



Local Safety Action Plan

Passaic County

October 2026



This plan was adopted by the Passaic County Planning Board at a public meeting held on October 8th, 2026.

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

Executive Summary



Across New Jersey, deaths and serious injuries resulting from traffic crashes are on the rise. Passaic County is not immune to this trend; traffic deaths have increased since 2018. From 2017 through 2021, 70 percent of traffic deaths and serious injuries in Passaic County occurred on county and municipal roads. Pedestrian and bicyclist crash statistics point to especially alarming safety concerns. The safety analysis conducted for this Local Safety Action Plan (LSAP) showed that, in Passaic County, these vulnerable road users are 23 times more likely than vehicle occupants to be killed or seriously injured when involved in a crash on county and municipal roads.

The Passaic County LSAP establishes a framework for achieving the goal of **Zero Deaths and Serious Injuries on County and Municipal Roads by 2050**, following the Safe System Approach endorsed by the U.S. Department of Transportation. Passaic County partnered with the North Jersey Transportation Planning Authority (NJTPA) to develop this plan. Input from Passaic County officials and residents informed this plan throughout its development. Representatives from the county, municipalities, and police departments, as well as engineers, planners, and educators, formed a Local Implementation Group (LIC) to advocate for the county's safety needs and oversee the plan's direction.

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

This safety plan focuses on roadways owned and maintained by Passaic County and its municipalities. To ensure an objective and data-driven process, the recommended locations for improvements were selected based on data, specifically the frequency and severity of fatal and serious injury crashes. As a result, some municipalities appear more frequently in the list of priority locations. This is not a reflection of bias, but rather an indication that crash trends in those areas warrant greater safety attention. The LIC directed this plan to focus on common crash types and to develop strategies to address them. These crash types are aggressive driving, intersection, and pedestrians and bicyclists. Combined, these four crash categories account for 39 percent of all deaths and serious injuries on county and municipal roads.

To identify the most important safety locations, the LIC considered High Injury Network maps, locations of concern noted by the community, and locations identified as being “at risk” for crashes based on roadway characteristics. Future strategies addressing these crashes should focus on proven safety countermeasures, a set of solutions known to reduce fatal and serious injury crashes to help achieve the LSAP goal. These strategies will incorporate Complete Streets policies and design approaches, by which streets are designed and built to accommodate all roadway users equally. In addition, this LSAP focuses on the following approaches to implementing safety strategies:

- Large-scale safety improvement projects, such as intersection reconfigurations, road diets, and shared-use path construction.

- Quick-build demonstration projects that show how a future long-term improvement could look using temporary, low-cost materials. Examples include bike lanes, mini roundabouts, and paint markings on roads.
- Safety add-on projects where low-cost safety improvements are included in non-safety-focused roadway projects. Examples include installing wider roadway edge lines and oversized road signs while repaving roadways.

A detailed crash data analysis, which was supplemented with stakeholder input and public feedback to ensure the plan reflects both statistical trends and community safety concerns, was used to identify 13 priority locations, shown in Table ES-1.

Table ES- 1: Passaic County Priority Location Summary

Priority Location	Location Type	Municipality	Jurisdiction
CR-615 (Van Houten Avenue) from Machias Street to Hillside Way	Segment	Passaic, Clifton	County
CR-505 (Hamburg Turnpike) from Valley Road to Duncan Lane	Segment	Wayne Township	County
CR-689 (Hamburg Turnpike) from Alps Road to Lionshead Boulevard	Segment	Wayne Township	County
CR-202 (Black Oak Ridge Road) from Ratzer Road to Mandeville Drive	Segment	Wayne Township	County
Myrtle Avenue from Harrison Street to Pennington Avenue	Segment	Passaic	Municipal
CR-675 (Belmont Avenue) from Cook Street to Hodges Place	Segment	Haledon Borough	County
CR-647 (Straight Street) from Park Avenue to River Street	Segment	Paterson	County
CR-601 (Main Street) from Robert Street to Broad Street	Segment	Paterson	County
CR-653 (Lincoln Avenue) at CR-69 (Diamond Bridge Avenue)	Intersection	Hawthorne Borough, Glen Rock	County
CR-249 (Central Avenue) at Summer Street	Intersection	Passaic	County
Broadway at Memorial Drive	Intersection	Paterson	Municipal
CR-601 (Main Street) at Mary Street	Intersection	Paterson	Municipal
North 9th Street at Brown Avenue	Intersection	Prospect Park Borough	Municipal

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

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



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Introduction to Zero: Our Goal and Our Commitment



The Passaic County Local Safety Action Plan (LSAP) identifies and prioritizes road safety improvements in the County's 16 municipalities. This LSAP establishes a comprehensive framework for Passaic County to achieve the goal of **Zero Deaths and Serious Injuries on County and Municipal Roads by 2050** based on the U.S. Department of Transportation-endorsed Safe System Approach. This goal emphasizes the principle that even one fatality or serious injury is unacceptable and preventable. To reach this target, addressing all aspects of traffic safety, including road user behavior, vehicle safety and technology, road infrastructure, and post-crash care, is essential. This comprehensive approach provides multiple layers of protection for road users and fosters a proactive safety culture, prioritizing safety in all transportation-related decisions.

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

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

The Safe System Approach

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

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

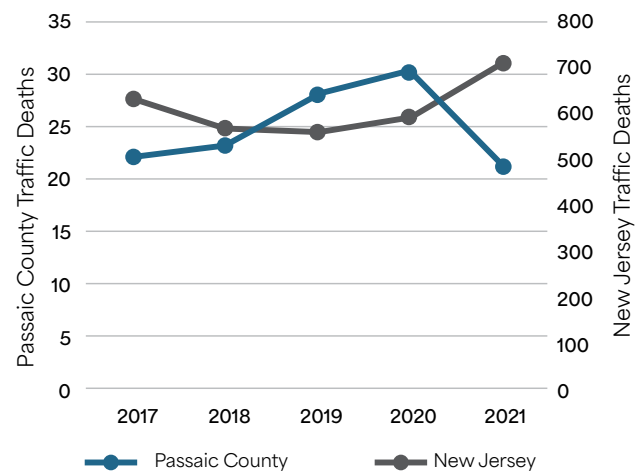
Spotlight on Safety



Passaic County Crash Trends

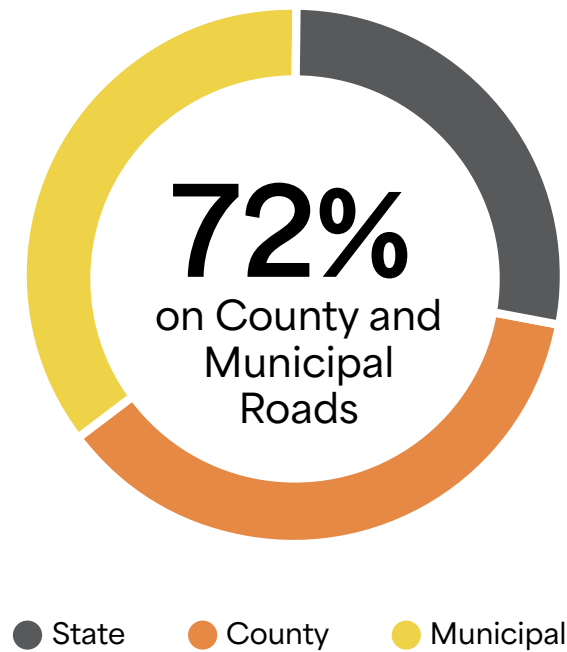
Across New Jersey, deaths and serious injuries resulting from traffic crashes are on the rise. In 2021, 699 people lost their lives in crashes in New Jersey, an increase of 75 deaths compared to 2017 (NJDOT 2023). The trend in traffic-related deaths in the state speaks to a nationwide crisis as the number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

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



Data plays a crucial role in the effort to eliminate traffic deaths and serious injuries. By following a data-driven approach, traffic safety partners from all communities in Passaic County can direct resources most efficiently, prioritizing the most crucial locations, targeting crash types, and ultimately, identifying effective strategies and actions needed to achieve zero. This LSAP focuses on the roadways owned and maintained by Passaic County and municipalities within the county. More than 70 percent of all traffic deaths and serious injuries occurred on county and municipal roads between 2017 and 2021, underscoring the importance of this plan’s focus on these roadways (Figure 2).

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



Passaic County Crash Statistics
(county and municipal roadways, 2017-2021)



From 2017 through 2021, 75 people died and another 428 were seriously injured in traffic crashes occurring on county and municipal roads in Passaic County. The types of crashes and factors impacting traffic safety reflect the diversity of the communities across the County. Crashes involve motor vehicles, pedestrians, and bicyclists. Factors contributing to these crashes include a range of driver behaviors, such as distracted driving and speeding. Refer to Appendix B for more Passaic County crash statistics.

Emphasis Areas

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

Aggressive Driving

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

Aggressive Driving Crash Statistics

(county and municipal roadways, 2017-2021)



Intersection Related

Intersections are planned locations where one roadway converges with another roadway. Intersections create points of conflict due to the various types of maneuvers (turning and crossing) as well as the different types of users (vehicles, pedestrians, bicycles). Because of these factors, greater demand is placed on road users when making decisions. Pedestrians and bicyclists are at greater risk at these locations.

Intersection Related Crash Statistics (county and municipal roadways, 2017-2021)



47%
involved drowsy or
distracted driving

47%
involved speeding



15%
involved impaired drivers

10%
involved younger drivers



17%
involved unbelted
occupants

Pedestrians and Bicyclists

Walking and bicycling can be great alternatives to driving. However, individuals walking and bicycling are more susceptible to serious injuries and death when involved in a collision with a motor vehicle. Pedestrian and bicyclist crashes occurred in various settings in Passaic County between 2017 and 2021, underscoring the complex nature of addressing these crashes. Pedestrian and bicyclist crashes occurred in town centers, suburban residential areas, and commercial developments. These circumstances speak to the need for Complete Streets approaches and a variety of interventions focusing on safe travel for all road users.

Passaic County residents most frequently drive for their daily commute, with more than 64 percent reporting that they drive alone to work (U.S. Census Bureau 2024). However, the tendency to travel by car does not present a complete picture of traffic safety in the county. Pedestrians and bicyclists account for approximately 30 percent of all deaths and serious injuries on county and municipal roads, and they are **23 times more likely than drivers to sustain fatal or serious injuries when involved in a crash.**

Pedestrians and Bicyclists Crash Statistics (county and municipal roadways, 2017-2021)

Pedestrians and Bicyclists



27 People Killed **124** People Seriously Injured



32%

involved drowsy or
distracted driving

65%

involved aggressive driving



56%

involved intersections

13%

involved older drivers



17%

were hit and run crashes

Demographic Factors

A demographic analysis of Passaic County helped to determine and select strategies that prioritize safety, effectively engaging all residents in the county. The demographic analysis incorporated factors from the U.S. Census Bureau's American Community Survey for five-year estimates from 2018 to 2022 across municipalities and census tracts within the county using Title VI factors (which are Minority, Limited English Proficiency, Disability, Foreign-Born). The demographic data for Passaic County reveals a balanced gender ratio, with youth making up 24 percent of the population, closely aligned with residents aged 65 and older making up 15.1 percent. Notably, 61 percent of the population identifies as a minority, while 30 percent of households are classified as low income. Additionally, the foreign-born population accounts for 33 percent, and 22 percent of residents have limited English proficiency. This analysis identified that 60 percent of all fatal and serious injury crashes in Passaic County occurred in areas with Title VI factors that are higher than the county average. Refer to Appendix B for more information on Passaic County demographics.

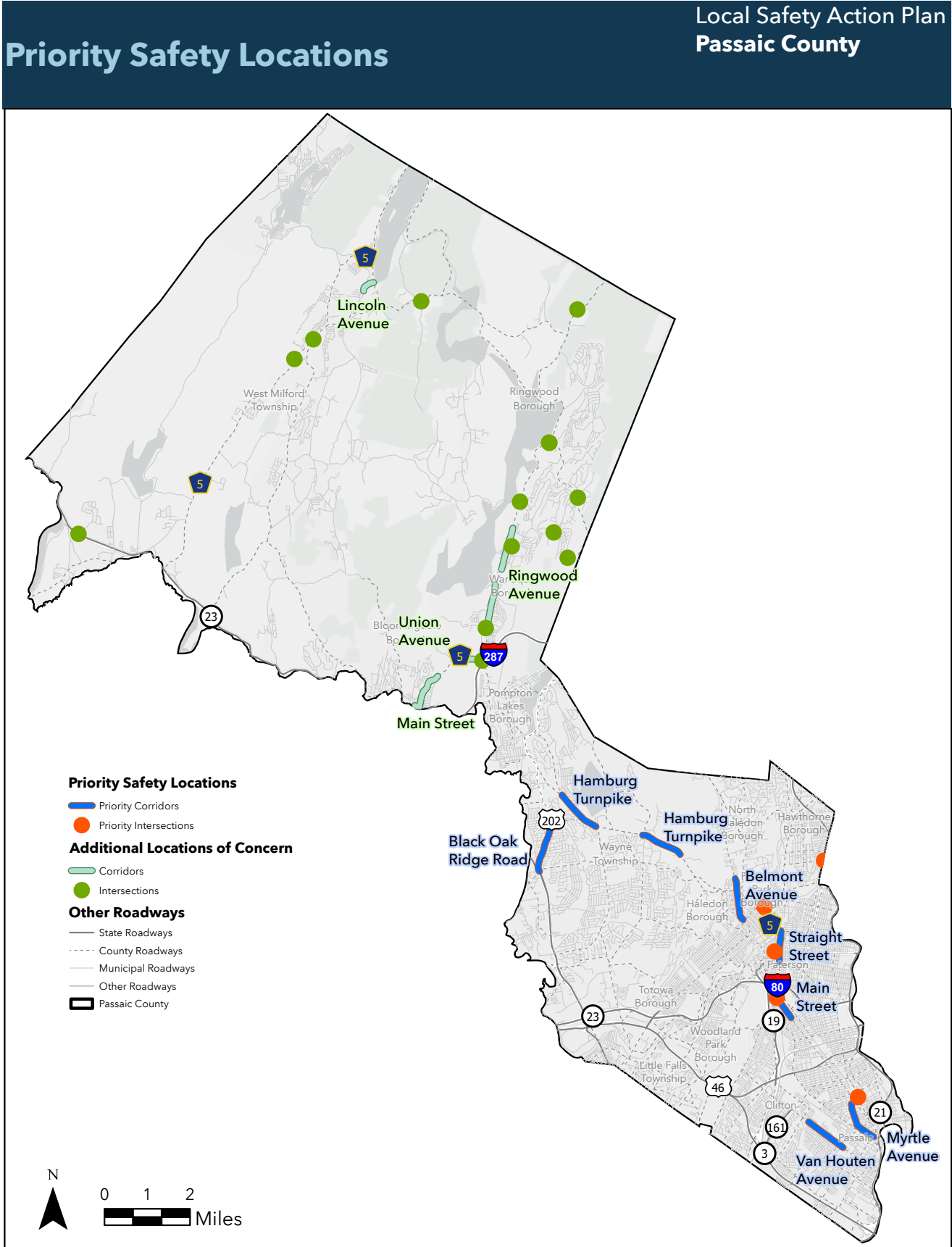
Priority Locations

The basis for defining priority locations for the safety plan began with developing a High Injury Network (HIN). The HIN identifies roadways and intersections with high frequencies of fatal and serious injury crashes and the crash type. The HIN excludes state jurisdiction routes because this locally led LSAP focuses on the roadways and intersections that the county and municipal partners own and maintain. Refer to Appendix C for more information on HIN development. Once the base HIN was established, priority locations were identified based on input from the LIC and through a public web map. Through outreach events and map feedback, community members indicated that intersections were difficult to cross, and roadways with limited facilities for bicycles and pedestrians were a concern in Passaic County. Specific locations of concern gathered from in-person and virtual outreach events helped prioritize locations for the plan. In many instances, public concerns regarding safety issues and locations coincided with locations on the HIN. Corridors and intersections are considered priority locations if they have a fatal and serious injury crash history, LIC recommendations, or public feedback. Table 1 and Figure 3 show the final list of priority locations.

Table 1: Passaic County Priority Locations

Priority Location	Municipality	Jurisdiction(s)	Crashes (2019-2021)		Applicable Emphasis Areas		
			Fatal	Serious Injury	Aggressive Driving	Intersection	Pedestrian/ Bicyclist
CR-615 (Van Houten Avenue) from Machias Street to Hillside Way	Passaic, Clifton	County	1	3	✓		✓
CR-505 (Hamburg Turnpike) from Valley Road to Duncan Lane	Wayne Township	County	2	1			✓
CR-689 (Hamburg Turnpike) from Alps Road to Lionshead Boulevard	Wayne Township	County	1	2			✓
CR-202 (Black Oak Ridge Road) from Ratzer Road to Mandeville Drive	Wayne Township	County	1	2	✓		✓
Myrtle Avenue from Harrison Street to Pennington Avenue	Passaic	Municipal	1	1			✓
CR-675 (Belmont Avenue) from Cook Street to Hodges Place	Haledon Borough	County	1	1	✓		
CR-647 (Straight Street) from Park Avenue to River Street	Paterson	County	1	0			✓
CR-601 (Main Street) from Robert Street to Broad Street	Paterson	County	2	0	✓		
CR-653 (Lincoln Avenue) at CR-69 (Diamond Bridge Avenue)	Hawthorne Borough, Glen Rock	County	0	2	✓		✓
CR-249 (Central Avenue) at Summer Street	Passaic	County	0	2	✓	✓	✓
Broadway at Memorial Drive	Paterson	Municipal	0	2		✓	
CR-601 (Main Street) at Mary Street	Paterson	Municipal	1	0		✓	
North 9th Street at Brown Avenue	Prospect Park Borough	Municipal	1	0		✓	✓

Figure 3: Passaic County Priority Locations



Action Toward Implementation



The LSAP goal of **Zero Deaths and Serious Injuries on County and Municipal Roads by 2050** will be accomplished by implementing proven safety strategies on roadways throughout Passaic County. Safety partners must focus on strategies encompassing roadway improvements, driver behaviors, and planning and policy. Different strategy types address the five elements of the Safe System Approach in various ways. Focusing on all aspects of the Safe System Approach aligns traffic safety best practices with priority locations and county-wide initiatives to eliminate deaths and serious injuries. This safety plan offers a range of approaches to implementing recommended strategies, including site-specific actions at priority locations and county-wide efforts through systemic installations, educational initiatives, enforcement activities, and policy changes. The LIC will guide the implementation of this plan through specific actions supporting the selected strategies. Table 2 presents the types of strategies identified as effective for improving safety in Passaic County. Refer to Appendices D and E for additional information on selected strategy types, existing programs and resources, and implementation approaches.



The Passaic County LSAP establishes a framework for achieving Zero Deaths and Serious Injuries on County and Municipal Roads by 2050.

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

Safe System Approach Elements					Selected Strategy Types
Safe Road Users	Safe Roads	Safe Vehicles	Safe Speeds	Post-Crash Care	
	X		X		Install pavement and shoulder improvements, along with signs.
	X				Install barriers (median or roadside) to mitigate crashes caused by a vehicle departing from the roadway.
X	X		X		Install roadway treatments or signs to reduce or enforce the speed limit.
X	X		X		Improve intersection visibility and provide advanced warning of an intersection.
	X		X		Improve safety at signalized intersections by adjusting signal phasing and timing.
	X				Improve safety at unsignalized and signalized intersections by reconfiguring the layout.
X	X		X		Improve roadway infrastructure to increase safety for active transportation, transit, and other vulnerable road users.
	X				Improve intersection geometry (road alignment and sight distance), signalization, and pavement markings.
X					Improve the safety of active transportation, transit, and other vulnerable road users through education, outreach, enforcement, and implementation of programs and policies.
X			X		Provide visible enforcement and partner with employers to target high-risk driver behaviors.
X	X			X	Improve post-crash care, emergency response, and traffic incident management.
		X			Coordinate with local agencies and major companies to equip fleet vehicles with safety technologies and to match the vehicle's purpose with its appropriate size.
	X		X		Implement Complete Streets policies and projects.

Site-Specific Recommendations

There are several approaches to implementing safety strategies. In most cases, road owners, local leaders, and implementing agencies should undertake further evaluation for suitability for each priority location and recommendation. Long-term actions, such as site-specific, large-scale roadway projects, are an essential aspect of the future of safety in Passaic County; however, these projects can take years to progress through the appropriate design, permitting, and construction phases and may require external funding through grants or other programs. Low-cost actions offer a path to quick implementation that supports projects that do not require extensive planning or engineering, are generally lower in cost, and can be implemented within three to five years. A best practice for implementation is to consider a combination of short-term strategies that can be implemented quickly while working toward long-term safety improvements. The strategy recommendations summarized in Table 3 and detailed in the following section are intended to provide options for short-term improvements leading to long-term safety improvements at priority locations. Passaic County and its municipalities can further evaluate these strategy recommendations and develop them into projects through implementing this plan. Note that the improvements related to signals on County Routes will be the responsibility of the municipal partners as the County does not own or maintain signals.



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

Table 3: Passaic County Site-Specific Recommendations

Priority Location	Municipality	Jurisdiction(s)	Crashes (2019-2021)		Short-Term	Long-Term	Potential Follow-Up Study
			Fatal	Serious Injury			
CR-615 (Van Houten Avenue) from Machias Street to Hillside Way	Passaic, Clifton	County	1	3	<ul style="list-style-type: none">• Install edge lines or provide enhanced pavement markings (6-inch, 8-inch, etc.) where not present• Install crosswalks where not present• Upgrade standard crosswalks to high-visibility (such as bar pairs, continental, ladder) crosswalks• Install stop bars at both major/minor approaches at all intersection• Install pedestrian crossing signs at the mid-block crossing at Shook Funeral Home• Install retroreflective backplates at signalized intersections (signal under municipal jurisdiction)• Install curb extensions at crosswalks with delineators to daylight intersections	<ul style="list-style-type: none">• Install rectangular rapid flashing beacons at the midblock crossing located near Shook Funeral Home• Install curb extensions at the midblock crossing located near Shook Funeral Home• Restripe to narrow lanes and install bike lanes• Install missing intersection lighting	<ul style="list-style-type: none">• Complete Streets Corridor Study
CR-505 (Hamburg Turnpike) from Valley Road to Duncan Lane	Wayne Township	County	2	1	<ul style="list-style-type: none">• Provide centerline reflective/ raised pavement markers• Install 6-inch edge lines• Install retroreflective backplates at signalized intersections (signal under municipal jurisdiction)• Install crosswalks where not present• Upgrade standard crosswalks to high-visibility (such as bar pairs, continental, ladder) crosswalks• Provide delineation along guardrails• Install a dynamic speed feedback sign	<ul style="list-style-type: none">• Install pedestrian refuge islands at the Hamburg Turnpike and Valley Road intersection• Complete missing sidewalk links and install crossing if transitioning sidewalk from one side of the road to the other due to right of way• Add curb extensions at crossings with delineators/ bollards• Implement a road diet with protected bike lanes• Implement centerline hardening at intersections to slow left turns	<ul style="list-style-type: none">• Complete Streets Corridor Study
CR-689 (Hamburg Turnpike) from Alps Road to Lionshead Boulevard	Wayne Township	County	1	2	<ul style="list-style-type: none">• Install retroreflective backplates at signalized intersections (signal under municipal jurisdiction)• Install edge lines or provide enhanced pavement markings (6-inch with a curb and 8-inch edge of pavement) where faded or not present	<ul style="list-style-type: none">• Install pedestrian crossing flashers at Valhalla Way	<ul style="list-style-type: none">• Complete Streets Corridor Study

Priority Location	Municipality	Jurisdiction(s)	Crashes (2019-2021)		Short-Term	Long-Term	Potential Follow-Up Study
			Fatal	Serious Injury			
CR-202 (Black Oak Ridge Road) from Ratzer Road to Mandeville Drive	Wayne Township	County	1	2	<ul style="list-style-type: none"> • Install edge lines or provide enhanced pavement markings (6-inch, 8-inch, etc.) where not present • Install enhanced signage and pavement marking improvements • Install plastic delineators (bollards, chicanes) • Add curb extensions at crossings • Install “Stop for Pedestrians in Crosswalk” signs for right-turning vehicles at Black Oak Ridge Road and Route 202 • Install right turn only lane markings and channelization at Black Oak Ridge Road and Route 202 • Upgrade standard crosswalks to high-visibility (such as bar pairs, continental, ladder) crosswalks • Install crosswalks at stop-controlled intersections with pedestrian crossing signs • Install cross-street stop bars where not present • Inspect existing pavement markings and restripe accordingly 	<ul style="list-style-type: none"> • Widen sidewalks to 5 feet for pedestrians and bicyclists • Reduce lane width and install bike lanes • Provide intersection lighting at stop-controlled intersections • Implement centerline hardening at intersections to slow left turns • Reduce turning radii for right-hand turns with curb extensions 	<ul style="list-style-type: none"> • Complete Streets Corridor Study
Myrtle Avenue from Harrison Street to Pennington Avenue	Passaic	Municipal	1	1	<ul style="list-style-type: none"> • Install centerline and edge line markings along the corridor • Install stop bars where not present • Install crosswalks where not present • Upgrade existing standard crosswalks to high-visibility (such as bar pairs, continental, ladder) crosswalks at signalized intersections • Install high-visibility (such as bar pairs, continental, ladder) crosswalks at stop-controlled intersections with pedestrian crossing signs • Install pedestrian crossing signs prior to stop-controlled intersections • Install curb extensions with delineators at crosswalks • Install retroreflective backplates at signalized intersections • Install pedestrian crossing signs at intersections where crosswalks are present or recommended • Install enhanced signs and pavement markings 	<ul style="list-style-type: none"> • Install raised crosswalks • Install curb extensions at intersections where parking exists • Review access management for the corridor and consider driveway revisions or consolidation • Evaluate all curb ramps and sidewalks for Americans with Disabilities Act (ADA) compliance • Install High Friction Surface Treatment (HFST) for approaches to signalized intersections • Consider eliminating street parking and installing protected multi-use lanes • Eliminate the slip lane at Myrtle Avenue and Howe Avenue 	<ul style="list-style-type: none"> • Complete Streets Corridor Study

Priority Location	Municipality	Jurisdiction(s)	Crashes (2019-2021)		Short-Term	Long-Term	Potential Follow-Up Study
			Fatal	Serious Injury			
CR-675 (Belmont Avenue) from Cook Street to Hodges Place	Haledon Borough	County	1	1	<ul style="list-style-type: none"> Upgrade standard crosswalks to high-visibility (such as bar pairs, continental, ladder) crosswalks Install striping where not present Install 6-inch edge lines where not present, including on minor approach streets Install centerline along minor approaches Upgrade decorative lighting to overhead lighting Install retroreflective backplates at signalized intersections Install "Stop for Pedestrians in Crosswalk" signs for right-turning vehicles throughout the corridor Install enhanced signage and pavement marking improvements 	<ul style="list-style-type: none"> Install curb extensions at intersections where parking exists Widen existing sidewalks Realign intersection approaches to reduce or eliminate intersection skew angles Conduct a Road Safety Audit (RSA) along the corridor Evaluate all traffic signals against current standards, including pedestrian accommodations Eliminate street parking and install protected multi-use lanes Implement centerline hardening at intersections to slow left turns Eliminate channelization/triangle near the north end of the corridor 	<ul style="list-style-type: none"> Complete Streets Corridor Study
CR-647 (Straight Street) from Park Avenue to River Street	Paterson	County	1	0	<ul style="list-style-type: none"> Install 6-inch edge lines where not present Install stop bars and crosswalk pavement markings where not present Upgrade standard crosswalk to high-visibility (such as bar pairs, continental, ladder) crosswalks Install centerline along the minor approaches (municipal responsibility) Improve visibility of signals (overhead indications, 12-inch lenses, background shields, LEDs) and signs (mast arm-mounted street names) at signalized intersections (signal under municipal jurisdiction) Install one-way and wrong-way/do not enter signs at the intersection of one-way intersections Install pedestrian countdown timer at signalized intersections (signal under municipal jurisdiction) Install signal ahead/intersection warning signs Install enhanced signs and pavement marking improvements 	<ul style="list-style-type: none"> Replace the painted channelization/triangle near Straight Street and Ellison Street with raised channelization Install curb extensions at intersections where parking exists Prohibit parking near intersections or on approaches to intersections Realign intersection approaches to reduce or eliminate intersection skew at River Street and Straight Street Install a signal at Straight Street and Fulton Street if warranted 	<ul style="list-style-type: none"> Complete Streets Corridor Study

Priority Location	Municipality	Jurisdiction(s)	Crashes (2019-2021)		Short-Term	Long-Term	Potential Follow-Up Study
			Fatal	Serious Injury			
CR-601 (Main Street) from Robert Street to Lackawanna Plaza	Paterson	County	2	0	<ul style="list-style-type: none"> • Install crosswalk and stop bar pavement markings where not present (requires municipal partnership) • Install high-visibility (such as bar pairs, continental, ladder) crosswalks at intersections • Install centerline reflective/ raised pavement markers • Install continuous overhead lighting along the corridor and at intersections • Install pedestrian crossing signs at intersections where crosswalks are present or recommended • Install retroreflective backplates at all signal heads 	<ul style="list-style-type: none"> • Trim or remove vegetation or obstructions that limit sight distance, where appropriate • Implement daylighting/curb extensions with delineators/bollards at intersections along Main Street • Implement mid-line hardening at intersections along Main Street 	<ul style="list-style-type: none"> • Complete Streets Corridor Study
CR-654 (Lincoln Avenue) at CR-69 (Diamond Bridge Avenue)	Hawthorne Borough, Glen Rock	County	0	2	<ul style="list-style-type: none"> • Install a high-visibility (such as bar pairs, continental, ladder) crosswalk on the south leg and install a pedestrian countdown timer • Install retroreflective backplates (signal under municipal jurisdiction) • Install overhead intersection lighting at the north leg • Improve visibility of signals (overhead indications, 12-inch lenses, background shields, LEDs) and signs (mast arm-mounted street names) at the intersection (signal under municipal jurisdiction) • Restrict or eliminate turning maneuvers (including right turns on red) • Install pedestrian crossing signs at the intersections • Install intersection warning signs and a signal ahead sign • Add additional speed limit signs 	<ul style="list-style-type: none"> • Reduce the turning radii of corners on Diamond Bridge Avenue to slow-turning drivers • Install mid-block hardening on Diamond Bridge Avenue and Lincoln Avenue (north side of intersection) to reduce turning radii and slow drivers making left turns 	<ul style="list-style-type: none"> • Road Safety Audit
CR-249 (Central Avenue) at Summer Street	Passaic	County	0	2	<ul style="list-style-type: none"> • Upgrade standard crosswalk to high-visibility (such as bar pairs, continental, ladder) crosswalks • Install pavement striping where not present • Install centerline along Summer Street • Improve visibility of signals (overhead indications, 12-inch lenses, background shields, LEDs) and signs (mast arm-mounted street names) at the intersection • Restrict or eliminate turning maneuvers (including right turns on red) • Install pedestrian crossing signs at the intersections • Install intersection warning signs and a signal ahead sign • Install retroreflective backplates on all signal heads 	<ul style="list-style-type: none"> • Upgrade signal heads and install pedestrian countdown timers • Prohibit parking close to the intersection • Install curb bump-outs • Install leading pedestrian intervals • Supplement conventional enforcement of red-light running with confirmation lights • Increase sidewalk width • Implement daylighting/curb extensions with delineators/bollards at all corners 	<ul style="list-style-type: none"> • Complete Streets Corridor Study

Priority Location	Municipality	Jurisdiction(s)	Crashes (2019-2021)		Short-Term	Long-Term	Potential Follow-Up Study
			Fatal	Serious Injury			
Broadway at Memorial Drive	Paterson	Municipal	0	2	<ul style="list-style-type: none"> Upgrade standard crosswalk to high-visibility (such as bar pairs, continental, ladder) crosswalk Install pavement friction improvement Install pedestrian crossing signs at the intersections Install dual stop signs and stop ahead warning signs Install pavement markings where not present 	<ul style="list-style-type: none"> Improve intersection geometry Install a raised median to prevent midblock U-turns and install a pedestrian refuge island Install a leading pedestrian interval Assess and restrict driveway access near the intersection Eliminate the slip lane on Memorial Drive Install curb extensions with delineators/bollards at all corners Install pedestrian-level lighting Implement centerline hardening at intersections to slow left turns 	<ul style="list-style-type: none"> Complete Streets Corridor Study
CR-601 (Main Street) at Mary Street	Paterson	Municipal	1	0	<ul style="list-style-type: none"> Upgrade all standard crosswalks to high-visibility (such as bar pairs, continental, ladder) crosswalks Install retroreflective backplates on all signal heads Replace signal heads with 12-inch lenses Upgrade pedestrian signal to countdown timer Provide bike warning signs and pavement markings Restrict or eliminate turning maneuvers (including right turns on red) Provide additional pedestrian warning signage 	<ul style="list-style-type: none"> Install curb bump-outs or extensions Install a leading pedestrian interval Install a hardened centerline or bollards 	<ul style="list-style-type: none"> Complete Streets Corridor Study
North 9 th Street at Brown Avenue	Prospect Park Borough	Municipal	1	0	<ul style="list-style-type: none"> Provide bike warning signs and pavement markings Provide additional pedestrian warning signage 	<ul style="list-style-type: none"> Convert intersection to an all-way stop Convert intersection to a signal Install curb bump-outs or extensions Install a pedestrian signal Install a hardened centerline or bollards Install raised crosswalks Prohibit parking close to the intersection 	<ul style="list-style-type: none"> Complete Streets Corridor Study

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

Priority Location 1: CR-615 (Van Houten Avenue) from Machias Street to Hillside Way (County Jurisdiction)

Municipality: Passaic

Emphasis Areas: Aggressive Driving, Pedestrian, and Bicyclist

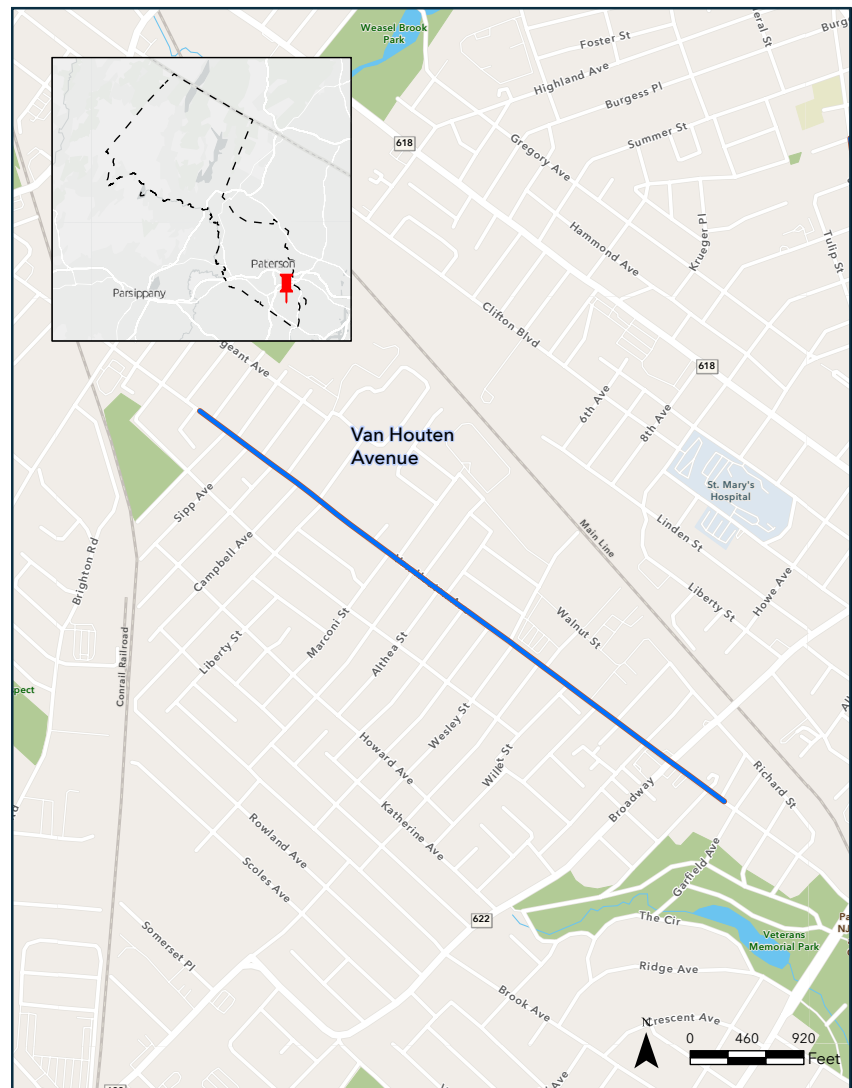
Recommended Short-Term Actions:

- Install edge lines or provide enhanced pavement markings (6-inch, 8-inch, etc.) where not present
>Safe Roads, Safe Speeds
- Install crosswalks where not present >Safe Roads, Safe Road Users
- Upgrade standard crosswalks to high-visibility (such as bar pairs, continental, ladder) crosswalks
>Safe Roads, Safe Road Users
- Install stop bars at both major/minor approaches at all intersections >Safe Roads, Safe Road Users
- Install pedestrian crossing signage at the mid-block crossing located at the Shook Funeral Home >Safe Roads, Safe Road Users
- Install retroreflective backplates at signalized intersections >Safe Roads, Safe Road Users
- Install curb extensions at crosswalks with delineators to daylight intersections >Safe Roads, Safe Road Users

Recommended Long-Term Actions:

- Install rectangular rapid flashing beacons at the midblock crossing located near Shook Funeral Home
>Safe Roads, Safe Road Users
- Install curb extensions at the midblock crossing located near Shook Funeral Home
>Safe Roads, Safe Road Users
- Restripe to narrow lanes and install bike lanes. >Safe Roads, Safe Road Users, Safe Speeds
- Install missing intersection >Safe Roads, Safe Road Users, Safe Speeds

Figure 4: Priority Location 1: CR-615 (Van Houten Avenue) from Machias Street to Hillside Way



Priority Location 2: CR-505 (Hamburg Turnpike) from Valley Road to Duncan Lane (County Jurisdiction)

Municipality: Wayne Township

Emphasis Areas: Pedestrian/Bicyclist

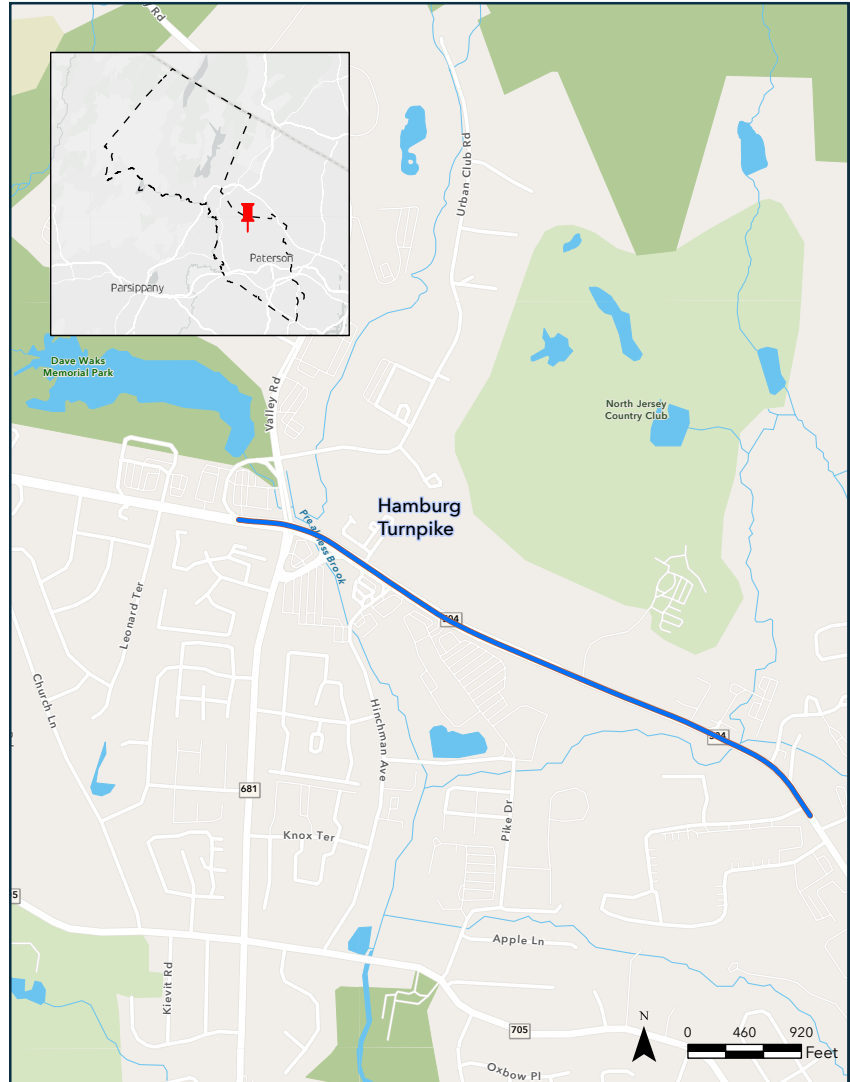
Recommended Short-Term Actions:

- Provide centerline reflective/raised pavement markers.
>Safe Roads
- Install retroreflective backplates at signalized intersections (signal under municipal jurisdiction)
>Safe Roads, Safe Road Users
- Install crosswalks where not present >Safe Roads, Safe Road Users
- Upgrade standard crosswalks to high-visibility (such as bar pairs, continental, ladder) crosswalks
>Safe Roads, Safe Road Users
- Provide delineation along guardrails. >Safe Roads
- Install a dynamic speed feedback sign. >Safe Speeds

Recommended Long-Term Actions:

- Install pedestrian refuge islands at the Hamburg Turnpike and Valley Road intersection
>Safe Roads, Safe Road Users
- Complete missing sidewalk links and install crossing if transitioning sidewalk from one side of the road to the other due to right of way >Safe Road Users

Figure 5: Priority Location 2: CR-505 (Hamburg Turnpike) from Valley Road to Duncan Lane



- Implement a road diet with protected bike lanes. >Safe Roads, Safe Road Users
- Implement centerline hardening at intersections to slow left turns >Safe Roads

Priority Location 3: CR-689 (Hamburg Turnpike) from Alps Road to Lionshead Boulevard (County Jurisdiction)

Municipality: Wayne Township

Emphasis Areas: Pedestrian/Bicyclist

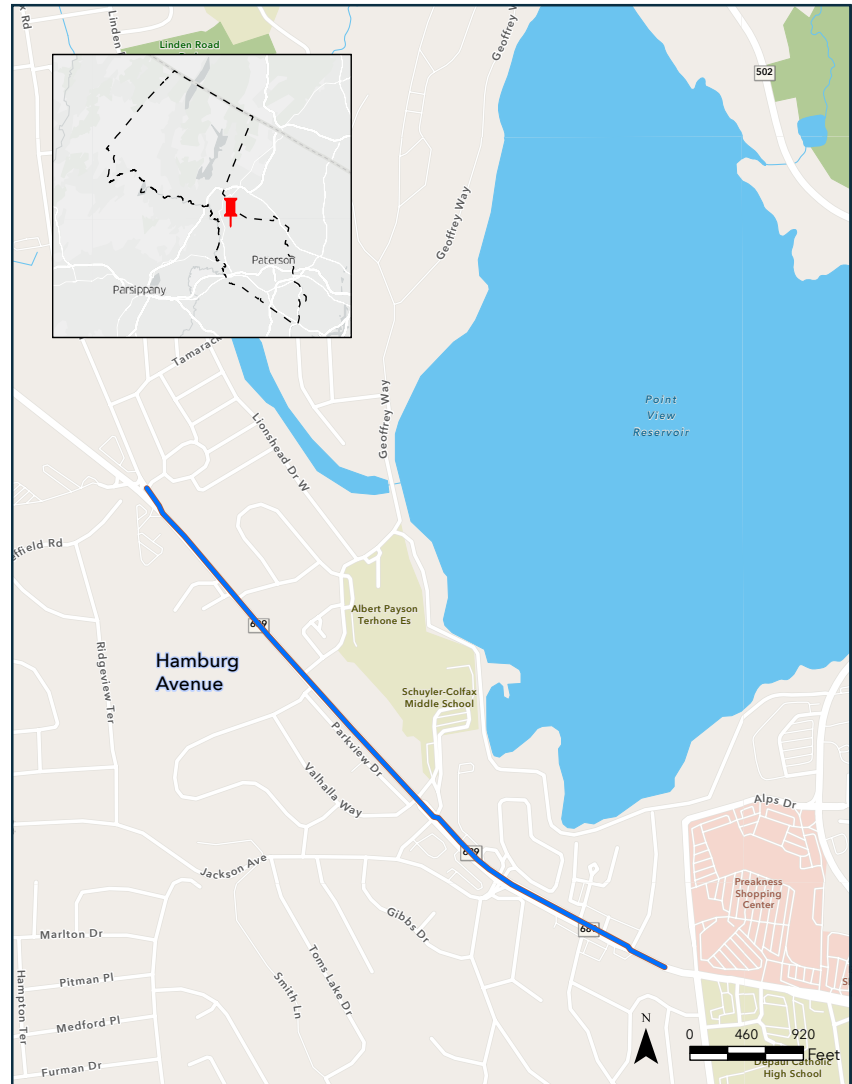
Recommended Short-Term Actions:

- Install retroreflective backplates at signalized intersections (signal under municipal jurisdiction).
>Safe Roads, Safe Road Users
- Install edge lines or provide enhanced pavement markings (6-inch with a curb and 8-inch edge of pavement) where faded or not present.
>Safe Roads, Safe Speeds

Recommended Long-Term Actions:

- Install pedestrian crossing flashers at Valhalla Way.
>Safe Roads, Safe Road Users

Figure 6: Priority Location 3: CR-689 (Hamburg Turnpike) from Alps Road to Lionshead Boulevard



Priority Location 4: CR-202 (Black Oak Ridge Road) from Ratzer Road to Mandeville Drive (County Jurisdiction)

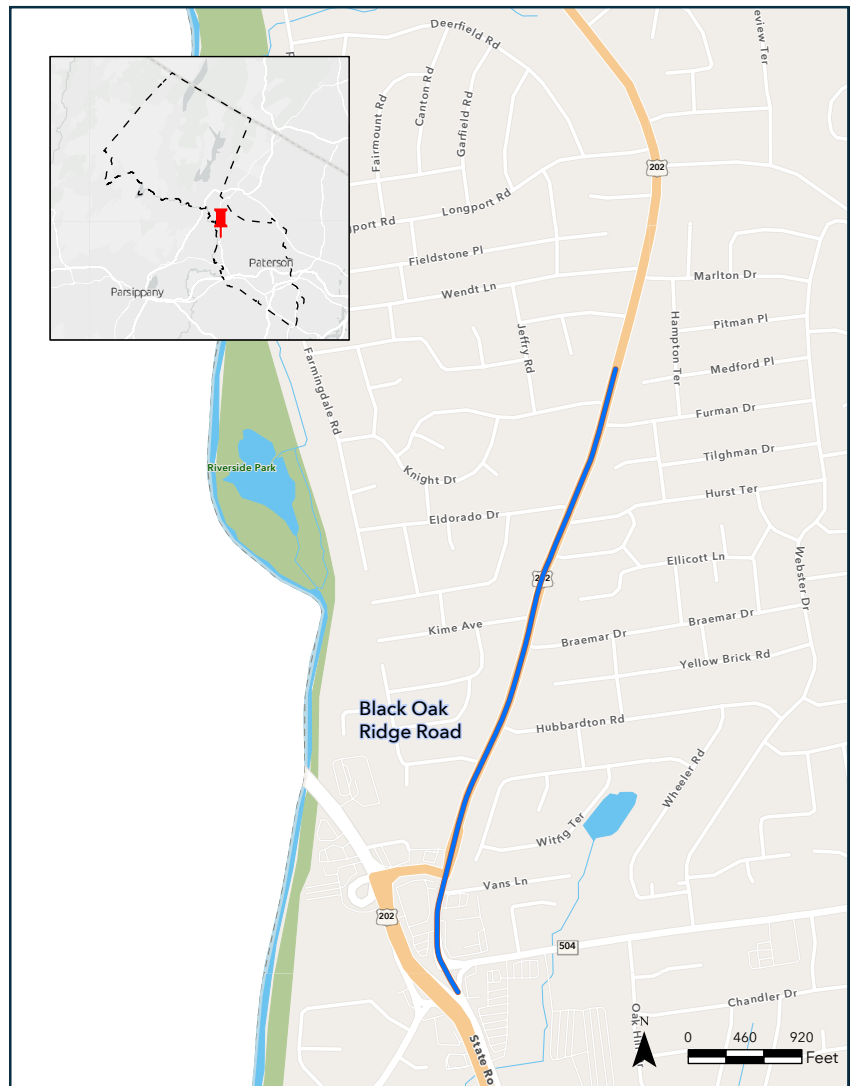
Municipality: Wayne Township

Emphasis Areas: Aggressive Driving, Pedestrian/Bicyclist

Recommended Short-Term Actions:

- Install edge lines or provide enhanced pavement markings (6-inch, 8-inch, etc.) where not present.
>Safe Roads, Safe Speeds
- Install enhanced signage and pavement marking improvements.
>Safe Roads
- Install plastic delineators (bollards, chicanes) >Safe Roads
- Add curb extensions at crossings.
>Safe Roads, Safe Road Users
- Consider installing "Stop for Pedestrians in Crosswalk" signs for right-turning vehicles at Black Oak Ridge Road and Route 202
>Safe Road Users
- Install right turn only lane markings and channelization at Black Oak Ridge Road and Route 202
>Safe Roads
- Upgrade the standard crosswalks to high-visibility crosswalks.
>Safe Roads, Safe Road Users
- Install crosswalks at stop-controlled intersections with pedestrian crossing signs.
>Safe Roads, Safe Road Users
- Install cross-street stop bars where not present
>Safe Roads, Safe Road Users
- Inspect existing pavement markings and restripe accordingly. >Safe Roads

Figure 7: Priority Location 4: CR-202 (Black Oak Ridge Road) from Ratzer Road to Mandeville Drive



Recommended Long-Term Actions:

- Widen sidewalks to 5 feet for pedestrians and bicyclists >Safe Road Users
- Reduce lane width and install bike lanes. >Safe Roads, Safe Road Users
- Provide intersection lighting at stop-controlled intersections. >Safe Roads, Safe Speeds, Safe Road Users
- Implement centerline hardening at intersections to slow left turns.
- Reduce turning radii for right-hand turns with curb extensions.

Priority Location 5: Myrtle Avenue from Harrison Street to Pennington Avenue (Municipal Jurisdiction)

Municipality: Passaic

Emphasis Areas: Pedestrian/Bicyclist

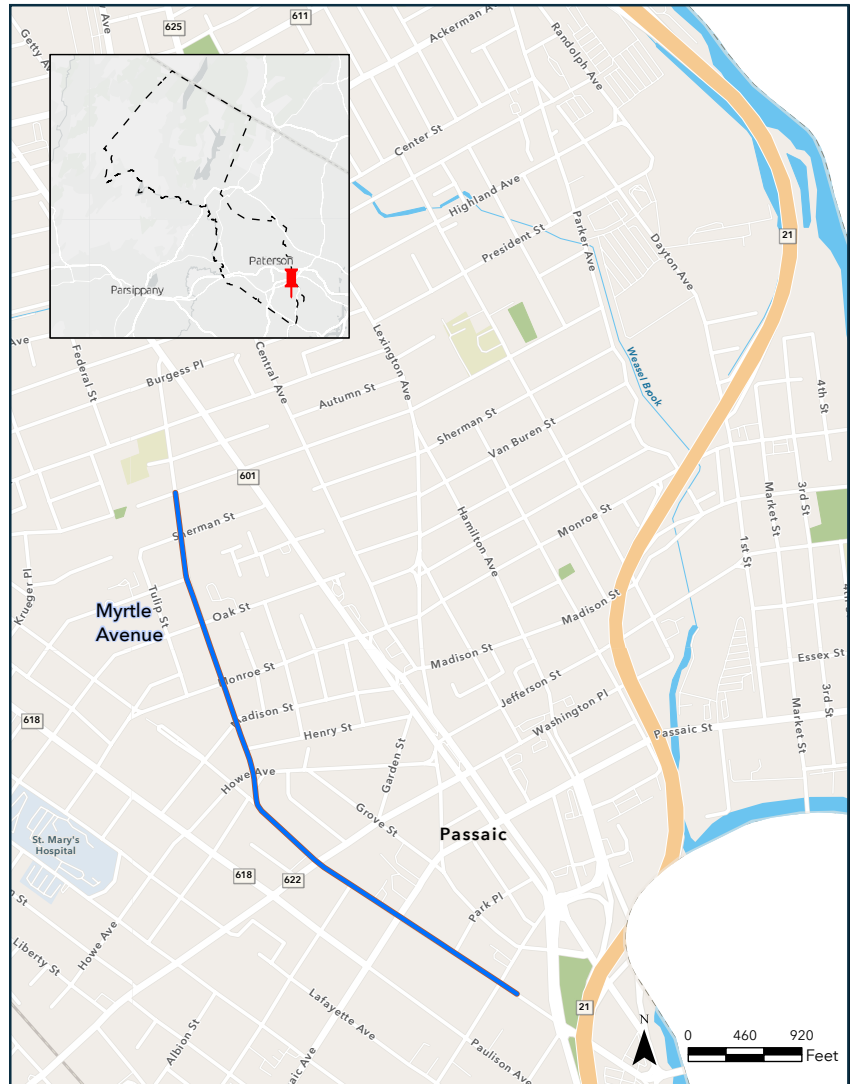
Recommended Short-Term Actions:

- Install centerline and edge line markings along the corridor
>Safe Roads
- Install stop bars where not present >Safe Roads, Safe Road Users
- Install crosswalks where not present >Safe Roads, Safe Road Users
- Upgrade existing standard crosswalks to high-visibility (such as bar pairs, continental, ladder) crosswalks at signalized intersections >Safe Roads, Safe Road Users
- Install high-visibility (such as bar pairs, continental, ladder) crosswalks at stop-controlled intersections with pedestrian crossing signs >Safe Roads, Safe Road Users
- Install pedestrian crossing sign prior to stop-controlled intersections >Safe Roads, Safe Road Users
- Install curb extensions with delineators at crosswalks >Safe Roads
- Install retroreflective backplates at signalized intersections >Safe Roads, Safe Road Users
- Install pedestrian crossing signs at intersections where crosswalks are present or recommended >Safe Roads, Safe Road Users
- Install enhanced signs and pavement markings >Safe Roads

Recommended Long-Term Actions:

- Review access management for the corridor and consider driveway revisions or consolidation >Safe Roads

Figure 8: Priority Location 5: Myrtle Avenue from Harrison Street to Pennington Avenue



- Evaluate all curb ramps and sidewalks for Americans with Disabilities Act (ADA) compliance. >Safe Road Users
- Install High Friction Surface Treatment (HFST) for approaches to signalized intersections >Safe Roads, Safe Speeds
- Consider eliminating street parking and installing protected multi-use lanes >Safe Roads, Safe Road Users
- Eliminate the slip lane at Myrtle Avenue and Howe Avenue. >Safe Roads

Priority Location 6: CR-675 (Belmont Avenue) from Cook Street to Hodges Place (County Jurisdiction)

Municipality: Haledon Borough

Emphasis Areas: Aggressive Driving

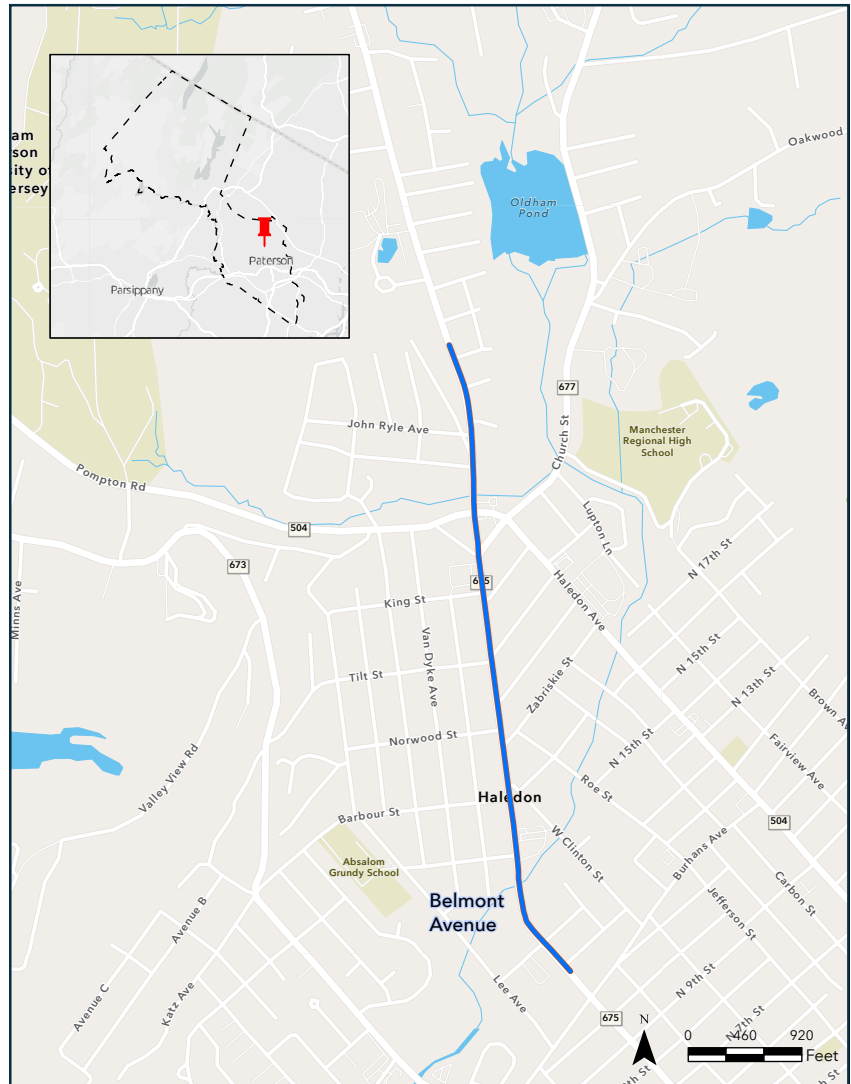
Recommended Short-Term Actions:

- Upgrade standard crosswalk to high-visibility crosswalks (such as bar pairs, continental, ladder)
>Safe Roads, Safe Road Users
- Install striping where not present
>Safe Roads
- Install 6-inch edge lines where not present, including on minor approach streets.
>Safe Roads
- Install centerlines along minor approaches >Safe Roads
- Inspect existing sidewalks and replace them if necessary >Safe Road Users
- Upgrade decorative lighting to overhead lighting. >Safe Roads, Safe Road Users
- Install retroreflective backplates at signalized intersections >Safe Roads, Safe Road Users
- Install "Stop for Pedestrians in Crosswalk" signs for right-turning vehicles throughout the corridor. >Safe Roads, Safe Road Users
- Install enhanced sign and pavement marking improvements. >Safe Roads

Recommended Long-Term Actions:

- Install curb extensions at intersections where parking exists. >Safe Roads, Safe Speeds, Safe Road Users
- Widen existing sidewalks >Safe Road Users
- Realign intersection approaches to reduce or eliminate intersection skew angles >Safe Roads
- Conduct a Road Safety Audit (RSA) along the corridor >Safe Roads, Safe Speeds, Safe Road Users
- Evaluate all traffic signals against current standards, including pedestrian accommodations. >Safe Roads, Safe Road Users
- Eliminate street parking and install protected multi-use lanes >Safe Roads, Safe Road Users
- Implement centerline hardening at intersections to slow left turns. >Safe Roads
- Eliminate channelization/triangle near the north end of the corridor. >Safe Roads

Figure 9: Priority Location 6: CR-675 (Belmont Avenue) from Cook Street to Hodges Place



Priority Location 8: CR-601 (Main Street) from Robert Street to Lackawanna Plaza (County Jurisdiction)

Municipality: Paterson

Emphasis Areas: Aggressive Driving

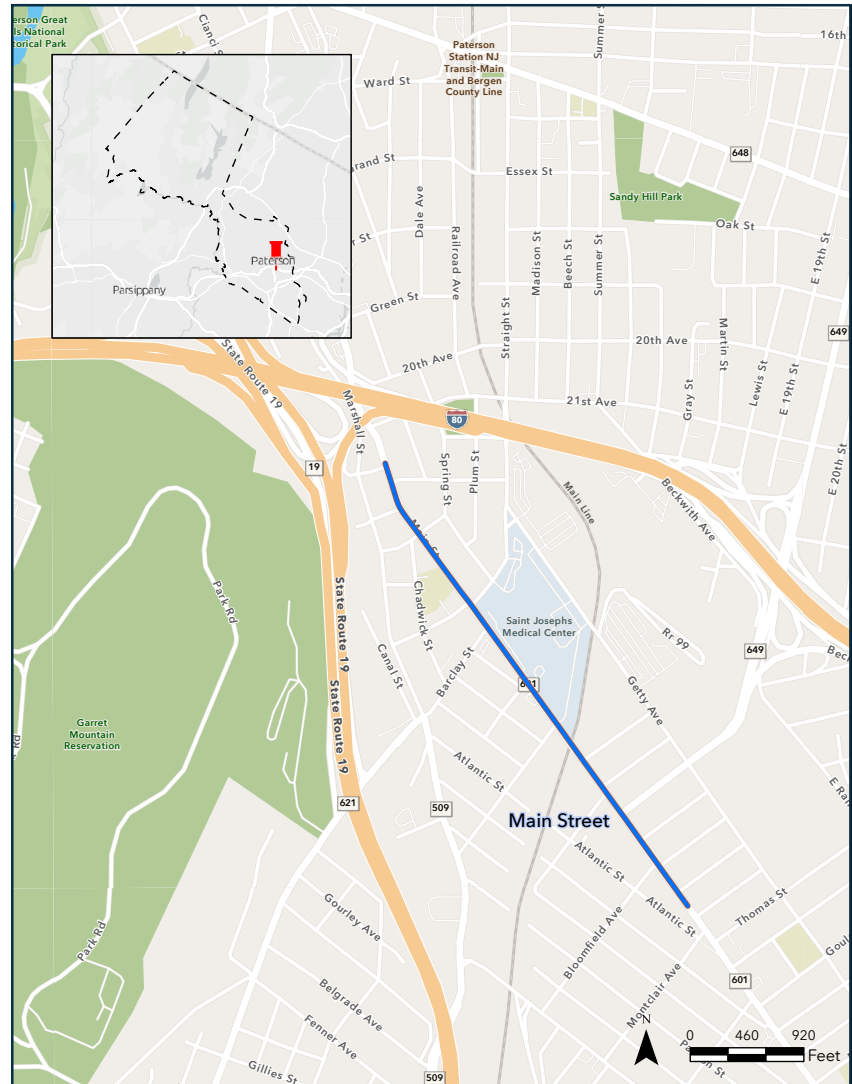
Recommended Short-Term, Low-Cost Actions:

- Install crosswalk and stop bar pavement markings where not present. >Safe Roads, Safe Road Users
- Install high-visibility crosswalks (such as bar pairs, continental, ladder) at intersections. >Safe Roads, Safe Road Users
- Install centerline reflective/ raised pavement markers. >Safe Roads
- Install continuous overhead lighting along the corridor and at intersections >Safe Roads, Safe Speeds, Safe Road Users
- Install pedestrian crossing signs at intersections where crosswalks are present or recommended. >Safe Roads, Safe Road Users
- Install retroreflective backplates at all signal heads. >Safe Roads, Safe Road Users

Recommended Long-Term Actions:

- Review access management for the corridor and consider driveway revisions or consolidation >Safe Roads
- Trim or remove vegetation or obstructions that limit sight distance >Safe Roads
- Implement daylighting/curb extensions with delineators/bollards at intersections along Main Street >Safe Roads
- Implement mid-line hardening at intersections along Main Street >Safe Roads

Figure 11: Priority Location 8: CR-601 (Main Street) from Robert Street to Broad Street



Priority Location 9: CR-653 (Lincoln Avenue) at CR-69 (Diamond Bridge Avenue) (County Jurisdiction)

Municipality: Hawthorne Borough

Emphasis Areas: Aggressive Driving, Pedestrian/Bicyclist

Recommended Short-Term, Low-Cost Actions:

- Install high-visibility crosswalk (such as bar pairs, continental, ladder) on south leg and install pedestrian countdown timer >Safe Roads, Safe Road Users
- Install retroreflective backplates (signal under municipal jurisdiction). >Safe Roads, Safe Road Users
- Install overhead intersection lighting at the north leg of the intersection. >Safe Roads, Safe Speeds, Safe Road Users
- Improve visibility of signals (overhead indications, 12-inch lenses, background shields, LEDs) and signs (mast arm-mounted street names) at the intersection (signal under municipal jurisdiction) >Safe Roads, Safe Road Users
- Restrict or eliminate turning maneuvers (including right turns on red) >Safe Roads, Safe Road Users
- Install pedestrian crossing signs at the intersections. >Safe Roads, Safe Road Users
- Install intersection warning signs and signal ahead sign >Safe Roads, Safe Road Users
- Add additional speed limit signs >Safe Roads, Safe Speeds

Recommended Long-Term Actions:

- Reduce the turning radii of corners on Diamond Bridge Avenue to slow-turning drivers. >Safe Roads, Safe Speeds
- Install mid-block hardening on Diamond Bridge Avenue and Lincoln Avenue (north side of intersection) to reduce turning radii and slow drivers making left turns >Safe Roads, Safe Speeds

Figure 12: Priority Location 9: CR-653 (Lincoln Avenue) at CR-69 (Diamond Bridge Avenue)



Priority Location 10: CR-249 (Central Avenue) at Summer Street (County Jurisdictions)

Municipality: Passaic

Emphasis Areas: Aggressive Driving, Pedestrian/Bicyclist, Intersections

Recommended Short-Term, Low-Cost Actions:

- Upgrade standard crosswalk to high-visibility (such as bar pairs, continental, ladder) crosswalks >Safe Roads, Safe Road Users
- Install pavement striping where not present >Safe Roads
- Install centerlines along Summer Street >Safe Roads
- Improve visibility of signals (overhead indications, 12-inch lenses, background shields, LEDs) and signs (mast arm mounted street names) at the intersection. >Safe Roads, Safe Road Users
- Restrict or eliminate turning maneuvers (including right turns on red) >Safe Roads, Safe Road Users
- Install pedestrian crossing signs at the intersections >Safe Roads, Safe Road Users
- Install intersection warning signs and signal ahead sign >Safe Roads, Safe Road Users
- Install retroreflective backplates on all signal heads. >Safe Roads, Safe Road Users

Recommended Long-Term Actions:

- Upgrade signal heads and install pedestrian countdown timers. >Safe Roads, Safe Road Users
- Prohibit parking near the intersection >Safe Roads, Safe Road Users
- Install curb bump-outs. >Safe Roads, Safe Road Users.
- Install leading pedestrian intervals >Safe Road Users
- Supplement conventional enforcement of red-light running with confirmation lights >Safe Roads, Safe Road Users
- Increase sidewalk width >Safe Road Users
- Implement daylighting/curb extensions with delineators/bollards at all corners >Safe Roads

Figure 13: Priority Location 10: CR-249 (Central Avenue) at Summer Street



Priority Location 11: Broadway at Memorial Drive (Municipal Jurisdiction)

Municipality: Paterson

Emphasis Areas: Intersections

Recommended Short-Term Actions:

- Upgrade standard crosswalk to high-visibility (such as bar pairs, continental, ladder) crosswalk
>Safe Roads, Safe Road Users
- Install pavement friction improvement. >Safe Roads, Safe Speeds
- Install dedicated bike lanes. >Safe Roads, Safe Road Users
- Install pedestrian crossing signs at the intersections >Safe Roads, Safe Road Users
- Install dual stop signs and stop ahead warning signs.
>Safe Roads
- Install pavement markings where not present
>Safe Roads

Recommended Long-Term Actions:

- Improve intersection geometry
>Safe Roads
- Install a road diet by converting to two lanes with a center two-way left turn lane (TWLTL).
>Safe Roads, Safe Speeds
- Install a raised median to prevent midblock U-turns and install a pedestrian refuge island. >Safe Roads, Safe Speeds, Safe Road Users
- Install a leading pedestrian interval >Safe Road Users
- Assess and restrict driveway access near the intersection >Safe Roads
- Eliminate the slip lane on Memorial Drive >Safe Roads
- Install curb extensions with delineators/bollards at all corners >Safe Roads
- Install pedestrian-level lighting >Safe Road Users
- Implement centerline hardening at intersections to slow left turns >Safe Roads, Safe Speeds

Figure 14: Priority Location 11: Broadway at Memorial Drive



Priority Location 12: CR-601 (Main Street) at Mary Street (Municipal Jurisdictions)

Municipality: Paterson

Emphasis Areas: Intersections

Recommended Short-Term Actions:

- Upgrade all standard crosswalks to high-visibility (such as bar pairs, continental, ladder) crosswalks
>Safe Roads, Safe Road Users
- Install retroreflective backplates on all signal heads.
>Safe Roads, Safe Road Users
- Replace signal heads with 12-inch lenses. >Safe Roads, Safe Road Users
- Upgrade pedestrian signal to countdown timer >Safe Roads, Safe Road Users
- Provide bike warning signs and pavement markings.
>Safe Roads, Safe Road Users
- Restrict or eliminate turning maneuvers (including right turns on red) >Safe Roads, Safe Road Users
- Provide additional pedestrian warning signage. >Safe Roads, Safe Road Users

Recommended Long-Term Actions:

- Install curb bump-outs or extensions >Safe Roads, Safe Road Users
- Install a leading pedestrian interval >Safe Roads, Safe Road Users
- Install a hardened centerline or bollards >Safe Roads, Safe Speeds, Safe Road Users

Figure 15: Priority Location 12: CR-601 (Main Street) at Mary Street



Priority Location 13: North 9th Street at Brown Avenue (Municipal Jurisdiction)

Municipality: Prospect Park Borough

Emphasis Areas: Pedestrian/Bicyclist, Intersections

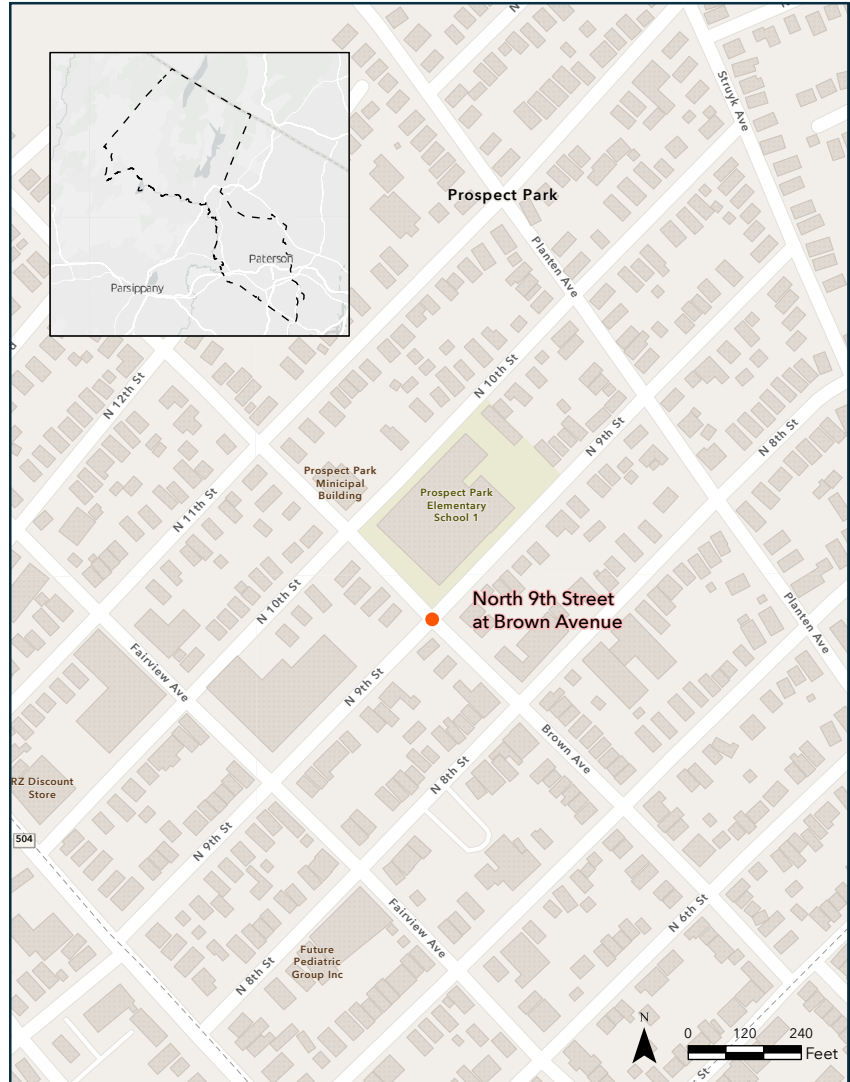
Recommended Short-Term, Low-Cost Actions:

- Provide bike warning signs and pavement markings.
>Safe Roads, Safe Road Users
- Provide additional pedestrian warning signage >Safe Roads, Safe Road Users

Recommended Long-Term Actions:

- Convert intersection to all-way stop >Safe Roads, Safe Speeds
- Convert intersection to a signal >Safe Roads, Safe Speeds
- Install curb bump-outs or extensions >Safe Roads, Safe Speeds, Safe Road Users
- Install a pedestrian signal. >Safe Roads, Safe Road Users
- Install a hardened centerline or bollards. >Safe Roads, Safe Speeds, Safe Road Users
- Install raised crosswalks. >Safe Roads, Safe Road Users
- Prohibit parking near the intersection >Safe Roads, Safe Road Users

Figure 16: Priority Location 13: North 9th Street at Brown Avenue



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

Quick-Build Demonstration Projects

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

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

Safety Add-on Projects

Infrastructure and routine maintenance projects can include low-cost countermeasures, including many short-term actions identified for priority locations, to supplement the non-safety focus. For example, scheduled maintenance efforts, like repaving, are an opportunity to upgrade edge lines

from a standard width to wider striping or include a safety edge at minimal additional cost. By including safety improvement add-ons, all partner agencies in Passaic County can continually work together to help achieve zero traffic deaths and serious injuries.

Additional Locations of Concern

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

State Jurisdiction Locations

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

- US Route 202 from Vans Lane to north of Pompton Plains Crossroad in Wayne

County and Municipal Locations

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

- River Street from Putnam Street to 6th Avenue in Paterson
- Intersection of Main Street and Market Street in Paterson
- Bloomfield Avenue from Knollwood Terrace to Orchard Drive in Clifton
- Intersection of Greenwood Lake Turnpike and Skyline Drive in Ringwood Borough

County-Wide Recommendations

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

Systemic Infrastructure: Intersections

While local agencies must work together to address priority locations, the approach is considered reactive when improvements are made only after crashes occur. For Passaic County to eliminate deaths and serious injuries, a complementary and proactive approach to identifying locations for improvement is also

necessary. Beyond the priority locations, systemic analysis takes a broader approach to addressing safety across the county and local road network. Systemic safety improvements embody the Safe System Approach principle: “Safety is proactive.” The systemic analysis is a data-driven approach to identifying locations for proactive improvements.

Effective implementation of systemic countermeasures focuses on the widespread installation of low-cost infrastructure improvements. This focus on infrastructure improvements requires supporting analysis to focus on an infrastructure-related crash type. Of the three emphasis areas in this plan, intersection crashes have the most promise of benefitting from a systemic approach and were selected as the focus of the systemic analysis. Intersection crashes account for 54 percent of traffic deaths and serious injuries, and typically involve other driver behaviors, making intersection infrastructure improvements cross-cutting for many of the emphasis areas selected.

Therefore, the study team analyzed all intersection crashes on county and municipal roads to understand the types of roadways most at risk for these crashes. The systemic analysis identified three priority intersections where partner agencies can install low-cost safety improvements to proactively reduce the risk and severity of lane departure crashes, as noted in Figure 17. The county and municipal roads within each of these groups are shown in Figure 18. This approach works with location-specific strategies to implement safety measures more broadly, as resources allow.

Figure 17: Proactive Intersection Priority Roadway Types

Systemic Priority 1: Signalized Intersections on Higher-Mobility Roadways

- Four or more approaches
- At least one approach has a functional classification higher than local roadway

Systemic Priority 2: Signalized Intersections on Lower-Mobility/Local Access Roadways

- Four or more approaches
- All approaches have a functional classification of local roadway

Systemic Priority 3: Signalized Intersections with Three Approaches

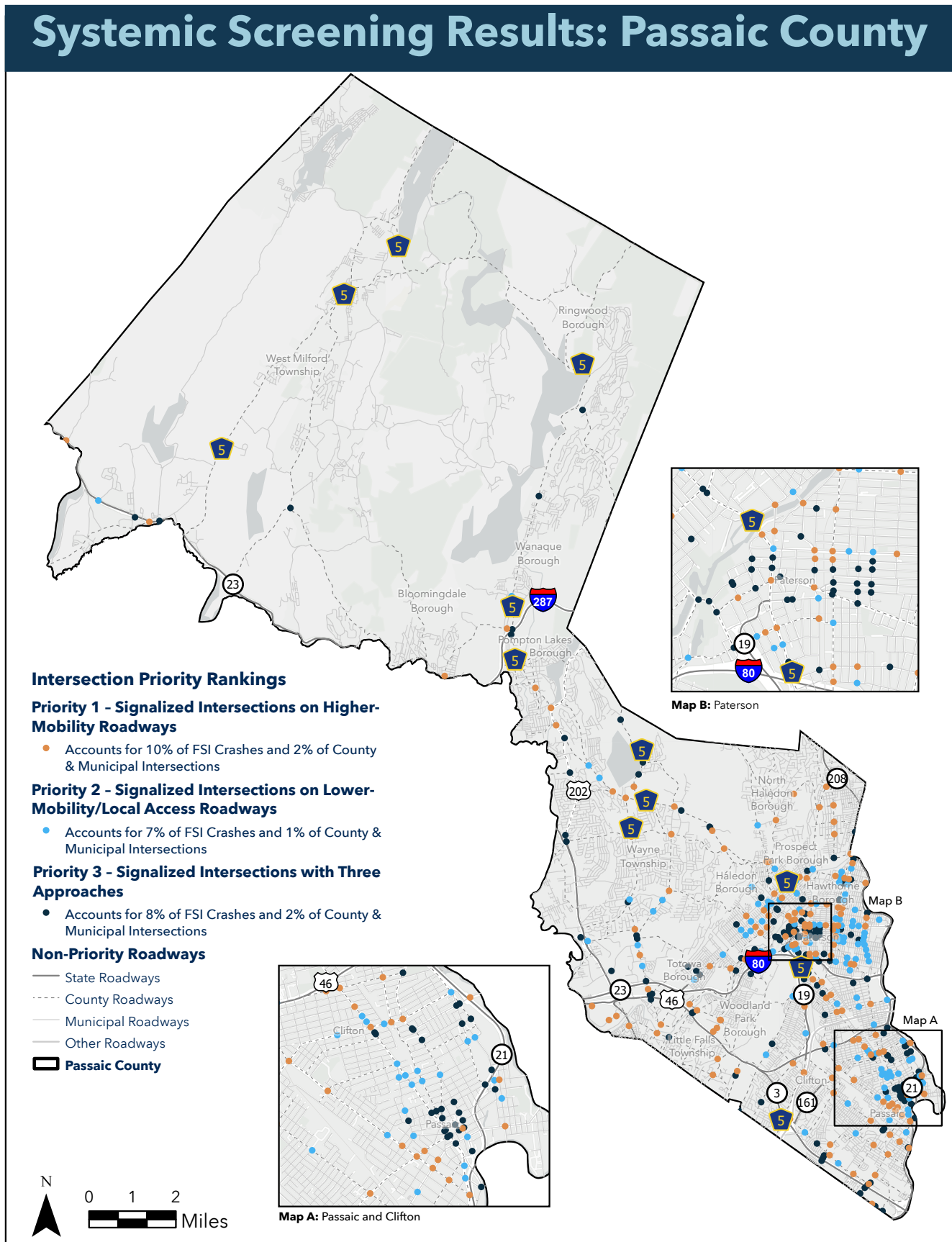
- Three approaches

Recommended Systemic Intersection Actions

Where appropriate or currently lacking the following infrastructure:

- Signal backplates
- Reflective strips on warning/approach signs
- In-lane intersection warning markings
- High-visibility crosswalks
- Install curb extensions/daylight corners
- Retime signals with leading pedestrian interval (LPI)
- Upgrade pedestrian signals to countdown timers

Figure 18: Passaic County System Screening Results



Education and Outreach

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

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

Assessment

A continued assessment of Passaic County's roadways will be essential to implementing the recommended strategies within this plan. The LIC should continue to assess priorities and other locations throughout the county to move forward with specific projects. Recommended assessment strategies include the following:

- Use the NJTPA Complete Streets Demonstration Project Library to test safety strategies and engage the public on alternative safety approaches.
- Conduct speed studies to determine locations for potential speed management

interventions, including lowering speed limits (along with speed limit evaluation policy recommendation), roadway narrowing, speed feedback signs, curb bump-outs, chicanes, speed enforcement campaigns in areas with a history of speeding, and other speed management techniques.

- Conduct Walkable Community Workshops to promote public education campaigns to raise awareness about the benefits of multimodal transportation and road safety.

Policy and Planning

Policy is an essential part of the plan implementation, with updated regulations and design standards ensuring that projects reflect the principles of the Safe System Approach. By integrating these policies into routine operations, local agencies can institutionalize safety as a core element of transportation planning. With this approach, improvements are not isolated efforts but embedded within a comprehensive framework that supports long-term safety goals. Policy considerations are the following:

- Evaluate speed limits by considering roadway context, crash history, geometry, and other factors based on current best practices.
- Focus on county and municipal fleet vehicles on appropriate sizes with advanced driver assistance and safety features.
- Explore vehicle purchasing standards to use the smallest vehicles fit-for-duty. Safer vehicles are important in eliminating fatalities and serious injuries from crashes, especially for pedestrians and cyclists. Vehicle size and weight are two factors that influence the impact of a collision. Research from the Volpe Center indicates that taller and heavier vehicles increase the risk of death and serious injury. Taller hoods and thick pillars obscure the driver's view of pedestrians, while the height and shape of the vehicle's front end can strike the pedestrian in their torso rather than their legs. This can lead to more serious injuries. County and municipal governments should right-

size new vehicle purchases by assessing whether larger and heavier vehicles are necessary for their intended purpose.

- Implement safety technology in county fleet such as crash prevention, speed limiters and driver monitoring. Applying vehicle-based tools to manage driver speeds and speeding is another strategy in the Safe Systems Approach. New technology is available to set limits on the speed of vehicles to ensure drivers operate them safely. Intelligent Speed Assist technology can issue warnings to the driver, such as lights, sounds, or vehicle vibrations, or take more active interventions, such as pedal resistance and limiting top speeds based on the road's speed limit. This technology is available in some new vehicles as well as for existing vehicles. County and municipal governments should pilot these technologies in their vehicle fleets. Deploying these technologies puts a demand signal on the market and increases their popularity with the public. Successful piloting of this technology can then be expanded to contract fleets in the private sector.
- Advance Passaic County and municipal Complete Streets policies.
 - Align future plans with the Passaic County Local Safety Action Plan by including To better align transportation efforts across Bergen County, now and into the future, include the following in new transportation plans or updates to existing plans: In planning documents explain clearly that the goal of safety improvements is to eliminate fatal and serious injury collisions.
 - Emphasize or acknowledge that humans will inevitably make mistakes, and the transportation system and guiding policies should be designed to accommodate these mistakes.

- Explicitly state or acknowledge that humans are vulnerable. The transportation system should be designed to account for human vulnerability by reducing speeds and separating vulnerable road users (pedestrians and bicyclists) from vehicular traffic to prevent fatal and serious injuries.

- Continue and strengthen partnerships with state agencies.

Complete Streets

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

This includes designing streets with features such as the following:

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

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

Engaging Our Community



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

The LIC identified emphasis areas for the LSAP based on common characteristics and frequent fatal and serious injury crashes. By identifying areas of emphasis, the LIC aims to develop short-term improvements that will reduce the number of crashes.

LIC

Passaic County Administration / Commissioners
Passaic County Planning & Economic Development
Passaic County Engineering
Passaic County Department of Human Services
Passaic County Office of Emergency Management
Passaic County Roads Division
Passaic County Sheriff's Department
Passaic County Human Services
Passaic County Paratransit
Passaic County Department of Senior Services,
Disability & Veterans Affairs
County Superintendent of Schools
City of Passaic Public Schools
Paterson City
Clifton City
Wayne Township
Passaic City
West Milford Township
Little Falls Township
Avenues in Motion

Public Engagement

Outreach Events

Public engagement was vital for the development of the safety plan. Outreach events ensured that broad public input was considered on the types of crashes the plan should prioritize, as well as the critical locations and potential solutions. In-person outreach efforts included a pop-up community outreach event at the Passaic County Fair (Figure 19), on August 17, 2024. Through an online map, community members were asked to provide feedback on the traffic safety culture within the county and identify locations that needed safety improvement. A virtual stakeholder workshop was also held on June 5, 2025. The workshop presented the initial findings from the LSAP development, including emphasis areas, priority locations, and strategies to gauge community sentiments on implementation focus.

Figure 19: Passaic County Fair Pop-up Event



Digital Engagement

The project website featured a Travel Safety Survey, which gauged responses about driver behavior, and the Safety Location Survey Map, which measured locations of particular concern for residents. One hundred fifty-eight participants completed the behavioral survey, highlighting concerns about aggressive driving, distraction, and speeding. Seventy-eight participants completed the Safety Location Survey Map, highlighting concerns about aggressive driving and speeding. Responses to the Safety Location Survey Map (Figure 21) indicated notable clusters of concern in Paterson.

Survey Snapshot

The survey responses highlighted travel mode preferences, key safety concerns, potential emphasis areas, and strategies to enhance safe mobility. Respondents indicated that their preferred means of transportation were personal vehicles, walking, biking, and transit (train or bus). Figure 20 presents the top three recommendations based on the survey results, which indicate general agreement with the emphasis and focus areas of this LSAP. Figure 21 presents the locations for specific feedback points by travel mode.

Figure 20: Passaic County Safety Survey Key Findings

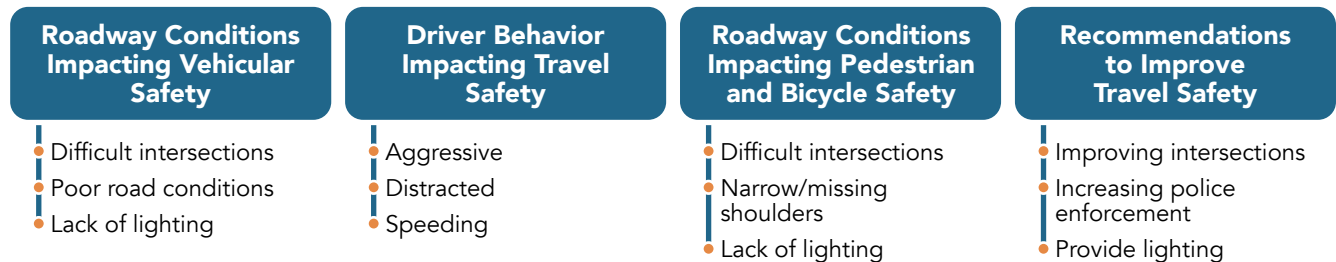
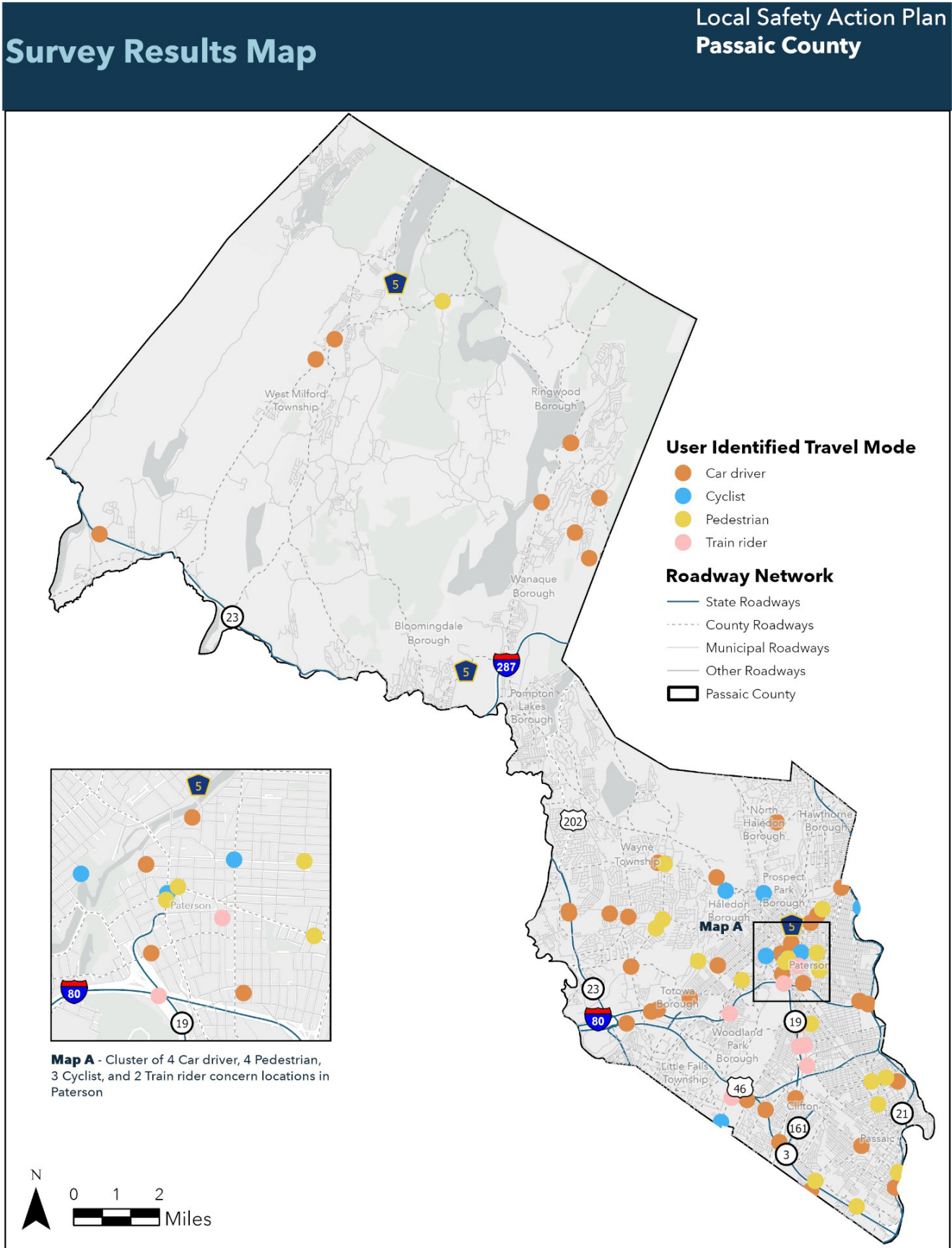


Figure 21: Passaic County Survey Response Top Recommendations



Next Steps



The LIC will take the lead on implementing this plan. It will continue to oversee the implementation of the LSAP to ensure that Passaic County's safety goals are achieved. This committee coordinates priority projects, including utilizing the HIN, to inform the location and development, monitor outcomes, and incorporate community feedback. Continuing the LIC will foster partnerships and create opportunities for progress. The LIC agreed to convene in a virtual format every quarter and develop an annual summary of progress toward actions to track the advancement of implementation efforts.

Defining Actions and Performance Measures

Defining Specific Actions

Through the implementation phase, the LIC will need to determine which recommended actions will be moved to short-term projects and which long-term actions will begin. The recommended actions in this safety plan may be divided into smaller tasks or allocated among different agencies. A priority location may benefit from dedicated phased actions with short-term improvements installed while complementary studies or planning efforts take place to work toward a long-term permanent solution.

Identifying Action Owners

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

Assigning and Tracking Performance Metrics

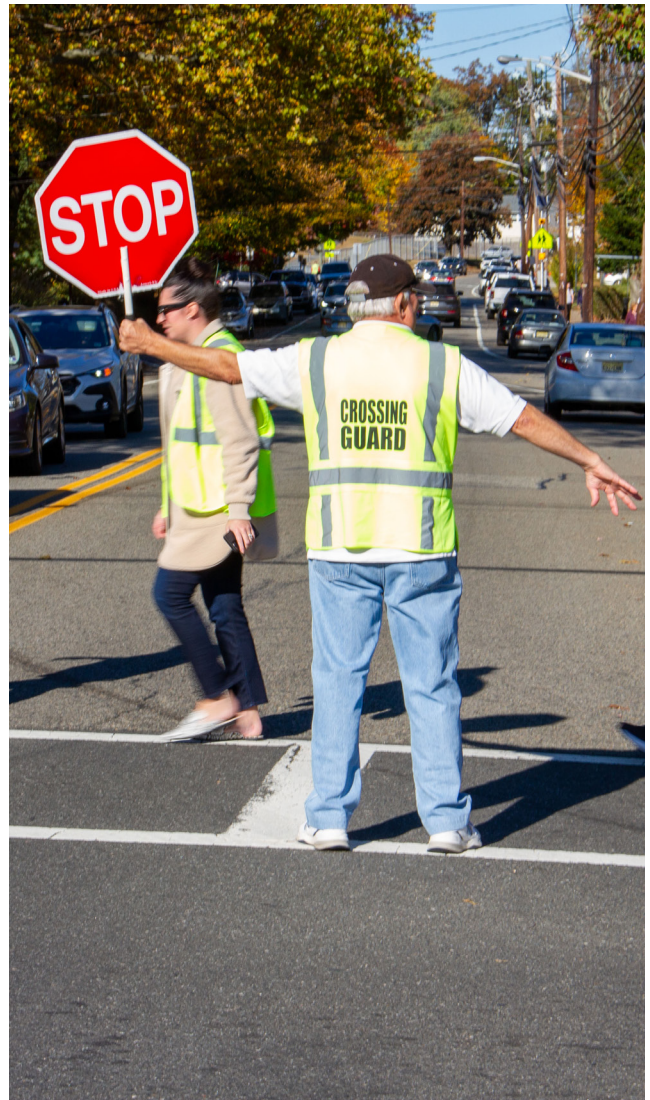
While the ultimate measure of progress for this plan is the number of traffic fatalities and serious injuries, incremental progress must be measured through the efforts put into implementing the recommended strategies of this plan. Progress needs to be measured by metrics specific to each action item.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

Table 4: Example Assignments and Tracking of Performance Metrics

Strategy	Action	Owner	Performance Measure
1. Install pavement and shoulder improvements to reduce instances of lane departure.	1A. Install wider edge lines at priority lane departure locations.	County, engineer, and public works	Percentage of priority locations with wider edge lines installed
	1B. Advocate for local agencies to implement wider edge lines.	LIC Members	Number of agencies installing wider edge lines
	1C. Install wider edge lines on county and municipal roads when repaving activities occur.	County and Municipal engineers	Miles of wider edge lines installed

Resources for Implementation

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



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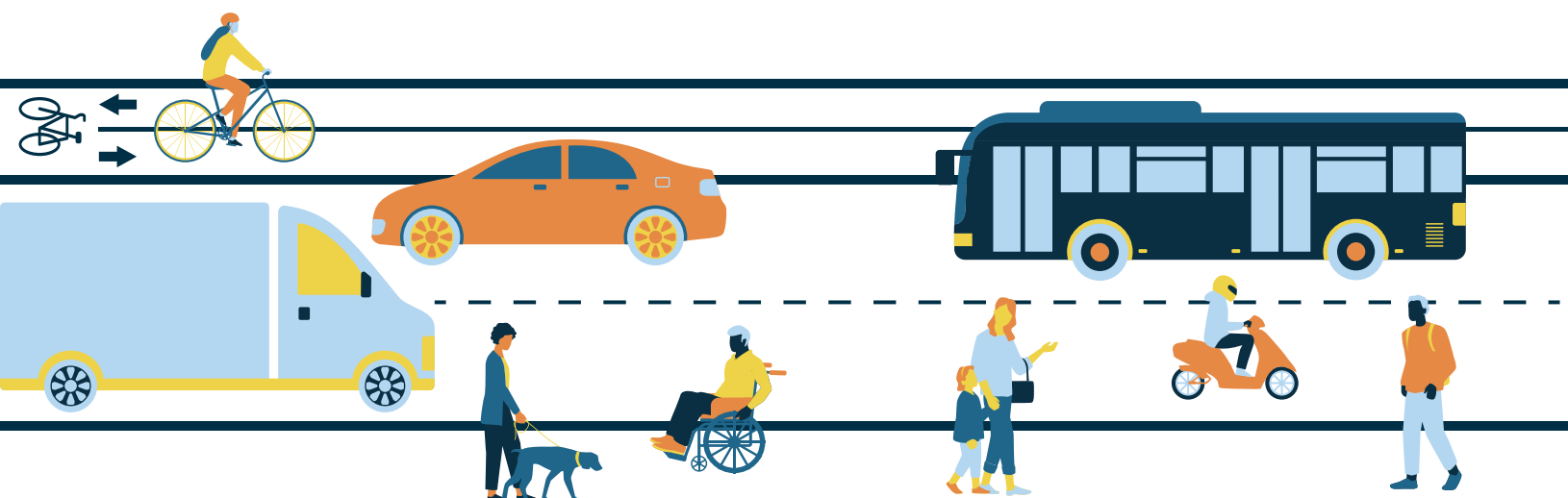
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Local Safety Action Plan

Passaic County