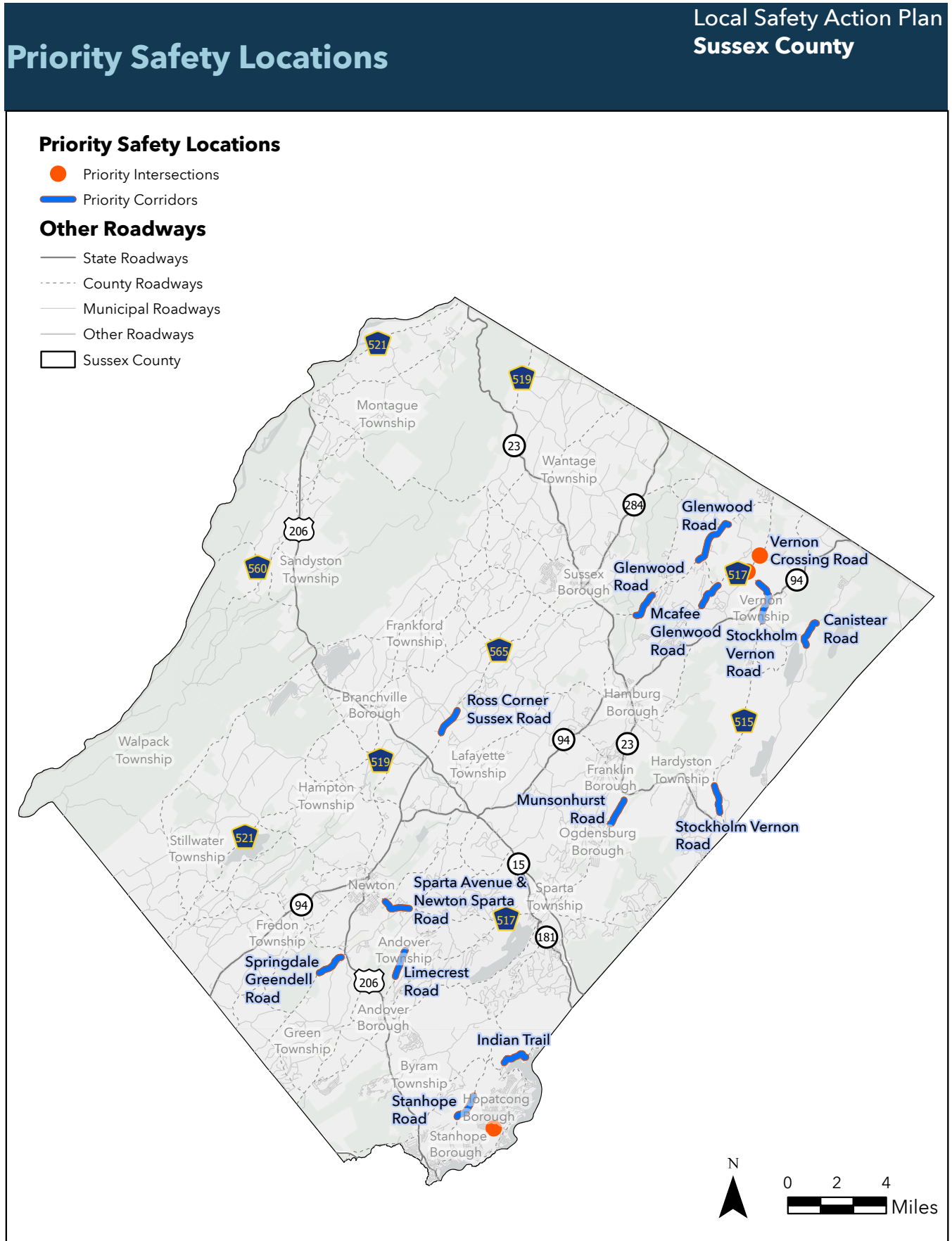
Specific locations of concern gathered from in-person and virtual outreach events helped prioritize locations for the plan. In many instances, public concerns regarding safety issues and locations coincided with locations on the HIN. Corridors and intersections are considered priority locations where there is a combination of FSI crash history, LIC recommendations, or public feedback. Table 1 and Figure 3 show the final list of high-priority locations. This list is intended to provide a reference point for consideration of enhancement projects. The list should not be considered an all-inclusive list for advancing transportation projects. The list can be one of many elements considered by a capital project team when finalizing allocation of resources toward the advancement of a county or local government capital improvement plan.

Table 1: Sussex County Priority Locations

Priority Location	Municipality	Jurisdiction(s)	Crashes (2019-2021)		Applicable Emphasis Areas		
			Fatal	Serious Injury	Aggressive Driving	Lane Departure	At Intersection
Glenwood Road (CR 565) from Scenic Lakes Road to Peary Drive	Vernon Township	County	1	2	✓	✓	
Stanhope Road (CR 605) from 1.13 miles north of Lenape Drive to 0.42 mile south of Columbia Valley Road	Hopatcong Borough	County	2	0		✓	
Springdale Greendell Road (CR 611) from 0.53 mile west of Huntsville Road to 0.2 mile west of Route 206	Andover Township	County	1	1	✓	✓	
Stockholm Vernon Road (CR 517) from Snufftown Road to 1 mile north of Snufftown Road	Hardyston Township	County	1	0		✓	
Ross Corner Sussex Road (CR 565) from Northrup Road to 0.41 mile south of Armstrong Road	Frankford Township	County	1	0		✓	
Sparta Avenue and Newton Sparta Road (CR 616) from Hicks Avenue to Park View Road	Town of Newton & Andover Township	County	0	1		✓	

Priority Location	Municipality	Jurisdiction(s)	Crashes (2019-2021)		Applicable Emphasis Areas		
			Fatal	Serious Injury	Aggressive Driving	Lane Departure	At Intersection
Stockholm Vernon Road (CR 515) from Breakneck Road to NJ Route 94	Vernon Township	County	0	4	✓	✓	
Munsonhurst Road (CR 517) from Fox Hill Drive to Skyview Drive	Ogdensburg Borough	County	0	3		✓	
McAfee Glenwood Road (CR 517) from Macpeek Road to Drew Road	Vernon Township	County	0	2	✓	✓	
Vernon Crossing Road (CR 644) from 0.48 mile north of Church Street to Route 94	Vernon Township	County	0	1	✓	✓	
Indian Trail (CR 609) from 0.1 mile south of Cobb Lane to Dibert Road	Hopatcong Borough	County	0	2	✓	✓	
Glenwood Road (CR 565) from Silver Fox Lane to End-O-Lane Trail	Vernon Township	County	0	1		✓	
Limecrest Road (CR 669) from 0.25 mile north of Old Creamery Road to 0.38 mile south of Hunters Way	Andover Township	County	0	1		✓	
Canistear Road from 0.08 mile south of Paddock Avenue to 0.33 mile north of Burgher Road	Vernon Township	Municipal	0	1		✓	
McAfee Glenwood Road (CR 517) at Maple Grange Road	Vernon Township	County, Municipal	1	0			✓
Brooklyn Mountain Trail Road at Durban Avenue	Hopatcong Borough	Municipal	0	1	✓		✓
McAfee Glenwood Road (CR 517) at Vernon Crossing Road (CR 644)	Vernon Township	County	0	0	✓		✓

Figure 3: Sussex County Priority Locations



Action Toward Implementation



The LSAP goal of **Zero Deaths and Serious Injuries on County Roads by 2035 and on Municipal Roads by 2050** will be accomplished by implementing proven safety strategies on roadways throughout Sussex County. Safety partners must focus on strategies encompassing roadway improvements, driver behaviors, and planning and policy. Different strategy types address the five elements of the Safe System Approach in different ways. Focusing on all aspects of the Safe System Approach aligns traffic safety best practices with priority locations and county-wide initiatives to eliminate deaths and serious injuries.

This safety plan offers a range of approaches to implementing recommended strategies, including site-specific actions at priority locations and county-wide efforts through systemic installations, educational initiatives, enforcement activities, and policy changes. The LIC will guide the implementation of this plan through specific actions in support of the selected strategies. Table 2 presents the types of strategies identified as effective for improving safety in Sussex County. Refer to Appendixes D and E for additional information on selected strategy types, existing programs and resources, and implementation approaches.

Table 2: Sussex County Selected Strategy Types by Safe System Approach Element

Safe System Approach Elements					Selected Strategy Types
Safe Road Users	Safe Roads	Safe Vehicles	Safe Speeds	Post-Crash Care	
	X		X		Install pavement and shoulder improvements (including safety edge, reflective pavement markers, and wider striping), along with signs.
	X				Install median or roadside barriers (including guiderail, cable, concrete) to mitigate crashes caused by a vehicle departing from the roadway.
X	X		X		Install roadway treatments or signs to reduce or enforce the speed limit.

X	X		X		Improve intersection visibility and provide advanced warning of an intersection.
	X		X		Improve safety at signalized intersections by adjusting signal phasing and timing.
	X		X		Improve safety at unsignalized and signalized intersections by reconfiguring the layout or modifying stop controls.
X	X		X		Improve roadway infrastructure to increase safety for active transportation, transit, and other vulnerable road users (including treatments such as road diet, speed hump/bump, high visibility crosswalks, narrower lanes).
	X				Improve intersection geometry (road alignment, sight distance, etc.), signalization, and pavement markings.
X	X				Improve the safety of active transportation, transit, and other vulnerable road users through education, outreach, enforcement, and implementation of programs and policies.
X			X		Provide visible enforcement and partner with employers to target high-risk driver behaviors.
X	X			X	Improve post-crash care, emergency response, and traffic incident management.
		X			Coordinate with local agencies to equip fleet vehicles with safety technologies and to match the vehicle's purpose with appropriate size.
	X		X		Implement Complete Streets policies and projects.

Site-Specific Recommendations

There are several approaches to implementing safety strategies. In most cases, road owners, local leaders, and implementing agencies should undertake further evaluation for suitability for each priority location and recommendation. Long-term actions, such as site-specific, large-scale roadway projects, are an essential aspect of the future of safety in Sussex County; however, these projects can take years to progress through the appropriate design, permitting, and construction phases and may require external funding through grants or other programs. Low-cost actions offer a path to quick implementation with projects that do not require extensive planning or engineering, do not require permitting, can be completed within the existing right-of-way, are generally lower in cost, and can be implemented to a significant degree within a three-to-five-year time frame. A best practice for implementation is to consider a combination of short-term strategies that can be implemented quickly (three to five years) while working towards long-term safety improvements. The strategy recommendations summarized in Table 3 and detailed in the following section are intended to provide options for short-term improvements leading to long-term safety improvements at priority locations. These strategy recommendations provide a menu of options for the county, municipalities, and townships to further evaluate and develop into projects through the implementation of this plan. The implementation of county-wide systemic treatments should be considered, where applicable, for short-term improvements at priority locations along with broader implementation of the treatments across county and municipal roads.

In addition to the short- and long-term site recommendations in Table 3, there is a column for recommended potential follow-up studies. Study types include Road Safety Audits and Complete Streets Technical Assistance through NJTPA, referred to in the table as a Complete Streets Corridor Review.

Table 3: Sussex County Site-Specific Recommendations

Priority Location	Municipality	Jurisdiction(s)	Crashes (2019-2021)		Short-Term	Long-Term	Potential Follow-Up Study
			Fatal	Serious Injury			
Glenwood Road (CR 565) from Scenic Lakes Road to Peary Drive	Vernon Township	County	1	2	<ul style="list-style-type: none"> • Install 6-inch edgelines. • Install street names at intersections. • Install curve warning signage. • Install portable or permanent (type for all locations) dynamic speed feedback sign. • Install reflective pavement markers. • Install rumble strips. 	<ul style="list-style-type: none"> • Evaluate roundabout at Scenic Lakes Road or Lake Pochung Road as overall corridor speed management tool. • Install lighting at intersections. 	<ul style="list-style-type: none"> • Road Safety Audit
Stanhope Road (CR 605) from 1.13 miles north of Lenape Drive to 0.42 mile south of Columbia Valley Road	Hopatcong Borough	County	2	0	<ul style="list-style-type: none"> • Install 6-inch edgelines. • Install rumble strips on centerline and edgelines. • Install dynamic speed feedback sign. • Install reflective pavement markers. 	<ul style="list-style-type: none"> • Remove or relocate trees, vegetation, utility poles, or other fixed objects from clear zone at curves to improve sight lines, where appropriate and within right-of-way. 	<ul style="list-style-type: none"> • Road Safety Audit
Springdale Greendell Road (CR 611) from 0.53 mile west of Huntsville Road to 0.2 mile west of Route 206	Andover Township	County	1	1	<ul style="list-style-type: none"> • Install 6-inch edgelines. • Install rumble strips on centerline and edgelines. • Install dynamic speed feedback sign. • Install curve warning signage. 	<ul style="list-style-type: none"> • Install intersection lighting at Huntsville Road. 	<ul style="list-style-type: none"> • Road Safety Audit
Stockholm Vernon Road (CR 517) from Snufftown Road to 1 mile north of Snufftown Road	Hardyston Township	County	1	0	<ul style="list-style-type: none"> • Install 6-inch edgelines. • Install rumble strips on centerline and edgelines. • Install dynamic speed feedback sign. • Install curve warning signage. 	<ul style="list-style-type: none"> • Remove or relocate trees, vegetation, utility poles, or other fixed objects from clear zone to improve sight lines, where appropriate and within right-of-way. 	<ul style="list-style-type: none"> • Road Safety Audit
Ross Corner Sussex Road (CR 565) from Northrup Road to 0.41 mile south of Armstrong Road	Frankford Township	County	1	0	<ul style="list-style-type: none"> • Install 6-inch edgelines. • Install rumble strips on centerline and edgelines. • Install stop bars where missing. • Install chevrons along horizontal curves. • Provide oversized/high-visibility advance curve warning signs. • Install reflective pavement markers. 	<ul style="list-style-type: none"> • Remove or relocate trees, vegetation, utility poles, or other fixed objects from clear zone where possible and within right-of-way. 	<ul style="list-style-type: none"> • Road Safety Audit
Sparta Avenue and Newton Sparta Road (CR 616) from Hicks Avenue to Park View Road	Town of Newton & Andover Township	County	0	1	<ul style="list-style-type: none"> • Install 6-inch edgelines. • Install dynamic speed feedback sign. • Delineate trees or utility poles with retroreflective tape or posts. • Install safety edge treatment on shoulders (to be constructed during repaving). • Provide bicycle warning signage near trailhead at Stickles Pond Road. • Install high-visibility crosswalks at the intersection of Newton Sparta Road and Stickles Pond Road. • Restripe roadway to narrow lanes to less than 12 feet. • Install stop bar at Club Road and Country Club Road (Drake Manor Newton Country Club). • Install stop bar at Park View Road. 	<ul style="list-style-type: none"> • Widen shoulders where curbs are not present. • Remove or relocate trees, vegetation, utility poles, and other fixed objects from clear zone at curves to improve sight lines, where appropriate and within right-of-way. • Install lighting at Park View Road intersection. • Evaluate Park View Road for entrance only restriction. 	<ul style="list-style-type: none"> • Road Safety Audit

Priority Location	Municipality	Jurisdiction(s)	Crashes (2019-2021)		Short-Term	Long-Term	Potential Follow-Up Study
			Fatal	Serious Injury			
Stockholm Vernon Road (CR 515) from Breakneck Road to NJ Route 94	Vernon Township	County	0	4	<ul style="list-style-type: none"> • Install 6-inch edgelines. • Install dynamic speed feedback sign. • Install centerline and/or edgeline rumble strips (where center median is not present). • Provide intersection warning signs. • Restripe roadway to narrow lanes to less than 12 feet. • Delineate trees or utility poles with retroreflective tape or posts. 	<ul style="list-style-type: none"> • Install intersection lighting. 	<ul style="list-style-type: none"> • Road Safety Audit • Speed Study
Munsonhurst Road (CR 517) from Fox Hill Drive to Skyview Drive	Ogdensburg Borough	County	0	3	<ul style="list-style-type: none"> • Install 6-inch edgelines. • Install dynamic speed feedback sign. • Install centerline and/or edgeline rumble strips. • Restripe roadway to narrow lanes to less than 12 feet. 	<ul style="list-style-type: none"> • Widen shoulders where curbs are not present. • Install intersection lighting. • Remove or relocate trees, vegetation, utility poles, and other fixed objects from clear zone to improve sight lines, where appropriate and within right-of-way. 	<ul style="list-style-type: none"> • Road Safety Audit
McAfee Glenwood Road (CR 517) from Macpeek Road to Drew Road	Vernon Township	County	0	2	<ul style="list-style-type: none"> • Install 6-inch edgelines. • Install dynamic speed feedback sign. • Install safety edge treatment on shoulders (to be constructed during repaving). • Install centerline and/or edgeline rumble strips. • Restripe roadway to narrow lanes to less than 12 feet. • Provide intersection warning signs. • Install reflective pavement markers. • Provide guiderail-mounted delineation. 	<ul style="list-style-type: none"> • Widen shoulders. • Remove or relocate trees, vegetation, utility poles, and other fixed objects from clear zone within right-of-way. • Install intersection lighting. 	<ul style="list-style-type: none"> • Road Safety Audit
Vernon Crossing Road from 0.48 mile north of Church Street to Route 94	Vernon Township	County	0	1	<ul style="list-style-type: none"> • Install 6-inch edgelines. • Install raised/reflective pavement markers along centerline (where not present). • Install edgeline rumble strips. • Install stop bars at minor road intersections. • Install post-mounted delineation along guiderail. • Install chevrons along horizontal curves. 	<ul style="list-style-type: none"> • Inspect existing roadside hardware and improve/upgrade accordingly. • Replace the railroad 2 Quadrant Dynamic Warning to 4 Quadrant (if applicable). 	<ul style="list-style-type: none"> • Road Safety Audit
Indian Trail (CR 609) from 0.1 mile south of Cobb Lane to Dibert Road	Hopatcong Borough	County	0	2	<ul style="list-style-type: none"> • Install 6-inch edgeline. • Install dynamic speed feedback sign. • Install chevrons and post-mounted delineation along curves. • Delineate trees or utility poles with retroreflective tape or posts. • Upgrade existing intersection warning signs to oversized intersection warning signs. • Install raised/reflective pavement markers along centerline. • Install stop bars along the minor leg of the intersections (where not present). 	<ul style="list-style-type: none"> • Provide intersection lighting at Dibert Road intersection. • Remove or relocate trees, vegetation, utility poles, and other fixed objects from clear zone at curves, where appropriate and within right-of-way. • Provide intersection lighting at locations where intersections are not visible because of obstruction. • Design safer slopes and ditches to prevent rollovers. 	<ul style="list-style-type: none"> • Road Safety Audit

Priority Location	Municipality	Jurisdiction(s)	Crashes (2019-2021)		Short-Term	Long-Term	Potential Follow-Up Study
			Fatal	Serious Injury			
Glenwood Road (CR 565) from Silver Fox Lane to End-O-Lane Trail	Vernon Township	County	0	1	<ul style="list-style-type: none"> • Install 6-inch edgelines. • Install dynamic speed feedback sign. • Install chevrons and along curves. • Provide advanced curve warning signs before the curves. • Install raised/reflective pavement markers along centerline. • Upgrade existing intersection warning signs to oversized intersection warning signs. 	<ul style="list-style-type: none"> • Install roadside barriers like guiderail with delineation along sharp horizontal curves. • Remove or relocate trees, vegetation, utility poles, and other fixed objects from clear zone at curves to improve sight lines, where appropriate and within right-of-way. • Provide enhanced shoulder, lighting, delineation (chevrons, raised pavement markers) and marking for sharp curves. • Provide lighting at intersections. • Evaluate installation of safer slopes and ditches to prevent rollovers. 	<ul style="list-style-type: none"> • Road Safety Audit
Limecrest Road (CR 669) from 0.25 mile north of Old Creamery Road to 0.38 mile south of Hunters Way	Andover Township	County	0	1	<ul style="list-style-type: none"> • Install 6-inch edgelines. • Install dynamic speed feedback sign. • Install edgeline rumble strips. • Delineate trees or utility poles with retroreflective tape or posts. • Install advanced curve warning signs (where not present). • Install raised/reflective pavement markers along centerline. 	<ul style="list-style-type: none"> • Remove or relocate trees, vegetation, utility poles, and other fixed objects from clear zone at curves, where appropriate and within right-of-way. • Provide continuous overhead lighting. • Provide enhanced shoulder, lighting, or delineation (chevrons, post-mounted) and marking for sharp curves. • Provide skid-resistance pavement surfaces. • Install roadside barriers line guiderail with delineation along sharp horizontal curves. • Design safer slopes and ditches to prevent rollovers. 	<ul style="list-style-type: none"> • Road Safety Audit
Canistear Road from 0.08 mile south of Paddock Avenue to 0.33 mile north of Burgher Road	Vernon Township	Municipal	0	1	<ul style="list-style-type: none"> • Install 6-inch edgelines. • Install dynamic speed feedback sign. • Install intersection ahead warning signs before intersections that are not visible because of geometry or other obstructions. • Install/improve delineation along guiderail near horizontal curves. • Install edgeline rumble strips along the segment at MP 6.3 to MP 6.62. • Delineate trees or utility poles with retroreflective tape or posts. • Install advanced curve warning signs (where not present). • Install raised/reflective pavement markers along centerline. 	<ul style="list-style-type: none"> • Install continuous overhead lighting along the corridor. • Provide enhanced shoulder, lighting, or delineation (chevrons) and marking for sharp curves. • Review access management for the corridor and consider driveway revisions or consolidation. • Provide intersection lighting at locations where intersections along the corridor are not visible because of obstruction. • Provide skid-resistance pavement surfaces. • Design safer slopes and ditches to prevent rollovers. 	<ul style="list-style-type: none"> • Road Safety Audit

Priority Location	Municipality	Jurisdiction(s)	Crashes (2019-2021)		Short-Term	Long-Term	Potential Follow-Up Study
			Fatal	Serious Injury			
McAfee Glenwood Road (CR 517) at Maple Grange Road	Vernon Township	County, Municipal	1	0	<ul style="list-style-type: none"> • Install oversized/high-visibility intersection warning signs on McAfee Glenwood Road. • Install an intersection flashing beacon. • Install signs on minor roads where opposing traffic does not stop. • Install thermoplastic transverse rumble strips on Maple Grange approaches. 	<ul style="list-style-type: none"> • Move speed change on McAfee Glenwood Road farther south and install additional speed change warning sign to begin speed transition sooner before the intersection. • Restripe to make left turns more visible at unsignalized intersections. • Reduce corner radii to encourage slower speed for right-turning vehicles. • Evaluate intersection for control change to all-way stop control, signalization, or roundabout. 	<ul style="list-style-type: none"> • Road Safety Audit
Brooklyn Mountain Trail Road at Durban Avenue	Hopatcong Borough	Municipal	0	1	<ul style="list-style-type: none"> • Install an intersection flashing beacon. • Install signs on minor roads where opposing traffic does not stop. • Install high-visibility crosswalk (consider rectangular rapid flashing beacon because this is the uncontrolled approach). 	<ul style="list-style-type: none"> • Evaluate intersection for control change to all-way stop control, signalization, or roundabout. 	<ul style="list-style-type: none"> • Road Safety Audit
McAfee Glenwood Rd (CR 517) at Vernon Crossing Road (CR 644)	Vernon Township	County	0	0	<ul style="list-style-type: none"> • Install signs on minor roads where opposing traffic does not stop. • Install retroreflective sheeting on signposts. • Install oversized advance "Stop Ahead" intersection warning sign on the major road. • Install oversized yield sign at the major road for right turn channelization. • Install oversized stop signs on the minor road. • Restripe pavement markings that are fading/faded. • Install right turn pavement marking along the right turn channelization lane. 	<ul style="list-style-type: none"> • Convert painted channelization to raised channelization. • Upgrade/improve existing intersection lighting. • Evaluate intersection for conversion to all-way stop control, signalization, or roundabout. 	<ul style="list-style-type: none"> • Road Safety Audit

This section presents recommended short- and long-term actions for each Sussex County priority location. Applicable Safe System Approach elements are noted with each recommended action.

Priority Location 1: Glenwood Road (CR 565) from Scenic Lakes Road to Peary Drive (County Jurisdiction)

Municipality: Vernon Township

Emphasis Areas: Lane Departure, Aggressive Driving

FSI Crash History (2019-2021): 1 Fatal, 2 Serious Injury

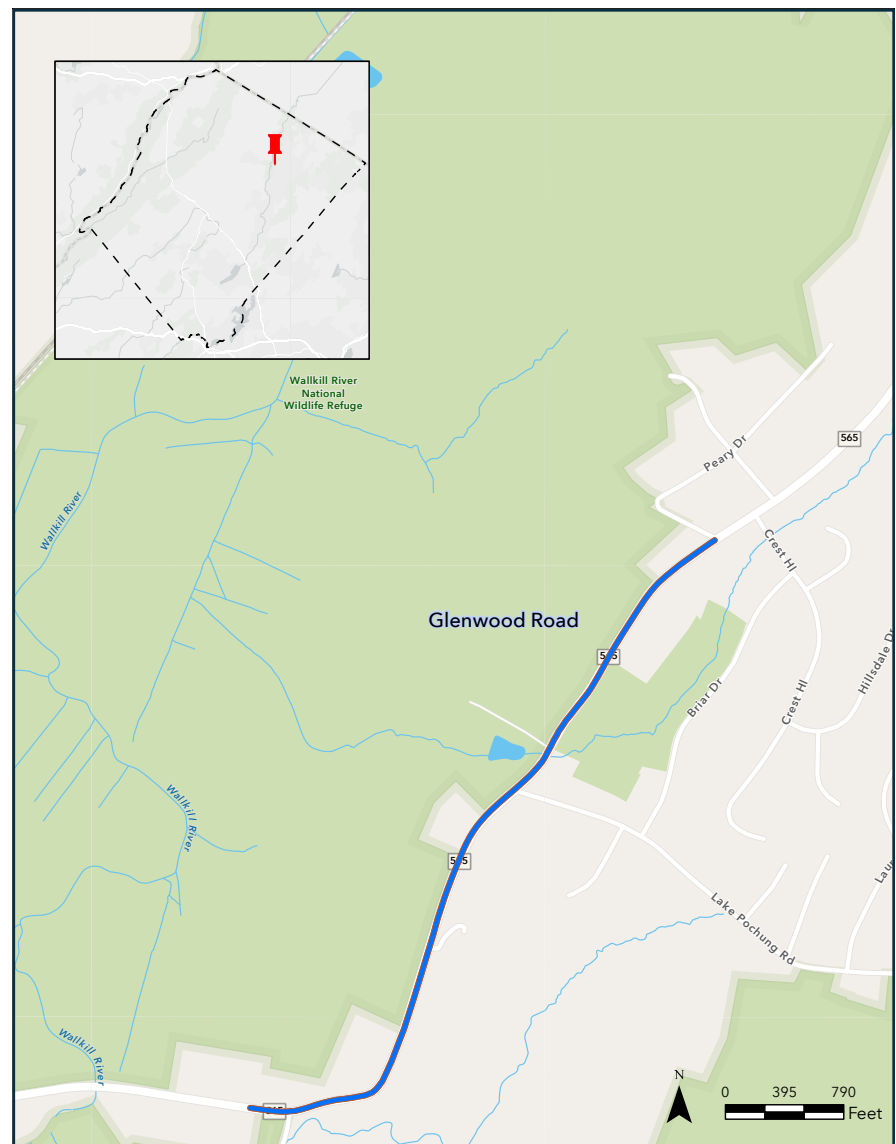
Recommended Short-Term Actions:

- Install 6-inch edgelines (Safe Speeds, Safe Roads).
- Install street names at intersections (Safe Roads).
- Install curve warning signage (Safe Roads).
- Install portable or permanent (type for all locations) dynamic speed feedback signs (Safe Road Users, Safe Roads, Safe Speeds).
- Install reflective pavement markers on centerline and/or edgelines (Safe Roads, Safe Speeds).
- Install rumble strips (Safe Roads, Safe Speeds).

Recommended Long-Term Actions:

- Evaluate roundabout at Scenic Lakes Road or Lake Pochung Road as overall corridor speed management tool (Safe Roads).
- Install lighting at intersections (Safe Roads, Safe Road Users, Safe Speeds).

Figure 4: Priority Location 1: Glenwood Road (CR 565) from Scenic Lakes Road to Peary Drive



Priority Location 2: Stanhope Road (CR 605) from 1.13 miles north of Lenape Drive to 0.42 mile south of Columbia Valley Road (County Jurisdiction)

Municipality: Hopatcong Borough
Emphasis Areas: Lane Departure
FSI Crash History (2019-2021): 2 Fatal

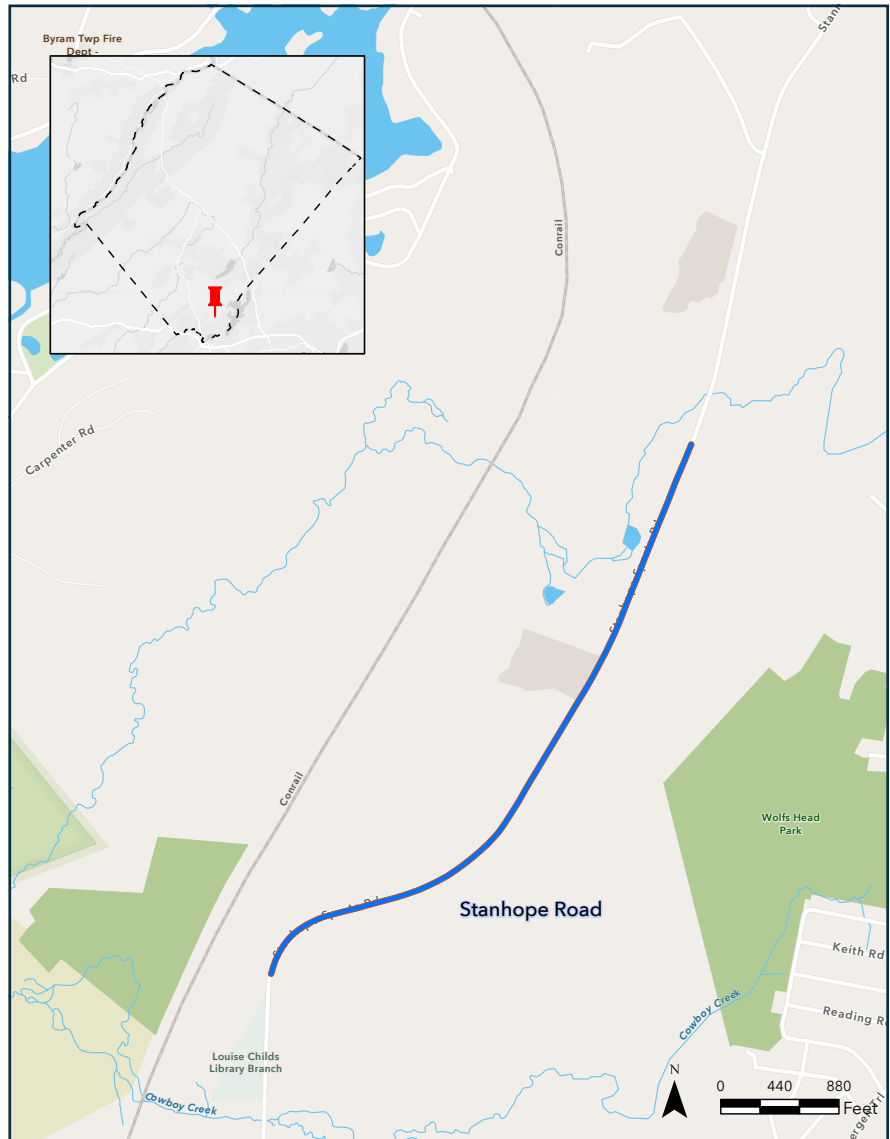
Recommended Short-Term Actions:

- Install 6-inch edgelines (Safe Speeds, Safe Roads).
- Install rumble strips on centerline and edgelines (Safe Speeds, Safe Roads).
- Install dynamic speed feedback sign (Safe Speeds, Safe Roads, Safe Road Users).
- Install reflective pavement markers (Safe Roads, Safe Speeds).

Recommended Long-Term Actions:

- Remove or relocate trees, vegetation, utility poles, or other fixed objects from clear zone at curves to improve sight lines, where appropriate and within right-of-way (Safe Roads).

Figure 5: Priority Location 2: Stanhope Road (CR 605) from 1.13 miles north of Lenape Drive to 0.42 mile south of Columbia Valley



Priority Location 3: Springdale Greendell Road (CR 611) from 0.53 mile west of Huntsville Road to 0.2 mile west of Route 206 (County Jurisdiction)

Municipality: Andover Township
Emphasis Areas: Lane Departure, Aggressive Driving
FSI Crash History (2019-2021): 1 Fatal, 1 Serious Injury

Recommended Short-Term Actions:

- Install 6-inch edgelines (Safe Speeds, Safe Roads).
- Install rumble strips on centerline and edgelines (Safe Speeds, Safe Roads).
- Install dynamic speed feedback sign (Safe Speeds, Safe Roads, Safe Road Users).
- Install curve warning signage (Safe Roads, Safe Road Users).

Recommended Long-Term Actions:

- Install intersection lighting at Huntsville Road (Safe Speeds, Safe Roads, Safe Road Users).

Figure 6: Priority Location 3: Springdale Greendell Road (CR 611) from 0.53 mile west of Huntsville Road to 0.2 mile west of Route 206



Priority Location 4: Stockholm Vernon Road (CR 517) from Snufftown Road to 1 mile north of Snufftown Road (County Jurisdiction)

Municipality: Hardyston Township
Emphasis Areas: Lane Departure
FSI Crash History (2019-2021): 1 Fatal

Recommended Short-Term Actions:

- Install 6-inch edgelines (Safe Speeds, Safe Roads).
- Install rumble strips on centerline and edgelines (Safe Speeds, Safe Roads).
- Install dynamic speed feedback sign (Safe Speeds, Safe Roads, Safe Road Users).
- Install curve warning signage (Safe Roads, Safe Road Users).

Recommended Long-Term Actions:

- Remove or relocate trees, vegetation, utility poles, or other fixed objects from clear zone at curves, where appropriate and within right-of-way. (Safe Roads).

Figure 7: Priority Location 4: Stockholm Vernon Road (CR 517) from Snufftown Road to 1 mile north of Snufftown Road



Priority Location 5: Ross Corner Sussex Road (CR 565) from Northrup Road to 0.41 mile south of Armstrong Road (County Jurisdiction)

Municipality: Frankford Township
Emphasis Areas: Lane Departure
FSI Crash History (2019-2021): 1 Fatal

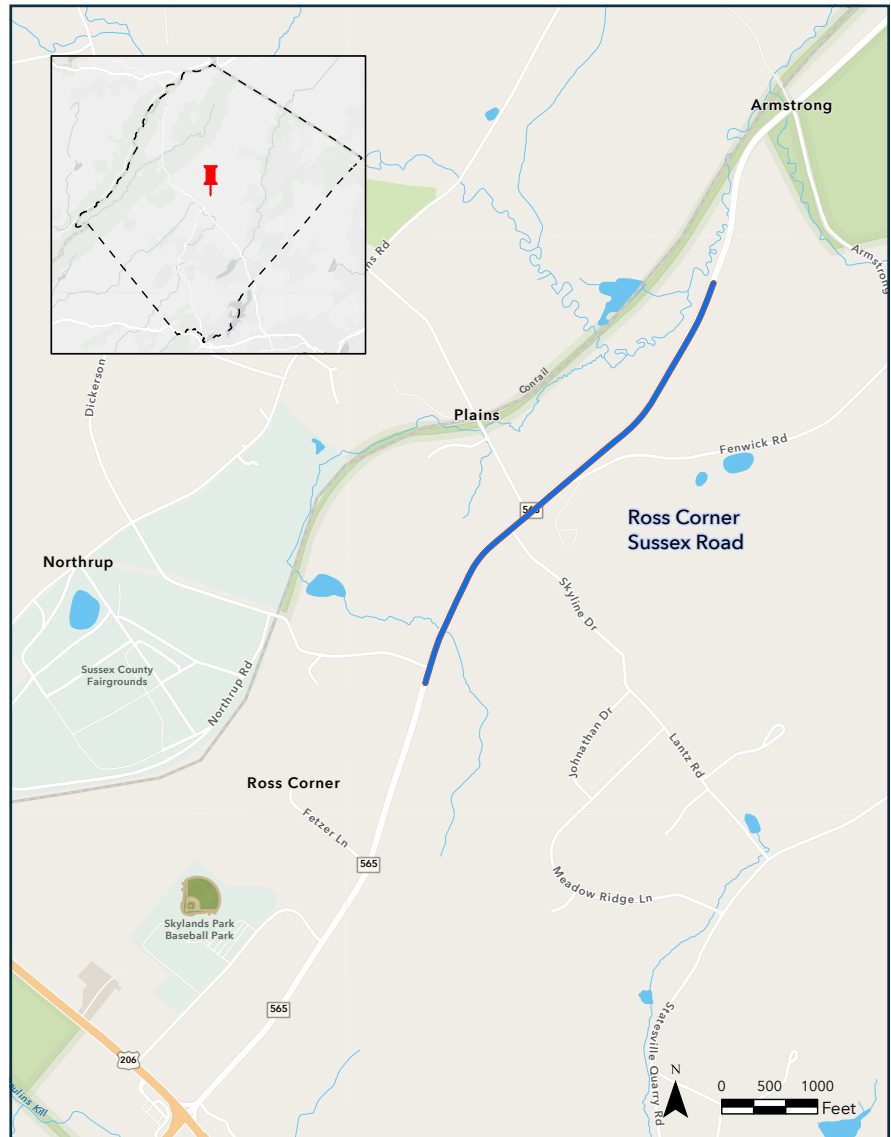
Recommended Short-Term Actions:

- Install 6-inch edgelines (Safe Speeds, Safe Roads).
- Install rumble strips on centerline and edgelines (Safe Speeds, Safe Roads).
- Install stop bars where missing (Safe Roads).
- Install chevrons along horizontal curves (Safe Roads, Safe Road Users).
- Provide oversized/high-visibility advance curve warning signs (Safe Roads, Safe Road Users).
- Install reflective pavement markers (Safe Roads, Safe Speeds).

Recommended Long-Term Actions:

- Remove or relocate trees, vegetation, utility poles, or other fixed objects from clear zone where appropriate and within right-of-way (Safe Roads).

Figure 8: Priority Location 5: Ross Corner Sussex Road (CR 565) from Northrup Road to 0.41 mile south of Armstrong Road



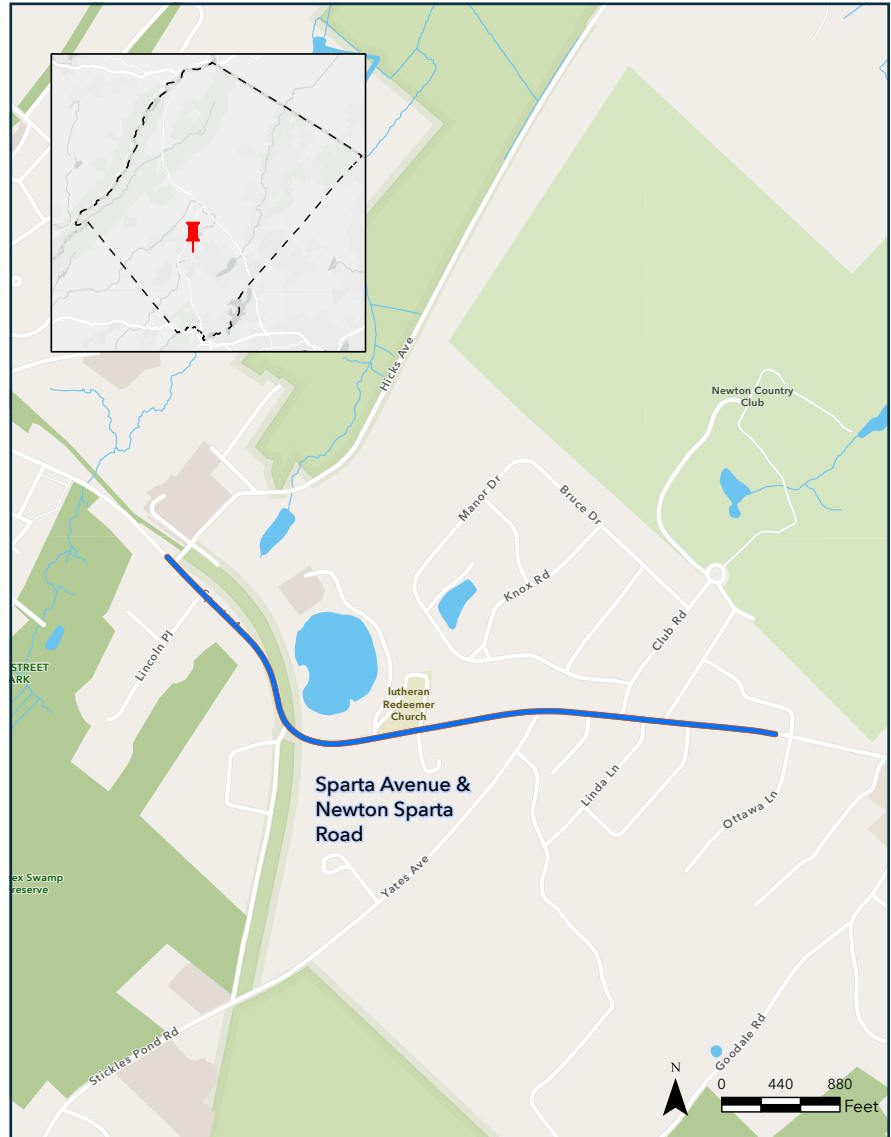
Priority Location 6: Sparta Avenue and Newton Sparta Road (CR 616) from Hicks Avenue to Park View Road (County Jurisdiction)

Municipality: Andover Township
 Emphasis Areas: Lane Departure
 FSI Crash History (2019-2021): 1 Serious Injury

Recommended Short-Term Actions:

- Install 6-inch edgelines (Safe Speeds, Safe Roads).
- Install dynamic speed feedback sign (Safe Speeds, Safe Roads, Safe Road Users).
- Delineate trees or utility poles with retroreflective tape or posts (Safe Road Users).
- Install safety edge treatment on shoulders (to be constructed during repaving) (Safe Speeds, Safe Roads).
- Provide bicycle warning signage near trailhead at Stickles Pond Road (Safe Roads, Safe Road Users).
- Install high-visibility crosswalks at the intersection of Newton Sparta Road and Stickles Pond Road (Safe Roads, Safe Road Users).
- Restripe roadway to narrow lanes to less than 12 feet (Safe Speeds, Safe Roads, Safe Road Users).
- Install stop bar at Club Road and Country Club Road (Drake Manor Newton Country Club) (Safe Roads).
- Install stop bar at Park View Road (Safe Roads).

Figure 9: Priority Location 6: Sparta Avenue and Newton Sparta Road (CR 616) from Hicks Avenue to Park View Road



Recommended Long-Term Actions:

- Widen shoulders where curbs are not present (Safe Roads).
- Remove or relocate trees, vegetation, utility poles, or other fixed objects from clear zone at curves to improve sight lines, where appropriate and within right-of-way (Safe Roads).
- Install lighting at Park View Road intersection (Safe Roads, Safe Speeds, Safe Road Users).
- Evaluate Park View Road for entrance only restriction (Safe Roads).

Priority Location 7: Stockholm Vernon Road (CR 515) from Breakneck Road to NJ Route 94 (County Jurisdiction)

Municipality: Vernon Township

Emphasis Areas: Lane Departure, Aggressive Driving

FSI Crash History (2019-2021): 4 Serious Injury

Recommended Short-Term Actions:

- Install 6-inch edgelines (Safe Speeds, Safe Roads).
- Install dynamic speed feedback sign (Safe Speeds, Safe Roads, Safe Road Users).
- Install centerline and/or edgeline rumble strips (where center median is not present) (Safe Speeds, Safe Roads).
- Provide intersection warning signs (Safe Roads).
- Restripe roadway to narrow lanes to less than 12 feet (Safe Speeds, Safe Roads, Safe Road Users).
- Delineate trees or utility poles with retroreflective tape or posts (Safe Road Users).

Recommended Long-Term Actions:

- Install intersection lighting (Safe Roads, Safe Speeds, Safe Road Users).

Figure 10: Priority Location 7: Stockholm Vernon Road (CR 515) from Breakneck Road to NJ Route 94



Priority Location 8: Munsonhurst Road (CR 517) from Fox Hill Drive to Skyview Drive (County Jurisdiction)

Municipality: Ogdensburg Borough
Emphasis Areas: Lane Departure
FSI Crash History (2019-2021): 3 Serious Injury

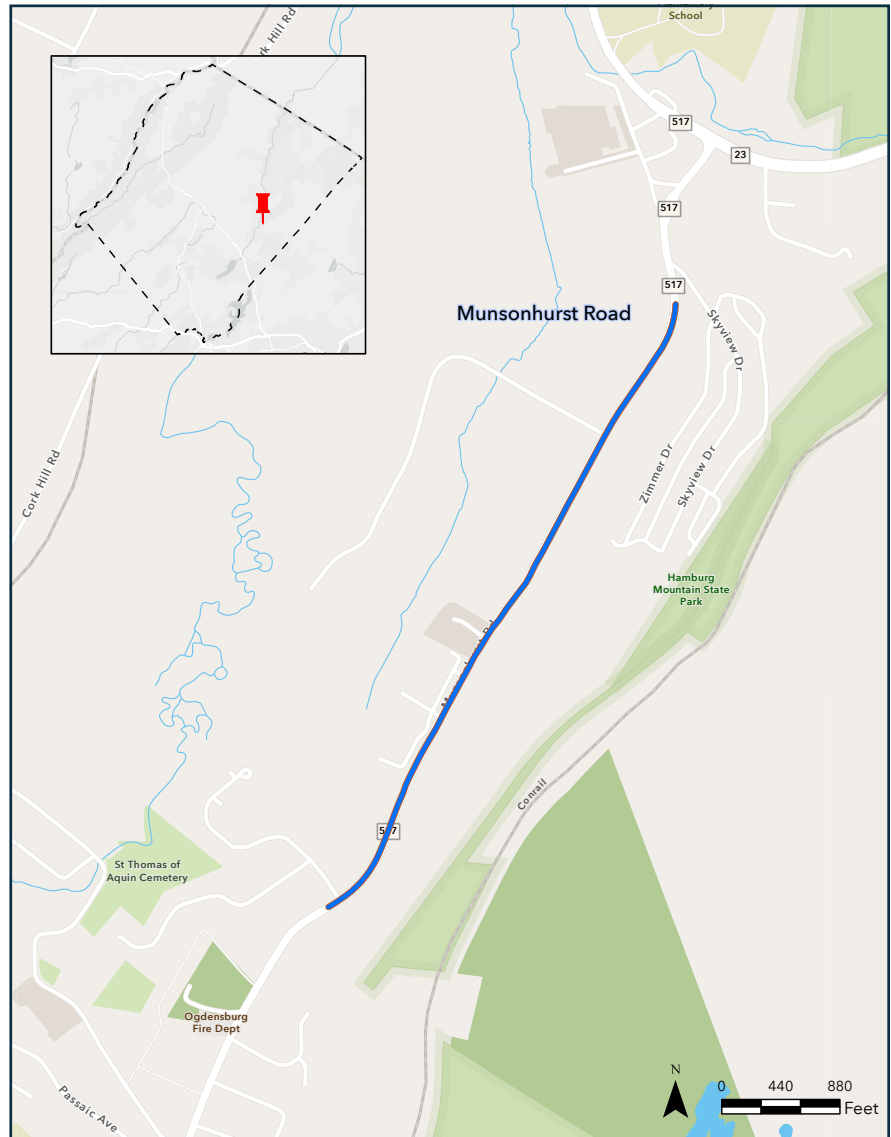
Recommended Short-Term, Low-Cost Actions:

- Install 6-inch edgelines (Safe Speeds, Safe Roads).
- Install dynamic speed feedback sign (Safe Speeds, Safe Roads, Safe Road Users).
- Install centerline and/or edgeline rumble strips (Safe Speeds, Safe Roads).
- Restripe roadway to narrow lanes to less than 12 feet (Safe Speeds, Safe Roads, Safe Road Users).

Recommended Long-Term Actions:

- Widen shoulders where curbs are not present (Safe Roads).
- Install intersection lighting (Safe Roads, Safe Speeds, Safe Road Users).
- Remove or relocate trees, vegetation, utility poles, and other fixed objects from clear zone to improve sight lines, where appropriate and within right-of-way (Safe Roads).

Figure 11: Priority Location 8: Munsonhurst Road (CR 517) from Fox Hill Drive to Skyview Drive



Priority Location 9: McAfee Glenwood Road (CR 517) from Macpeek Road to Drew Road (County Jurisdiction)

Municipality: Vernon Township
 Emphasis Areas: Lane Departure, Aggressive Driving
 FSI Crash History (2019-2021): 2 Serious Injury

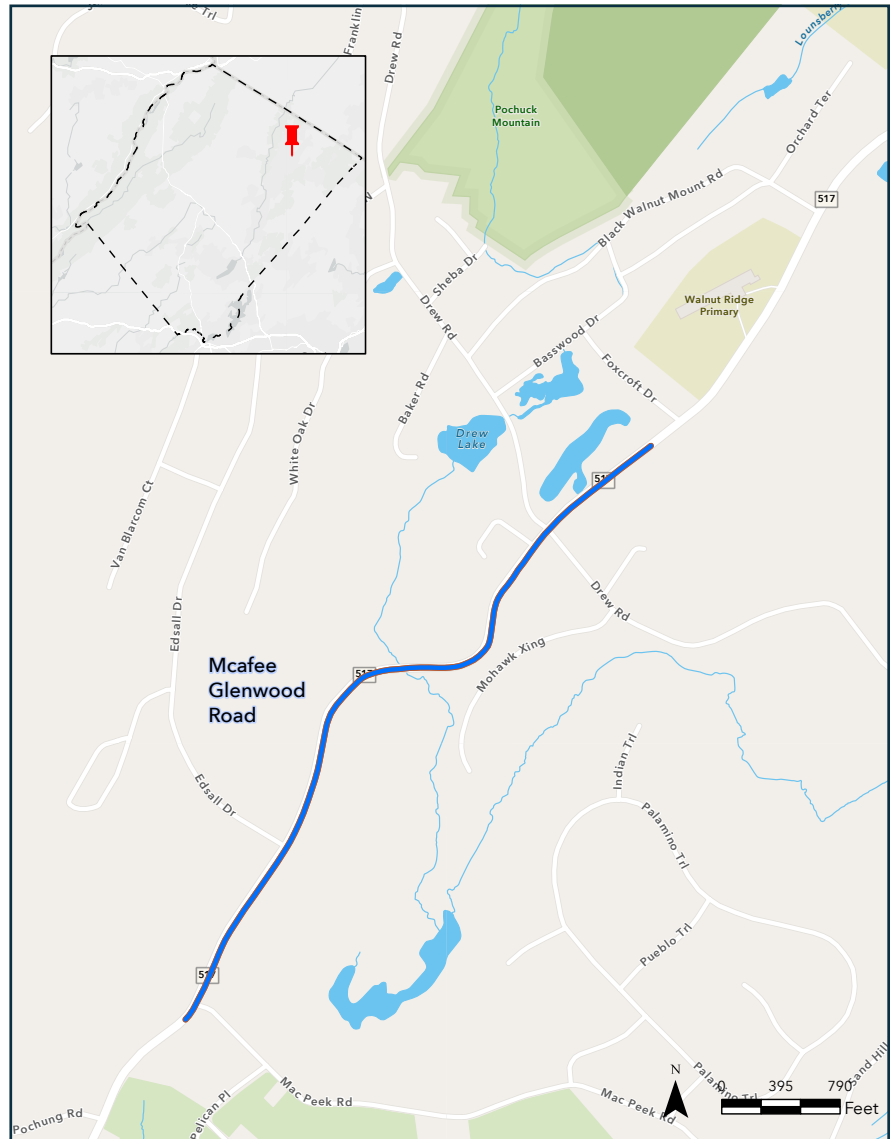
Recommended Short-Term, Low-Cost Actions:

- Install 6-inch edgelines (Safe Speeds, Safe Roads).
- Install dynamic speed feedback sign (Safe Speeds, Safe Roads).
- Install safety edge treatment on shoulders (to be constructed during repaving) (Safe Roads).
- Install centerline and/or edgeline rumble strips (Safe Speeds, Safe Roads).
- Restripe roadway to narrow lanes to less than 12 feet (Safe Speeds, Safe Roads, Safe Road Users).
- Provide intersection warning signs (Safe Roads).
- Install reflective pavement markers (Safe Roads).
- Provide guiderail-mounted delineation (Safe Roads, Safe Road Users).

Recommended Long-Term Actions:

- Widen shoulders (Safe Roads).
- Remove or relocate trees, vegetation, utility poles, and other fixed objects from clear zone within right-of-way (Safe Roads).
- Install intersection lighting (Safe Roads, Safe Speeds, Safe Road Users).

Figure 12: Priority Location 9: McAfee Glenwood Road (CR 517) from Macpeek Road to Drew Road



Priority Location 10: Vernon Crossing Road (CR 644) from 0.48 mile north of Church Street to Route 94 (County Jurisdiction)

Municipality: Vernon Township

Emphasis Areas: Lane Departure, Aggressive Driving

FSI Crash History (2019-2021): 1 Serious Injury

Recommended Short-Term, Low-Cost Actions:

- Install 6-inch edgelines (Safe Speeds, Safe Roads).
- Install reflective/raised pavement markers along centerline (where not present) (Safe Roads).
- Install edgeline rumble strips (Safe Speeds, Safe Roads).
- Install stop bars at minor road intersections (Safe Roads).
- Install post-mounted delineation along guiderail (Safe Roads, Safe Road Users)
- Install chevrons along horizontal curves (Safe Roads, Safe Road Users)

Recommended Long-Term Actions:

- Inspect existing roadside hardware and improve/upgrade accordingly (Safe Roads).
- Replace the railroad 2 Quadrant Dynamic Warning to 4 Quadrant (if applicable) (Safe Roads).

Figure 13: Priority Location 10: Vernon Crossing Road (CR 644) from 0.48 mile north of Church Street to Route 94



Priority Location 11: Indian Trail (CR 609) from 0.1 mile south of Cobb Lane to Dibert Road (County Jurisdiction)

Municipality: Hopatcong Borough

Emphasis Areas: Lane Departure, Aggressive Driving

FSI Crash History (2019-2021): 2 Serious Injury

Recommended Short-Term Actions:

- Install 6-inch edgelines (Safe Speeds, Safe Roads).
- Install dynamic speed feedback sign (Safe Speeds, Safe Roads, Safe Road Users).
- Install chevrons and post-mounted delineation along curves (Safe Roads, Safe Road Users).
- Delineate trees or utility poles with retroreflective tape or posts (Safe Road Users).
- Upgrade existing intersection warning signs to oversized intersection warning signs (Safe Roads, Safe Road Users).
- Install raised/reflective pavement markers along centerline (Safe Roads).
- Install stop bars along the minor leg of the intersections (where not present) (Safe Roads, Safe Road Users).

Recommended Long-Term Actions:

- Provide intersection lighting at Dibert Road intersection (Safe Roads, Safe Speeds, Safe Road Users).
- Remove or relocate trees, vegetation, utility poles, and other fixed objects from clear zone at curves, where appropriate and within right-of-way (Safe Roads).

Figure 14: Priority Location 11: Indian Trail (CR 609) from 0.1 mile south of Cobb Lane to Dibert Road



- Provide intersection lighting at locations where intersections are not visible because of obstruction (Safe Roads, Safe Speeds, Safe Road Users).
- Design safer slopes and ditches to prevent rollovers (Safe Roads).

Priority Location 12: Glenwood Road (CR 565) from Silver Fox Lane to End-O-Lane Trail (County Jurisdiction)

Municipality: Vernon Township
 Emphasis Areas: Lane Departure
 FSI Crash History (2019-2021): 1 Serious Injury

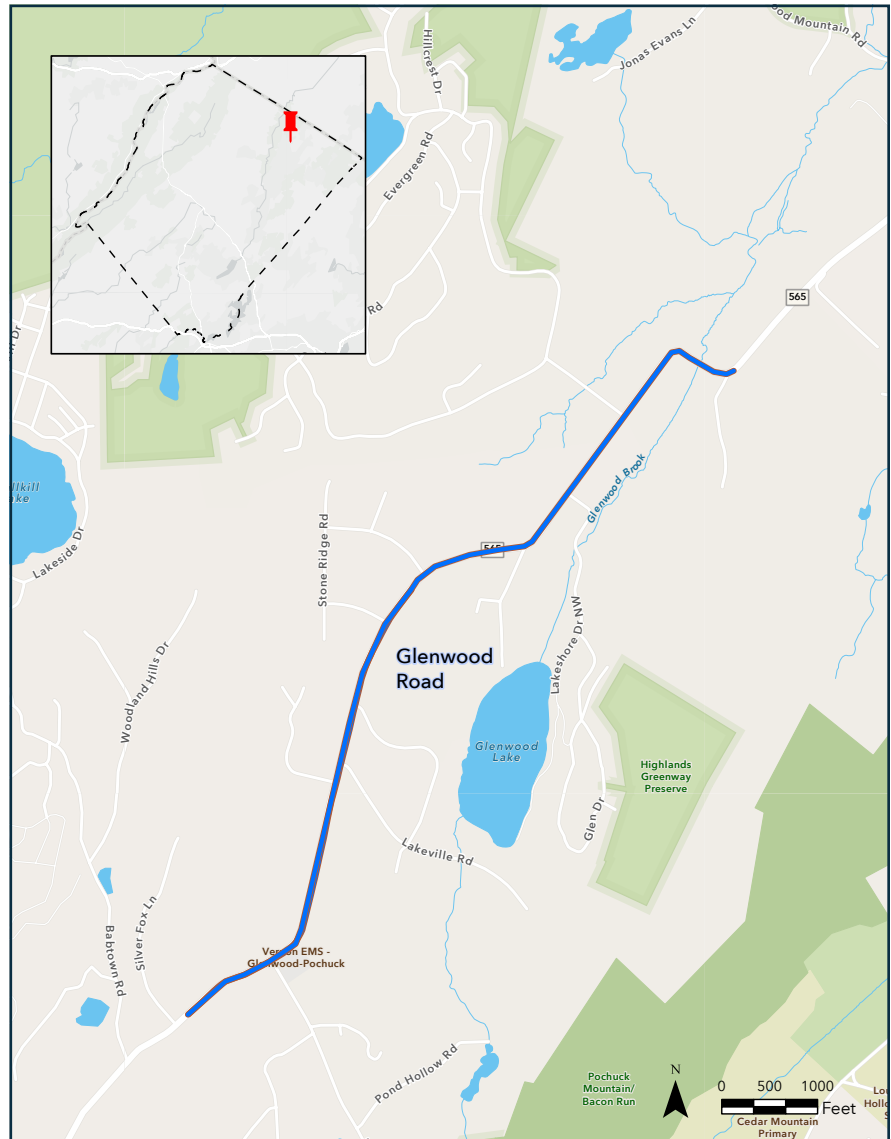
Recommended Short-Term Actions:

- Install 6-inch edgelines (Safe Speeds, Safe Roads).
- Install dynamic speed feedback sign (Safe Speeds, Safe Roads, Safe Road Users).
- Install chevrons along curves (Safe Roads, Safe Road Users).
- Provide advanced curve warning signs before the curves (Safe Roads, Safe Road Users).
- Install raised/reflective pavement markers along centerline (Safe Roads).
- Upgrade existing intersection warning signs to oversized intersection warning signs (Safe Roads, Safe Road Users).

Recommended Long-Term Actions:

- Install roadside barriers like guiderail with delineation along sharp horizontal curves (Safe Roads, Safe Speeds).
- Remove or relocate trees, vegetation, utility poles, and other fixed objects from clear zone at curves, where appropriate and within right-of-way (Safe Roads).
- Provide enhanced shoulder, lighting, delineation (chevrons, raised pavement markers), and marking for sharp curves (Safe Roads, Safe Speeds).

Figure 15: Priority Location 12: Glenwood Road (CR 565) from Silver Fox Lane to End-O-Lane Trail



- Provide lighting at intersections (Safe Roads, Safe Speeds, Safe Road Users).
- Evaluate installation of safer slopes and ditches to prevent rollovers (Safe Roads).

Priority Location 13: Limecrest Road (CR 669) from 0.25 mile north of Old Creamery Road to 0.38 mile south of Hunters Way (County Jurisdiction)

Municipality: Andover Township
Emphasis Areas: Lane Departure
FSI Crash History (2019-2021): 1 Serious Injury

Recommended Short-Term, Low-Cost Actions:

- Install 6-inch edgelines (Safe Speeds, Safe Roads).
- Install dynamic speed feedback sign (Safe Speeds, Safe Roads, Safe Road Users).
- Install edgeline rumble strips (Safe Speeds, Safe Roads).
- Delineate trees or utility poles with retroreflective tape or posts (Safe Road Users).
- Install advanced curve warning signs (where not present) (Safe Roads).
- Install raised/reflective pavement markers along centerline (Safe Roads).

Recommended Long-Term Actions:

- Remove or relocate trees, vegetation, utility poles, and other fixed objects from clear zone at curves, where appropriate and within right-of-way (Safe Roads).
- Provide continuous overhead lighting (Safe Roads, Safe Speeds, Safe Road Users).
- Provide enhanced shoulder, lighting, delineation (chevrons, post-mounted), and marking for sharp curves (Safe Roads, Safe Speeds).
- Provide skid-resistance pavement surfaces (Safe Roads, Safe Speeds).

Figure 16: Priority Location 13: Limecrest Road (CR 669) from 0.25 mile north of Old Creamery Road to 0.38 mile south of Hunters Way



- Install roadside barriers line guiderail with delineation along sharp horizontal curves (Safe Roads, Safe Speeds).
- Design safer slopes and ditches to prevent rollovers (Safe Roads).

Priority Location 14: Canistear Road from 0.08 mile south of Paddock Avenue to 0.33 mile north of Burgher Road (Municipal Jurisdiction)

Municipality: Vernon Township
Emphasis Areas: Lane Departure
FSI Crash History (2019-2021): 1 Serious Injury

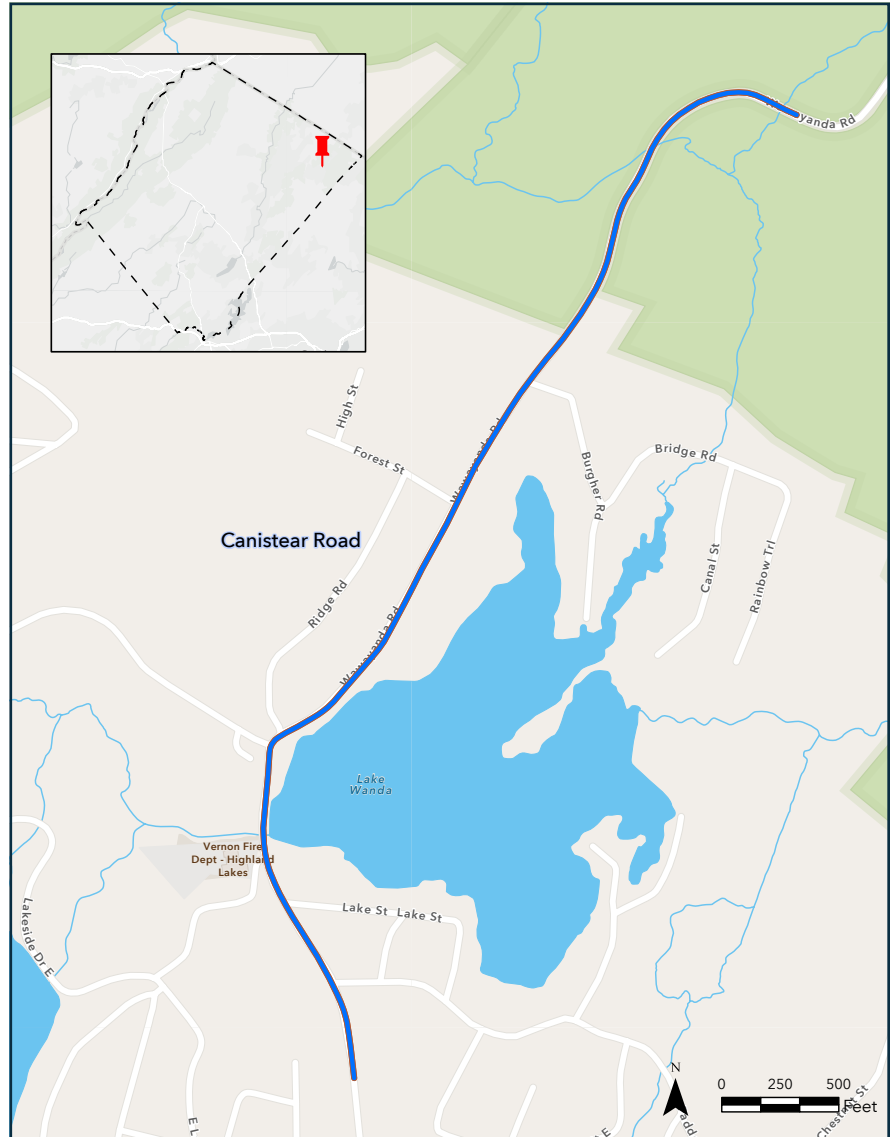
Recommended Short-Term, Low-Cost Actions:

- Install 6-inch edgelines (Safe Speeds, Safe Roads).
- Install dynamic speed feedback sign (Safe Speeds, Safe Roads, Safe Road Users).
- Install intersection ahead warning signs before intersections that are not visible because of geometry or other obstructions (Safe Roads, Safe Road Users).
- Install/improve delineation along guiderail near horizontal curves (Safe Roads, Safe Road Users).
- Install edgeline rumble strips along the segment at MP 6.30 to MP 6.62 (Safe Speeds, Safe Roads).
- Delineate trees or utility poles with retroreflective tape or posts (Safe Road Users).
- Install advanced curve warning signs (where not present) (Safe Roads).
- Install raised/reflective pavement markers along centerline (Safe Roads).

Recommended Long-Term Actions:

- Install continuous overhead lighting along the corridor (Safe Roads, Safe Speeds, Safe Road Users).
- Provide enhanced shoulder, lighting, or delineation (chevrons) and marking for sharp curves (Safe Roads, Safe Speeds).
- Review access management for the corridor and consider driveway revisions or consolidation (Safe Roads).
- Provide intersection lighting at locations where intersections along the corridor are not visible because of obstruction (Safe Roads, Safe Speeds, Safe Road Users).
- Provide skid-resistance pavement surfaces (Safe Roads).
- Design safer slopes and ditches to prevent rollovers (Safe Roads).

Figure 17: Priority Location 14: Canistear Road from 0.08 mile south of Paddock Avenue to 0.33 mile north of Burgher Road



Priority Location 15: McAfee Glenwood Road (CR 517) at Maple Grange Road (County and Municipal Jurisdictions)

Municipality: Vernon Township
Emphasis Areas: At Intersection
FSI Crash History (2019-2021): 1 Fatal

Recommended Short-Term, Low-Cost Actions:

- Install oversized/high-visibility intersection warning signs on McAfee Glenwood Road (Safe Roads, Safe Road Users).
- Install an intersection flashing beacon (Safe Roads, Safe Road Users).
- Install signs on minor roads where opposing traffic does not stop (Safe Roads).
- Install thermoplastic transverse rumble strips on Maple Grange approaches (Safe Roads).

Recommended Long-Term Actions:

- Move speed change on McAfee Glenwood Road farther south and install additional speed change warning sign to begin speed transition sooner before the intersection (Safe Speeds).
- Restripe to make left turns more visible at unsignalized intersections. (Safe Roads).
- Reduce corner radii to encourage slower speed for right-turning vehicles (Safe Roads, Safe Speeds).
- Evaluate intersection for control change to all-way stop control, signalization, or roundabout (Safe Roads).

Figure 18: Priority Location 15: McAfee Glenwood Road (CR 517) at Maple Grange Road



Priority Location 16: Brooklyn Mountain Trail Road at Durban Avenue (Municipal Jurisdiction)

Municipality: Hopatcong Borough
Emphasis Areas: Aggressive Driving, At Intersection
FSI Crash History (2019-2021): 1 Serious Injury

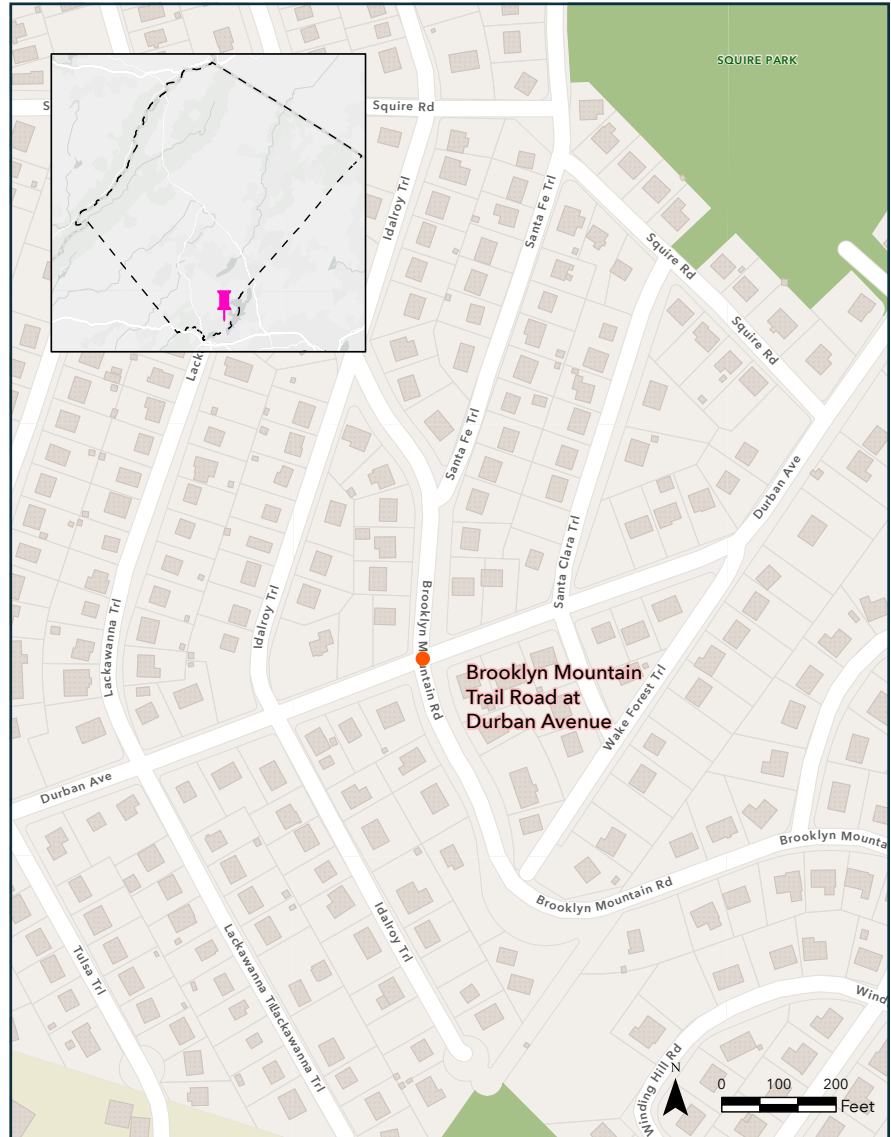
Recommended Short-Term, Low-Cost Actions:

- Install an intersection flashing beacon (Safe Roads, Safe Road Users).
- Install signs on minor roads where opposing traffic does not stop (Safe Roads).
- Install high-visibility crosswalk (consider rectangular rapid flashing beacon because this is the uncontrolled approach) (Safe Roads, Safe Road Users).

Recommended Long-Term Actions:

- Convert painted channelization to raised channelization (Safe Roads, Safe Road Users).
- Upgrade/improve existing intersection lighting (Safe Roads, Safe Road Users).
- Evaluate intersection for conversion to all-way stop control, signalization, or roundabout (Safe Roads).

Figure 19: Priority Location 16: Brooklyn Mountain Trail Road at Durban Avenue



Priority Location 17: McAfee Glenwood Road (CR 517) at Vernon Crossing Road (CR 644) (County Jurisdiction)

Municipality: Vernon Township

Emphasis Areas: Aggressive Driving, At Intersection

FSI Crash History (2019-2021): No Fatal or Serious Injury

Recommended Short-Term, Low-Cost Actions:

- Install signs on minor roads where opposing traffic does not stop (Safe Roads).
- Install retroreflective sheeting on signposts (Safe Roads).
- Install oversized advance "Stop Ahead" intersection warning sign on the major road (Safe Roads).
- Install oversized yield sign at the major road for right turn channelization (Safe Roads).
- Install oversized stop signs on the minor road (Safe Roads).
- Restripe pavement markings that are fading/faded (Safe Roads).
- Install right turn pavement marking along the right turn channelization lane (Safe Roads).

Recommended Long-Term Actions:

- Convert painted channelization to raised channelization (Safe Roads).
- Upgrade/improve existing intersection lighting (Safe Roads).
- Evaluate intersection for conversion to all-way stop control, signal, or roundabout (Safe Roads).

Figure 20: Priority Location 17: McAfee Glenwood Road (CR 517)
Vernon Crossing Road (CR 644)



Advancing these recommendations will require review of recommended actions and coordination with county and municipal partners throughout Sussex County. Short-term improvements may be achieved through a variety of approaches, including quick-build demonstration projects and safety add-ons to other projects. The LIC is also encouraged to leverage existing resources through the North Jersey Transportation Planning Authority (NJTPA) and New Jersey Department of Transportation (NJDOT) for assistance implementing these recommendations.

Quick-Build Demonstration Projects

Quick-build demonstration projects are short-term projects that show proof of concept. They are designed to be built and tested quickly to demonstrate their effectiveness before committing to permanent changes. They involve the use of temporary or modular solutions. Examples include bike lanes, traffic-calming measures, and parklets. The LIC can utilize resources like the NJTPA Complete Streets [Demonstration Library](#) to support the broader implementation of some of the short-term projects identified for priority locations. These projects can allow Sussex County and partnering municipalities to:

- Test innovations: Implement and assess new design ideas or technologies in real-world settings.

- Reduce costs and disruption: Address safety issues without extensive construction work using low-cost, rapid deployment approaches.
- Gather data: Collect empirical evidence on the performance of a safety intervention to help justify its full-scale implementation.
- Engage stakeholders: Demonstrate tangible improvements to the public and decision-makers, building support for longer-term investments.

Safety Add-On Projects

Infrastructure and routine maintenance projects can include low-cost countermeasures, including many of the short-term actions identified for priority locations, to supplement the non-safety focus. For example, scheduled maintenance efforts like repaving are an opportunity to upgrade edgelines from a standard width to wider striping or include safety edge at a minimal additional cost. Safety add-ons should be considered for all roadway projects for recommended proactive systemic treatments recommended in this plan. By including safety improvement add-ons, all partner agencies in Sussex County can continually work together to help achieve zero traffic deaths and serious injuries.

Additional Locations of Concern

Addressing traffic safety issues at priority locations is a critical step towards eliminating fatalities and serious injuries in the future. However, some locations throughout Sussex County have been noted as traffic safety concerns but are not considered priority locations. These include locations under state jurisdiction and county and municipal roadways identified by stakeholders or the public.

State Jurisdiction Locations

While this plan focuses on county and municipal-owned roads, safety partners and community members have noted the following locations under NJDOT jurisdiction as significant traffic safety concerns. The following locations may be candidates for improvements or further studies through partnerships with NJDOT. County and municipal agencies can submit inquiries or requests for safety improvements on or near state facilities through the NJDOT Office of Community and Constituent Relations (OCR). Requests submitted through the intake form at <https://dot.nj.gov/transportation/contact/> are processed by OCR and directed to the appropriate NJDOT team for technical review and follow-up.

- US Route 206/Newton Square, Newton
- NJ-15 at Lafayette Road, Sparta Township
- NJ-15 at NJ-94, Lafayette Township
- US Route 206/NJ-94/CR 519/Trinity intersection
- CR 517/NJ-181, Sparta Township

County and Municipal Locations

Safety partners and community members have identified the following locations on county and municipal roads. Unlike priority locations, these were not identified as having a history of fatalities or serious injuries from the development of the HIN. These locations may be candidates for low-cost safety improvements or warrant further study.

- County Route 517 from Edison Avenue to Willis Avenue, Ogdensburg
- County Route 626 from Stagecoach Road to Kline Road, Hampton Township
- County Route 563 (Clove Road), Montague Township

County-Wide Recommendations

In addition to addressing priority locations, the LIC is encouraged to implement county-wide strategies in an effort to comprehensively reduce traffic deaths and serious injuries. County-wide strategies are valuable because agencies can coordinate to expedite implementation and the public experiences uniform changes across the transportation network. County-wide strategy recommendations include systemic infrastructure actions, education and outreach, and policy and planning initiatives.

Systemic Infrastructure: Lane Departure

While it is critical for local agencies to work together in addressing priority locations, the approach is reactive, where improvements are made only after crashes have occurred. For Sussex County to eliminate deaths and serious injuries, a complementary and proactive approach to identifying locations for improvement is also necessary. Beyond priority locations, systemic analysis takes a broader approach to addressing safety across the county and local road network. Systemic safety improvements embody the Safe System Approach principal “safety is proactive,” and the systemic analysis is the data-driven approach to identifying locations for proactive improvements.

Effective implementation of systemic countermeasures focuses on the widespread installation of low-cost infrastructure improvements. This focus on infrastructure improvements requires supporting analysis to focus on an infrastructure-related crash type. Of the three emphasis areas in this plan, lane departure crashes have the most promise of safety improvement from a systemic approach and were selected as the focus of the systemic analysis supporting proactive safety improvements. Lane departure crashes account for 75 percent of traffic deaths and serious injuries and typically involve other driver behaviors, making these infrastructure improvements cross-cutting for many of the emphasis areas selected.

The study team analyzed all lane departure crashes on county and municipal roads to understand the types of roadways most at risk for these crashes. The systemic analysis identified three priority road types where partner agencies can install low-cost safety improvements to proactively reduce the risk and severity of lane departure crashes, as noted in Figure 21. The county and municipal roads within each of these groups are shown in Figure 22 and recommended strategies are listed below. This approach works with location-specific strategies to implement safety measures more broadly, as resources allow.

Recommended Systemic Lane Departure Actions

Where appropriate or currently lacking the following infrastructure:

- Wider edgelines and centerlines
- Narrow lanes to less than 12 feet for rural roads through restriping
- Provide for the installation of safety edge (with repaving, no curb present, where determined appropriate by design)
- Continuation of the Sussex County Speed Awareness Program for deployment of portable speed feedback signs at various county route locations around the county.
- Centerline and edgeline reflective pavement markers
- Centerline and edgeline rumble strips (where noise is not a concern)
- Pavement friction management including micro-milling and the installation of high friction surface treatments, where existing pavement is in good condition.

Figure 21: Proactive Lane Departure Priority Roadway Types

Systemic Priority 1: Wider Shoulder Segments

- Shoulder width greater than 2.5 feet

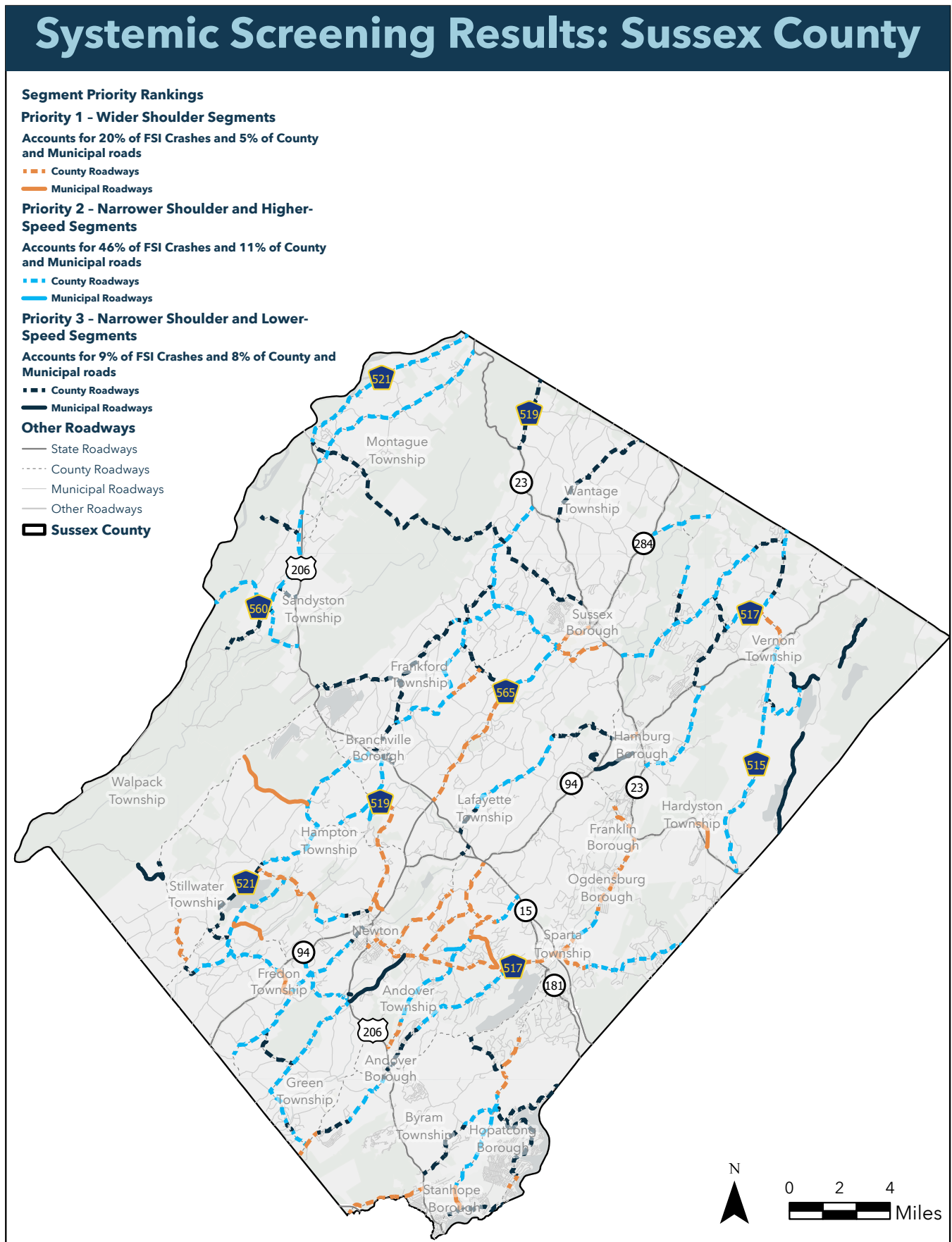
Systemic Priority 2: Narrower Shoulder and Higher Speed Segments

- Shoulder width between 1.5 and 2.5 feet
- Speed limit of 40 miles per hour or higher

Systemic Priority 3: Narrower Shoulder and Lower-Speed Segments

- Shoulder width between 1.5 and 2.5 feet
- Speed limit of less than 40 miles per hour

Figure 22: Sussex County System Screening Results



Education and Outreach

Shaping attitudes and behaviors is key to reducing fatalities and injuries and complementing infrastructure improvements. A comprehensive strategy for implementing countermeasures recognizes that no single solution can address every high-risk area and encourage a positive behavioral shift. For instance, locations with frequent speeding-related crashes can benefit from a dual approach—combining educational and enforcement measures with engineering solutions to create a more effective and balanced plan to reduce crashes and improve safety outcomes. Initiatives often require consistent reinforcement through marketing campaigns to emphasize the safety plan’s goals and foster community participation. Implementing the following cross-cutting education strategies can address the Safe System Approach element, Safe Road Users:

- Develop community-based network of safety stakeholders to leverage existing Street Smart NJ, National Highway Traffic Safety Administration safety educational materials.
- Expand student education and engagement through contests, social media, student groups, and law enforcement presentations on traffic safety.
- Promote public education campaigns to raise awareness about the benefits of multimodal transportation and road safety.

Assessment

Continued assessment of Sussex County’s roadways is an essential part of implementation and carrying forward the recommended strategies within this plan. Strategies to continue with assessment of priority and other locations throughout the county should be considered by the LIC to move forward with specific projects.

Recommended assessment strategies include:

- Utilize the NJTPA Complete Streets Demonstration Project Lending Library to test safety strategies and engage the public on alternative safety strategies.

- Conduct speed studies to determine locations for potential speed management interventions, including lowering speed limits (along with speed limit evaluation policy recommendation), roadway narrowing, speed feedback signs, curb bump-outs, chicanes, speed enforcement campaigns to areas with a history of speeding, and other speed management techniques.
- Conduct Walkable Community Workshops to promote public education campaigns to raise awareness about the benefits of multimodal transportation and road safety.

Policy and Planning

Policy forms the secondary pillar of the plan implementation, with updated regulations and design standards ensuring that projects reflect the principles of the Safe System Approach. By integrating these policies into routine operations, local agencies can institutionalize safety as a core element of transportation planning. This approach promises that improvements are not isolated efforts. Instead, they are embedded within a comprehensive framework that supports long-term safety goals.

- Establish goals for conducting speed limit evaluations, considering roadway context, crash history, geometric, and other factors. Evaluate process improvements to county’s existing evaluation methods as applicable.
- Focus county and municipal fleet vehicles on appropriate sizes with advanced driver assistance and safety features.
 - Explore vehicle purchasing standards to use the smallest vehicles fit-for-duty. Safer vehicles are an important part of eliminating fatalities and serious injuries from crashes, especially for pedestrians and cyclists. Vehicle size and weight are two factors that influence the impact of a crash. Research from the Volpe Center indicate that taller and heavier vehicles increase the risk of death and serious injury. Taller hoods and thick pillars obscure the driver’s view of pedestrians while the height and shape of the vehicle’s

front end can strike the pedestrian in their torso rather than their legs. This can lead to more serious injuries. County and municipal governments should right-size new vehicle purchases by assessing if larger and heavier vehicles are necessary for their intended purpose.

- **Implement safety technology in county fleet such as crash prevention, speed limiters and driver monitoring.** Evaluate applying vehicle-based tools to manage driver speeds and speeding is another strategy in the Safe Systems Approach. New technology is available for setting limits on the speed of vehicles to ensure drivers operate them safely. Intelligent Speed Assist technology can issue warnings to the driver, such as lights, sounds or vehicle vibrations, to more active interventions such as pedal resistance and limiting top speeds based on the road's speed limit. This technology is available in some new vehicles as well as for existing vehicles. County and municipal governments should pilot these technologies in their vehicle fleets. Deploying these technologies puts a demand signal on the market and increases their popularity with the public. Successful piloting of this technology can

then be expanded to contract fleets in the private sector.

- Encourage development of county and municipal Complete Streets policies.
- Align future plans with the Sussex County Local Safety Action Plan by including the following in new transportation plans or updates to existing plans:
 - Include explicit language in planning documents that the goal of safety improvements is to eliminate FSI collisions.
 - Emphasize or acknowledge that humans will inevitably make mistakes, and the transportation system and guiding policies should be designed to minimize the impacts of these mistakes.
 - Explicitly state or acknowledge that humans are vulnerable. The transportation system should be designed around these principles by reducing speeds and separating vulnerable road users (pedestrians and bicyclists) from vehicular traffic when possible to prevent fatal and serious injuries.
- Continue and strengthen partnerships with all levels of government.

Complete Streets

Complete Streets is a transportation policy and design approach that strives to ensure streets are planned, designed, operated, and maintained to accommodate intended users safely. A street is considered complete if it facilitates the reasonably safe movement of users of all ages, abilities, and transportation modes. Complete Streets builds on various safety strategies for comprehensive improvements, including multimodal infrastructure, traffic-calming measures, pedestrian and bicycle safety improvements, and context sensitivity.

This includes designing streets to better meet the context of the area with features like:

- **Sidewalks, bike lanes, and crosswalks** to improve pedestrian and cyclist safety.
- **Traffic-calming measures**, such as narrower lanes, roundabouts, or speed humps to reduce vehicle speeds.
- **Accessible design** for individuals with disabilities, such as curb ramps or tactile paving.
- **Public transit infrastructure**, like bus stops with shelters and well-lit waiting areas.

These elements are integrated in consideration of a local context to create a physical environment that supports safe, equitable, and efficient movement for everyone, minimizing risks and enhancing usability.

Engaging Our Community



This LSAP development included engagement with residents to address community transportation safety needs. Central to this effort is the LIC, which emphasizes that roadway safety is a shared responsibility. The LIC's involvement informed the strategies, while public engagement events provided platforms for community members to share their concerns and ideas. This comprehensive approach reflects both expert insights and the experiences of residents in Sussex County.

LIC

Board of County Commissioners
Sussex County Office of the
County Administrator
Sussex County Department of Engineering
and Planning
Sussex County Chamber of Commerce
Sussex County Division of Planning
Sussex County Department of Health and
Human Services – Division of Community
and Youth Services
Sussex County Division of Public Works
Sussex County Division of Traffic Operations
Tri-County Hispanic Resource Center of
Northwest New Jersey
Sussex County Sheriff's Office
Avenues in Motion

Sussex County Prosecutor's Office
Vernon Township
Hardyston Township
Sparta Township
Sussex Borough
Montague Township
Hopatcong Borough
NJ State Troopers Station B
Sussex County Police Chiefs Association
Sussex County Fire Chiefs Association
Sussex County EMS Association
Representative
Atlantic Health System/Atlantic
Mobile Health

The LIC identified emphasis areas for the LSAP based on common characteristics and frequent FSI crashes, aiming to achieve short-term improvements that reduce crashes.

Public Engagement

Outreach Events

Public engagement was vital for the development of the safety plan. This ensured the focus of the plan considered broad public input on the types of crashes the plan should prioritize, as well as the critical locations and potential solutions. In-person outreach efforts included a pop-up community outreach event at the Sussex County Day Event on September 15, 2024, where community members were asked to provide feedback on the traffic safety culture within the county and provide any locations they felt had safety issues or potential for safety improvement through an online web map (Figure 23). An in-person public workshop was also held on June 3, 2025 at the Sussex County Administration Building. The workshop presented the initial findings from the LSAP development, including emphasis areas, priority locations, and strategies to gauge community sentiments on implementation focus.



Figure 23: Sussex County Day Pop-Up Event

Digital Engagement

The project website featured a Travel Safety Survey, which gauged responses about driver behavior, and the Safety Location Survey Map, which measured locations of particular concern for residents. Both tools were used to support the development of the LSAP. Twenty-three participants completed a behavioral survey, highlighting concerns about aggressive driving, speeding, and strategies to enhance regional mobility. Twenty-four participants completed the Safety Location Survey Map, noting areas of concern, with clusters around Newton, Lafayette, and Franklin. Complete virtual engagement summaries are provided in Appendix A.

Survey Snapshot

The survey responses highlighted travel mode preferences, key safety concerns, potential emphasis areas, and strategies to enhance safe mobility. Respondents indicated that their preferred means of transportation were personal vehicles, walking, transit (train or bus), and biking. Figure 24 presents the top three recommendations based on the survey results, which indicate general agreement with the emphasis and focus areas of this LSAP. Figure 25 presents the locations for specific feedback points by travel mode.

Figure 24: Sussex County Safety Survey Key Findings

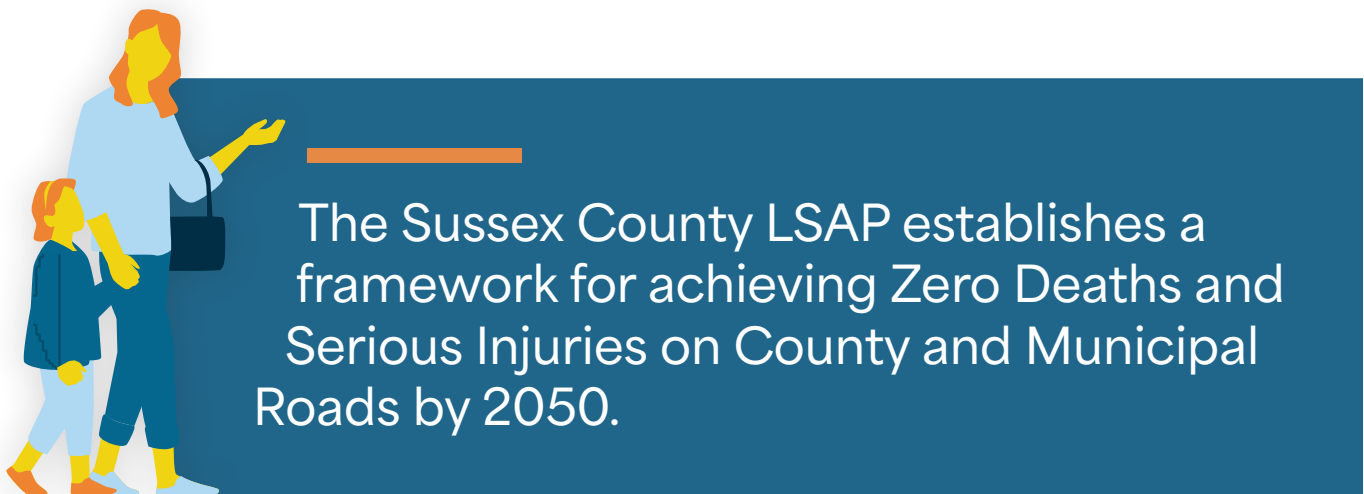
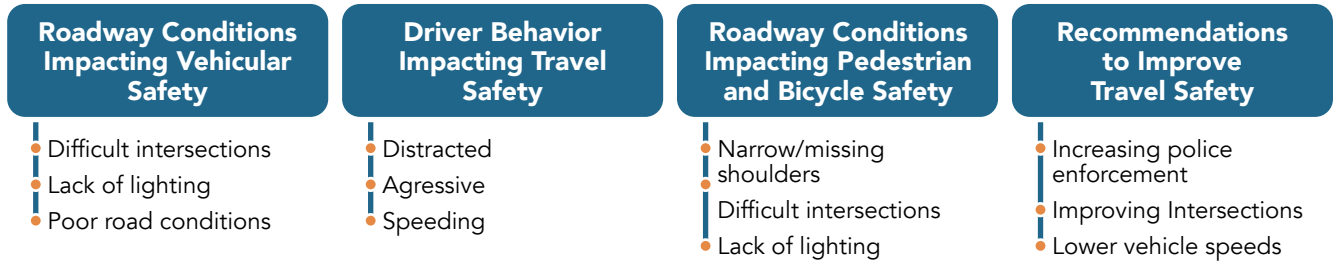
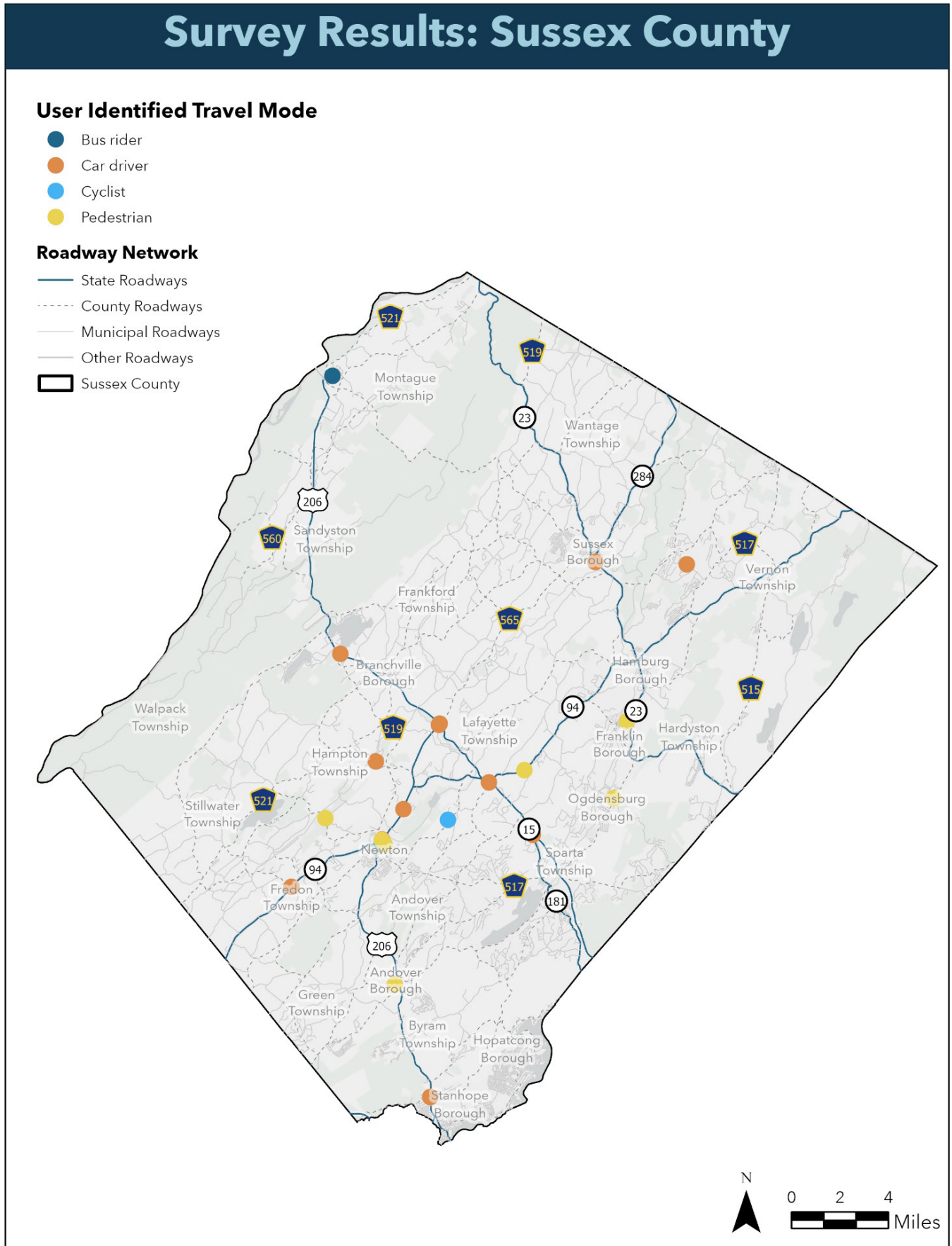


Figure 25: Sussex County Survey Response Top Recommendations



Next Steps



The LIC will take the lead on implementing this plan. It will continue to oversee the implementation of the LSAP to ensure that Sussex County's safety goals can be achieved. This committee recommends priority projects, including utilizing the HIN, to identifying the location, guiding development, monitoring outcomes, and incorporating community feedback. Continuing the LIC will foster partnerships and create opportunities for progress. The LIC agreed to convene in virtual format twice per year, consistent with capital project planning/budgeting cycles, and develop an annual summary of progress towards actions to track the advancement of implementation efforts. For the county, the Division of Planning's Transportation Planner will manage the effort and involvement. Recommendations set forth by the LIC will be incorporated for review and consideration as part of the Annual County Capital Project Program.

Defining Actions and Performance Measures

Defining Specific Actions

Through the implementation phase, the LIC will need to determine and prioritize which recommended actions will be presented for both short-term and long-term projects. The recommended actions provided in this or any future update of the safety plan may be broken into smaller actions or divided among different agencies. A priority location may benefit from dedicated phased actions, with short-term improvement being installed while complimentary studies or planning efforts are programed for out-year evaluation of potential long-term permanent solutions.

Identifying Action Owners

The LIC will similarly be charged with recommending which agencies will be responsible for implementing each action. At a high level, it is understood that Sussex County agencies will be responsible for actions on their roadways, with municipal partners taking charge of forwarding action on their respective roadways. However, the LIC should consider all the partners that can be brought to the table for county-wide strategies or when larger actions are broken into smaller or intermediate steps. Identifying and working with a lead party helps with tracking progress and transparency while also allowing for a clear point of contact when safety partners around the county begin to implement related or supporting actions.

Assigning and Tracking Performance Metrics

While the ultimate measure of progress for this plan is the number of traffic fatalities and serious injuries, incremental progress must be measured through the efforts put into implementing the recommended strategies of this plan. Progress needs to be measured by metrics specific to each action item. There may be more than one performance measure for a given strategy/action. Table 4 shows an example of three different action items, owners, and performance metrics related to improving roadway delineation. This example can be used as a model by the LIC to delineate the actions, owners, and performance measures for each strategy when taking the next steps towards zero deaths and serious injuries.

Table 4: Example Assignments and Tracking of Performance Metrics

Strategy	Action	Owner	Performance Measure
1 Install pavement and shoulder improvements to reduce instances of lane departure.	1A. Install wider edgelines at priority lane departure locations on county routes.	<ul style="list-style-type: none"> County and engineer and public works 	<ul style="list-style-type: none"> Percentage of priority locations with wider edgelines installed
	1B. Advocate for local agencies to implement wider edgelines.	<ul style="list-style-type: none"> LIC members 	<ul style="list-style-type: none"> Number of agencies installing wider edgelines
	1C. Install wider edgelines on county and municipal roads when repaving activities occur.	<ul style="list-style-type: none"> County and municipal engineers 	<ul style="list-style-type: none"> Miles of wider edgelines installed

Resources for Implementation

The LIC is encouraged to consider available implementation, planning, and other resources available through NJTPA, NJDOT, the New Jersey Department of Highway Safety and others. A variety of resources are available to help the LIC and partner agencies move recommendations into actions. Refer to Appendix E for information on implementation resources.

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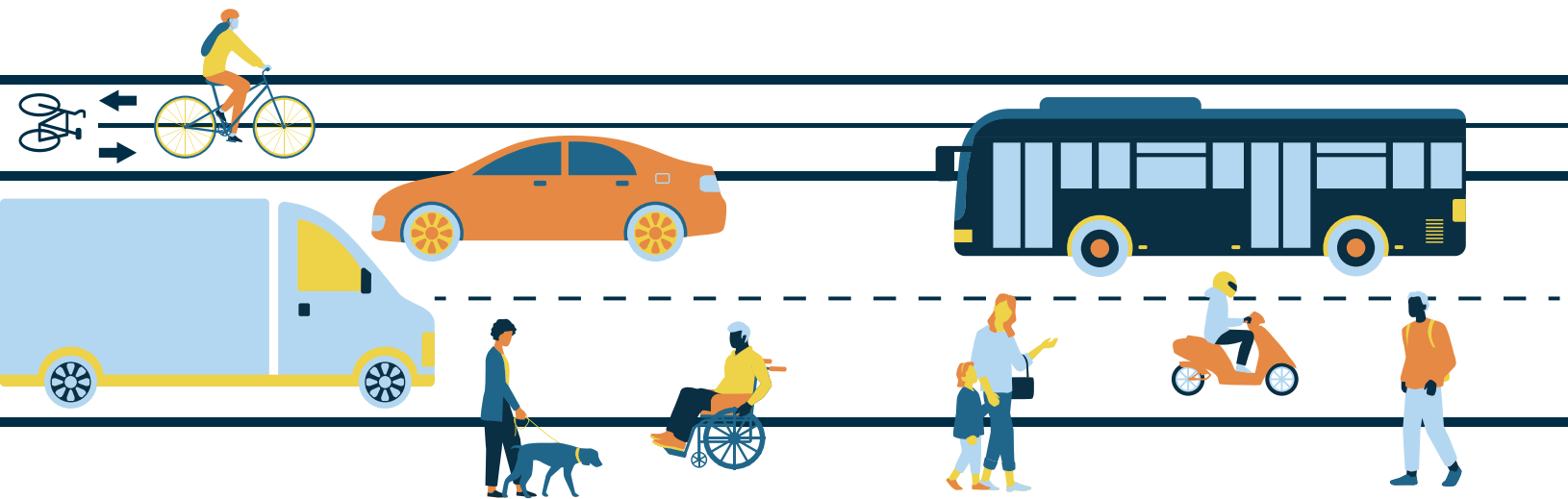
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Local Safety Action Plan

Sussex County

June 2025