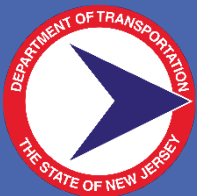




Road Safety Audit:

BERGEN AVENUE,
UNION STREET TO JFK (KENNEDY) BOULEVARD
(MP 0.00-1.05)



June 2025

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Executive Summary

This document is the final report of the Road Safety Audit (RSA) conducted along Bergen Avenue from Union Street to JFK Kennedy boulevard, in Jersey City, Hudson 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.

The aforementioned roadway section was identified on NJDOT's Network Screening list. According to the NJDOT crash database, there were 290 crashes from 2018 to 2022 along the study area section of Bergen Avenue. There were 33 pedestrian and bicyclist crashes from 2018 to 2022, none of which were fatal.

The hybrid RSA was conducted on Tuesday, December 10, and Wednesday, December 11, 2024. The pre-audit meeting was conducted online via Microsoft Teams on Tuesday and the field visit and post-audit were conducted on Wednesday. Representatives from Hudson County, Jersey City, NJDOT, NJTPA, New Jersey Transit, Bike JC, and Safe Streets JC were in attendance during one or both days.

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 ensuring ADA compliance, repairing sidewalks, and providing compliant pedestrian signal equipment at traffic signals. Additionally, many suggestions were made to provide access management, provide a shared use path, improve, and simplify signage, and improve 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

This section of Bergen Avenue was identified on NJDOT's Network Screening lists, as shown below. The current Network Screening list rankings are based on 2020-2022 vehicular and 2018-2022 pedestrian crash data, unless noted otherwise.

Table 1 – City Ranking, Top 50 (Corridor)

Location	Ped Corridor	Regional Corridor
Armstrong Avenue to Union Street	#3 (MP 0.05-1.05)	#2 (MP 0.06-1.06)

Table 2 – City Ranking, Top 50 (Intersection)

Location	Intersections	Pedestrian Intersections
Myrtle Avenue	#13 (MP 0.39)	#19 (MP 0.39)
Woodlawn Avenue	#47 (MP 0.46)	#49 (MP 0.46)

B. What is a Road Safety Audit (RSA)?

An 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. RSAs focus on evaluating the safety of both pedestrians and bicyclists, which may include looking beyond the roadway to include other paths, connections, and generators.

RSAs are 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 below.



C. The RSA Event

This hybrid RSA was conducted on Tuesday, December 10, and Wednesday, December 11, 2024. The pre-audit meeting was conducted online via Microsoft Teams on Tuesday and the field visit and post-audit were conducted on Wednesday. Representatives from Hudson County, Jersey City, NJDOT, NJTPA, New Jersey Transit, Bike JC, and Safe Streets JC were in attendance during one or both days. A list of team members can be found in Appendix A. Other organizations that the RSA Team identified that may have an interest in the project area include the school, senior center, and local businesses.

II. Corridor Description and Analysis

A. Study Location and Other Studies

The study area consists of approximately one (1) mile of Bergen Avenue (MP 0.00-1.05). The adjacent land use along the corridor is a mix of commercial and residential properties. Of note, Bergen Avenue is under Jersey City municipal jurisdiction. The structure carrying Bergen Ave over the Hudson-Bergen Light Rail (HBLR) may be owned by other entities. The following sections provide additional information.

B. Roadway and Intersection Characteristics

Bergen Avenue is an undivided urban minor arterial, with 2 travel lanes between Armstrong Avenue and Union Street. Parking is present throughout the corridor. The posted speed is 25 mph. There are 5 signalized and 16 unsignalized intersections.

C. Existing Bicycle/Pedestrian Accommodations

Sidewalk is provided throughout all of Bergen Avenue. Some locations do not have a minimum of four (4) feet around an obstruction. Marked crosswalks consist of double lines, or ladder styles depending on location. Sidewalk and crosswalk conditions vary from newly installed to needing maintenance. There are no marked bicycle lanes but there are bicycle signs throughout Bergen Avenue indicating full lane usage is permitted by bicyclists. There is a Citi bike station along Audubon Park on Bergen Avenue and Stegman Street. The Audit Team observed significant pedestrian volumes on Wegman Parkway and Stegman Street.

D. Traffic Volumes

The 2020 Annual Daily Traffic (ADT) along Bergen Avenue is approximately 9,277 vehicles per day. A copy of the available data can be found in Appendix E.

E. Transit Service

NJ Transit bus service is provided along Bergen Avenue via route 8. Stops are located at or near Woodlawn Avenue, Stegman Street, Wegman Parkway, Audubon Avenue, Bayview Avenue, Wilkinson Avenue, Grant Avenue, Orient Avenue, Ege Avenue, Oak Street, Boyd Avenue, and Union Street. HBLR runs under Bergen Avenue with the nearest station along West Side Avenue.

F. Community Profile

The American Community Survey (ACS) estimate, which updates the 2010 Census population and income characteristics, was used to identify minority and low-income populations surrounding the project limits. The latest ACS for this study area is a five-year estimate from 2018 through 2022. A

summary of the demographics is listed below. Bold denotes that the percentage is above the Hudson County average.

Table 3 – Study Area Demographics

Characteristic	Study Area	County Average
Demographic Index	89%	-
Race/Ethnicity	-	-
<i>White</i>	<i>12%</i>	<i>28%</i>
<i>Hispanic/Latino</i>	<i>31%</i>	<i>42%</i>
<i>Black or African American</i>	<i>44%</i>	<i>10%</i>
<i>Asian American</i>	<i>9%</i>	<i>16%</i>
<i>American Indian/Alaskan</i>	<i>0%</i>	<i>0%</i>
<i>Other¹</i>	<i>0%</i>	<i>1%</i>
People over age 64	14%	12%
People under age 18	32%	27%
Low Income	48%	21%
Limited English Proficiency	8%	13%
Persons with a Disability	10%	8.6%
Use Public Transportation	9%	4%
Walk/Bike to Work	1%	1%
Homes with No Vehicle Available	10%	8%

The Demographic Index (DI), as noted in the table, is a percentile that shows how a community's percentage of low-income and minority residents compare to the rest of NJ. Fifty percent (50%) is the median. For example, an area with an underserved population category ranking in 80th percentile in NJ means its population percentage ranks higher than 80% of all census blocks in the NJ.

G. Land Use

The area surrounding Bergen Avenue is commercial/residential. The Green Villa Redevelopment plan encompasses the Forrest Senior apartments and a portion of Bergen Avenue from Orient Avenue to Virginia Avenue indicating higher densities for vehicular and pedestrian traffic. According to available parcel data, there are twenty-one (21) open/vacant lots along Bergen Avenue, including the rail line parcels which are owned by Jersey City Sewerage Authority. There are two schools on Bergen Avenue, the Henry Snyder Innovation High School and Academy I middle school. The Jersey City Police Department Greenville Precinct is located at the intersection of Bergen Avenue and Wilkinson Avenue. Audubon Park is located between Stegman Street and Audubon Avenue. There are two churches, Corinthians Baptist Church on Wegman Parkway and Cotton Temple Church of God between Oak Street and Forrest Street. The Maureen Collier Senior Center is located between Virginia Avenue and Ege Avenue. There is an auto repair shop at the intersection of Kearney Avenue. Throughout the corridor are various convenience stores. Additional features are shown on the project area map in Appendix B.

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'

III. Crash Findings

The analysis used in the RSA was based on reportable crashes found in the NJDOT crash database resulting in a fatality, injury and/or property damage. Corridor-wide crash characteristics and overrepresentations were compared to the 2022 statewide average for the municipal road system as further detailed below. All crashes were plotted onto collision diagrams, which can be found in Appendix C and D.

According to the NJDOT crash database, 257 vehicular crashes occurred during the 5-year period between January 1, 2018 and December 31, 2022 along the study area. There were twenty-one pedestrian and twelve bicyclist crashes over the 5-year period between January 1, 2018 and December 31, 2022. The total number of crashes used for the RSA was 290.

A. Temporal Trends

Total crashes varied (either higher or lower) from the municipal average except in October. In general, crashes varied with day of week averages except Sunday, Tuesday and Saturday where counts were higher. Collisions with pedestrians and bicyclists were highest during June and October on Sundays.

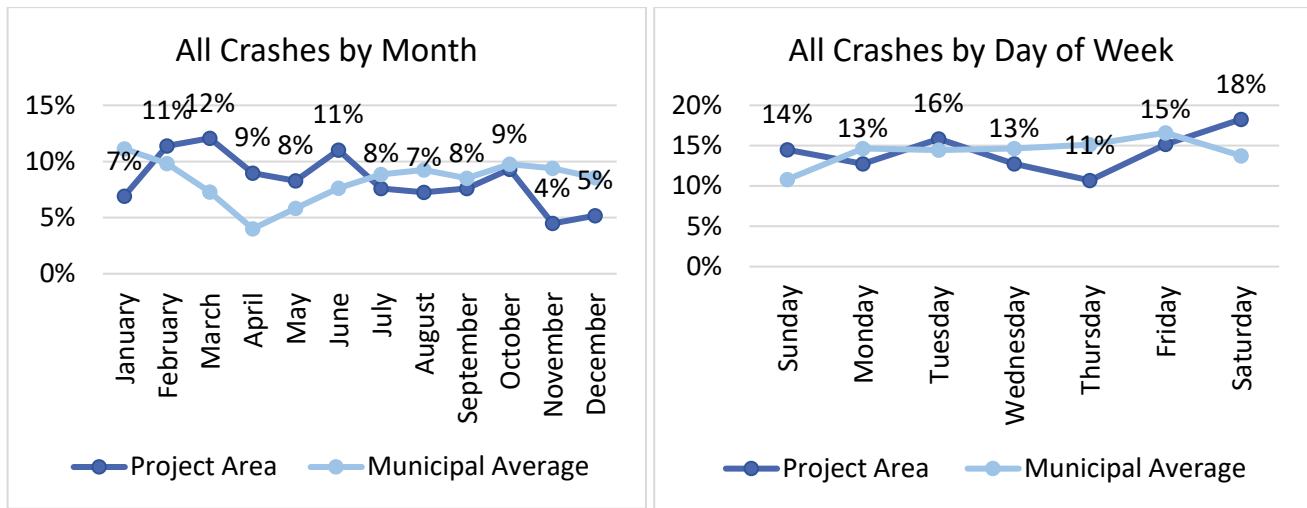


Figure 1 – Total Crashes by Month and Day of Week

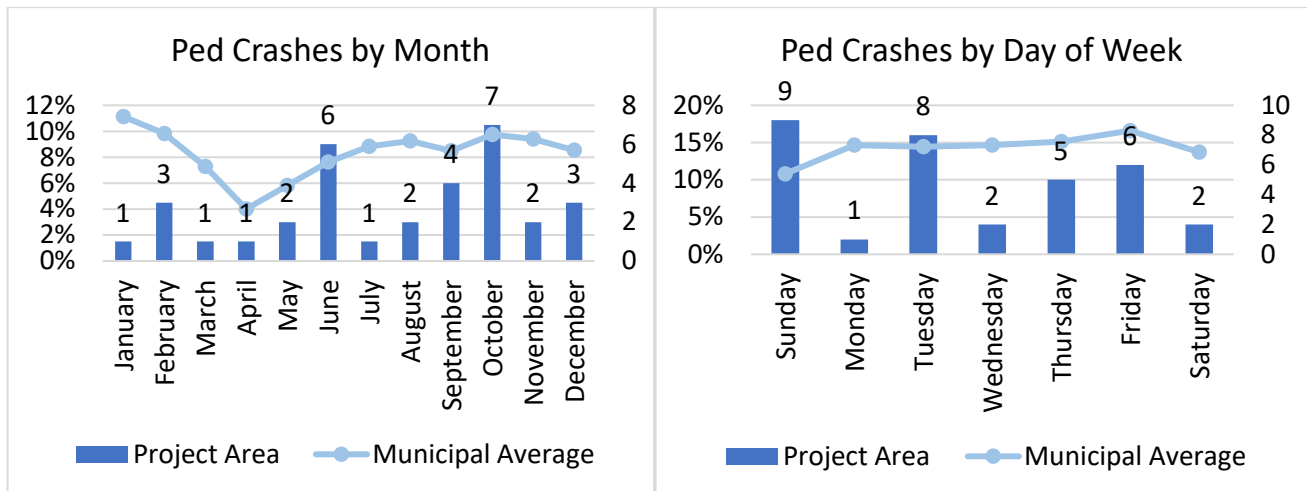


Figure 2 – Pedestrian/Bicyclist Crashes by Month and Day of Week

B. Collision Types

Overrepresented crash types included struck parked vehicle, right angle, same direction sideswipe, pedalcyclist, and pedestrian. Struck parked vehicle, right angle, same direction sideswipe were the predominant crash types (71% of total).

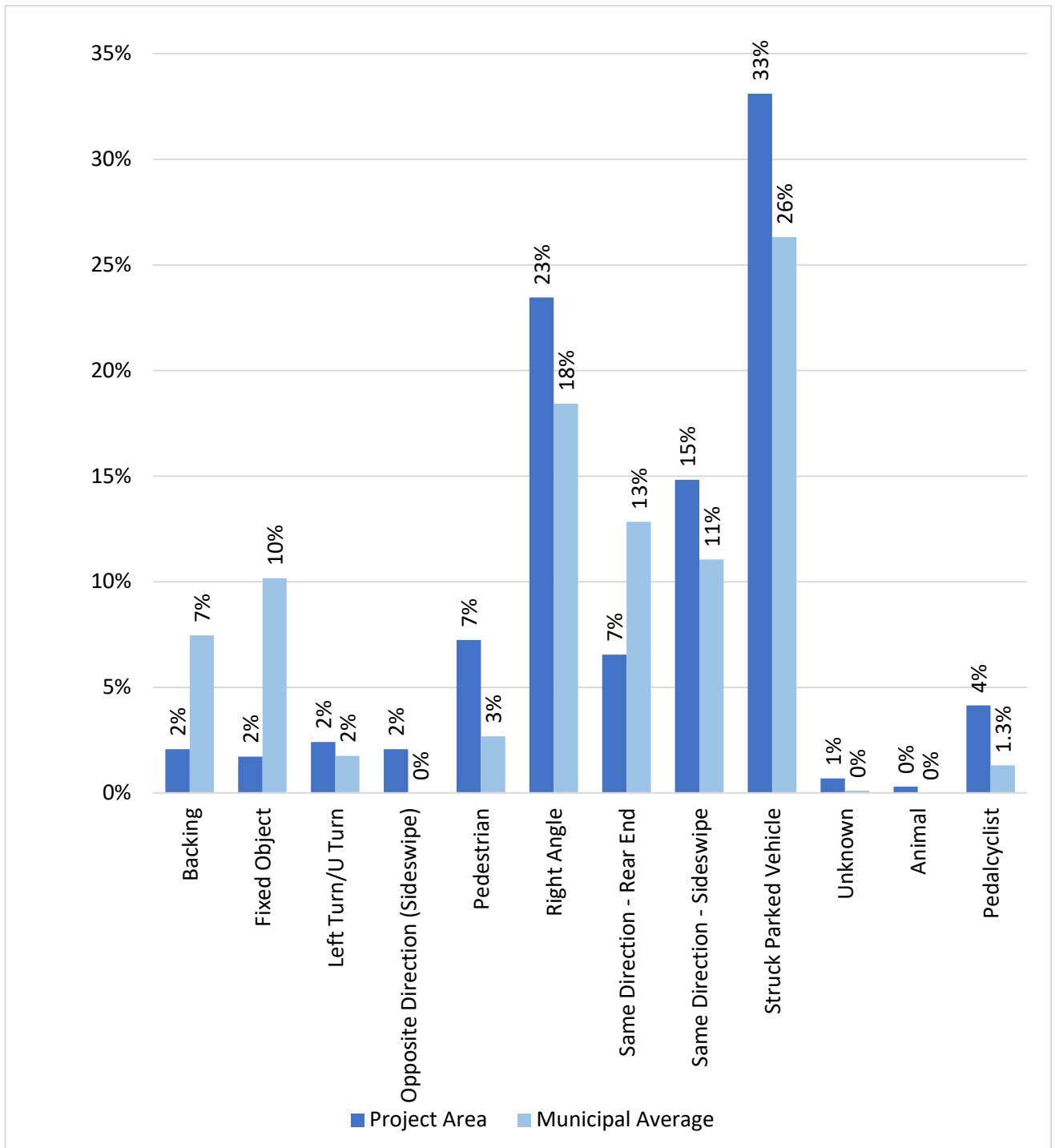


Figure 3 – Crash Type Breakdown

C. Severity

No fatal vehicular or pedestrian or pedalcyclist crashes were identified in the studied time period. Fifteen pedestrian crashes included a possible injury, ten included a suspected minor injury, and five included a suspected serious injury during the time period studied.

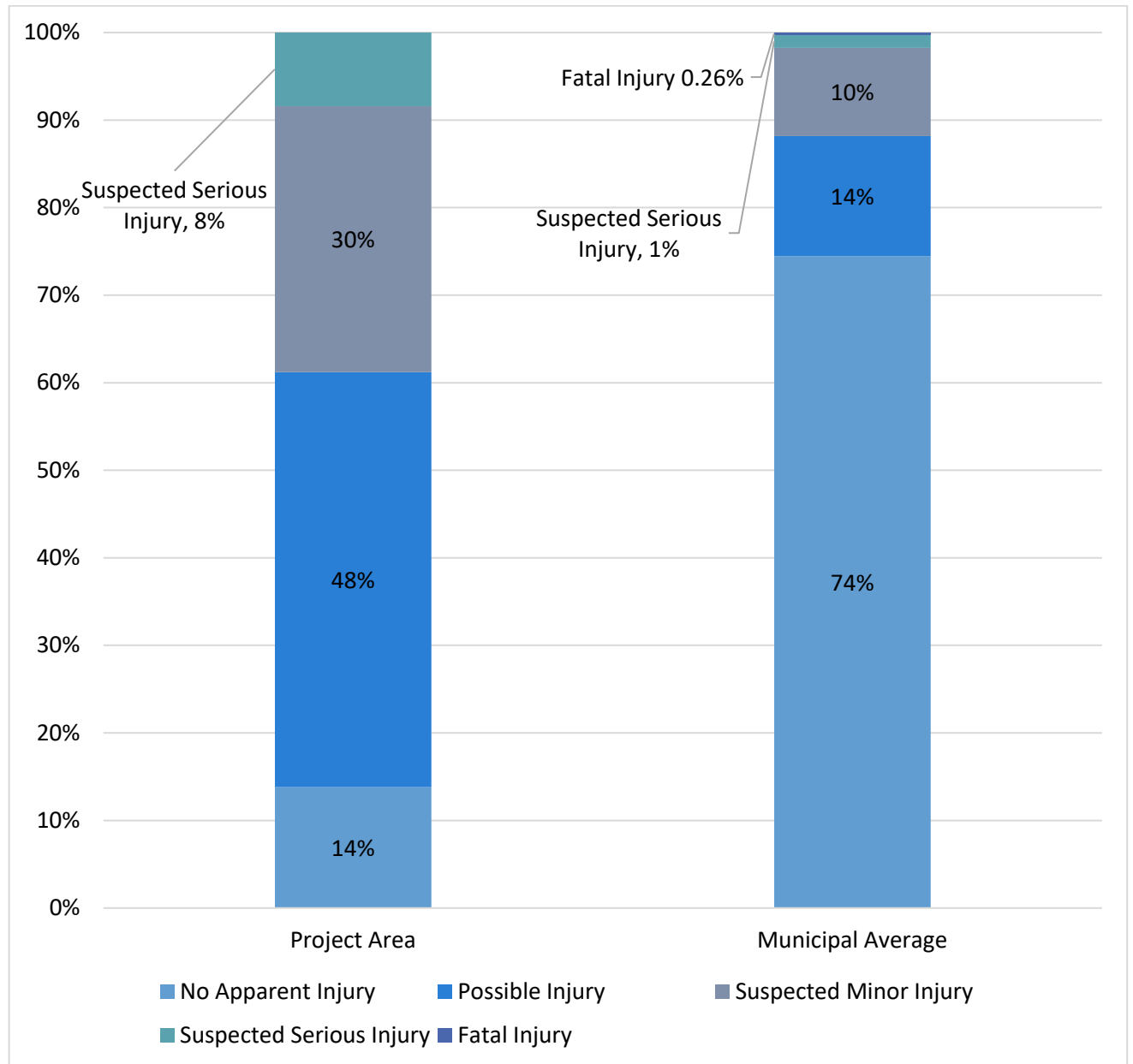


Figure 4 – Severity (Pedestrian/Bicycle Crashes)

D. Roadway Surface & Light Condition

Overrepresented surface conditions for the study area included dry surface (87%). Overrepresented light conditions included dark (35%). All other conditions are similar to or underrepresented compared to the municipal road system.

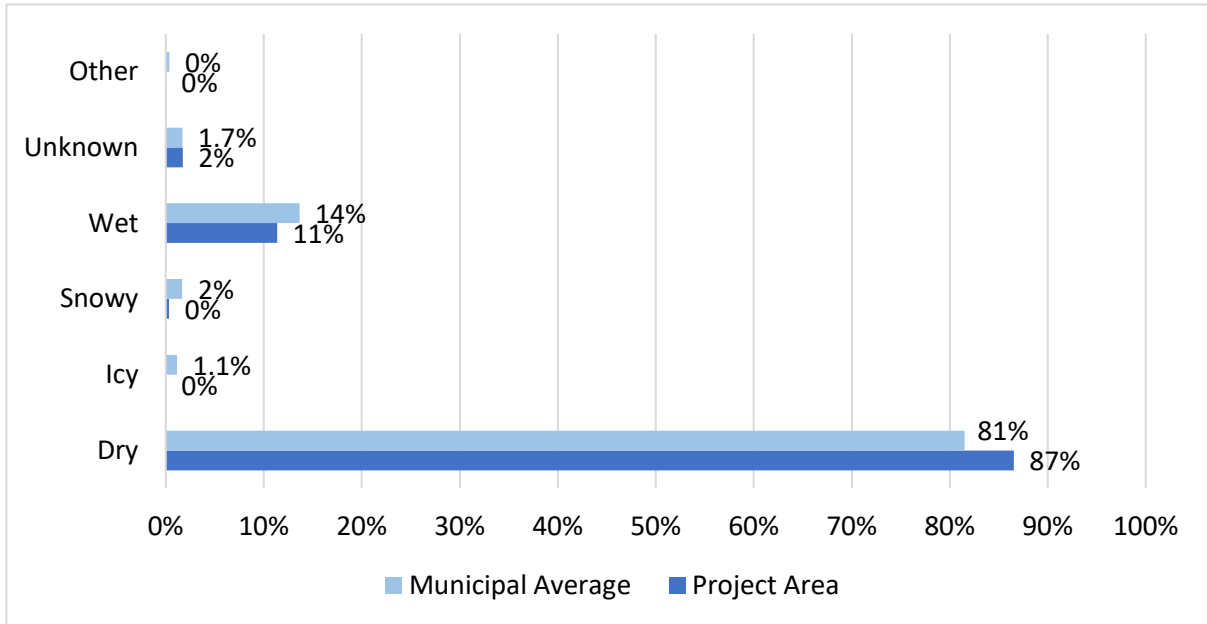


Figure 5 – Surface Conditions (All Crashes)

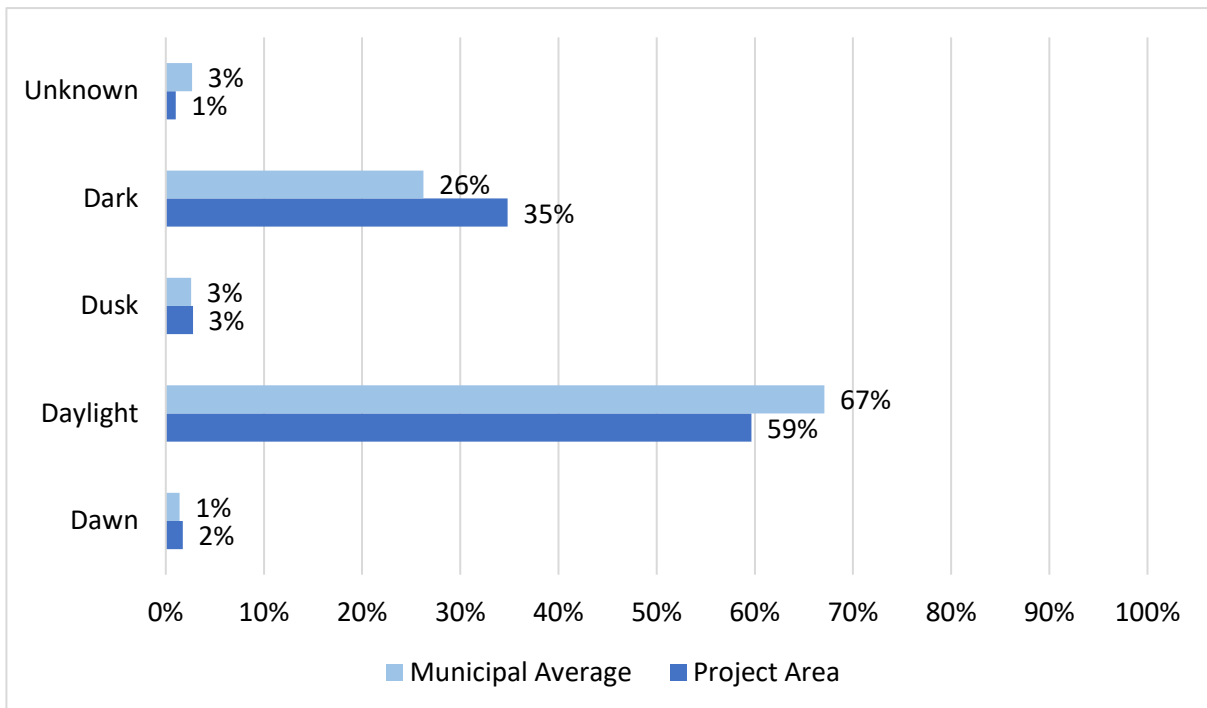


Figure 6 – Light Conditions (All Crashes)

Ninety-seven percent of pedestrian crashes occurred on dry surfaces, and thirty-three percent occurred at night. As shown in the figures below, these are overrepresented compared to the municipal road system.

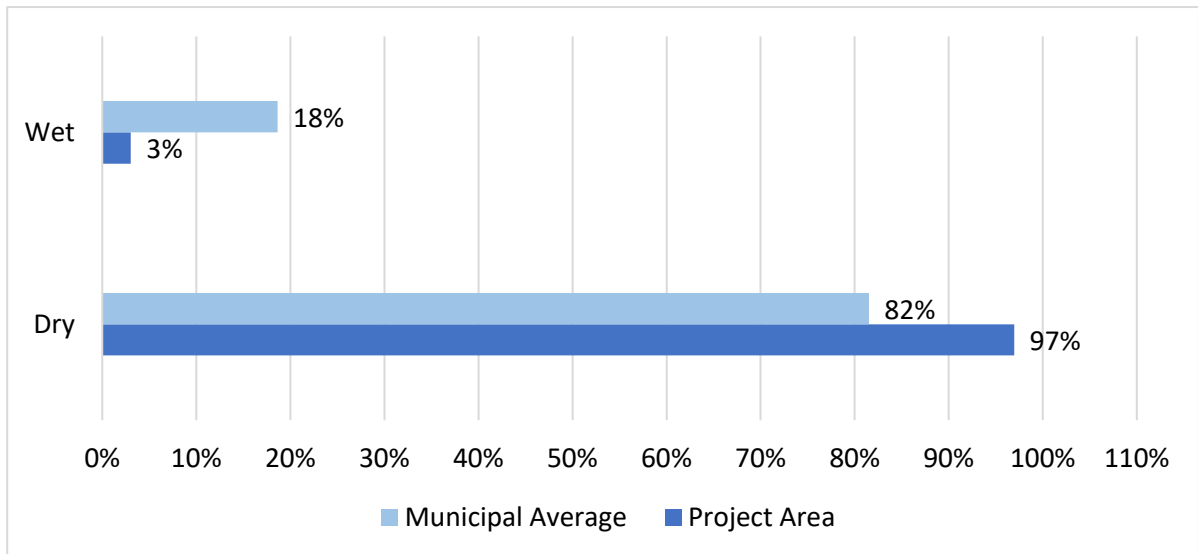


Figure 7 – Surface Conditions (Pedestrian/Bicycle Crashes)

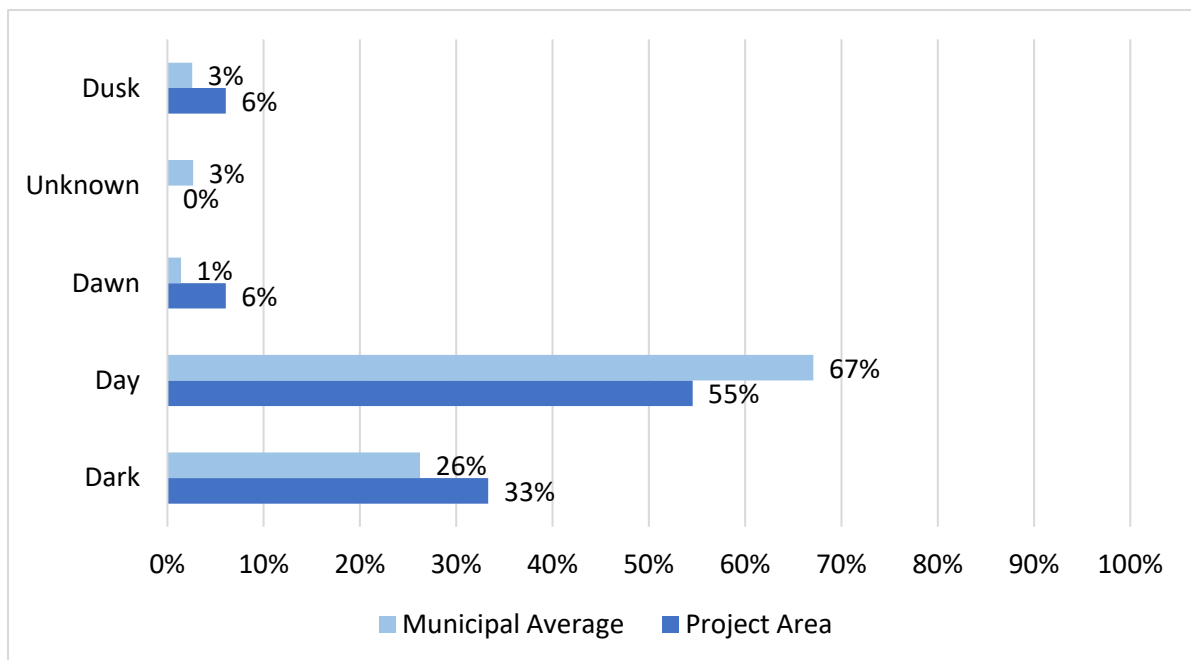


Figure 8 – Light Conditions (Pedestrian/Bicycle Crashes)

E. Location

Thirty percent (30%) of crashes occurred at signalized intersections, 8% occurred at unsignalized intersections, and 62% occurred between intersections. In comparison, 8%, 26%, and 66% of crashes on all municipal roads occur at signalized intersections, unsignalized intersections, and between

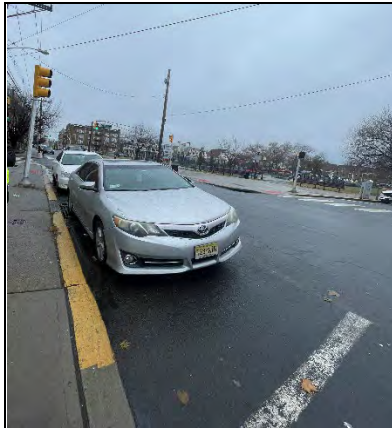
intersections, respectively. Eleven (11) pedestrian/bicyclist crashes occurred at a midblock location with the remaining 22 occurring at an intersection. Of those at an intersection, 6 crashes occurred outside a marked crosswalk (e.g. crossing not striped).

IV. Identified Issues & Observations

This section summarizes the common corridor-wide safety issues identified during the RSA and are not all inclusive. They are categorized into operations (including visibility) and maintenance issues, and pedestrian and bicyclist issues. Additional site-specific issues and photographs are in Appendix F.

A. Pedestrian/Bicyclist

<u>Observation / Photo Location</u>	
	Uneven sidewalk may pose tripping hazard; damaged buffer between sidewalk and roadway.
	(Left) Ege Avenue and Virginia Avenue
	Damaged curbs may pose tripping hazard.
	(Right) Wilkinson Avenue and Union Street
	Water and debris at base of curb ramp indicates possible drainage issues.
	Ege Avenue and Bergen Avenue



Observation / Photo Location

Vehicles parked blocking curb ramps and/or violating Title 39 and city restrictions. Blocked sightlines at pedestrian crossing.

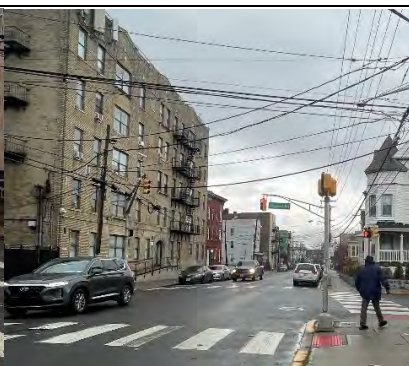
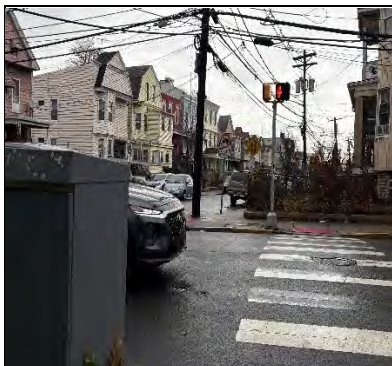
Wegman Parkway and Virginia Avenue



Loading trucks and parked vehicles blocking pedestrian crossing, fire hydrant, damaged bollards. Obstructed sightlines.

Myrtle Avenue, Grant Avenue, Bostwick Avenue

B. Operations, Visibility, and Maintenance



Observation / Photo Location

Confusion on where to stop for pedestrian crosswalk due to offset intersections.

Bergen Avenue and Claremont Avenue



Observation / Photo Location

Faded, damaged, or obstructed pedestrian crossing signs found throughout corridor.

Oak Street and Forrest Street



Tree roots lifting sidewalk along study area.

Virginia Avenue and Forrest Street



Broken pedestrian push button and damaged sign

Wegman Parkway and Virginia Avenue

The Audit Team also observed vehicles traveling at higher speeds than the posted speed limit; large curb radii at intersections; sightline obstructions from the side streets due to vegetation, uneven signage, and narrow pavement markings; worn crosswalk markings; and signs obstructing the sidewalk.

V. Findings and Recommendations

This section summarizes the site-specific and corridor-wide safety issues, potential strategies, and recommendations to improve the same. The safety benefit, time frame, cost, and jurisdiction are listed alongside each recommendation. Ratings used in the tables are described as follows. N/A indicates safety benefit not determined. Recommendations in ***bold italics*** are FHWA Proven Safety Countermeasures.

Symbol	Meaning	Definition
N/A	Not available	Safety benefit not determined
✓	Low safety benefit potential	May reduce total crashes by 1-25% ²
✓✓	Low to moderate safety benefit potential	May reduce total crashes by 26-49% ²

² 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.

Symbol	Meaning	Definition
✓✓✓	Moderate safety benefit potential	May reduce total crashes by 50-74% ²
✓✓✓✓	High safety benefit potential	May reduce total crashes by 75+% ²
\$	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 and analysis
🕒	Long term	Could be accomplished in 3 years or more; may require full engineering and analysis

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. It was noted during the RSA that any improvements should be coordinated with the fire department so that any routes they use can still accommodate fire trucks. Further consideration could also be given to pre-emption.

Table 4 – Corridor-Wide Recommendations

No.	Recommendation	Safety Benefit	Cost	Time Frame	Jurisdiction
Operations					
1	Consider upgrading all ramps for ADA compliance	✓✓✓ ³	\$\$\$	🕒	City
2	Consider corridor-wide signal upgrades (8" to 12" signal heads, install backplates with retroreflective border , evaluate clearance intervals, update to countdown pedestrian signal heads, replace push buttons for ADA compliance, signal timings, lighting, etc.)	✓✓	\$\$\$	🕒	City
3	Consider installing additional signage (speed limit, intersection warning signs) and updating signage and ensure it is consistent throughout corridor	✓	\$	🕒	City
4	Consider conducting a lighting analysis for the corridor	✓✓✓	\$\$	🕒	City
5	Review access management for the corridor and consider driveway revisions or consolidation	✓	\$\$\$	🕒	City
6	Investigate installing edge lines	✓	\$	🕒	City

³ 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
7	Consider installing dynamic speed feedback signs	✓	\$	☉	City
8	Consider clearing sight triangles at intersections	✓✓	\$	☉	City
Bicycle/Pedestrian					
9	Inspect, repair and construct sidewalk in compliance with ADA as needed, including driveway aprons	✓✓✓	\$\$	☉	City
10	Examine crosswalks status: check placement, alignment, and markings	✓✓	\$	☉	City
11	Consider improvements to bus stops including providing floating bus stops, shelters, etc.	N/A	\$\$	☉	City
12	Consider providing curb extensions for select intersections	✓✓	\$	☉	City
13	Investigate providing <i>Leading Pedestrian Interval (LPI)</i> at signalized intersections	✓✓✓	\$	☉	City
14	Consider adding cross-bike markings	✓✓	\$	☉	City
Maintenance					
15	Inspect existing striping for wear and restripe accordingly	✓✓	\$	☉	City
16	Inspect and replace missing, faded, damaged or incorrect/outdated signage as needed (i.e., signs mounted below 7-ft, or on non-breakaway posts)	✓	\$	☉	City
17	Inspect and trim foliage/vegetation to improve sidewalk paths	✓ ⁴	\$	☉	City
18	Inspect drainage facilities; ensure they are free of debris	✓ ⁴	\$	☉	City
Education					
19	Consider periodic sidewalk, crosswalk, multimodal education campaign and code enforcement	✓ ⁴	\$	☉	Hudson TMA/City
20	Consider fire truck route coordination	✓✓	\$	☉	City

The following site-specific recommendations are in addition to the corridor-wide improvements, except if noted otherwise. It is advised to coordinate any recommendations with Jersey 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.

Table 5 – Site-Specific Recommendations

No.	Recommendation	Safety Benefit	Cost	Time Frame	Jurisdiction
Union Street					
21	Consider corridor-wide recommendations 1, 2, 9, 10, 12, 13 and 14 regarding ADA compliance, sidewalk, and crosswalks	✓✓✓ ⁴	\$\$\$	●	City
22	Consider adding a Do Not Enter sign on Bergen Avenue on the southeast corner towards the one way on Union Street	✓✓	\$	○	City
23	Consider adding a No Turn on Red sign	✓✓	\$	○	City
Oak Street					
24	Consider corridor-wide recommendations 1, 3, 10, and 12 regarding ADA compliance, sidewalk, and crosswalks	✓✓✓ ⁵	\$\$\$	●	City
25	Consider corridor-wide recommendation 15, 16 regarding crosswalk and stop bar	✓✓	\$	○	City
26	Evaluate installing a traffic signal if warranted, Boyd Avenue to be included in evaluation	✓✓	\$\$\$	●	City
Boyd Avenue					
27	Consider corridor-wide recommendations 1, 3, 10, and 12 regarding ADA compliance, sidewalk, and crosswalks	✓✓✓ ⁵	\$\$\$	●	City
28	Consider corridor-wide recommendation 15, 16 regarding crosswalk and stop bar	✓✓	\$	○	City
29	Evaluate installing a traffic signal if warranted, Oak Street to be included in evaluation.	✓✓	\$\$\$	●	City
Forrest Street					
30	Consider corridor-wide recommendations 1, 3, 10, 12 and 15 regarding ADA compliance, sidewalk, and crosswalks	✓✓✓ ⁵	\$\$\$	●	City
31	Consider corridor-wide recommendation 16 regarding crosswalk and stop bar	✓✓	\$	○	City
32	Consider installing an additional crosswalk at Forrest Street	✓✓	\$	○	City
Virginia Avenue					
33	Consider corridor-wide recommendations 1, 2, 3, 10, 12, and 13, regarding ADA compliance, sidewalk, and crosswalks	✓✓✓	\$\$\$	●	City
34	Consider corridor-wide recommendation 15, 16 regarding crosswalk and stop bar	✓✓	\$	○	City
Ege Avenue					

No.	Recommendation	Safety Benefit	Cost	Time Frame	Jurisdiction
35	Consider corridor-wide recommendations 1, 3, 10, 12, and 18 regarding ADA compliance, sidewalk, and crosswalks	✓✓✓ ⁵	\$\$\$	●	City
36	Consider corridor-wide recommendation 15, 16 regarding crosswalk and stop bar	✓✓	\$	☉	City
37	Consider updating sidewalk and guard rail on rail structure for ADA compliance	✓✓	\$\$	●	City
38	Evaluate installing a traffic signal if warranted	✓✓	\$\$\$	●	City
Kearney Avenue					
39	Consider corridor-wide recommendations 1, 3, 10, and 12 regarding ADA compliance, sidewalk, and crosswalks	✓✓✓ ⁶	\$\$\$	●	City
40	Consider corridor-wide recommendation 15, 16 regarding crosswalk and stop bar	✓✓	\$	☉	City
41	Consider adding/updating a Do Not Enter sign on Bergen Avenue on the southeast corner towards the one way on Kearney Avenue	✓✓	\$	☉	City
42	Consider installing a RRFB	✓	\$\$	●	City
43	Evaluate installing a traffic signal if warranted	✓✓	\$\$\$	●	City
Morton Place					
44	Consider corridor-wide recommendations 1, 3, 10, and 12 regarding ADA compliance, sidewalk, and crosswalks	✓✓✓ ⁶	\$\$\$	●	City
45	Consider corridor-wide recommendation 15, 16 regarding crosswalk	✓✓	\$	☉	City
46	Consider warning markings and signage for driveway at T-intersection	✓✓	\$	☉	City
Orient Avenue					
47	Consider corridor-wide recommendations 1, 3, 10, and 12 regarding ADA compliance, sidewalk, and crosswalks	✓✓✓ ⁶	\$\$\$	●	City
48	Consider corridor-wide recommendation 15, 16 regarding crosswalk and stop bar	✓✓	\$	☉	City
49	Consider adding Do Not Block Intersection striping	✓✓	\$	☉	City
50	Consider updating/consolidating parking signage	✓✓	\$	☉	City
51	Consider updating/installing bus stop signage for ADA compliance	✓✓	\$	☉	City

⁵ 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.

⁶ 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
Claremont Avenue					
52	Consider corridor-wide recommendations 1, 2, 3, 10, 12, 13 and 14 regarding ADA compliance, sidewalk, and crosswalks	✓✓✓ ⁶	\$\$\$	●	City
53	Consider corridor-wide recommendation 15, 16 regarding crosswalk and stop bar	✓✓	\$	●	City
54	Consider adding Do Not Block intersection striping and revising crosswalk location	✓✓	\$	●	City
Grant Avenue					
55	Consider corridor-wide recommendations 1, 3, 10, and 12 regarding ADA compliance, sidewalk, and crosswalks	✓✓✓ ⁷	\$\$\$	●	City
56	Consider corridor-wide recommendation 15, 16 regarding crosswalk	✓✓	\$	●	City
57	Consider installing additional street name signage	✓	\$	●	City
Myrtle Avenue					
58	Consider corridor-wide recommendations 1, 3, 10, 12 and 14 regarding ADA compliance, sidewalk, and crosswalks	✓✓✓	\$\$\$	●	City
59	Consider corridor-wide recommendation 15, 16 regarding crosswalk and stop bar	✓✓	\$	●	City
60	Consider updating/enforcing school zone crossings and parking regulation	✓✓	\$	●	City
61	Evaluate installing a traffic signal if warranted	✓✓	\$\$	●	City
62	Consider adding a RRFB and pedestrian refuge island, raised crosswalks	✓✓	\$\$	●	City
Bostwick Avenue					
63	Consider corridor-wide recommendations 1, 3, 10, 12 and 14 regarding ADA compliance, sidewalk, and crosswalks	✓✓✓ ⁷	\$\$\$	●	City
64	Consider corridor-wide recommendation 15, 16 regarding crosswalk and stop bar	✓✓	\$	●	City
65	Consider adding a RRFB and pedestrian refuge island and raised crosswalks	✓✓	\$\$	●	City
Wilkinson Avenue					
66	Consider corridor-wide recommendations 1, 3, 10, 12 regarding ADA compliance, sidewalk, and crosswalks	✓✓✓ ⁷	\$\$\$	●	City
67	Consider corridor-wide recommendation 15, 16 regarding crosswalk and stop bar	✓✓	\$	●	City

⁷ 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
68	Consider revising bus stop location from middle of the T-intersection to far side of street	✓✓	\$	☉	City/ NJ Transit
69	Consider police coordination and enforcement modeling for no parking at crosswalks	✓✓	\$	☉	City
70	Evaluate installing a traffic signal if warranted	✓✓	\$\$\$	●	City
Bayview Avenue					
71	Consider corridor-wide recommendations 1, 3, 10, 12 and 14 regarding ADA compliance, sidewalk, and crosswalks	✓✓✓ ⁷	\$\$\$	●	City
72	Consider corridor-wide recommendation 15, 16 regarding crosswalk	✓✓	\$	☉	City
73	Consider parking revisions near bus stop	✓✓	\$	☉	City/ NJ Transit
Bidwell Avenue					
74	Consider corridor-wide recommendations 1, 3, 10, 12 and 14 regarding ADA compliance, sidewalk, and crosswalks	✓✓✓ ⁸	\$\$\$	●	City
75	Consider corridor-wide recommendation 15, 16 regarding crosswalk and stop bar	✓✓	\$	☉	City
76	Consider updating/maintenance of exposed PVC infrastructure on sidewalk	✓✓	\$	☉	City
77	Consider updating/enforcing driveway regulations (e.g. consolidating, reducing width, etc.)	✓✓	\$	☉	City
78	Consider updating/adding a Do Not Enter sign on Bergen Avenue on the southeast corner towards the one way on Bidwell Avenue	✓✓	\$	☉	City
Audubon Avenue/Wegman Parkway					
79	Consider corridor-wide recommendations 1, 2, 3, 10, 12, 13 and 14 regarding ADA compliance, sidewalk, and crosswalks	✓✓✓ ⁸	\$\$\$	●	City
80	Consider corridor-wide recommendation 15, 16 regarding crosswalk and stop bar	✓✓	\$	☉	City
81	Consider updating/maintenance of bus stop signage blocked by tree	✓✓	\$	☉	City/ NJ Transit
82	Consider adding Do Not Block Intersection striping	✓✓	\$	☉	City
83	Consider adding traffic calming devices/signage near park entrances due to vehicular speeding	✓✓	\$	☉	City
Stegman Street					

⁸ 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
84	Consider corridor-wide recommendations 1, 2, 3, 10, 12, 13 and 14 regarding ADA compliance, sidewalk, and crosswalks	✓✓✓ ⁸	\$\$\$	●	City
85	Consider corridor-wide recommendation 15, 16 regarding crosswalk and stop bar	✓✓	\$	○	City
Dwight Street					
86	Consider corridor-wide recommendations 1, 3, 10, and 12 regarding ADA compliance, sidewalk, and crosswalks	✓✓✓ ⁹	\$\$\$	●	City
87	Consider corridor-wide recommendation 15, 16 regarding crosswalk and stop bar	✓✓	\$	○	City
Fulton Avenue					
88	Consider corridor-wide recommendations 1, 3, 10, 12 and 14 regarding ADA compliance, sidewalk, and crosswalks	✓✓✓ ⁹	\$\$\$	●	City
89	Consider corridor-wide recommendation 15, 16 regarding crosswalk and stop bar	✓✓	\$	○	City
90	Consider updating/coordinating utility infrastructure blocking bus stop signage and driveway entrance	✓✓	\$	○	City
Woodlawn Avenue					
91	Consider corridor-wide recommendations 1, 3, 10, 12 and 14 regarding ADA compliance, sidewalk, and crosswalks	✓✓✓ ⁹	\$\$\$	●	City
92	Consider corridor-wide recommendation 15, 16 regarding crosswalk and stop bar	✓✓	\$	○	City
93	Evaluate installing a traffic signal if warranted	✓✓	\$\$	●	City
94	Consider adding Do Not Block Intersection striping	✓✓	\$	○	City
Armstrong Avenue					
95	Consider corridor-wide recommendations 1, 3, 10, and 12 regarding ADA compliance, sidewalk, and crosswalks	✓✓✓ ⁹	\$\$\$	●	City
96	Consider corridor-wide recommendation 15, 16 regarding crosswalk and stop bar	✓✓	\$	○	City
97	Consider adding Do Not Block Intersection striping	✓✓	\$	○	City
98	Consider adding traffic calming devices/signage to reduce speeds (e.g. optical speed bars)	✓✓	\$	○	City

⁹ 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.

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.

C. Recommendation Visualizations

Examples of some of the site-specific and corridor-wide safety recommendations identified in Tables 4 and 5 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. These examples are meant to be generic and for informational purposes only.

1. Pedestrian Facilities

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, as well as current and future pedestrian demand.

Crossing islands, or pedestrian refuge islands, reduce the exposure time of pedestrians to vehicular traffic. Pedestrians can cross in two stages — crossing one direction of vehicular travel lanes, pausing at the island, and then completing the crossing. While recommended for crossing three lanes of traffic in one or both directions, they may be implemented on smaller cross sections where space permits and at unsignalized locations. Curb extensions physically and visually 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.

The design of driveways should provide a continuous and level pedestrian path across the vehicular zone, encouraging drivers to stop for pedestrians on the sidewalk. Driveways should not be designed where the sidewalk is interrupted by the driveway.



Figure 9 – Pedestrian Refuge Island (Source: NACTO)

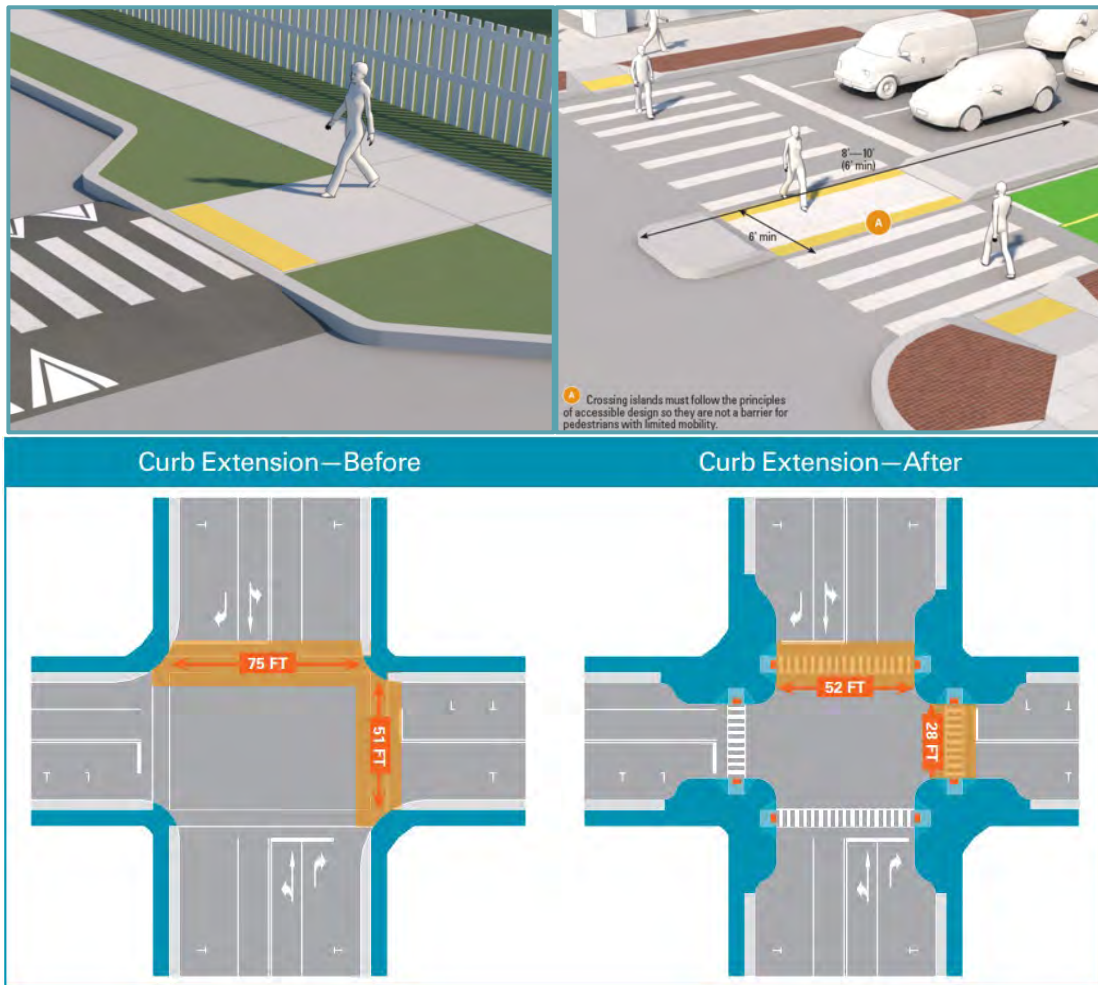


Figure 10 – Pedestrian Facility Examples

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

Crosswalk visibility enhancements, a FHWA Proven Safety Countermeasure, help make crosswalks and the pedestrians, bicyclists, wheelchair and other mobility device users, and transit users using them more visible to drivers. These include high-visibility crosswalks, lighting, and signing and pavement markings. These enhancements can also assist users in deciding where to cross.

2. Bicycle Facilities

Bicycle lanes provide an exclusive space for bicyclists using pavement markings and signage. These lanes enable bicyclists to ride at their preferred speed, free from interference from motorists. Curbside protected bike lanes address conflicts with parking, bus stops, and other curbside activities. 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. Jersey City’s Bicycle Master Plan does not call for specific facilities on this portion of Bergen Avenue, as the long-term vision is for protected facilities on parallel streets, but that is subject to further evaluation.



Figure 11 – Bicycle Facility Examples
Dedicated Bike Lane (Source: [Bike Cleveland](#))

3. Bus Stops

In New Jersey, the bus network plays an integral role in the daily transportation needs of residents. Every transit passenger is a pedestrian before and after their transit trip. Safe, comfortable, and convenient pedestrian connections are therefore critical to an effective transit service and encouraging higher ridership. At bus stops, it is important to have an accessible boarding area that must be provided, typically measuring 5 feet long (parallel to the curb) by 8 feet wide (perpendicular to the curb). This includes 5 feet of width for a wheelchair waiting area, plus additional width to deploy a wheelchair ramp to serve the waiting area¹⁰.

4. Rectangular Rapid Flashing Beacons

To enhance pedestrian conspicuity and increase driver awareness at uncontrolled, marked crosswalks, transportation agencies can install a pedestrian actuated Rectangular Rapid Flashing Beacon (RRFB) to accompany a pedestrian warning sign. RRFBs consist of two, rectangular- shaped

¹⁰ NACTO. *Transit Street Design Guide*. April 2016.

yellow indications, each with a light-emitting diode (LED)-array-based light source¹¹. RRFBs flash with an alternating high frequency when activated to enhance conspicuity of pedestrians at the crossing to drivers. RRFBs can also accompany school or trail crossing warning signs.



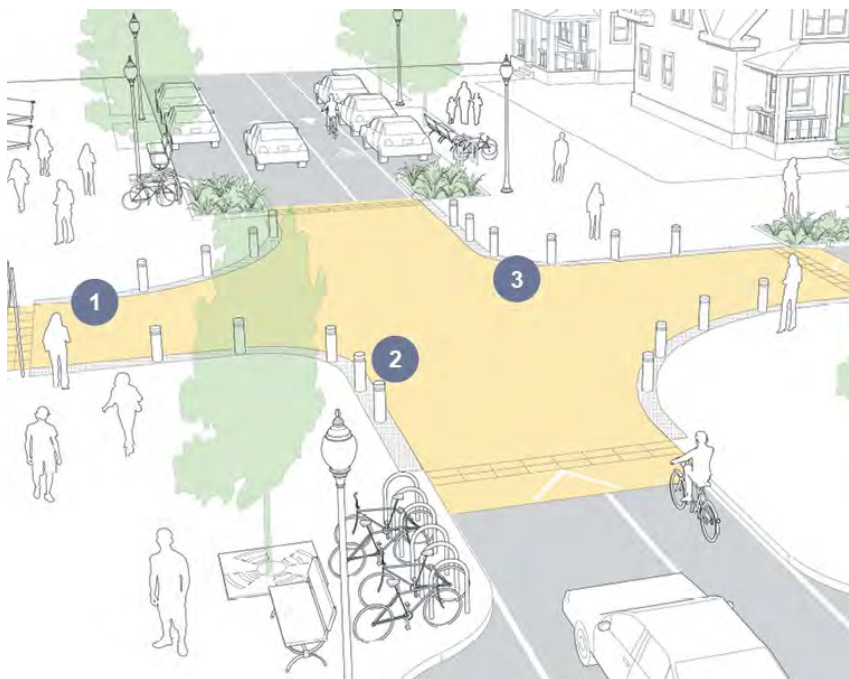
Figure 12 – Example of a Rectangular Rapid Flashing Beacon
(Source: NACTO-Urban Bikeway Design Guide)

5. Raised Intersections

Raised intersections create a safe, slow-speed crossing, and public space at minor intersections. Similar to speed humps and other vertical speed control elements, they reinforce slow speeds, reduce crash risk, and encourage motorists to yield to pedestrians at the crosswalk. The physical change in the road surface and intersection height sends a clear message to drivers that they are entering a zone that requires careful attention and reduced speeds. This slowdown is particularly important in areas with high foot traffic or where vehicles tend to speed.

Raised intersections have gentle slopes that lead to the intersection are designed to avoid damage to large vehicles and emergency response vehicles. They can be designed to incorporate landscaping or artistic elements that contribute to the visual appeal of an area. Additionally, they can be integrated into "green streets" initiatives, helping manage stormwater runoff through permeable surfaces. Over time, raised intersections can help foster safer driving habits in communities, contributing to a culture of caution and respect for all users.

¹¹ MUTCD Interim Approval 21 - RRFBs at Crosswalks



- 1) Raised intersections are flush with the sidewalk and ensure that drivers traverse the crossing slowly. Crosswalks should be marked. ADA-compliance and detectable warning surfaces are required.
- 2) Raised intersections with stop or yield control are preferred to signals on low-speed (<20 mph) and low-volume (<3,000 ADT) streets, as well as some moderate volume streets in 30 mph zones.
- 3) Bollards at corners prevent motorists from entering the pedestrian space and protect pedestrians from errant vehicles.

Figure 13 – Raised Intersection Example

(Source: NACTO-Urban Street Design Guide (image, text), NJDOT Roadway Design Manual (text))

VI. Conclusions

The Bergen Avenue RSA was conducted to identify safety issues and corresponding countermeasures that compromise the multimodal nature of this roadway. The team identified a thorough 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 road users. Some of the strategies identified can be implemented through routine maintenance; however, 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 and the Towards Zero Deaths vision.

A. RSA TEAM

Audit Team

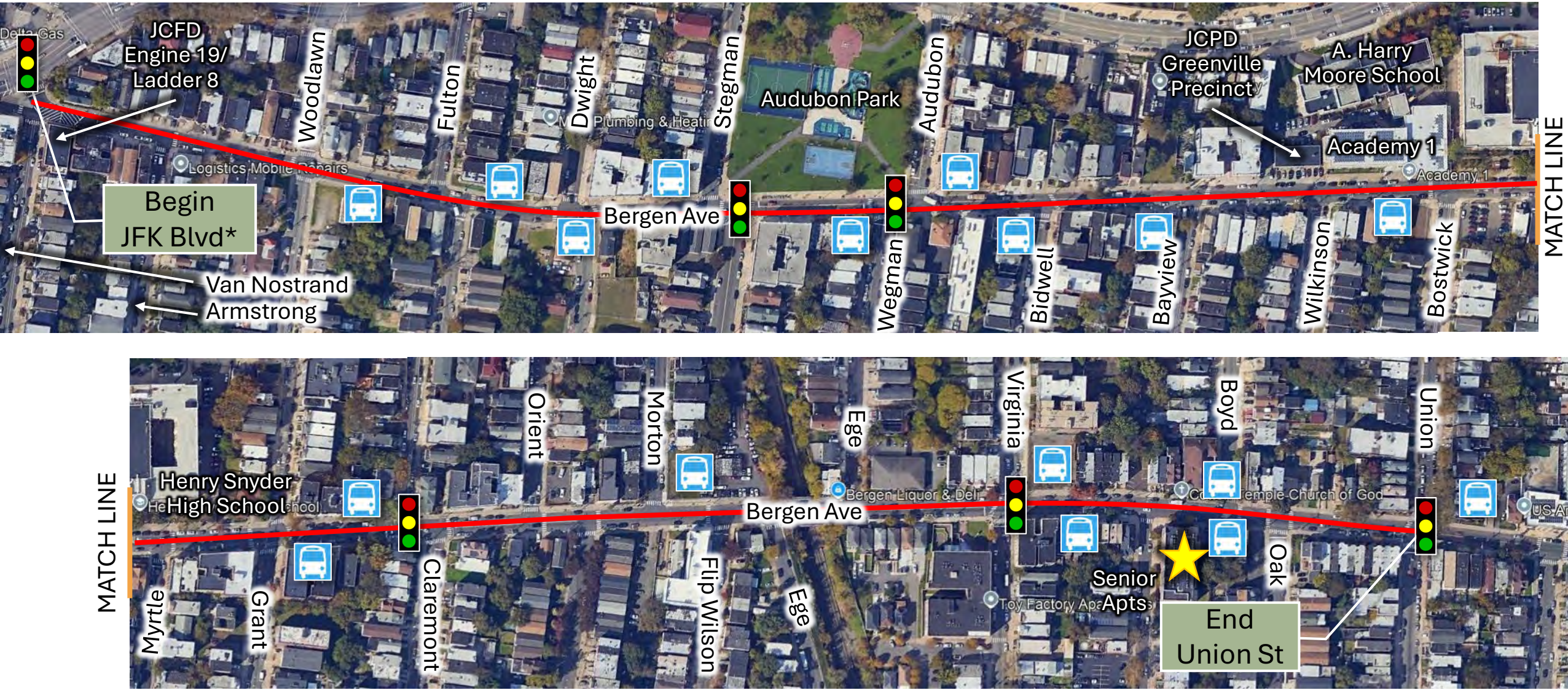
Name	Agency	Day 1	Day 2
Anthony Cruz	Jersey City Engineering	X	X
Amanda Diamond	Jersey City, Director of Sustainability	X	X
Dawn Giambalvo	Jersey City, Director of Innovation	X	
Elias Guseman	Jersey City	X	X
Michael Manzella	Jersey City, Director of Transportation	X	X
Jennifer Wong	Jersey City, Director of Traffic Engineering	X	X
Mira Prinz-Arey	Jersey City Councilwoman, Ward B	X	X
Lyndsey Scofield	Jersey City, Transportation Planning	X	X
Ruben Tursi	NJDOT Local Aid	X	X
Eileen Sosa	NJDOT Office of Community Relations	X	
Charu Jegan	NJDOT Division of Community Development	X	X
Ereny Ibrahim	NJDOT Bureau of Safety, Bicycle and Pedestrian Programs	X	X
Ayla Schermer	Bike JC	X	
Elmira Buongiorno	NJ Transit	X	
Luis Delgado	Hudson County Improvement Authority/Hudson TMA	X	
Tony Borelli	Bike JC	X	X
Tanner Thul	Hudson County Engineering	X	X
Tayla Schwartz	Safe Streets JC	X	
Christine Mittman	NJTPA	X	X
Jose M Sieira	Hudson County Engineering	X	
Brittany Kelly	Aide to Councilwoman Prinz-Arey	X	
Julia Steponanko	Greenman-Pedersen, Inc.	X	X
Isabella Quimby	Greenman-Pedersen, Inc.	X	X
Shilpy Mehta	Greenman-Pedersen, Inc.	X	X
Jocelyne Bello	Greenman-Pedersen, Inc.	X	X



B. AREA MAP

Project Area

Bergen Avenue, Union Street to JFK (Kennedy) Boulevard*



* Note: County improvement project at JFK (Kennedy Blvd) to fire house

C.PEDESTRIAN CRASH DIAGRAMS

DATE: 9/6/2024
TIME: 8:33:24 AM
FILE: \\NF-Isr\pda\2021685 HSIP - Project Development and Support\Cadd\Hwy Crash Diagrams\13 - NJTPA Jersey City\Pedestrian Sheets\Sheet Lc0n
GREENMAN-PEDERSEN, INC.

COLLISION DIAGRAM DATA

NO.	TIME	DAY	DATE	NO. INJURED	SURFACE CONDITION	WEATHER	LIGHT CONDITION
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10	09:35	SUN	12-01-19	1	DRY	CLEAR	DAY
21	21:06	TUE	05-25-21	1	DRY	CLEAR	DARK



MATCH LINE A
SEE SHEET NO. 2 OF 7

LEGEND

NUMBER OF CRASHES WITH

PROPERTY DAMAGE ONLY

INJURIES

FATALITIES

TOTAL NO. OF CRASHES

0

3

0

3

SYMBOLS

MOVING VEHICLE

BACKING VEHICLE

NON-INVOLVED VEHICLE

PEDESTRIAN

PROPERTY DAMAGE ONLY CRASH

INJURY IN CRASH

FIXED OBJECT

NON-FIXED OBJECT

BICYCLIST

FATAL CRASH

ANIMAL

POTHOLE

TYPES OF CRASHES

REAR END

HEAD ON

SIDE SWIPE

OUT OF CONTROL

OVERTURNED

ENCROACHMENT

LEFT TURN

RIGHT ANGLE

STRUCK PARKED VEHICLE

COLORS

PEDESTRIAN CRASH

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BERGEN AVENUE
FROM UNION STREET TO JFK BOULEVARD (CR 501)
JERSEY CITY, HUDSON COUNTY

2018-2022 PEDESTRIAN COLLISION DIAGRAMS

GPI

Engineering
Design
Planning
Construction Management

NOT TO SCALE

1
7

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GREENMAN-PEDERSEN, INC.

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27	19:31	MON	01-17-22	1	DRY	CLEAR	DARK
28	18:00	SUN	02-06-22	1	DRY	CLEAR	DAWN



LEGEND

NUMBER OF CRASHES WITH

PROPERTY DAMAGE ONLY

INJURIES

FATALITIES

TOTAL NO. OF CRASHES

0

4

0

4

SYMBOLS

MOVING VEHICLE

BACKING VEHICLE

NON-INVOLVED VEHICLE

PEDESTRIAN

PROPERTY DAMAGE ONLY CRASH

INJURY IN CRASH

FIXED OBJECT

NON-FIXED OBJECT

BICYCLIST

FATAL CRASH

ANIMAL

POT HOLE

TYPES OF CRASHES

REAR END

HEAD ON

SIDE SWIPE

OUT OF CONTROL

OVERTURNED

ENCROACHMENT

LEFT TURN

RIGHT ANGLE

STRUCK PARKED VEHICLE

COLORS

PEDESTRIAN CRASH

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BERGEN AVENUE
FROM UNION STREET TO JFK BOULEVARD (CR 501)
JERSEY CITY, HUDSON COUNTY

2018-2022 PEDESTRIAN COLLISION DIAGRAMS

GPI

Engineering
Design
Planning
Construction Management

NOT TO SCALE

2 / 7

MATCH LINE B
SEE SHEET NO. 2 OF 7



NUMBER OF CRASHES WITH		SYMBOLS		TYPES OF CRASHES		COLORS		NEW JERSEY DEPARTMENT OF TRANSPORTATION	
PROPERTY DAMAGE ONLY	0	 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	 REAR END  HEAD ON  SIDE SWIPE  OUT OF CONTROL  OVERTURNED  ENCROACHMENT  LEFT TURN  RIGHT ANGLE  STRUCK PARKED VEHICLE	 PEDESTRIAN CRASH		BERGEN AVENUE FROM UNION STREET TO JFK BOULEVARD (CR 501) JERSEY CITY, HUDSON COUNTY 2018-2022 PEDESTRIAN COLLISION DIAGRAM		NOT TO SCALE	
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26	20:39	FRI	11-26-21	1	DRY	CLEAR	DARK
29	17:54	SUN	04-24-22	1	DRY	CLEAR	DAY
31	15:19	TUE	06-14-22	1	DRY	CLEAR	DAY

MATCH LINE C
SEE SHEET NO. 3 OF 7



MATCH LINE D
SEE SHEET NO. 5 OF 7

LEGEND

NUMBER OF CRASHES WITH

PROPERTY DAMAGE ONLY

INJURIES

FATALITIES

TOTAL NO. OF CRASHES

1

8

0

9

SYMBOLS

MOVING VEHICLE

BACKING VEHICLE

NON-INVOLVED VEHICLE

PEDESTRIAN

PROPERTY DAMAGE ONLY CRASH

INJURY IN CRASH

FIXED OBJECT

NON-FIXED OBJECT

BICYCLIST

FATAL CRASH

ANIMAL

POT HOLE

TYPES OF CRASHES

REAR END

HEAD ON

SIDE SWIPE

OUT OF CONTROL

OVERTURNED

ENCROACHMENT

LEFT TURN

RIGHT ANGLE

STRUCK PARKED VEHICLE

COLORS

PEDESTRIAN CRASH

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BERGEN AVENUE
FROM UNION STREET TO JFK BOULEVARD (CR 501)
JERSEY CITY, HUDSON COUNTY

2018-2022 PEDESTRIAN COLLISION DIAGRAMS

GPI

Engineering
Design
Planning
Construction Management

NOT TO SCALE

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MATCH LINE D
SEE SHEET NO. 4 OF 7



MATCH LINE E
SEE SHEET NO. 6 OF 7

LEGEND

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

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

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

COLORS

PEDESTRIAN CRASH

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BERGEN AVENUE
FROM UNION STREET TO JFK BOULEVARD (CR 501)
JERSEY CITY, HUDSON COUNTY

2018-2022 PEDESTRIAN COLLISION DIAGRAMS

GPI Engineering
Design
Planning
Construction Management

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MATCH LINE E
SEE SHEET NO. 5 OF 7



MATCH LINE F
SEE SHEET NO. 7 OF 7

LEGEND

NUMBER OF CRASHES WITH PROPERTY DAMAGE ONLY0 INJURIES5 FATALITIES0 TOTAL NO. OF CRASHES5	SYMBOLS →MOVING VEHICLE ←BACKING VEHICLE - - -NON-INVOLVED VEHICLE * - - -PEDESTRIAN ○PROPERTY DAMAGE ONLY CRASH ⊙INJURY IN CRASH □FIXED OBJECT □NON-FIXED OBJECT ⊙BICYCLIST ⊙FATAL CRASH △ANIMAL ⊗POTHOLE	TYPES OF CRASHES →REAR END →HEAD ON →SIDE SWIPE →OUT OF CONTROL →OVERTURNED →ENCROACHMENT →LEFT TURN →RIGHT ANGLE →STRUCK PARKED VEHICLE	COLORS ⊙PEDESTRIAN CRASH	NEW JERSEY DEPARTMENT OF TRANSPORTATION BERGEN AVENUE FROM UNION STREET TO JFK BOULEVARD (CR 501) JERSEY CITY, HUDSON COUNTY 2018-2022 PEDESTRIAN COLLISION DIAGRAMS GPIEngineering Design Planning Construction Management NOT TO SCALE
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34	15:06	SUN	10-16-22	1	DRY	CLEAR	DAY



LEGEND

<table><tr><td>NUMBER OF CRASHES WITH</td><td></td></tr><tr><td>PROPERTY DAMAGE ONLY</td><td>0</td></tr><tr><td>INJURIES</td><td>6</td></tr><tr><td>FATALITIES</td><td>0</td></tr><tr><td>TOTAL NO. OF CRASHES</td><td>6</td></tr></table>	NUMBER OF CRASHES WITH		PROPERTY DAMAGE ONLY	0	INJURIES	6	FATALITIES	0	TOTAL NO. OF CRASHES	6	<table><tr><th colspan="2">SYMBOLS</th></tr><tr><td>→</td><td>MOVING VEHICLE</td></tr><tr><td>←→</td><td>BACKING VEHICLE</td></tr><tr><td>- - -</td><td>NON-INVOLVED VEHICLE</td></tr><tr><td>x - - -</td><td>PEDESTRIAN</td></tr><tr><td>- - -</td><td>BICYCLIST</td></tr><tr><td>⊙</td><td>PROPERTY DAMAGE ONLY CRASH</td></tr><tr><td>⊙</td><td>INJURY IN CRASH</td></tr><tr><td>⊙</td><td>FATAL CRASH</td></tr><tr><td>□</td><td>FIXED OBJECT</td></tr><tr><td>△</td><td>ANIMAL</td></tr><tr><td>⊗</td><td>POT HOLE</td></tr><tr><td>⊞</td><td>NON-FIXED OBJECT</td></tr></table>	SYMBOLS		→	MOVING VEHICLE	←→	BACKING VEHICLE	- - -	NON-INVOLVED VEHICLE	x - - -	PEDESTRIAN	- - -	BICYCLIST	⊙	PROPERTY DAMAGE ONLY CRASH	⊙	INJURY IN CRASH	⊙	FATAL CRASH	□	FIXED OBJECT	△	ANIMAL	⊗	POT HOLE	⊞	NON-FIXED OBJECT	<table><tr><th colspan="2">TYPES OF CRASHES</th></tr><tr><td>→ →</td><td>REAR END</td></tr><tr><td>→ →</td><td>HEAD ON</td></tr><td>→</td><td>ENCROACHMENT</td></table>	TYPES OF CRASHES		→ →	REAR END	→ →	HEAD ON	→	ENCROACHMENT
NUMBER OF CRASHES WITH																																														
PROPERTY DAMAGE ONLY	0																																													
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FATALITIES	0																																													
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TYPES OF CRASHES																																														
→ →	REAR END																																													
→ →	HEAD ON																																													
→	LEFT TURN																																													
→	RIGHT ANGLE																																													
→	STRUCK PARKED VEHICLE																																													
→	OVERTURNED																																													
→	OUT OF CONTROL																																													
→	SIDE SWIPE																																													

COLORS			--------	------------------		⊙	PEDESTRIAN CRASH			NEW JERSEY DEPARTMENT OF TRANSPORTATION			
BERGEN AVENUE FROM UNION STREET TO JFK BOULEVARD (CR 501) JERSEY CITY, HUDSON COUNTY													
2018-2022 PEDESTRIAN COLLISION DIAGRAMS													
				-----	--		GPI	Engineering Design Planning Construction Management		-----	--		NOT TO SCALE

D. VEHICULAR CRASH DIAGRAMS

FILE: \\NJ-IsV\pda\2021685_HSP_P\Project Development and Support\Cad\Hwy Crash Diagrams\13 - NJTPA Jersey City\Vehicle Sheets\Sheet 1.dgn DATE: 10/22/2024 TIME: 3:28:16 PM GREENMAN-PEDERSEN, INC.



MATCH LINE A
SEE SHEET NO. 2 OF 7

LEGEND

NUMBER OF CRASHES WITH	
PROPERTY DAMAGE ONLY	33
INJURIES	9
FATALITIES*	0
TOTAL NO. OF CRASHES	42

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
	ENCROACHMENT
	LEFT TURN
	RIGHT ANGLE
	STRUCK PARKED VEHICLE

COLORS	
	2020 CRASHES
	2021 CRASHES
	2022 CRASHES

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BERGEN AVENUE
FROM UNION STREET TO JFK BOULEVARD (CR 501)
JERSEY CITY, HUDSON COUNTY

2020 - 2022 COLLISION DIAGRAMS

GPI Engineering
Design
Planning
Construction Management

NOT TO SCALE

FILE: \\NF-Isa\jdata\2021685 HSIP - Project Development and Support\Cadd\Hwy\Crash Diagrams\13 - NJTPA Jersey City\Vehicle\Sheets\Sheet 1.dgn DATE: 10/22/2024 TIME: 3:28:36 PM GREENMAN-PEDERSEN, INC.

COLLISION DIAGRAM DATA

NO.	TIME	DAY	DATE	NO. INJURED	SURFACE CONDITION	WEATHER	LIGHT CONDITION
2	11:54	FRI	01-10-20	0	DRY	CLEAR	DAY
3	18:22	THU	01-16-20	1	DRY	CLEAR	DARK
9	12:58	THU	02-06-20	0	WET	RAIN	DAY
13	06:18	SAT	02-22-20	0	DRY	CLEAR	DAY
14	19:24	SAT	02-22-20	0	DRY	CLEAR	DARK
24	18:29	MON	03-16-20	0	DRY	CLEAR	DAY
55	21:21	MON	08-03-20	0	DRY	CLEAR	DUSK
69	20:56	SAT	10-17-20	0	DRY	CLEAR	DARK
71	11:37	SUN	01-03-21	0	WET	SNOW	DAY
78	16:01	FRI	01-29-21	1	DRY	CLEAR	DAY
81	12:14	SUN	02-07-21	0	SNOWY	SNOW	DAY
84	07:09	WED	02-17-21	0	DRY	CLEAR	DAY
90	17:36	TUE	03-02-21	0	DRY	CLEAR	DUSK
91	08:29	THU	03-04-21	0	DRY	CLEAR	DAY
102	12:03	SAT	03-27-21	0	DRY	CLEAR	DAY
103	14:01	SAT	03-27-21	1	N/A	N/A	DARK
105	18:59	TUE	03-30-21	0	DRY	CLEAR	DAY
112	16:19	MON	04-12-21	1	WET	RAIN	DAY
116	10:55	TUE	04-20-21	0	DRY	CLEAR	DAY
117	13:18	TUE	04-20-21	0	DRY	CLEAR	DAY
119	10:10	FRI	04-23-21	0	DRY	CLEAR	DAY
126	12:21	TUE	06-01-21	0	DRY	CLEAR	DAY
130	00:28	THU	06-17-21	0	DRY	CLEAR	DARK
140	07:49	SAT	07-10-21	1	DRY	CLEAR	DAY
146	23:41	TUE	07-27-21	0	DRY	CLEAR	DARK
166	00:01	FRI	11-19-21	0	DRY	CLEAR	DARK
168	07:26	SUN	11-21-21	0	DRY	CLEAR	DAY
172	00:43	WED	12-22-21	3	WET	RAIN	DARK
173	09:33	WED	12-22-21	2	DRY	CLEAR	DAY
174	10:25	MON	12-27-21	0	DRY	CLEAR	DAY
178	09:46	FRI	01-14-22	0	DRY	CLEAR	DAY
182	18:53	TUE	02-08-22	1	DRY	CLEAR	DARK
184	22:44	SAT	02-19-22	1	DRY	CLEAR	DARK
186	12:06	MON	02-21-22	0	DRY	CLEAR	DAY
197	07:56	THU	04-14-22	0	DRY	CLEAR	DAY
201	11:47	SAT	05-07-22	0	WET	RAIN	DAY
203	11:58	FRI	05-13-22	0	DRY	CLEAR	DAY
218	22:31	FRI	06-24-22	0	DRY	CLEAR	DARK
223	08:16	WED	08-17-22	0	DRY	CLEAR	DAY
250	09:45	SAT	11-19-22	0	DRY	CLEAR	DAY
255	12:15	THU	12-29-22	0	DRY	CLEAR	DAY
256	17:14	THU	12-29-22	0	DRY	CLEAR	DAY

LEGEND

NUMBER OF CRASHES WITH

PROPERTY DAMAGE ONLY

INJURIES

FATALITIES*

TOTAL NO. OF CRASHES

33

9

0

42

SYMBOLS

MOVING VEHICLE

BACKING VEHICLE

NON-INVOLVED VEHICLE

PEDESTRIAN

PROPERTY DAMAGE ONLY CRASH

INJURY IN CRASH

FIXED OBJECT

NON-FIXED OBJECT

BICYCLIST

FATAL CRASH

ANIMAL

POTHOLE

TYPES OF CRASHES

REAR END

HEAD ON

SIDE SWIPE

OUT OF CONTROL

OVERTURNED

ENCROACHMENT

LEFT TURN

RIGHT ANGLE

STRUCK PARKED VEHICLE

COLORS

2020 CRASHES

2021 CRASHES

2022 CRASHES

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BERGEN AVENUE
FROM UNION STREET TO JFK BOULEVARD (CR 501)
JERSEY CITY, HUDSON COUNTY

2020 - 2022 COLLISION DIAGRAMS



NOT TO SCALE

FILE: \\NJ-ISA\jdata\2021685_HSP_P\Project Development and Support\Cad\Hwy Crash Diagrams\13 - NJTPA Jersey City\Vehicle Sheets\Sheet 2.dgn
TIME: 3:20:36 PM
DATE: 10/22/2024
GREENMAN-PEDERSEN, INC.



LEGEND

NUMBER OF CRASHES WITH		SYMBOLS		TYPES OF CRASHES		COLORS		NEW JERSEY DEPARTMENT OF TRANSPORTATION	
PROPERTY DAMAGE ONLY	25	→	MOVING VEHICLE	→	REAR END	①	2020 CRASHES	BERGEN AVENUE FROM UNION STREET TO JFK BOULEVARD (CR 501) JERSEY CITY, HUDSON COUNTY	
INJURIES	6	↔	BACKING VEHICLE	→	HEAD ON	②	2021 CRASHES		
FATALITIES*	0	- - -	NON-INVOLVED VEHICLE	↔	LEFT TURN	③	2022 CRASHES	2020 - 2022 COLLISION DIAGRAMS	
TOTAL NO. OF CRASHES	31	x - - -	PEDESTRIAN	↔	RIGHT ANGLE			GPI Engineering Design Planning Construction Management	
		○	PROPERTY DAMAGE ONLY CRASH	↔	STRUCK PARKED VEHICLE				
		⊙	INJURY IN CRASH	↔				NOT TO SCALE	
		□	FIXED OBJECT	⊙					
		⌈	NON-FIXED OBJECT	△					
				⊗					

FILE: \\NF-Isa\jdel\2021685 HSIP - Project Development and Support\Cadd\Hwy\Crash Diagrams\13 - NJTPA - Jersey City\Vehicle\Sheets\Sheet 2.dgn
DATE: 10/22/2024
TIME: 3:30:52 PM
GREENMAN-PEDERSEN, INC.

COLLISION DIAGRAM DATA

NO.	TIME	DAY	DATE	NO. INJURED	SURFACE CONDITION	WEATHER	LIGHT CONDITION
8	21:30	WED	03-04-20	0	DRY	CLEAR	DARK
10	21:49	SUN	02-09-20	0	DRY	CLEAR	DARK
19	02:53	SAT	03-07-20	0	WET	RAIN	DARK
22	23:00	THU	03-12-20	0	DRY	CLEAR	DARK
23	08:29	MON	03-16-20	0	DRY	CLEAR	DAY
33	18:28	TUE	04-28-20	0	DRY	CLEAR	DAY
38	12:44	TUE	05-26-20	0	DRY	CLEAR	DAY
41	13:35	TUE	06-09-20	0	DRY	CLEAR	DAY
45	16:24	WED	07-01-20	0	DRY	CLEAR	DAY
48	09:03	SAT	07-18-20	0	DRY	CLEAR	DARK
52	19:48	SAT	08-01-20	0	DRY	CLEAR	DAY
53	23:43	SAT	08-01-20	0	DRY	CLEAR	DARK
59	20:53	WED	08-26-20	1	DRY	CLEAR	DARK
66	15:13	SAT	10-10-20	1	DRY	CLEAR	DAY
73	17:40	WED	01-06-21	0	DRY	CLEAR	DARK
113	11:29	FRI	04-16-21	0	DRY	CLEAR	DAY
121	17:39	THU	05-13-21	2	DRY	CLEAR	DAY
129	20:54	MON	06-14-21	0	WET	RAIN	DARK
133	16:58	SAT	06-26-21	1	DRY	CLEAR	DAY
145	20:54	MON	07-26-21	0	DRY	CLEAR	DARK
164	08:26	THU	11-11-21	1	DRY	CLEAR	DAY
176	08:14	SAT	01-08-22	0	DRY	CLEAR	DAY
179	05:18	THU	01-20-22	0	WET	RAIN	DARK
180	18:53	MON	02-07-22	0	WET	RAIN	DARK
185	11:53	SUN	02-20-22	0	DRY	CLEAR	DAY
205	02:47	MON	05-16-22	0	DRY	CLEAR	DARK
228	07:11	WED	08-31-22	0	DRY	CLEAR	DAY
231	14:54	WED	09-07-22	0	DRY	CLEAR	DAY
235	07:12	FRI	09-16-22	0	DRY	CLEAR	DAY
242	14:02	SUN	10-09-22	0	DRY	CLEAR	DAY
253	23:31	SAT	12-17-22	3	DRY	CLEAR	DARK

LEGEND

NUMBER OF CRASHES WITH

PROPERTY DAMAGE ONLY

INJURIES

FATALITIES*

TOTAL NO. OF CRASHES

25

6

0

31

SYMBOLS

MOVING VEHICLE

BACKING VEHICLE

NON-INVOLVED VEHICLE

PEDESTRIAN

PROPERTY DAMAGE ONLY CRASH

INJURY IN CRASH

FIXED OBJECT

NON-FIXED OBJECT

BICYCLIST

FATAL CRASH

ANIMAL

POTHOLE

TYPES OF CRASHES

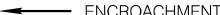
REAR END

HEAD ON

SIDE SWIPE

OUT OF CONTROL

OVERTURNED

ENCROACHMENT

LEFT TURN

RIGHT ANGLE

STRUCK PARKED VEHICLE

COLORS

2020 CRASHES

2021 CRASHES

2022 CRASHES

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BERGEN AVENUE
FROM UNION STREET TO JFK BOULEVARD (CR 501)
JERSEY CITY, HUDSON COUNTY

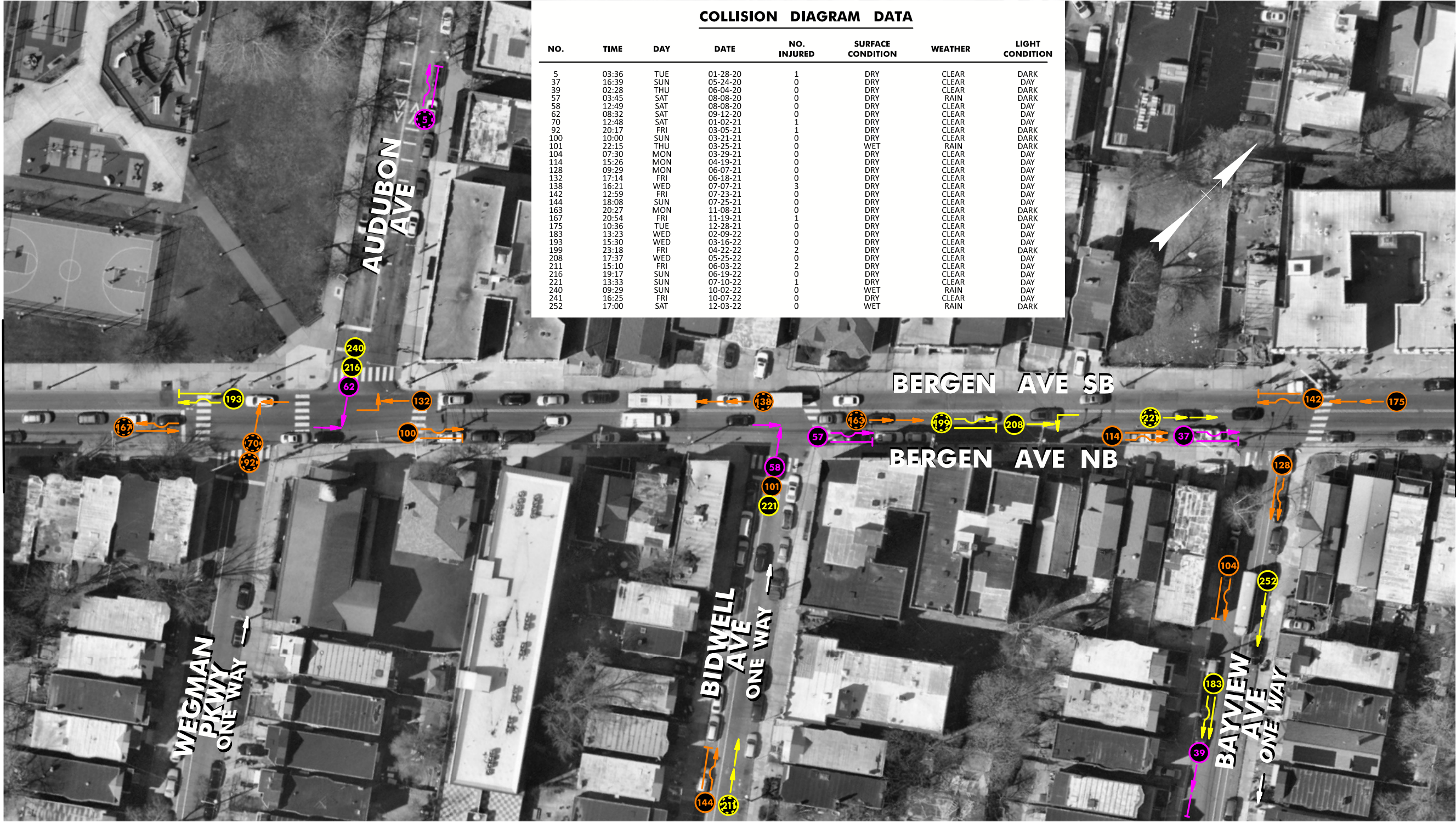
2020 - 2022 COLLISION DIAGRAMS

Engineering
Design
Planning
Construction Management

NOT TO SCALE

FILE: \\NJ-IsV\pda\2021685 HSIP - Project Development and Support\Cad\Hwy Crash Diagrams\13 - NJTPA Jersey City\Vehicle Sheets\Sheet 3.dgn
TIME: 3:31:25 PM
DATE: 10/22/2024
GREENMAN-PEDERSEN, INC.

MATCH LINE B
SEE SHEET NO. 2 OF 7



MATCH LINE C
SEE SHEET NO. 4 OF 7

COLLISION DIAGRAM DATA							
NO.	TIME	DAY	DATE	NO. INJURED	SURFACE CONDITION	WEATHER	LIGHT CONDITION
5	03:36	TUE	01-28-20	1	DRY	CLEAR	DARK
37	16:39	SUN	05-24-20	0	DRY	CLEAR	DAY
39	02:28	THU	06-04-20	0	DRY	CLEAR	DARK
57	03:45	SAT	08-08-20	0	DRY	RAIN	DARK
58	12:49	SAT	08-08-20	0	DRY	CLEAR	DAY
62	08:32	SAT	09-12-20	1	DRY	CLEAR	DAY
70	12:48	SAT	01-02-21	1	DRY	CLEAR	DAY
92	20:17	FRI	03-05-21	1	DRY	CLEAR	DARK
100	10:00	SUN	03-21-21	0	DRY	CLEAR	DARK
101	22:15	THU	03-25-21	0	WET	RAIN	DARK
104	07:30	MON	03-29-21	0	DRY	CLEAR	DAY
114	15:26	MON	04-19-21	0	DRY	CLEAR	DAY
128	09:29	MON	06-07-21	0	DRY	CLEAR	DAY
132	17:14	FRI	06-18-21	0	DRY	CLEAR	DAY
138	16:21	WED	07-07-21	3	DRY	CLEAR	DAY
142	12:59	FRI	07-23-21	0	DRY	CLEAR	DAY
144	18:08	SUN	07-25-21	0	DRY	CLEAR	DAY
163	20:27	MON	11-08-21	0	DRY	CLEAR	DARK
167	20:54	FRI	11-19-21	1	DRY	CLEAR	DARK
175	10:36	TUE	12-28-21	0	DRY	CLEAR	DAY
183	13:23	WED	02-09-22	0	DRY	CLEAR	DAY
193	15:30	WED	03-16-22	0	DRY	CLEAR	DAY
199	23:18	FRI	04-22-22	2	DRY	CLEAR	DARK
208	17:37	WED	05-25-22	0	DRY	CLEAR	DAY
211	15:10	FRI	06-03-22	2	DRY	CLEAR	DAY
216	19:17	SUN	06-19-22	0	DRY	CLEAR	DAY
221	13:33	SUN	07-10-22	1	DRY	CLEAR	DAY
240	09:29	SUN	10-02-22	0	WET	RAIN	DAY
241	16:25	FRI	10-07-22	0	DRY	CLEAR	DAY
252	17:00	SAT	12-03-22	0	WET	RAIN	DARK

LEGEND

NUMBER OF CRASHES WITH

PROPERTY DAMAGE ONLY

INJURIES

FATALITIES*

TOTAL NO. OF CRASHES

21

9

0

30

SYMBOLS

MOVING VEHICLE

BACKING VEHICLE

NON-INVOLVED VEHICLE

PEDESTRIAN

PROPERTY DAMAGE ONLY CRASH

INJURY IN CRASH

FIXED OBJECT

NON-FIXED OBJECT

BICYCLIST

FATAL CRASH

ANIMAL

POT HOLE

TYPES OF CRASHES

REAR END

HEAD ON

SIDE SWIPE

OUT OF CONTROL

OVERTURNED

ENCROACHMENT

LEFT TURN

RIGHT ANGLE

STRUCK PARKED VEHICLE

COLORS

2020 CRASHES

2021 CRASHES

2022 CRASHES

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BERGEN AVENUE
FROM UNION STREET TO JFK BOULEVARD (CR 501)
JERSEY CITY, HUDSON COUNTY

2020 - 2022 COLLISION DIAGRAMS

GPI

Engineering
Design
Planning
Construction Management

NOT TO SCALE

FILE: \\NJ-IsV\pda\2021685 HSP - Project Development and Support\Cadd\Hwy Crash Diagrams\13 - NJTPA Jersey City\Vehicle\Sheets\Sheet 4.dgn
TIME: 3:32:00 PM
DATE: 10/22/2024
GREENMAN-PEDERSEN, INC.

COLLISION DIAGRAM DATA

NO.	TIME	DAY	DATE	NO. INJURED	SURFACE CONDITION	WEATHER	LIGHT CONDITION
1	06:41	WED	01-08-20	0	DRY	CLEAR	DARK
17	18:17	TUE	02-25-20	0	WET	RAIN	DARK
25	15:29	SUN	03-22-20	0	DRY	CLEAR	DAY
27	23:24	THU	03-26-20	0	DRY	CLEAR	DARK
34	10:08	MON	05-04-20	0	DRY	CLEAR	DAY
40	12:55	SUN	06-07-20	0	DRY	CLEAR	DAY
50	23:45	MON	07-27-20	0	DRY	CLEAR	DARK
51	17:50	FRI	07-31-20	0	DRY	CLEAR	DAY
63	22:00	TUE	09-15-20	0	DRY	CLEAR	DARK
68	16:35	SUN	10-11-20	1	DRY	CLEAR	DAY
76	23:01	SAT	01-16-21	0	DRY	CLEAR	DARK
86	12:14	THU	02-18-21	0	N/A	SNOW	DAY
87	17:31	TUE	02-23-21	0	DRY	CLEAR	DUSK
88	09:44	FRI	02-26-21	2	DRY	CLEAR	DAY
96	23:19	SUN	03-14-21	0	DRY	CLEAR	DARK
109	21:18	TUE	04-06-21	0	DRY	CLEAR	DARK
115	10:54	TUE	04-20-21	0	DRY	CLEAR	DAY
118	15:30	TUE	04-20-21	0	DRY	CLEAR	DAY
120	22:49	TUE	05-04-21	0	DRY	CLEAR	DARK
123	07:14	SUN	05-16-21	0	DRY	CLEAR	DARK

COLLISION DIAGRAM DATA (continued)

NO.	TIME	DAY	DATE	NO. INJURED	SURFACE CONDITION	WEATHER	LIGHT CONDITION
127	14:55	WED	06-02-21	0	DRY	CLEAR	DAY
134	02:48	SUN	06-27-21	0	DRY	CLEAR	DARK
136	11:29	WED	06-30-21	0	DRY	CLEAR	DAY
154	23:08	TUE	09-28-21	0	DRY	CLEAR	DARK
157	17:44	THU	10-14-21	3	DRY	CLEAR	DAY
171	21:09	SUN	12-19-21	0	DRY	CLEAR	DARK
181	10:28	TUE	02-08-22	0	DRY	CLEAR	DAY
190	16:24	SAT	03-12-22	0	DRY	FREEZING RAIN	DAY
194	14:46	MON	04-04-22	0	DRY	CLEAR	DAY
195	22:10	MON	04-04-22	0	DRY	CLEAR	DARK
200	01:55	SAT	04-23-22	0	DRY	CLEAR	DARK
207	12:01	MON	05-23-22	0	DRY	CLEAR	DAY
213	03:54	SUN	06-05-22	0	DRY	CLEAR	DARK
219	23:10	TUE	06-28-22	0	DRY	CLEAR	DARK
229	16:48	WED	08-31-22	1	DRY	CLEAR	DAY
232	16:06	WED	09-07-22	0	N/A	CLEAR	DAY
244	07:31	FRI	10-28-22	0	DRY	CLEAR	DAY
247	21:17	THU	11-03-22	0	DRY	CLEAR	DARK
249	11:52	MON	11-14-22	0	DRY	CLEAR	DAY
251	09:17	TUE	11-22-22	0	DRY	CLEAR	DAY

MATCH LINE C
SEE SHEET NO. 3 OF 7



MATCH LINE D
SEE SHEET NO. 5 OF 7

LEGEND

NUMBER OF CRASHES WITH

PROPERTY DAMAGE ONLY	36
INJURIES	4
FATALITIES*	0
TOTAL NO. OF CRASHES	40

SYMBOLS

→	MOVING VEHICLE	→	ENCROACHMENT
←	BACKING VEHICLE	→	LEFT TURN
---	NON-INVOLVED VEHICLE	→	RIGHT ANGLE
✕	PEDESTRIAN	→	STRUCK PARKED VEHICLE
○	PROPERTY DAMAGE ONLY CRASH		
○	INJURY IN CRASH		
□	FIXED OBJECT		
□	NON-FIXED OBJECT		
○	FATAL CRASH		
△	ANIMAL		
⊗	POTHOLE		

TYPES OF CRASHES

→	REAR END	→	ENCROACHMENT
→	HEAD ON	→	LEFT TURN
→	SIDE SWIPE	→	RIGHT ANGLE
→	OUT OF CONTROL		
→	OVERTURNED		

COLORS

- 2020 CRASHES
- 2021 CRASHES
- 2022 CRASHES

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BERGEN AVENUE
FROM UNION STREET TO JFK BOULEVARD (CR 501)
JERSEY CITY, HUDSON COUNTY

2020 - 2022 COLLISION DIAGRAMS

GPI Engineering
Design
Planning
Construction Management

NOT TO SCALE

FILE: \\NJ-Traffic\pda\2021685-HSP-Project Development and Support\Cad\Hwy Crash Diagrams\13 - NJTPA Jersey City\Vehicle Sheets\Sheet 5.dgn
TIME: 3:23:37 PM
DATE: 10/22/2024
GREENMAN-PEDERSEN, INC.

MATCH LINE D
SEE SHEET NO. 4 OF 7



MATCH LINE E
SEE SHEET NO. 6 OF 7

LEGEND

NUMBER OF CRASHES WITH	
PROPERTY DAMAGE ONLY	25
INJURIES	4
FATALITIES*	0
TOTAL NO. OF CRASHES	29

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

COLORS	
	2020 CRASHES
	2021 CRASHES
	2022 CRASHES

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BERGEN AVENUE
FROM UNION STREET TO JFK BOULEVARD (CR 501)
JERSEY CITY, HUDSON COUNTY

2020 - 2022 COLLISION DIAGRAMS

Engineering
Design
Planning
Construction Management

NOT TO SCALE

FILE: \\NF-Isr\jdel\2021685 HSIP - Project Development and Support\Cadd\Hwy\Crash Diagrams\13 - NJTPA - Jersey City\Vehicle\Sheets\Sheet 5.dgn
DATE: 10/22/2024
TIME: 3:32:55 PM
GREENMAN-PEDERSEN, INC.

COLLISION DIAGRAM DATA

NO.	TIME	DAY	DATE	NO. INJURED	SURFACE CONDITION	WEATHER	LIGHT CONDITION
11	15:14	TUE	02-11-20	0	DRY	CLEAR	DAY
26	08:25	WED	03-25-20	1	DRY	CLEAR	DAY
35	16:58	MON	05-11-20	0	WET	RAIN	DAY
36	01:06	SUN	05-17-20	0	DRY	CLEAR	DARK
44	15:12	TUE	06-30-20	0	DRY	CLEAR	DAY
49	08:30	SAT	07-25-20	0	DRY	CLEAR	DAY
61	15:25	TUE	09-01-20	0	DRY	CLEAR	DAY
77	13:47	SUN	01-24-21	0	DRY	CLEAR	DAY
80	19:43	SAT	02-06-21	0	DRY	SNOW	DARK
82	17:34	WED	02-10-21	0	DRY	CLEAR	DAWN
85	11:19	WED	02-17-21	0	DRY	CLEAR	DAY
89	08:54	SAT	02-27-21	0	WET	RAIN	DAY
95	07:10	THU	03-11-21	0	DRY	CLEAR	DAY
110	17:29	SUN	04-11-21	0	N/A	CLEAR	DUSK
124	09:50	TUE	05-25-21	0	DRY	CLEAR	DAY
137	09:43	WED	07-07-21	0	DRY	CLEAR	DAY
139	16:46	THU	07-08-21	0	WET	RAIN	DAY
148	17:31	WED	08-18-21	0	DRY	CLEAR	DAY
149	16:04	MON	08-23-21	1	DRY	CLEAR	DAY
153	21:39	SAT	09-25-21	0	DRY	CLEAR	DARK
155	14:43	SAT	10-02-21	0	DRY	CLEAR	DAY
169	22:29	TUE	12-07-21	1	DRY	CLEAR	DARK
177	16:23	SAT	01-08-22	1	DRY	CLEAR	DAY
204	20:13	SAT	05-14-22	0	WET	RAIN	DARK
234	00:54	THU	09-15-22	0	DRY	CLEAR	DARK
239	03:15	SAT	09-24-22	0	DRY	CLEAR	DARK
243	15:33	MON	10-24-22	0	WET	RAIN	DAY
246	20:12	MON	10-31-22	0	WET	RAIN	DARK
248	12:02	WED	11-09-22	0	DRY	CLEAR	DAY

LEGEND

NUMBER OF CRASHES WITH

PROPERTY DAMAGE ONLY

INJURIES

FATALITIES*

TOTAL NO. OF CRASHES

25

4

0

29

SYMBOLS

MOVING VEHICLE

BACKING VEHICLE

NON-INVOLVED VEHICLE

PEDESTRIAN

PROPERTY DAMAGE ONLY CRASH

INJURY IN CRASH

FIXED OBJECT

NON-FIXED OBJECT

BICYCLIST

FATAL CRASH

ANIMAL

POTHOLE

TYPES OF CRASHES

REAR END

HEAD ON

SIDE SWIPE

OUT OF CONTROL

OVERTURNED

ENCROACHMENT

LEFT TURN

RIGHT ANGLE

STRUCK PARKED VEHICLE

COLORS

2020 CRASHES

2021 CRASHES

2022 CRASHES

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BERGEN AVENUE
FROM UNION STREET TO JFK BOULEVARD (CR 501)
JERSEY CITY, HUDSON COUNTY

2020 - 2022 COLLISION DIAGRAMS

GPI

Engineering
Design
Planning
Construction Management

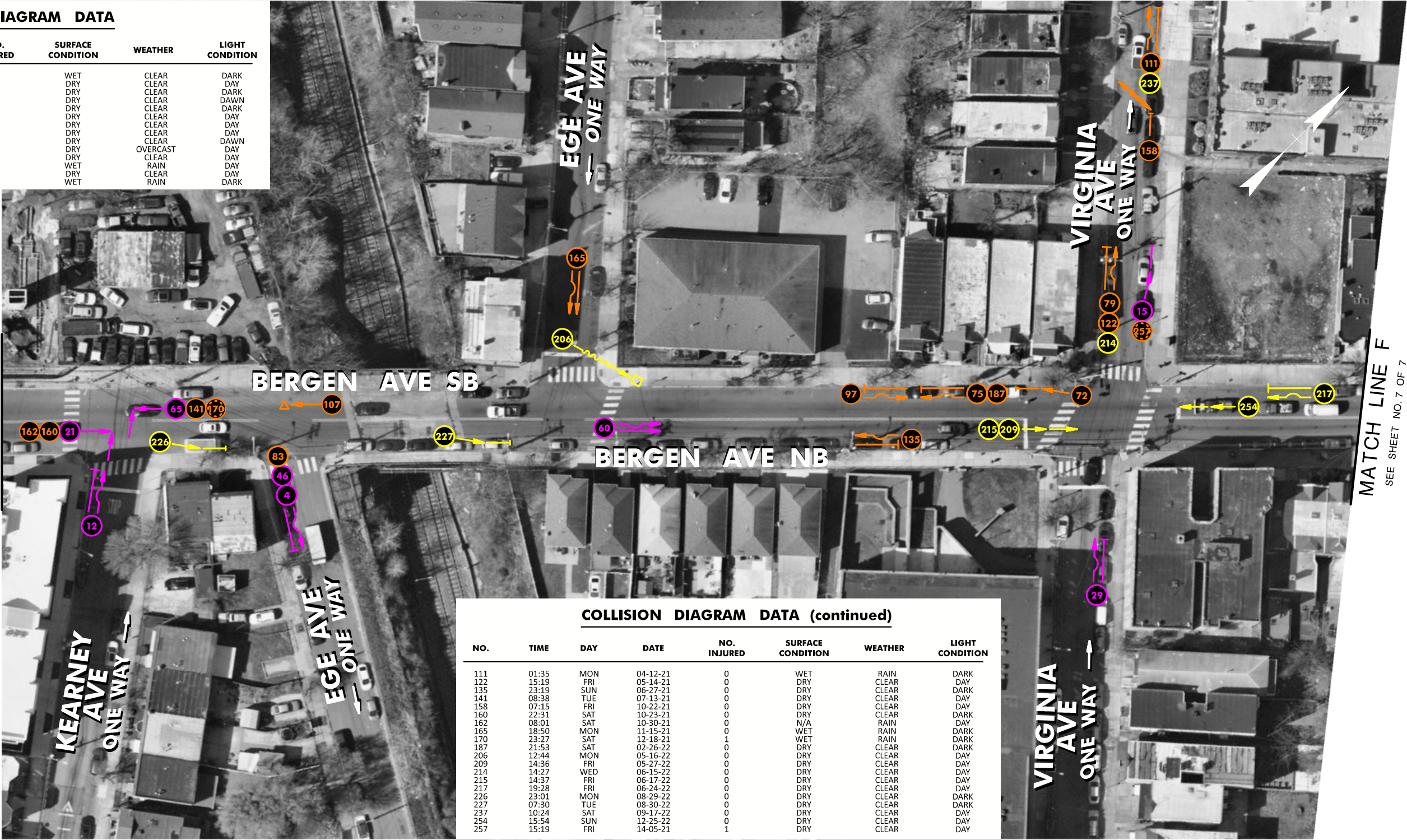
NOT TO SCALE

FILE: \\NF-IsV\pda\2021685 HSIP - Project Development and Support\Cad\Hwy\Crash Diagrams\13 - NJTPA Jersey City\Vehicle\Sheets\Sheet 6.dgn
TIME: 3:33:42 PM
DATE: 10/22/2024
GREENMAN-PEDERSEN, INC.

COLLISION DIAGRAM DATA

NO.	TIME	DAY	DATE	NO. INJURED	SURFACE CONDITION	WEATHER	LIGHT CONDITION
4	18:04	SAT	01-25-20	0	WET	CLEAR	DARK
12	09:02	FRI	02-21-20	0	DRY	CLEAR	DAY
15	03:15	SUN	02-23-20	0	DRY	CLEAR	DARK
21	06:51	THU	03-12-20	1	DRY	CLEAR	DAWN
29	02:03	SUN	04-12-20	0	DRY	CLEAR	DARK
46	08:44	SUN	07-05-20	0	DRY	CLEAR	DAY
60	16:14	SAT	08-29-20	0	DRY	CLEAR	DAY
65	15:44	THU	10-08-20	0	DRY	CLEAR	DAY
72	18:23	TUE	01-05-21	0	DRY	CLEAR	DAWN
75	12:55	FRI	01-15-21	0	DRY	OVERCAST	DAY
79	08:54	SAT	02-06-21	0	DRY	CLEAR	DAY
83	08:28	TUE	02-16-21	0	WET	RAIN	DAY
97	15:48	TUE	03-16-21	0	DRY	CLEAR	DAY
107	04:15	THU	04-01-21	0	WET	RAIN	DARK

MATCH LINE E
SEE SHEET NO. 5 OF 7



MATCH LINE F
SEE SHEET NO. 7 OF 7

COLLISION DIAGRAM DATA (continued)

NO.	TIME	DAY	DATE	NO. INJURED	SURFACE CONDITION	WEATHER	LIGHT CONDITION
111	01:35	MON	04-12-21	0	WET	RAIN	DARK
122	15:19	FRI	05-14-21	0	DRY	CLEAR	DAY
135	23:19	SUN	06-27-21	0	DRY	CLEAR	DARK
141	08:38	TUE	07-13-21	0	DRY	CLEAR	DAY
158	07:15	FRI	10-22-21	0	DRY	CLEAR	DAY
160	22:31	SAT	10-23-21	0	DRY	CLEAR	DARK
162	08:01	SAT	10-30-21	0	N/A	RAIN	DAY
165	18:50	MON	11-15-21	0	WET	RAIN	DARK
170	23:27	SAT	12-18-21	1	WET	RAIN	DARK
187	21:53	SAT	02-26-22	0	DRY	CLEAR	DARK
206	12:44	MON	05-16-22	0	DRY	CLEAR	DAY
209	14:36	FRI	05-27-22	0	DRY	CLEAR	DAY
214	14:27	WED	06-15-22	0	DRY	CLEAR	DAY
215	14:37	FRI	06-17-22	0	DRY	CLEAR	DAY
217	19:28	FRI	06-24-22	0	DRY	CLEAR	DAY
226	23:01	MON	08-29-22	0	DRY	CLEAR	DARK
227	07:30	TUE	08-30-22	0	DRY	CLEAR	DARK
237	10:24	SAT	09-17-22	0	DRY	CLEAR	DAY
254	15:54	SUN	12-25-22	0	DRY	CLEAR	DAY
257	15:19	FRI	14-05-21	1	DRY	CLEAR	DAY

LEGEND

NUMBER OF CRASHES WITH

PROPERTY DAMAGE ONLY 30

INJURIES 4

FATALITIES* 0

TOTAL NO. OF CRASHES 34

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
- ENCROACHMENT
- HEAD ON
- LEFT TURN
- SIDE SWIPE
- RIGHT ANGLE
- OUT OF CONTROL
- STRUCK PARKED VEHICLE
- OVERTURNED

COLORS

- 2020 CRASHES
- 2021 CRASHES
- 2022 CRASHES

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BERGEN AVENUE
FROM UNION STREET TO JFK BOULEVARD (CR 501)
JERSEY CITY, HUDSON COUNTY

2020 - 2022 COLLISION DIAGRAMS

GPI Engineering
Design
Planning
Construction Management

NOT TO SCALE

FILE: \\NJ-IsV\pda\2021685 -HSP- Project Development and Support\Cadd\Hwy\Crash Diagrams\13 - NJTPA Jersey City\Vehicle Sheets\Sheet 7.dgn
DATE: 10/22/2024
TIME: 3:34:20 PM
GREENMAN-PEDERSEN, INC.

MATCH LINE F
SEE SHEET NO. 6 OF 7



LEGEND

NUMBER OF CRASHES WITH		SYMBOLS		TYPES OF CRASHES		COLORS		NEW JERSEY DEPARTMENT OF TRANSPORTATION	
PROPERTY DAMAGE ONLY	32	 MOVING VEHICLE	 BACKING VEHICLE	 REAR END	 ENCROACHMENT	 2020 CRASHES	 2021 CRASHES	 2022 CRASHES	BERGEN AVENUE FROM UNION STREET TO JFK BOULEVARD (CR 501) JERSEY CITY, HUDSON COUNTY
INJURIES	6	 NON-INVOLVED VEHICLE	 PEDESTRIAN	 HEAD ON	 LEFT TURN				
FATALITIES*	0	 PROPERTY DAMAGE ONLY CRASH	 BICYCLIST	 SIDE SWIPE	 RIGHT ANGLE				
TOTAL NO. OF CRASHES	38	 INJURY IN CRASH	 FATAL CRASH	 OUT OF CONTROL	 STRUCK PARKED VEHICLE				
		 FIXED OBJECT	 ANIMAL	 OVERTURNED					
		 NON-FIXED OBJECT	 POT HOLE						NOT TO SCALE

FILE: \\NF-Isr\jdel\2021685 HSIP - Project Development and Support\Cadd\Hwy\Crash Diagrams\13 - NJTPA Jersey City\Vehicle\Sheets\Sheet 7.dgn
DATE: 10/22/2024
TIME: 3:34:35 PM
GREENMAN-PEDERSEN, INC.

COLLISION DIAGRAM DATA

NO.	TIME	DAY	DATE	NO. INJURED	SURFACE CONDITION	WEATHER	LIGHT CONDITION
6	14:15	FRI	01-31-20	0	DRY	CLEAR	DAY
7	00:12	SAT	02-01-20	2	WET	CLEAR	DARK
16	15:18	MON	02-24-20	1	DRY	CLEAR	DAY
18	21:15	WED	03-04-20	0	DRY	CLEAR	DUSK
28	16:36	SUN	03-29-20	0	DRY	CLEAR	DAY
30	08:52	FRI	04-17-20	0	DRY	CLEAR	DAY
31	14:00	FRI	04-24-20	0	WET	RAIN	DAY
32	01:46	MON	04-27-20	0	WET	RAIN	DARK
43	16:20	SUN	06-21-20	1	DRY	CLEAR	DAY
54	11:26	MON	08-03-20	0	DRY	CLEAR	DAY
64	15:21	WED	09-16-20	0	DRY	CLEAR	DAY
67	23:25	SAT	10-10-20	0	DRY	CLEAR	DARK
74	05:53	WED	01-13-21	2	DRY	CLEAR	DARK
93	13:01	SAT	03-06-21	0	DRY	CLEAR	DAY
94	01:02	SUN	03-07-21	0	DRY	CLEAR	DARK
98	15:19	SAT	03-20-21	0	DRY	CLEAR	DAY
99	20:32	SAT	03-20-21	0	DRY	CLEAR	DARK
131	08:55	FRI	06-18-21	0	DRY	CLEAR	DAY
143	12:25	SAT	07-24-21	0	DRY	CLEAR	DAY
147	02:14	SAT	07-31-21	0	DRY	CLEAR	DARK
150	17:53	WED	09-08-21	0	DRY	CLEAR	DAY
151	19:06	FRI	09-10-21	0	DRY	CLEAR	DUSK
159	09:10	FRI	10-22-21	0	DRY	CLEAR	DAY
161	21:57	FRI	10-29-21	0	WET	RAIN	DARK
188	17:18	THU	03-10-22	0	DRY	CLEAR	DARK
189	15:33	FRI	03-11-22	0	DRY	CLEAR	DAY
191	00:58	MON	03-14-22	0	DRY	CLEAR	DARK
196	22:41	WED	04-06-22	0	DRY	CLEAR	DARK
198	12:39	FRI	04-22-22	1	DRY	CLEAR	DAY
210	12:00	TUE	05-31-22	0	DRY	CLEAR	DAY
212	00:12	SUN	06-05-22	0	DRY	CLEAR	DARK
220	12:32	SUN	07-10-22	0	DRY	CLEAR	DAY
222	01:23	MON	07-11-22	1	DRY	CLEAR	DARK
224	06:31	SAT	08-20-22	0	DRY	CLEAR	DAY
225	17:57	MON	08-22-22	0	WET	CLEAR	DAY
230	17:47	WED	08-31-22	0	DRY	CLEAR	DAY
233	07:25	WED	09-14-22	0	DRY	CLEAR	DAY
236	22:33	FRI	09-16-22	3	DRY	CLEAR	DARK
245	23:22	SAT	10-29-22	0	DRY	CLEAR	DARK

LEGEND

NUMBER OF CRASHES WITH

PROPERTY DAMAGE ONLY

INJURIES

FATALITIES*

TOTAL NO. OF CRASHES

32

6

0

40

SYMBOLS

→

MOVING VEHICLE

↔

BACKING VEHICLE

NON-INVOLVED VEHICLE

×---

PEDESTRIAN

⊙

PROPERTY DAMAGE ONLY CRASH

⊙

INJURY IN CRASH

□

FIXED OBJECT

□

NON-FIXED OBJECT

⊙

BICYCLIST

⊙

FATAL CRASH

△

ANIMAL

⊗

POTHOLE

TYPES OF CRASHES

←←

REAR END

→→

HEAD ON

←

SIDE SWIPE

~~~~

OUT OF CONTROL

↻

OVERTURNED

→

ENCROACHMENT

→

LEFT TURN

→

RIGHT ANGLE

→

STRUCK PARKED VEHICLE

COLORS

⊙

2020 CRASHES

⊙

2021 CRASHES

⊙

2022 CRASHES

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BERGEN AVENUE  
FROM UNION STREET TO JFK BOULEVARD (CR 501)  
JERSEY CITY, HUDSON COUNTY

2020 - 2022 COLLISION DIAGRAMS



NOT TO SCALE



# **E. TRAFFIC DATA STRAIGHT LINE DIAGRAMS**

# New Jersey Department of Transportation

## Daily Volume from 05/08/2017 through 05/10/2017

Site Names: 110904, , Bergen Avenue-.96, 09061686\_\_, Jersey City  
 County: HUDSON  
 Funct. Urban Minor Arterial  
 Location: Bet Forest St and Boyd Ave

Seasonal Factor Group: RG1\_FC16  
 Daily Factor Group: RG1\_FC16  
 Axle Factor Group: RG1\_FC16  
 Growth Factor Group: RG1\_FC16

|              | Sun 05/07/2017 |   |   | Mon 05/08/2017 |       |       | Tue 05/09/2017 |       |       | Wed 05/10/2017 |       |       | Thu 05/11/2017 |   |   | Fri 05/12/2017 |   |   | Sat 05/13/2017 |   |   |
|--------------|----------------|---|---|----------------|-------|-------|----------------|-------|-------|----------------|-------|-------|----------------|---|---|----------------|---|---|----------------|---|---|
|              | ROAD           | S | N | ROAD           | S     | N     | ROAD           | S     | N     | ROAD           | S     | N     | ROAD           | S | N | ROAD           | S | N | ROAD           | S | N |
| 00:00        |                |   |   |                |       |       | 168            | 102   | 66    | 221            | 143   | 78    |                |   |   |                |   |   |                |   |   |
| 01:00        |                |   |   |                |       |       | 133            | 91    | 42    | 137            | 88    | 49    |                |   |   |                |   |   |                |   |   |
| 02:00        |                |   |   |                |       |       | 92             | 57    | 35    | 83             | 54    | 29    |                |   |   |                |   |   |                |   |   |
| 03:00        |                |   |   |                |       |       | 75             | 43    | 32    | 120            | 43    | 77    |                |   |   |                |   |   |                |   |   |
| 04:00        |                |   |   |                |       |       | 90             | 47    | 43    | 140            | 48    | 92    |                |   |   |                |   |   |                |   |   |
| 05:00        |                |   |   |                |       |       | 175            | 77    | 98    | 268            | 83    | 185   |                |   |   |                |   |   |                |   |   |
| 06:00        |                |   |   |                |       |       | 307            | 127   | 180   | 356            | 130   | 226   |                |   |   |                |   |   |                |   |   |
| 07:00        |                |   |   |                |       |       | 668            | 290   | 378   | 682            | 305   | 377   |                |   |   |                |   |   |                |   |   |
| 08:00        |                |   |   |                |       |       | 883            | 518   | 365   | 869            | 459   | 410   |                |   |   |                |   |   |                |   |   |
| 09:00        |                |   |   |                |       |       | 578            | 298   | 280   | 567            | 297   | 270   |                |   |   |                |   |   |                |   |   |
| 10:00        |                |   |   |                |       |       | 530            | 294   | 236   | 533            | 281   | 252   |                |   |   |                |   |   |                |   |   |
| 11:00        |                |   |   | 555            | 343   | 212   | 538            | 328   | 210   |                |       |       |                |   |   |                |   |   |                |   |   |
| 12:00        |                |   |   | 600            | 315   | 285   | 675            | 395   | 280   |                |       |       |                |   |   |                |   |   |                |   |   |
| 13:00        |                |   |   | 602            | 349   | 253   | 629            | 366   | 263   |                |       |       |                |   |   |                |   |   |                |   |   |
| 14:00        |                |   |   | 693            | 390   | 303   | 626            | 375   | 251   |                |       |       |                |   |   |                |   |   |                |   |   |
| 15:00        |                |   |   | 852            | 518   | 334   | 892            | 529   | 363   |                |       |       |                |   |   |                |   |   |                |   |   |
| 16:00        |                |   |   | 828            | 504   | 324   | 852            | 518   | 334   |                |       |       |                |   |   |                |   |   |                |   |   |
| 17:00        |                |   |   | 772            | 478   | 294   | 787            | 489   | 298   |                |       |       |                |   |   |                |   |   |                |   |   |
| 18:00        |                |   |   | 755            | 480   | 275   | 853            | 531   | 322   |                |       |       |                |   |   |                |   |   |                |   |   |
| 19:00        |                |   |   | 640            | 419   | 221   | 735            | 461   | 274   |                |       |       |                |   |   |                |   |   |                |   |   |
| 20:00        |                |   |   | 521            | 338   | 183   | 531            | 328   | 203   |                |       |       |                |   |   |                |   |   |                |   |   |
| 21:00        |                |   |   | 521            | 320   | 201   | 478            | 308   | 170   |                |       |       |                |   |   |                |   |   |                |   |   |
| 22:00        |                |   |   | 365            | 191   | 174   | 408            | 247   | 161   |                |       |       |                |   |   |                |   |   |                |   |   |
| 23:00        |                |   |   | 300            | 197   | 103   | 330            | 203   | 127   |                |       |       |                |   |   |                |   |   |                |   |   |
| Volume       |                |   |   | 8,004          | 4,842 | 3,162 | 12,033         | 7,022 | 5,011 | 3,976          | 1,931 | 2,045 |                |   |   |                |   |   |                |   |   |
| AM Peak Vol  |                |   |   |                |       |       | 891            | 518   | 428   |                |       |       |                |   |   |                |   |   |                |   |   |
| AM Peak Fct  |                |   |   |                |       |       | 0.90           | 0.90  | 0.90  |                |       |       |                |   |   |                |   |   |                |   |   |
| AM Peak Hr   |                |   |   |                |       |       | 7:45           | 8:00  | 7:30  |                |       |       |                |   |   |                |   |   |                |   |   |
| PM Peak Vol  |                |   |   | 857            | 526   | 343   | 914            | 570   | 363   |                |       |       |                |   |   |                |   |   |                |   |   |
| PM Peak Fct  |                |   |   | 0.93           | 0.87  | 0.93  | 0.85           | 0.85  | 0.91  |                |       |       |                |   |   |                |   |   |                |   |   |
| PM Peak Hr   |                |   |   | 15:30          | 15:30 | 15:45 | 15:15          | 15:45 | 15:00 |                |       |       |                |   |   |                |   |   |                |   |   |
| Seasonal Fct |                |   |   | 0.958          | 0.958 | 0.958 | 0.958          | 0.958 | 0.958 | 0.958          | 0.958 | 0.958 |                |   |   |                |   |   |                |   |   |
| Daily Fct    |                |   |   | 0.979          | 0.979 | 0.979 | 0.900          | 0.900 | 0.900 | 0.886          | 0.886 | 0.886 |                |   |   |                |   |   |                |   |   |
| Axle Fct     |                |   |   | 0.493          | 0.493 | 0.493 | 0.493          | 0.493 | 0.493 | 0.493          | 0.493 | 0.493 |                |   |   |                |   |   |                |   |   |
| Pulse Fct    |                |   |   | 2.000          | 2.000 | 2.000 | 2.000          | 2.000 | 2.000 | 2.000          | 2.000 | 2.000 |                |   |   |                |   |   |                |   |   |





**Avg Hourly Traffic by Day of Week for 1/1/2020 - 12/31/2020**  
**Criteria: Type = I-SECTION, Is Perm Station = 0, Include Volume Counts From 1/1/2020 To 12/31/2020**

District 1

Location ID 110904

Community Jersey City

Roadbed ML

County Hudson

AADT 9277

Located On: Bergen Avenue

Collection Type 4

Direction 2-WAY

Route

| Hour        | Monday  | Tuesday | Avg Daily |
|-------------|---------|---------|-----------|
| 12am-1 am   | 183     | 129     | 156.00    |
| 1am -2am    | 116     | 99      | 107.50    |
| 2am-3am     | 95      | 99      | 97.00     |
| 3am-4am     | 126     | 136     | 131.00    |
| 4am-5am     | 237     | 223     | 230.00    |
| 5am-6am     | 423     | 404     | 413.50    |
| 6am-7am     | 704     | 686     | 695.00    |
| 7am-8am     | 858     | 794     | 826.00    |
| 8am-9am     | 589     | 507     | 548.00    |
| 9am-10am    | 511     | 518     | 514.50    |
| 10am-11am   | 468     | 487     | 477.50    |
| 11am-12am   | 710     | 683     | 696.50    |
| 12am-1pm    | 599     | 656     | 627.50    |
| 1pm-2pm     | 654     | 721     | 687.50    |
| 2pm-3pm     | 817     | 856     | 836.50    |
| 3pm-4pm     | 875     | 778     | 826.50    |
| 4pm-5pm     | 888     | 844     | 866.00    |
| 5pm-6pm     | 807     | 750     | 778.50    |
| 6pm-7pm     | 672     | 639     | 655.50    |
| 7pm-8pm     | 548     | 480     | 514.00    |
| 8pm-9pm     | 504     | 539     | 521.50    |
| 9pm-10pm    | 462     | 466     | 464.00    |
| 10pm-11pm   | 363     | 358     | 360.50    |
| 11pm-12pm   | 232     | 223     | 227.50    |
| # Days      | 1       | 1       | 1.00      |
| Daily Total | 12441   | 12075   | 12258.00  |
| % of AADT   | 134.11% | 130.16% |           |



**Avg Hourly Traffic by Day of Week for 1/1/2020 - 12/31/2020**  
**Criteria: Type = I-SECTION, Is Perm Station = 0, Include Volume Counts From 1/1/2020 To 12/31/2020**

District 1

Location ID 110904\_NB

Community Jersey City

Roadbed ML

County Hudson

AADT 3505

Located On: Bergen Avenue

Collection Type 4

Direction NB

Route

| Hour        | Monday  | Tuesday | Avg Daily |
|-------------|---------|---------|-----------|
| 12am-1 am   | 57      | 45      | 51.00     |
| 1am -2am    | 43      | 33      | 38.00     |
| 2am-3am     | 32      | 29      | 30.50     |
| 3am-4am     | 57      | 58      | 57.50     |
| 4am-5am     | 129     | 119     | 124.00    |
| 5am-6am     | 232     | 222     | 227.00    |
| 6am-7am     | 370     | 382     | 376.00    |
| 7am-8am     | 374     | 347     | 360.50    |
| 8am-9am     | 277     | 244     | 260.50    |
| 9am-10am    | 199     | 203     | 201.00    |
| 10am-11am   | 159     | 168     | 163.50    |
| 11am-12am   | 232     | 232     | 232.00    |
| 12am-1pm    | 202     | 249     | 225.50    |
| 1pm-2pm     | 222     | 252     | 237.00    |
| 2pm-3pm     | 302     | 311     | 306.50    |
| 3pm-4pm     | 299     | 250     | 274.50    |
| 4pm-5pm     | 317     | 266     | 291.50    |
| 5pm-6pm     | 273     | 243     | 258.00    |
| 6pm-7pm     | 225     | 219     | 222.00    |
| 7pm-8pm     | 176     | 144     | 160.00    |
| 8pm-9pm     | 186     | 178     | 182.00    |
| 9pm-10pm    | 187     | 181     | 184.00    |
| 10pm-11pm   | 106     | 106     | 106.00    |
| 11pm-12pm   | 71      | 67      | 69.00     |
| # Days      | 1       | 1       | 1.00      |
| Daily Total | 4727    | 4548    | 4637.50   |
| % of AADT   | 134.86% | 129.76% |           |





**Avg Hourly Traffic by Day of Week for 1/1/2020 - 12/31/2020**  
**Criteria: Type = I-SECTION, Is Perm Station = 0, Include Volume Counts From 1/1/2020 To 12/31/2020**

District 1

Location ID 110904\_SB

Community Jersey City

Roadbed ML

County Hudson

AADT 5773

Located On: Bergen Avenue

Collection Type 4

Direction SB

Route

| Hour        | Monday  | Tuesday | Avg Daily |
|-------------|---------|---------|-----------|
| 12am-1 am   | 126     | 84      | 105.00    |
| 1am -2am    | 73      | 66      | 69.50     |
| 2am-3am     | 63      | 70      | 66.50     |
| 3am-4am     | 69      | 78      | 73.50     |
| 4am-5am     | 108     | 104     | 106.00    |
| 5am-6am     | 191     | 182     | 186.50    |
| 6am-7am     | 334     | 304     | 319.00    |
| 7am-8am     | 484     | 447     | 465.50    |
| 8am-9am     | 312     | 263     | 287.50    |
| 9am-10am    | 312     | 315     | 313.50    |
| 10am-11am   | 309     | 319     | 314.00    |
| 11am-12am   | 478     | 451     | 464.50    |
| 12am-1pm    | 397     | 407     | 402.00    |
| 1pm-2pm     | 432     | 469     | 450.50    |
| 2pm-3pm     | 515     | 545     | 530.00    |
| 3pm-4pm     | 576     | 528     | 552.00    |
| 4pm-5pm     | 571     | 578     | 574.50    |
| 5pm-6pm     | 534     | 507     | 520.50    |
| 6pm-7pm     | 447     | 420     | 433.50    |
| 7pm-8pm     | 372     | 336     | 354.00    |
| 8pm-9pm     | 318     | 361     | 339.50    |
| 9pm-10pm    | 275     | 285     | 280.00    |
| 10pm-11pm   | 257     | 252     | 254.50    |
| 11pm-12pm   | 161     | 156     | 158.50    |
| # Days      | 1       | 1       | 1.00      |
| Daily Total | 7714    | 7527    | 7620.50   |
| % of AADT   | 133.62% | 130.38% |           |



# New Jersey DOT

Most Recent 48 Hour Count for Year for 1/1/2020 - 12/31/2020  
Criteria: Type = I-SECTION, Is Perm Station = 0, From 1/1/2020 To 12/31/2020

Location ID: 110904

County: Hudson

Location: Bergen Avenue Bet Forest St and Boyd Ave

Monday, March 9, 2020

| Time        | NB Hourly | SB Hourly | 2-WAY Hourly |
|-------------|-----------|-----------|--------------|
| 0:00-1:00   | 57        | 126       | 183          |
| 1:00-2:00   | 43        | 73        | 116          |
| 2:00-3:00   | 32        | 63        | 95           |
| 3:00-4:00   | 57        | 69        | 126          |
| 4:00-5:00   | 129       | 108       | 237          |
| 5:00-6:00   | 232       | 191       | 423          |
| 6:00-7:00   | 370       | 334       | 704          |
| 7:00-8:00   | 374       | 484       | 858          |
| 8:00-9:00   | 277       | 312       | 589          |
| 9:00-10:00  | 199       | 312       | 511          |
| 10:00-11:00 | 159       | 309       | 468          |
| 11:00-12:00 | 232       | 478       | 710          |
| 12:00-13:00 | 202       | 397       | 599          |
| 13:00-14:00 | 222       | 432       | 654          |
| 14:00-15:00 | 302       | 515       | 817          |
| 15:00-16:00 | 299       | 576       | 875          |
| 16:00-17:00 | 317       | 571       | 888          |
| 17:00-18:00 | 273       | 534       | 807          |
| 18:00-19:00 | 225       | 447       | 672          |
| 19:00-20:00 | 176       | 372       | 548          |
| 20:00-21:00 | 186       | 318       | 504          |
| 21:00-22:00 | 187       | 275       | 462          |
| 22:00-23:00 | 106       | 257       | 363          |
| 23:00-24:00 | 71        | 161       | 232          |

| Count Total | 4,727              | 7,714              | 12,441             |
|-------------|--------------------|--------------------|--------------------|
| AM Peak     | 06:30-07:30<br>405 | 07:00-08:00<br>484 | 06:45-07:45<br>858 |
| Mid Peak    | 13:45-14:45<br>312 | 13:45-14:45<br>529 | 13:45-14:45<br>841 |
| PM Peak     | 16:00-17:00<br>317 | 15:45-16:45<br>607 | 15:30-16:30<br>907 |

Tuesday, March 10, 2020

| Time        | NB Hourly | SB Hourly | 2-WAY Hourly |
|-------------|-----------|-----------|--------------|
| 0:00-1:00   | 45        | 84        | 129          |
| 1:00-2:00   | 33        | 66        | 99           |
| 2:00-3:00   | 29        | 70        | 99           |
| 3:00-4:00   | 58        | 78        | 136          |
| 4:00-5:00   | 119       | 104       | 223          |
| 5:00-6:00   | 222       | 182       | 404          |
| 6:00-7:00   | 382       | 304       | 686          |
| 7:00-8:00   | 347       | 447       | 794          |
| 8:00-9:00   | 244       | 263       | 507          |
| 9:00-10:00  | 203       | 315       | 518          |
| 10:00-11:00 | 168       | 319       | 487          |
| 11:00-12:00 | 232       | 451       | 683          |
| 12:00-13:00 | 249       | 407       | 656          |
| 13:00-14:00 | 252       | 469       | 721          |
| 14:00-15:00 | 311       | 545       | 856          |
| 15:00-16:00 | 250       | 528       | 778          |
| 16:00-17:00 | 266       | 578       | 844          |
| 17:00-18:00 | 243       | 507       | 750          |
| 18:00-19:00 | 219       | 420       | 639          |
| 19:00-20:00 | 144       | 336       | 480          |
| 20:00-21:00 | 178       | 361       | 539          |
| 21:00-22:00 | 181       | 285       | 466          |
| 22:00-23:00 | 106       | 252       | 358          |
| 23:00-24:00 | 67        | 156       | 223          |

| Count Total | 4,548              | 7,527              | 12,075             |
|-------------|--------------------|--------------------|--------------------|
| AM Peak     | 06:15-07:15<br>402 | 07:00-08:00<br>447 | 06:45-07:45<br>825 |
| Mid Peak    | 13:45-14:45<br>307 | 13:45-14:45<br>548 | 13:45-14:45<br>855 |
| PM Peak     | 16:00-17:00<br>266 | 16:00-17:00<br>578 | 16:00-17:00<br>844 |

Station AADT \* 9,277

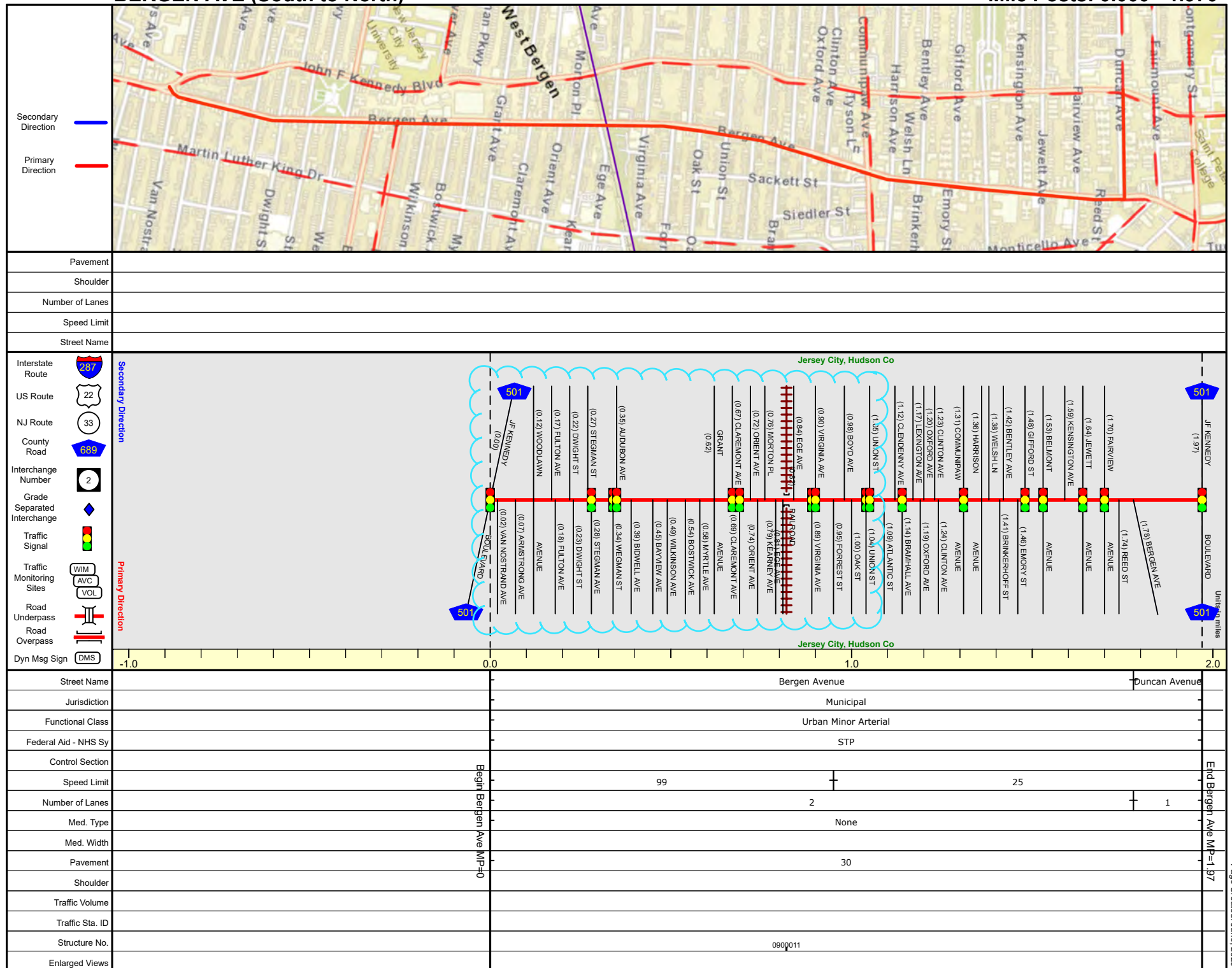
\* The AADT Estimate is based on factors in use on the date the report was generated

| Peak Hour Starts Between |       |       |
|--------------------------|-------|-------|
| Period                   | Begin | End   |
| AM                       | 6:00  | 9:00  |
| MID                      | 9:15  | 14:45 |
| PM                       | 15:00 | 18:00 |



# BERGEN AVE (South to North)

Mile Posts: 0.000 - 1.970



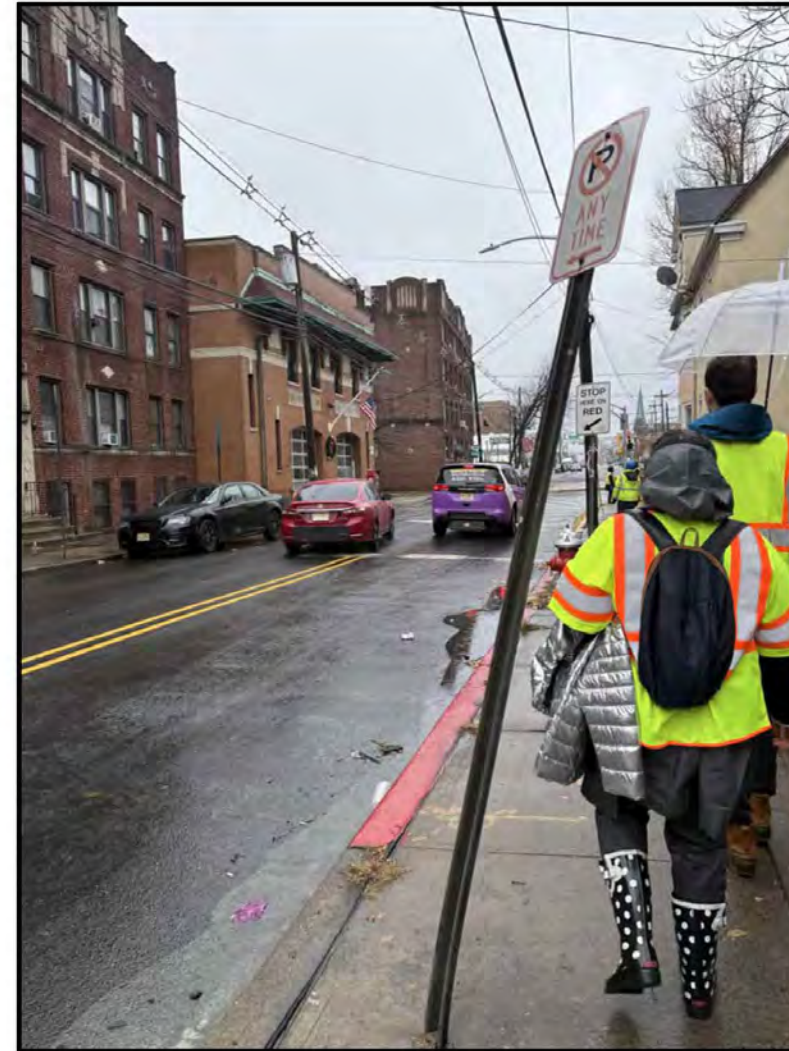
SRI = 09061686\_\_

Date last inventoried: May 2018

## F. PHOTOGRAPHS



Bent sign post and faded sign



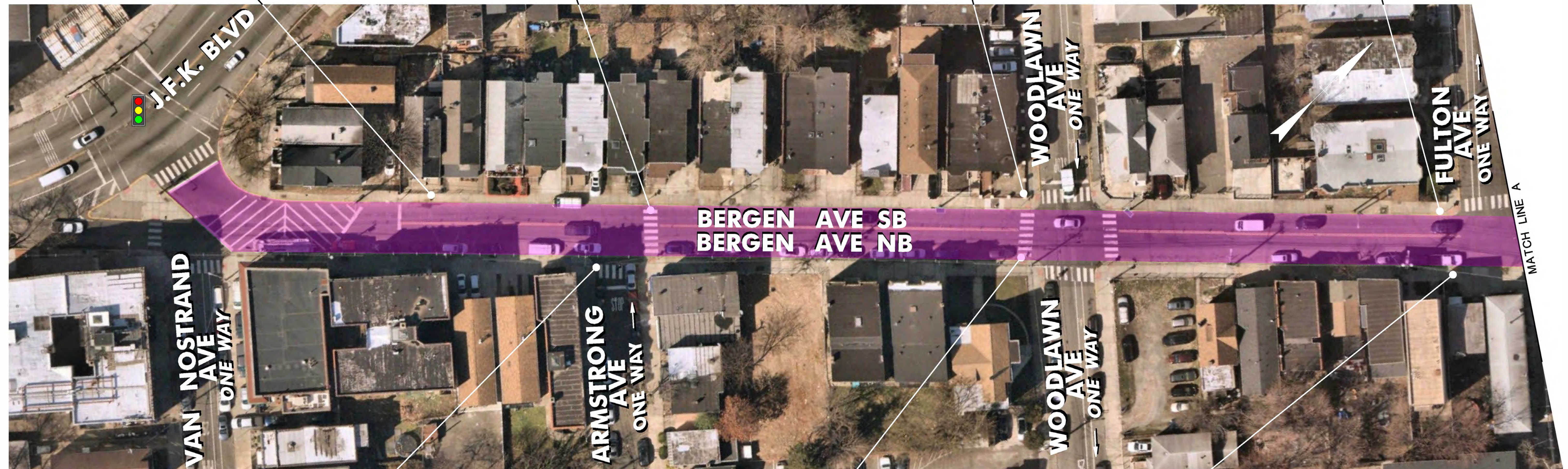
Ponding at the curb ramp



Fence obstructing the sight distance



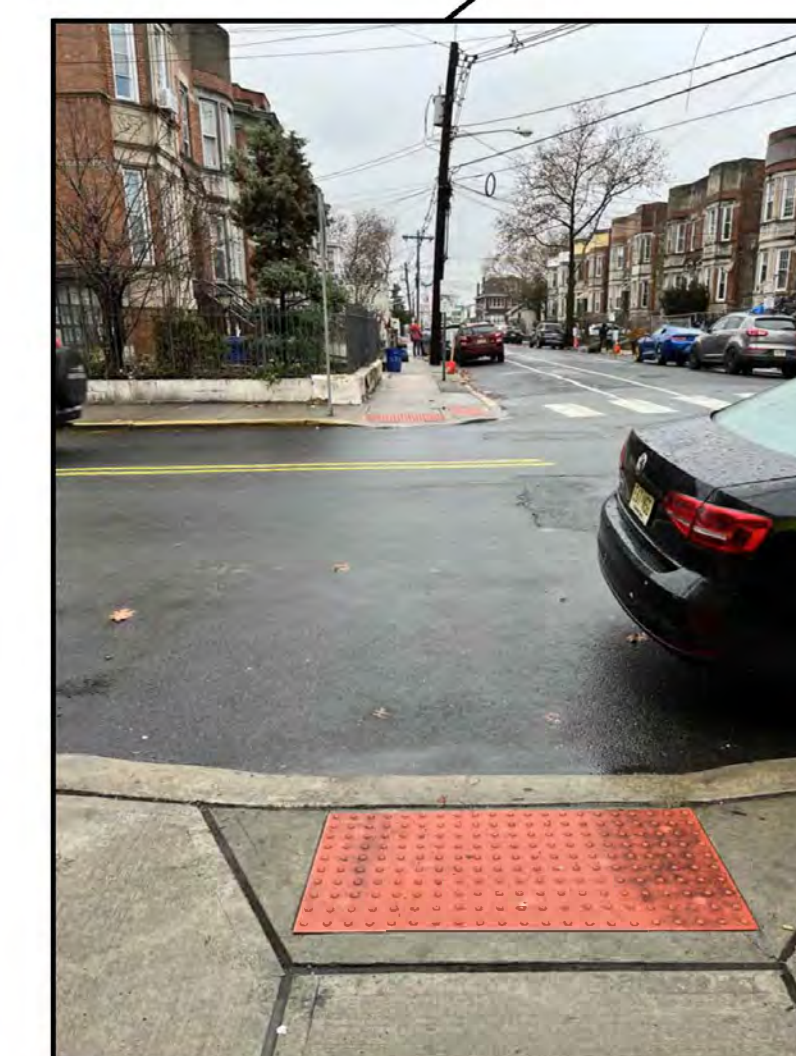
Crosswalk sign is not at the proper height



Cars parked in violation of Title 39



Ponding at the curb ramp



Missing crosswalk striping; parked car obstructs curb ramp

**LEGEND**



**SIGNALIZED INTERSECTION**



**PROJECT CORRIDOR**

1  
6

**NJDOT HSIP – ROAD SAFETY AUDIT  
BERGEN AVENUE**

**JERSEY CITY, HUDSON COUNTY**

**SITE PHOTOGRAPHS**

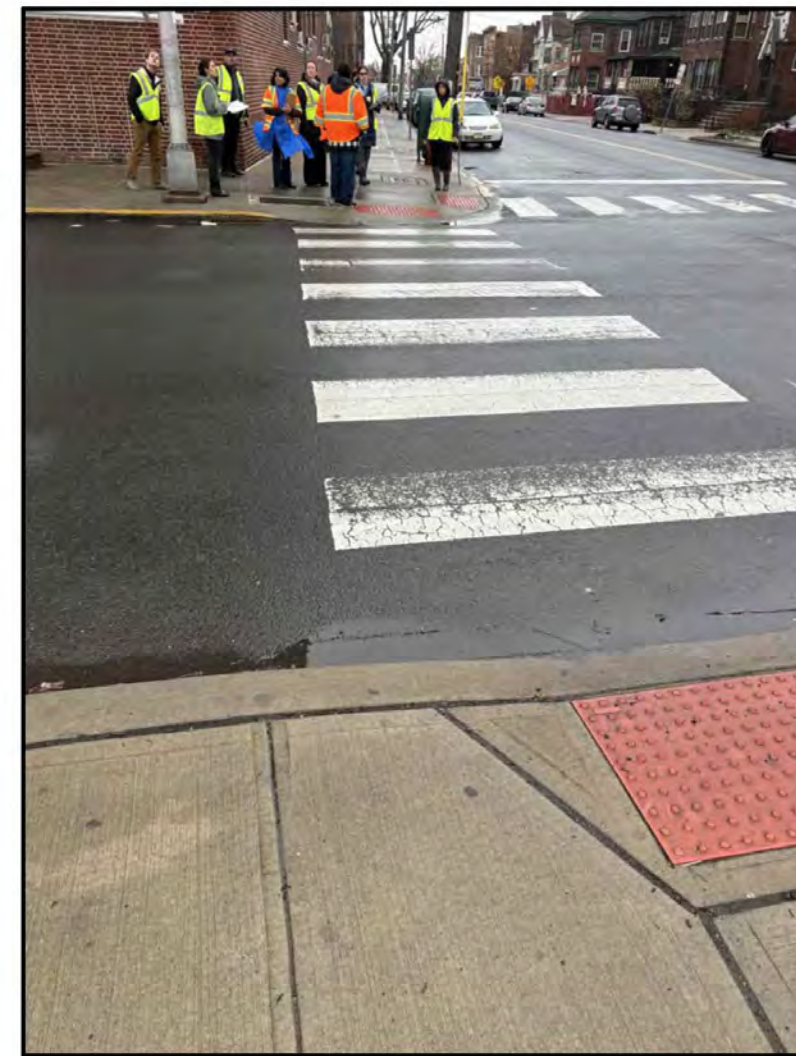


**GPI** Engineering  
Design  
Planning  
Construction Management

**N.T.S.**



Faded crosswalk striping; ponding at the curb ramp



Outdated signal equipment; damaged push button sign



Worn crosswalk striping



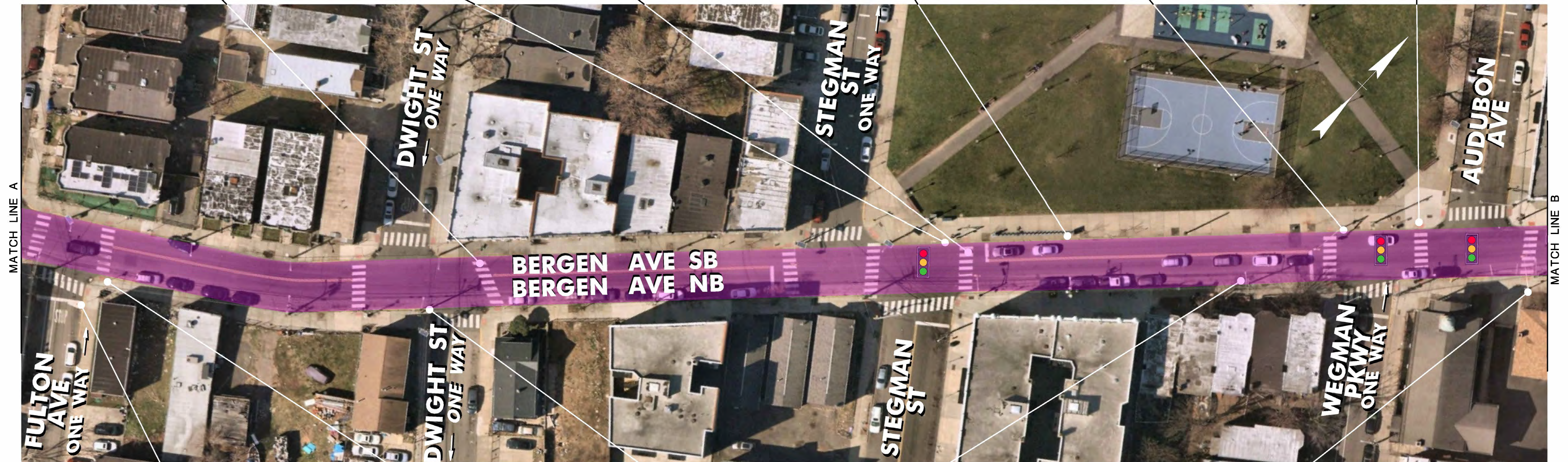
Cracked and damaged sidewalk and curb



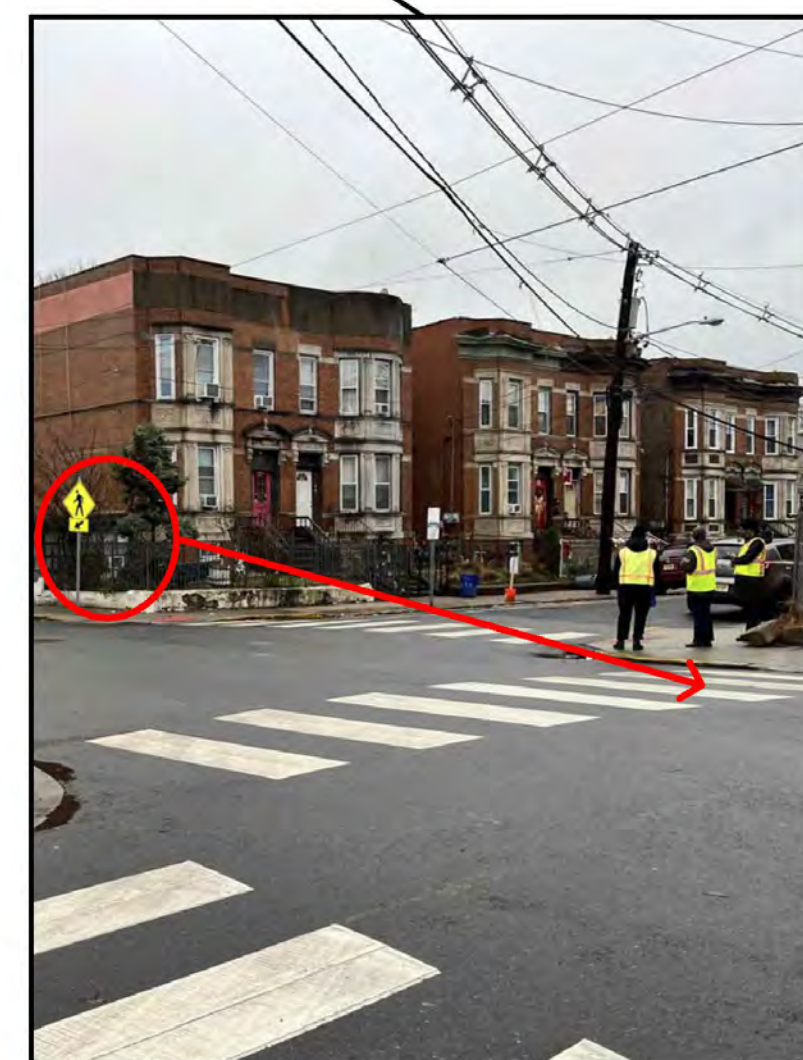
Outdated push button



Missing crosswalk signage; parking in violation of Title 39



Conflicting stop bar striping



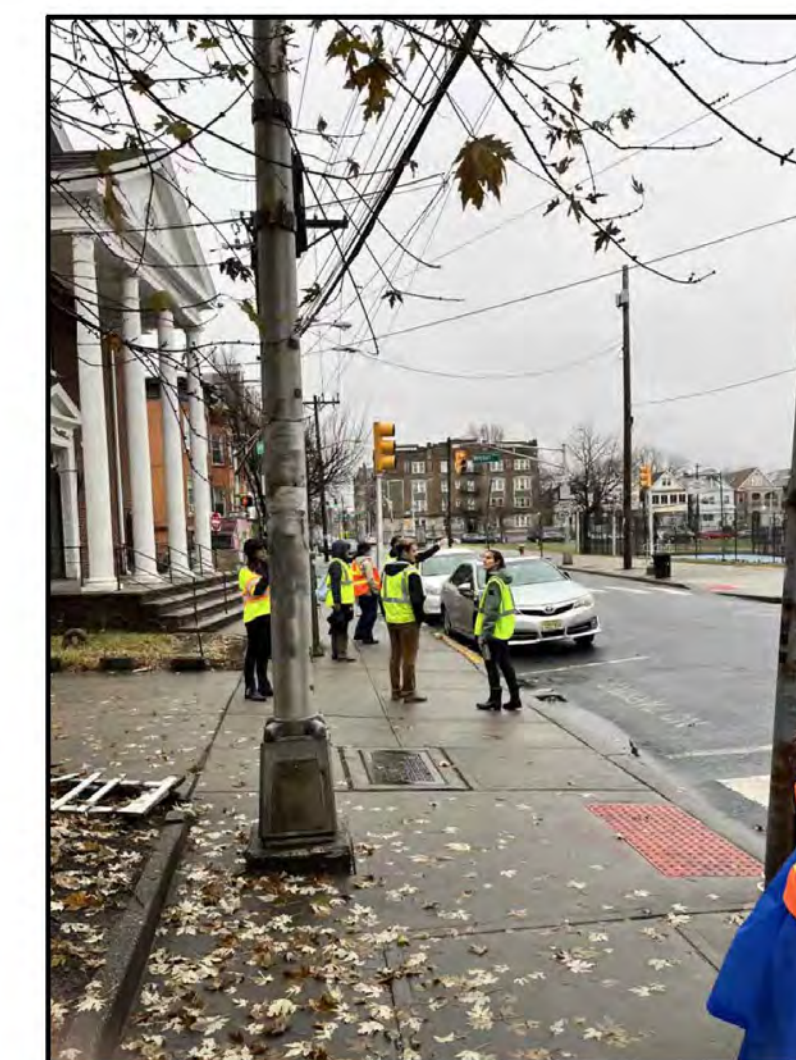
Sign circled in red is in the incorrect corner; sign should point to marked crossing



Street sign pole is bent



Parking in violation of Title 39



Pedestrian accessible route (PAR) unclear and may be obstructed by signal pole

LEGEND



SIGNALIZED INTERSECTION



PROJECT CORRIDOR

2  
6

NJDOT HSIP – ROAD SAFETY AUDIT  
BERGEN AVENUE

JERSEY CITY, HUDSON COUNTY

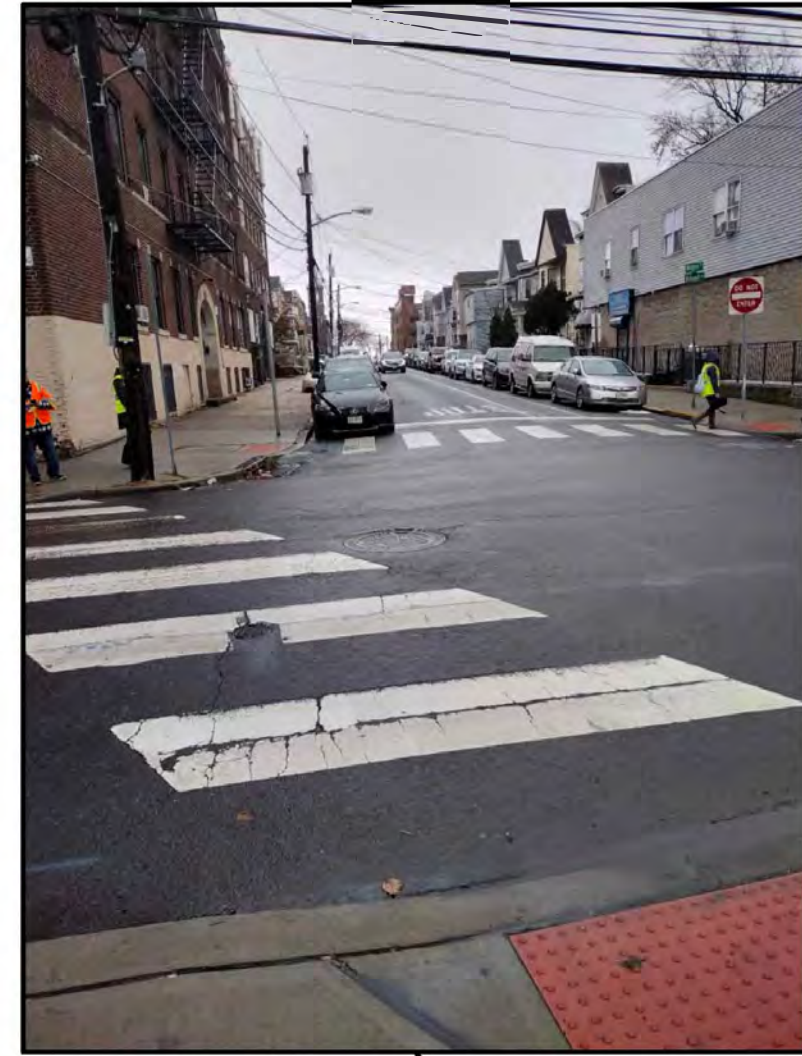
SITE PHOTOGRAPHS



N.T.S.



Cracked crosswalk striping



Cracked sidewalk;  
Broken driveway curb



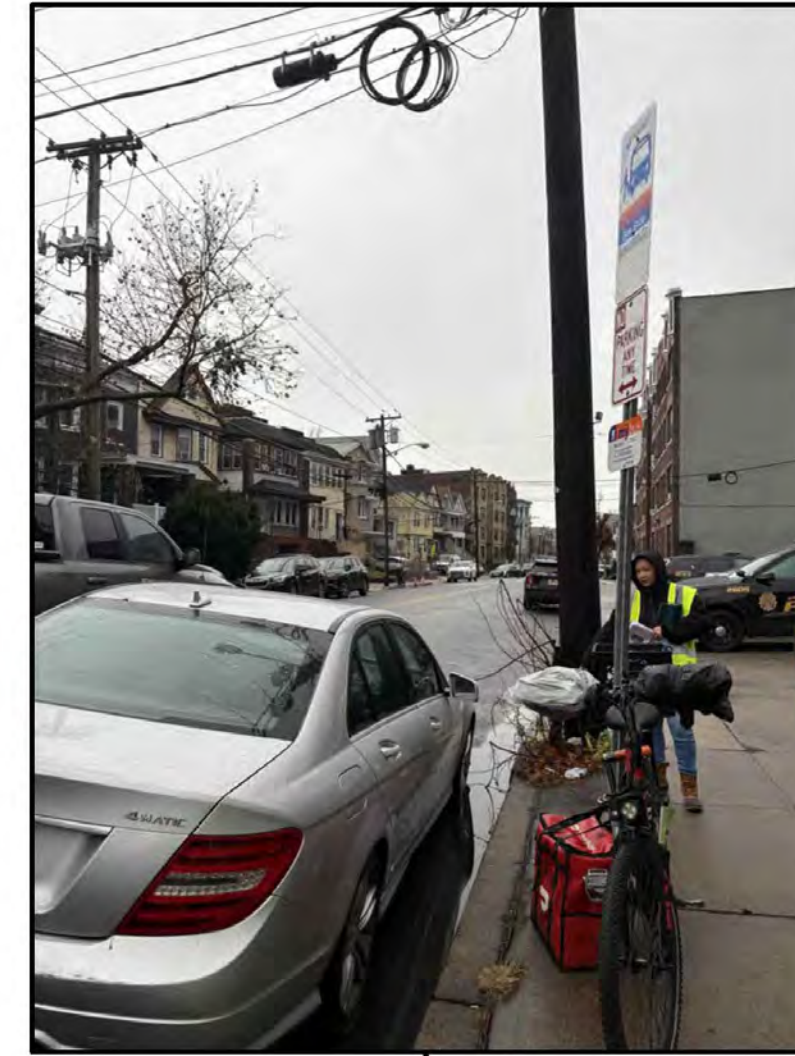
Missing sign; signs mounted  
lower than required



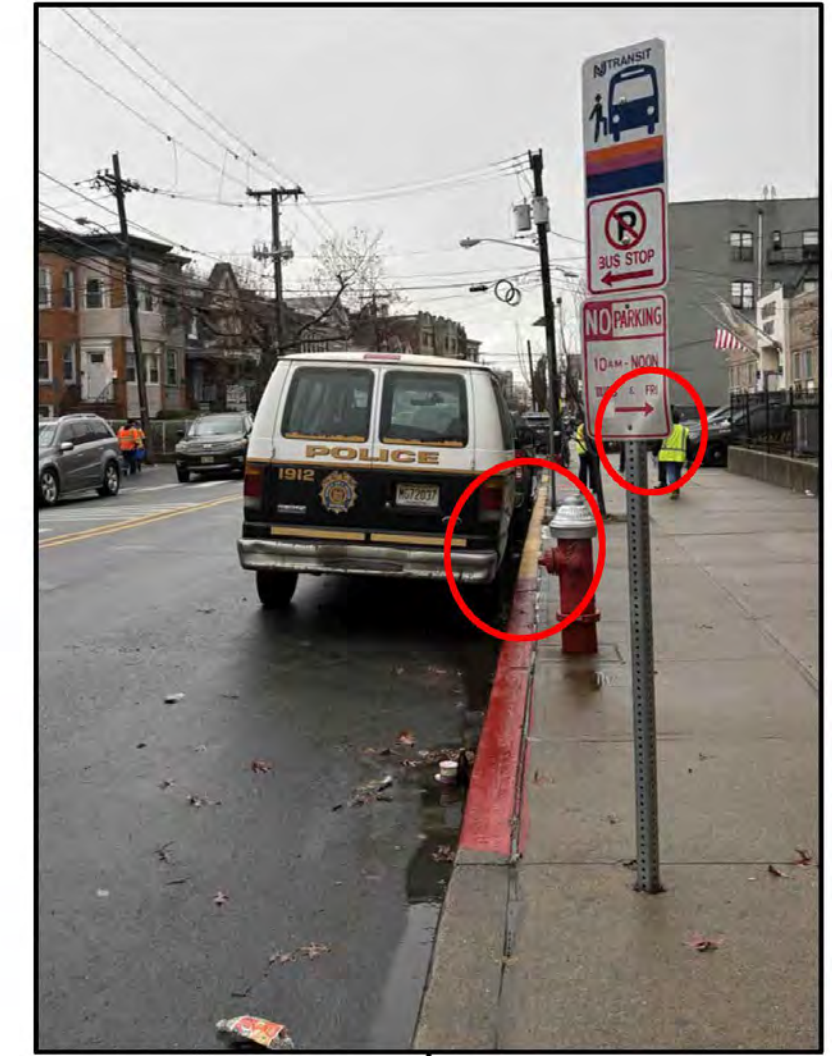
Broken driveway concrete;  
ponding at the end of the  
driveway



Car parked within the bus stop



Bent sign; multiple cars parked  
in no parking zones



MATCH LINE B



MATCH LINE C



Ponding at the curb ramp



Flashing school crossing sign is  
tilted



Bent sign; Sign post is broken



Crosswalk striping is not straight;  
Curb ramp is not flush with the  
road



Car blocking the curb ramp and  
crosswalk; Red brick crosswalk

LEGEND



SIGNALIZED INTERSECTION



PROJECT CORRIDOR

3  
6

NJDOT HSIP – ROAD SAFETY AUDIT  
BERGEN AVENUE

JERSEY CITY, HUDSON COUNTY

SITE PHOTOGRAPHS



**GPI** Engineering  
Design  
Planning  
Construction Management

N.T.S.



Sign and sign post on an angle



Car blocking the fire hydrant



Broken curb around the inlet



Bent sign



Cracked and vandalized sign; damaged push button sign



Outdated push button



Faded stop bar striping; faded crosswalk striping



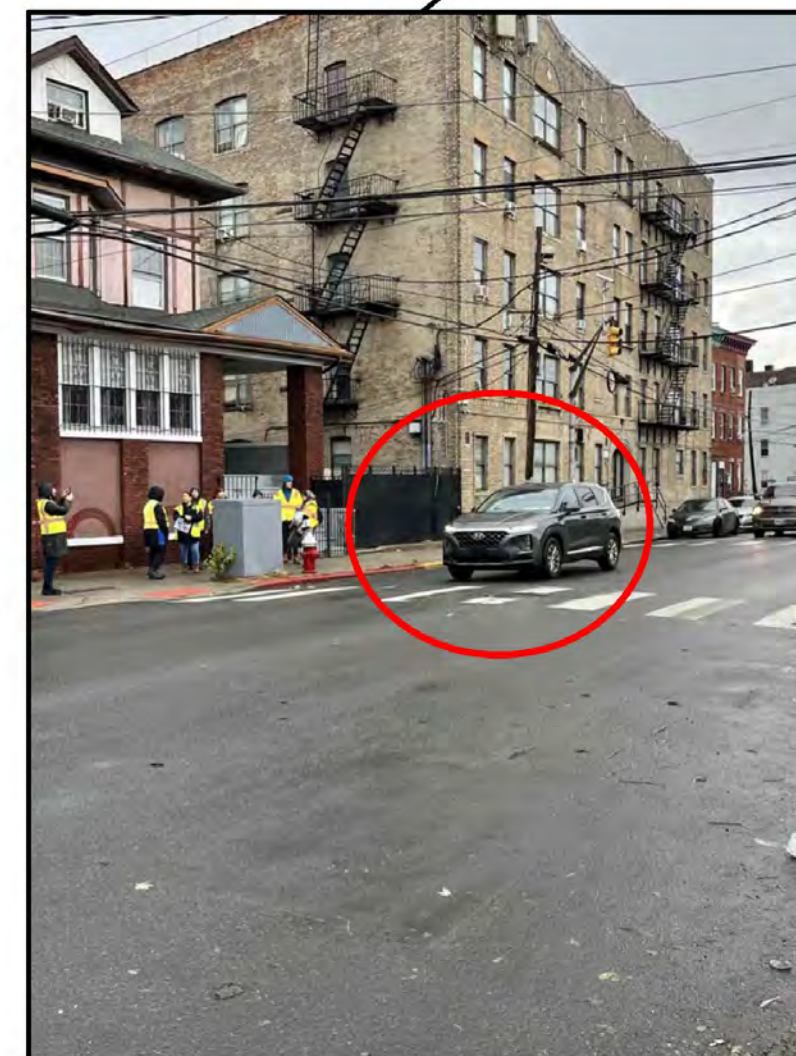
Truck parked blocking the crosswalk; damaged sidewalk around the inlet



Car parked in the crosswalk blocking the curb ramp



Crosswalk sign broken and facing the wrong direction



Vehicle stopped for the red light within the intersection due to confusion on where to stop



Worn signal equipment; damaged push button sign

- LEGEND**
- SIGNALIZED INTERSECTION
  - PROJECT CORRIDOR

4  
6

**NJDOT HSIP – ROAD SAFETY AUDIT  
BERGEN AVENUE**

JERSEY CITY, HUDSON COUNTY

**SITE PHOTOGRAPHS**



**GPI** Engineering  
Design  
Planning  
Construction Management

**N.T.S.**



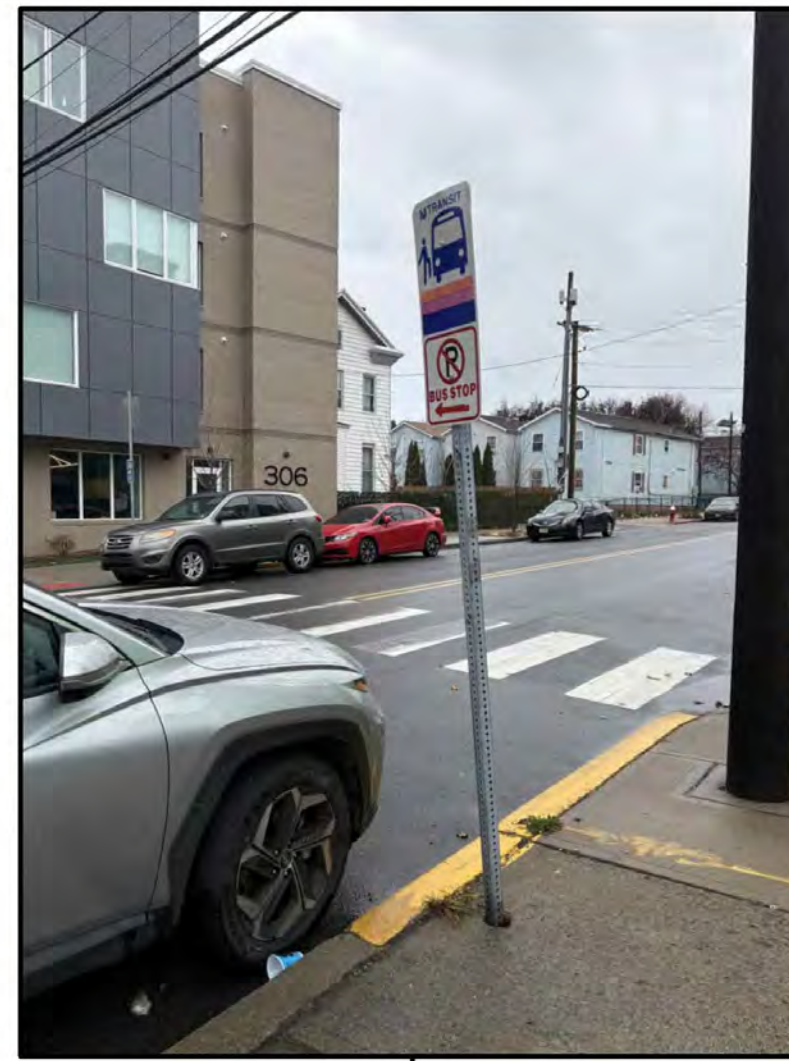
Vegetation and Ponding at the curb ramp



Faded crosswalk striping



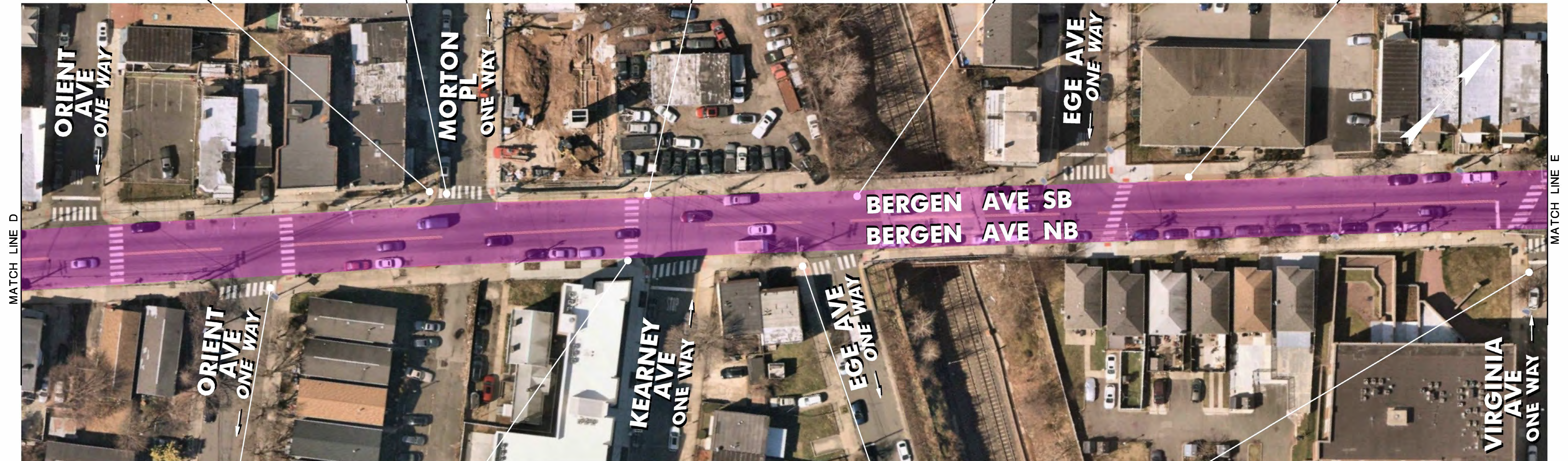
Parked car encroaching into NJTRANSIT bus stop



Missing crosswalk striping, crosswalk sign and ADA curb ramp



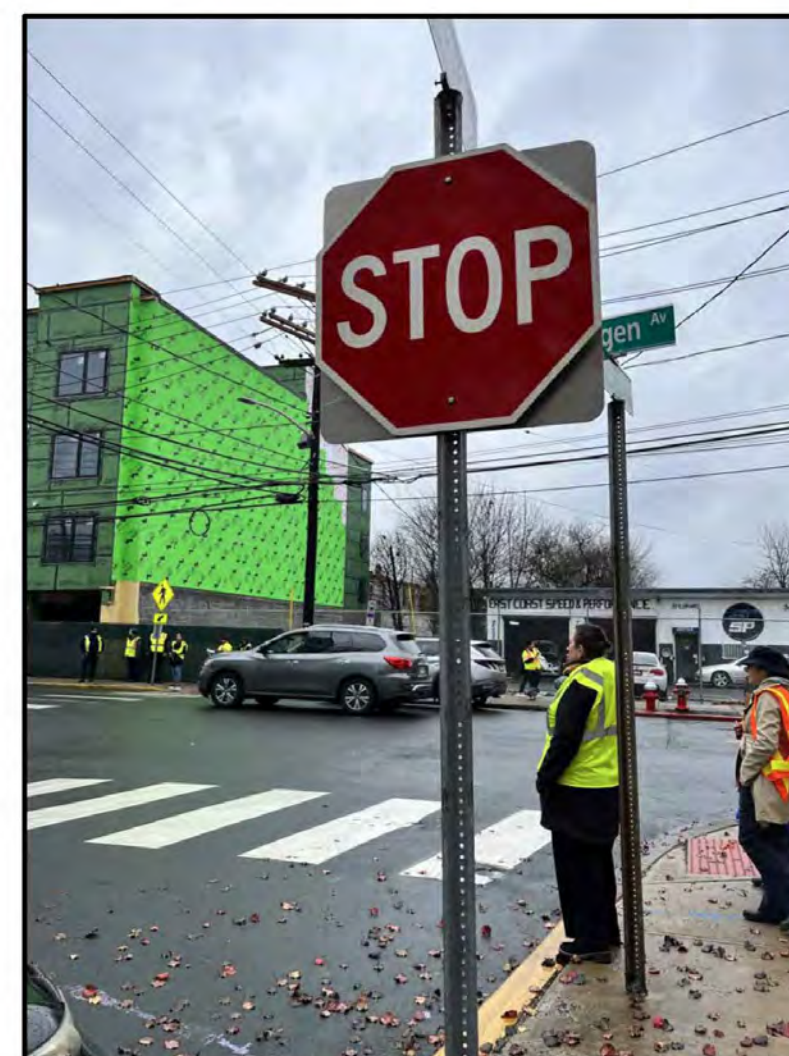
Uneven sidewalk



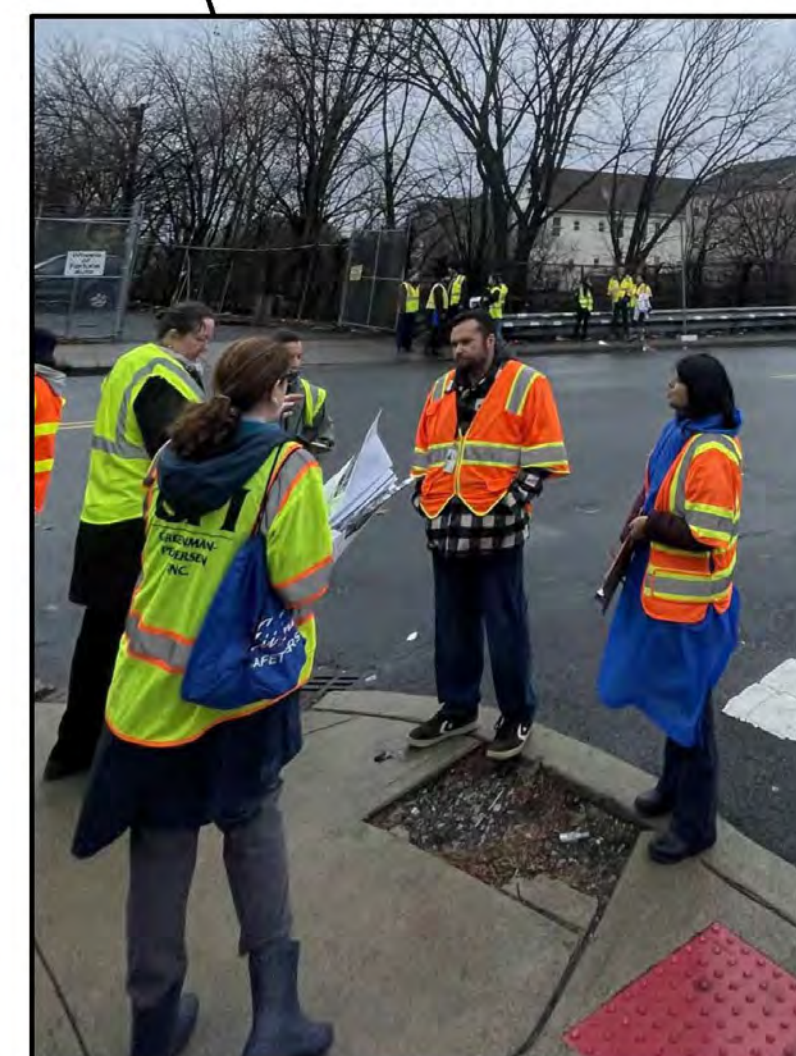
Street sign blocked by tree branches



Ponding at the curb ramp



Signs are not MUTCD compliant



Missing concrete sidewalk



Parking in violation of Title 39

- LEGEND**
- SIGNALIZED INTERSECTION
  - PROJECT CORRIDOR

5  
6

**NJDOT HSIP – ROAD SAFETY AUDIT  
BERGEN AVENUE**

JERSEY CITY, HUDSON COUNTY

**SITE PHOTOGRAPHS**



**GPI** Engineering  
Design  
Planning  
Construction Management

**N.T.S.**



Faded crosswalk; faded pedestrian crossing sign



Broken sign; low signage



Worn traffic markings; outdated school crossing sign; signs are not MUTCD compliant



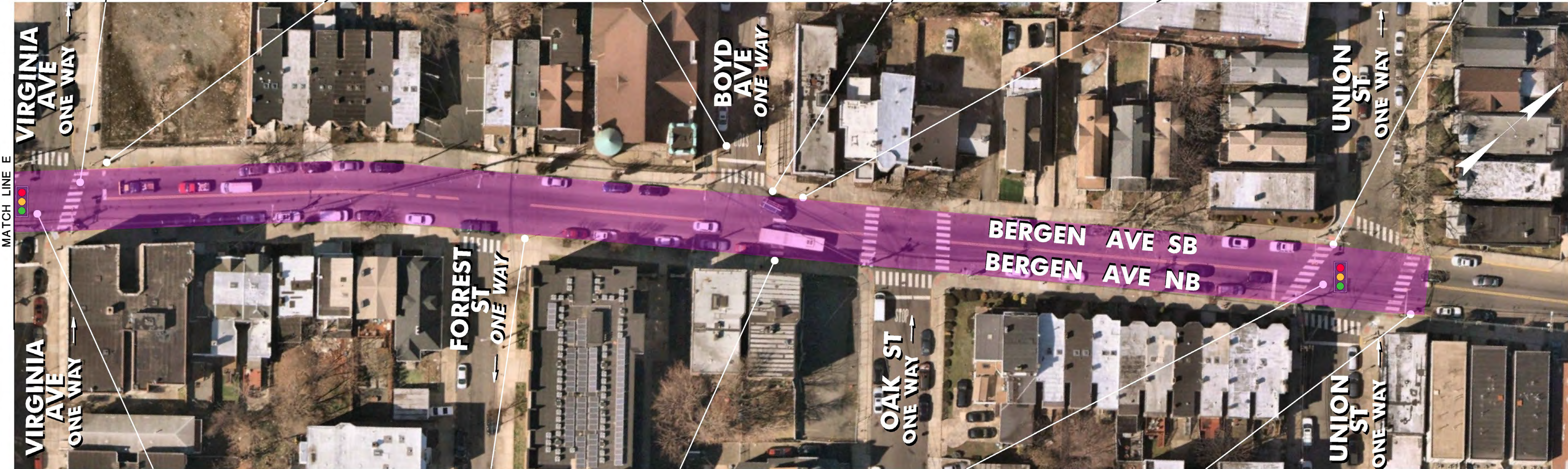
Vegetation blocking the inlet



School crossing sign faded and outdated



Crosswalk is skewed



Outdated signal equipment



Missing sign; no crosswalk striping



Ponding at the curb ramp



Outdated signal equipment



Parking in violation of Title 39

**LEGEND**

 **SIGNALIZED INTERSECTION**

 **PROJECT CORRIDOR**

**NJDOT HSIP – ROAD SAFETY AUDIT**  
**BERGEN AVENUE**

**JERSEY CITY, HUDSON COUNTY**

**SITE PHOTOGRAPHS**

 **GPI** Engineering  
Design  
Planning  
Construction Management

**N.T.S.**



## **G. PRE-AUDIT PRESENTATION**





1

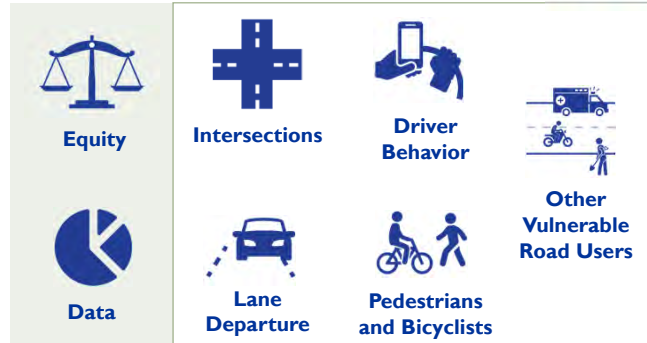


2



## Highway Safety Improvement Program (HSIP)

- 7 Emphasis Areas (NJ 2020 Strategic Highway Safety Plan)
- 7 sub-programs including Local Safety Program – ROAD SAFETY AUDITS
- Core Federal Aid Program, NJ receives about \$75M



*Driver Behavior:* Drowsy and Distracted Driving, Aggressive Driving, Impaired Driving, Unlicensed Driving, and Unbelted Drivers and Occupants

*Other Vulnerable Road Users:* Mature Drivers, Younger Drivers, Motorcyclists, Work Zone Workers and Other Road Workers

Bergen Avenue RSA

3

3

## Safe System Approach

Zero is our goal. A Safe System is how we will get there.

### The Basics

- Eliminate fatal & serious injuries for all road users
- Holistic view of the road system:
  - Anticipates human mistakes
  - Keeps impact energy tolerable on the human body
- Human perspective
- Ethical imperative of the designers and owners of the transportation system



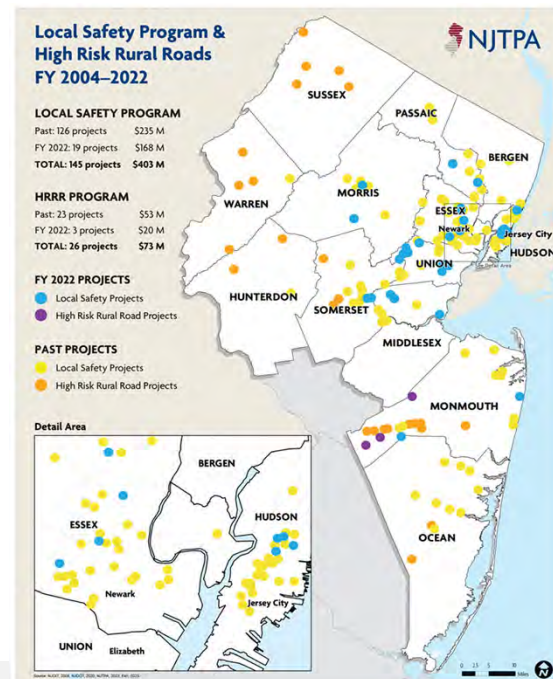
4

4



## Federal Transportation Funding

- **Local Safety and High Risk Rural Roads Programs**
  - \$235M 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 (e.g. right-angle, roadway departures)
- **Community Outreach** – opportunities for public, local officials and stakeholders to comment and ask questions



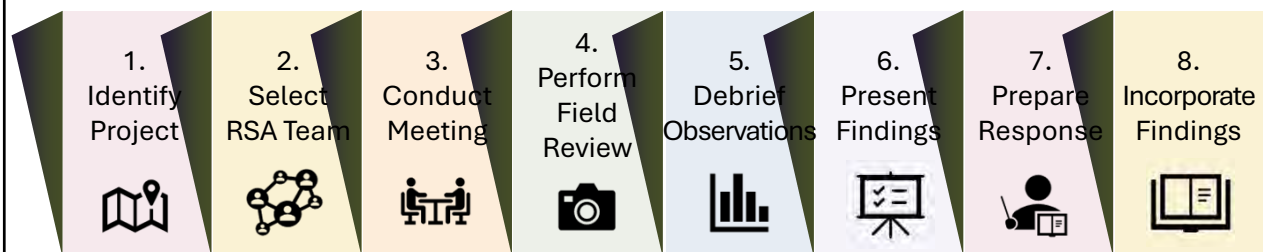
5

5

## RSA Purpose and Process

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

- 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
- Support optimized savings of lives, money and time



Responsibilities: Steps 1-2 & 7-8: Design Team/Road Owner | Steps 3-6: RSA Team

Bergen Avenue RSA

6

6





## FHWA Proven Safety Countermeasures (PSC)

- 28 countermeasures
- Research proven strategies
  - ✓ Intersections
  - ✓ Roadway departures
  - ✓ Pedestrian/bicyclist
- Several crosscutting strategies address multiple safety focus areas

7

### PSC Examples



Road Diet, Asbury Park City, Monmouth County



Roundabout, Cinnaminson Township, Burlington County



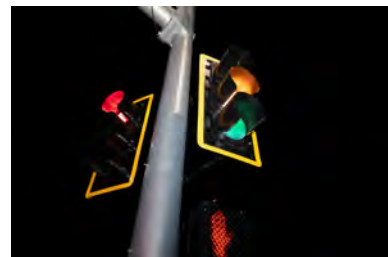
Enhanced Delineation, Horizontal Curves, Statewide



Pedestrian Hybrid Beacon (HAWK), Carlsdadt Borough, Bergen County



RRFBs and high visibility crosswalks, Princeton Township, Mercer County



Backplates with Retroreflective Borders, Statewide

8



## Project Area Site Summary



- Limits: Union Street to JFK (Kennedy) Blvd *Proposed improvements at JFK*
- Undivided, 2 lanes
- Urban minor arterial
- No shoulders, parking both sides
- Sidewalk both sides
- 25 mph
- Mostly residential



## Demographics

| Item* | Study Area | Hudson Co. |
|-------|------------|------------|
| DI    | 89%        | 77%        |
| POC   | 88%        | 72%        |
| 65+   | 14%        | 12%        |
| 18-   | 25%        | 20%        |
| LI    | 46%        | 30%        |
| LEP   | 8%         | 13%        |
| PwD   | 10%        | 9%         |

\* DI = Demographic Index  
 POC = People of Color  
 65+ = People over age 64  
 18- = People under age 18  
 LI = Low Income (persons)

LEP = Limited English Proficiency  
 PwD = Persons with a Disability  
*DI is percentile in NJ ; how an area ranks compared to the state. 50% is the median.*

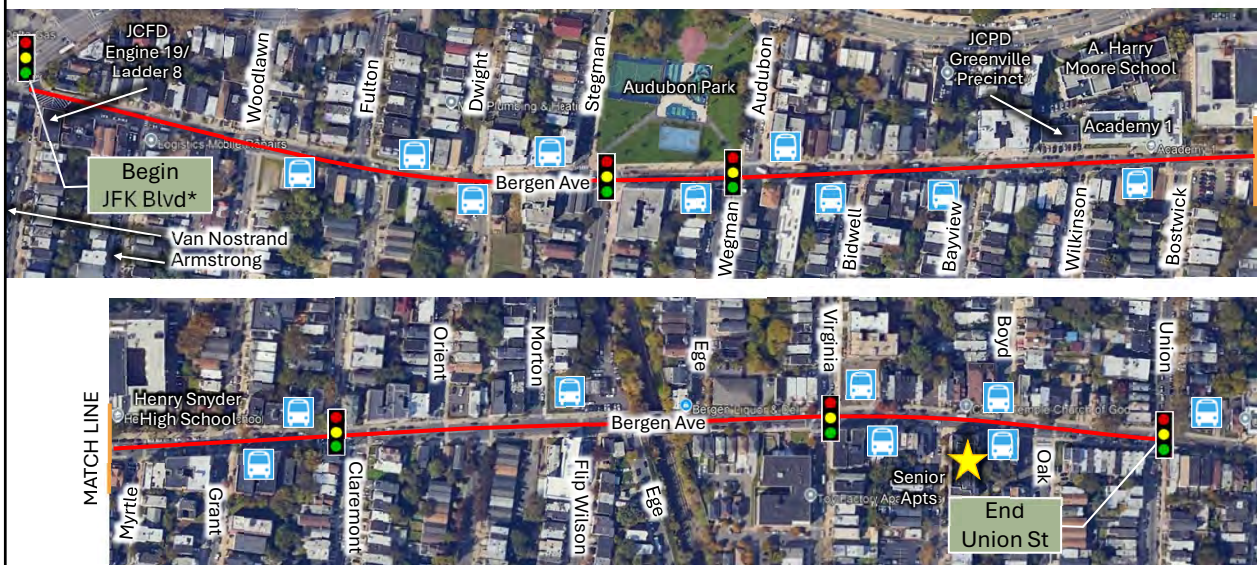
Bergen Avenue RSA

9

9

## Project Area

Bergen Avenue, Union Street to JFK (Kennedy) Boulevard\*

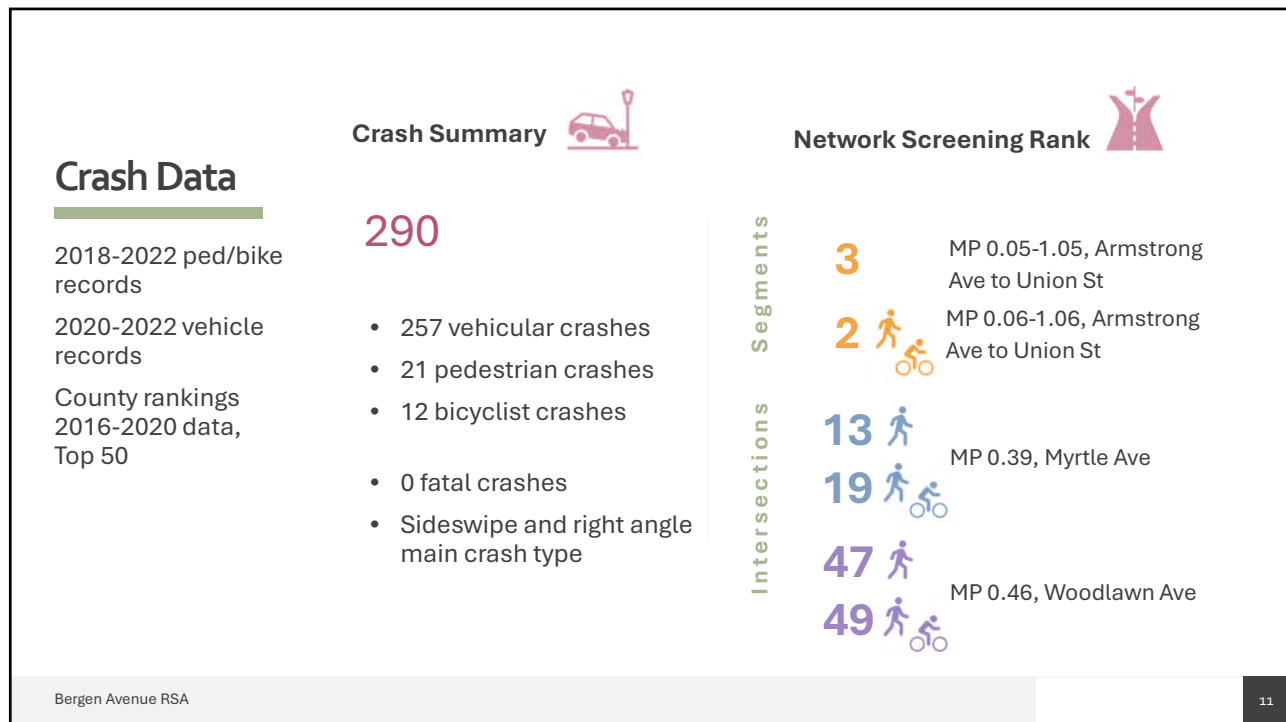


\* Note: County improvement project at JFK (Kennedy Blvd) to fire house

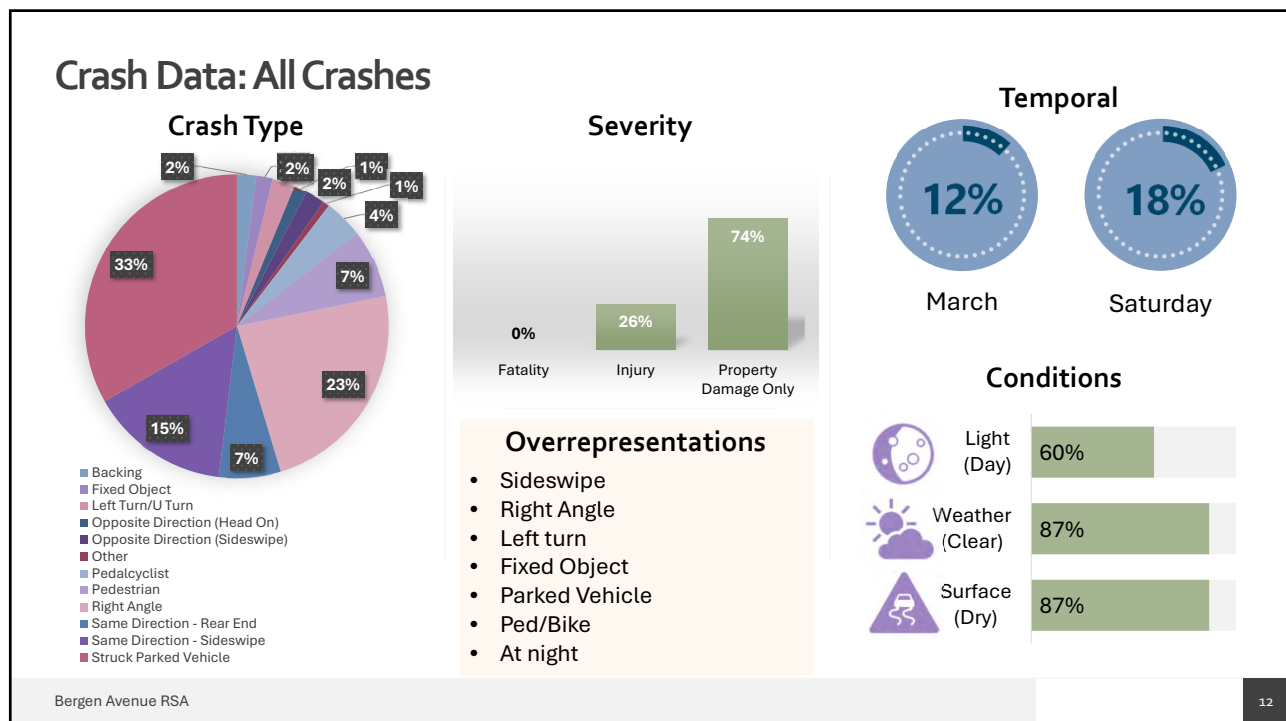
10

10





11



12



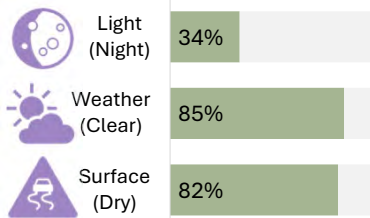
## Crash Data: Pedestrian/Bicyclist

### Severity

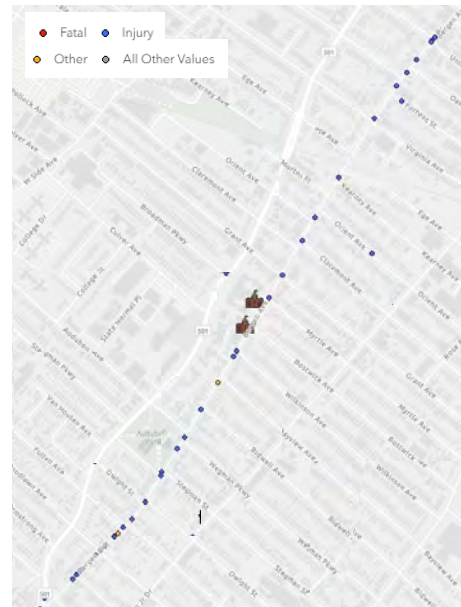
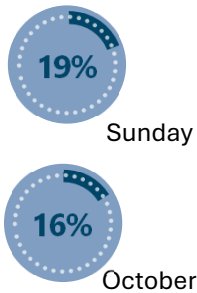
86% were Injury



### Conditions



### Temporal



Bergen Avenue RSA

13

13

## Field Visit Schedule, Rules, and Discussion

1. Meet at Forrest Senior Apartments at 10AM (rain or shine). Hard copies of the packet will be available.
2. Dress appropriately for safety and weather. Safety vests **must** be worn.
3. Regroup at meeting site to summarize 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?

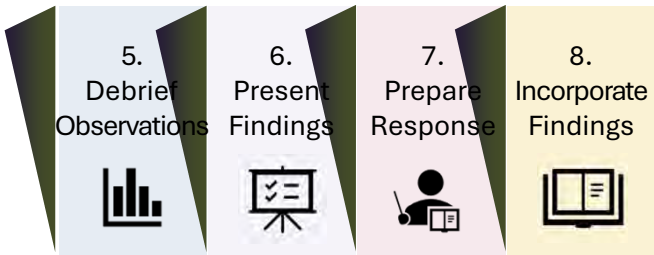
14

14

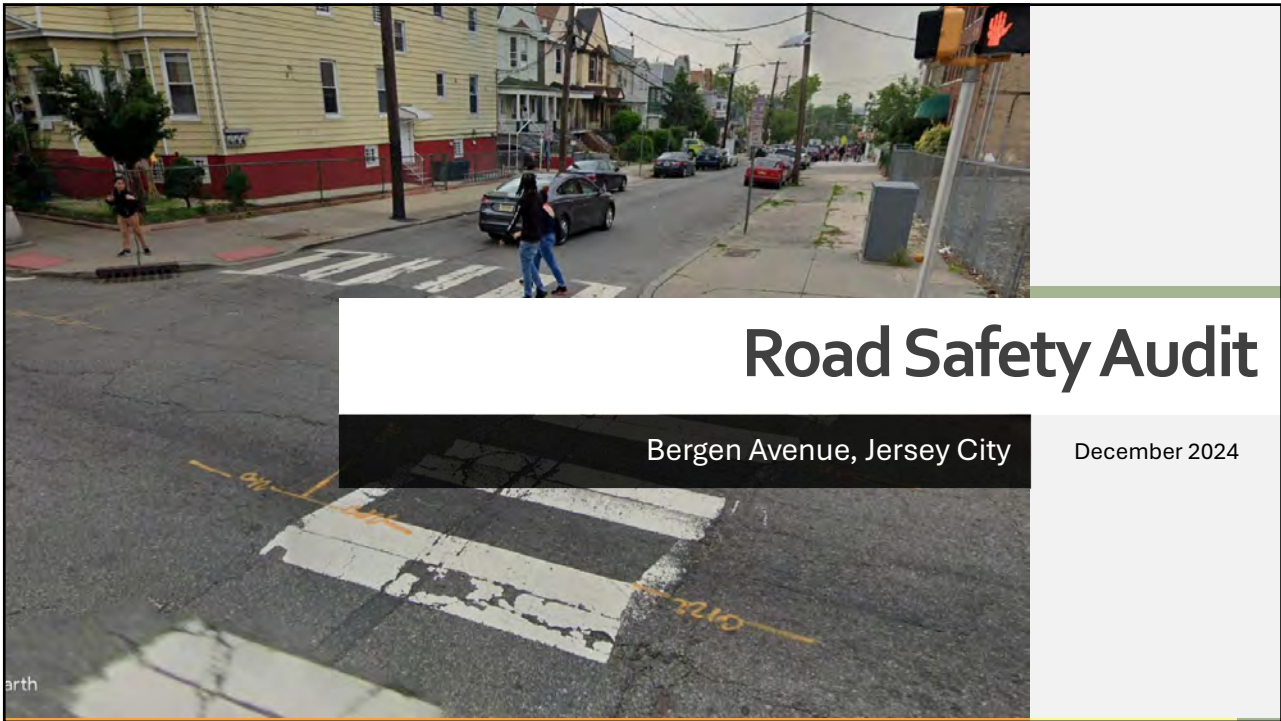


# Next Steps

- Preparation of RSA Report
- Review/comments from RSA Team
- Preparation of Preliminary Final Report
- Preparation of Final Report
- Approximate timeframe: 6-8 weeks for draft report



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# H.ROAD OWNER REPOSE





Steven M. Fulop  
*Mayor*

CITY OF JERSEY CITY  
DEPARTMENT OF INFRASTRUCTURE  
Division of Transportation and Planning

Municipal Services Complex  
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Barkha R Patel  
*Director*

May 29, 2025

Ms. Julia Steponanko, P.E., RSP1  
Greenman-Pederson, Inc.  
520 US Highway 22  
Suite 200  
Bridgewater, NJ 08807

Re: Road Safety Audit, Bergen Avenue (Union Street to John F. Kennedy Boulevard), Jersey City

Dear Ms. Steponanko:

The City of Jersey City thanks the Road Safety Audit team for their time and effort to evaluate traffic safety along Bergen Avenue and provide safety recommendations that benefit all users. We have reviewed the recommendations within the Revised Draft Report dated April 2025 and generally are in concurrence with the safety improvements identified for the overall corridor and specific intersections, which are in alignment with the Jersey City Vision Zero Action Plan.

This Road Safety Audit will provide a useful reference as the City continues to identify funding opportunities to implement systemic traffic safety improvements. The City is committed to prioritizing quick-build systemic safety improvements along Bergen Avenue in the near-term while we work towards longer-term capital projects.

Thank you for the opportunity to participate in this Road Safety Audit. We look forward to implementing these recommendations and continuing to conduct Road Safety Audits along other high-crash corridors in the City.

Sincerely,

Michael Manzella  
Director, Transportation Planning  
City of Jersey City

cc: Barkha Patel, Director, Department of Infrastructure  
Jennifer Wong, Director, Traffic Engineering  
Christine Mittman, NJTPA  
Bergen Avenue Road Safety Audit Team