

APPENDIX E

Public and Stakeholder Engagement Summary

UNION COUNTY SAFE STREETS FOR ALL ACTION PLAN



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Introduction

The Union County Safe Streets for All (SS4A) Action Plan aims to reduce roadway fatalities and serious injuries, and improve safety, mobility, and quality of life for all users, including vulnerable users such as bicyclists, pedestrians, and people of all ages and abilities.

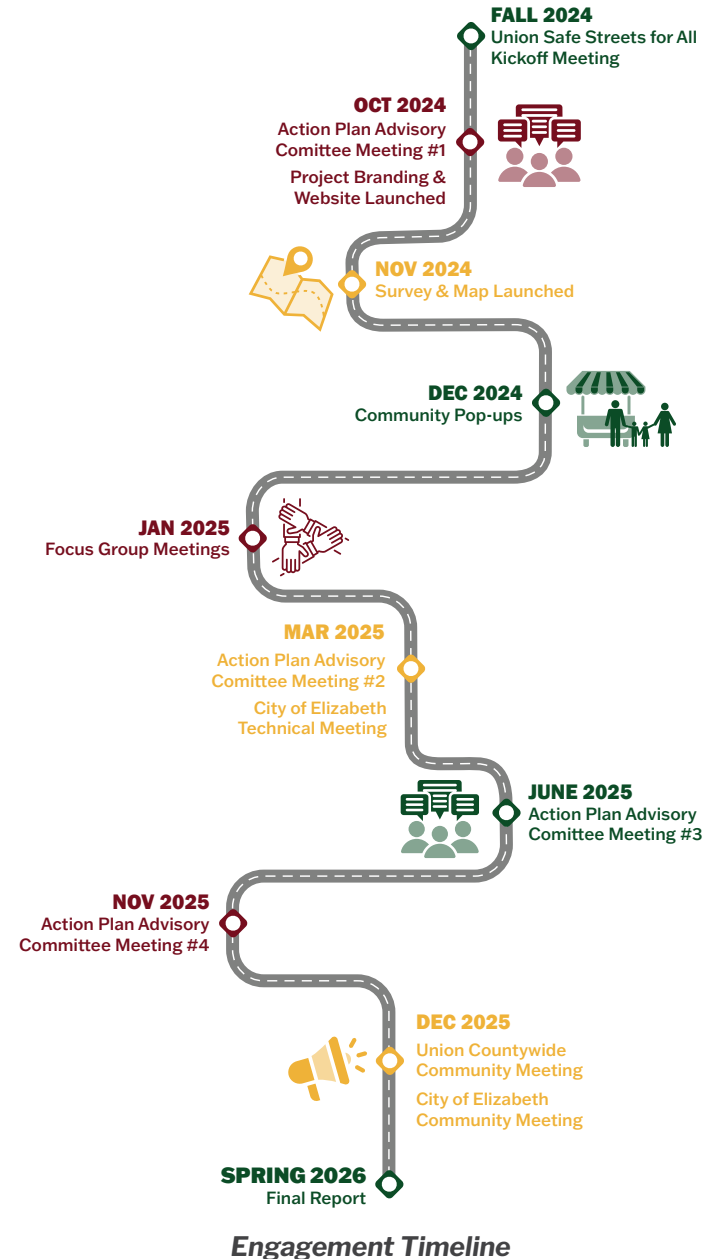
The City of Elizabeth is a sub-recipient of the USDOT grant funding for this initiative. Targeted outreach efforts were also conducted to engage Elizabeth residents and stakeholders. Outreach results specific to the City are included alongside County-wide results and analysis.

The Public Involvement Plan (PIP) guided community outreach that encompassed a variety of ages, abilities, and access points, aimed at improving public awareness and gathering feedback during the development of the Union County SS4A Action Plan. It provided an opportunity to work with a range of stakeholders and gain a clear understanding of localized transportation challenges and perceptions of safety, which helped inform and refine Action Plan recommendations.

Outreach efforts were made to engage with a wide range of community members including Limited English Proficiency (LEP) populations, to ensure all stakeholders had an opportunity to participate in the development of the Action Plan.

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

The community engagement process began with the development of branded study materials to maintain continuity and leverage the community's familiarity. The team created a bilingual website, housed on the County's website, where stakeholders could find information about the Plan's purpose, project updates, informational resources, and ways to get involved.



An Action Plan Advisory Committee (APAC) met throughout the planning process, serving as a technical resource by providing background documentation, on-the-ground insights, feedback on the draft safety recommendations, and guidance on local implications. The APAC also served as a sounding board, helping to develop the PIP and shaping and supporting outreach strategies.

In addition, the project team organized a series of focus group meetings featuring guided discussions to gather input from all municipalities and stakeholders interested in Union County transportation safety.

Community engagement included an online survey with an interactive mapping component that allowed respondents to share their current travel habits, preferred future modes, and safety perception, while pinpointing location-specific concerns and opportunities. The project team also hosted “pop-up” outreach activities to engage with

traditionally hard-to-reach populations. Finally, virtual community meetings were organized toward the end of the planning process to solicit feedback about the draft Action Plan recommendations.

More than 1,800 stakeholders participated through the various outreach activities, sharing their concerns, experiences, and suggestions for creating safer streets across the County.

Thematic Categories

Over seventeen months of public involvement, the project team gathered insights from diverse stakeholders on the County’s transportation system safety perception.

The feedback was organized into five thematic categories:

Street Design and Infrastructure

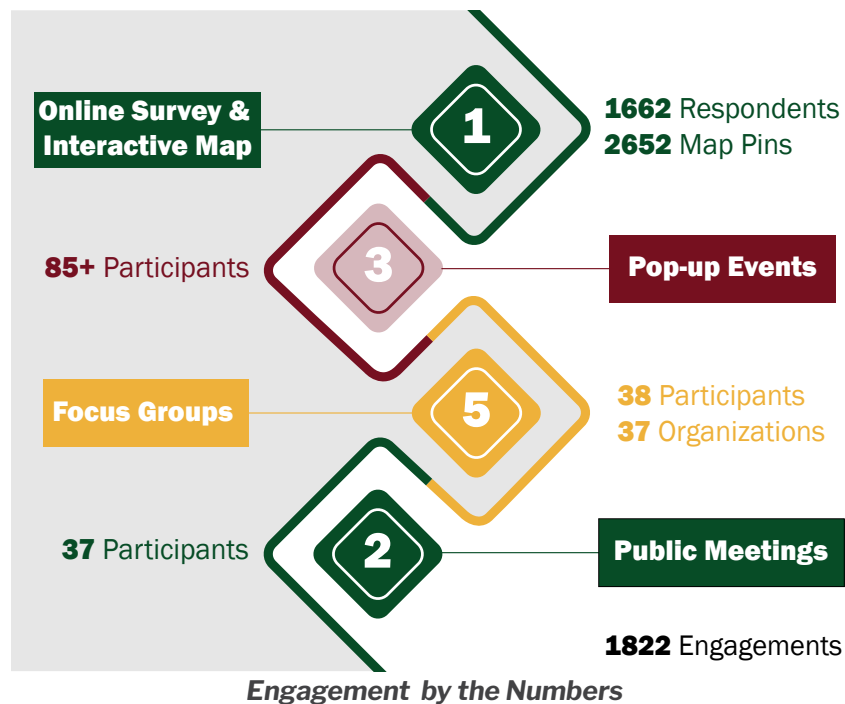
This theme focuses on street design elements that impact safety, including posted speed limits and design speed, intersection and lane configurations, pedestrian and bicycle infrastructure, and transit access and amenities.

Road User Behavior and Traffic

This theme concerns the behavior of various street users and their real and perceived impact on road safety, including speeding, aggressive driving, running red lights and stop signs, and failing to yield to pedestrians and cyclists, all of which heighten the risk of crashes. These behaviors contribute to a widespread perception of unsafe road conditions and a lack of effective enforcement across the County. Road user behavior is influenced by design and enforcement considerations.

Education and Awareness

This theme focuses on making streets safer for all users by promoting driver awareness and encouraging safe walking and biking policies.



Personal Safety

This theme addresses perceptions of personal safety, emphasizing the importance of individuals feeling secure from crime while traveling throughout Union County, regardless of their mode of transportation. Personal safety is closely tied to design and enforcement considerations.

School Zones and Child Safety

This theme is assigned whenever school zones or children’s safety are mentioned in a response. Cited concerns include aggressive driving near schools, inadequate walking or biking infrastructure for school kids, and a desire for traffic-calming elements. For the most part, these concerns were also categorized under the other themes, but were added to this theme to highlight the importance of child safety noted by many participants.

Union County Key Takeaways



Insights gathered through public engagement were crucial in shaping study recommendations and formulating the Action Plan. Feedback from online and in-person outreach activities for Union County and the City of Elizabeth was consolidated and organized into the four thematic categories described in the previous section.

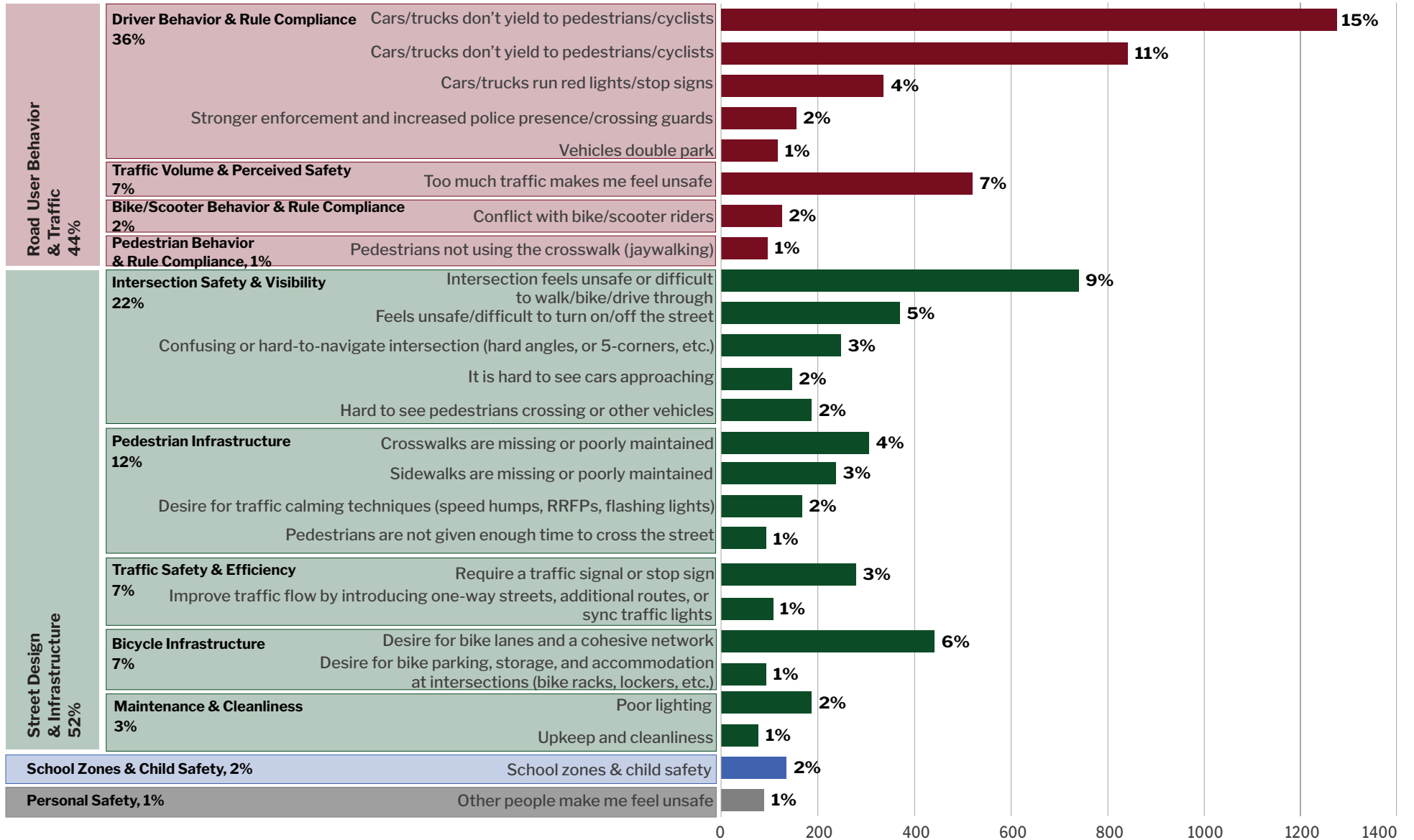
Across Union County, **street design and infrastructure** were the most frequently cited concerns, accounting for 52 percent of all responses. These were followed by **road user behavior and enforcement** at 44 percent, **school zones and child safety** at 2 percent, and **personal safety** at 1 percent. The following concerns and opportunities were heard consistently throughout the public engagement process:

- Excessive speeding by vehicles under the **road user behavior and traffic** theme was cited as the most significant concern at 15 percent of all responses. Participants also highlighted issues with vehicles failing to yield to pedestrians and cyclists, running red lights and stop signs, and traffic that makes them feel unsafe. The Action Plan should address ways to improve safety for pedestrians, cyclists, and other vulnerable road users, including measures to mitigate speeding and aggressive driving.
- Under the **street design and infrastructure** theme, intersection safety and visibility emerged as the most common concern at 22 percent, with the most frequently cited issue that intersections feel unsafe to travel through for all modes of travel. Respondents also identified difficulties with turning on or off streets, confusing or hard-to-navigate intersection layouts, limited visibility of approaching vehicles, and challenges seeing pedestrians and other vehicles. The Action Plan should prioritize street design projects that enhance intersection safety for all users and improve turning movements. It is important to note that these improvements also offer additional benefits, such as improved safety for vulnerable road users, reduced traffic congestion and bottlenecks, and minimized delays.

- Many comments related to improving the state of pedestrian infrastructure, including maintaining crosswalks and sidewalks, and installing traffic calming measures such as speed humps, Rectangular Rapid Flashing Beacons (RRFBs), and curb extensions accounting for 12 percent of all responses. Participants also suggested addressing traffic-related concerns through strategies such as introducing one-way streets, installing roundabouts, and optimizing signal timing.
- The desire for designated bike lanes, a connected bike network, and overall improvements to bicycle infrastructure was another key concern, accounting for 7 percent of all responses. The Action Plan should prioritize bike infrastructure to address concerns of bike and scooter riders, as well as behavioral concerns such as conflicts between pedestrians and cyclists/scooters on sidewalks, cyclists/scooters not following traffic laws, and insufficient education on how to ride bikes/scooters safely. Notably, adding bike lanes reduces conflicts with pedestrians and cars, improving safety for all road users.
- **Education and awareness** around safer road use accounted for less than 1 percent of all responses. Participants emphasized the need for better education and safer infrastructure for micromobility devices. Overall, these comments reflect a broader desire for safe and accessible walking and biking, supported by strategies that combine public education, awareness campaigns, and clear guidance for all road users.
- Accounting for 2 percent of all responses are those related to **school zones and child safety**. Participants expressed concerns about aggressive driving, illegal parking, and vehicles that do not yield in the school zone. Additional feedback suggested implementing traffic calming measures and pedestrian infrastructure improvements to make school zones safer.
- Although **personal safety** accounted for just 1 percent of all responses, an individual's perception of personal safety is influenced by street design factors like inadequate lighting, upkeep, and cleanliness, which comprise another 3 percent of responses. Accordingly, the Action Plan should consider the potential crime-prevention and personal-safety benefits of the recommended street improvements.

MOST FREQUENTLY NOTED CONCERNS

(ALL ONLINE & IN-PERSON QUESTION RESPONSES, OPEN ENDED COMMENTS, AND MAP PINS)



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

Elizabeth Key Takeaways

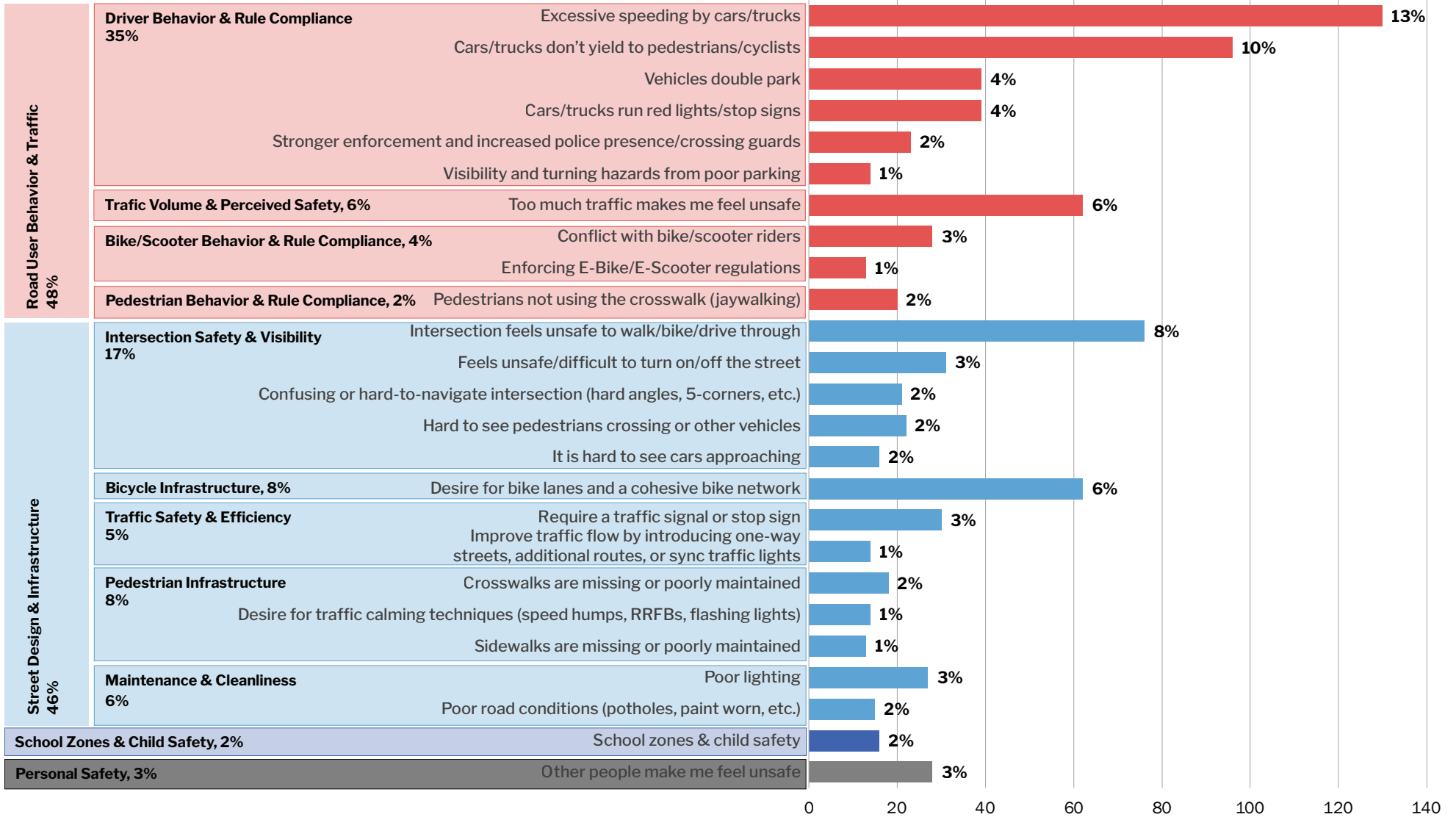
The following section summarizes key takeaways for the City of Elizabeth to highlight localized priorities. While the top concern categories in Elizabeth mirror those identified across Union County, the relative share of responses within each category differs.

Road user behavior and traffic was the most noted concern at 48 percent, followed closely by **street design and infrastructure** at 46 percent. These were followed by **personal safety** at 3 percent and **school zones and child safety** at 2 percent.

- Excessive speeding, under the **road user behavior and traffic** theme, was cited as the most significant individual concern at 13 percent of all responses. Participants also highlighted issues with vehicles failing to yield to pedestrians and cyclists, double parking, and running red lights and stop signs.
- Participants noted intermodal conflicts between pedestrians, cyclists, and micromobility users, including sidewalk riding and jaywalking, highlighting the need for clearer regulations, enforcement, and education.
- Under the **street design and infrastructure** theme, intersection safety and visibility concerns accounted for 17 percent of responses, with participants noting that intersections feel generally unsafe for all modes of travel. Specifically, participants found turning difficult, intersection configurations confusing or hard to navigate (e.g., 5-corners, hard angles), and had difficulty seeing pedestrians or approaching vehicles.
- Bicycle network gaps made up 8 percent of comments, with respondents expressing a desire for designated bike lanes and a connected, safe bike network.
- Many comments focused on pedestrian infrastructure and traffic calming, including improved sidewalks and crosswalks, one-way street conversions, roundabouts, and signal timing accounting for 8 percent of all responses.
- Concerns related to **school zones and child safety** accounted for 2 percent of all responses and aligned with Countywide results. Participants cited aggressive driving in school zones, vehicles failing to yield to pedestrians, a desire for improved bicycle infrastructure, and the need for additional crossing guards to support safer travel for children around schools.
- **Personal safety** accounted for 3 percent of responses, with perceptions influenced by street design factors such as inadequate lighting, poor upkeep, and cleanliness.

MOST FREQUENTLY NOTED CONCERNS

(ALL ONLINE & IN-PERSON QUESTION RESPONSES, OPEN ENDED COMMENTS, AND MAP PINS)



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

Public Involvement Summary

Communications

The project team deployed several communication tools to share information about the project and opportunities to participate. Following the existing branding guidelines of Union County and the City of Elizabeth, branded project logos were developed, incorporating each jurisdiction's colors to create a unified visual identity for the study. During outreach, the initiative was promoted under distinct names: Union County Safe Streets for All and Elizabeth Safe Streets for All. Most of the content was produced in English and Spanish to enable participation by the County and City's LEP population.

Website

Public involvement began with the development and launch of a bilingual project webpage where stakeholders could access information about the study's purpose, project updates, informational resources, and ways to get involved. A graphic was also developed for the City of Elizabeth's homepage redirecting users to the project webpage, housed on the County's website.

Social Media

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

Communications Sharekit

The project team developed a user-friendly "Communication Sharekit" with pre-packaged, easy-to-share flyers, social media, and email content to help the Action Plan Advisory Committee (APAC) and other strategic project partners promote outreach activities.

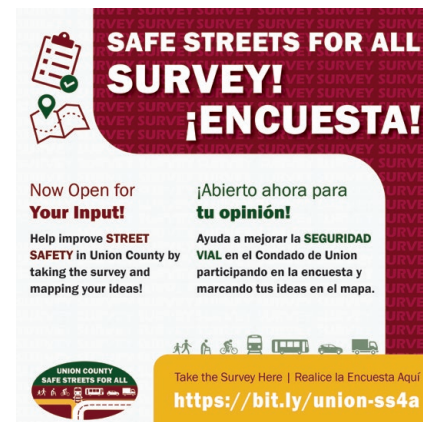
Print Materials

The County and City partnered with strategic partners, including municipal governments, libraries, schools, and community organizations, to expand project outreach to a broader audience. These partners distributed bilingual promotional bookmarks and flyers to advertise the survey to underrepresented communities.

Library Collaboration

The project team conducted targeted outreach to libraries across the County to help promote the Union County Safe Streets for All survey. Over 2,800 bookmarks advertising the survey were distributed to 21 public library locations Countywide. The bookmarks included QR codes linking directly to the online survey to make participation easy and accessible.

Communications materials can be found in the Resources Section of this Appendix.



Communications Materials

Stakeholder Engagement

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

Action Plan Advisory Committee

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

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

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

After the final APAC meeting on November 13, 2025, the project team shared a comprehensive list of Countywide projects and policy recommendations, inviting participants to review and provide comments. *Member comments, along with individual APAC presentation materials and meeting summaries, can be found in the Resources Section of this Appendix.*

APAC Members

Union County Government

- Union County Board of Commissioners
- Union County Bureau of Planning and Land Use
- Union County Department of Public Safety
- Union County Department of Administration Services
- Union County Department of Economic Development
- Union County Division of Engineering
- Union County Superintendent of Schools
- Union County Transportation Advisory Board (TAB)

City of Elizabeth Government

- City of Elizabeth Department of Public Works
- City of Elizabeth Division of Engineering and Administration
- City of Elizabeth Police Department
- City of Elizabeth Public Information Office

Agencies

- Federal Highway Administration
- New Jersey Department of Transportation (NJDOT)
- NJ TRANSIT
- North Jersey Transportation Planning Authority (NJTPA)

Municipalities

- Berkeley Heights
- Clark
- Cranford
- Elizabeth
- Fanwood

- Garwood
- Hillside
- Kenilworth
- Linden
- Mountainside
- New Providence
- Plainfield*
- Rahway
- Roselle
- Roselle Park
- Scotch Plains
- Springfield
- Summit
- Union Township*
- Westfield*
- Winfield

Community Organizations

- EZ Ride (TMA)
- Kean University
- Overlook Medical Center/Atlantic Health
- Union College
- Voorhees Transportation Center (VTC)

*SS4A Grant Recipients developing their own Local Safety Actions Plans.

Stakeholder Focus Groups Meetings

The project team facilitated five virtual focus groups with strategic partners and advocates who were either actively engaged in or had a vested interest in Union County and the City of Elizabeth’s transportation safety decisions.

The goal of the focus groups was to gather feedback on the experiences and needs of various transportation system users, including pedestrians, bicyclists, motorists, and transit riders, so that the Action Plan could effectively address emerging mobility, access, and safety issues.

The focus group meetings were held on various days to provide multiple opportunities for stakeholders to participate. The focus groups engaged diverse stakeholders, including representatives from educational institutions, social service providers, advocacy organizations, and municipalities, ensuring participation from across the County. In total, 39 participants representing 37 organizations actively participated in these discussions.

Focus Groups	Date & Time	Number of Attendees
General #1	January 22, 2025 10:00 AM	7
General #2	January 23, 2025 4:00 PM	8
Education Institutions	January 24, 2025 10:00 AM	5
Municipalities	January 29, 2025 10:00 AM	9
Municipalities	January 30, 2025 10:00 AM	12

Focus Group Participants

Union County Municipalities

Organizations

- Avenues in Motion
- East Coast Greenway Alliance
- EZ Ride
- Fanwood Economic Development Commission
- Future City, Inc.
- Nikhil Badlani Foundation / Families for Safe Streets NJ
- New Jersey Bike & Walk Coalition
- Occupational Center of Union County (Inroads to Opportunity)
- Pennoni Engineers (Union County Bike Plan Consultant)
- Springfield Business Improvement District
- Tri-State Transportation Campaign
- Union County Connects
- YWCA of Eastern Union County

Education Institutes

- Elizabeth Public Schools (Elizabeth School District)
- Linden Public Schools
- Scotch Plains–Fanwood School District
- Union County Vocational-Technical School District

Feedback from these meetings was used to refine the draft recommendations to improve street safety across Union County and Elizabeth.

At each meeting, Courtenay Mercer of Mercer Planning Associates kicked off the meeting by welcoming the attendees, providing an overview of the focus group agenda, and leading a round of introductions.

John Federico of WSP then provided an overview of the Safe Streets for All Action Plan and the Safe System Approach. He also introduced the project's crash analysis and demographic data, as well as information about the development of the High Injury Network (HIN).

After the presentation, the project team moderated a discussion among focus group participants, asking three questions:

- **What's working?**

What do you currently like about getting around in Union County? What's the most important thing that you would like to stay the same about transportation in Union County?

- **What could be improved?**

How well do Union County's streets serve residents, businesses, and visitors? How safe do they feel? Do you have ideas to improve Union County streets to enhance safety?

- **What's your vision for getting around Union County safely in the future?**

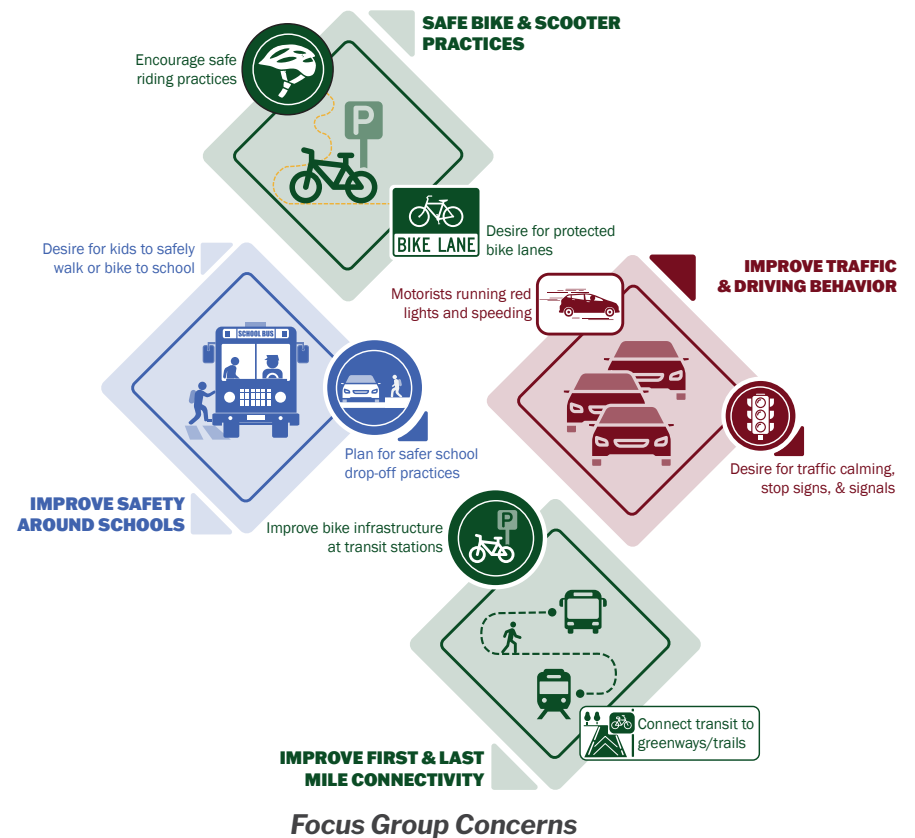
Overarching Themes

The five discussions yielded several overarching themes, highlighted below.

Improving Pedestrian Infrastructure and Safety. All focus groups emphasized the need for investment in pedestrian infrastructure, including pedestrian beacons, Rectangular Rapid Flashing Beacons (RRFBs), crosswalk lighting, improved sidewalks, curb extensions, Leading Pedestrian Intervals (LPIs), and high-visibility crosswalks, particularly along heavily traveled routes. Stakeholders also highlighted the importance of traffic calming measures, such as speed humps and stop signs, to reduce speeding and ultimately create a safer, more walkable environment.

Safe Bike and Scooter Practices. Almost all focus groups acknowledged the increasing presence of e-bikes and scooters and emphasized the need for investments in bicycle infrastructure. Key recommendations included developing protected bike lanes, launching education campaigns, and implementing e-bike and e-scooter registration. Participants also stressed the importance of raising awareness among both drivers and riders to promote safe riding practices, such as wearing helmets, avoiding riding on the sidewalk, and adhering to traffic rules, to ensure the safety of all road users. Additionally, stakeholders highlighted that while bikes and scooters contribute to mobility solutions, they must be effectively integrated into the existing infrastructure to maximize their impact.

Safety around Schools. Several focus groups expressed concerns about safety near schools, particularly the lack of sidewalks and designated bike lanes, which limit students' ability to walk or bike to school safely. Participants also highlighted parental behavior as a key issue, noting that many parents drop off their children in unsafe locations, fail to slow down near school crosswalks, and frequently



double-park or block driveways, causing inconvenience for residents and safety concerns for pedestrians.

Stakeholders emphasized that while enforcement has helped regulate parents' behavior, continuous efforts are needed to ensure compliance with traffic rules. It was also suggested that the busing policy be revisited, prioritizing safety and accessibility over distance. This approach could help reduce the need for parents to drive their children to school, improving overall safety and traffic conditions.

Traffic and Behavior. Several focus groups expressed concerns about traffic congestion and unsafe driving behaviors, such as running red lights and speeding. Stakeholders emphasized the importance of implementing long-term solutions rather than short-term fixes or enforcement measures, as the latter provide only temporary benefits. They highlighted the need for traffic-calming measures, including speed humps, curb extensions, stop signs, and improved lighting at key intersections to enhance safety.

First and Last-Mile Connectivity. Participants emphasized the importance of first- and last-mile connectivity, calling for more bike parking at transit stations and expanding public bike and scooter share programs to enhance transportation options, particularly for residents without access to a vehicle. They also highlighted the value of connecting transit stations and stops to greenways and trails, both within the County and regionally, linking to popular destinations like Newark. These connections could encourage residents to leave their cars at home for local trips, ultimately reducing dependence on personal vehicles.

Key Intersections/Corridors. Participants identified several high-risk intersections and County Roads that pose safety concerns for all road users.

Elizabeth

- The intersection of Dehart Place and W Jersey Street

Hillside

- The intersection of Liberty and Hillside Avenue
- The intersection of Liberty Avenue and Long Avenue
- Conant Avenue close to Central Avenue
- The intersection of North Broad Street and Lexington Place

Rahway

- The stretch between Woodbridge Road and Hart Street on E Hazelwood Avenue
- The intersection of Elizabeth and Jackson Avenues

Destinations and corridors

- JFK Center (Rahway Community Action Organization), Rahway
- Springfield Avenue in the Berkeley Heights Downtown area
- Mountain Avenue, Berkeley Heights
- Cooper Road, Scotch Plains
- North Avenue, Scotch Plains
- South Avenue, Scotch Plains
- Terrill Road, Scotch Plains
- Park Avenue, Scotch Plains
- Morris Avenue, Summit and Union Township
- Chestnut Street, Roselle

Focus group meeting presentations and summaries are available in the Resources Section of this Appendix.



Focus Group Location-Specific Concerns

Community Engagement

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

Pop-up Engagement

The public involvement process included three pop-up engagement events designed to connect with traditionally hard-to-reach populations. One event was held in Elizabeth, the grant’s sub-recipient, while the other two were held in strategic locations identified through demographic analysis – City of Plainfield and Union Township.

Each pop-up featured an interactive, easily movable display with project-related information and activities for passersby to share their travel preferences and experiences. Project team members engaged participants by explaining the project’s goals and benefits and by facilitating activities to gather feedback. To encourage further participation, bookmarks with information about the online survey and mapping tool were also distributed. All materials and activities were available in English and Spanish, and bilingual team members were present to engage the community’s LEP speakers.

The participants were asked the following questions:

- **Which of the following do you use MOST when you travel in Union County?**
- **How do you want to get around Union County in the future?**
- **How safe do you feel when using the following types of transportation in Union County?**
- **Open-Ended Question - Share your experiences, concerns, and ideas about traveling in and around Union County.**
- **Map it! - Tell us about your concerns or ideas to improve getting around your community.**



- 1. Winter Wonderland & Holiday Village
Union Township**
Friday, December 06, 2024
- 2. Pre-Kwanzaa Market
City of Plainfield**
Saturday, December 14, 2024
- 3. Holiday on the Square
City of Elizabeth**
Saturday, December 21, 2024

Pop-up Engagement Events

(Pop-up materials can be found in the Resources Section of this Appendix.)

Combined Pop-up Result Analysis

The pop-up events engaged approximately 85 diverse stakeholders representing a wide range of ages, races, and ethnicities.

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

Participants were asked to place up to two (2) Post-it flags to indicate the travel modes they use most frequently when travelling within the County.

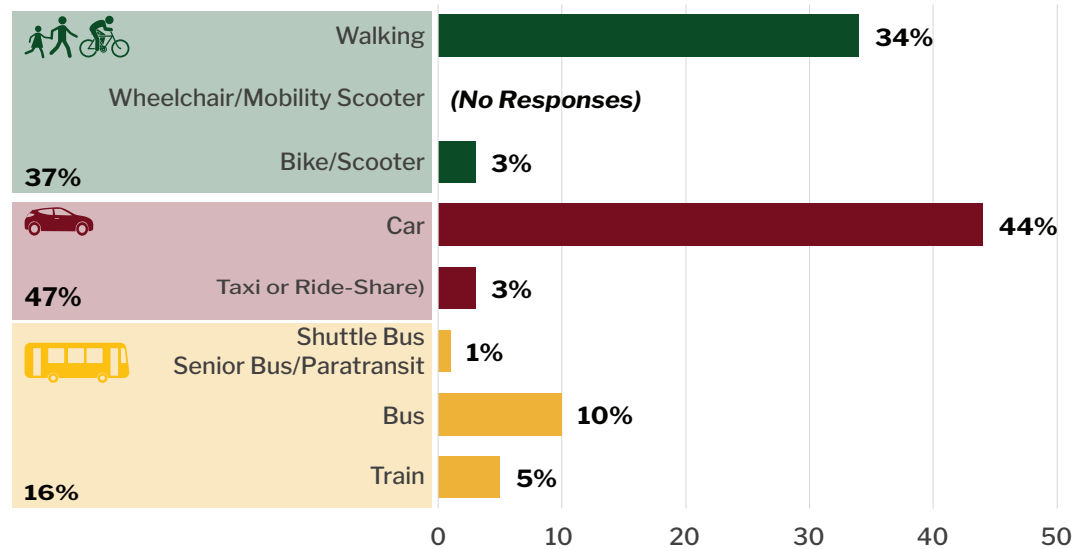
When responses were aggregated:

- **Active transportation** (walking, biking/ scootering, etc.) accounted for 37 percent of responses
- **Vehicular travel** (driving, taxi, etc.) accounted for 47 percent of responses
- **Public transportation** (bus, train, etc.) accounted for 16 percent of responses

Driving was the most commonly selected mode overall, with nearly 44 percent of participants identifying it as their primary means of transportation, followed by walking at 34 percent, and combined public transit use at 16 percent, with bus accounting for 10 percent.

CURRENT TRAVEL MODE

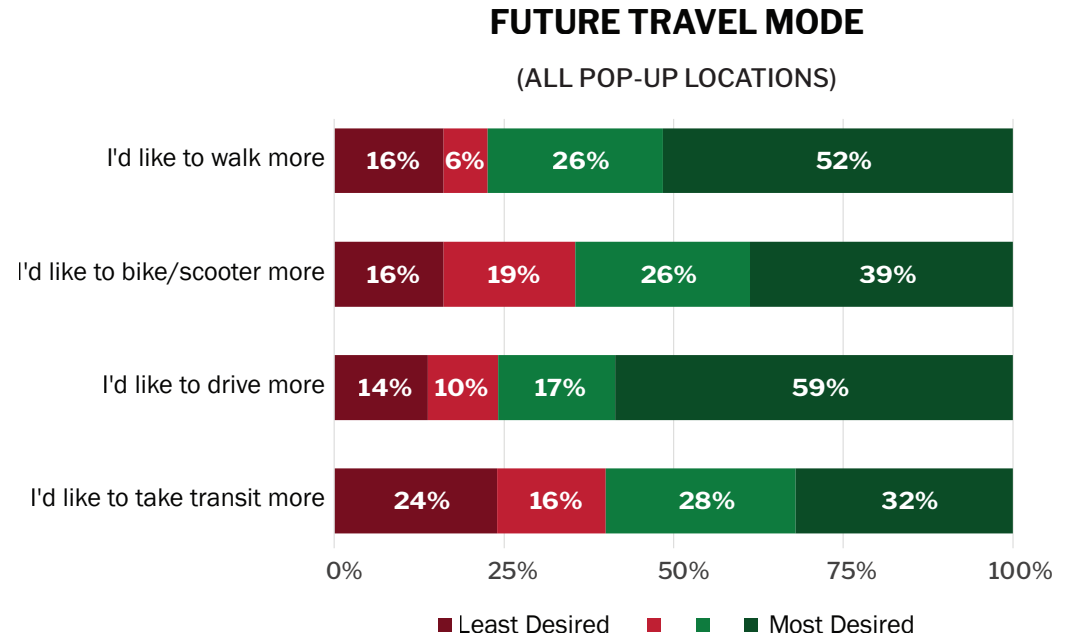
(ALL POP-UP LOCATIONS)



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

Participants were asked to rank their desired future travel modes, with 1 being “Most Desired” and 4 being “Least Desired”.

Walking was the top choice, with 77 percent of participants ranking it as their first or second “Most Desired” future travel mode, followed closely by driving (76 percent). While to a lesser extent, a majority of participants also indicated a positive desire to bike/scooter or take transit more in the future.



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

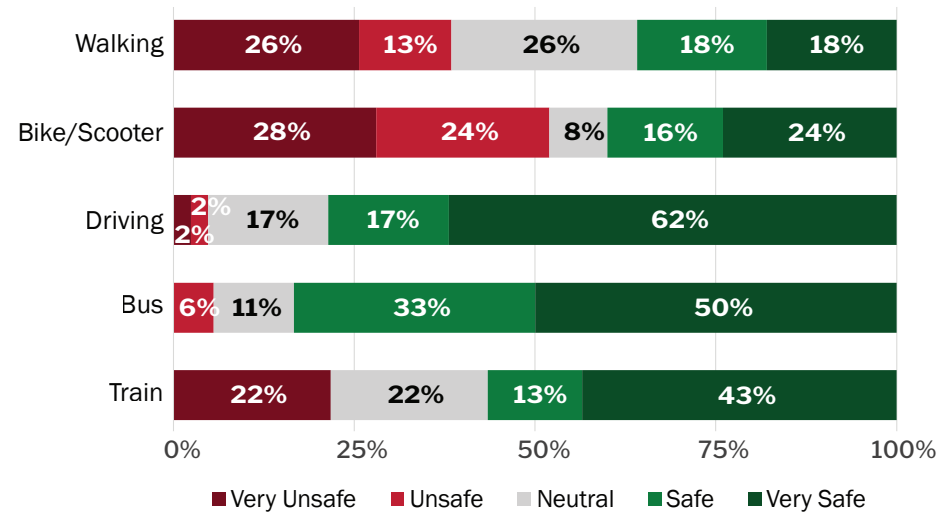
Participants were asked to place a Post-it flag to indicate their perception of safety across various transportation modes, ranging from “Very Unsafe” to Very Safe”.

Combined data from all pop-up locations reveals a range of perceptions of safety across different transportation modes. Riding bikes and scooters emerged as the least safe mode, with 52 percent of participants reporting feeling unsafe while engaging in this activity. This highlights a significant need for improved safety measures for bike and scooter riders.

In contrast, bus transportation stands out as the safest mode, with 83 percent of participants feeling secure while riding. Driving is a close second at a 79 percent safe perception.

PERCEPTION OF SAFETY

(ALL POP-UP LOCATIONS)

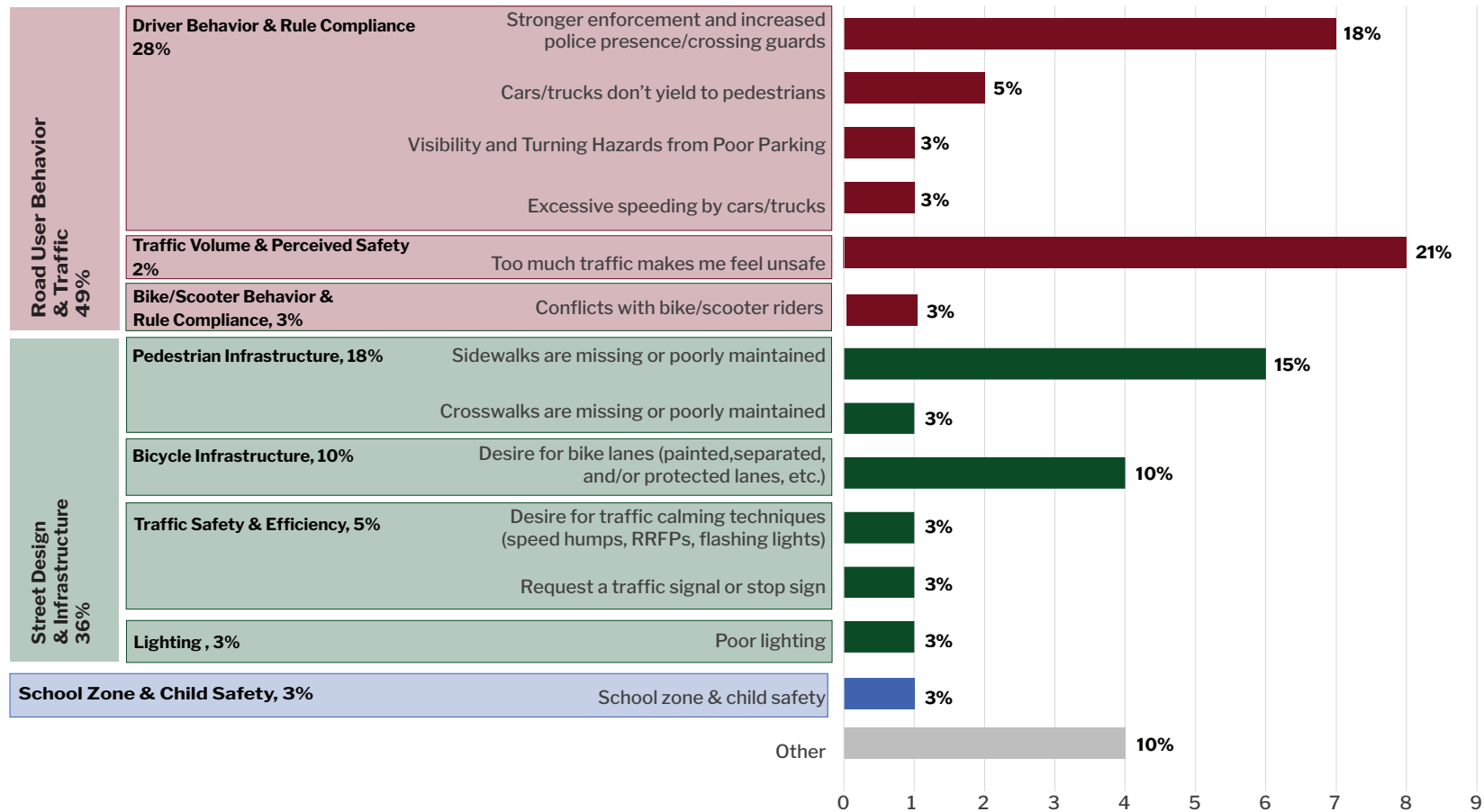


[Share your experiences, concerns, and ideas about traveling in and around Union County.](#)

Participants were asked to share general, non-place-based thoughts about getting around. **Road user behavior and traffic concerns** were top of mind for pop-up participants, with 49% of all comments mentioning traffic making people feel unsafe and a desire for more vigorous enforcement. **Street design and infrastructure** accounted for 36 percent of comments, with the most cited concerns being missing and poorly maintained sidewalks and a desire for bike lanes.

CONCERNS & OPPORTUNITIES

(ALL POP-UP LOCATIONS)

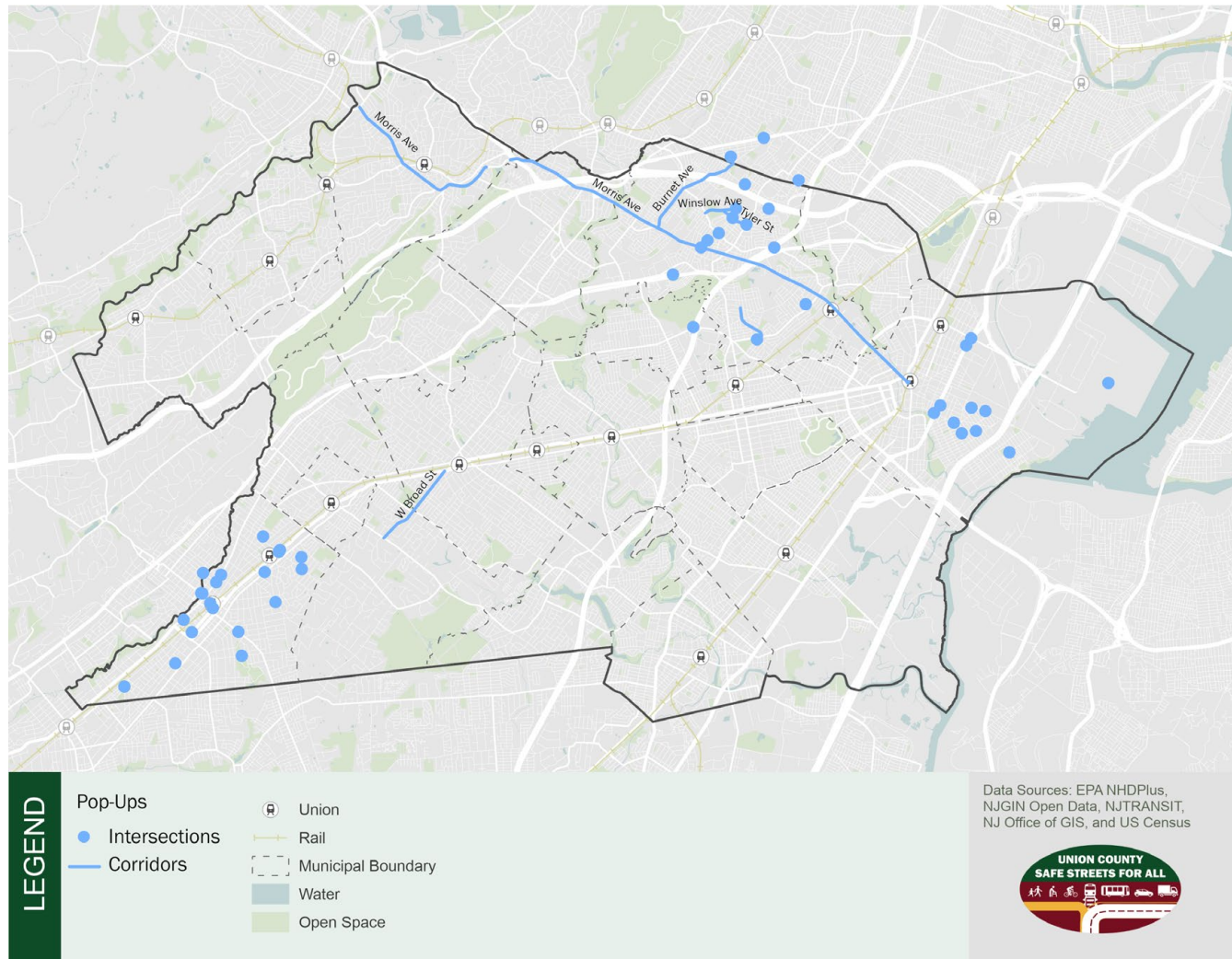


*Note that to simplify the chart outputs, responses below 1 percent were excluded from the charts but still included in the calculation totals.

[Map it! - Tell us about your experiences, concerns, and hopes for getting around Union Township, City of Plainfield, and the City of Elizabeth.](#)

Participants were invited to share their experiences, concerns, and hopes for getting around Union Township, the City of Plainfield, and the City of Elizabeth by marking specific locations on a map and providing written comments. This interactive exercise allowed participants to identify precise areas where they experience safety concerns or mobility challenges.

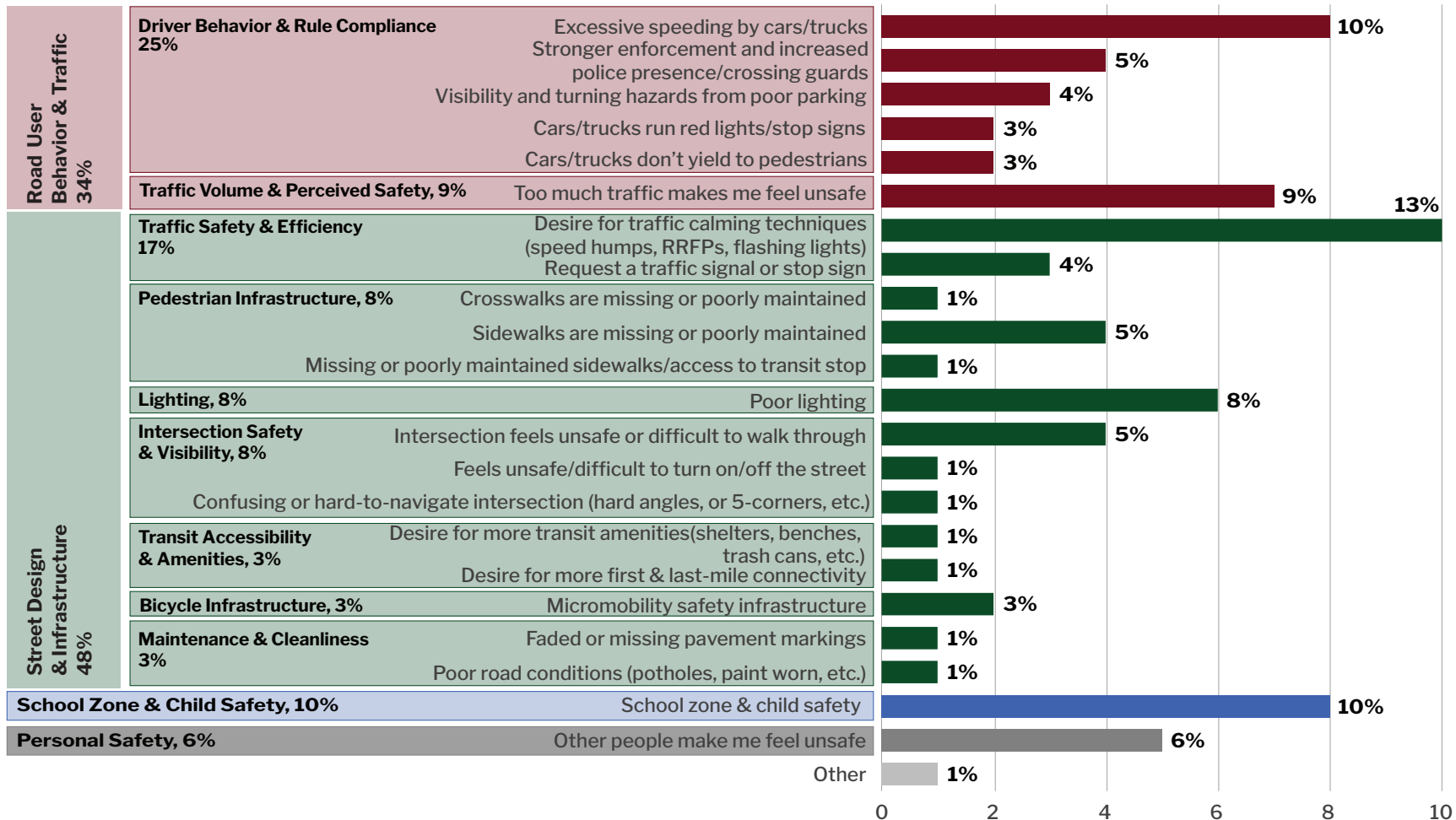
Across the three pop-up events, participants submitted 59 written comments at 48 locations. Concerns were concentrated along major corridors and intersections, many of which overlap with areas of higher crash density. In Elizabeth, a notable cluster of comments occurred near key arterial roads and activity centers. Concerns in Plainfield and Union Township were more focused along specific corridors.



Pop-up Mapping Exercise

MAP PINS

(ALL POP-UP LOCATIONS)



All written responses were categorized into the major themes: **street design and infrastructure**, **road user behavior and traffic**, **personal safety**, and **school zones and child safety**. When aggregated, 48 percent of responses focused on street design and infrastructure, with a desire for traffic safety infrastructure such as speed humps, RRFs, stop signs, and traffic lights, and street lights topping the list of requested improvements. Another 34 percent of responses related to road user behavior and traffic, with excessive speeding and too much traffic making people feel unsafe being identified as the most significant concerns.

Survey and Map Results

The public involvement process included an online survey and an interactive map to collect insights into current and future transportation mode choice, desired street and/or safety improvements, and anticipated transportation priorities in Union County and the City of Elizabeth. The interactive mapping component allowed participants to pinpoint location-specific concerns and other untapped opportunities.

The survey included optional demographic questions and was available in two (2) languages: English and Spanish. Most surveys were taken in English (97 percent), with the remaining 3 percent in Spanish.

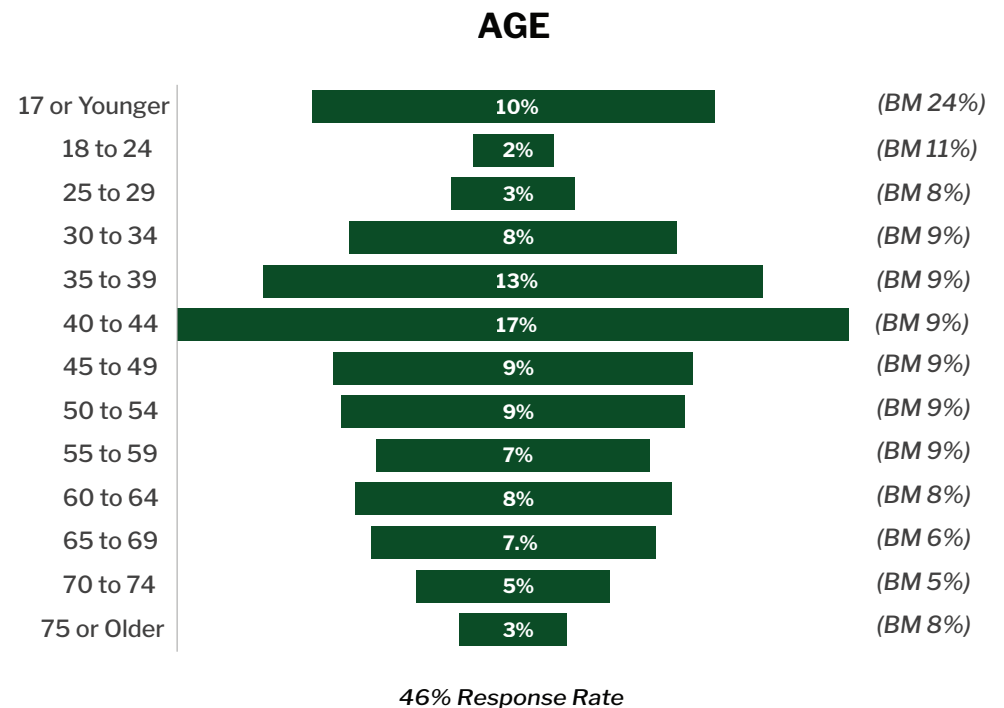
The survey and map launched in November 2024 and concluded in February 2025. Ultimately, the online survey and map yielded 1,600 validated responses. Respondents were considered valid if participants 1) placed pins on the maps, 2) answered any demographic questions, and/or 3) answered all questions up to and including those about current and future travel choice.

Images of the survey can be found in the Resources Section of this Appendix.

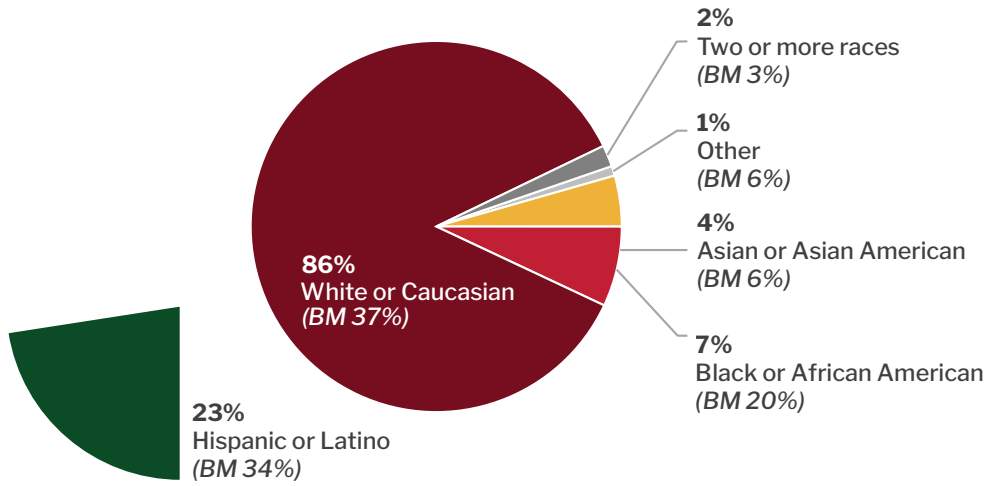
Survey Respondent Demographics

The survey included optional demographic questions. The age question had the highest response rate at 46 percent, followed closely by race and ethnicity at 45 percent. Response rates for the other demographic questions ranged from 28 to 41 percent. *Note that “BM” in the demographics charts represents the demographic benchmark in Union County based on United States Census data.* In general, respondent demographics were not representative of these benchmarks. Due to low response rates and disproportionate representation, survey questions and map pins were not further evaluated or cross-tabulated based on demographic profiles.

Among those who responded, participants were predominantly White or Caucasian, followed by Hispanic or Latino. Females were represented more than males. While most respondents were middle-aged or millennials, there was also substantial engagement from participants aged 17 or younger. Respondents generally reported higher household incomes, and 89 percent of households reported having access to a personal vehicle.

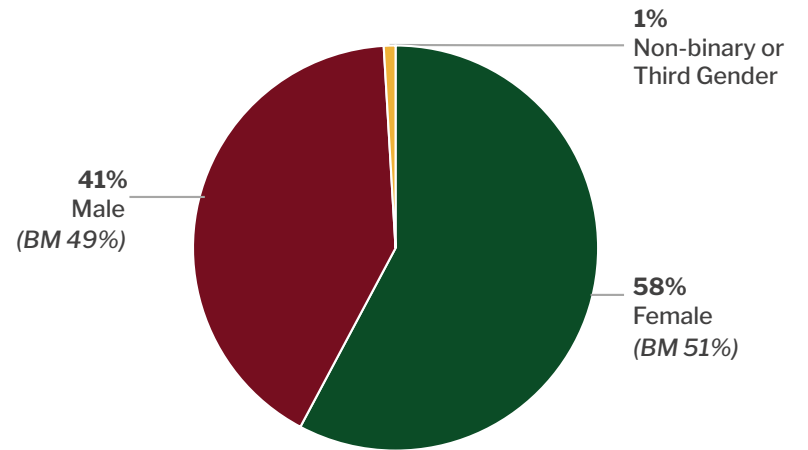


RACE & ETHNICITY



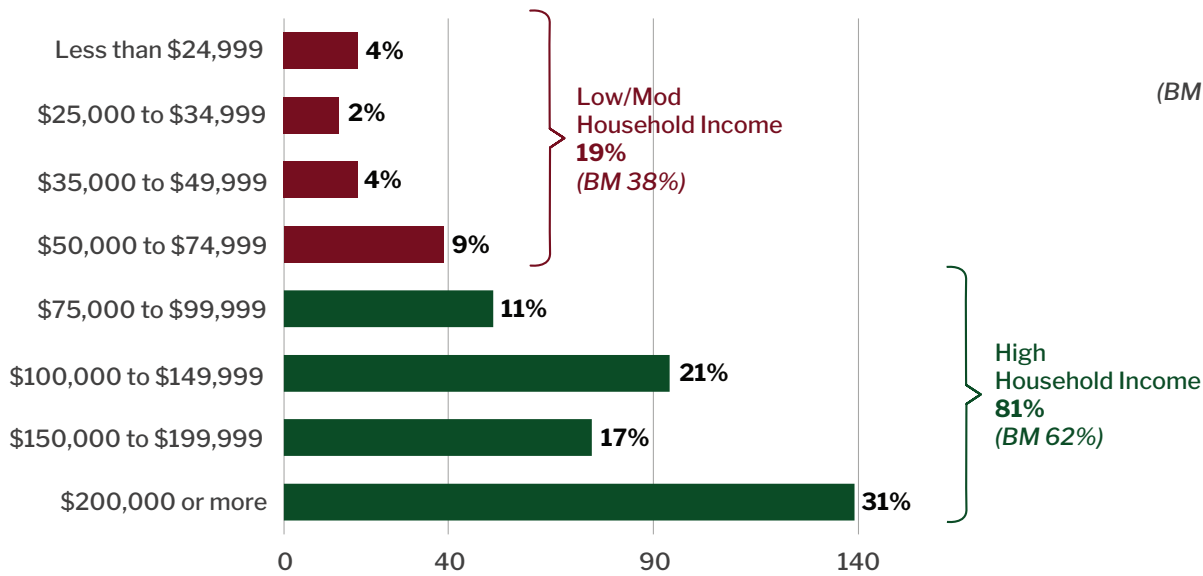
45% Response Rate

GENDER



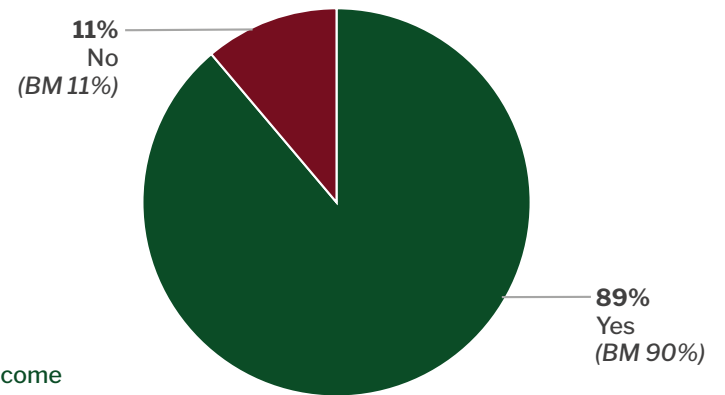
40% Response Rate

HOUSEHOLD INCOME



28% Response Rate

ACCESS TO PERSONAL VEHICLE

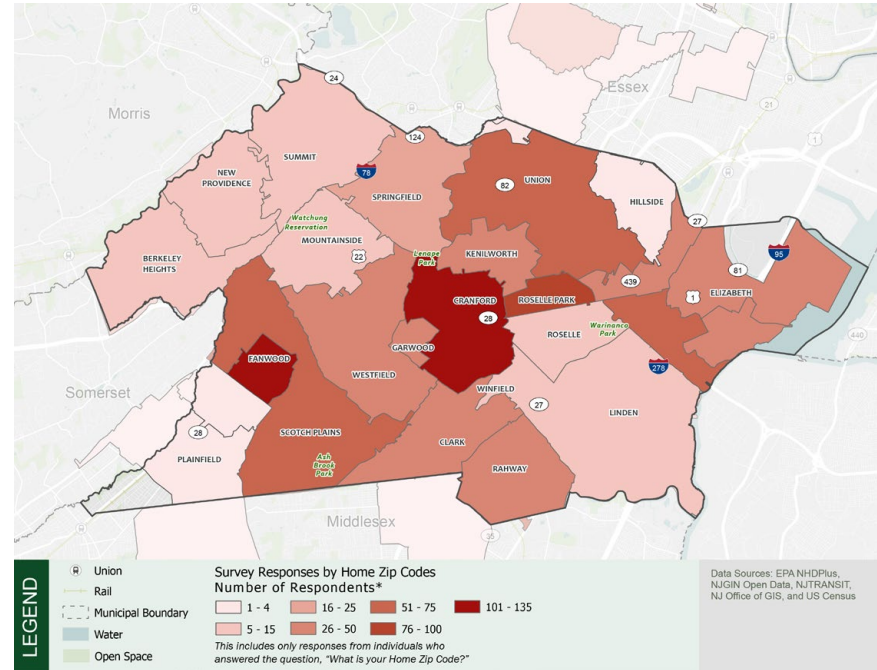


41% Response Rate

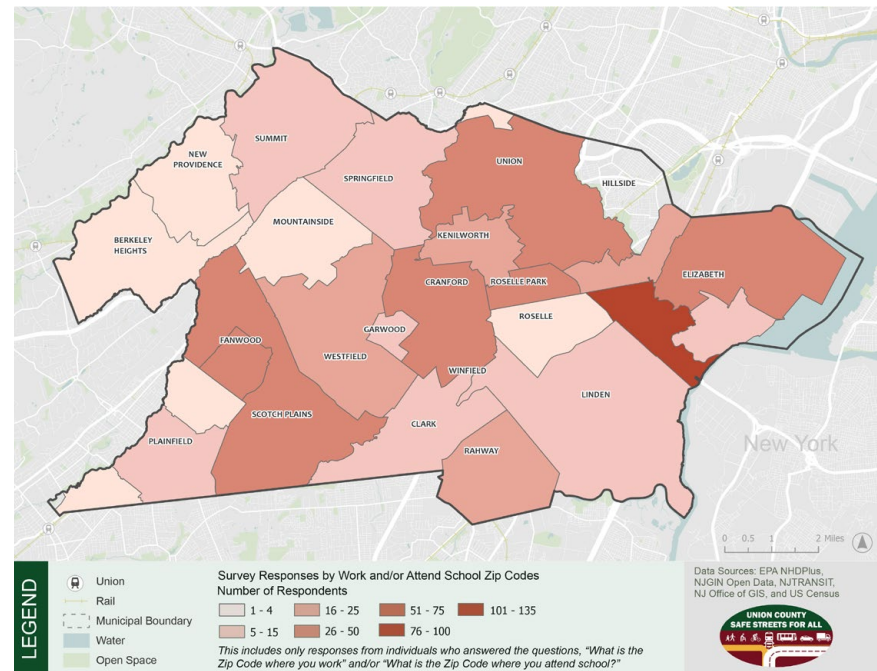
As part of the demographic questions, participants were also asked to share the zip code of where they live, work, and/or attend school.

With a 54 percent response rate, nearly 96 percent indicated they live in Union County. Other respondents were from neighboring cities, including Newark, South Orange, Maplewood, and Jersey City.

With a 43 percent response rate, nearly 68 percent reported working or attending school in Union County. Other respondents mentioned working or attending school in Hudson County (Jersey City) and New York City (Manhattan).



Survey Respondents by Home Zip Code

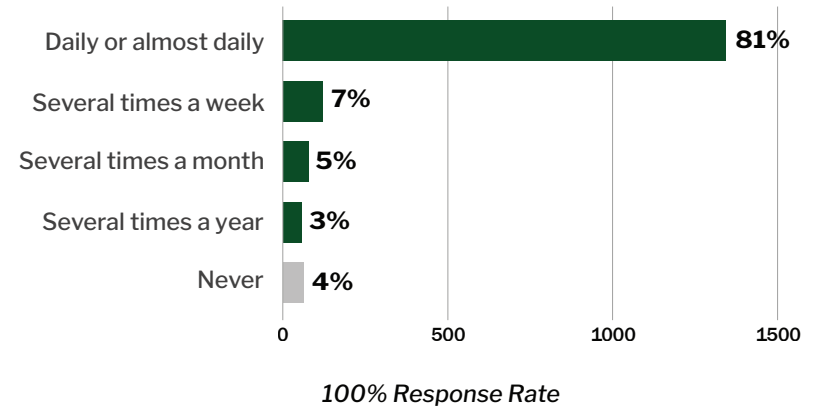


Survey Respondents by Work/School Zip Code

How often do you travel in Union County?

Respondents were asked to indicate how often they travel in Union County, and all participants were required to answer this question. Approximately 81 percent of respondents travel in and around Union County daily. Those who chose “Never” were disqualified from continuing the survey.

TRAVEL FREQUENCY



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

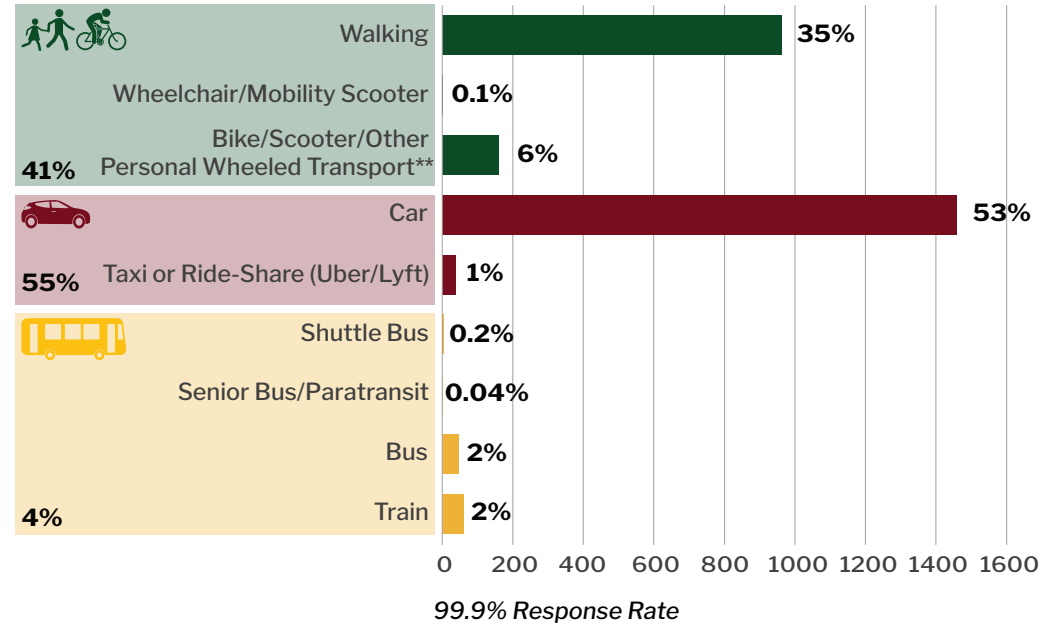
Respondents were asked to select up to two (2) options for this question; all participants responded. About 71 percent chose two options, while 29 percent selected only one. A small number of respondents wrote in the “Other” category, which was later reclassified into existing categories.

When aggregated:

- **Active transportation** (walking, biking, etc.) modes represented 41 percent of responses.
- **Vehicular transportation** (driving, taxi, etc.) modes represented 53 percent.
- **Public transportation** (bus, train, etc.) modes represented almost 4 percent.

Approximately 53 percent of respondents indicated driving as one of their top modes, followed by 35 percent for walking, 6 percent for biking or scooting, and 4 percent total for train or bus. The remaining possible travel modes were less than 2 percent.

CURRENT TRAVEL MODE

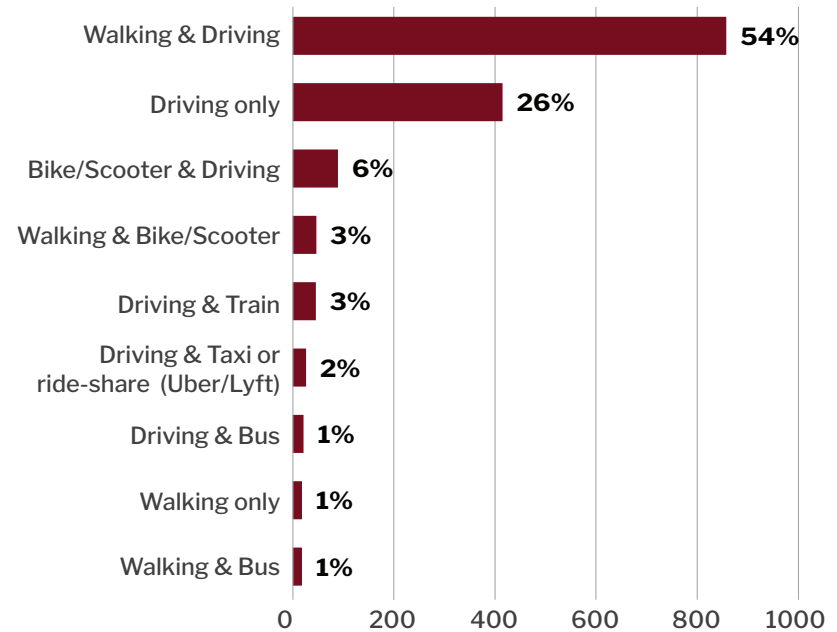


Current Travel Mode Combinations

Further analysis revealed that about 54 percent of respondents chose a combination of walking and driving as their primary travel modes. The next highest were those who selected only one option - driving - accounting for 26 percent of all responses.

Most respondents rely on multiple modes rather than just one, with driving serving as the backbone of their travel. The prevalence of walking and driving together highlights the importance of supporting pedestrian-friendly streets, last-mile connections, and infrastructure that enables a smooth transition between modes. The share of respondents who drive and bike/scooter (6 percent) suggests a growing group of micromobility users who still rely on cars for part of their trips.

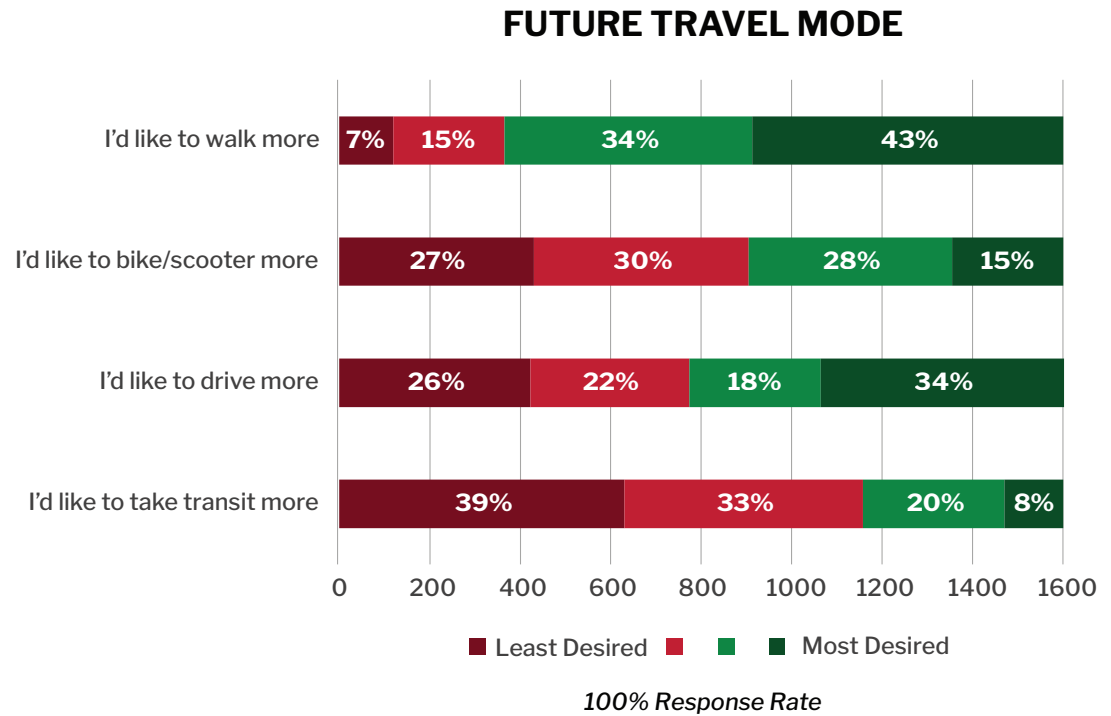
TRAVEL MODE COMBINATIONS



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

Respondents were asked to rate their desired future travel modes, with 1 indicating “Most Desired” and 4 indicating “Least Desired”. All participants responded.

Walking was the top choice, with nearly 77 percent of respondents ranking it among their top two “Most Desired” future travel modes. In contrast, most respondents chose transit (72 percent) and biking or scooting (57 percent) as their “Least Desired” future travel modes.

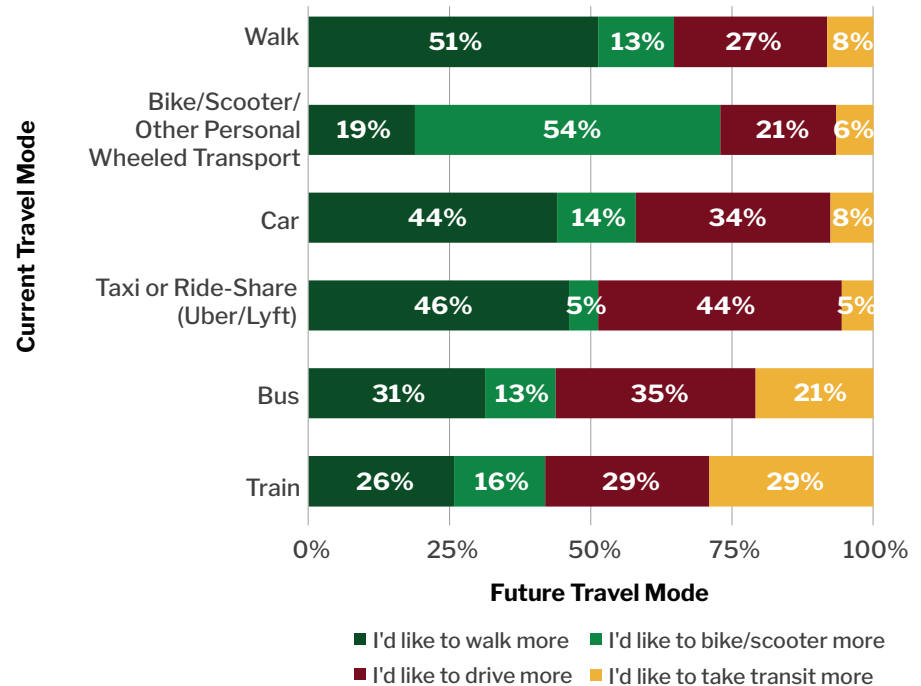


Current vs. Future Travel Mode

In a crosstab analysis comparing current travel modes with preferred future travel modes, most respondents who currently use active transportation or vehicular transportation expressed a desire to increase their use of active transportation. Over 50 percent of respondents who currently walk, drive, or take a taxi/rideshare reported wanting to walk more in the future, reinforcing findings from subsequent questions that highlight a desire for improved pedestrian infrastructure. Between 44 and 51 percent of respondents who currently walk, drive, or use taxi/rideshare reported wanting to walk more in the future, reinforcing findings from subsequent questions that highlight demand for improved pedestrian infrastructure.

The outliers to walking as the most desired future travel mode was those who currently bike – instead they indicated a stronger desire to bike more; those who currently take the bus expressed the highest desire to drive more (followed closely by walking); and those who currently take the train were evenly split between driving and taking transit more (also followed closely by walking). Overall, the results suggest that respondents across most modes generally express interest in either continuing their current travel behavior, highlighting potential difficulty in encouraging mode shift.

CURRENT VS FUTURE TRAVEL MODE

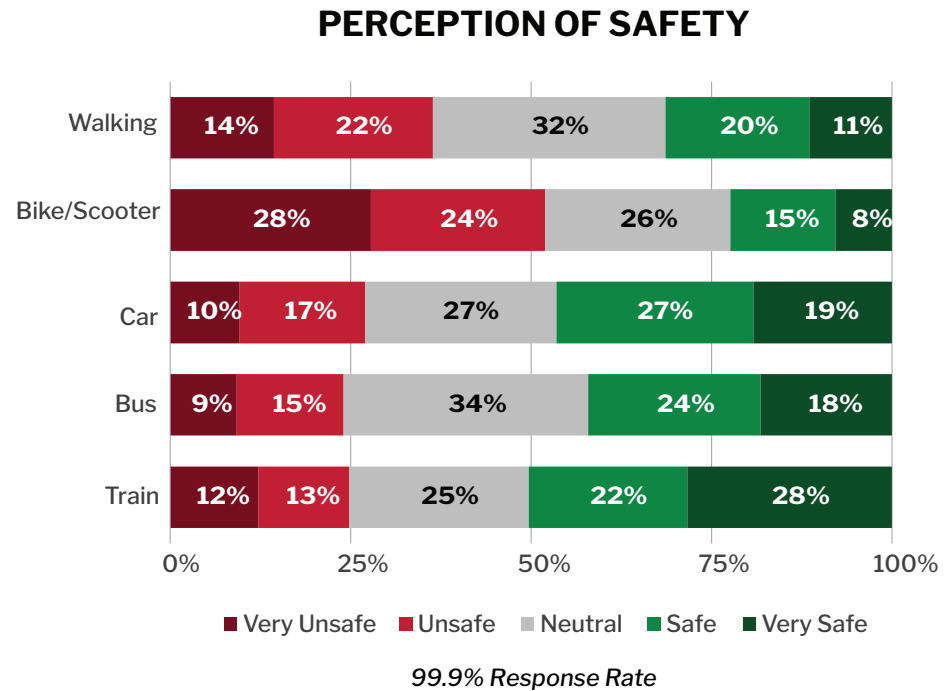


How safe do you feel when using the following types of transportation in Union County?

Respondents were asked to rate their perceptions of safety across various travel modes, with 1 indicating “Very Safe” and 5 indicating “Very Unsafe”. All participants responded.

More than half of the respondents perceived biking as the most unsafe mode of transportation. While respondents were a bit more neutral about walking safety, it was considered the second-most unsafe travel mode. Survey respondents considered train, car, and bus the safest travel modes, with the train perceived as the safest by most participants (50 percent).

It is important to note that no mode was viewed as extremely safe by a clear majority. Responses across all modes were distributed evenly across the scale, with a substantial share selecting neutral ratings, indicating mixed perceptions of safety.



Current Travel Mode and Perceived Safety

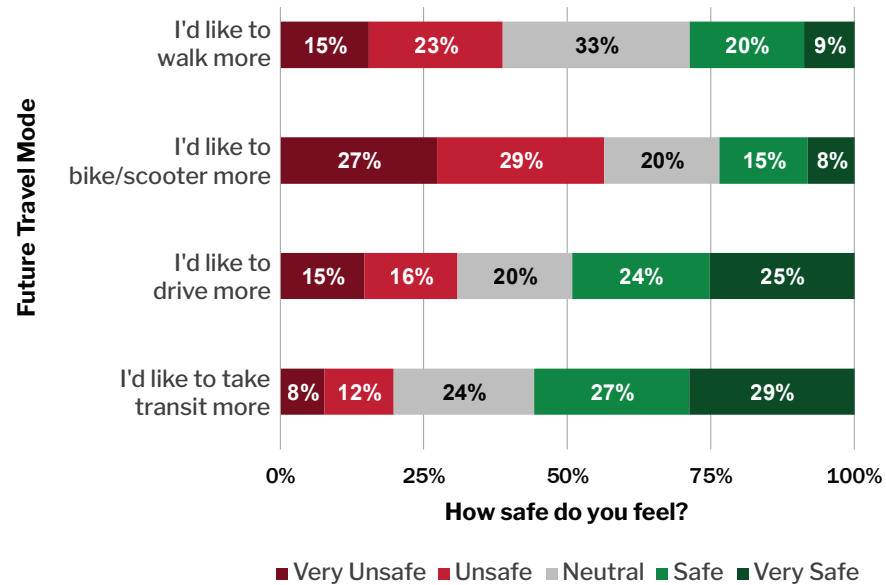
A crosstab analysis of current travel modes and safety does not reveal significant differences between all respondents’ perceptions of safety by mode (above) compared to the perception of those currently using the mode. Meaning, those who currently walk, drive, or bike do not feel significantly more or less safe using that mode than all respondents combined. The exception is that those who currently take a taxi or rideshare find driving to be generally unsafe. Without knowing the specific circumstances behind those participants’ reasons for using taxis/rideshare, it is difficult to extrapolate the reasons for this perception.

Future Travel Mode and Perceived Safety

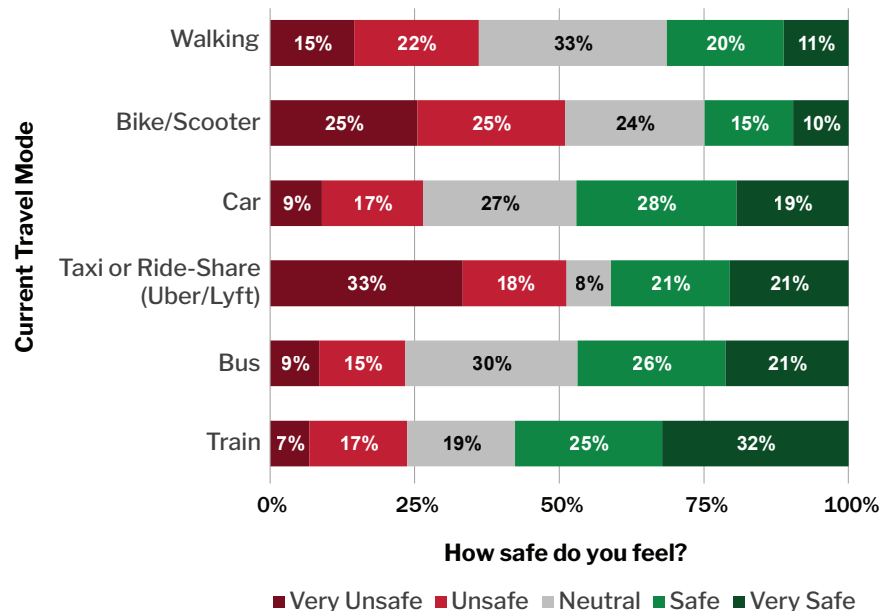
A crosstab analysis of future desired travel modes and safety does not reveal significant differences between all respondents’ perceptions of safety by mode (above) compared to the perception of those currently using the mode.

That said, there is a relationship between safety concerns and desired mode shift. Walking and biking, while identified as desired future travel modes, are also perceived as the least safe, indicating a gap between respondents’ aspirations and their comfort levels. The findings suggest that improving real and perceived safety, especially for walking and biking, could play a critical role in enabling the mode shifts respondents desire. Investments in pedestrian and bicycle infrastructure, traffic-calming measures, and safer crossings may help align future travel preferences with perceptions of safety and support increased use of active transportation.

FUTURE TRAVEL MODE VS SAFETY PERCEPTION



CURRENT TRAVEL MODE VS SAFETY PERCEPTION

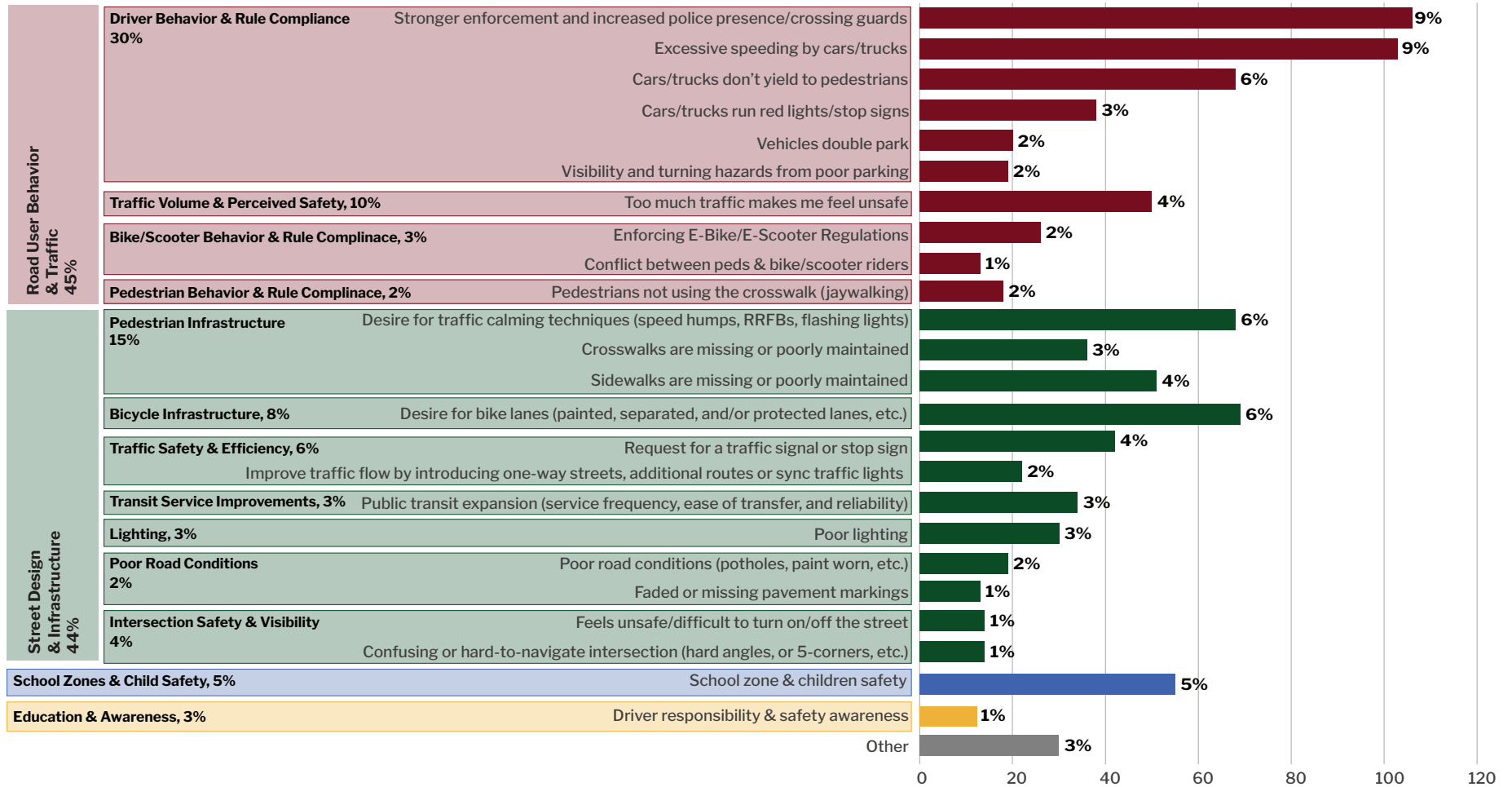


Is there anything else you'd like to share with us about your concerns or opportunities to improve travel around Union County?

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

The chart on the following page shows that 45 percent of the comments related to **road user behavior and traffic**, including a desire for more enforcement and concerns about excessive speeding, motorists not yielding to pedestrians, and running red lights and stop signs. Comments about **street design and infrastructure** accounted for 44 percent of the feedback, focusing on improving pedestrian infrastructure, installing traffic-calming measures, and addressing missing or poorly maintained sidewalks and crosswalks. A desire for more bike lanes was also a top **street design and infrastructure** comment. Finally, 5 percent of comments related to **school zones and child safety**.

ADDITIONAL COMMENTS & CONCERNS



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

Survey respondents were given the opportunity to contribute location-specific input on street safety and mobility via an online interactive map. Forty-one percent of survey respondents participated in the mapping exercise, placing a total of 2,652 map pins within Union County.

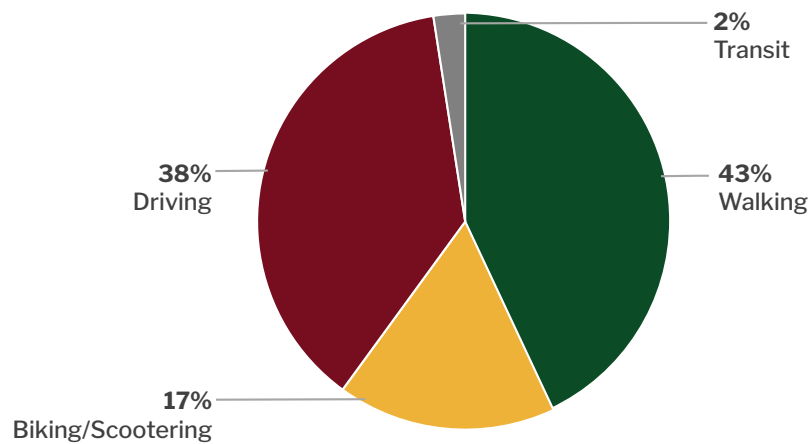
The map allowed respondents to place a pin for each travel mode (walking, biking/scooter, driving, and transit), and to share concerns about the pin location using predetermined choices and/or sharing experiences and insights through open-ended comments. Participants could select up to three options per pin. When aggregating the multiple choices per pin, the map produced 6,686 total “responses” data points.

The pedestrian concerns category received the most pins, accounting for 43 percent of all pins. This was followed by concerns about driving at 38 percent, biking/scooter at 17 percent, and transit at 2 percent.

Key Takeaways



MAP PINS



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

North Avenue East / West Westfield Avenue (Scotch Plains, Westfield, Cranford, Roselle, and Elizabeth)

North Avenue East, continuing as Westfield Avenue from Scotch Plains to Elizabeth, received the most comments, with feedback recorded at nearly all major intersections along the corridor. Common concerns included unsafe intersections, difficulty turning at signalized intersections, excessive speeding, motorists failing to yield to pedestrians and cyclists, and vehicles running red lights. Respondents also expressed a desire for protected bike lanes along the corridor, noting that it connects multiple downtowns and serves as a critical link to grocery stores and other essential destinations.

Park Avenue (Scotch Plains) / Martine Avenue (Fanwood)

Park/Martine Avenue had concerns concentrated around intersections—mostly near South Martine Avenue and South Avenue in Fanwood and scattered along Park Avenue in Scotch Plains. Common issues along the corridor included excessive speeding, drivers failing to yield to pedestrians and cyclists, and motorists running red lights and stop signs.

In Fanwood, additional concerns focused on missing sidewalks and crosswalks, with respondents calling for more pedestrian flashing beacons and high-visibility crosswalks to improve safety and comfort. In Scotch Plains, issues were more dispersed, with poorly timed traffic signals contributing to traffic backups.

Morris Avenue (Union Township and Elizabeth)

Concerns were spread along Morris Avenue, including excessive speeding and drivers making prohibited left or right turns. Some respondents noted confusion over “No Turn on Red” rules, with unclear or insufficient signage contributing to unsafe conditions. In Elizabeth, Morris Avenue effectively ends at a major intersection with

heavy traffic, which many respondents described as confusing to navigate for all modes of travel.

St. Georges Avenue/Rahway Avenue (Rahway, Roselle, and Elizabeth)

Along St. George Avenue, the most consistent concern was excessive speeding. Other frequent issues included vehicles double-parking, blocking sightlines, creating traffic, and failing to yield to pedestrians and cyclists. Pedestrian concerns also included narrow sidewalks and confusing or unsafe intersections.

Kenilworth Boulevard (Cranford and Kenilworth)

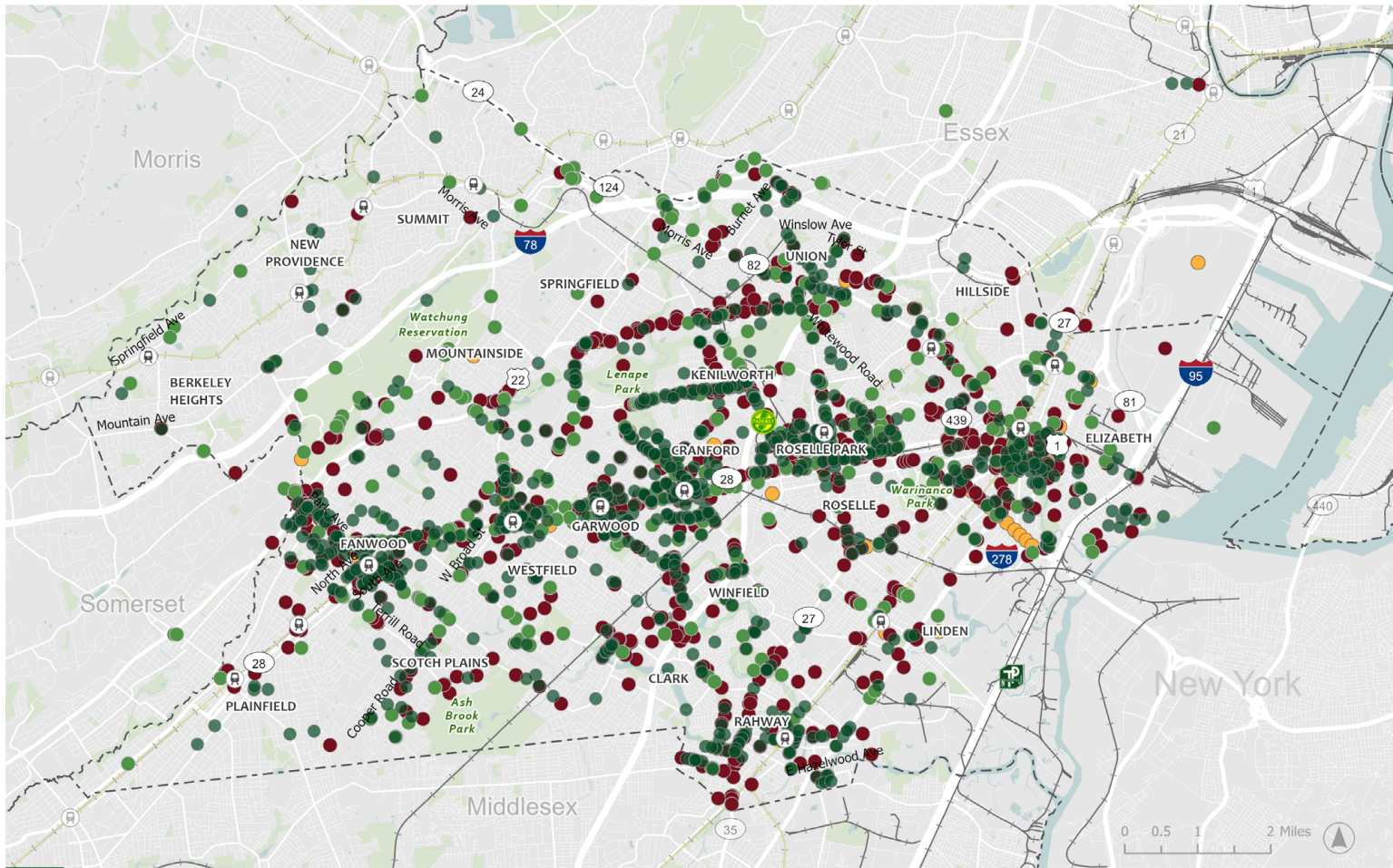
Kenilworth Boulevard drew concerns primarily about speeding, which affects drivers, pedestrians, and cyclists alike. Other frequently mentioned issues included motorists failing to yield to pedestrians and cyclists, and running red lights and stop signs.










Springfield Avenue/Centennial Avenue (Cranford)

Along Springfield Avenue, concerns centered on excessive speeding and unsafe intersections, including drivers running red lights and limited visibility for turning vehicles. Additional issues included poor road conditions, insufficient pedestrian crossing time at intersections, and requests for traffic lights and other traffic-calming measures to improve safety for all users.


Chestnut Street (Roselle)

Along Chestnut Street, most concerns across all modes focused on intersection safety. Drivers reported difficulty seeing oncoming traffic and pedestrians at confusing, hard-to-navigate intersections, while pedestrians highlighted missing or poorly maintained crosswalks and unsafe intersections. Respondents highlighted the need for improved intersection design and traffic calming measures.



LEGEND	Map it!	 Union
	 Walking Pins	 Rail
	 Biking/Scooter Pins	 Municipal Boundary
	 Driving Pins	 Water
	 Transit Pins	 Open Space

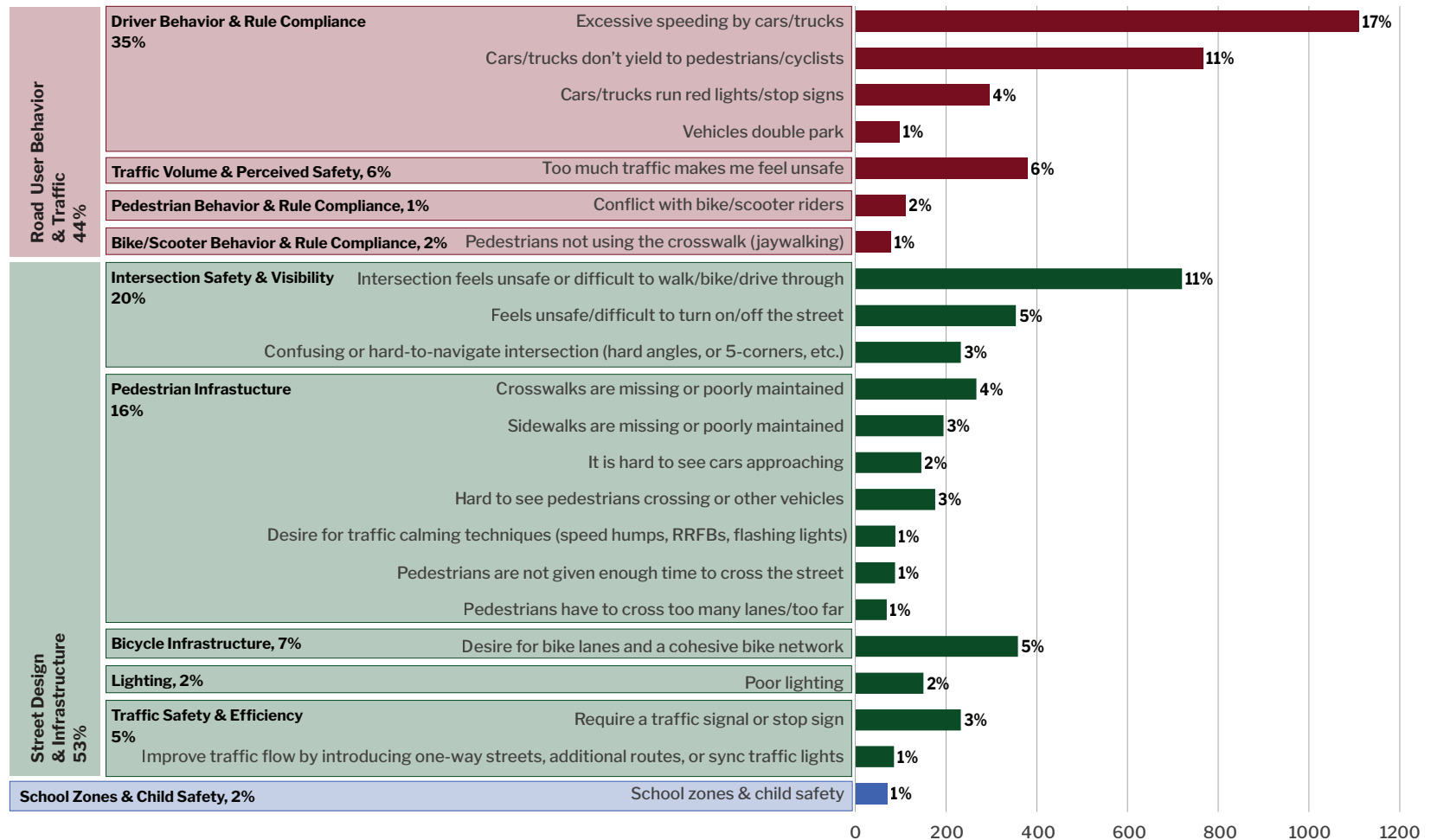
Data Sources: EPA NHDPlus, NJGIN Open Data, NJTRANSIT, NJ Office of GIS, and US Census



Combined Responses Map
(All Travel Modes)

The chart aggregates map pin responses across all travel modes. Almost 53 percent of concerns relate to **street design and infrastructure**. Top concerns in this category include intersection safety and navigation issues, as well as the desire for improved pedestrian and bicycle infrastructure. Forty-four percent of responses relate to **road user behavior and traffic**, with excessive speeding and vehicles failing to yield to pedestrians and cyclists as the top concerns.

COMBINED MAP RESPONSES (ALL TRAVEL MODES COMBINED)



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

Walking Pins:

What pedestrian concerns do you have about the location?

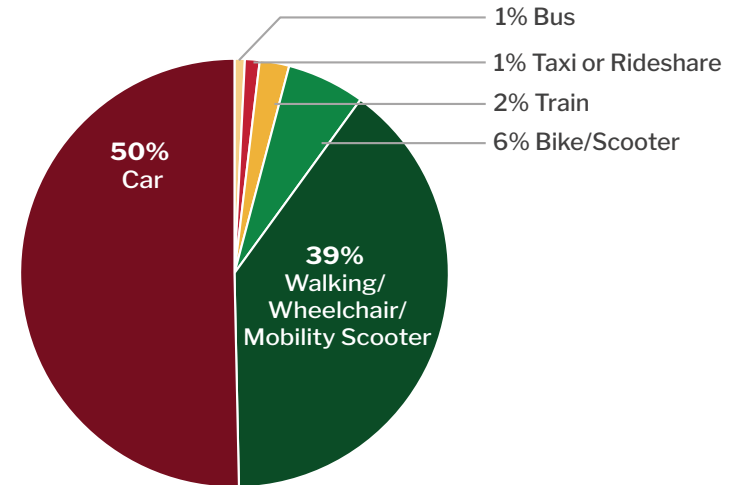
Thirty-two percent of the survey respondents placed 1,141 map pins and 3,081 responses related to pedestrian concerns, representing 43 percent of all pins placed.

Walking Pins and Travel Mode

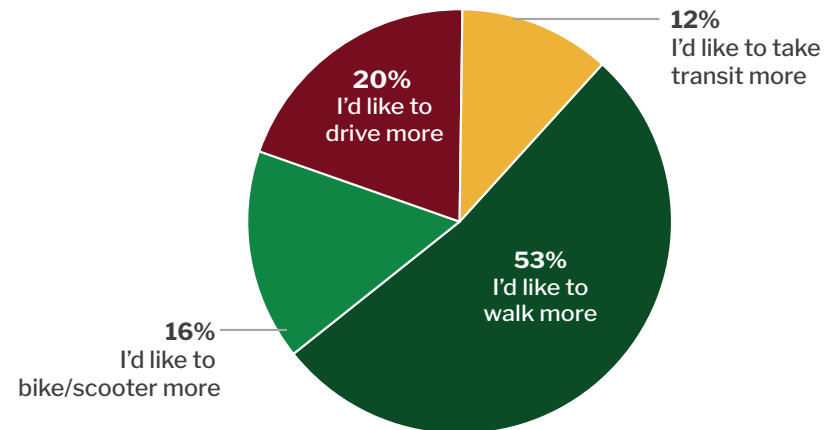
A crosstab of the walking pins and respondents' answers to the current travel mode questions shows that 50 percent of pedestrian pins were placed by respondents who primarily drive, followed by walkers at 39 percent. Respondents who currently bike or use scooters accounted for another 6 percent of the pins. This suggests drivers' willingness and interest in walking more.

Among those who placed a walking pin, 53 percent selected walking as their "Most Desired" future travel mode. Additionally, 20 percent expressed a preference for driving, followed closely by biking or using a scooter (16 percent).

WALKING PINS & CURRENT TRAVEL MODE



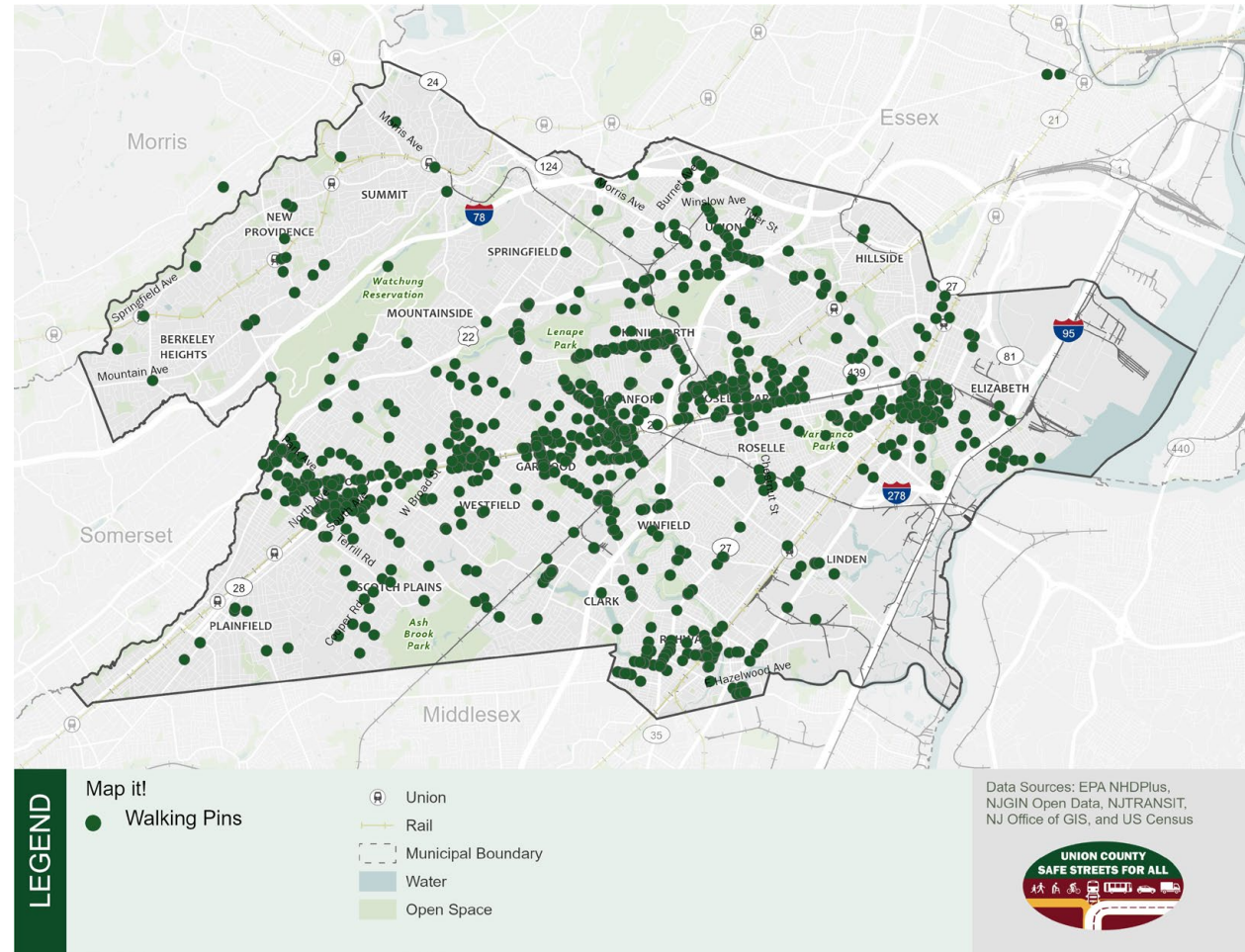
WALKING PINS & FUTURE TRAVEL MODE



Pin Clusters

A significant number of pins appeared in the following areas:

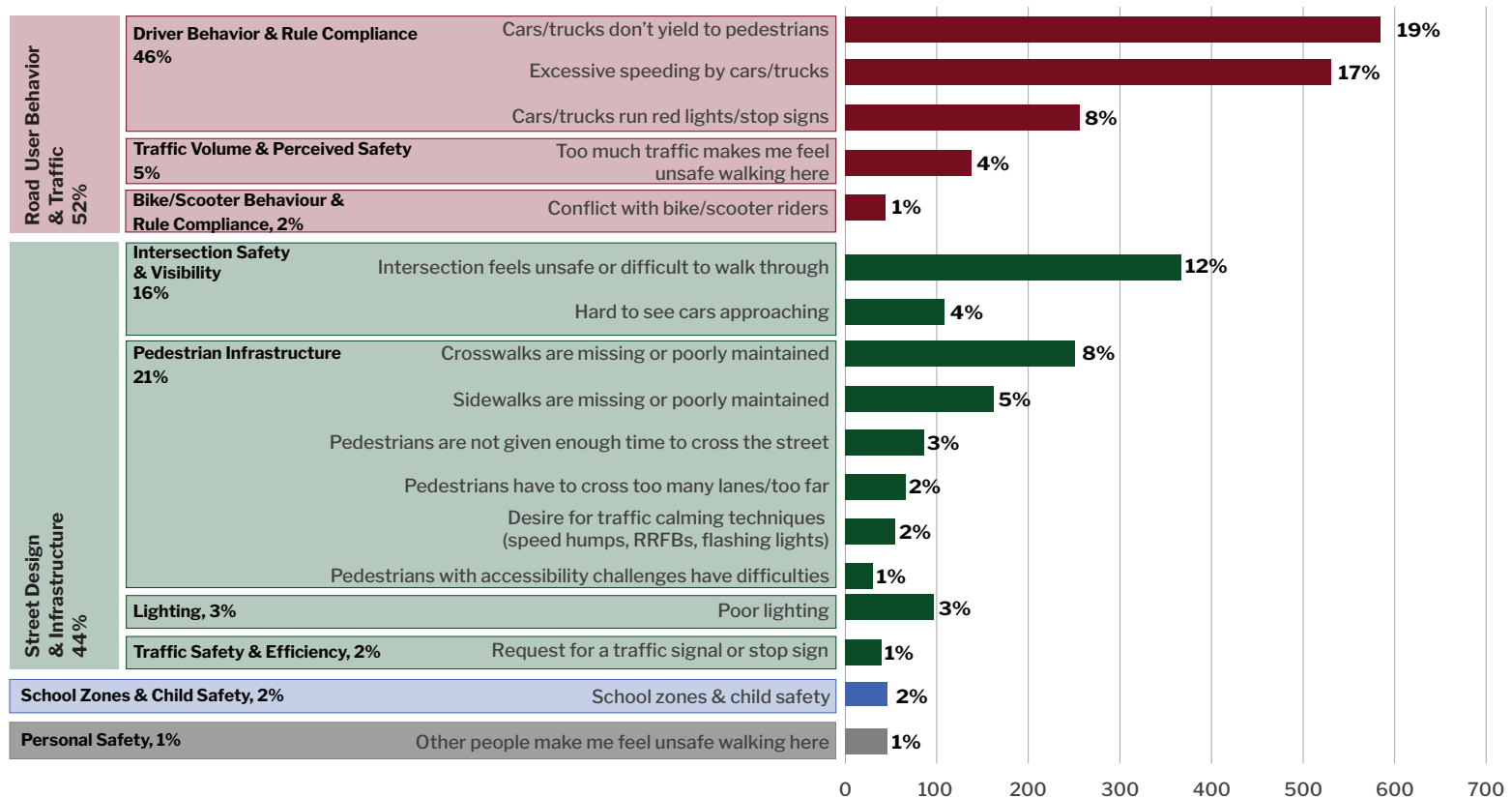
- North Avenue East/West Westfield Avenue (Scotch Plains, Westfield, Cranford, Roselle, and Elizabeth)
- Park Avenue/Martine Avenue (Scotch Plains/Fanwood)
- Springfield Avenue/Centennial Avenue (Cranford)
- Kenilworth Boulevard (Cranford and Kenilworth)
- South Broad Street (Elizabeth)
- Intersections at Martine Avenue and South Avenue
- Intersections at North Avenue East, Central Avenue, and East Broad Street
- Intersections at West Lake Avenue and St. George Avenue



Walking Pin Response Map

When aggregated, 52 percent of pedestrian concerns were related to **road user behavior and traffic**, with motorists not yielding to pedestrians and excessive speeding being the most common responses across all walking pins. This was followed by concerns about **street design and infrastructure** at 44 percent, with intersection safety and desire for more pedestrian infrastructure as the top sentiment in this category. Additionally, approximately 2 percent of respondents expressed concerns about **school zones and child safety**, and another 1 percent about **personal safety**.

WALKING PINS



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

Bike/Scooter Pins:

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

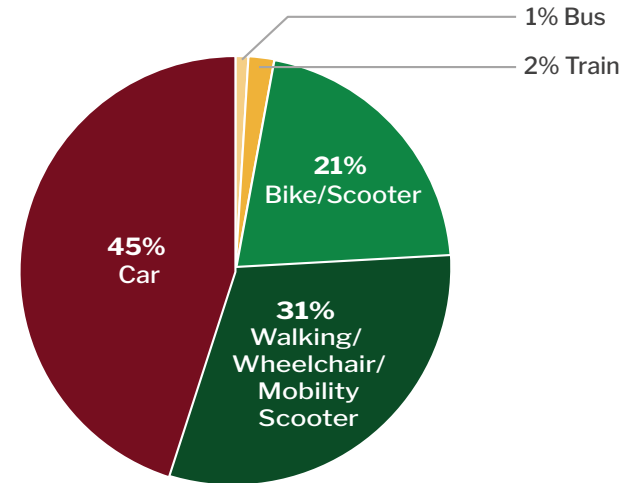
Eleven percent of the survey respondents placed 451 map pins and 1,164 responses related to biking/scooter concerns, representing 17 percent of all pins placed.

Bike/Scooter Pins and Travel Mode

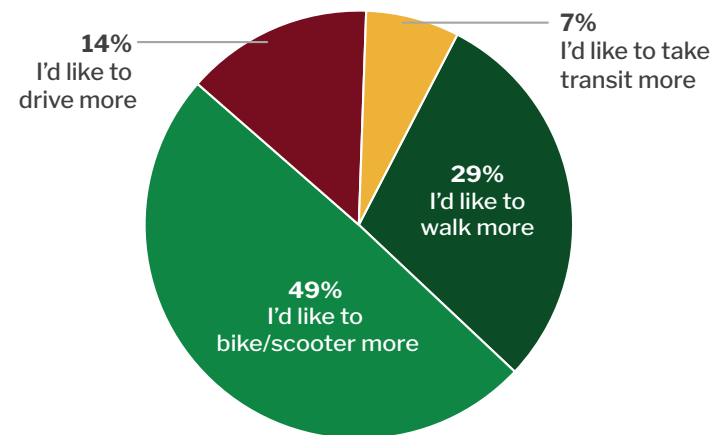
A crosstab of the bike/scooter pins and respondents' current travel mode shows that only 21 percent of the map respondents use bikes or scooters as a primary mode of travel. Drivers had the highest bike/scooter pin response rate at 45 percent, while walking and public transit users accounted for 31 percent and 3 percent, respectively. Meanwhile, nearly half of the respondents indicated that biking or scooting is their most desired mode of future travel.

The outpaced pin placement by those who do not currently use a bike/scooter as a primary travel mode, yet expressed an interest in doing so in the future, demonstrates an opportunity for mode shift. Considering the overall perception of safety while biking, however, expanded bike lanes and bike infrastructure may be needed to make biking feel safer and more convenient. These findings also align with feedback gathered at other outreach events, where respondents expressed a desire for safer, more accessible biking and scooting options.

BIKE/SCOOTER PINS & CURRENT TRAVEL MODE



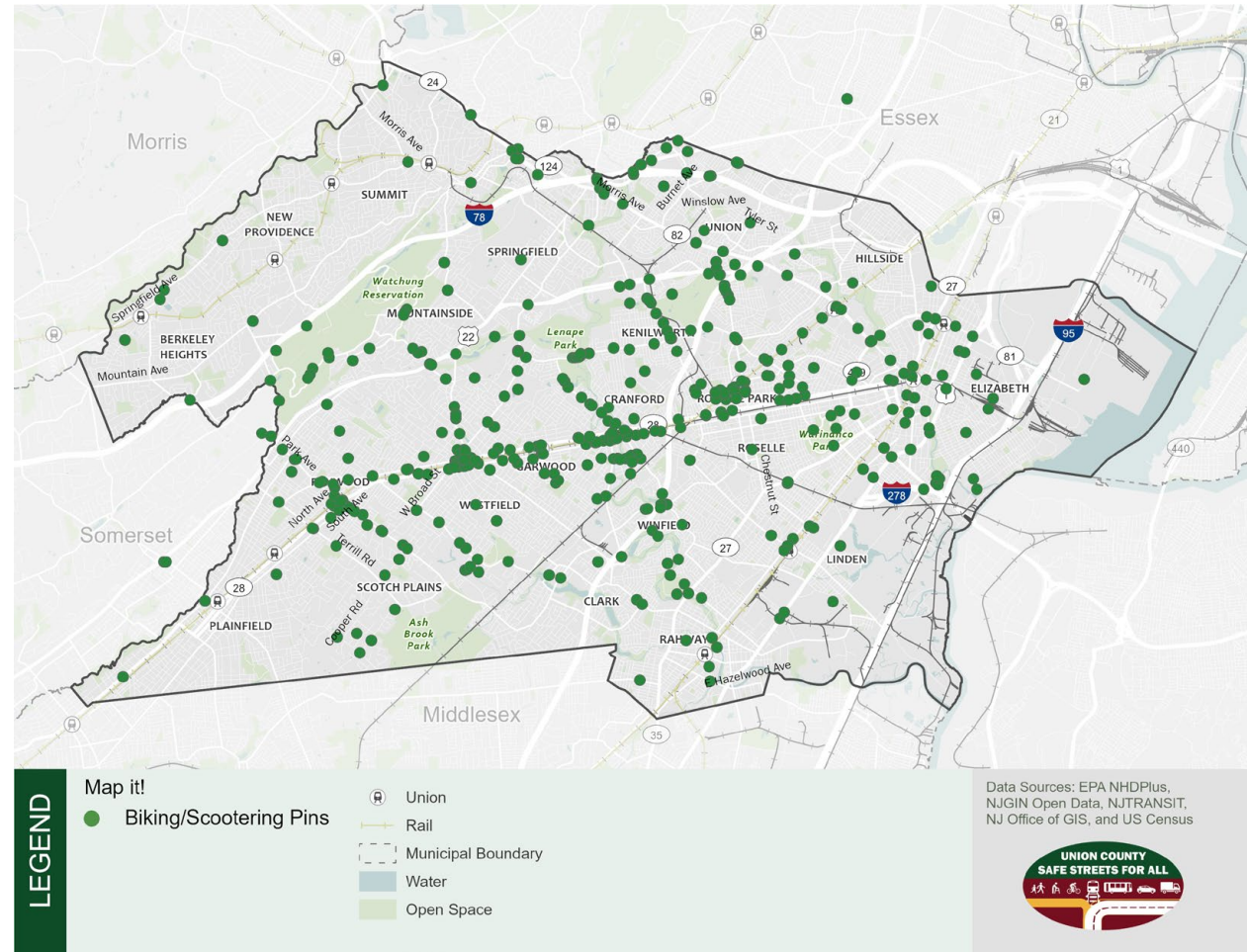
BIKE/SCOOTER PINS & FUTURE TRAVEL MODE



Pin Clusters

A significant number of pins appeared in the following areas:

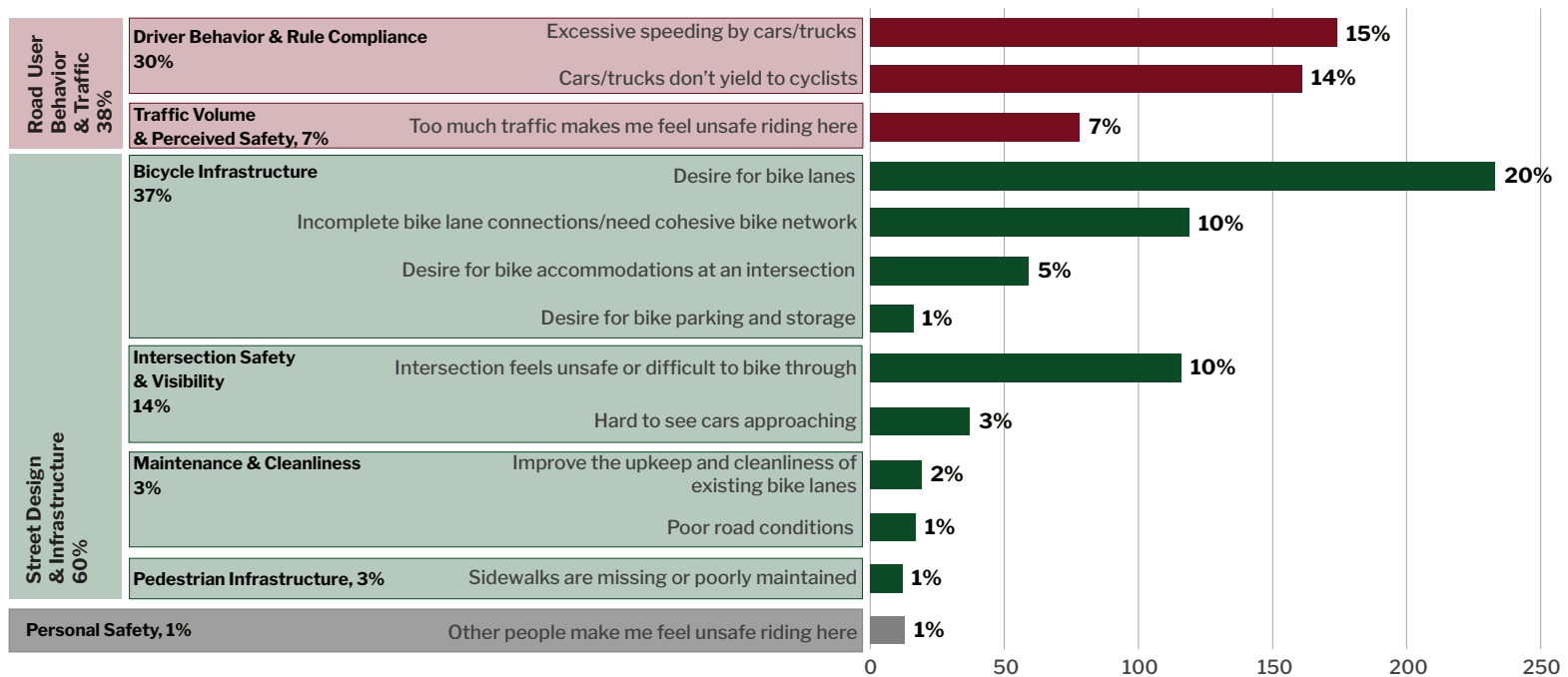
- North Avenue East/West Westfield Avenue (Scotch Plains, Westfield, Cranford, Roselle, and Elizabeth)
- Park Avenue/Martine Avenue (Scotch Plains/Fanwood)
- Springfield Avenue/Centennial Avenue (Cranford)
- Morris Avenue (Union Township and Elizabeth)
- Mountain Avenue (Westfield)
- North Michigan Avenue (Kenilworth)
- Intersection of North Avenue West, East Broad Street, and South Ave East (Fanwood)



Bike/Scooter Pin Response Map

When analyzed collectively, nearly 60 percent of the biking and scooter concerns revolved around **street design and infrastructure**. Within this category, the top priority was the desire for bike lanes and a connected bike network, which accounted for 30 percent of all bike/scooter concerns. Among **road user behavior and traffic** issues, excessive speeding represented 15 percent of concerns, followed closely by motorists failing to yield to cyclists at 14 percent.

BIKING & SCOOTERING PINS



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

Driving Pins:

What driving concerns do you have for the location?

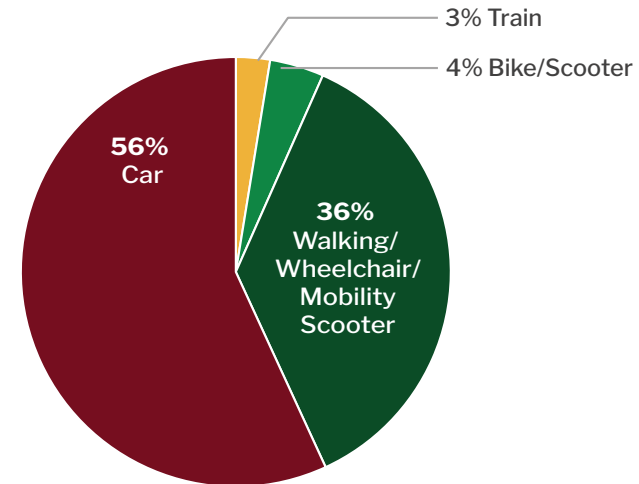
Twenty-five percent of survey respondents placed 995 pins and 2,289 responses related to driving concerns, representing 38 percent of all pins placed.

Driving Pins and Travel Mode

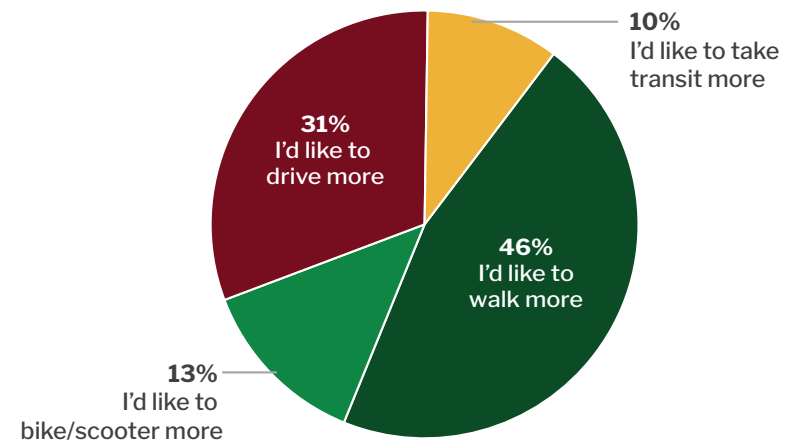
A crosstab of the driving pins and respondents' current travel mode showed that 56 percent of pins were placed by those who currently drive as a primary mode. Walking was the other predominant travel mode, accounting for 36 percent of respondents who placed a driving pin.

Meanwhile, less than a third of respondents identified driving as their preferred future travel mode. Instead, nearly a majority selected walking as their top future mode. Overall, this reflects the current travel pattern, in which respondents rely on a combination of walking and driving but express a desire to shift towards more walking.

DRIVING PINS & CURRENT TRAVEL MODE



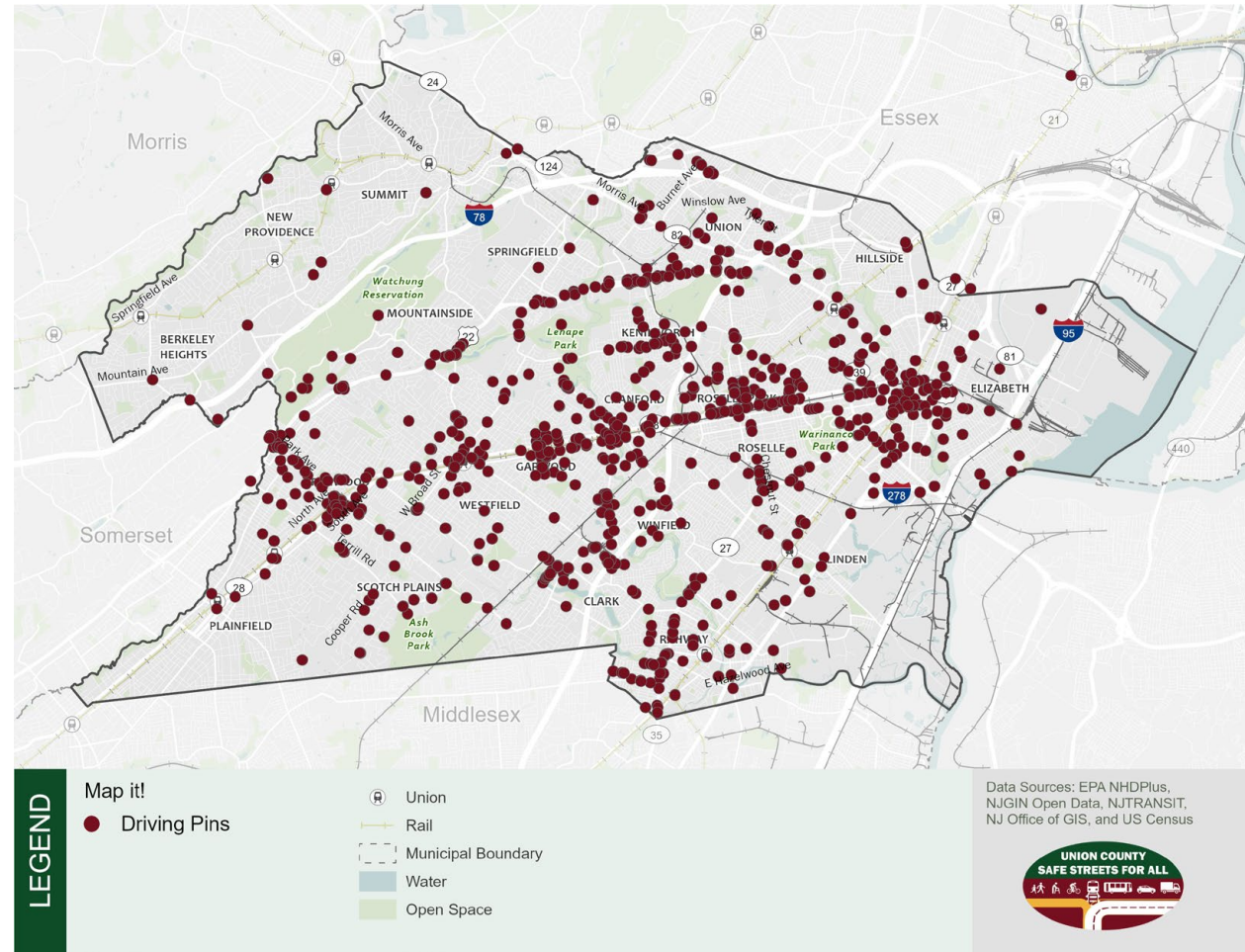
DRIVING PINS & FUTURE TRAVEL MODE



Pin Clusters

Significant clusters of driving concerns were identified at:

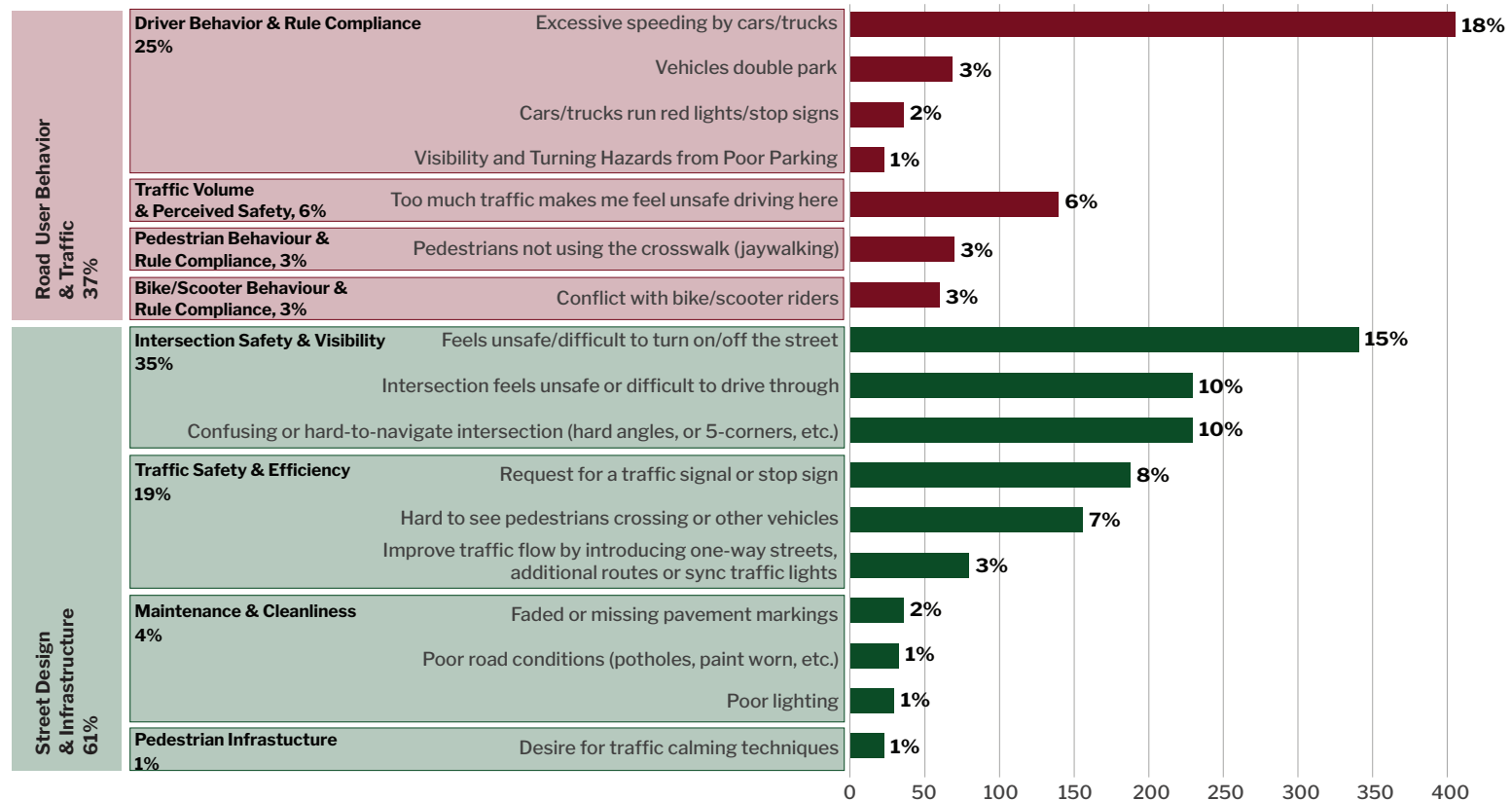
- North Avenue East/West Westfield Avenue (Scotch Plains, Westfield, Cranford, Roselle, and Elizabeth)
- Park Avenue/Martine Avenue (Scotch Plains/Fanwood)
- Walnut Avenue (Cranford)
- Springfield Avenue/Centennial Avenue (Cranford)
- St. Georges Avenue/Rahway Avenue (Rahway and Elizabeth)
- Morris Avenue (Union Township and Elizabeth)
- Kenilworth Boulevard (Kenilworth)



Driving Pin Response Map

When aggregated, nearly 61 percent of driving concerns centered on **street design and infrastructure**, with intersection safety as the most significant concern. Another 37 percent of concerns were associated with **road user behavior and traffic**, with excessive speeding topping concerns.

DRIVING PINS



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

Transit Pins:

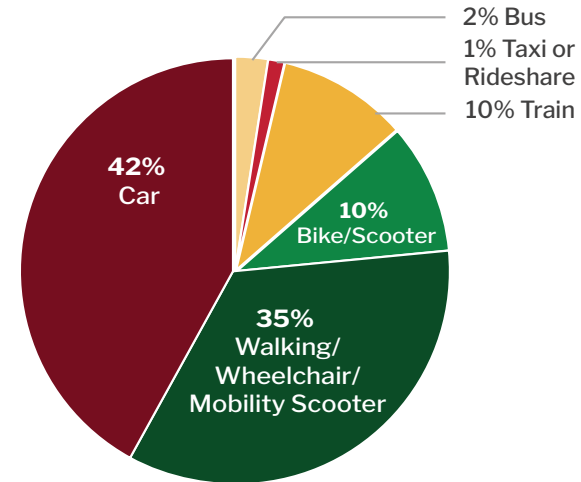
What concerns do you have about taking public transit from this location?

Only 3 percent of survey respondents placed 65 pins and 152 responses related to public transit concerns, representing just 2 percent of all pins placed.

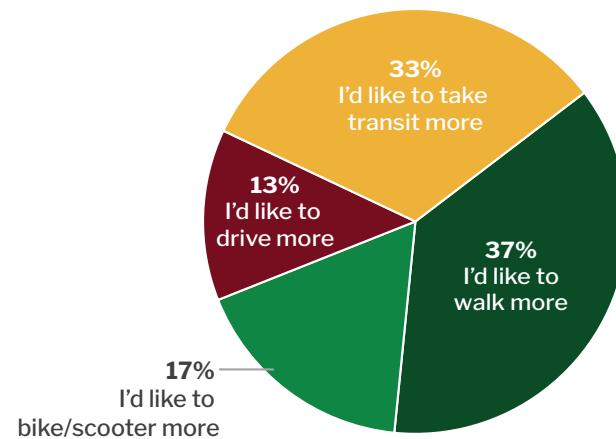
Transit Pins & Travel Mode

A crosstab of the transit pins and respondents' current travel mode showed that just 12 percent of pins were placed by respondents who currently use public transit (train or bus) as their primary mode of travel. Among those who placed a transit pin, most said they currently drive or walk as their current primary travel modes. Regarding preferred future travel modes, 33 percent of respondents identified transit as most desired. Walking was the most popular choice at 37 percent of responses. The outpaced pin placement by those who do not currently take transit as their primary travel mode but expressed an interest in doing so in the future demonstrates an opportunity for mode shift.

TRANSIT PINS & CURRENT TRAVEL MODE



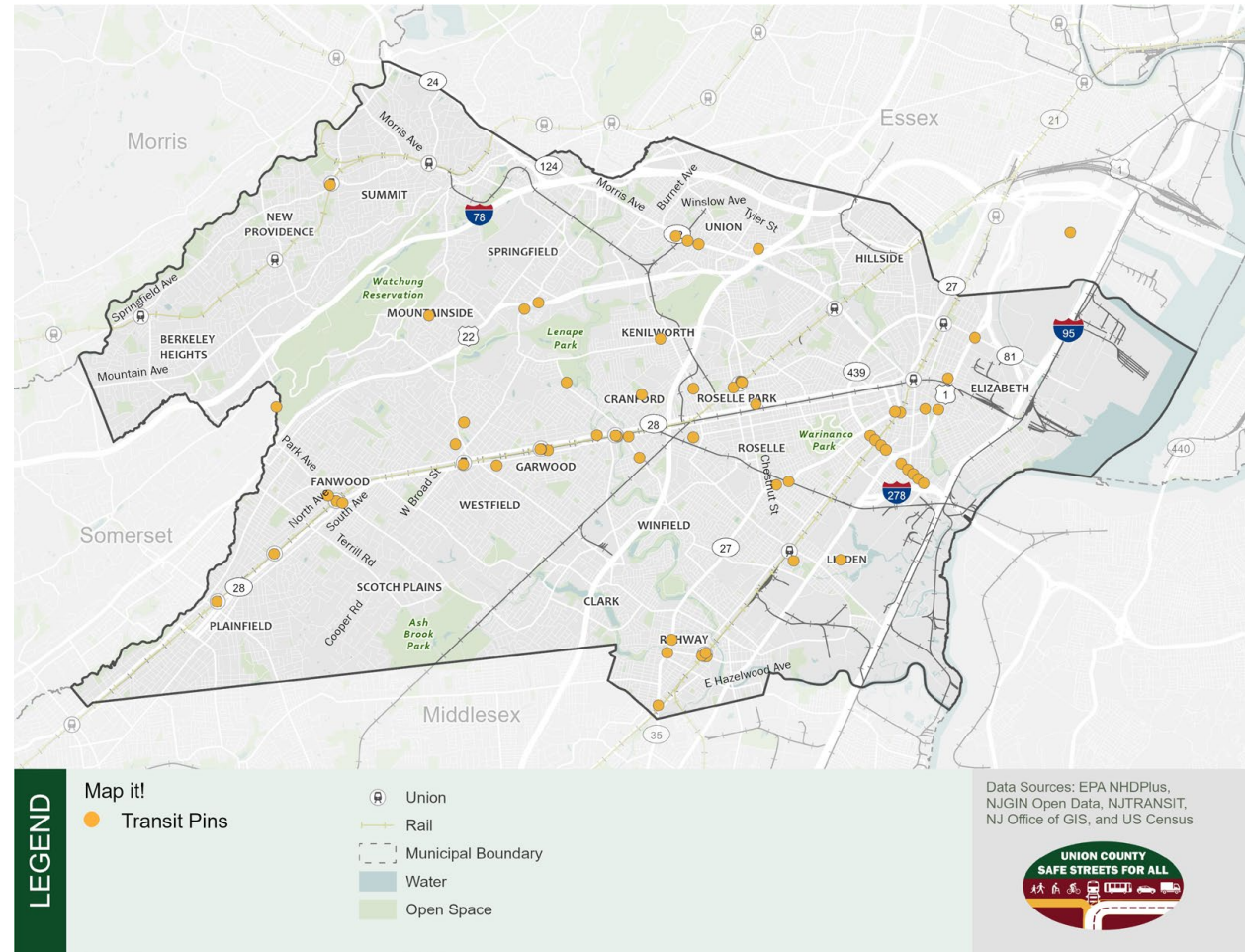
TRANSIT PINS & FUTURE TRAVEL MODE



Pin Clusters

Significant clusters of these concerns were identified:

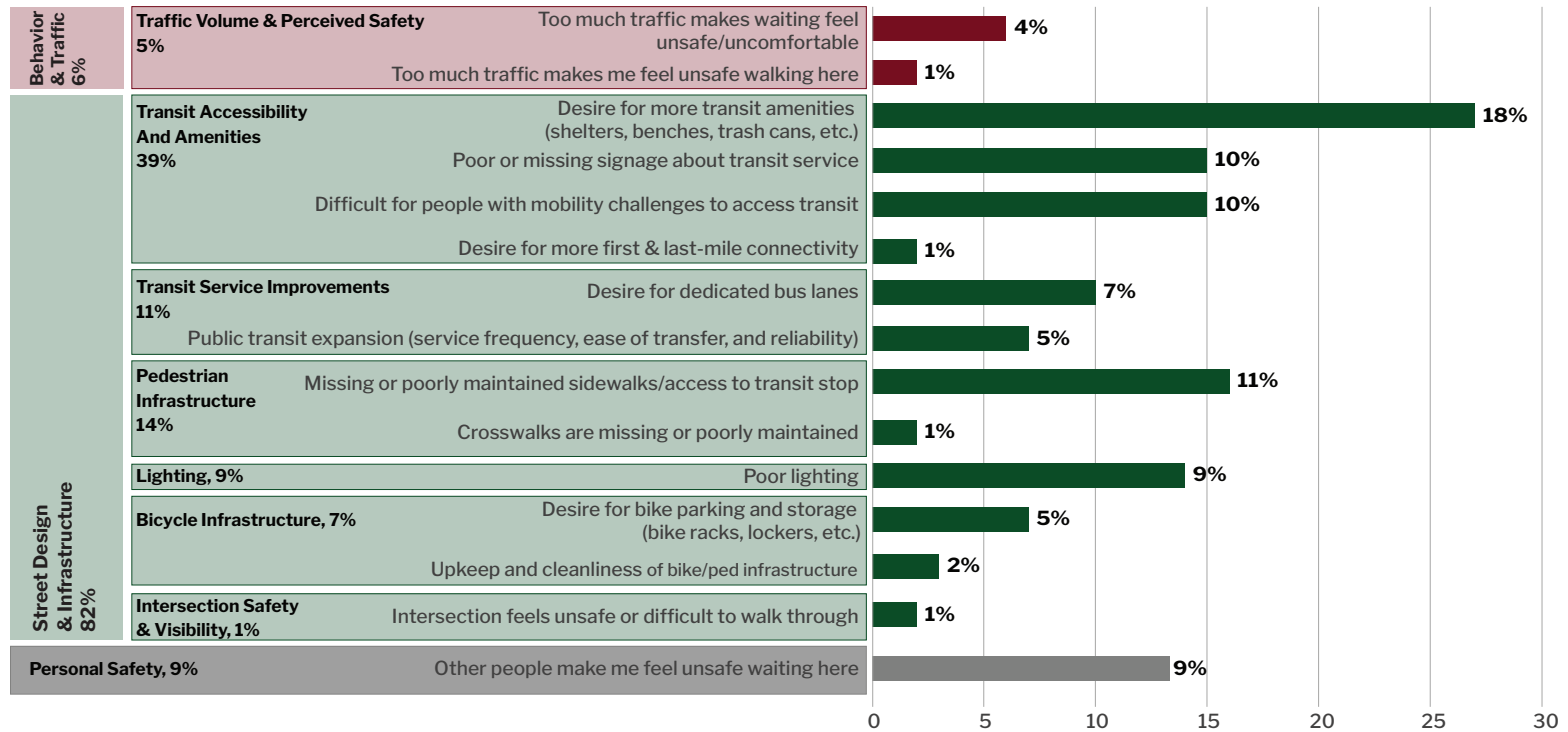
- North Avenue East/West Westfield Avenue (Scotch Plains, Westfield, Cranford, Roselle, and Elizabeth)
- Morris Avenue (Union Township and Elizabeth)
- South Elmore Avenue/Bayway Avenue (Elizabeth)



Transit Pin Response Map

When aggregated, over 80 percent of the transit concerns centered around **street design and infrastructure**, with 18 percent desiring more and improved transit amenities, such as shelters, benches, and signage. It is important to note that almost 9 percent of respondents were also concerned about their **personal safety**, which could be addressed at least in part through design.

TRANSIT PINS

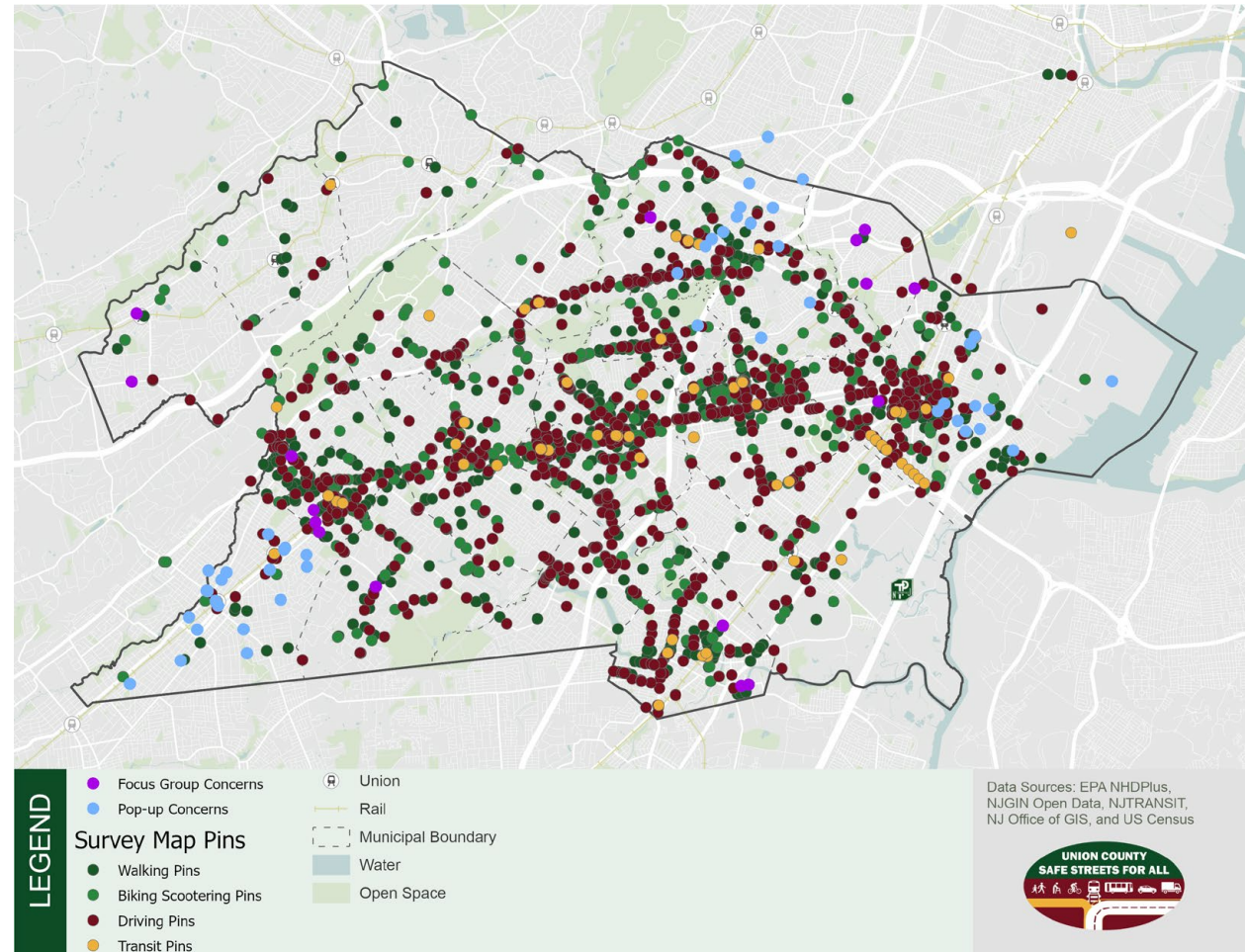


*Note that to simplify the chart outputs, responses below 1 percent were excluded from the charts but still included in the calculation totals.

Combined Map Responses

The chart aggregates all map pins collected through online surveys, focus group discussions, and in-person pop-up events.

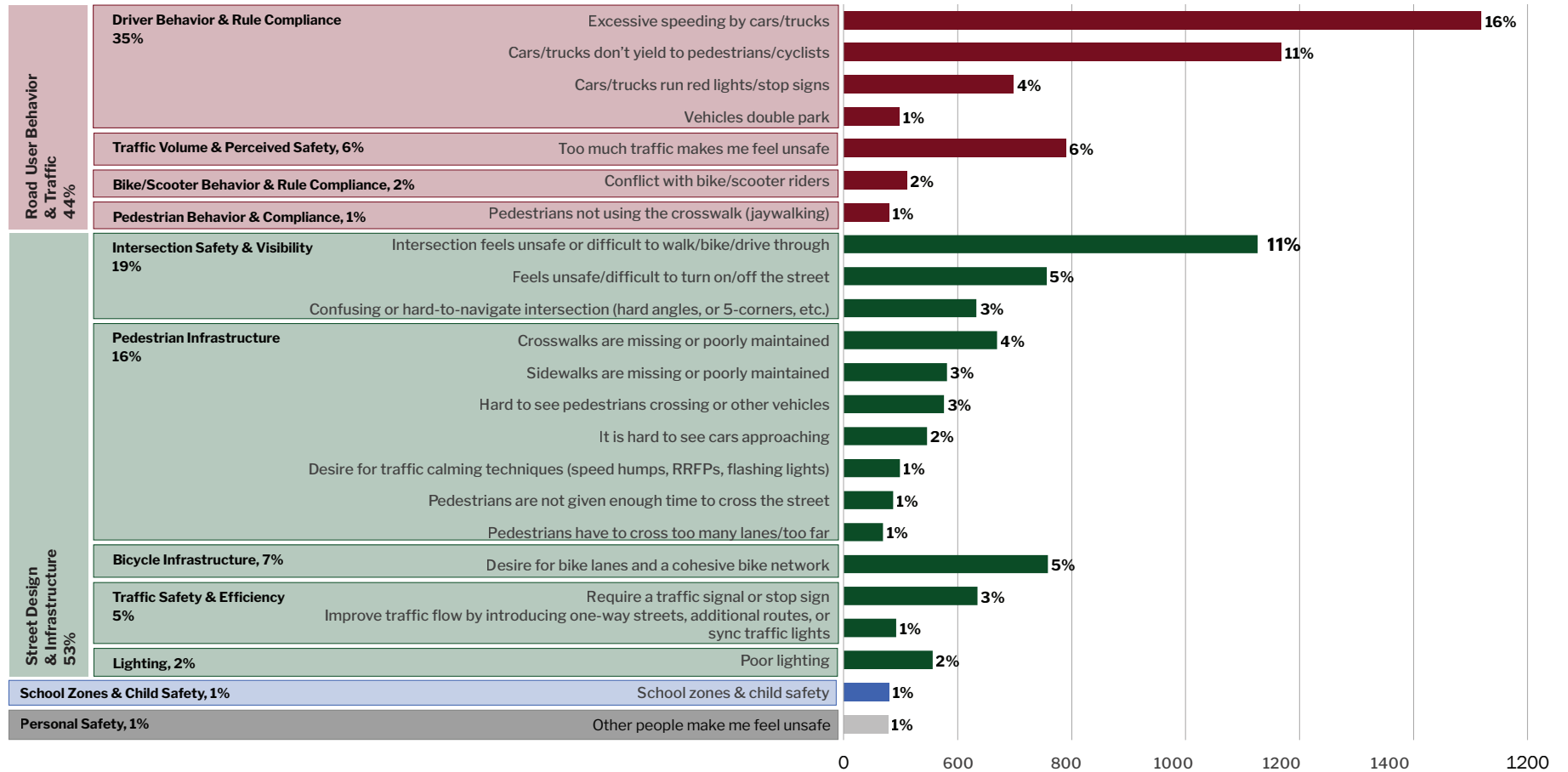
Street design and infrastructure account for 53 percent of all outreach responses, with the most significant safety concerns among people who reported difficulty walking, biking, or driving through intersections. Participants cited missing or inadequate crosswalks and sidewalks as key pedestrian infrastructure needs. They also highlighted the desire for improved bicycle infrastructure and additional traffic calming measures. Forty-four percent of the responses related to **road user behavior and traffic**, with excessive speeding the top concern at 16 percent, followed by motorists not yielding to pedestrians and cyclists at 11 percent. **Personal safety** and **school zones and child safety** each accounted for another 1 percent of all responses.



Combined Responses Map
(All Sources - Online & In-Person)

COMBINED MAP RESPONSES

(ALL ONLINE & IN-PERSON MAP RESPONSES)



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

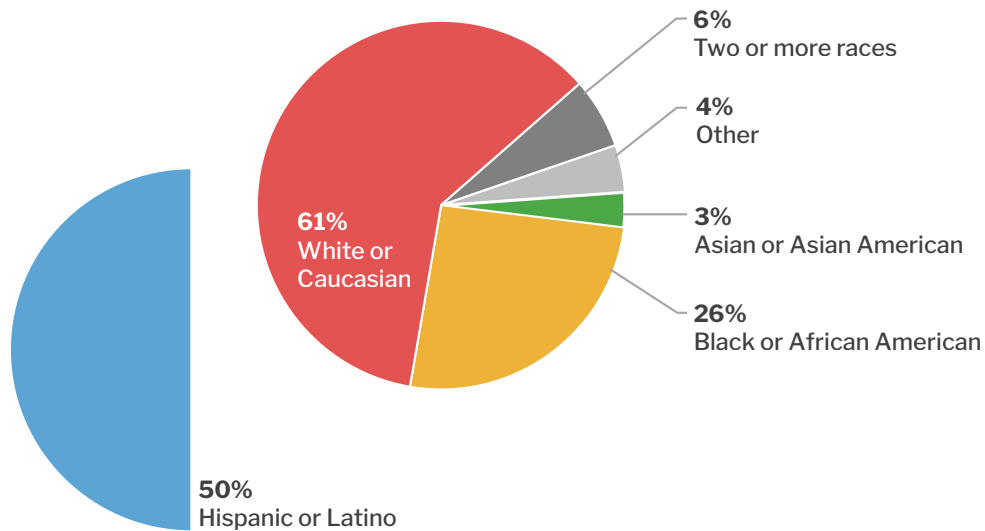
Elizabeth Survey & Map Results

Alongside the Countywide survey analysis, feedback from the City of Elizabeth was analyzed to inform the project team throughout the planning process. Respondents who reported living, working, or attending school in Elizabeth, and map pins placed within the City, were included in this analysis. Ultimately, the analysis included survey answers from 198 respondents who placed 288 map pins.

Survey Respondent Demographics (City of Elizabeth Respondents)

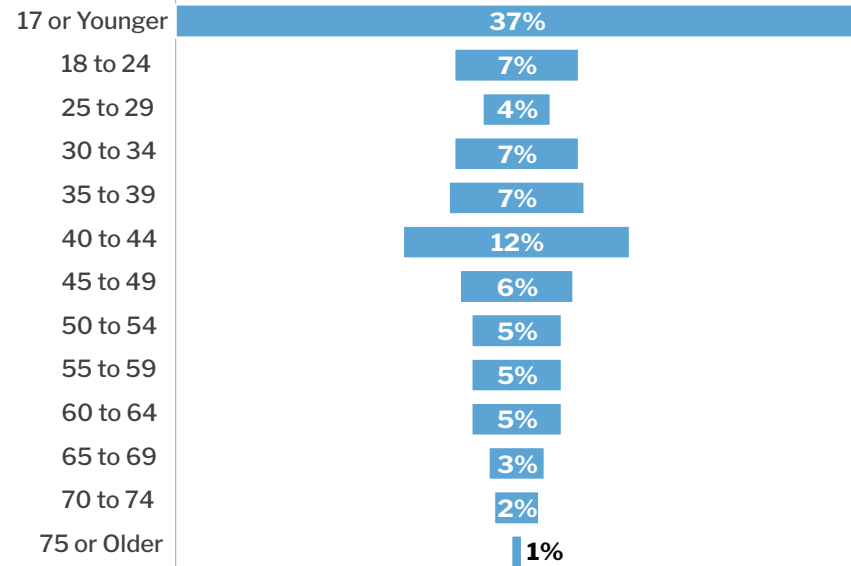
The survey included optional demographic questions.

RACE & ETHNICITY



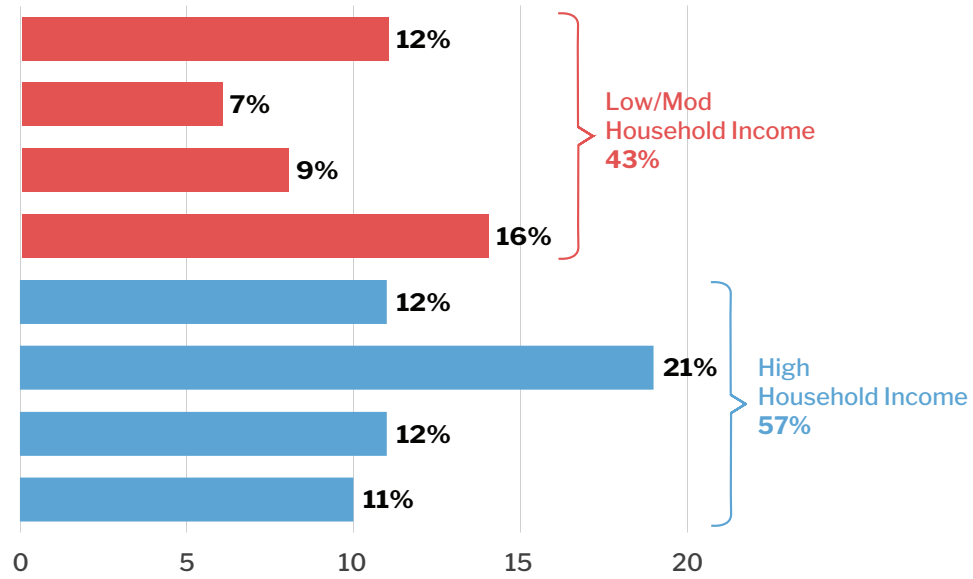
83% Response Rate

AGE



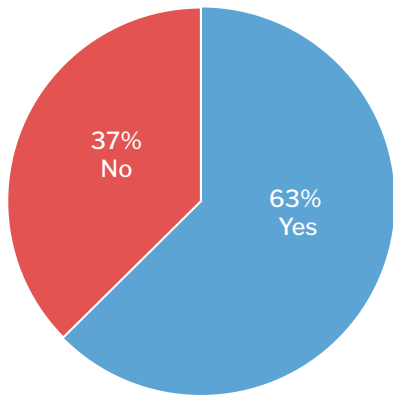
83% Response Rate

HOUSEHOLD INCOME



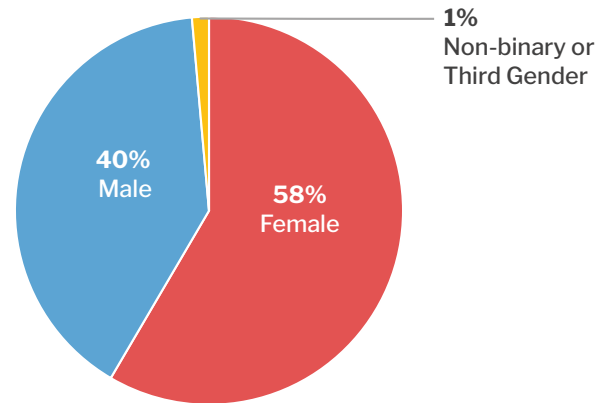
46% Response Rate

ACCESS TO PERSONAL VEHICLE



4% Response Rate

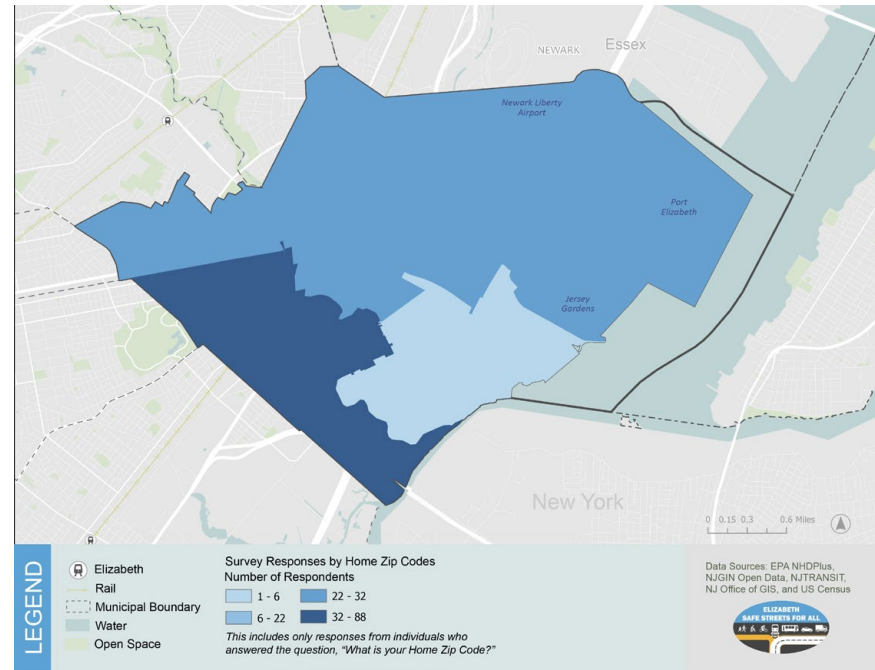
GENDER



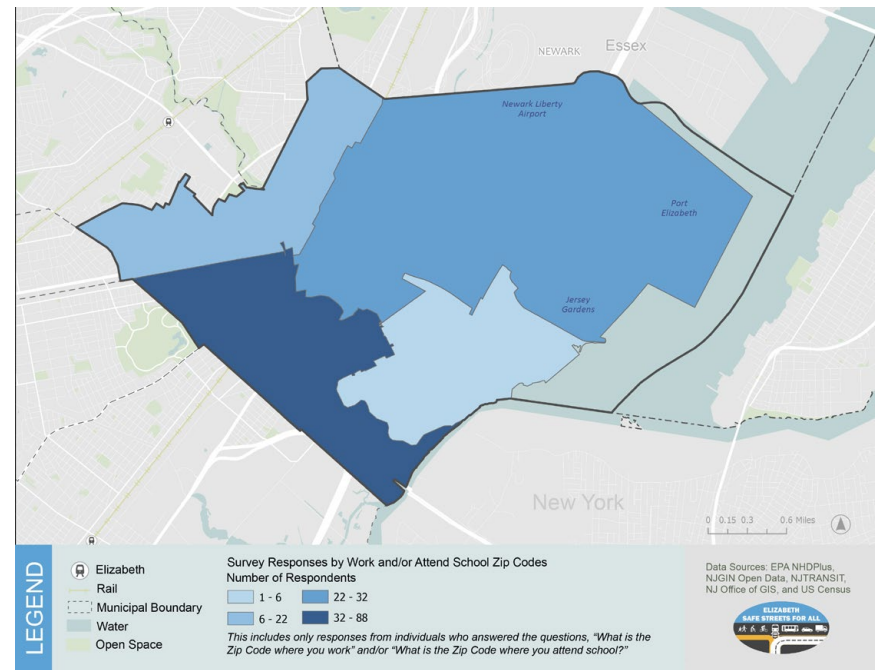
72% Response Rate

**Where do respondents live and work/attend school?
(City of Elizabeth Respondents)**

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



Survey Respondents by Home Zip Code



Survey Respondents by Work/School Zip Code

*How often do you travel in Union County?
(City of Elizabeth Respondents)*

Respondents were asked to indicate how often they travel in Union County.

Which of the following do you use MOST when you travel in Union County? (City of Elizabeth Respondents)

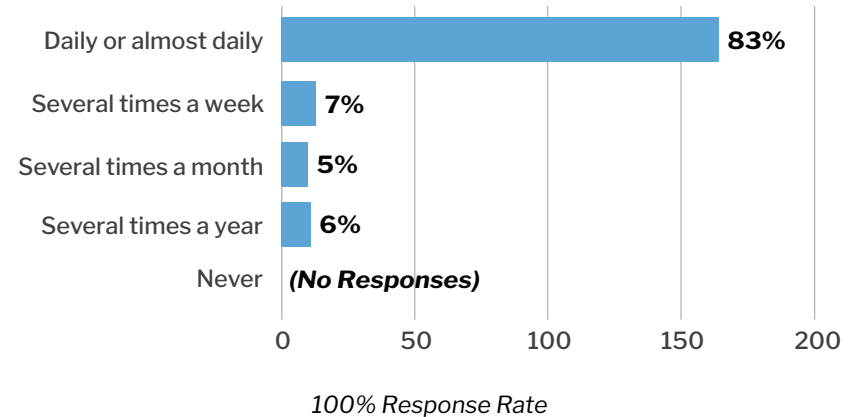
Respondents were asked to select up to two (2) options about how they travel in Union County.

When aggregated:

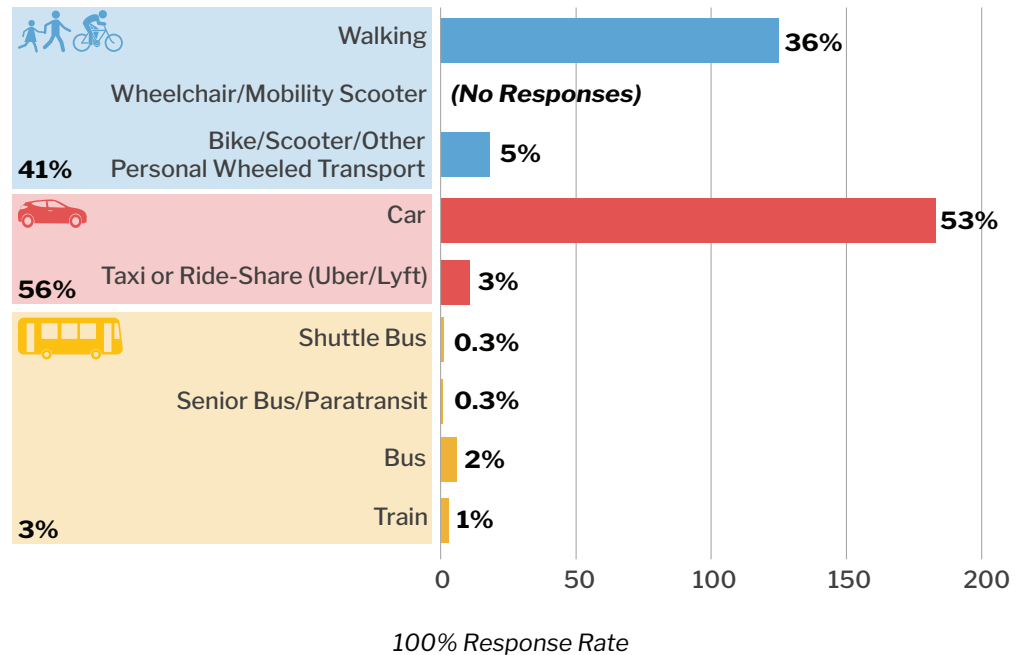
- **Active transportation** modes represented 41 percent of responses.
- **Vehicular transportation** modes represented 56 percent.
- **Public transportation** modes represented almost 3 percent.

Approximately 53 percent of respondents indicated driving as one of their top modes, followed by 36 percent for walking, 5 percent for biking or scooting, and 3 percent total for train or bus. The remaining possible travel modes were less than 1 percent.

TRAVEL FREQUENCY



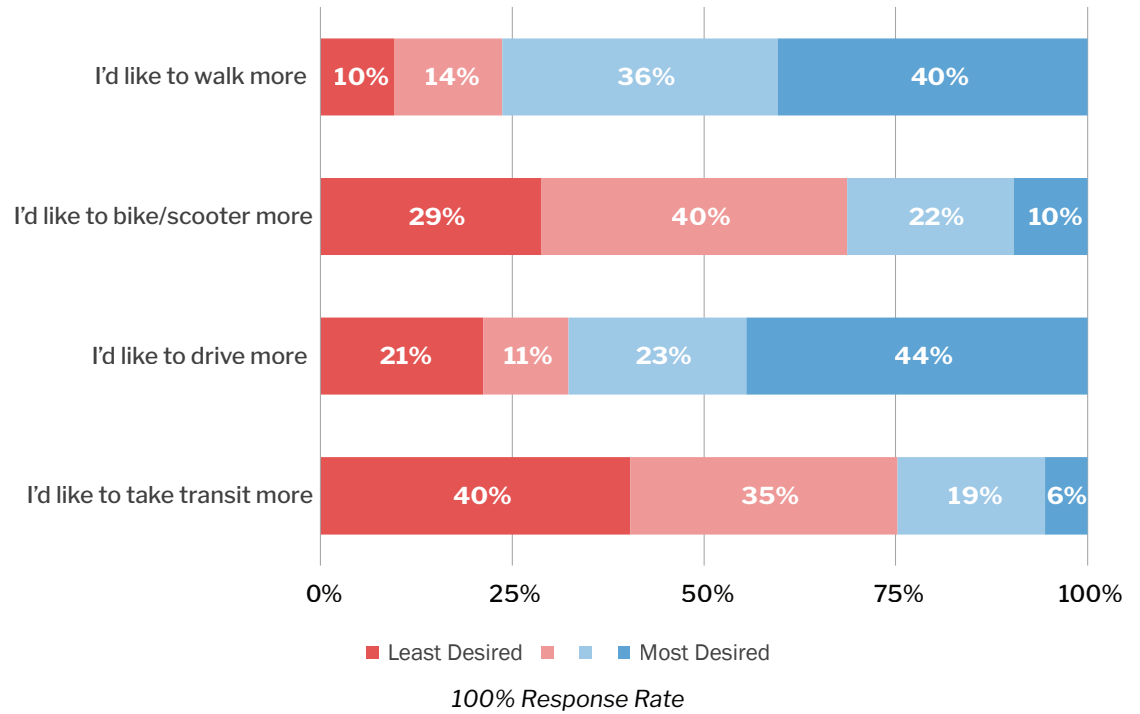
CURRENT TRAVEL MODE



*How do you want to get around Union County in the future?
(City of Elizabeth Respondents)*

Respondents were asked to rate their desired future travel modes, with 1 indicating “Most Desired” and 4 indicating “Least Desired”. All participants responded.

Walking was the top choice, with nearly 76 percent of respondents ranking it among their top two “Most Desired” future travel modes, nearly two-thirds of respondents put driving as their desired future travel mode. In contrast, most respondents chose transit (75 percent) and biking or scooting (69 percent) as their “Least Desired” future travel modes.

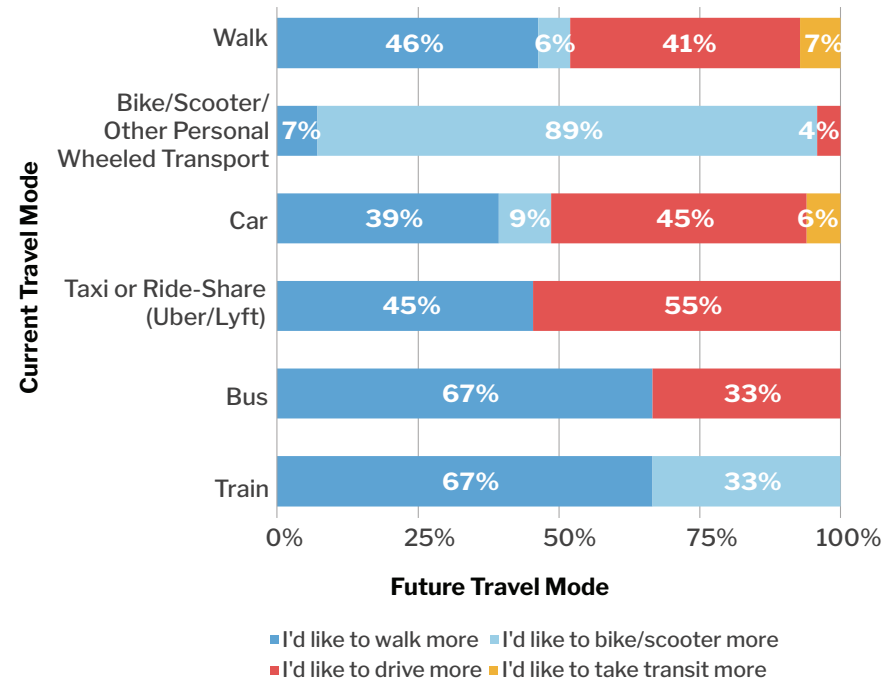


Current vs. Future Travel Mode
 (City of Elizabeth Respondents)

A crosstab analysis compared current travel modes with preferred future travel modes.

In a crosstab comparing current and preferred future travel modes, most respondents who currently walk or ride bikes/scooters indicated they want to continue or increase their use of these modes. Current drivers expressed the most interest in walking more, but driving was a close second choice. Among transit riders, those who currently take the train expressed interest in getting around by active transportation (walking and biking) in the future. Meanwhile those who ride the bus currently, were most interested in walking more, but a third also expressed an interest in driving more.

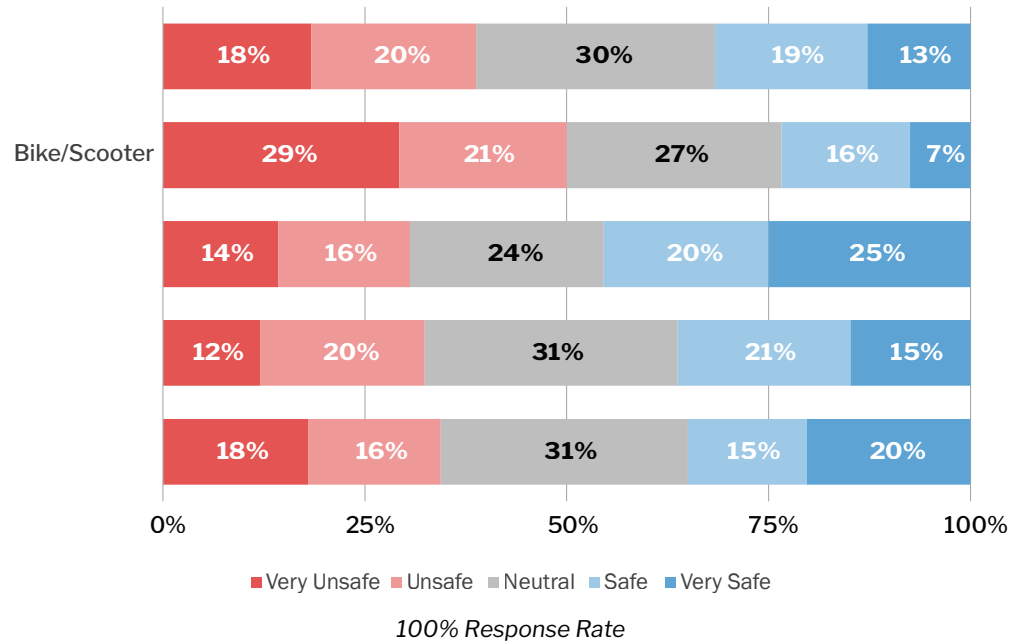
CURRENT VS. FUTURE TRAVEL MODE



How safe do you feel when using the following types of transportation in Union County? (City of Elizabeth Respondents)

Respondents were asked to rate their perceptions of safety across various travel modes, with 1 indicating “Very Safe” and 5 indicating “Very Unsafe”. All participants responded.

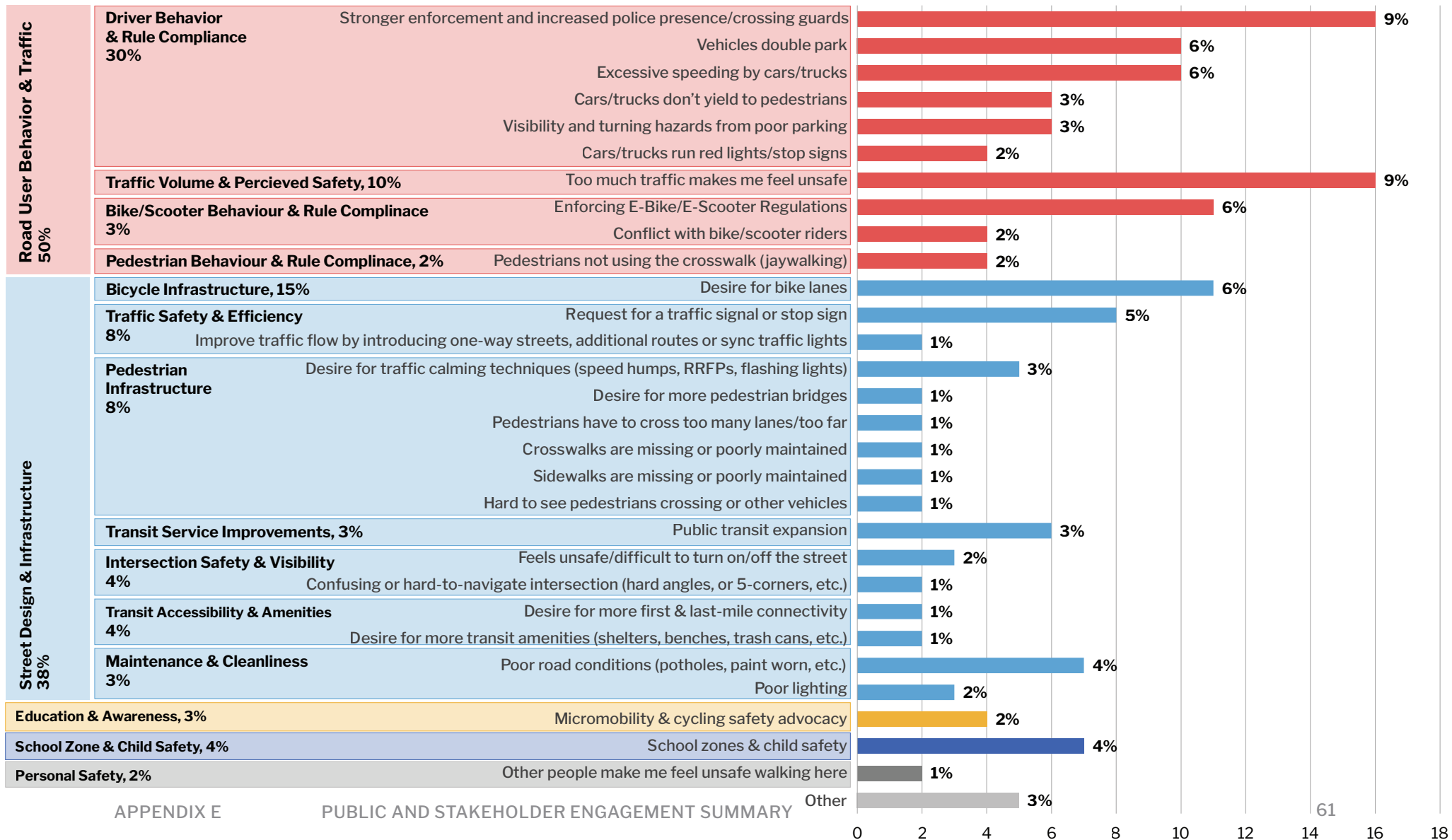
Fifty percent of respondents perceived biking as the least safe mode of transportation. Walking was viewed as the second-least safe mode, though respondents were generally neutral about its safety. Cars were considered the safest mode, but no mode was seen as extremely safe by a clear majority.



*Is there anything else you'd like to share with us about your concerns or opportunities to improve travel around Union County?
(City of Elizabeth Respondents)*

The survey offered respondents the opportunity to share additional comments about their experience traveling around Union County.

ADDITIONAL COMMENTS & CONCERNS



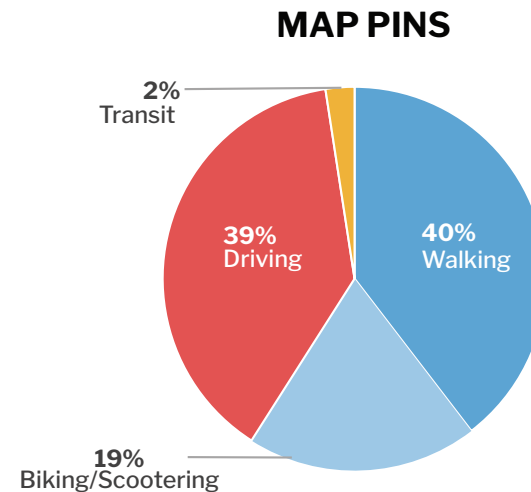
*Note that to simplify the chart outputs, responses below 1 percent were excluded from the charts but still included in the calculation totals.

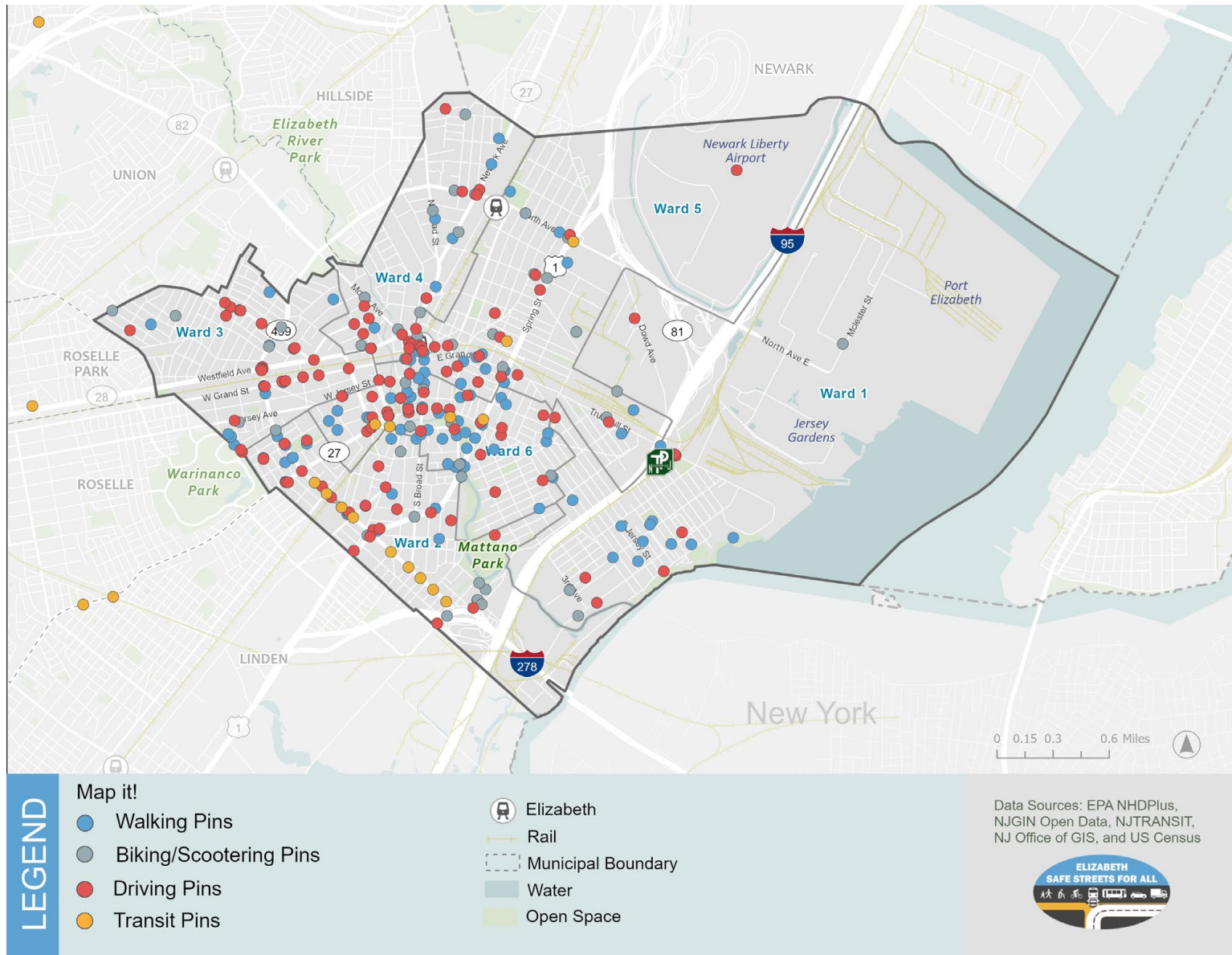
Survey respondents were given the opportunity to contribute location-specific input on street safety and mobility via an online interactive map. The map allowed respondents to place a pin for each travel mode (walking, biking/scooter, driving, and transit), and to share concerns about the pin location using predetermined choices and/or sharing experiences and insights through open-ended comments. Participants could select up to three options per pin.

The pedestrian concerns category received the most pins, accounting for 40 percent of all pins. This was followed by concerns about driving at 39 percent, biking/scooter at 19 percent, and transit at 2 percent. When aggregated, active transportation modes represented nearly 59 percent of all map pins.

Combined Map Responses (City of Elizabeth Respondents)

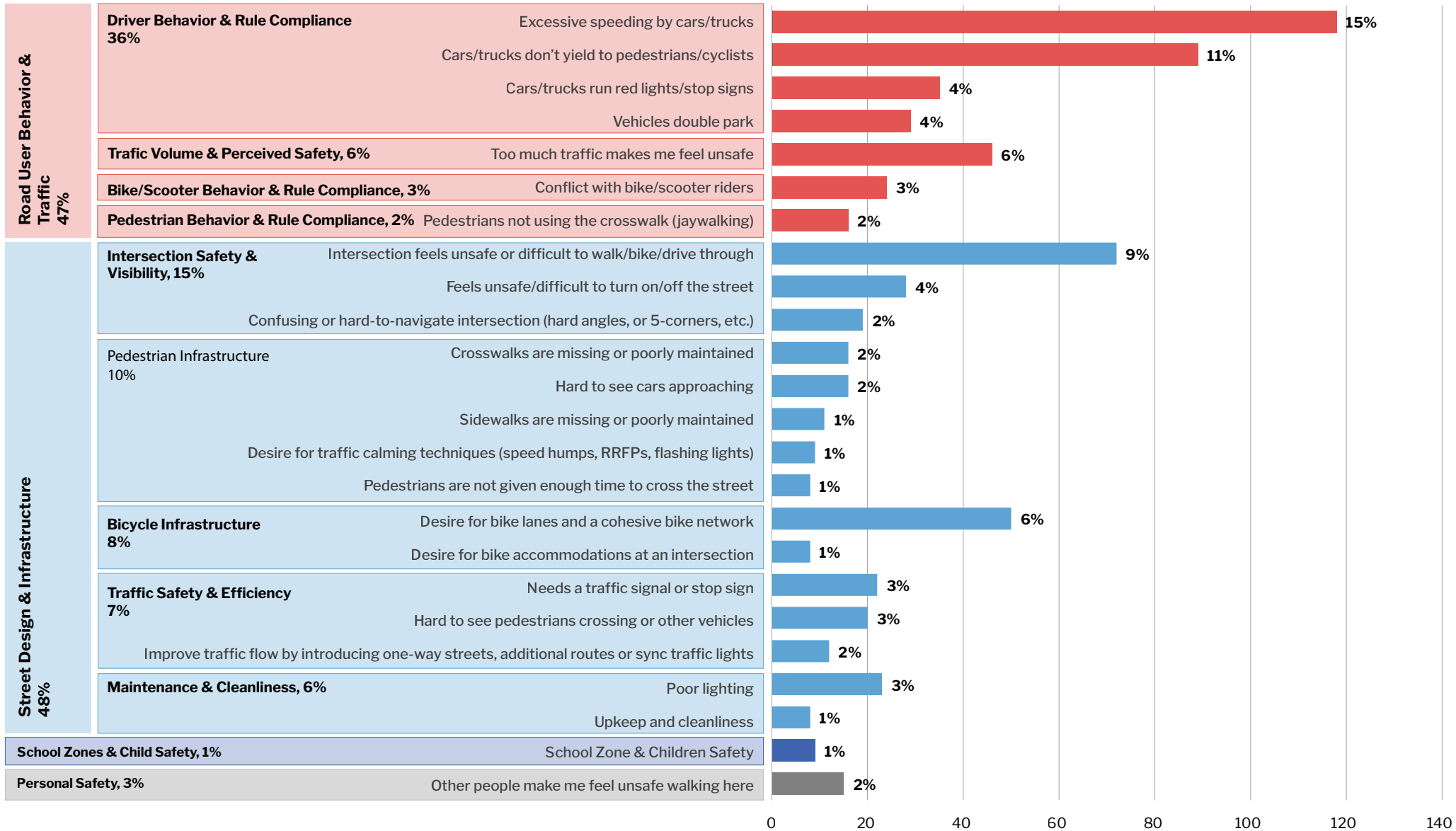
The chart aggregates all map responses across all travel modes. Almost 48 percent of concerns relate to **street design and infrastructure** and 47 percent of responses relate to **road user behavior and traffic**.





Combined Responses Map
(City of Elizabeth - All Travel Modes)

COMBINED MAP RESPONSES (ALL TRAVEL MODES COMBINED)

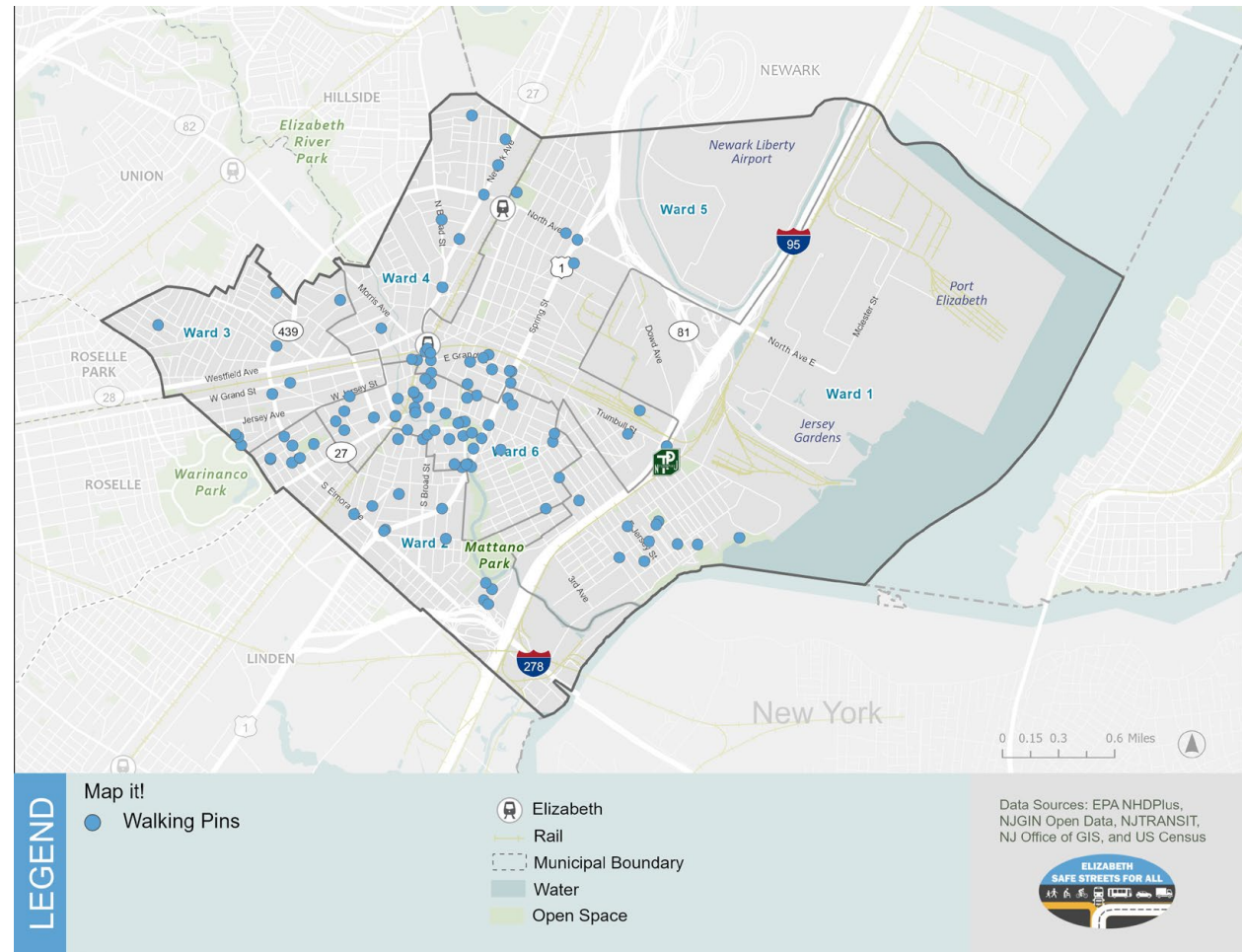


*Note that to simplify the chart outputs, responses below 1 percent were excluded from the charts but still included in the calculation totals.

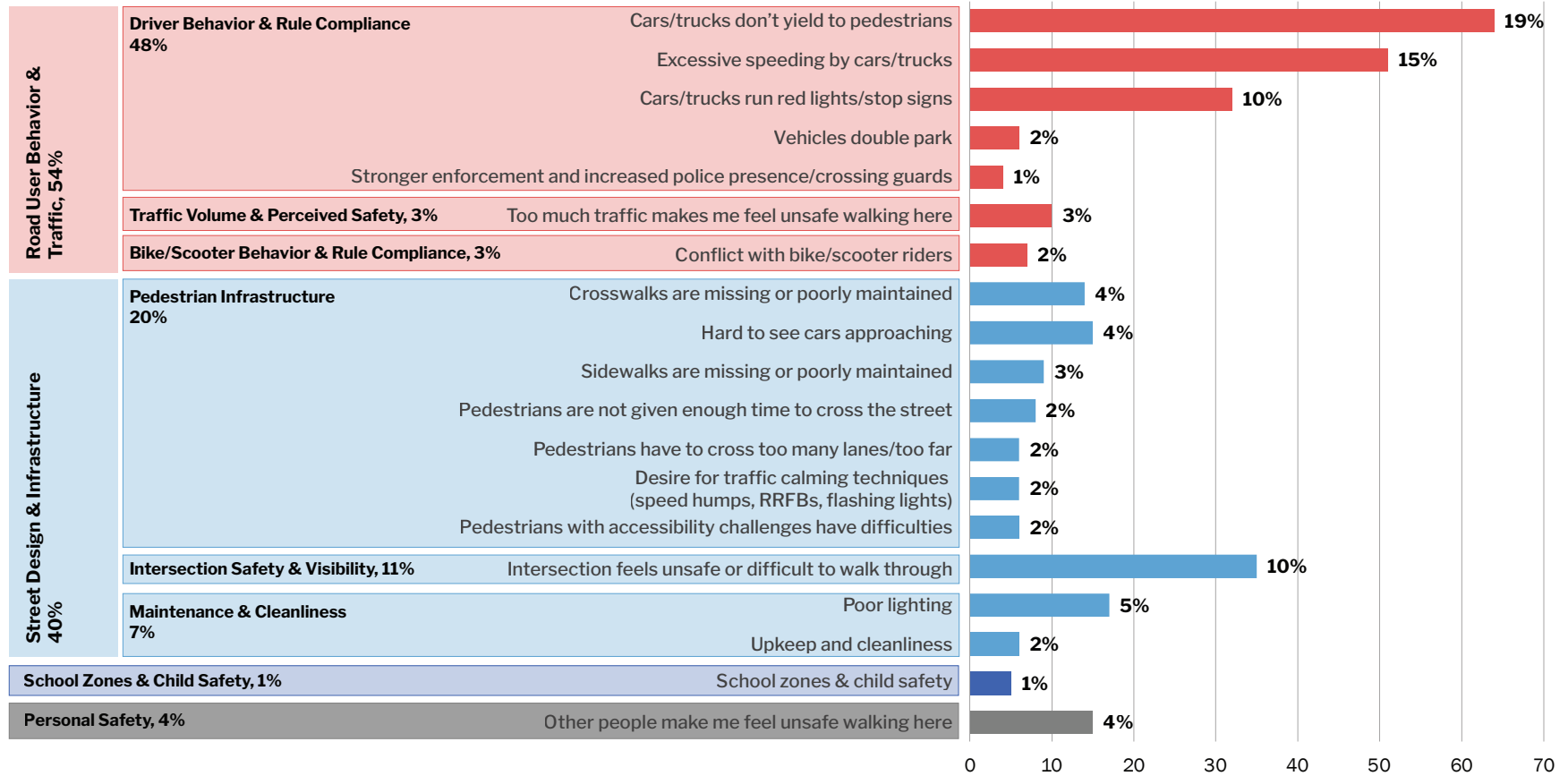
**Walking Pins:
What pedestrian concerns do you have about the location?
(City of Elizabeth Respondents)**

A significant number of pins were placed throughout Elizabeth, with the highest concentration in Ward 6.

- Newark Avenue/North Broad Street
- West Jersey Avenue/E 3rd Avenue
- East Jersey Street



**Walking Pin Response Map
City of Elizabeth**

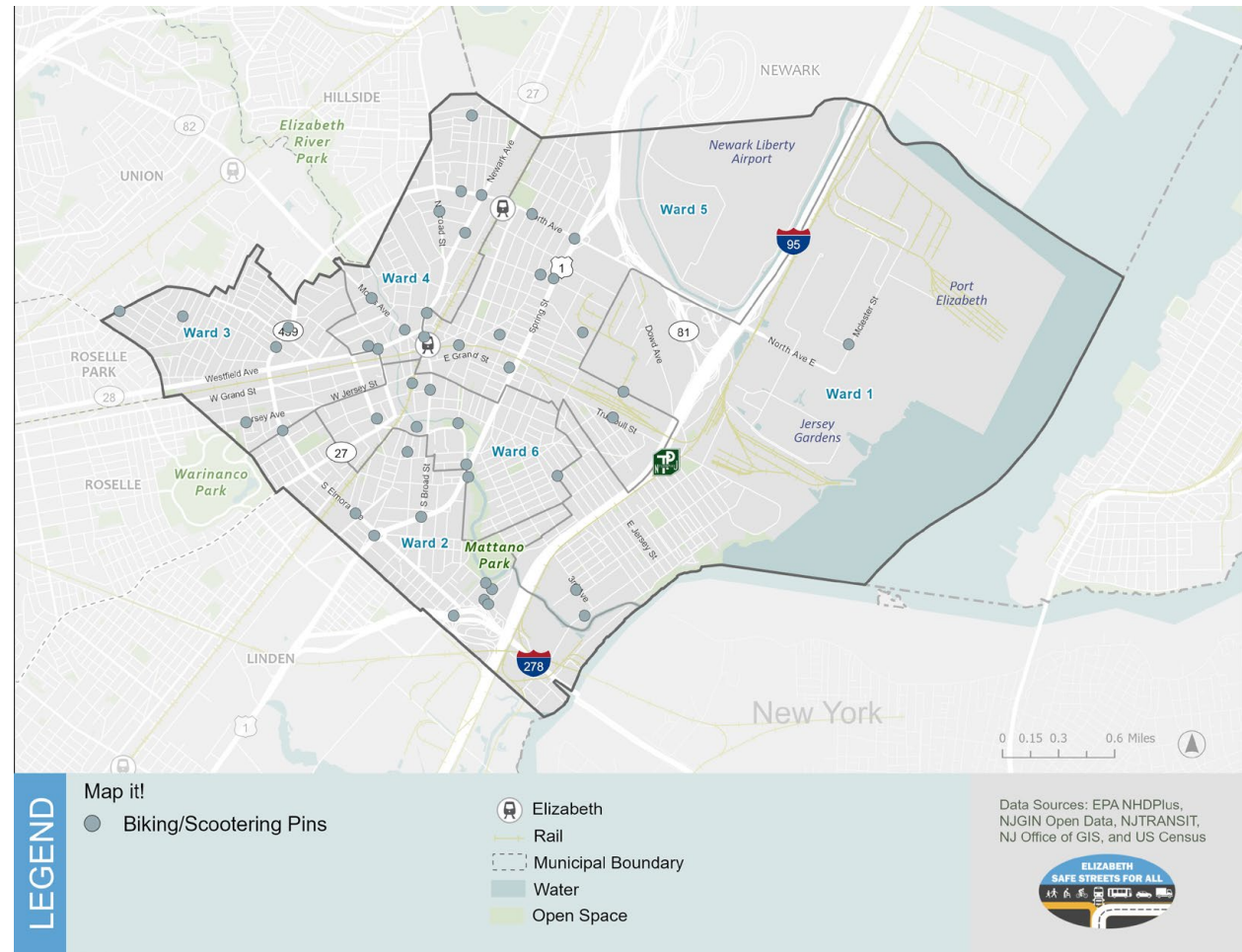


*Note that to simplify the chart outputs, responses below 1 percent were excluded from the charts but still included in the calculation totals.

Bike/Scooter Pins:
What bike and scooter concerns do you have for the location?
(City of Elizabeth Respondents)

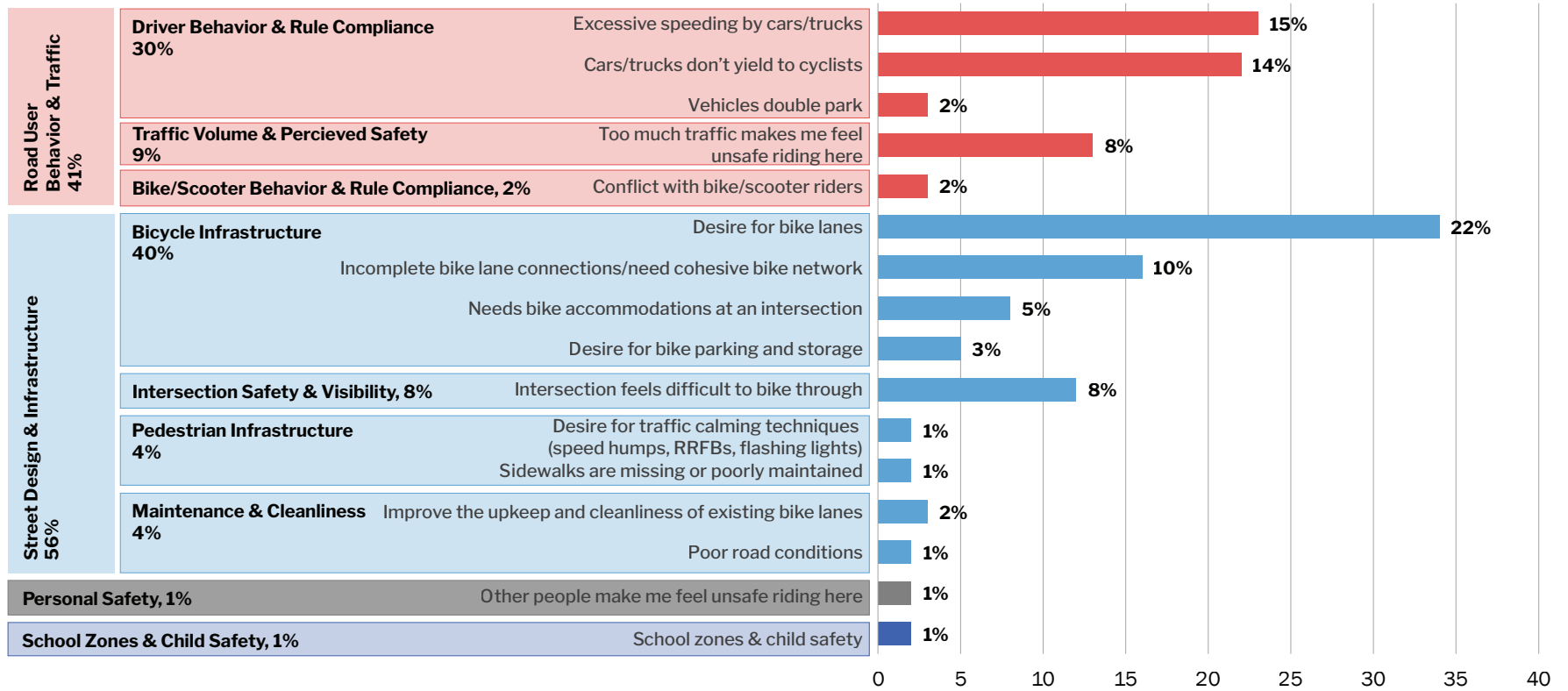
Pins were placed across multiple locations throughout Elizabeth, with higher concentrations in Wards 2, 3, 4, and 6.

- North Avenue
- Morris Avenue
- Newark Avenue/North Broad Street
- West Jersey Avenue/East 3rd Avenue
- East Jersey Street



Bike/Scooter Pin Response Map
City of Elizabeth

BIKING & SCOOTERING PINS

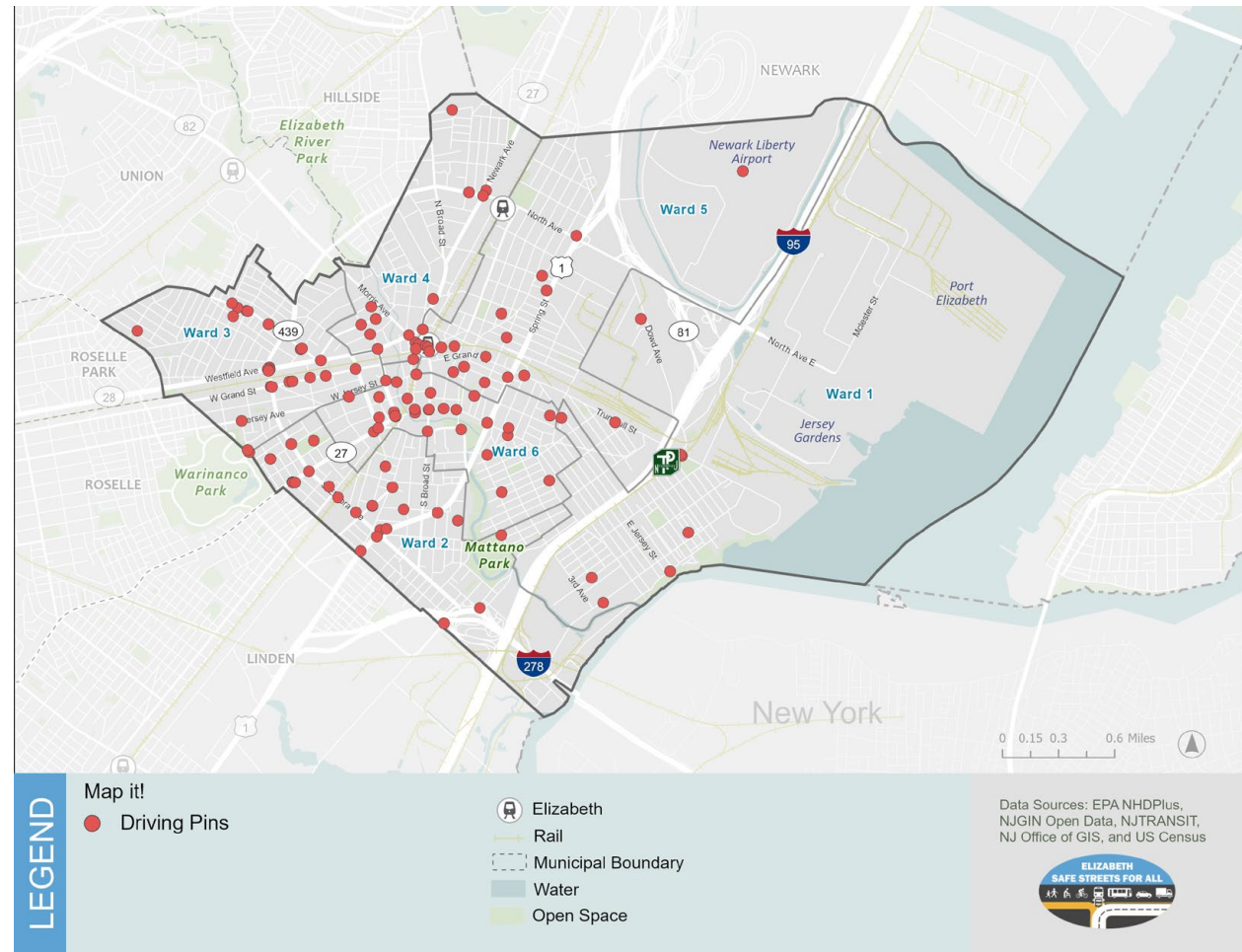


*Note that to simplify the chart outputs, responses below 1 percent were excluded from the charts but still included in the calculation totals.

**Driving Pins:
What driving concerns do you
have for the location?
(City of Elizabeth Respondents)**

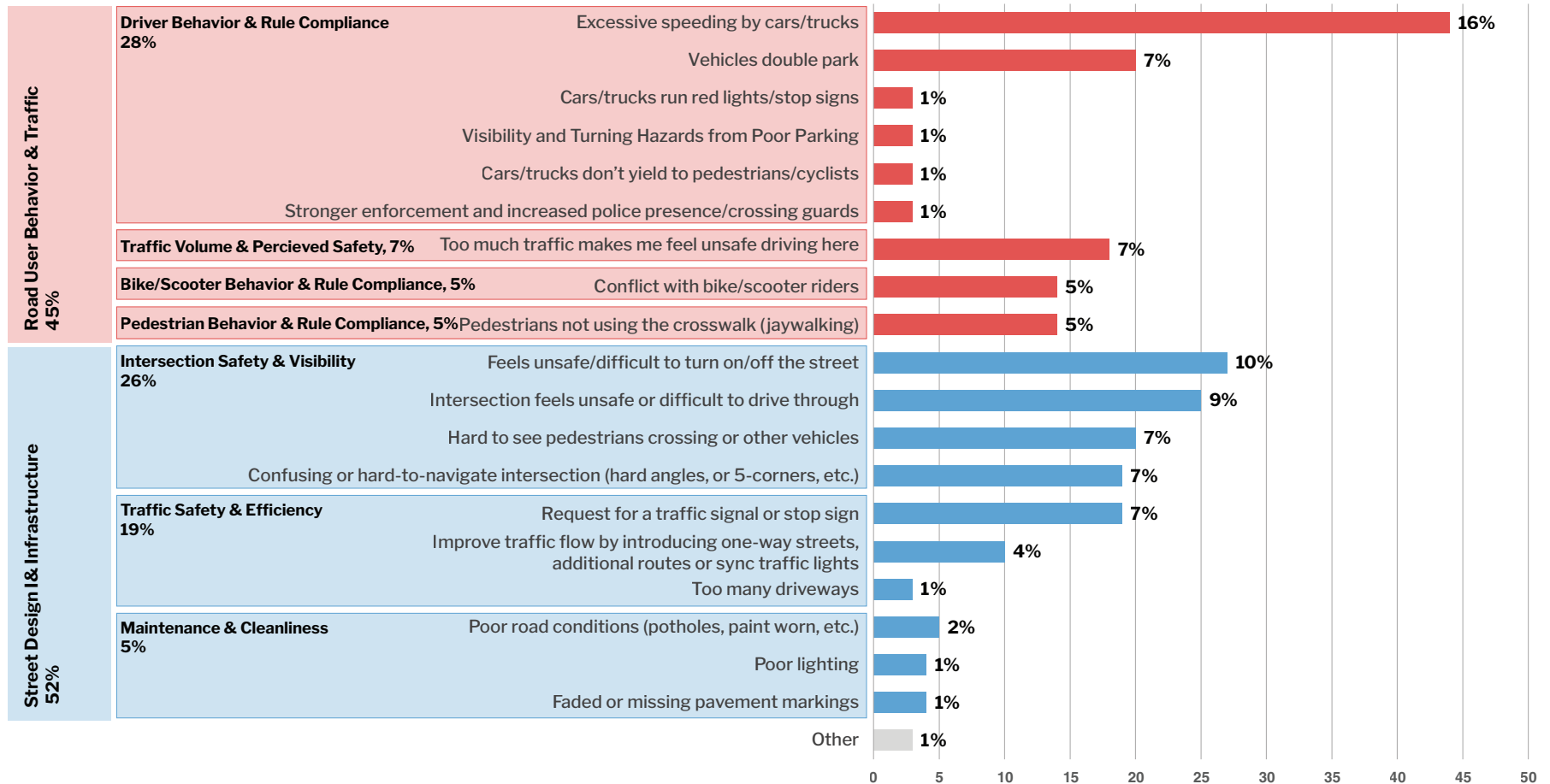
A significant number of pins were placed throughout Elizabeth, with the highest concentrations in Wards 2, 3, and 6.

- Elizabeth Broad Street Station
- Downtown Elizabeth
- South Elmora Avenue
- Magie Avenue



**Driving Pin Response Map
City of Elizabeth**

DRIVING PINS

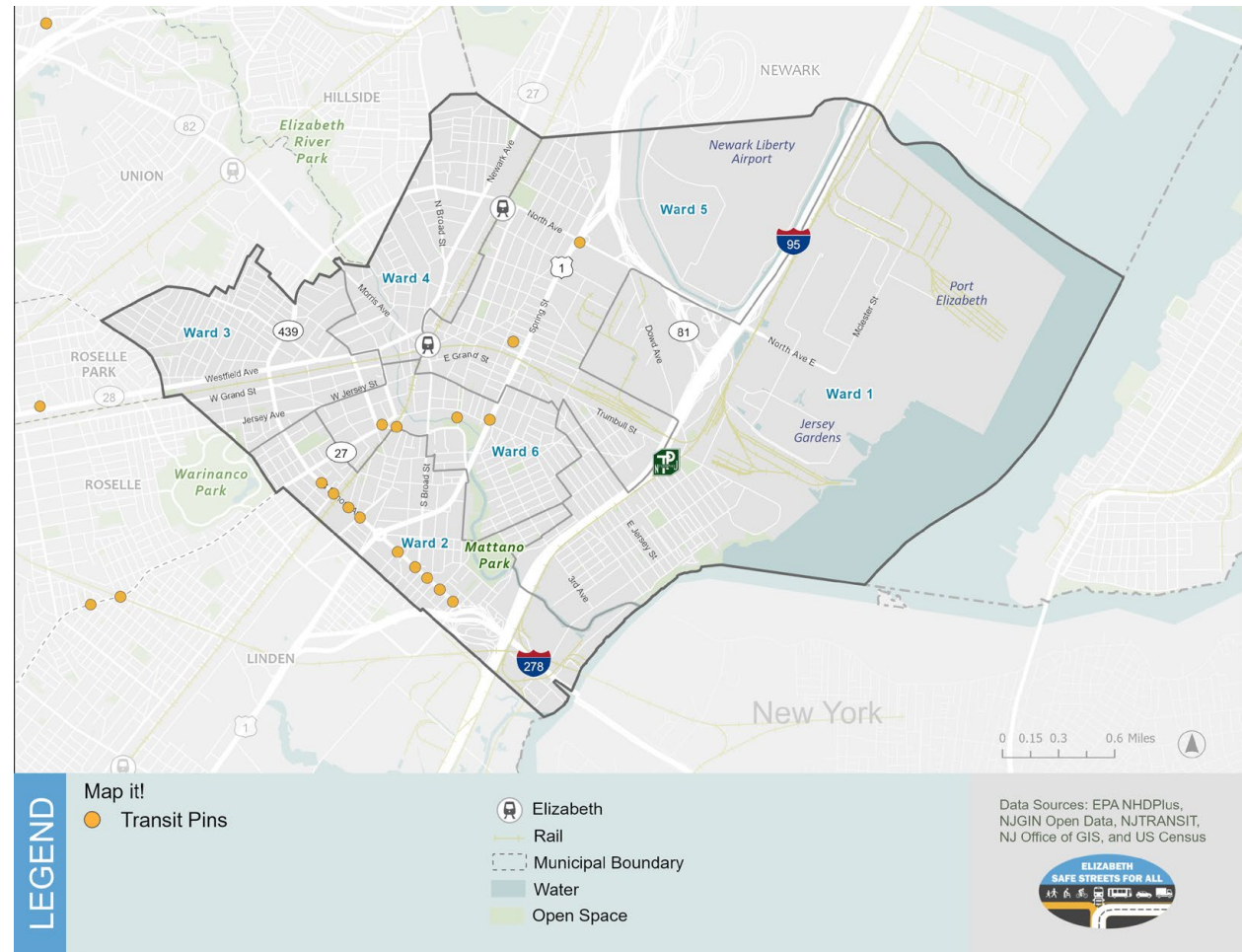


**Note that to simplify the chart outputs, responses below 1 percent were excluded from the charts but still included in the calculation totals.*

Transit Pins:
What concerns do you have about taking public transit from this location?
(City of Elizabeth Respondents)

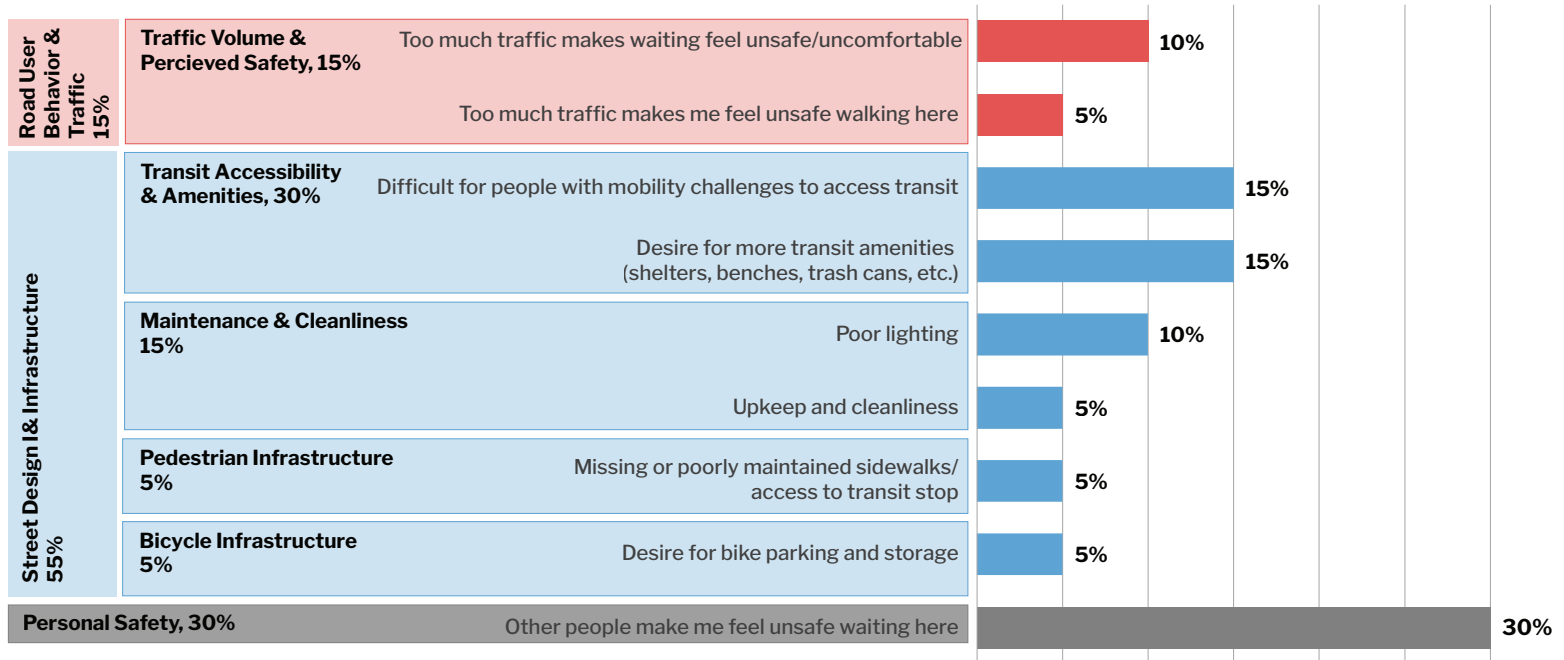
A number of pins were placed in and out of Elizabeth:

- South Elmora Avenue
- Spring Street



Transit Pin Response Map
City of Elizabeth

TRANSIT CONCERNS



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

Community Meetings

The Union SS4A Action Plan project team facilitated two virtual community meetings to present and gather feedback on the priority projects and policy framework.

Community Meeting	Date & Time	Number of Attendees
City of Elizabeth	December 3, 2025 6:30 PM	13
Union County	December 9, 2025 6:30 PM	24

Twenty-four people attended the Union County Community Meeting, with 67 percent identifying as Union County residents and the remainder representing organizations or government staff. Thirteen people participated in the Elizabeth Community Meeting. Of these, 54 percent lived or worked in Elizabeth, while the remaining participants represented organizations or government staff.

Each meeting began with a presentation with a brief overview of the SS4A study, its purpose, and key objectives. The team shared the HIN and draft priority corridors and projects for Union County and the City of Elizabeth.

Union County Community Meeting

After the presentation, participants joined two municipality-based breakout rooms to discuss recommended safety improvement projects, and a third breakout room focused on the policy framework. In Breakout Rooms 1 and 2, the project team described each project. Participants were directed to an online survey that displayed the project sheets and a comment box to share feedback.

The third breakout room did not use the survey and instead focused on discussing Countywide safety improvement strategies and the policy recommendations.

UNION COUNTY SAFE STREETS FOR ALL

Union County Community Meeting Comment Form

Thank you for participating in this feedback session!

All project sheets include corridor-wide and specific safety improvement recommendations. If you're unsure what they mean, please refer to this quick reference for descriptions and example images: [Safety Improvement Descriptions](#)

* Which breakout room are you in?

Breakout Room 1: Clark, Cranford, Farwood, Garwood, Plainfield, Rahway, Scotch Plains

Breakout Room 2: Elizabeth, Hillside, Kenilworth, Linden, Roselle, Roselle Park, Union

Add content

Next

Union County Community Meeting Survey

Elizabeth Community Meeting

Following the main presentation, the project team reviewed recommended safety improvement projects on both local and County roads in the City of Elizabeth. Participants were directed to an online survey that displayed the project sheets and a comment box to share feedback.

Responses from the online surveys from both community meetings can be found in the Resources Section of this Appendix. PowerPoint presentations for the community meetings are available on the project website at <https://ucnj.org/safe-streets/resources/>.

Safety Improvement Examples'. At the bottom are two buttons: a green 'Add content' button and an orange 'Next' button."/>

**ELIZABETH
SAFE STREETS FOR ALL**

Elizabeth Community Meeting Comment Form

Page title

Thank you for participating in this feedback session!

On the following pages, you will have the opportunity to review the corridor/project recommendations and provide comments below each one.

All project sheets include corridor-wide and specific safety improvement recommendations. If you're unsure what they mean, please refer to this quick reference for example images: [Safety Improvement Examples](#)

Add content

Next

Elizabeth Community Meeting Survey

RESOURCES

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Action Plan Advisory (APAC) Meeting Materials

APAC Meeting #1 Summary

Date: Tuesday, October 8, 2024

Time: 10:30 AM – 12:00 PM

Location: Cranford Community Center, 225 Walnut Avenue, Cranford, NJ

APAC Members in Attendance

- Brian Andrews, Mayor, Cranford
- Derek Armstead, Mayor, Linden
- John Arthur, Business Administrator, Garwood
- Christopher Battiloro, Chief of Police, Westfield
- Jen Blumenstock, Mayor, Garwood
- Andrew Casais, Business Administrator, Roselle Park
- Hailey Charles, Mayor's Representative, Summit
- Joseph C. Chrobak, Supervising Engineer, Linden
- Bernadette Cuccaro, Business Administrator, New Providence
- John DaSilva, Patrol and Operations Commander, Union County
- Derek Dorrah, Engineer, Plainfield
- Joe Ferraioli, Traffic Sargent, Union County
- Nick Freeman, Traffic Sargent, Rahway
- Joseph Giannuzzi, Chief of Police, Mountainside
- James Gildea, Business Administrator, Westfield
- Kenneth Grady, Chief of Police, Kenilworth
- Keith Hamas, Principal Planner, North Jersey Transportation Planning Authority (NJTPA)
- Joe Hines, Executive Director of Public Safety, Union College
- Daniel Henn, Chief & Captain of Police, New Providence

- Mike Johnson, Assistant Manager, Bike & Pedestrian Team, EZ Ride
- Lisa Lee, Director, EZ Ride
- John Leo, Planning Board, Berkeley Heights
- Ayisha Mapp, Managing Assistant Director, Kean University
- Megan Massey, Director: Transit Friendly Planning, NJ TRANSIT
- Al Morgan, Mayor, New Providence
- Michael Rogers, Business Administrator, Summit
- Kirolos Salama, Engineer Assistant, Summit
- Aaron Schrage, Director of Community Services, Summit
- Greg Woltman, Research Project Coordinator, Voorhees Transportation Center (VTC)

Union County & City of Elizabeth Staff in Attendance

- Kimberly Palmieri-Mouded, Commission Chair, Union County
- Lourdes Leon, Commissioner Vice Chair, Union County
- Bette Jane Kowalski, Commissioner, Union County
- Amy Wagner, Director and Deputy County Manager, Union County Office of the Director
- Ricardo Matias, Director of Engineering, Union County
- Bernice Dieter, Assistant County Engineer, Union County
- Joe Venezia, TAB Chairman, Union County Transportation Advisory Board/Union Twp Engineer
- Kamal Saleh, Planning Board Secretary, Union County Bureau of Planning and Land Use
- Liza Betz, Transportation Planning Manager, Union County Planning

- Dan Loomis, City Engineer, Elizabeth
- Steve Rinaldi, City Land Surveyor & Supervising Engineer, Elizabeth
- James Lugardo, Police, Elizabeth
- John Papetti, Public Works Director, Elizabeth

Project Team in Attendance

- John Federico, WSP
- Vichika Iragavarapu, WSP
- Anthony Durante, Michael Baker International
- Courtenay Mercer, Mercer Planning Associates
- Reya Singhi, Mercer Planning Associates

Meeting Purpose

The first Action Plan Advisory Committee (APAC) meeting for the Union County & City of Elizabeth Safe Streets for All (SS4A) initiative was held in person to bring together representatives from the County, municipalities, and advocacy organizations. The purpose of the meeting was to explore opportunities, share available resources, shape the study's approach, encourage collaboration, and discuss the public outreach plan.

A copy of the meeting PowerPoint can be found at this [LINK](#).

Project Overview

Kimberly Palmieri-Mounded, Chairwoman of the Union County Board of Commissioners, kicked off the meeting by welcoming the participants and providing a brief overview of the project.

John Federico from WSP provided a concise overview of the SS4A study, outlining the funding program and noting that the City of Elizabeth is a sub-recipient of the County's grant. He discussed the project's purpose, scope, and schedule, and elaborated on the five principles and elements of the Safe Systems Approach as outlined by the United States Department of Transportation (USDOT). Federico also emphasized the role of the APAC in the study before introducing the project team, followed by a round of introductions from the participants.

Safety Considerations

Anthony Durante from Michael Baker International provided a brief explanation of the approach taken by the project team for the safety analysis, incorporating both the High Injury Network (HIN) and the High-Risk Network (HRN). This approach aims to identify the contributing factors of crashes, their locations, and the reasons behind their occurrence, followed by highlighting the suggested Safety Countermeasures.

Questions

Many scooter riders do not wear protective gear while riding, which makes them prone to crashes. Is this accounted for in the crash data? The project team confirmed that scooters are in fact accounted for in NJDOT's crash database.

In-Meeting Poll & Discussion

APAC members were asked to provide input via an interactive poll, which was followed by a discussion on the two top choices selected

by the committee.

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

The committee members were asked to vote on several options, and then the discussion was held on the top two choices voted by the members:

Speeding and unsafe drivers.

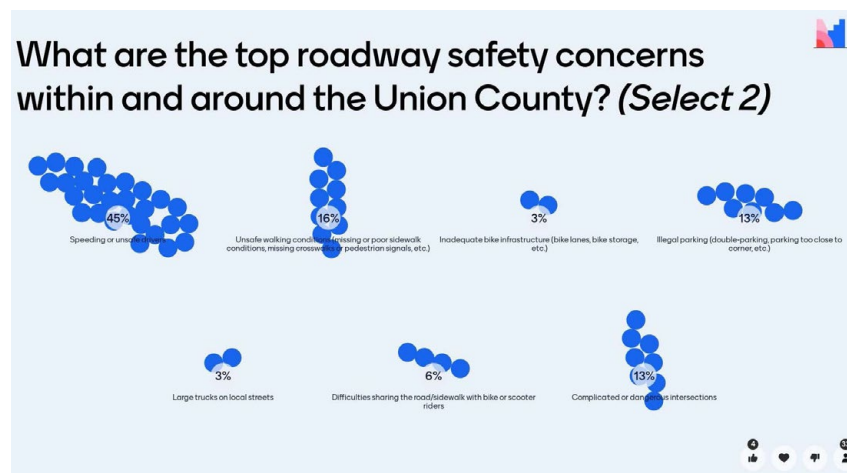
- Demo projects and traffic calming measures address speeding, which is often a behavioral issue tied to infrastructure. By narrowing lanes to create more space for bicycles and pedestrians, drivers become more cautious, which can reduce the likelihood of crashes.
- A participant from Berkeley Heights shared an anecdote about a bus driver running through a stop sign, emphasizing the need to stop blaming drivers. The participant pointed out that the issue stems from low visibility and narrow roads.
- A question was raised for law enforcement: How do we define speeding? Speed limits are absolute and exceeding them is

considered breaking the law according to state regulations. When documenting a crash, the influence of speed as a contributing factor can vary from case to case.

- Union County currently does not allow speed humps or bump outs on County roads due to snow plowing concerns, but is open to having conversations about the full range of countermeasures.

Unsafe walking conditions

- A committee member from the Garwood municipality discussed the addition of pedestrian beacons, noting that the challenge has been encouraging people to use them. Many drivers find themselves yelling from their cars, reminding pedestrians to press the button, but many pedestrians are unaware of how to use them. Additionally, adding edge lines has helped, but speeding is still an issue. The real concern is the near misses, with drivers veering into the shoulder unintentionally.
- How do we effectively engage the community and ensure they are aware of these changes, encouraging them to adapt to and use the new infrastructure?
- The key issue is education. While people want to blame the council, it's now about educating the public. Pedestrians often cross without looking, unaware of basic safety rules. Education is crucial.
- Cars often fail to stop when pedestrians are crossing. EZ Ride has tried to engage with schools, but infrastructure changes, like adding LPIs (Leading Pedestrian Intervals), are necessary to improve safety. However, members in the committee from New Providence noted that these upgrades come with costs, and they aren't feasible at all traffic signals.
- It's important to shift the focus away from blaming drivers. Pedestrians often walk in the streets instead of using sidewalks, so education and outreach through TMAs (Transportation



Management Associations) are essential.

Demographic Considerations

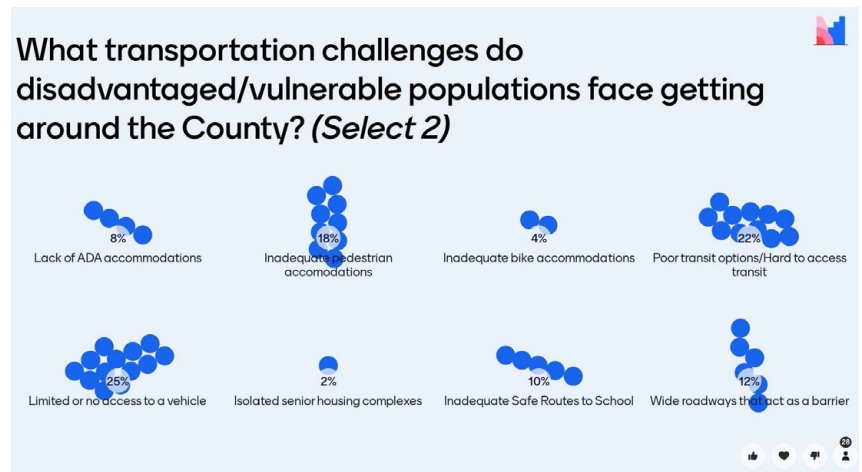
Federico provided a brief overview of Union County and the City of Elizabeth demographics. The preliminary demographic analysis included the various municipalities within the County compared to the County overall, as well as assessing the neighborhoods within Elizabeth and how they compare to the city as a whole.

Questions

Has the project team identified a relationship between underserved communities and the roads on the High Injury Network? The project team is working on this analysis and will provide findings in 2025.

In-Meeting Poll & Discussion

Another meeting poll was launched, and the APAC members were asked to provide input, which was followed by a discussion about the top poll responses.



[What transportation challenges do disadvantaged/vulnerable populations face getting around Union County?](#)

- Limited or no access to vehicles
- Poor transit options/Hard to access transit
- When addressing major arterial roads, particularly for transit riders trying to cross the road to catch a bus, it's essential to have proper crossings that prevent pedestrians from crossing more than two lanes at once. Funding is available to support this initiative, and there is a pressing need to prioritize the creation of safer streets for vulnerable users. Refuge islands help but can also create a false sense of security, putting pedestrians at risk and favoring drivers rather than accommodating other modes of transportation. Signalization is another option for these situations.
- How do we secure funding for safe streets on state roads like Route 9 and Route 22? Is it within the scope of discussing these issues with state agencies and prioritizing these conversations? The focus of this project is on County roads and municipal roads in Elizabeth, but there are ways to incorporate these discussions. The project team will analyze the data and share it with the New Jersey Department Of Transportation (NJDOT) to help them assess and potentially reprioritize projects.
- Addressing inadequate bike conditions should be a priority to prevent cyclists from riding on sidewalks, ensuring pedestrians have the right of way. Improving bike infrastructure can also help slow down speeding drivers.
- It's essential for residents to travel safely and reach their destinations on time. With too many crashes occurring across the 21 municipalities, it's important that recommendations are implemented to effectively represent the needs of these towns.

Public Outreach

Courtenay Mercer of Mercer Planning Associates presented an overview of the engagement activities and communication strategies planned for the project. These include focus group meetings, online surveys and mapping exercises, pop-up events, demonstration projects, and public meetings. She requested that APAC members assist in connecting with the community and help publicize the outreach activities within their constituencies as the project enters the public engagement phase later this fall.

Discussion

An effective Safe Street for All Plan for Union County and Elizabeth will...

- Be adopted and implemented. Local officials must be on board, and municipalities should secure funding for these initiatives.
- Encourage behavioral changes for both pedestrians and drivers.
- Raise awareness among all road users. When crashes occur, how do we ensure people take responsibility? Education and a shift in mindset are essential.
- Change is needed to make communities safer.
- Union County should adopt a complete and green streets policy.
- A NJTPA representative noted that municipalities can adopt the County SS4A plan and then use it to pursue funding.

Next Steps

Federico outlined the next steps, highlighting the community outreach activities scheduled for late fall and encouraging APAC members to help disseminate this information. The next APAC meeting will be scheduled for January 2025 and include a summary of the outreach activities and present the initial technical findings. The project team concluded by thanking the committee members for their participation.

APAC Meeting #1 Presentation

UNION COUNTY & CITY OF ELIZABETH SAFE STREETS FOR ALL

Action Plan Advisory Committee (APAC) Meeting 1
October 8, 2024



Agenda

- **Introductions**
- **Project Background/Purpose**
- **APAC Overview**
- **Analysis Approach**
- **Public Outreach**
- **Next Steps**



Mentimeter: <https://www.menti.com/alfyjdwmiaq7>



Project Team



Ricardo Matias, PE, County Engineer
Bernice Dieter, PE, Assistant County Engineer
Liza Betz, AICP, PP, Transportation Planning Manager



Dan Loomis, PE, CME, CFM, City Engineer
Steven Rinaldi, PLS, PP, City Land Surveyor & Supervising Engineer



Project Manager
John Federico, PE, PP, AICP



Safety Planning/Engineering
Anthony Durante, AICP, RSP1



Community Engagement
Courtenay Mercer, AICP, PP



Safe Streets and Roads for All (SS4A)




- Union County was awarded a USDOT-funded **SS4A Planning Grant**, with the City of Elizabeth as a sub-recipient
- SS4A Planning Grants fund development of **Safety Action Plans**
- A USDOT-approved Safety Action Plan then allows the County and City to pursue **SS4A Implementation Grants**
- *Does not preclude other municipalities from applying for the same grant*



APAC Meeting #1 Presentation (Cont.)

Project Purpose

The main purpose of this SS4A project is to improve roadway safety throughout Union County:

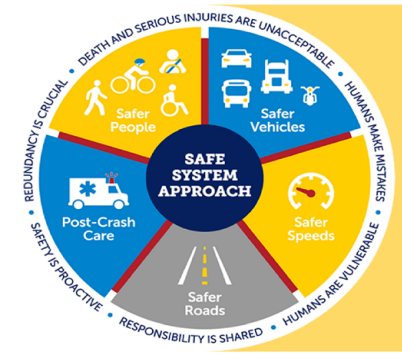
-  Reduce the number of roadway fatalities and serious injuries within Union County
-  Enhance safety, mobility, and quality of life for all roadway users – bicyclists, pedestrians, motorists, transit users, and people of all ages and abilities
-  Develop a Safety Action Plan with a list of projects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



Safe System Approach - Principles

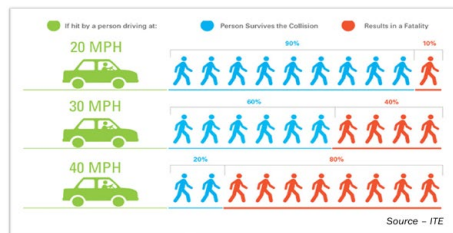
USDOT has adopted the Safe System Approach as the guiding framework to address roadway safety:

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



5 Elements of Safe System Approach

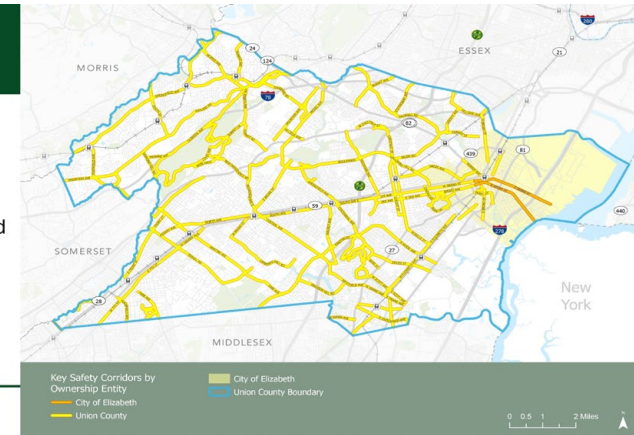
-  Safer Road Users
-  Safer Vehicles
-  Safer Speeds
-  Safer Roads
-  Post-Crash Care



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

Project Scope

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



APAC Meeting #1 Presentation (Cont.)

Project Schedule



Role of APAC

- Share updates with Project Team on relevant roadway projects/safety initiatives
- Provide feedback on planned public outreach activities and who to engage
- Provide feedback on technical analysis, results, and community engagement materials
- Provide feedback on draft plan recommendations
- Share project information with municipal and local partners



APAC Meeting Schedule

Meeting #1 – Today

“Kickoff” meeting to discuss the project background, desired outcomes, engagement strategy

Meeting #2 – January 2025

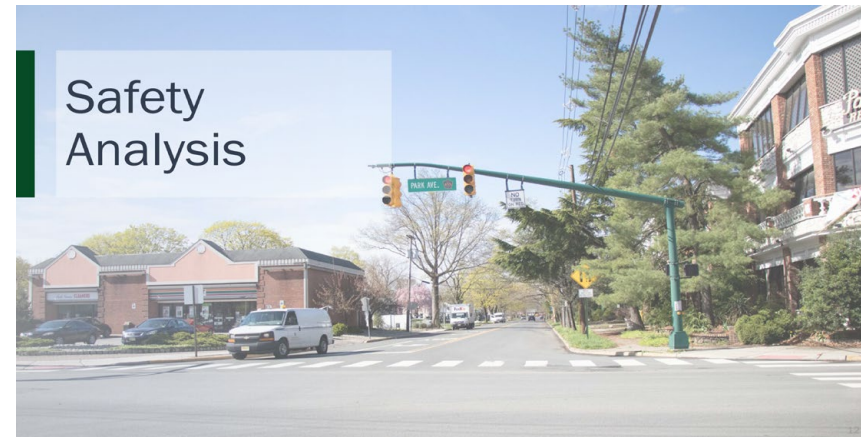
Discuss initial data analysis and findings and results from outreach activities

Meeting #3 – April 2025

Review and provide feedback on policy recommendations and prioritize projects

Meeting #4 – July 2025

Review and provide feedback on the draft final SS4A materials



APAC Meeting #1 Presentation (Cont.)

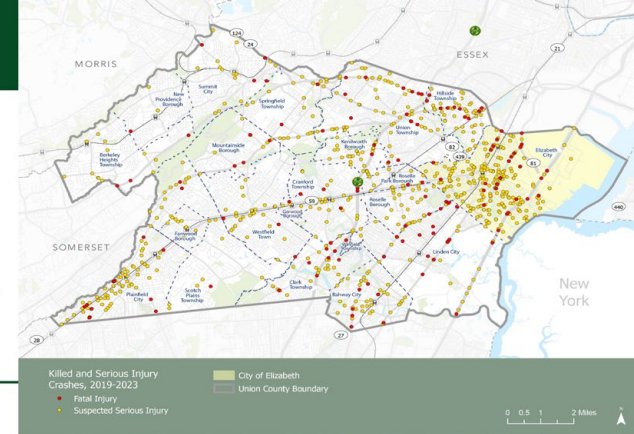
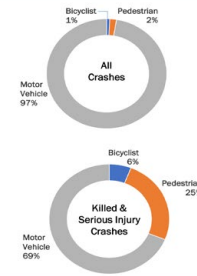
Safety Analysis Approach

- Understand key crash trends and crash contributing factors
- Identify the **High-Injury Network** corridors within the County
- Identify systemic road safety concerns (e.g., **High-Risk Network**)
- Guide the project selection and prioritization process
- Inform safety countermeasures and development of recommendations



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Crash Data Overview



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Safety Countermeasures



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QUESTIONS?



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APAC Meeting #1 Presentation (Cont.)

Discussion Topic: Challenges

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



Mentimeter: <https://www.menti.com/alfyjdwmiaq7>



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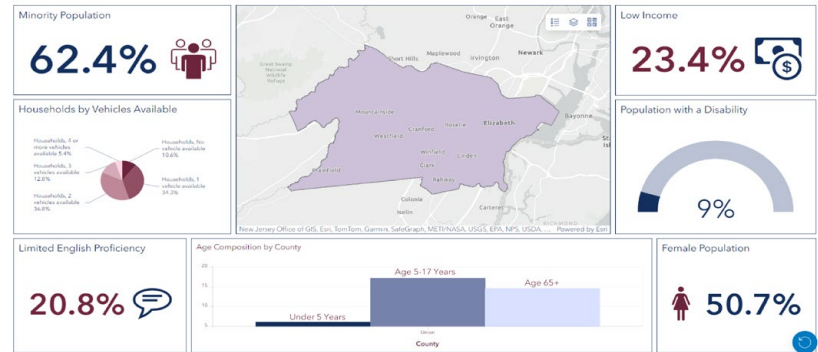
Equity Analysis Purpose

- Identify the disadvantaged populations within the County
- Understand their roadway safety needs and challenges, including those who are vulnerable road users
- Guide public outreach using inclusive and representative processes
- Inform prioritization of project and policy recommendations



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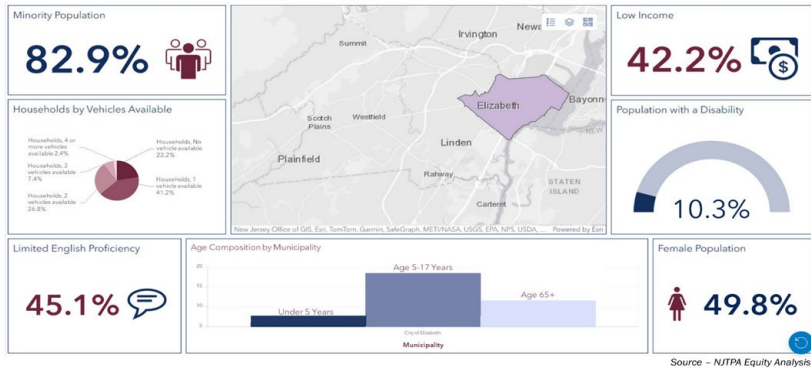
Union County Demographics



Source - NJTPA Equity Analysis 20

APAC Meeting #1 Presentation (Cont.)

City of Elizabeth Demographics



QUESTIONS?



Discussion Topic: Safety & Equity

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



Mentimeter: <https://www.menti.com/alfjydwmiq7>



Public Outreach



APAC Meeting #1 Presentation (Cont.)

Outreach and Engagement Activities

Communications

- Project Website
- E-mail Blasts
- Social Media
- Strategic Partnerships
- Bilingual (English & Spanish)

APAC Meetings (4)

Focus Group Meeting (2)

Online Survey and Map (1) (Supplemented with paper survey/map)

Pop-up Event (3)

Demonstration Project (1)

Public Meetings (3)



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Focus Groups

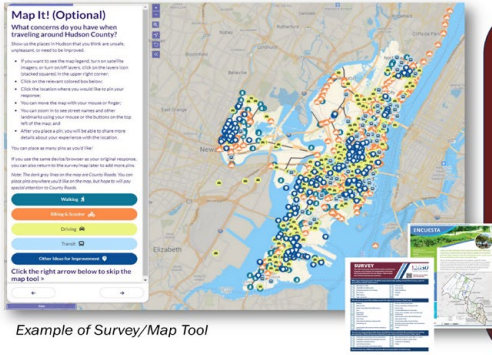
HOW THE APAC CAN SUPPORT

- Help develop the focus group invitee list in collaboration with Union County and the City of Elizabeth
- Provide information about existing issues in the community that could be brought up during the focus group discussion



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Survey & Map Tool



Example of Survey/Map Tool

HOW THE APAC CAN SUPPORT

- Promote the survey to community partners in the area (flyers, social media, emails, etc.)
- Identify community partners that can share online survey info and/or distribute print surveys



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Pop-up Outreach



HOW THE APAC CAN SUPPORT

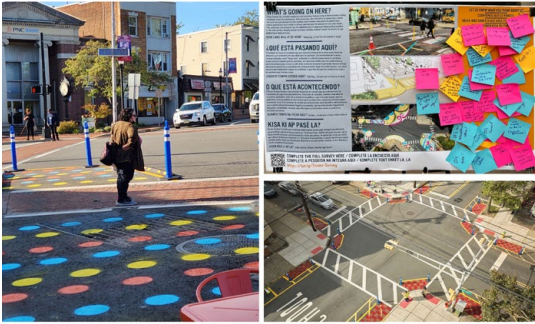
- Help identify and/or secure locations
- Promote pop-up activity to community partners in the area (flyers, social media, emails, etc.)



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APAC Meeting #1 Presentation (Cont.)

Demonstration Project



HOW THE APAC CAN SUPPORT

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



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Public Meetings

- Two (2) meetings via Zoom to gather community feedback
- One (1) in-person meeting with the City of Elizabeth
- Will include information about the project and safe streets educational resources
- Opportunities for community input and ideas
- Gather feedback on draft recommendations

HOW THE APAC CAN SUPPORT

- Identify strategic partners to co-host, participate, and help enhance engagement
- Promote meetings to community partners in the area (flyers, social media, emails, etc.)



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Discussion Topic: Vision

An effective Safe Street for All plan for Union County and Elizabeth will...

Next Steps

Continue data collection and analysis

Launch project website, online survey, and map

Initiate outreach activities

Next APAC Meeting: January 2025

- Technical findings to date
- Summary of outreach activities and findings
- Discuss vision and guiding principles of the study



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APAC Meeting #2 Summary

Date: Tuesday, March 04, 2025

Time: 10:00 AM – 11:30 PM

Location: Virtual (Zoom)

APAC Members in Attendance

- Brian Andrews, Former Mayor, Cranford
- John Arthur, Administrator, Garwood
- Jen Blumenstock, Mayor, Garwood
- Andrew Casais, Administrator, Roselle Park
- Joseph C. Chrobak, Supervising Engineer, Linden
- Michael Daikalo, Police Department, Rahway
- Anthony D'Amore, Traffic Lieutenant, Hillside
- Michele Delisfort, Commissioner, Union County Engineering
- Derek Dorrah, Engineer, Plainfield
- Elizabeth Fagan, Mayor, Summit
- James Gildea, Administrator, Westfield
- Semya Gill, Constituent Service, Linden
- Mike Johnson, Assistant Manager, Bike & Pedestrian Team, EZ Ride
- Jesse Moehlman, Administrator, Fanwood
- Dana Nigro, Berkeley Heights Complete and Green Streets Task Force Vice Chair, Berkeley Heights
- Arthur Pinckney, Special Projects Coordinator, Union Township
- Jay Robina, Councilman, Roselle Park
- Kirolos Salama, Engineer Assistant, Summit
- Sneh Salot, Consultant for the Union Township Vision Zero Action Plan, Union Township

- Aaron Schragger, Director of Community Services, Summit
- Joshua Seeherman, Engineer, Plainfield
- Thomas Strowe, Director of Redevelopment, Scotch Plains
- Greg Woltman, Research Project Coordinator, Voorhees Transportation Center (VTC)

Union County & City of Elizabeth Staff in Attendance

- Ricardo Matias, Director of Engineering, Union County
- Bernice Dieter, Assistant County Engineer, Union County
- Dan Loomis, City Engineer, Elizabeth

Project Team in Attendance

- John Federico, WSP
- Carlos Bastida, WSP
- Anthony Durante, Michael Baker International
- Courtenay Mercer, Mercer Planning Associates
- Reya Singhi, Mercer Planning Associates

Meeting Purpose

The second Action Plan Advisory Committee (APAC) meeting for the Union County & City of Elizabeth Safe Streets for All (SS4A) initiative focused on reviewing a brief update of the project schedule, presenting public outreach findings, providing an overview of crash trends, sharing progress on the High Injury Network, and gathering feedback on corridor prioritization for developing safety strategies.

A copy of the meeting PowerPoint can be found at this [LINK](#).

Project Overview

Ricardo Matias, Director of the Union County Department of Engineering, kicked off the meeting by welcoming the participants

and providing a brief introduction to the project team.

John Federico of WSP provided an overview of the meeting agenda, the project's purpose, and the schedule. He explained that the Safe Streets for All (SS4A) plan is funded by the U.S. Department of Transportation (USDOT) and aims to enhance roadway safety within Union County, with the City of Elizabeth as a sub-recipient. The plan's primary goal is to reduce fatalities and serious injuries while improving mobility and quality of life for all road users. John also noted that the team has been working on safety and demographic analyses, and moving forward, the project will shift to prioritizing safety projects, recommending safety strategies, and developing a final safety action plan.

Public Outreach and Engagement Activities

Courtenay Mercer provided an overview of the outreach efforts for the Safe Streets for All (SS4A) plan, detailing various activities such as focus groups, an online survey and interactive map, and three pop-up events. She noted that over 2,000 community members participated, raising key concerns like the need for improved pedestrian infrastructure, expanded bike lanes, safer school drop-off areas, intersection/corridor safety improvements, and better first-mile/last-mile transit connections. Courtenay also shared key survey and map tool takeaways, identifying Springfield Avenue in Berkeley Heights, Chestnut Street in Roselle, and Morris Avenue in Summit as some of the major corridors of concern. While most respondents primarily rely on cars now, many expressed a strong interest in walking more in the future.

Crash Trends Overview & High Injury Network

Carlos Bastida of WSP presented an overview of the County-wide crash data collected over a five-year period from 2018 to 2022. He highlighted that Union County recorded a total of 92,000 crashes. Of these, 73 percent occurred on State, County, and Local roadways. He

highlighted that lighting conditions played a significant role in killed or severe injury (KSI) crashes, with dark conditions showing a notable increase in the crash severity. There was no clear correlation between pavement conditions and crash severity.

Carlos emphasized pedestrians' vulnerability, particularly in KSI crashes. He also noted that driver inexperience, especially among those under 25, as a key factor. Men represent 58 percent of drivers in KSI crashes. Speed and proximity to destinations like schools and transit hubs were also identified as significant factors, with 89 percent of KSI crashes occurring within 0.5-miles of a school.

The geographical analysis revealed crash clusters in Elizabeth, Kenilworth, Hillside, Plainfield, and Rahway. Carlos explained the method for developing the High-Injury Network (HIN) including merging and cleaning crash data and assigning it to roadway classes. The "sliding window" process was used to break the roadway into smaller segments and identify corridors with the highest KSI crashes, with results showing corridors such as Kenilworth Boulevard and South Michigan Avenue as some of the primary areas of concern.

The analysis revealed that the majority of KSI crashes occurred on a smaller portion of the County's roadways. By concentrating efforts on these high-risk areas, the study aims to maximize impact, addressing the most serious crashes within a limited portion of the roadway network.

Questions & Discussion

- A participant asked for a deeper dive into Kenilworth Boulevard, which was identified as a high-crash area. The project team confirmed that it will be examined more thoroughly in the next steps.
- A participant from Cranford mentioned that the municipality had received numerous complaints about a portion of Kenilworth Boulevard in their town, noting it as a significant concern.

- A participant from Hillside asked about the full length of Liberty Avenue and whether it would be included in the study. The project team confirmed that the study covers the entire street County segment from Salem Road to where it transitions into municipal jurisdiction in Hillside.
- A participant inquired if North Avenue, specifically the section from Salem Avenue to Morris, was being considered, noting recent traffic pattern changes. The project team clarified that the crash data only includes information up to 2022, so recent changes will not be reflected. However, they will consider the updated traffic patterns during the prioritization process.

John outlined the next steps, including developing the High-Risk Network to identify safety countermeasures for Union County, focusing on both high-crash corridors and system-wide improvements. The next APAC meeting is scheduled for late spring, where safety strategies will be further developed, and larger public outreach meetings will be coordinated.

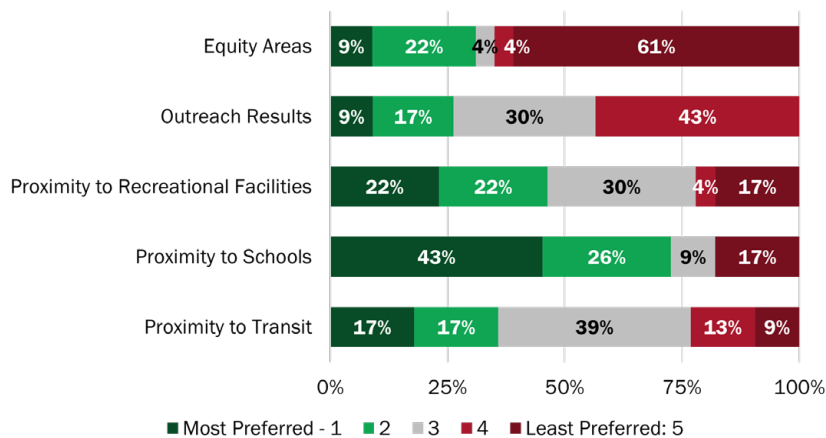
In-Meeting Poll

APAC members were asked to provide input via an interactive poll to gather input from the participants on their priorities for corridor selection.

Rank your priorities for identifying focus corridors...

Next Steps

PRIORITIES TO IDENTIFY FOCUS CORRIDORS



APAC Meeting #2 Presentation

UNION COUNTY & CITY OF ELIZABETH SAFE STREETS FOR ALL

Action Plan Advisory Committee (APAC) Meeting #2
March 4, 2025



Agenda

- **Introductions**
- **Schedule Update**
- **Public Outreach Recap**
- **Crash Trends Overview**
- **High Injury Network**
- **Corridor Prioritization**
- **Next Steps**



Project Team



Ricardo Matias, PE, County Engineer
Bernice Dieter, PE, Assistant County Engineer



Dan Loomis, PE, CME, CFM, City Engineer
Steven Rinaldi, PLS, PP, City Land Surveyor & Supervising Engineer



Consultant Project Manager
John Federico, PE, PP, AICP



Safety Planning/Engineering
Anthony Durante, AICP, RSP1



Community Engagement
Courtenay Mercer, AICP, PP



Project Purpose

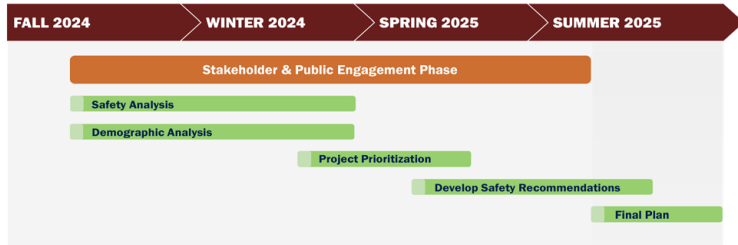
The main purpose of this Safe Streets for All (SS4A) project is to improve roadway safety throughout Union County. Specific goals:

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



APAC Meeting #2 Presentation (Cont.)

Project Schedule



APAC Meeting Schedule

- Meeting #1 – October 2024**
“Kickoff” meeting to discuss the project background, desired outcomes, engagement strategy
- Meeting #2 – Today**
Present results from outreach activities and initial data analysis/findings for discussion
- Meeting #3 –Spring 2025**
Review and gather feedback on policy recommendations and project prioritization
- Meeting #4 – Summer 2025**
Review and gather feedback on the draft final SS4A materials



Public Outreach Recap



Outreach and Engagement Activities

- Communications**
 - Project Website
 - E-mail Blasts
 - Social Media
 - Strategic Partnerships
 - Bilingual (English & Spanish)
- APAC Meetings (4)**
- Focus Group Meetings (5)**
- Online Survey and Map (1)**
(Supplemented with paper survey/map)
- Pop-up Events (3)**
- Public Meetings (3)**



APAC Meeting #2 Presentation (Cont.)

Outreach and Engagement Activities

Communications

- Project Website
- E-mail Blasts
- Social Media
- Strategic Partnerships
- Bilingual (English & Spanish)

APAC Meetings (4)

Focus Group Meetings (5)

Online Survey and Map (1) (Supplemented with paper survey/map)

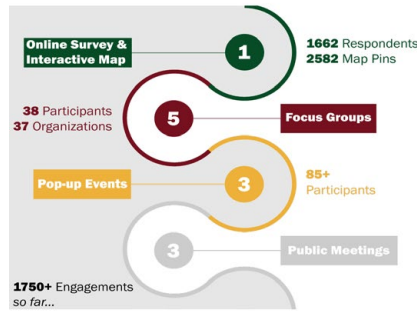
Pop-up Events (3)

Public Meetings (3)



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Outreach and Engagement Activities



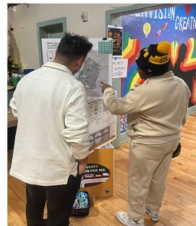
9

Pop-up Outreach

- ✓ **Approx. 85 participants**
- ✓ **Diverse in age, race, and ethnicity, including Hispanic/Latinos, African Americans, young families, and individuals ranging from children to middle-aged adults**



Winter Wonderland & Holiday Village
Union Township
Friday, December 06, 2024
4:30 PM – 9:30 PM



Pre-Kwanzaa Market
City of Plainfield
Saturday, December 14, 2024
12:00 PM – 6:00 PM



Holiday on the Square
City of Elizabeth
Saturday, December 21, 2024
12:00 PM – 3:00 PM

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Focus Groups

38 participants representing 37 organizations, including educational institutions, social service providers, advocacy organizations, and almost all municipalities, ensuring participation from across the County.

KEY TAKEAWAYS

- **Enhance pedestrian infrastructure** with more RRFBs, lighting, and traffic calming measures to create safer walking environments.
- **Expand protected bike lanes** and promote safe e-bike and scooter use through education campaigns and infrastructure integration.
- **Prioritize safety improvements** at high-risk intersections and key corridors across Union County to protect all road users.
- **Improve school zone safety** by addressing parental drop-off behavior, enhancing sidewalks, adding bike lanes, and revisiting bus transportation policies.
- **Reduce traffic congestion & unsafe driving practices** by increasing enforcement and improving street design to prevent bottlenecks.
- **Strengthen first/last-mile connectivity** to transit stations by expanding bike parking, shared mobility programs, and regional trail connections.

General

January 22, 2025
January 23, 2025

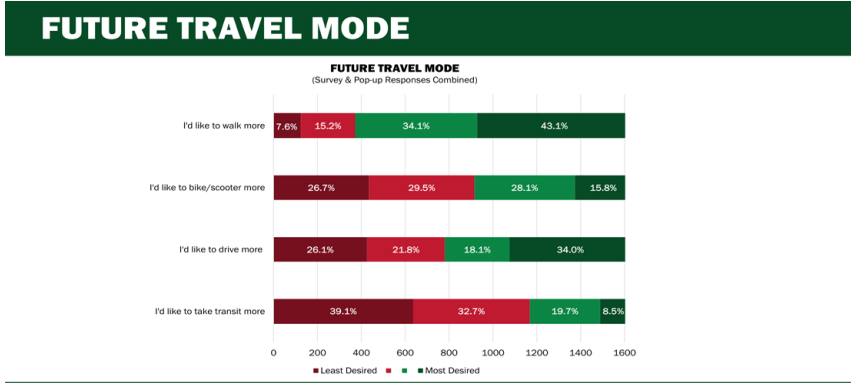
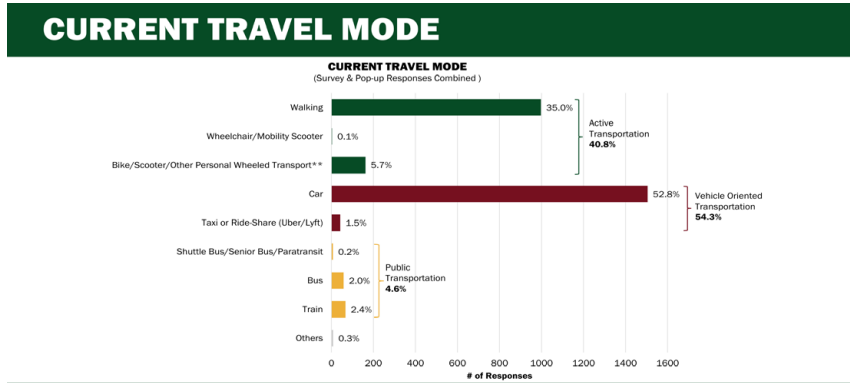
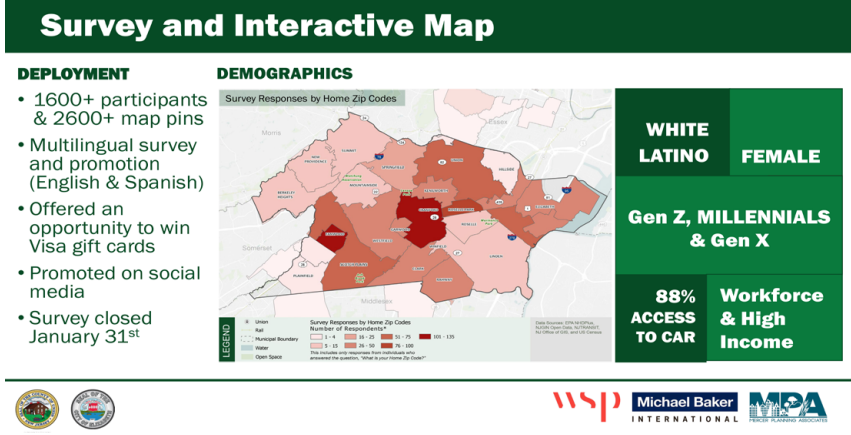
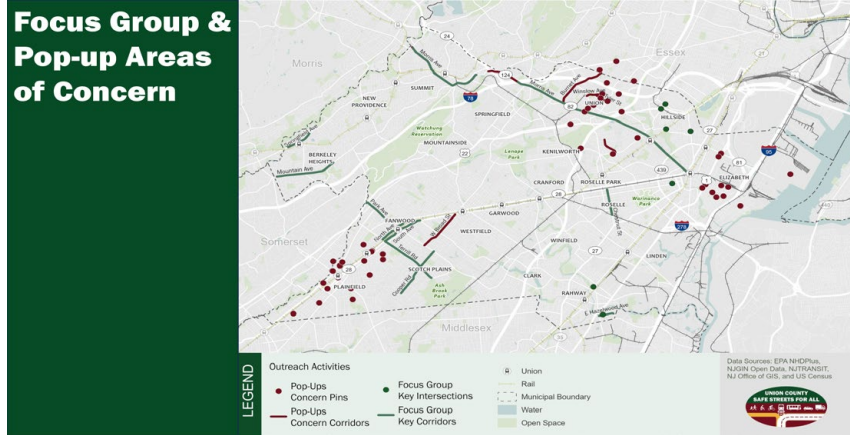
Education Institutions

January 24, 2025

Municipalities

January 29, 2025
January 30, 2025

APAC Meeting #2 Presentation (Cont.)



APAC Meeting #2 Presentation (Cont.)



Crash Trends Overview

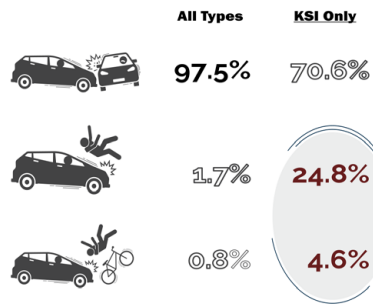
Crash Data Overview – Union County

	Total Crashes	% of Total	KSI	% KSI of Road	System Mileage	Crash per Mile	KSI per Mile
Interstate	7,085	7.7%	63	0.89%	21.3	332.6	3.0
GSP	7,734	8.4%	28	0.36%	8.5	909.9	3.3
State	21,818	23.6%	276	1.27%	62.3	350.2	4.4
County	20,498	22.2%	254	1.24%	190.7	107.5	1.3
Local (Countywide)	24,878	26.9%	257	1.03%	1,186.7	21.0	0.2
Private Property	2,297	2.5%	22	0.96%	/	/	/
Facility	230	0.2%	0	0.00%	/	/	/
No Coordinates	7,855	8.5%	25	0.32%	/	/	/
Unknown	24	0.0%	0	0.00%	/	/	/
Total	92,419		925		1,469.5	62.9	0.6

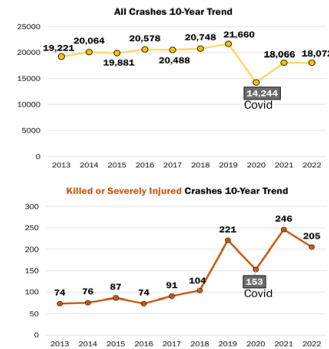
Safety Voyager 2018-2022, WSP

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Crash Data Overview



Safety Voyager 2018-2022



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Crash Data Overview (Non-KSI vs KSI, All Users)

- | County Roads | Local Roads |
|--|---|
| <ul style="list-style-type: none"> Pavement Conditions <ul style="list-style-type: none"> Dry: 81.0% vs 85.8% Wet: 15.7% vs 13.3% Weather Condition <ul style="list-style-type: none"> Clear: 81.7% vs 83.0% Rain: 10.7% vs 8.6% Posted Speed Limit <ul style="list-style-type: none"> 25MPH: 63.4% vs 64.1% 35MPH: 25.7% vs 22.8% | <ul style="list-style-type: none"> Pavement Conditions <ul style="list-style-type: none"> Dry: 81.2% vs 86.4% Wet: 14.5% vs 12.1% Weather Condition <ul style="list-style-type: none"> Clear: 83.1% vs 87.5% Rain: 10.2% vs 7.8% Posted Speed Limit <ul style="list-style-type: none"> 25MPH: 87.6% vs 87.2% |



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APAC Meeting #2 Presentation (Cont.)

Contributing Crash Factors (Vehicles)

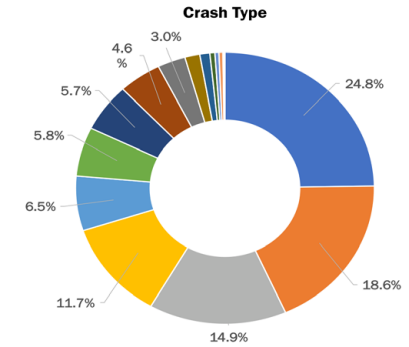
Contributing Circumstances	Fatal Injuries	Contributing Circumstances	Severe Injuries	Contributing Circumstances	All Crashes
Human/Driver Actions		Human/Driver Actions		Human/Driver Actions	
Driver Inattention	43.4%	Driver Inattention	41.9%	Driver Inattention	49.3%
Unsafe Speed	20.2%	Failed to Yield ROW to Vehicle/Pedestrian	10.4%	Following Too Closely	11.3%
Failed to Yield ROW to Vehicle/Pedestrian	8.1%	Unsafe Speed	10.3%	Improper Lane Change	6.4%
Road/Environmental Factors		Road/Environmental Factors		Road/Environmental Factors	
Sun Glare	3.0%	Road Surface Condition	1.8%	Road Surface Condition	1.3%
Road Surface Condition	1.0%	Obstruction/Debris on Road	0.6%	Animal(s) in Roadway	0.9%
Traffic Congestion - Prior Incident	1.0%	Sun Glare	0.5%	Obstruction/Debris on Road	0.6%
Vehicle Factors		Vehicle Factors		Vehicle Factors	
Windows/Windshield	1.0%	Brakes	0.8%	Other Vehicle Factor	0.5%
-	-	Other Vehicle Factor	0.5%	Brakes	0.4%
-	-	Steering	0.3%	Tire	0.2%

- NJDOT categorized apparent contributing circumstances into three factors.
- Driver Inattention is the biggest contributing circumstance in Union County
- Human/Driver Actions are the biggest factors in KSI crashes.

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Crash Data Overview (KSI, All Users)

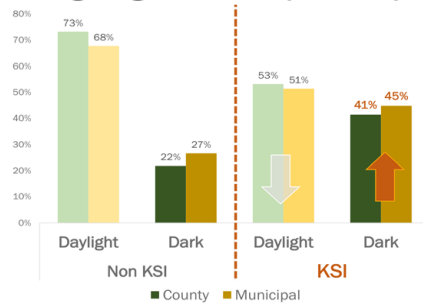
Crash Type	% Crashes
Pedestrian	24.8%
Right Angle	18.6%
Fixed Object	14.9%
Same Direction - Rear End	11.7%
Same Direction - Sideswipe	6.5%
Struck Parked Vehicle	5.8%
Opposite Direction (Head On)	5.7%
Pedalcyclist	4.6%
Left Turn/U Turn	3.0%
Overturned	1.6%
Other	1.1%
Backing	0.5%
Non-fixed Object	0.4%
Opposite Direction (Sideswipe)	0.4%
Encroachment	0.1%
Railcar - vehicle	0.1%



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Crash Data Overview (KSI vs Non-KSI, All Users)

Lighting Conditions (All Users)

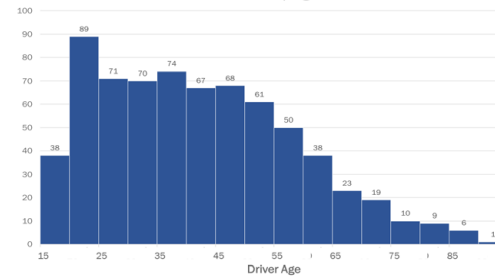


- More KSI crashes occur during dark lighting conditions compared to non-KSI crashes

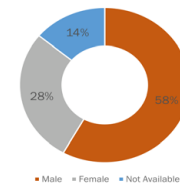
26

Crash Data Overview – Driver Demographics

Drivers Involved in KSI, Age Distribution



Drivers Involved in KSI, Gender Distribution

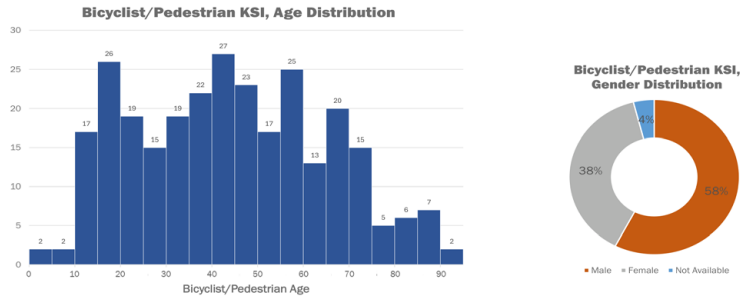


NJDOT Crash Tables 2018-2022

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APAC Meeting #2 Presentation (Cont.)

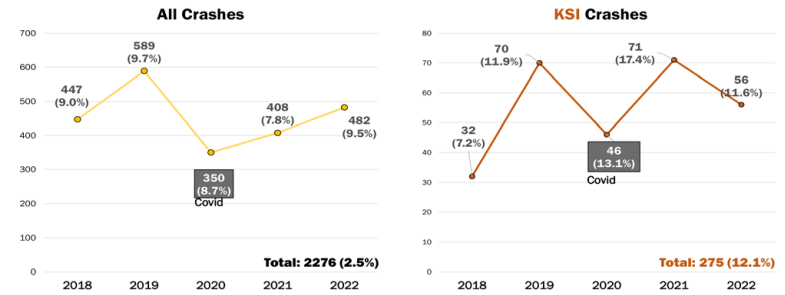
Crash Data Overview – Pedestrian and Bicyclist



NIDOT Crash Tables 2018-2022

28

Crash Data Overview – Pedestrian and Bicyclist

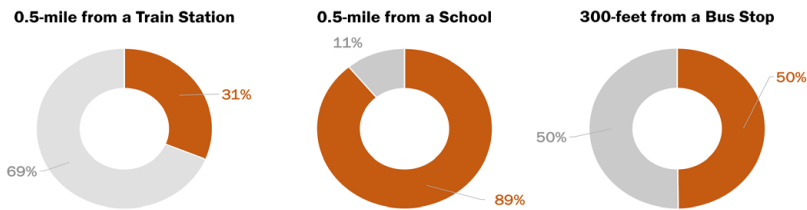


Safety Voyager 2018-2022

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Crash Data Overview – Pedestrian and Bicyclist

KSI Crashes around Pedestrian and Bicyclist Trip Generators

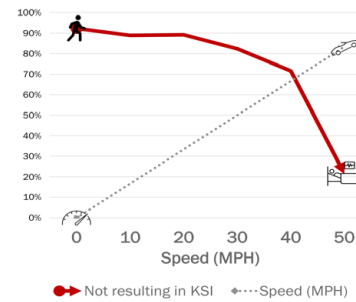


Safety Voyager 2018-2022

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Crash Data Overview – Pedestrian and Bicyclist

Pedestrian/Bicyclist Survival Rate

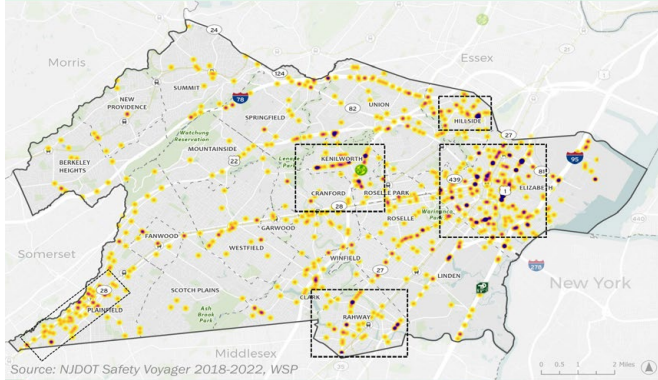


- Impact speed is found to have greater impact on resulting in a fatal or severe injury crash

31

APAC Meeting #2 Presentation (Cont.)

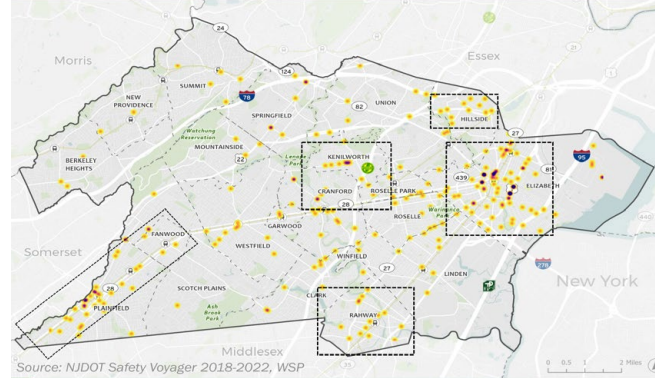
Hotspots (KSI – All Roadway Users)



- All Roads
- Clusters around:
 - Elizabeth
 - Hillside
 - Kenilworth
 - Plainfield
 - Rahway

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Hotspots (KSI – Pedestrians & Bicyclists)



- State, County and Local Roads
- Clusters around:
 - Elizabeth
 - Fanwood
 - Hillside
 - Kenilworth
 - Plainfield
 - Rahway
 - Roselle Park

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High-Injury Network



High Injury Network (HIN) Development

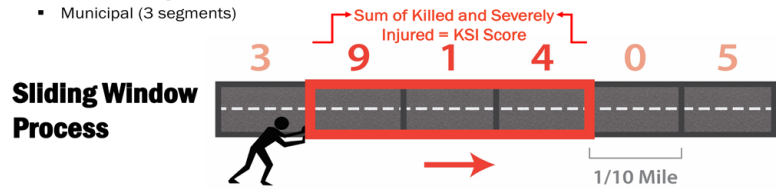
- Raw crash datasets (Crash, Vehicle, Occupant, Driver, Pedestrian)
- Cleaning process: “remapping crashes”
 - Re-assigned crash roadway functionality
- Assigning crashes to split NJDOT Roadway Network (one-to-many)
- HIN / Sliding Window Process
 - All corridors KSI crash ≥ 2
 - All corridors KSI crash ≥ 3
 - All corridors KSI crash ≥ 4
 - All corridors KSI crash ≥ 5
 - Top 1 Score by road (KSI ≥ 5)

35

APAC Meeting #2 Presentation (Cont.)

Sliding Window (KSI)

- 5-year Crash Records
- “Person” is the unit of measure
- Split NJDOT Roadway Network Centerline
- Discrete tenth-of-mile long segments
 - State (10 segments)
 - County (10 segments)
 - Municipal (3 segments)

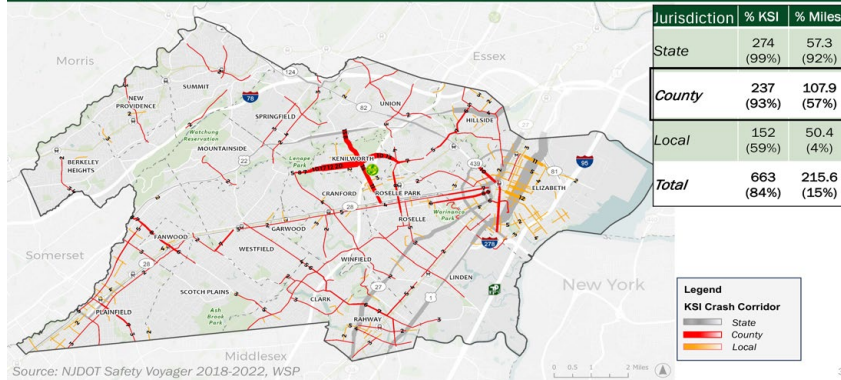


36

High Injury Network Union County

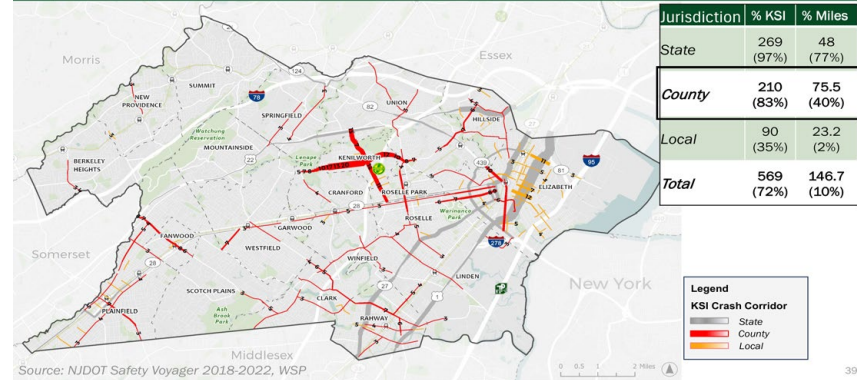
- 1-Mile Windows – State Roads
- 1-Mile Windows – County Roads
- 0.3-Mile Windows – Local Roads

HIN – KSI ≥ 2 (1.0-mile-long window)



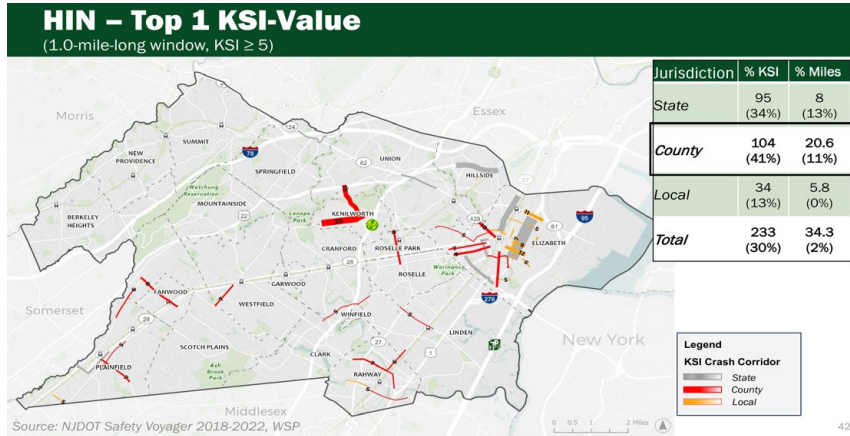
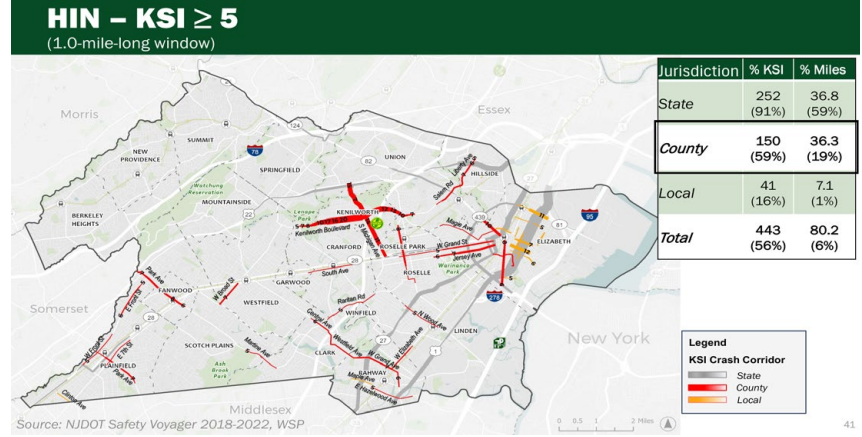
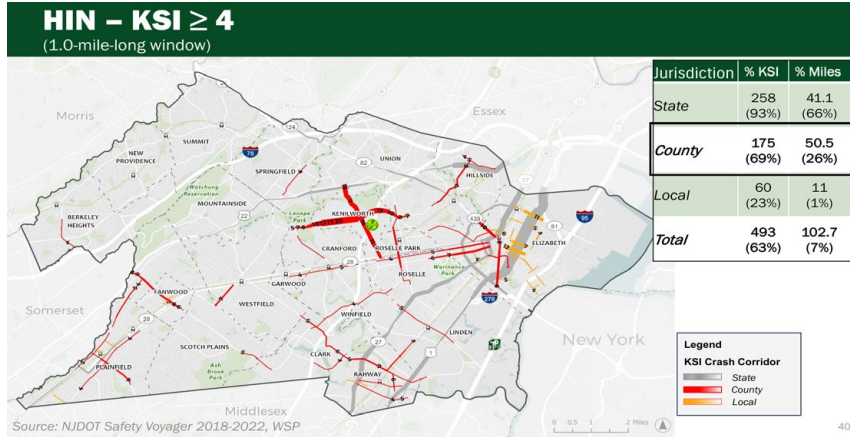
38

HIN – KSI ≥ 3 (1.0-mile-long window)



39

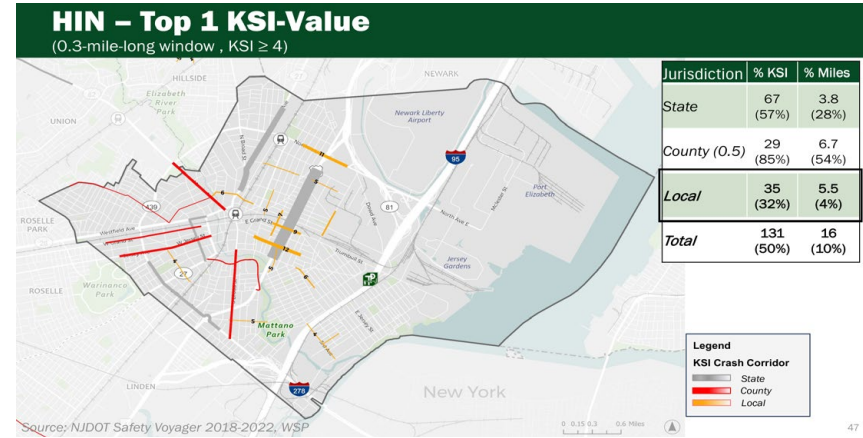
APAC Meeting #2 Presentation (Cont.)



High Injury Network City of Elizabeth

1-Mile Windows – State Roads
1-Mile Windows – County Roads
0.3-Mile Windows – Local Roads

APAC Meeting #2 Presentation (Cont.)



QUESTIONS?



Corridor Prioritization Process

Potential evaluation factors:

- KSI score
- Presence of high-risk road features
- Proximity to schools
- Proximity to transit facilities
- Proximity to recreational facilities (parks, trails, etc.)
- Equity considerations
- Input from outreach process
- History/planned improvements

Next Steps

Analyze High-Risk Network (HRN) to supplement HIN

Corridor/location prioritization process

Begin developing safety strategies

Next APAC Meeting: Late Spring 2025

- Review HRN and system-wide safety strategies
- Corridor prioritization discussion
- Coordinate next round of community outreach



APAC Meeting #3 Summary

Date: Wednesday, June 04, 2025

Time: 10:30 AM – 11:30 AM

Location: Virtual (Zoom)

APAC Members in Attendance

- Jen Blumenstock, Mayor, Garwood
- Paul Campanelli, Chief of Police, Kenilworth
- Andrew Casais, Administrator, Roselle Park
- Bernadette Cuccaro, Administrator, New Providence
- Michael Daikalo, Police Department, Rahway
- Michael Disko, Engineer, Springfield
- Elizabeth Fagan, Mayor, Summit
- Zachary Gavel, Transportation Planner, Union Township
- James Gildea, Administrator, Westfield
- Jelena Lasko, Program Specialist, New Jersey Department of Transportation (NJDOT)
- Lisa Lee, Director, EZ Ride
- Jesse Moehlman, Administrator, Fanwood
- Dana Nigro, Berkeley Heights Complete and Green Streets Task Force Vice Chair, Berkeley Heights
- Richard O'Connor, Engineer, Clark
- Andrew Restivo, Project Manager, Department of Construction, Overlook Medical Center / Atlantic Health
- Jay Robaina, Councilman, Roselle Park
- Aaron Schragger, Director of Community Services, Summit
- Joshua Seeherman, Engineer, Plainfield
- Darshell Yacinthe, Engineer, Roselle (CME)

Union County & City of Elizabeth Staff in Attendance

- Bette Jane Kowalski, Commissioner, Union County
- Ricardo Matias, Director of Engineering, Union County
- Bernice Dieter, Assistant County Engineer, Union County
- Kamal Saleh, Planning Board Secretary, Union County Bureau of Planning and Land Use
- Dan Loomis, City Engineer, Elizabeth
- Steve Rinaldi, City Land Surveyor & Supervising Engineer, Elizabeth
- Bridget Anderson, Administrator, Elizabeth
- John F. Papetti, Jr., Director of Public Works, Elizabeth

Project Team in Attendance

- John Federico, WSP
- Carlos Bastida, WSP
- Anthony Durante, Michael Baker International
- Marjoly DeLeon, Michael Baker International
- Courtenay Mercer, Mercer Planning Associates
- Reya Singhi, Mercer Planning Associates

Meeting Purpose

The third Action Plan Advisory Committee (APAC) meeting for the Union County and City of Elizabeth Safe Streets for All (SS4A) project focused on providing a brief update on the project schedule, presenting the corridor prioritization process and the factors that informed it, reviewing the list of top-priority corridors, and outlining next steps for developing safety strategies.

A copy of the meeting PowerPoint can be found at this [LINK](#).

Project Overview

Ricardo Matias, Director of the Union County Department of Engineering, kicked off the meeting by welcoming the participants and providing a brief introduction to the project team.

John Federico of WSP provided an overview of the meeting agenda, as well as a reminder of the project purpose and schedule. He explained that the Safe Streets for All (SS4A) plan, funded by the U.S. Department of Transportation (USDOT), aims to enhance roadway safety within Union County, with the City of Elizabeth serving as a sub-recipient. The plan's primary goal is to reduce fatalities and serious injuries while improving safety and mobility for vulnerable groups, including pedestrians, bicyclists, transit users, children, seniors, and people of all ages and abilities.

Federico noted that the team will develop safety recommendations, including County-wide strategies and specific recommended improvements for identified priority corridors. Ultimately, the project will result in a comprehensive Safety Action Plan, which includes a list of strategies and prioritized projects that the County, municipalities, and the City of Elizabeth can use to support implementation efforts and pursue funding.

Corridor Prioritization

Federico explained that the primary goal of corridor prioritization is to identify the locations within the County that have the greatest need for safety interventions. The needs were assessed based on a set of factors tailored specifically to local conditions, reflecting the unique context, goals, and needs of the communities it serves. The four key factors to evaluate corridors are listed below.

1. High Injury Network (HIN), derived from County-wide crash data collected over a five-year period from 2018 to 2022, reflecting corridors with the highest concentrations of fatal and severe injury crashes.

2. High Risk Network (HRN) evaluates physical and operational characteristics, such as roadway geometry, traffic volumes, and functional classification, to assign risk scores.
3. Vulnerable Road User generators include places that attract pedestrians, bicyclists, and transit activities.
4. Public Input from the survey, pop-up events, and focus group data.

Carlos Bastida of WSP presented the technical methods used to develop the High Injury Network (HIN) and High-Risk Network (HRN).

High Injury Network

Bastida explained that the High Injury Network (HIN) was developed by analyzing KSI (Killed and Severely Injured) crash rates. To calculate these rates, the roadway network was divided into small "segment windows"--one mile for State and County roads and three tenths of a mile for municipal roads in Elizabeth. While State roads were not the focus, they were considered to better understand system-wide interactions. Bastida highlighted the importance of identifying high-crash segments that make up a small portion of the total roadway but account for a large share of KSI crashes.

High Risk Network

Bastida then provided an overview of the High-Risk Network (HRN), which identifies potential crash risk based on a multi-factor scoring system. The HRN incorporated:

- Roadway characteristics (57 percent of total score): lane counts, speed limits, intersection types, roadway subtypes
- Traffic volume (14 percent): measured by Average Daily Traffic (ADT)
- Proximity to activity generators (19 percent): schools, train stations, bus stops
- Freight access (10 percent): based on NJDOT truck route

designations

Vulnerable Road User Generators

Marjoly DeLeon from Michael Baker International presented the vulnerable road user VRU generators, which are areas that attract pedestrian, bicycle, and transit trips. Using different buffer distances tailored to each type of facility (e.g., 50 feet for bus stops, half a mile for train stations, a quarter mile for schools, and one-eighth mile for parks and trails), the team evaluated the number of corridors near these generators.

County-wide, most corridors are near bus stops, train stations, schools, and parks, with 16 corridors within 50 feet of bus stops and nearly all within proximity to schools and parks. Similarly, in the City of Elizabeth, half of the corridors are near bus stops, several are close to train stations, and almost all lie within walking distance of schools and parks.

Public Input

De Leon presented public input as the final prioritization factor, emphasizing its role in capturing community concerns. Feedback from surveys, focus groups, and public events was mapped within one-eighth of a mile of each corridor to include nearby comments. All corridors in both Union County and Elizabeth received some degree of input. While the volume of feedback is the primary factor for scoring, she noted that the content and context of comments would be carefully reviewed during the recommendation development phase.

Prioritization Weighting Factors

Anthony Durante of Michael Baker International explained how the four prioritization factors were combined to score and rank corridors for both Union County and the City of Elizabeth. The two safety-related factors (HIN and HRN) were given the most weight (70 percent combined) to reflect the study's strong focus on roadway safety. The

VRU generators and public input (20 percent) were included to capture land use context and community concerns. Public input received the lowest weight (10 percent) because some areas and individuals were overrepresented in online map feedback, and in-person outreach was geographically limited, resulting in concentrated feedback in a few locations.

Additionally, sensitivity tests were conducted, adjusting weights slightly (± 5 percent) to test the robustness of the final rankings. These tests confirmed that changes in weights did not significantly alter the ranking results, reinforcing confidence in the selected weighting scheme.

Questions and Discussion

- How does the prioritization relate to NJDOT data, especially the high-priority intersections the state identifies for each County? Are intersections where state and County roads meet included in the analysis?

The project team clarified that while State roadway data was included in the analysis, the prioritization focused exclusively on County routes and municipal roads, as the County and City lack jurisdiction to implement improvements on State roads. However, crashes at intersections where State and County roads meet were included in the scoring of County corridors. For instance, corridors like North Avenue and Fairmount Avenue in Elizabeth were prioritized partly due to their high-crash intersections with State Route 1. The final plan will include findings from the analysis of State roadway data to support future coordination between the County, municipalities, and NJDOT.

- Another participant inquired whether ongoing development is considered when analyzing risk and identifying VRU generators. They also asked if private commuter bus routes are included in the analysis. The participant noted that in Berkeley Heights, a

new County park is under construction, along with new housing developments, with efforts underway to connect them to the nearby transit hub. It was also noted that the town currently lacks NJ TRANSIT bus service downtown, and commuters rely on two private bus lines that run along the County road.

The project team noted that the analysis used only NJ TRANSIT bus stop data. Regarding development in progress, the evaluation focused specifically on existing transportation-related VRU generators. It did not include general commercial areas, new housing developments, or ongoing development projects in the VRU generator analysis.

- A participant asked if the plan includes a recommendation for the County to adopt a Complete Streets Policy. They mentioned that such policies help municipalities with infrastructure grant applications and ensure new development considers vulnerable road users. The participant also emphasized the importance of updating older policies to reflect the newer guidance in the NJDOT's 2020 Complete and Green Streets Policy Guide to improve grant competitiveness.

The project team confirmed that adopting a Complete Streets Policy is under consideration and acknowledged that it could open additional funding sources for both the County and municipalities. It was also noted that crash data and outreach input from this initiative are available to the municipalities for future planning projects and to support funding applications.

- A participant asked if there is a requirement or timeframe for municipalities to update Complete Streets policies, particularly in relation to Safe Routes to School funding. Another participant responded that if a municipality has an out-of-date policy, the Safe Routes to School (SRTS) program recommends the policy be updated by January to maintain eligibility for grants. They shared that communities with an updated Complete Streets Policy aligned

with recent guidelines have been more successful in receiving grants.

Safety Strategies

Durante shared potential countermeasures that emphasized engineering solutions to address safety concerns, including:

- **Speed Management** to help slow motorists through potential countermeasures such as roadway narrowing, speed feedback signs, and transverse rumble strips near intersections to alert drivers.
- **Intersection safety** to improve visibility through potential countermeasures such as daylighting to restrict parking too close to crosswalks, reflective signal backplates for better traffic signal visibility, and truck aprons that slow turning vehicles while still allowing trucks to make the turn.
- **Prevent roadway departures** through potential countermeasures such as marked edge lines, centerline rumble strips to alert drifting drivers, and high-friction surface treatments to improve control and reduce stopping distances on curves and slopes.
- **Pedestrian and cyclist safety** improvements through potential countermeasures such as leading pedestrian intervals that prioritize pedestrian movement into the intersection, pedestrian hybrid beacons to stop traffic when pedestrians cross, and rectangular rapid flashing beacons to increase crossing visibility.

Questions and Discussion

- A participant raised a concern about push-button pedestrian signals, noting the lack of signage informing pedestrians they must press the button to activate the walk signal. In Cranford, the signal does not change without pressing the button, which can confuse visitors and create unsafe situations.
- Another participant suggested testing some safety improvements

through short-term demonstration projects before making them permanent. They noted an upcoming curb extension project on Center Street in Garwood and mentioned that grant funding could then be pursued for permanent installations.

- Another participant raised an issue about Google Maps showing outdated speed limits in Garwood. Although the official speed limit on South Avenue was recently lowered to 25 mph, Google Maps still displayed 30 mph. They questioned who is responsible for updating this information and how to inform mapping services about such changes, especially since South Avenue is a County Road.

Next Steps

Federico wrapped up the meeting by outlining next steps: developing location-specific safety recommendations, County-wide safety policies, and planning a second round of community outreach for Fall 2025. He noted the next APAC meeting will be scheduled before the community outreach to review corridor-level safety strategies and coordinate broader public outreach activities.

APAC Meeting #3 Presentation

UNION COUNTY & CITY OF ELIZABETH SAFE STREETS FOR ALL

Action Plan Advisory Committee (APAC) Meeting #3
June 4, 2025



Agenda

- Introductions
- Schedule Update
- Corridor Prioritization
- Priority Corridors List
- Safety Strategies
- Next Steps



Project Team



Ricardo Matias, PE, County Engineer
Bernice Dieter, PE, Assistant County Engineer



Dan Loomis, PE, CME, CFM, City Engineer
Steven Rinaldi, PLS, PP, City Land Surveyor & Supervising Engineer



Consultant Project Manager
John Federico, PE, PP, AICP
Carlos Bastida



Safety Planning/Engineering
Anthony Durante, AICP, RSP,
Marjoly De Leon, AICP Candidate



Community Engagement
Courtenay Mercer, AICP, PP
Reya Singhi



Project Purpose

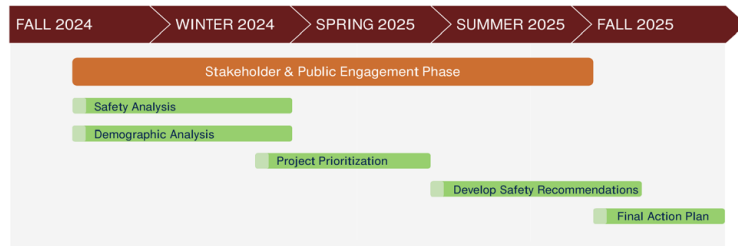
The main purpose of this Safe Streets for All (SS4A) project is to improve roadway safety throughout Union County. Specific goals:

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



APAC Meeting #3 Presentation (Cont.)

Project Schedule



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APAC Meeting Schedule

Meeting #1 – October 2024

“Kickoff” meeting to discuss the project background, desired outcomes, engagement strategy

Meeting #2 – March 2025

Present results from outreach activities and initial data analysis for discussion (including draft High Injury Network)

Meeting #3 – June 2025

Review and gather feedback on project prioritization analysis and results

Meeting #4 – Late Summer/Early Fall 2025

Review and gather feedback on safety recommendations



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Corridor Prioritization



Corridor Prioritization Factors

Determine locations with greatest “need” for safety treatments with need determined by several factors:

- **High-Injury Network (HIN)**
 - The HIN forms the basis of the corridor list for prioritization
 - KSI Rate - number of fatal and severe injury crashes per mile
- **High-Risk Network (HRN)**
 - HRN Risk Scores - functional classification, posted speed limit, number of lanes, etc.
- **“Vulnerable Road User” (VRU) Generators**
 - Corridor proximity to train stations, bus stops, schools, and parks/trails
- **Public Input**
 - Geolocated public input on driving, walking, transit, and biking within the study area



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APAC Meeting #3 Presentation (Cont.)

Corridor Prioritization Factors

- High-Injury Network
- High-Risk Network
- Vulnerable Road User (VRU) Generators
- Public Input

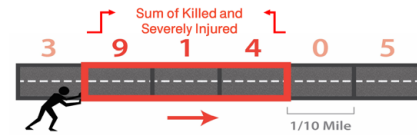


High-Injury Network

Based on historic crash incidents

- 5-year Crash Records (2018-2022)
- "Person" is the unit of measure
- Based on the sliding windows process
- Window lengths used:
 - State roads (10 segments)
 - County roads (10 segments)
 - Municipal (3 segments)
- Screened corridor versus intersection concerns

Sliding Window Process

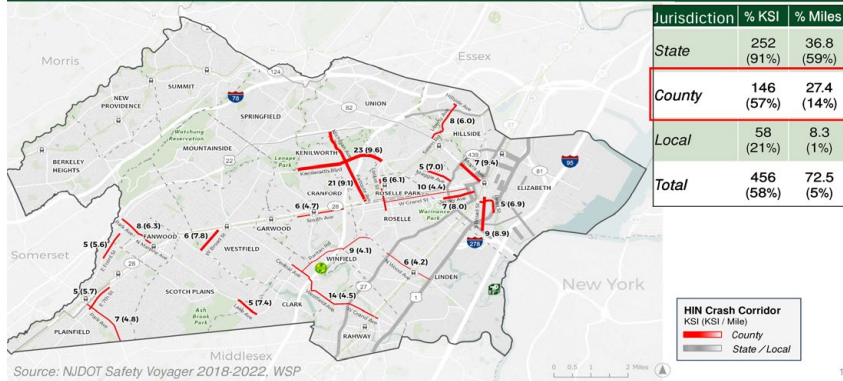


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Refined High-Injury Network (County Roads)



11

Refined High-Injury Network (Elizabeth Municipal Roads)



12

APAC Meeting #3 Presentation (Cont.)

Corridor Prioritization Factors

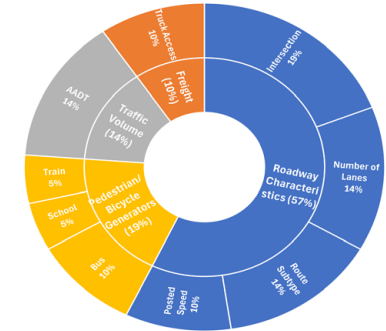
- High-Injury Network
- High-Risk Network**
- Vulnerable Road User (VRU) Generators
- Public Input



High-Risk Network

Based on risk-based assessment of roadway attributes and context

Risk Categories	Risk Points	Total Percent
Roadway Characteristics	24	57%
Pedestrian/Bicycle Generators	8	19%
Traffic Volume	6	14%
Freight	4	10%
Total Risk Points Possible	42	100%

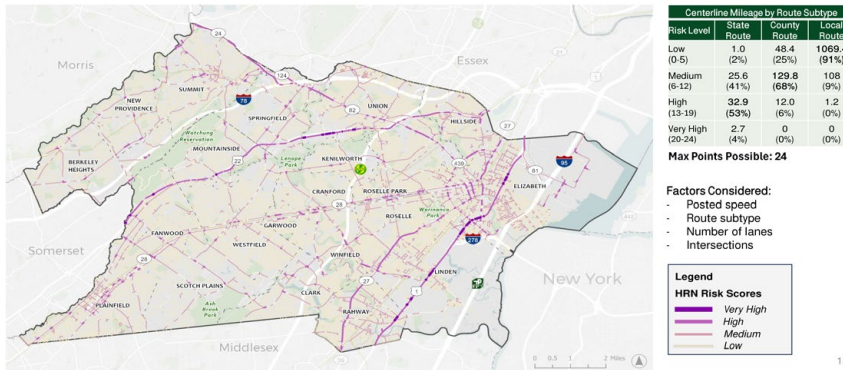


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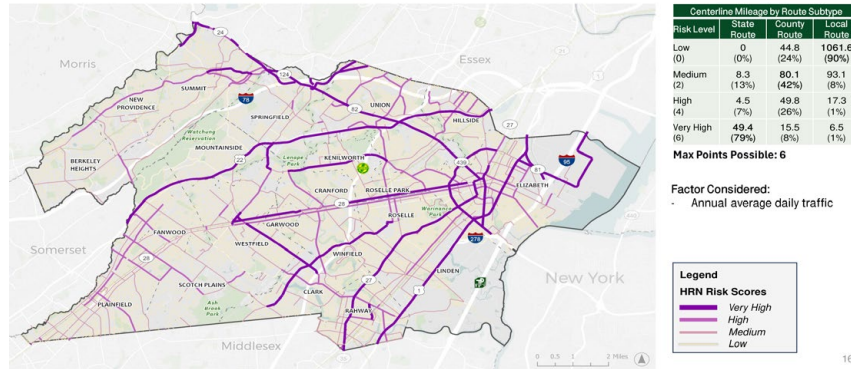
14

Roadway Characteristics



15

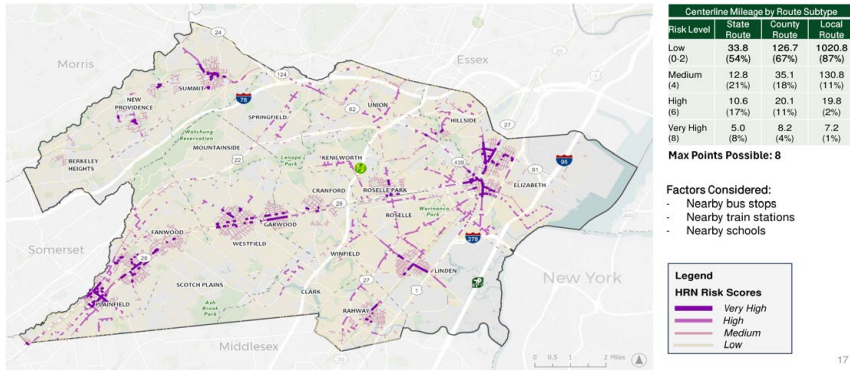
Traffic Volume



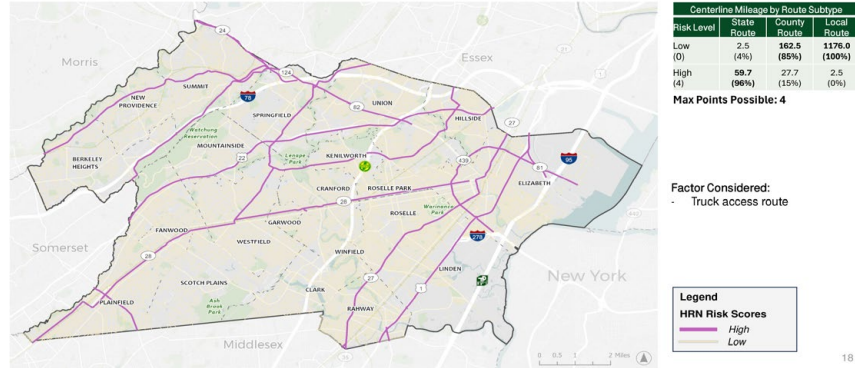
16

APAC Meeting #3 Presentation (Cont.)

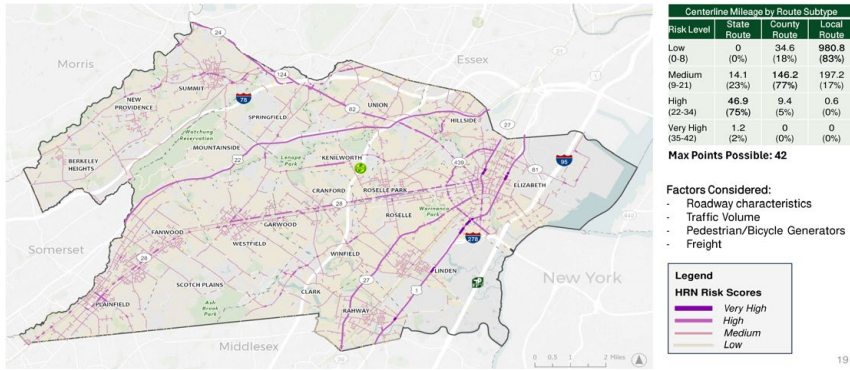
Pedestrian/Bicycle Generators



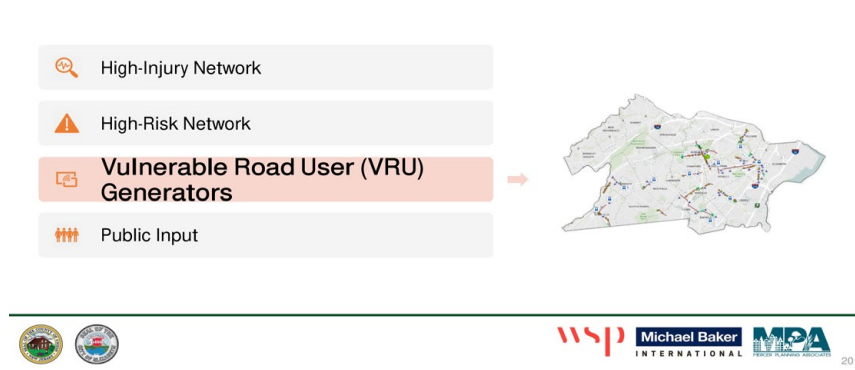
Freight Designated Route



High-Risk Network & Risk Score



Corridor Prioritization Factors



APAC Meeting #3 Presentation (Cont.)

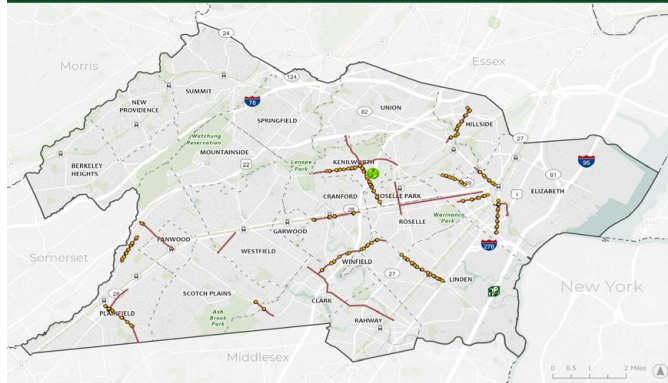
Vulnerable Road User (VRU) Generators
Based on proximity to HIN

- Proximity to Bus Stops
- Proximity to Train Stations
- Proximity to Schools
- Proximity to Parks & Trails



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Union County HIN – Proximity to Bus Stops

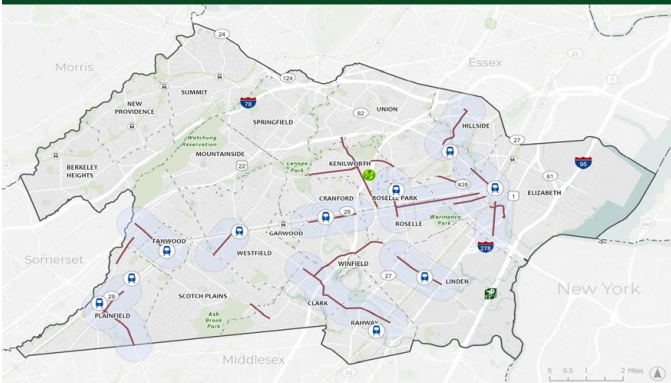


16 of the corridors have a bus stop within 50 feet

LEGEND

- Bus Stops Within 50-ft of HIN
- NJ TRANSIT Bus Stops Within 50 Ft
- High Injury Network (HIN)
- Train Stations in Union County

Union County HIN – Proximity to Train Stations

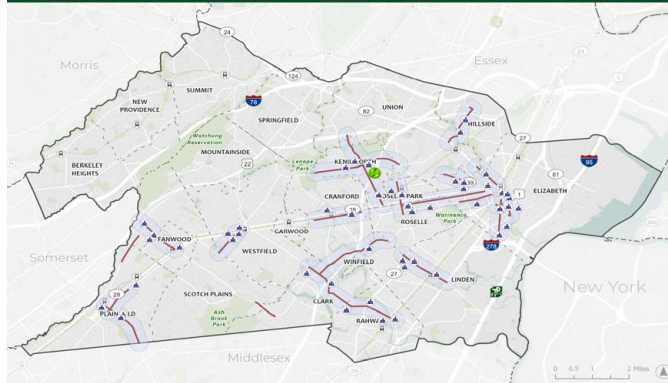


13 of the corridors are within a 1/2 mile of a train station

LEGEND

- Train Stations Within 1/2 Mile of HIN
- Train Stations Within a 1/2 Mile
- 1/2 Mile Buffer

Union County HIN – Proximity to Schools



Only two of the corridors are not within a 1/4 mile of a school:

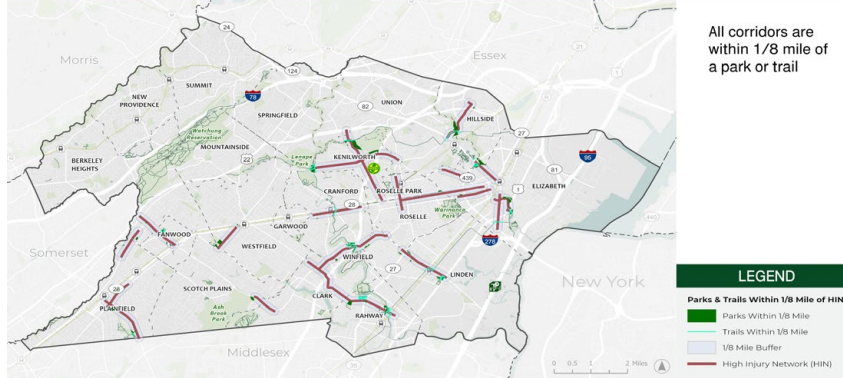
- Lake Avenue (CR 655)
- East Front Street/Front Street (CR 620)

LEGEND

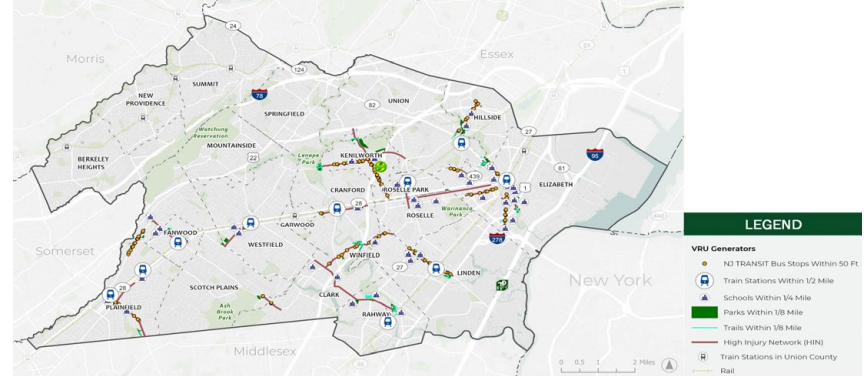
- Schools Within 1/4 Mile of HIN
- Schools Within a 1/4 Mile
- 1/4 Mile Buffer
- High Injury Network (HIN)

APAC Meeting #3 Presentation (Cont.)

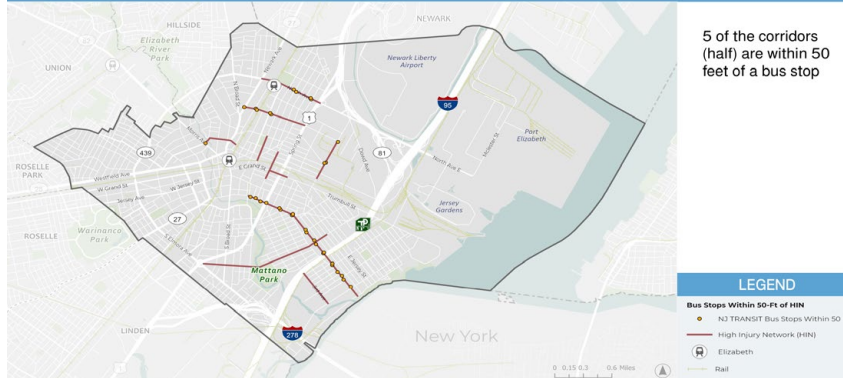
Union County HIN – Proximity to Parks & Trails



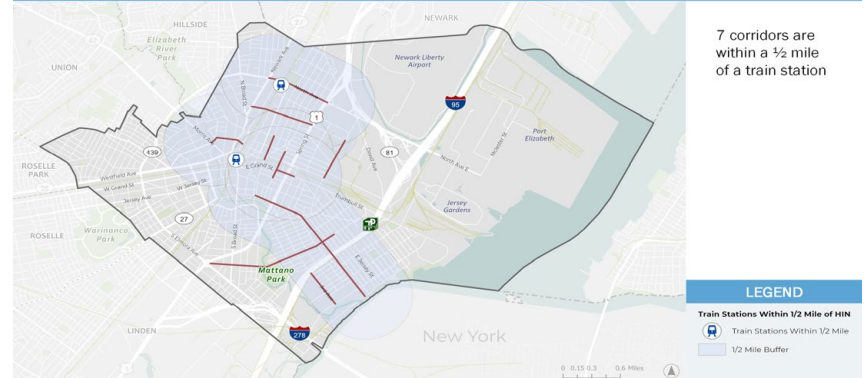
Union County HIN – All Generators



Elizabeth HIN – Proximity to Bus Stops

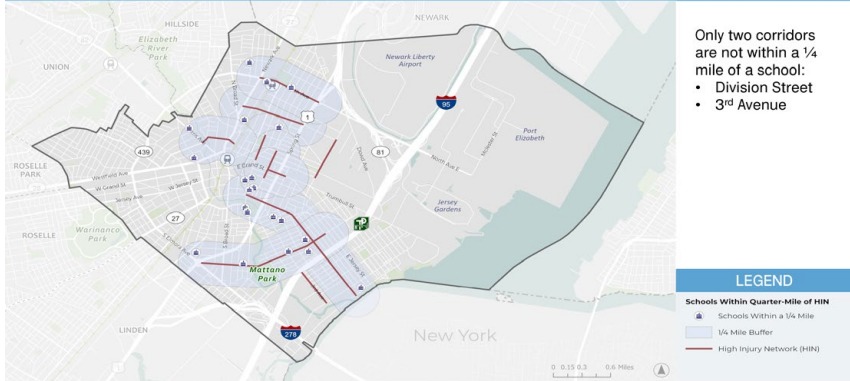


Elizabeth HIN – Proximity to Train Stations



APAC Meeting #3 Presentation (Cont.)

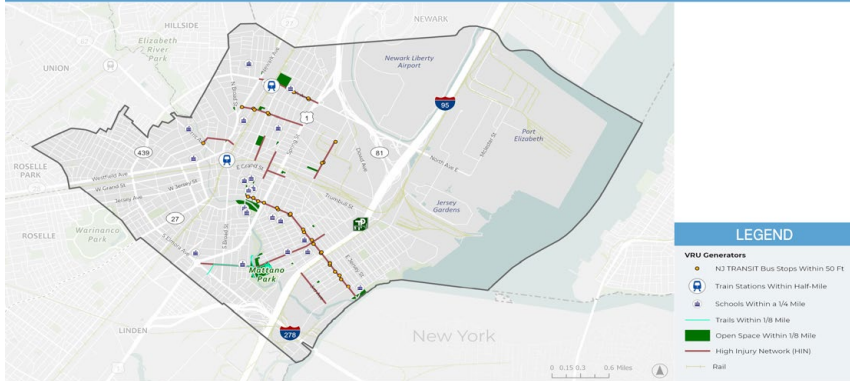
Elizabeth HIN – Proximity to Schools



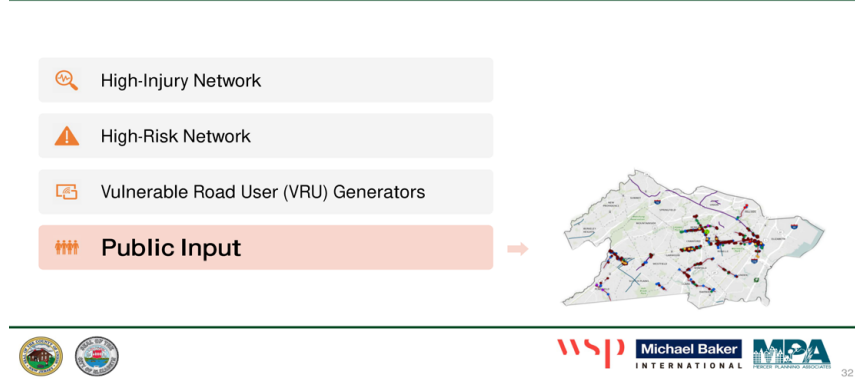
Elizabeth HIN – Proximity to Parks & Trails



Elizabeth HIN – All Generators



Corridor Prioritization Factors



APAC Meeting #3 Presentation (Cont.)

Public Input

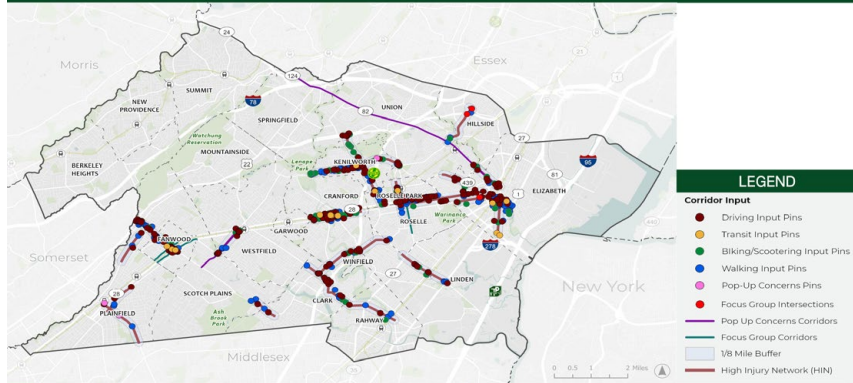
Based on public and stakeholder feedback received during outreach activities

- Online Map Pins
- Input from Focus Groups
- Input from Public "Pop-Up" Activities

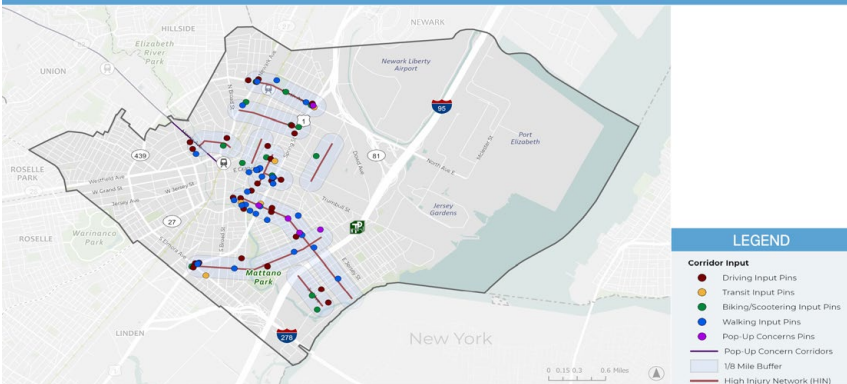


33

Union County HIN – Public Input

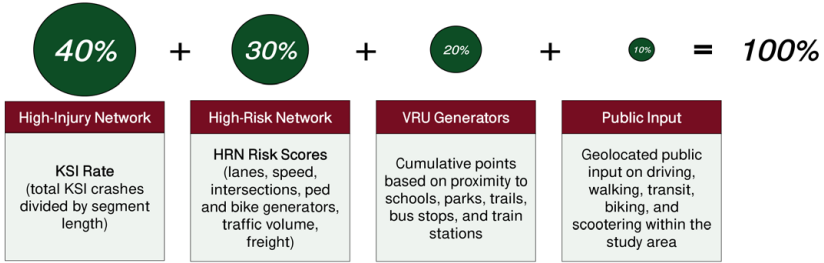


Elizabeth HIN – Public Input

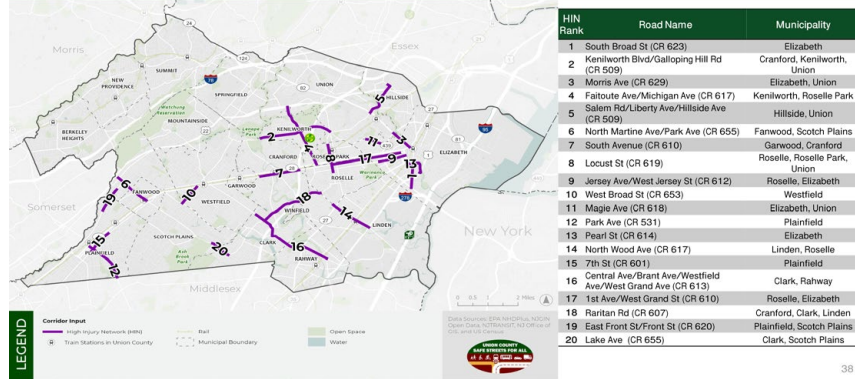


APAC Meeting #3 Presentation (Cont.)

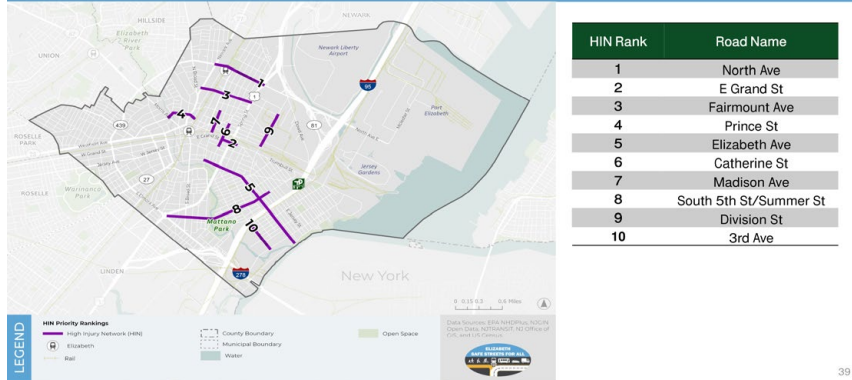
Prioritization Weighting Factors



Union County Top Priority Corridors



Elizabeth Top Priority Corridors



QUESTIONS/DISCUSSION



APAC Meeting #3 Presentation (Cont.)

Safety Strategies

Logos: WSP, Michael Baker INTERNATIONAL, MPA

Speed Management Countermeasures

Logos: WSP, Michael Baker INTERNATIONAL, MPA

Intersection Safety Countermeasures

Logos: WSP, Michael Baker INTERNATIONAL, MPA

Roadway Departure Countermeasures

Logos: WSP, Michael Baker INTERNATIONAL, MPA

APAC Meeting #3 Presentation (Cont.)

Pedestrian/Bicyclist Safety Countermeasures



Leading Pedestrian Intervals (LPIs)



Pedestrian Hybrid Beacon (PHB)



Rectangular Rapid Flash Beacon (RRFB)



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QUESTIONS/DISCUSSION



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Next Steps

Develop corridor-specific recommendations

Develop system-wide safety policies and strategies

Coordinate 2nd round of community outreach

Next APAC Meeting: Late Summer/Early Fall 2025

- Review corridor and system-wide safety strategies
- Coordinate final round of community outreach



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APAC Meeting #4 Summary & Written Comments

Date: Thursday, November 13, 2025

Time: 10:30 AM – 11:30 AM

Location: Virtual (Zoom)

APAC Members in Attendance

- John Arthur, Administrator, Garwood
- Christopher Battiloro, Chief of Police, Westfield
- Richard Belluscio, Administrator, Roselle Park
- Jen Blumenstock, Mayor, Garwood
- Paul Campanelli, Chief of Police, Kenilworth
- Lt. Ian D. Conk, Police Department, Linden
- Michael Disko, Engineer, Springfield
- Shawn Ganley, Police Department, Rahway
- Joe Hines, Executive Director of Public Safety, Union College
- Margaret Illis, Council member, Berkeley Heights
- Lisa Lee, Sustainability Director, EZ Ride
- Daniel Lee, City Engineer, Rahway
- Jesse Moehlman, Administrator, Fanwood
- Stephanie Nikitiadis, Engineer, Linden
- Richard O'Connor, Engineer, Clark
- Emily Oaksford, Nelson Nygaard (Consultant - VZAP), Union Township
- Jay Robaina, Councilman, Roselle Park
- Aaron Schrager, Director of Engineering & Public Works, Summit
- Michael Sojka, Police Department, Roselle
- Nicholas Spanos, Engineer, Union Township (Colliers)
- Thomas Strowe, Director of Redevelopment, Scotch Plains

- Nicholas Twerdak, Police Department, Rahway
- Darshell Yacinthe, Engineer, Roselle (CME)

Union County & City of Elizabeth Staff in Attendance

- Ricardo Matias, Director of Engineering, Union County
- Bernice Dieter, Assistant County Engineer, Union County
- Kamal Saleh, Planning Board Secretary, Union County Bureau of Planning and Land Use
- Dan Loomis, City Engineer, Elizabeth

Project Team in Attendance

- John Federico, WSP
- Anthony Durante, Michael Baker International
- Marjoly DeLeon, Michael Baker International
- Courtenay Mercer, Mercer Planning Associates
- Reya Singhi, Mercer Planning Associates

Meeting Purpose

The fourth Action Plan Advisory Committee (APAC) meeting for the Union County and City of Elizabeth Safe Streets for All (SS4A) project provided an update on the project schedule, reviewed the final high-injury network (HIN) and list of priority corridors, and reviewed draft safety strategies, including corridor improvements and complementary policy and program recommendations, and outlined next steps for developing the draft Action Plan.

A copy of the meeting PowerPoint can be found at this [LINK](#).

APAC Meeting #4 Summary & Written Comments (Cont.)

Project Overview

Ricardo Matias, Director of the Union County Department of Engineering, kicked off the meeting by welcoming participants and introducing the project team. He highlighted that although Union County and the City of Elizabeth are jointly leading the effort, the Action Plan is intended to support all 21 municipalities.

John Federico of WSP reviewed the agenda and reaffirmed the project purpose and schedule. He explained that the Safe Streets for All (SS4A) initiative is funded by the U.S. Department of Transportation (USDOT) with Elizabeth as a sub-recipient. The Safety Action Plan aims to improve roadway safety across Union County, focused on reducing fatalities and serious injuries and improving multimodal mobility and quality of life for pedestrians, bicyclists, drivers, and transit riders. Federico clarified that this is a planning effort, not a construction-ready design process. The plan will guide Union County and Elizabeth in programming safety projects and securing funding in the future.

Federico explained that the project is in its final phase. The project team developed draft safety recommendations, including physical projects and policy strategies. The final Action Plan will be completed in Winter/early Spring, with full project close-out expected in Spring 2026.

High Injury Network

Federico reviewed updates to the High Injury Network (HIN) since the last meeting. The network was finalized after remapping a small number of crashes where the raw data had been assigned to the wrong routes or municipalities, resulting in minor adjustments to certain corridors.

For example, on Liberty Avenue in Hillside, three crashes were actually in Westfield, so the HIN segment was shortened to reflect only the southern section. On Raritan Road in Clark near Winfield, a few crashes were remapped to a different segment, creating a

slightly shorter, more focused corridor. The most significant change involved West Broad Street in Westfield, where all of the killed and serious injury (KSI) crashes occurred in Rahway; consequently, West Broad Street was removed from the HIN, and West Milton Avenue in Rahway was added.

The team confirmed these adjustments did not materially affect the overall percentage of killed or severe injury crashes (KSI) covered by the network. No mapping changes occurred in Elizabeth, so the Elizabeth HIN remains unchanged from the previous meeting.

Priority Corridors

The project team prioritized corridors using four weighted factors: 40 percent for the HIN and severe crash rate, 30 percent for high-risk road characteristics, 20 percent for vulnerable road user (VRU) activity, and 10 percent for public input results from initial outreach.

Applying this prioritization produced a ranked list of HIN corridors. Rankings largely remained consistent from the previous meeting, with one key change: West Milton Avenue in Rahway, newly added to the HIN, rose to the fourth-highest priority corridor, while West Broad Street was removed. In Elizabeth, the top priority corridors remained unchanged, as no HIN updates occurred there.

Questions

- A participant asked why the corridor prioritization methodology assigned only 20 percent to vulnerable road user (VRU) generators and 10 percent to public input.

The project team explained that the high-risk network analysis already accounts for pedestrian and bicycle activity, so they added 20 percent for VRUs to avoid overemphasizing that factor. Public input was weighted at 10 percent because participation varied across municipalities, and a higher weight could disproportionately favor communities that promoted the survey more actively. The

APAC Meeting #4 Summary & Written Comments (Cont.)

project team also noted that sensitivity testing showed changes in the weights did not significantly affect corridor rankings.

- Another participant asked about the availability of the slide deck, and the project team confirmed that the presentation would be shared via email and also posted on the County's project website.

Recommendations Overview

Anthony Durante of Michael Baker presented preliminary safety strategy recommendations, divided into physical improvements and policy/program approaches. Physical improvements focus on engineering and design interventions to be constructed in the future, while policies and programs address education, enforcement, and operational practices to enhance safety.

Project Recommendations

The safety countermeasures are drawn from the Federal Highway Administration's (FHWA) list of 28 proven treatments.

Safety improvements recommended across HIN corridors include:

- **Signal upgrades:** updated poles, mast arms, reflective borders, and leading pedestrian intervals (LPIs) to improve visibility and give pedestrians a head start.
- **Pedestrian crossing treatments:** pedestrian hybrid beacons (PHBs), rectangular rapid flash beacons (RRFBs), high-visibility ladder crosswalks, and ADA-compliant curb ramps.
- **Intersection daylighting:** parking prohibitions near crosswalks to improve driver visibility.
- **Driver-focused measures:** lane striping, signage, and speed feedback signs to prevent lane departures and reduce speeds.
- **Corridor-wide improvements:** enhanced bus stops with better access, lighting, and delineation per NJ TRANSIT guidance.

Durante emphasized that the project is in the planning phase and the

recommendations will undergo design evaluation before construction, ensuring treatments are appropriately tailored to each corridor.

To keep the meeting at a manageable length, the project team focused the discussion on a single corridor as an example of how the recommendations are being presented. While only one corridor was highlighted, detailed recommendations for all corridors will be shared with attendees after the meeting for review.

Policy and Program Recommendations

Durante presented policies and programs that complement physical improvements, focusing on enforcement, education, and broader safety initiatives. Recommendations also include information about the lead agency, implementation timeline, and recurrence.

Enforcement strategies include speed and crosswalk enforcement, commonly implemented across municipalities. Educational initiatives include NJ TRANSIT safety materials, micro-mobility guidance for e-bikes and e-scooters, and safety training for County staff operating fleet vehicles.

Other policies and programs include developing a Complete Streets Policy and establishing a Safety Task Force to monitor and support plan implementation.

As with infrastructure improvements, detailed policy and program materials will be distributed for APAC review and feedback before finalizing the plan.

Questions & Discussion

- A participant asked whether municipalities could adopt their own Vision Zero commitments and Complete Streets policies. The project team confirmed that municipalities can adopt both. They also shared a link to the NJ Bicycle and Pedestrian Resource Center inventory of county and municipal Complete Streets policies: <https://njbikeped.org/nj-complete-streets-policy-compilation/>

APAC Meeting #4 Summary & Written Comments (Cont.)

- Several participants asked whether Westfield currently has a corridor on the HIN. The project team explained that Westfield initially had a corridor, but after correcting mapping and coding errors, it no longer does. Instead, West Milton Avenue in Rahway was added.
- A participant asked if Union County has committed to adopting a Complete Streets policy. The project team responded that while details are still being finalized, the County actively plans to move forward with a policy.
- A participant confirmed that the County-wide community meeting is on December 9 at 6:30 PM and suggested involving police, DPW, and engineering to improve collaboration. The project team noted that the meeting will present recommendations for all corridors and provide a survey/comment form to efficiently collect feedback.
- A participant mentioned the World Day of Remembrance for Road Traffic Victims is this upcoming Sunday (November 16th) in Elizabeth and noted recent injuries and fatalities involving e-bikes: <https://www.tapinto.net/towns/west-orange/categories/press-releases/articles/world-day-of-remembrance-for-road-traffic-victims-nov-16>
- A participant asked how municipalities without defined HIN corridors, such as Berkeley Heights, New Providence, and Summit, can address road safety on County roads. The project team clarified that a breakout room at the public meeting will address safety concerns for these municipalities. They also noted that municipalities can pursue local Safe Streets for All (SS4A) planning to identify safety issues on both municipal and County roads, and that crash data (2018–2022) can be provided for analysis. In addition, the action plan will include systemic safety strategies that can be applied to roads with identified safety issues, even if they are not on the HIN.
- A participant asked about restrictions or requirements for qualifying for SS4A funding. The project team responded that planning grants are available to counties and municipalities, and the criteria are generally flexible. Municipalities may adopt the County plan rather than create their own. They noted that a future Notice of Funding Opportunity (NOFO) is expected in the Spring, and that planning grants are easier to obtain than demonstration or implementation project grants.
- A participant asked about the next steps for critical areas not on the County HIN. The project team said the policy and programmatic recommendations include actionable next steps. Municipalities can adopt the County plan or pursue local SS4A plans for additional improvements.
- A participant asked whether detailed corridor recommendations will include cost estimates or resource requirements. The project team responded that, while details are not yet finalized, order-of-magnitude cost estimates (low, medium, high) will be provided once recommendations are complete. This will help municipalities understand effort levels and support future grant applications.
- A participant asked when the detailed recommendations would be available for review. The project team stated that materials are targeted for distribution next Wednesday and that comments will be requested the following week. Materials will be shared as Excel spreadsheets with a column for comments.

Next Steps

Courtenay Mercer of Mercer Planning Associates outlined the process for APAC feedback and upcoming community engagement. APAC member feedback will be reviewed and, as appropriate, incorporated into the final recommendations ahead of community meetings.

Two community meetings are scheduled: December 3, 2025, for the City of Elizabeth, and December 9, 2025, to review Countywide

APAC Meeting #4 Summary & Written Comments (Cont.)

projects. A “Communications Sharekit,” including flyers, social media content, and email templates, will be provided to help promote these meetings.

During the County meeting, the presentation will summarize the project and policy recommendations, followed by breakout rooms to discuss corridors by municipality, and a room dedicated to countywide corridor recommendations and the policy and program recommendations. The Elizabeth meeting will be more focused on the project recommendations, with breakout rooms used only if necessary, based on the number of participants. After these meetings, recommendations will be finalized, leading to a Spring release of the draft Action Plan.

APAC Meeting #4 Summary & Written Comments (Cont.)

Following the final APAC meeting, the project team shared a comprehensive list of countywide projects and policy recommendations for review and comment. The table below presents comments received from the APAC members.

Draft Recommendations: Priority Corridors & Projects for Union County	
South Broad Street (CR 623), between Bayway and Rahway/Elizabeth Avenue	
Safety Improvement Recommendations	APAC Comments
Corridor-wide: Inspect and repair sidewalks to ensure compliance with ADA standards as needed.	Narrow driving lanes and add painted bike lanes
Corridor-wide: Evaluate Street lighting and install additional lighting as necessary to provide uniform illuminance.	Add pedestrian lighting on corners - not just streetlights for drivers
<p>South Broad Street and Route 1&9 intersection:</p> <ul style="list-style-type: none"> • Evaluate existing Yellow Change Intervals (YCI) and Red Clearance Intervals (RCI) to reduce red-light running and improve vehicle reaction times. • Work with NJDOT to implement LPIs on the Route 1&9 crossings. • Work with NJDOT to install high-visibility crosswalks across Route 1&9 	A recent pedestrian fatality here. Add smart signals and better lighting too
Kenilworth Blvd/Galloping Hill Rd (CR 509), between Riverside Drive and “Five Points”, Walton Ave/Tucker Ave/Chestnut Street/Delaware Ave	
Safety Improvement Recommendations	APAC Comments
Corridor-wide: Stripe high-visibility crosswalks at all marked crossings, checking placement and alignment.	Add LPIs at all intersections near ped generators where signals exist, as well as push-button pedestrian heads
Corridor-wide: Stripe edge lines to define travel and parking lanes.	Narrow driving lanes and add painted bike lanes where possible
<p>Kenilworth Boulevard at/near 12th Street:</p> <p>Consider installing a high-visibility crosswalk with Pedestrian Hybrid Beacon (PHB) or Rectangular Rapid Flash Beacon (RRFB) and signage to provide additional crossing location between Columbia Avenue and Coolidge Drive (both existing), which are approximately 2,000 feet apart.</p>	Add curb extensions and advanced signs, and pavement markings to alert drivers to crossing pedestrians and RRFB

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Morris Ave (CR 629), between Westfield Avenue and North Avenue	
Safety Improvement Recommendations	APAC Comments
Corridor-wide: Stripe edge lines to define travel and parking lanes.	Install centerline rumble strips where cars try to pass
Corridor-wide: Mark and prohibit parking within 105 feet of bus stops, per design standards, and provide shelters where missing and where space allows.	Install speed feedback signs
Morris Avenue and Stiles Street intersection: <ul style="list-style-type: none"> • Add crosswalk to north side of intersection. • Install a Rectangular Rapid Flashing Beacon(RRFB) with accompanying signage and striping. 	Add a curb extension and advance warning signs near the RRFB
West Milton Avenue (CR 648), between Pierpont Street and the Rahway River Path	
Safety Improvement Recommendations	APAC Comments
Corridor-wide: Inspect and repair sidewalks to ensure compliance with ADA standards as needed.	Install centerline rumble strips where cars try to pass
Corridor-wide: Conduct a curb ramp assessment to identify specific locations in need of upgrades for ADA compliance.	Install speed feedback signs
Corridor-wide: Stripe edge lines to define travel and parking lanes.	Narrow driving lanes to reduce speeding and add painted bike lanes
West Milton Avenue and Pierpont Street intersection: Install Rectangular Rapid Flash Beacon (RRFB) and signage.	Add curb extensions and advance warning pavement markings near the RRFB
West Milton Avenue and Bryant Street intersection: <ul style="list-style-type: none"> • Conduct a warrant analysis to determine if a traffic signal is needed. • Consider installing an intersection control beacon. • Install “Cross Traffic Does Not Stop” signs (W4-4P) on minor approaches. • Relocate the street tree on the SW side of the intersection, which may be obstructing sight distances. • Install Rectangular Rapid Flash Beacon (RRFB) and signage at the existing crossings on West Milton Avenue. 	Add better pedestrian lighting along corridors at corners, especially where there is a high number of pedestrians crossing

APAC Meeting #4 Summary & Written Comments (Cont.)

<p>West Milton Avenue and Esterbrook Avenue intersection: Install Rectangular Rapid Flash Beacon (RRFB) and signage at the existing crossing on West Milton Avenue.</p>	<p>Add curb extensions and advance warning pavement markings near the RRFB</p>
<p>West Milton Avenue and Rahway River Path: Consider installing a high-visibility crosswalk with Rectangular Rapid Flash Beacon (RRFB) and signage to provide crossing location to access the Rahway River Path.</p>	<p>Add curb extensions and advance warning pavement markings near the RRFB</p>
<p>Faitoute Ave/Michigan Ave (CR 617), between NJ 28 and US 22</p>	
<p>Safety Improvement Recommendations</p>	<p>APAC Comments</p>
<p>Corridor-wide: Stripe high-visibility crosswalks at all marked crossings, checking placement and alignment.</p>	<p>Narrow driving lanes to reduce speeding and add painted bike lanes</p>
<p>Corridor-wide: Inspect and repair sidewalks to ensure compliance with ADA standards as needed.</p>	<p>Install centerline rumble strips to prevent illegal passing.</p>
<p>Faitoute Avenue, between W Webster Avenue and W Colfax Avenue: Add school zone markings/signage for Aldene Elementary School. Refer to NJDOT School Zone Design Guide for additional guidance.</p>	<p>Add better pedestrian lighting along corridor at corners especially where there is a high number of pedestrians crossing</p>
<p>Michigan Avenue and Lexington Avenue: Consider installing a high-visibility crosswalk with Rectangular Rapid Flash Beacon (RRFB) and signage to provide crossing location between bus stop and strip mall and a new crossing between W Colfax Avenue and Fairfield Avenue which are approximately 1,000 feet apart.</p>	<p>Add curb extensions and advance warning pavement markings near the RRFB</p>

APAC Meeting #4 Summary & Written Comments (Cont.)

<p>Michigan Avenue and Fairfield Avenue intersection:</p> <ul style="list-style-type: none"> • Stripe a crosswalk with accompanying curb ramps across the south leg of the intersection. • Install Rectangular Rapid Flash Beacon (RRFB) at Michigan Avenue crosswalks. • Install sidewalk at the SE corner of Michigan Avenue and Fairfield Avenue, formalizing the pedestrian space through the parking area. 	<p>Add curb extensions and advance warning pavement markings near the RRFB</p>
<p>Michigan Avenue between Kenilworth Boulevard and US 22:</p> <ul style="list-style-type: none"> • Install speed feedback signs in both directions, particularly on approaches to the existing East Coast Greenway crossing. • Install contiguous sidewalk on both sides of the corridor (prioritize west side of corridor). • Evaluate access management and reduce number and width of driveways where possible, particularly north of East Coast Greenway. 	<p>Add bike lanes, as the Greenway will attract more cyclists</p>
<p>Michigan Avenue between Via Vitale and East Coast Greenway: Install sidewalk on west side of corridor (worn path evident).</p>	<p>Add bike lanes, as the Greenway will attract more cyclists</p>
<p>Michigan Avenue and East Coast Greenway crossing, south of Mark Road: Install Pedestrian Hybrid Beacon (PHB) or Rectangular Rapid Flash Beacon (RRFB) and signage.</p>	<p>Add curb extensions and advance warning pavement markings near the RRFB</p>
<p>Salem Rd/Liberty Ave (CR 509), between NJ 82 and Bloy Street</p>	
<p>Safety Improvement Recommendations</p>	<p>APAC Comments</p>
<p>Corridor-wide: Stripe edge lines to define travel and parking lanes.</p>	<p>Add painted bike lanes in shoulders - eliminate street parking in residential areas where homes have driveways</p>
<p>Liberty Avenue between Conant Street and Hillside High School: Install chevron signage in both directions at the horizontal curve. Consider the Sequential Dynamic Curve Warning System (SDCWS).</p>	<p>Add better pedestrian lighting along the corridor at corners, especially where there is a high number of pedestrians crossing</p>

APAC Meeting #4 Summary & Written Comments (Cont.)

North Martine Ave/Park Ave (CR 655), between NJ 28 and US 22	
Safety Improvement Recommendations	APAC Comments
<p>Corridor-wide: Clearly define all statutory no-parking areas (“daylighting”) with striping, signage and/or flexible delineators (i.e. within 25 feet of a crosswalk or intersection, 10 feet of a hydrant, 50 feet of a stop sign, etc., as per N.J.S.A. 39: 4-138).</p>	To slow drivers along the corridor consider speed tables or raised intersections or add chicanes
<p>North Martine Avenue and South Avenue intersection: Implement LPIs at all intersection crossings.</p>	Add painted bike lanes in shoulders - eliminate street parking in residential areas where homes have driveways
<p>North Martine Avenue, between Madison Avenue and E. Second Street/Westfield Avenue: Add school zone markings/signage for Malcolm E. Nettingham Middle School. Refer to NJDOT School Zone Design Guide for additional guidance.</p>	Add better pedestrian lighting along corridor at corners especially where there is a high number of pedestrians crossing
<p>Park Avenue and Mountain Avenue intersection:</p> <ul style="list-style-type: none"> • Prohibit all right turns on red. • Install Do Not Block Intersection markings within intersection. • Investigate the need for dedicated left-turn lanes at both major approaches. 	Scotch Plains has further questions related to the dedicated “Left Turn Only” lanes. Will the intersection be widened to incorporate this or will it be that a thru lane will be eliminated to obtain this? If a thru lane will be eliminated, the township does have concerns related to the impact more specifically Park Ave northbound traffic on further delays and backup. A detailed traffic study will need to be performed with copies submitted to Scotch Plains for further review.
South Avenue (CR 610), between Lincoln Avenue and MP 6.294, Parkway Overpass	
Safety Improvement Recommendations	APAC Comments
<p>Corridor-wide: Clearly define all statutory no-parking areas (“daylighting”) with striping, signage and/or flexible delineators (i.e. within 25 feet of a crosswalk or intersection, 10 feet of a hydrant, 50 feet of a stop sign, etc., as per N.J.S.A. 39: 4-138).</p>	To slow drivers along the corridor consider speed tables or raised intersections or add chicanes
<p>Corridor-wide: Conduct a curb ramp assessment to identify specific locations in need of upgrades for ADA compliance.</p>	Add painted bike lanes in shoulders - eliminate street parking in residential areas where homes have driveways

APAC Meeting #4 Summary & Written Comments (Cont.)

<p>South Avenue and Washington Place intersection:</p> <p>Consider installing a high-visibility crosswalk with Pedestrian Hybrid Beacon (PHB) or Rectangular Rapid Flash Beacon (RRFB) to provide additional crossing location between Lincoln Avenue and S. Union Avenue (both existing), which are approximately 1,500 feet apart.</p>	<p>Add better pedestrian lighting along corridor at corners especially where there is a high number of pedestrians crossing. Add curb extensions and advance warning signs with the RRFBs.</p>
<p>South Avenue between High Street and Centennial Avenue:</p> <p>Consider installing a high-visibility crosswalk with a Rectangular Rapid Flash Beacon (RRFB) to provide additional crossing location between High Street and Centennial Avenue (both existing), which are approximately 770 feet apart. Many people currently cross midblock along this segment.</p>	<p>Add better pedestrian lighting along corridor at corners especially where there is a high number of pedestrians crossing. add curb extensions and advance warning signs with the RRFBs.</p>
<p>South Avenue between Centennial Avenue and MP 6.294:</p> <ul style="list-style-type: none"> • Install speed feedback signs in both directions. • In concurrence with the municipality, consider reducing the posted speed limit to 25 mph, where it is currently 35 mph. • Consider installing a high-visibility crosswalk with a Rectangular Rapid Flash Beacon (RRFB) to provide additional crossing location in the vicinity of Burchfield Avenue or Hollywood Avenue. The existing crossings at Centennial Avenue and Lincoln Avenue East are approximately 2,500 feet apart. 	<p>Add better pedestrian lighting along corridor at corners especially where there is a high number of pedestrians crossing. Add curb extensions and advance warning signs with the RRFBs.</p>
<p>Locust St (CR 619), between 4th Avenue and W Roselle Avenue</p>	
<p>Safety Improvement Recommendations</p>	<p>APAC Comments</p>
<p>Corridor-wide: Clearly define all statutory no-parking areas (“daylighting”) with striping, signage and/or flexible delineators (i.e. within 25 feet of a crosswalk or intersection, 10 feet of a hydrant, 50 feet of a stop sign, etc., as per N.J.S.A. 39: 4-138).</p>	<p>To slow drivers along the corridor consider speed tables or raised intersections or add chicanes</p>
<p>Corridor-wide: Conduct a curb ramp assessment to identify specific locations in need of upgrades for ADA compliance.</p>	<p>Add painted bike lanes in shoulders - eliminate street parking in residential areas where homes have driveways</p>

APAC Meeting #4 Summary & Written Comments (Cont.)

<p>Locust Street and W 1st Avenue intersection:</p> <ul style="list-style-type: none"> • Evaluate existing Yellow Change Intervals (YCI) and Red Clearance Intervals (RCI) to reduce red-light running and improve vehicle reaction times. • Implement “No Turn On Red”. • SB approach: Install advance lane control signage. • Implement LPs at all intersection crossings. • Install a Low Clearance Sign (W12-2) with a directional arrow plaque at the W 1st Avenue intersection northbound approach, allowing motorists to turn prior to rail trestle. • Install guiderail along high curb at rail trestle. • Improve lighting under rail trestle. 	<p>Add better pedestrian lighting along corridor at corners especially where there is a high number of pedestrians crossing</p>
<p>Locust Street, between Butler Avenue and W Webster Avenue: Add school zone markings/signage for Robert Gordon Elementary School and Roselle Park Middle School. Refer to NJDOT School Zone Design Guide for additional guidance.</p>	<p>Add better pedestrian lighting along corridor at corners especially where there is a high number of pedestrians crossing</p>
<p>Locust Street and W Webster Avenue intersection:</p> <ul style="list-style-type: none"> • Improve lighting under rail trestle. • Realign north crosswalk to be perpendicular to Locust Street. Install RRFB. 	<p>Add curb extensions and advance warning signs with the RRFBs.</p>
<p>Locust Street and Roselle Avenue intersection:</p> <ul style="list-style-type: none"> • Stripe high-visibility crosswalks across Locust Street. Install curb ramps and pedestrian crossing signs (W11-2). 	<p>Add better pedestrian lighting along corridor at corners especially where there is a high number of pedestrians crossing</p>
<p>Jersey Ave/West Jersey St (CR 612), Between Bellevue Street and Cherry Street</p>	
<p>Safety Improvement Recommendations</p>	<p>APAC Comments</p>
<p>Corridor-wide: Upgrade traffic signals throughout the corridor to comply with MUTCD standards for location, positioning, arrangement, and size. Install backplates with retroreflective borders. Upgrade to steel poles/mast arms to accommodate backplates.</p>	<p>To slow drivers along the corridor consider speed tables or raised intersections or add chicanes</p>

APAC Meeting #4 Summary & Written Comments (Cont.)

Corridor-wide: Stripe high-visibility crosswalks at all marked crossings, checking placement and alignment.	Add better pedestrian lighting along corridor at corners especially where there is a high number of pedestrians crossing
Corridor-wide: Conduct a curb ramp assessment to identify specific locations in need of upgrades for ADA compliance.	Add painted bike lanes in shoulders - eliminate street parking in residential areas where homes have driveways
Magie Ave (CR 618), between Shelley Avenue/Conant Avenue and North Avenue/NJ 439	
Safety Improvement Recommendations	APAC Comments
Corridor-wide: Stripe high-visibility crosswalks at all marked crossings, checking placement and alignment.	Add radar speed signs along road at various positions to alert drivers they are speeding
Corridor-wide: Conduct a curb ramp assessment to identify specific locations in need of upgrades for ADA compliance.	To slow drivers along the corridor consider speed tables or raised intersections or add chicanes
Corridor-wide: Stripe edge lines to define travel and parking lanes.	Make 11 foot driving lanes, remove parking except near stores because residents have driveways. Add painted buffered bike lanes in the painted shoulders if space permits
Magie Avenue and Shelley Avenue/Conant Avenue intersection: Reduce curb radii on south side of intersection based on turning templates.	Add a centerline rumble strip on Magie from Halstead Road to Shelley Avenue to help keep cars in their lanes, and prevent illegal passing.
Magie Avenue and Keats Avenue/Durling Road: <ul style="list-style-type: none"> • Stripe a high-visibility crosswalk with curb ramps and accompanying signage across the western leg of the intersection, and improve intersection lighting. • Install an RRFB with accompanying signage. 	Keep the eastern crosswalk. The lighting should focus on corners from where pedestrians cross at all four corners. Tree limbs must also be trimmed regularly. Consider making this a 4-way stop with the RRFBs since you regularly have pedestrians crossing to and from the mini mart and the synagogue and mosque to pray. Should add curb extensions and advance warning signs with the RRFBs.
Magie Avenue and Monmouth Road intersection: Evaluate and replace existing guiderail and reflective markers on the southeast corner.	Add advance pavement markings on the road to guide drivers
Magie Avenue and Springfield Road intersection: Consider painted curb extensions.	Include delineators
Pearl St (CR 614), between Route 1 and Washington Avenue	
Safety Improvement Recommendations	APAC Comments

APAC Meeting #4 Summary & Written Comments (Cont.)

<p>Corridor-wide: Inspect and repair sidewalks to comply with ADA standards as needed.</p>	<p>To slow drivers along the corridor consider speed tables or raised intersections</p>
<p>Pearl Street between Norwood Terrace and S Broad Street: Add school zone markings/signage for Elizabeth High School. Refer to NJDOT School Zone Design Guide for additional guidance.</p>	<p>Add better pedestrian lighting along corridor at corners especially where there is a high number of pedestrians crossing</p>
<p>Pearl Street between Bridge Street and Williamson Street-WB approach: Add left turn lane for school parking and hospital parking garage.</p>	<p>Add better pedestrian lighting along corridor at corners especially where there is a high number of pedestrians crossing</p>
<p>Pearl Street and South Broad Street intersection:</p> <ul style="list-style-type: none"> • Stripe dashed extension lines through the intersection for eastbound Pearl Street. • Stripe a centerline extension at the northern leg of the South Broad Street and Pearl Street Intersection. • Consider only one through sending lane on eastbound Pearl Street to avoid potential merging/receiving conflicts on east side of intersection. Stripe single receiving lane using edge lines. • Install advance lane control signage on southbound approach. • Consider physically reducing width of Rector Street to reduce crossing distance. 	<p>Add better pedestrian lighting along corridor at corners especially where there is a high number of pedestrians crossing</p>
<p>Park Ave (CR 531), between County Border and 5th Street/NJ 28</p>	
<p>Safety Improvement Recommendations</p>	<p>APAC Comments</p>
<p>Corridor-wide: Stripe high-visibility crosswalks at all marked crossings, checking placement and alignment.</p>	<p>Add painted bike lanes in shoulders - eliminate street parking in residential areas where homes have driveways</p>
<p>Park Avenue, between Martine Avenue and W 9th Street: Add school zone markings/signage for Plainfield High School. Refer to NJDOT School Zone Design Guide for additional guidance.</p>	<p>Add better pedestrian lighting along corridor at corners especially where there is a high number of pedestrians crossing</p>

APAC Meeting #4 Summary & Written Comments (Cont.)

<p>Park Avenue and Evergreen Avenue intersection:</p> <ul style="list-style-type: none"> • Stripe high-visibility crosswalk on south side of intersection. • Consider installing PHB or RRFBs as traffic control devices. 	<p>Add better pedestrian lighting along corridor at corners especially where there is a high number of pedestrians crossing</p>
<p>North Wood Ave (CR 617), between Uncas Avenue and US 1</p>	
<p>Safety Improvement Recommendations</p>	<p>APAC Comments</p>
<p>Corridor-wide: Upgrade traffic signals throughout the corridor to comply with MUTCD standards for location, positioning, arrangement, and size. Install backplates with retroreflective borders. Upgrade to steel poles/mast arms to accommodate backplates.</p>	<p>City of Linden has a NJDOT grant for signal upgrades between Curtis St and Munsell Ave. Colliers is working on a design. Linden Engineering has the lead and will coordinate with UC Engineering.</p>
<p>Corridor-wide: Clearly define all statutory no-parking areas (“daylighting”) with striping, signage and/or flexible delineators (i.e. within 25 feet of a crosswalk or intersection, 10 feet of a hydrant, 50 feet of a stop sign, etc., as per N.J.S.A. 39: 4-138).</p>	<ul style="list-style-type: none"> • Safety Sticks (bollards with cameras that issue tickets) have been installed from Elm St to Elizabeth Ave and including side streets. Additional signage is required. • To slow drivers along the corridor consider speed tables or raised intersections or add chicanes
<p>Corridor-wide: Stripe high-visibility crosswalks at all marked crossings, checking placement and alignment</p>	<ul style="list-style-type: none"> • No objection • Add painted bike lanes in shoulders - eliminate street parking in residential areas where homes have driveways
<p>Corridor-wide: Inspect and repair sidewalks to comply with ADA standards as needed.</p>	<p>City of Linden has a NJDOT grant for a Streetscape project from Blancke Street to Curtis Street which is being designed by Pennoni Associates. Linden Engineering to coordinate with UC Engineering.</p>
<p>Corridor-wide: Conduct a curb ramp assessment to identify specific locations in need of upgrades for ADA compliance.</p>	<p>City of Linden has a NJDOT grant for a Streetscape project from Blancke Street to Curtis Street which is being designed by Pennoni Associates. Linden Engineering to coordinate with UC Engineering.</p>
<p>Corridor-wide: Mark and prohibit parking within 105 feet of bus stops, per design standards, and provide shelters where missing and where space allows.</p>	<p>Previous shelter in front of [Linden] City Hall was removed because of homeless resident. Need for shelters is questionable.</p>
<p>Corridor-wide: Install speed feedback signs.</p>	<p>No objection</p>
<p>Corridor-wide: Stripe edge lines to define travel and parking lanes.</p>	<p>No objection</p>

APAC Meeting #4 Summary & Written Comments (Cont.)

<p>North Wood Avenue and St. George's Avenue intersection:</p> <ul style="list-style-type: none"> • Implement an LPI at all intersection crossings. • Reduce curb radii based on turning templates. • Evaluate existing Yellow Change Intervals (YCI) and Red Clearance Intervals (RCI) to reduce red-light running and improve vehicle reaction times. • Improve intersection lighting. 	<p>No objection</p>
<p>North Wood Avenue, between Gesner and Henry Street: Add school zone signage for Linden School #1. Refer to NJDOT School Zone Design Guide for additional guidance.</p>	<p>No objection Add better pedestrian lighting along corridor at corners especially where there is a high number of pedestrians crossing</p>
<p>North Wood Avenue between Henry Street and John Russell Wheeler Park: Install bike lanes (preferably parking protected) where roadway is >50 feet wide.</p>	<p>?</p>
<p>North Wood Avenue, between Curtis Street and Munsell Avenue: Consider additional enforcement in the business district to deter drivers from parking too close to intersections and from double parking on Wood Avenue.</p>	<p>Safety Sticks (bollards with cameras that issue tickets) have been installed from Elm St to Elizabeth Ave and including side streets. Additional signage is required.</p>
<p>North Wood Avenue, between Curtis Street and Linden Avenue: Evaluate, if space and volumes permit/warrant, the need for left turn lanes at the South Wood Avenue approaches to the intersections.</p>	<p>Dedicated left turn lanes are needed at Elizabeth Avenue and Linden Avenue. In addition, Blancke Street should be elavuated.</p>
<p>North Wood Avenue and Elizabeth Avenue intersection:</p> <ul style="list-style-type: none"> • Implement an LPI at all intersection crossings. • Consider a more visible placement for the "No Turn on Red" signage at all four intersection legs. 	<p>No objection. Left turn lane should be established SB for turning onto E Elizabeth Avenue.</p>
<p>South Wood Avenue and E Stimpson intersection:</p> <ul style="list-style-type: none"> • Stripe a high-visibility crosswalk with accompanying pedestrian crossing signs (W11-2), across Wood Avenue. • Install RRFB as traffic control. 	<p>No objection. The exact location for a new crosswalk somewhere between Munsell Ave (Fire House) and Route 1 should be evaluated.</p>

APAC Meeting #4 Summary & Written Comments (Cont.)

<p>South Wood Avenue and Wood Place: Consider dead-ending Wood Place at Cedar Avenue to reduce intersection complexity and conflict.</p>	<p>No objection since vehicles are allowed to turn out before the island.</p>
<p>South Wood Avenue and Route 1 intersection:</p> <ul style="list-style-type: none"> Evaluate existing Yellow Change Intervals (YCI) and Red Clearance Intervals (RCI) to reduce red-light running and improve vehicle reaction times. Work with NJDOT to implement LPIs at all intersection crossings. 	<p>This light needs protected left-turn phases for vehicles turning onto Rt 1&9 from Wood Avenue (both directions).</p>
<p>Raritan Rd (CR 607), between Central Avenue and Summit Terrace</p>	
<p>Safety Improvement Recommendations</p>	<p>APAC Comments</p>
<p>Corridor-wide: Clearly define all statutory no-parking areas (“daylighting”) with striping, signage and/or flexible delineators (i.e. within 25 feet of a crosswalk or intersection, 10 feet of a hydrant, 50 feet of a stop sign, etc., as per N.J.S.A. 39: 4-138).</p>	<p>To slow drivers along the corridor consider speed tables or raised intersections or add chicanes</p>
<p>Corridor-wide: Install sidewalk at various segments throughout corridor with intent to complete a continuous sidewalk network on both sides of road.</p>	<p>Add painted bike lanes in shoulders - eliminate street parking in residential areas where homes have driveways</p>
<p>Raritan Road and Shoprite Way Intersection:</p> <ul style="list-style-type: none"> Stripe a high-visibility crosswalk across the northern leg of the intersection. Upgrade traffic signals to include pedestrian countdown signals and timing for pedestrians to clear the intersection. 	<p>Add better pedestrian lighting along corridor at corners especially where there is a high number of pedestrians crossing</p>
<p>Raritan Road and Lexington Avenue/Sunset Drive:</p> <ul style="list-style-type: none"> Consider installing high-visibility crosswalks with Rectangular Rapid Flash Beacons (RRFBs) and signage. Install “Cross Traffic Does Not Stop” signs (W4-4P) on minor approaches. 	<p>Add curb extensions and advance warning signs with the RRFBs</p>

APAC Meeting #4 Summary & Written Comments (Cont.)

<p>Raritan Road between Mohican Place and Mohawk Drive:</p> <p>Consider installing high-visibility crosswalk with Rectangular Rapid Flash Beacon (RRFB) and signage. There are bus stops at James Avenue and Mohawk Drive. Evaluate site lines as needed given horizontal curves.</p>	<p>Add curb extensions and advance warning signs with the RRFBs</p>
<p>Raritan Road and Centennial Avenue/N. Stiles intersection:</p> <ul style="list-style-type: none"> • Install hanging lane control signs over all approaches. • Evaluate existing Yellow Change Intervals (YCI) and Red Clearance Intervals (RCI) to reduce red-light running and improve vehicle reaction times. • Restripe dashed extension lines through the intersection to guide left-turning vehicles. • Provide pedestrian accommodation via sidewalks and crosswalks, particularly in the east/west direction to provide access to the Rahway River Parkway/Mohawk Park. 	<ul style="list-style-type: none"> • Hanging lane control signs are not necessary and just a luxury. • Dashed extension lines for left turns are necessary in all directions, even from directions with one turn lane, so vehicles do not obstruct the on-coming turning lanes (most issues are from Stiles left turn to Raritan going too far forward towards Centennial) • Add better pedestrian lighting along the corridor at corners, especially where there is a high number of pedestrians crossing
<p>Raritan Road between Commerce Drive and Summit Terrace:</p> <p>Reduce EB direction to single lane with painted median where space allows.</p>	<p>Will cause back-ups with people attempting to turn down Moen which has an existing left turn lane. This is also the alternate route for NB Parkway entrance when Raritan Road ultimately backs up to Dewitt Terrace</p>
<p>Raritan Road and Highland Avenue:</p> <ul style="list-style-type: none"> • Consider installing high-visibility crosswalk with Rectangular Rapid Flash Beacon (RRFB) and signage to provide access to Highland Avenue School. • Install pedestrian refuge island in median space created from upstream left lane drop at Commerce Drive. 	<ul style="list-style-type: none"> • There is no need for a crosswalk, ped refuge island, and flashing beacons at Highland Avenue. The opposing side Raritan Road is Cranford light-industrial business area. Any kids coming to school from the residential neighborhood on that side of Raritan Road near Wood Avenue is crossing at Orchard Terrace where there is a crossing guard posted during school hours. **Raritan and Orchard could be a location for RRFB & hi-vis crosswalk** Additionally, there is no sidewalk from Berlant Ave (Linden) to Moen Ave (Cranford) • Add curb extensions and advance warning signs with the RRFBs

APAC Meeting #4 Summary & Written Comments (Cont.)

<p>Raritan Road and Dewitt Terrace or Summit Terrace:</p> <ul style="list-style-type: none"> • EB approach: Designate right lane as right-only and install appropriate signage and markings on approach. (Dewitt and Summit both provide access to W. St Georges Avenue/NJ 27 to the south.) • Maintain single through lane in EB direction. 	<p>No objection, however, there will be excessive lane changing (potential to be more hazardous) between the proposed left turn only at Commerce Drive, proposed right turn only at Dewitt Terrace, and existing Left/Straight at Moen Avenue</p>
<p>7th St (CR 601), Between Arlington Avenue and Berckman Street</p>	
<p>Safety Improvement Recommendations</p>	<p>APAC Comments</p>
<p>Corridor-wide: Inspect and repair sidewalks to ensure compliance with ADA standards as needed.</p>	<p>To slow drivers along the corridor, consider speed tables or raised intersections, or add chicanes</p>
<p>Corridor-wide: Stripe edge lines to define travel and parking lanes.</p>	<p>Add painted bike lanes in shoulders - eliminate street parking in residential areas where homes have driveways</p>
<p>7th Street, Crescent Avenue, and Watchung Avenue intersections:</p> <ul style="list-style-type: none"> • Evaluate if space and volumes permit/warrant the need for left turn lanes on the 7th Street approaches to the Crescent and Watchung Avenue intersections. • Stripe dashed extension lines through the intersection. • Stripe a high-visibility crosswalk on the west leg of the intersection. • Test turning movements to define and narrow the Watchung Avenue receiving lane on the west side of the intersection. 	<p>Add better pedestrian lighting along corridors at corners, especially where there is a high number of pedestrians crossing</p>
<p>Central Ave/Brant Ave/Westfield Ave/West Grand Ave (CR 613), between west of Terminal Ave and Lawrence Street</p>	
<p>Safety Improvement Recommendations</p>	<p>APAC Comments</p>
<p>Corridor-wide: Inspect and repair sidewalks to comply with ADA standards as needed.</p>	<p>To slow drivers along the corridor, consider speed tables or raised intersections, or add chicanes</p>
<p>Corridor-wide: Consider traffic signal preemption for emergency vehicles.</p>	<p>Add painted bike lanes in shoulders - eliminate street parking in residential areas where homes have driveways</p>

APAC Meeting #4 Summary & Written Comments (Cont.)

<p>Westfield Avenue and Richard Street/Schindler Road intersection: Install an RRFB with accompanying signage and high-visibility crosswalks.</p>	<p>Add better pedestrian lighting along the corridor at corners, especially where there is a high number of pedestrians crossing. Add curb extensions and advanced warning pavement markings near the RRFBs</p>
<p>Westfield Avenue and Kline Place or Bedford Street intersection: Evaluate sight distance to horizontal curve at Lambert Street and install high-visibility crosswalk with signage and RRFB to provide access to Rahway Intermediate School and ball fields.</p>	<p>Add better pedestrian lighting along the corridor at corners, especially where there is a high number of pedestrians crossing</p>
<p>Westfield Avenue and St. Georges Avenue (NJ 27) intersection:</p> <ul style="list-style-type: none"> • Evaluate existing Yellow Change Intervals (YCI) and Red Clearance Intervals (RCI) to reduce red-light running and improve vehicle reaction times. • Install hanging lane control signage on approaches to intersection to delineate lane assignments and reduce confusion. • Stripe dashed extension lines through the intersection for left-turning vehicles from Westfield Avenue/West Grand Avenue onto St. Georges Avenue. • Consider reducing the curb radius of the SW corner of the intersection to reduce turning speeds. 	<p>Add better pedestrian lighting along the corridor at corners, especially where there is a high number of pedestrians crossing</p>
<p>West Grand Avenue between Irving Street and Elizabeth Avenue: Install a high-visibility crosswalk with signage and RRFB at the trail crossing.</p>	<p>Add curb extensions and advance warning signs with the RRFBs</p>
<p>West Grand Avenue and Bridge Street intersection: Install an RRFB at the existing marked crosswalk with accompanying signage and striping.</p>	<p>Add curb extensions and advance warning signs with the RRFBs</p>
<p>1st Ave/West Grand St (CR 610), Between Locust Street/CR 619 and NJ 27</p>	
<p>Safety Improvement Recommendations</p>	<p>APAC Comments</p>

APAC Meeting #4 Summary & Written Comments (Cont.)

<p>Corridor-wide: Clearly define all statutory no-parking areas (“daylighting”) with striping, signage and/or flexible delineators (i.e. within 25 feet of a crosswalk or intersection, 10 feet of a hydrant, 50 feet of a stop sign, etc., as per N.J.S.A. 39: 4-138).</p>	<p>To slow drivers along the corridor consider speed tables or raised intersections or add chicanes</p>
<p>Corridor-wide: Inspect and repair sidewalks to comply with ADA standards as needed.</p>	<p>Add painted bike lanes in shoulders - eliminate street parking in residential areas where homes have driveways</p>
<p>1st Avenue and Poplar Street and Myrtle Street intersections: Consider installing high-visibility crosswalks with Rectangular Rapid Flash Beacons (RRFBs) and signage to provide additional crossing locations between Walnut Street and Linden Road (both existing), which are approximately 3,200 feet apart. Crosswalks would be located at/near Poplar Street Park and Harrison Field.</p>	<p>Add curb extensions and advance warning signs with the RRFBs</p>
<p>Grand Street and Bellevue intersection: Consider installing high-visibility crosswalk with Rectangular Rapid Flash Beacon (RRFB) and signage to provide an additional crossing location between Standish Street and Elmora Avenue (both existing), which are approximately 1,700 feet apart.</p>	<p>Add curb extensions and advance warning signs with the RRFBs</p>
<p>East Front St/Front St (CR 620), between Leland Avenue and Hunter Avenue</p>	
<p>Safety Improvement Recommendations</p>	<p>APAC Comments</p>
<p>Corridor-wide: Clearly define all statutory no-parking areas (“daylighting”) with striping, signage and/or flexible delineators (i.e. within 25 feet of a crosswalk or intersection, 10 feet of a hydrant, 50 feet of a stop sign, etc., as per N.J.S.A. 39: 4-138).</p>	<p>To slow drivers along the corridor, consider speed tables or raised intersections, or add chicanes</p>
<p>Corridor-wide: Inspect and repair sidewalks to comply with ADA standards as needed.</p>	<p>Add painted bike lanes in shoulders - eliminate street parking in residential areas where homes have driveways</p>

APAC Meeting #4 Summary & Written Comments (Cont.)

<p>Front Street and Pineview Terrace intersection:</p> <p>Consider installing a high-visibility crosswalk with Rectangular Rapid Flash Beacon (RRFB) and signage to provide an additional crossing location between Sumner Avenue and Terrill Road (both existing), which are approximately 2,300 feet apart.</p>	<p>Add better pedestrian lighting along the corridor at corners, especially where there is a high number of pedestrians crossing. add curb extensions and advance warning signs with the RRFBs.</p>
<p>Front Street and Hunter Street intersection:</p> <ul style="list-style-type: none"> • Consider installing an intersection control beacon. • Install “Cross Traffic Does Not Stop” signs (W4-4P) on minor approaches. 	<p>Scotch Plains takes no objection to the RRFB; however, we would ask that you consider looking to put them at the Willow Ave and Farley Ave intersections in lieu of Hunter.</p>
<p>Lake Ave (CR 655), between Oak Ridge Road and Country Club Boulevard</p>	
<p>Safety Improvement Recommendations</p>	<p>APAC Comments</p>
<p>Corridor-wide: Stripe high-visibility crosswalks at all marked crossings, checking placement and alignment.</p>	<p>To slow drivers along the corridor consider speed tables or raised intersections or add chicanes</p>
<p>Corridor-wide: Inspect and repair sidewalks to comply with ADA standards as needed.</p>	<p>Add painted bike lanes in shoulders - eliminate street parking in residential areas where homes have driveways</p>
<p>Lake Avenue and Meadow Road intersection:</p> <p>Consider installing one high-visibility crosswalk with Rectangular Rapid Flash Beacon (RRFB) and signage to provide access to Frank K. Hehnly Elementary School.</p> <p>Install pedestrian refuge island in existing painted median space. North side may conflict with existing utility pole and manhole cover.</p> <p>Install advance warning signage (W3-1) on Meadow Road for the Lake Avenue and Meadow Road intersection.</p>	<p>Add better pedestrian lighting along corridor at corners especially where there is a high number of pedestrians crossing</p>
<p>Lake Avenue and Stonehenge Terrace intersection:</p> <p>Consider installing a high-visibility crosswalk with Rectangular Rapid Flash Beacon (RRFB) and signage to provide additional crossing location between Oak Ridge Road and Cellar Avenue (both existing), which are approximately 1,800 feet apart.</p>	<p>Add curb extensions and advance warning signs with the RRFBs.</p>

APAC Meeting #4 Summary & Written Comments (Cont.)

<p>Lake Avenue and Rivervale Court intersection: Consider roundabout/peanut roundabout concept at complex intersection with multiple access points.</p>	<p>Scotch Plains does not object to the County performing a study and looking at a roundabout to improve the efficiency of this intersection. The township would ask to be part of the final assessment process and provided with copies of all studies and reports.</p>
<p>Countywide Policy Recommendation</p>	
<p>Enforcement</p>	
<p>High-visibility Enforcement at Pedestrian Crossings</p>	<p>This should be a first priority</p>
<p>High-visibility Enforcement of Speeding</p>	<p>This should be a first priority</p>
<p>Education</p>	
<p>Road Safety Audits (RSAs)</p>	<p>Include the TMAs as members of the audit taskforce.</p>
<p>NJ TRANSIT Safety Education Program</p>	<p>The TMAs have excellent Safe Routes to School safety programs. They should be the school's first priority to educate students.</p>
<p>Micromobility Rules and Safety Resources</p>	<p>MM use is increasing quickly. Make this a higher priority. What are the County events where you want to do this? It is better to do this training as a focus, not as an add-on. Ez Ride is hosting two virtual evening webinars on e-bike safety on Dec 10 and 18th at 7 pm. Share with the community, delivery workers, and County employees.</p>
<p>NJ Crossing Guard Training & Resources Program</p>	<p>Consult the SRTS Resource Center every two years to see if new materials or findings have been developed. Do the training annually for ALL guards. Supervisor should visit each site in the fall to check guards and ensure they are using proper techniques.</p>
<p>Safety Training for County Staff</p>	<p>EZ Ride has safety materials and trainings we use with our shuttle drivers.</p>
<p>Policy</p>	
<p>Appropriate Speed Limit to Establish Safe Environment for All Users</p>	<p>Be sure to set the study up along a corridor and not too close to signals or stop signs. Position of speed sign is very important to capture good data.</p>

APAC Meeting #4 Summary & Written Comments (Cont.)

<p>Complete Streets Policy</p>	<p>Should be highest priority. Aim to develop and adopt this asap. EZ Ride can provide templates and guide from NJDOT and recommendations. Use all four checklists for new/redeveloped projects for concept, prelim. engineering, construction, and maintenance. Encourage use of quick build demo projects to test/assess and get public input. Ez Ride can do these in partnership with UC County using NJTPA materials. We did projects last year in Garwood, Red Bank, Teaneck and Belleville.</p>
<p>Vision Zero Policy</p>	<p>Keep this as overriding goal. The CS policy is more important to prioritize than VZ Policy.</p>
<p>Safety Task Force</p>	<p>Add EZ Ride (1), Aves in Motion (1), and 2 residents to the STF. Meet 1x a month.</p>

APAC Meeting #4 Presentation

UNION COUNTY & CITY OF ELIZABETH SAFE STREETS FOR ALL

Action Plan Advisory Committee (APAC) Meeting #4
November 13, 2025



Project Team



Ricardo Matias, PE, County Engineer
Bernice Dieter, PE, Assistant County Engineer



Dan Loomis, PE, CME, CFM, City Engineer
Steven Rinaldi, PLS, PP, City Land Surveyor & Supervising Engineer



Consultant Project Manager
John Federico, PE, PP, AICP
Carlos Bastida



Safety Planning/Engineering
Anthony Durante, AICP, RSP₁
Marjoly De Leon, AICP



Community Engagement
Courtenay Mercer, AICP, PP
Reya Singhi



Agenda

- **Introductions**
- **Schedule Update**
- **HIN/Priority Corridors Update**
- **Safety Strategies**
- **Next Steps**



Project Purpose

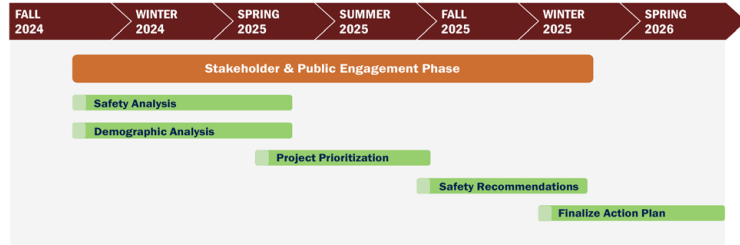
The main purpose of this Safe Streets for All (SS4A) project is to improve roadway safety throughout Union County. Specific goals:

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



APAC Meeting #4 Presentation (Cont.)

Project Schedule



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APAC Meeting Schedule

Meeting #1 – October 2024

“Kickoff” meeting to discuss the project background, desired outcomes, engagement strategy

Meeting #2 – March 2025

Present results from outreach activities and initial data analysis for discussion (including draft High Injury Network)

Meeting #3 – June 2025

Review and gather feedback on project prioritization analysis and results

Meeting #4 – November 2025

Review and gather feedback on safety recommendations



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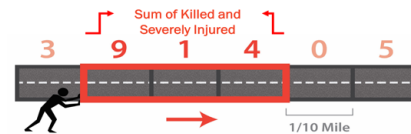


High-Injury Network

Based on historic crash incidents

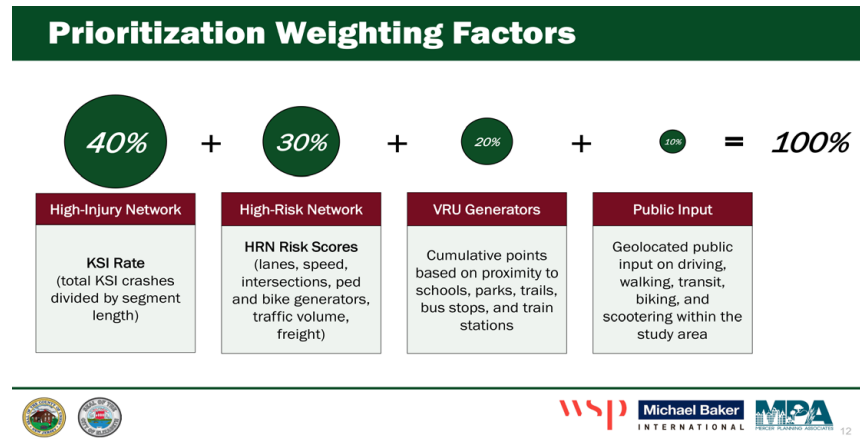
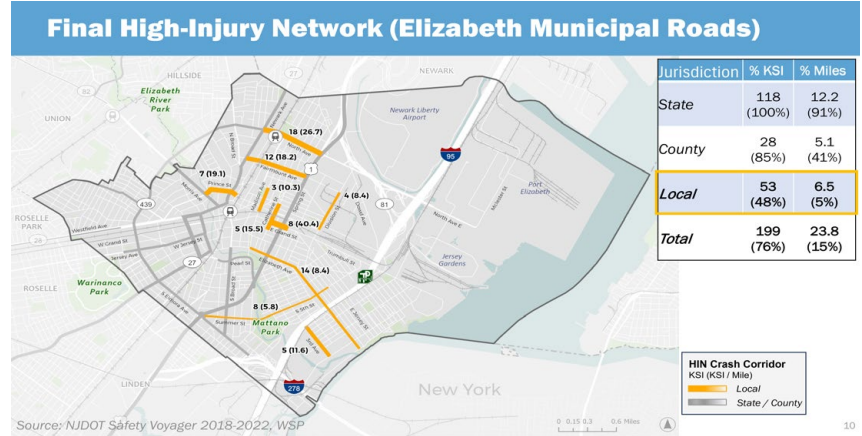
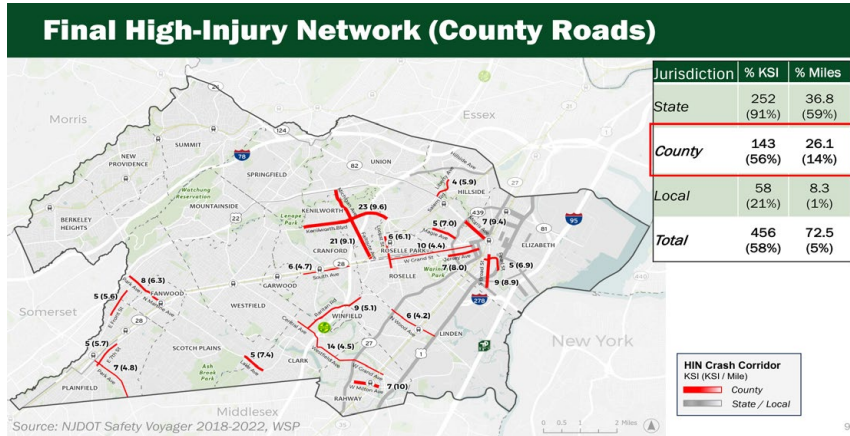
- 5-year Crash Records (2018-2022)
- Based on KSI (Killed & Severely Injured) crashes
- Uses “Sliding Window” process
 - State/County roads (1-mile windows)
 - Municipal roads (0.3-mile windows)

Sliding Window Process

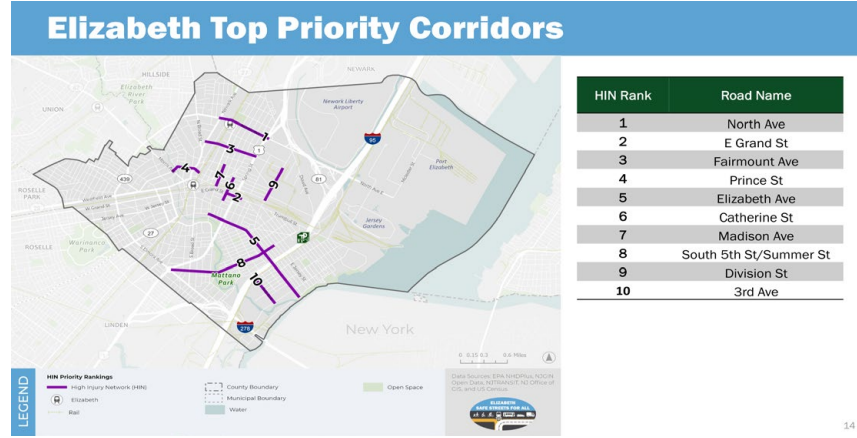
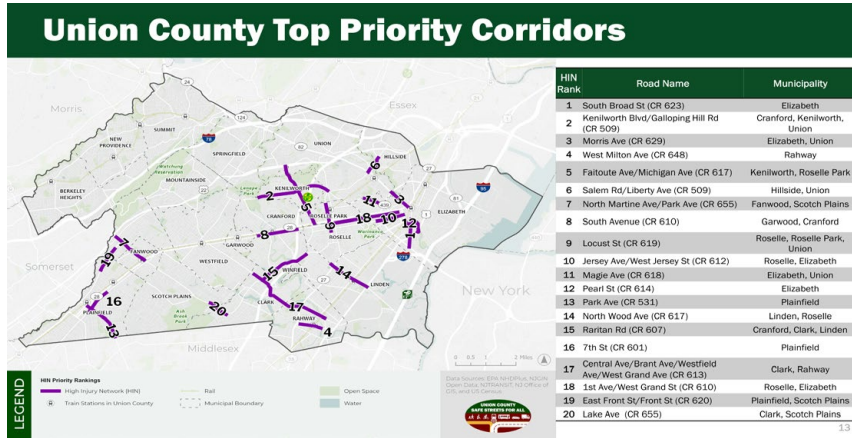


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APAC Meeting #4 Presentation (Cont.)



APAC Meeting #4 Presentation (Cont.)



QUESTIONS?



APAC Meeting #4 Presentation (Cont.)

Safety Strategies

Two Types



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Safety Improvement Projects

Infrastructure projects with safety countermeasures

- Physical treatments intended to reduce (or prevent) specific crash types



Traffic Control – signage, striping, signals



Physical features – sidewalks, travel lanes



Lighting



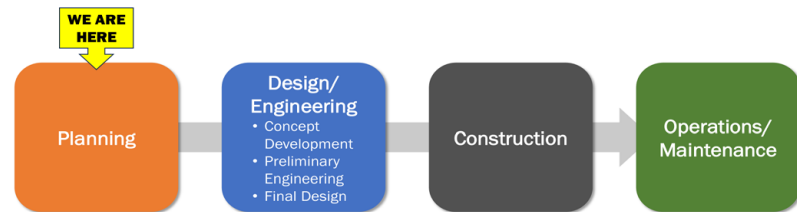
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FHWA Proven Safety Countermeasures



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Project Delivery Process



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APAC Meeting #4 Presentation (Cont.)

General Improvements for HIN Corridors

Traffic Signal Upgrades



Leading Pedestrian Intervals (LPIs)



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General Improvements for HIN Corridors



Pedestrian Hybrid Beacon (PHB)



Rectangular Rapid Flash Beacon (RRFB)



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General Improvements for HIN Corridors



High-Visibility Crosswalks



ADA upgrades – curb ramps, sidewalks

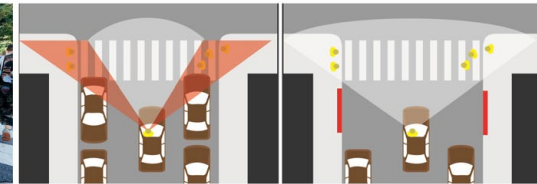


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General Improvements for HIN Corridors



Intersection "Daylighting"



NJ State Law prohibits parking within 25 feet of crosswalks or side streets.



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APAC Meeting #4 Presentation (Cont.)

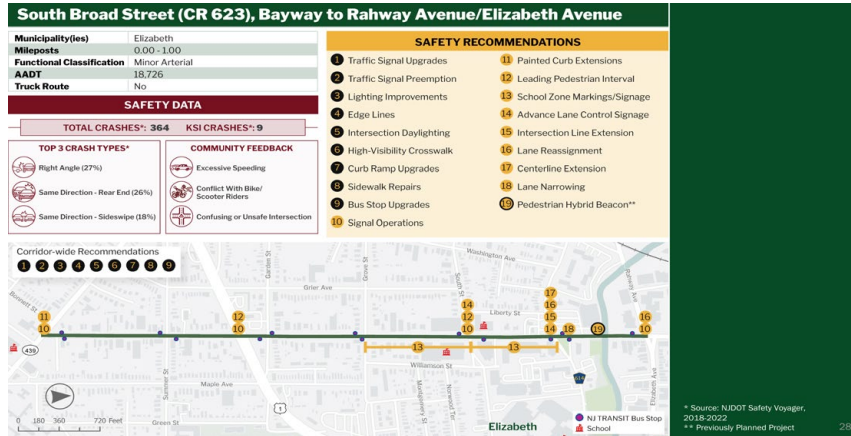
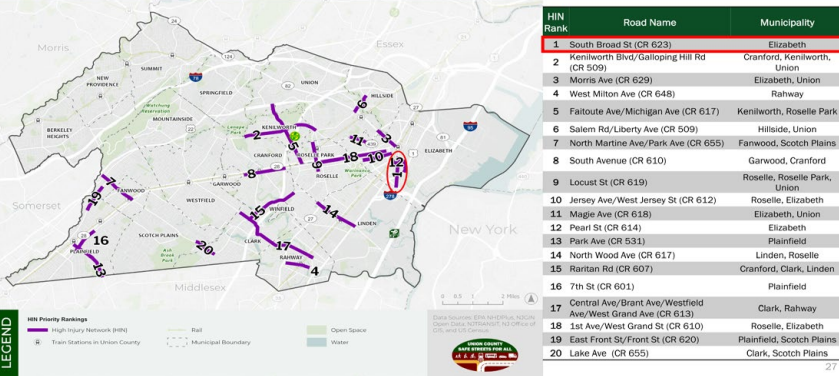
General Improvements for HIN Corridors



General Improvements for HIN Corridors



Location-Specific Improvements: S. Broad St



APAC Meeting #4 Presentation (Cont.)

Remaining HIN Corridors

- **19 other HIN corridors in Union County**
- **Safety recommendations will be distributed for review**
 - PDF summary sheets (similar to S. Broad Street)
 - Excel document with more detailed recommendations
- **Schedule**
 - Target distribution: by Wednesday, November 19
 - Comments due: by Wednesday, November 26



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Safety Policies/Programs

Non-infrastructure efforts to improve safety

- Enforcement & Education are the main policy/program types



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Enforcement Campaigns Along HIN Corridors

Policy/Program	Lead Agency	Timeline	Recurrence
Speed Enforcement	Municipal PDs	🕒🕒🕒	Annually
Enforcement at Pedestrian Crossings	Municipal PDs	🕒🕒🕒	Annually



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Educational Efforts

Policy/Program	Lead Agency	Timeline	Recurrence
NJ TRANSIT Safety Information	NJ TRANSIT, Municipalities	🕒🕒🕒	Annually
Micromobility Rules and Safety Resources	Union County, TMAs	🕒🕒🕒	Annually
Road Safety Audits (RSAs)	Union County	🕒🕒🕒	As needed prior to corridor improvements
NJ Crossing Guard Training	Municipal PDs, School Districts	🕒🕒🕒	Annually
Safety Training for County Staff	Union County	🕒🕒🕒	Annually



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APAC Meeting #4 Presentation (Cont.)

Other Policies/Programs

Policy/Program	Lead Agency	Timeline	Recurrence
Vision Zero Policy	Union County	🕒🕒🕒	Once
Safety Task Force	Union County	🕒🕒🕒	Establish once, meet quarterly
Complete Streets Policy	Union County	🕒🕒🕒	Adopt once, update as needed
Setting Appropriate Speed Limits	Union County, Municipal PDs	🕒🕒🕒	As needed
Slow Streets Program	Union County, Municipalities	🕒🕒🕒	As needed



QUESTIONS/DISCUSSION



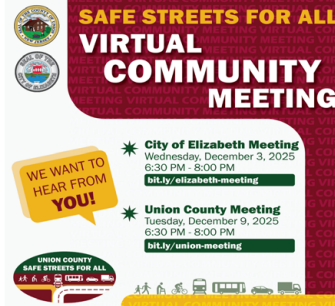
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Next Steps

1. APAC Feedback on Projects & Policies
2. Community Meetings
3. Finalize Project & Policy Recommendations
4. Draft & Final Action Plan



County Community Meeting: Breakout Rooms

- Room 1: Corridors/Projects in...**
1. Clark
 2. Cranford
 3. Fanwood
 4. Garwood
 5. Plainfield
 6. Rahway
 7. Scotch Plains

- Room 2: Corridors/Projects in...**
1. Elizabeth
 2. Hillside
 3. Kenilworth
 4. Linden
 5. Roselle
 6. Roselle Park
 7. Union

- Room 3: Countywide Safety Countermeasure, Policy, & Program Recommendations**



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Focus Group Meetings Materials

Focus Group Meetings Summary

The project team facilitated five (5) virtual focus groups with strategic partners and advocates who were either actively engaged in or had a vested interest in Union County and the City of Elizabeth's transportation safety decisions.

See the key takeaways from all of the focus group meetings on Pg. 14.

Focus Group Highlights

Below are more detailed highlights from each focus group meeting.

General (1)

Safe Bike and Scooter Practices. Participants raised concerns and highlighted the need to manage the growing use of e-bikes and e-scooters across the County. While these modes of transportation could be part of the solution, they have not yet been fully integrated into existing infrastructure, creating unsafe conditions. The ideal approach is to create designated spaces on streets to accommodate all transportation modes. It was mentioned that the New Jersey Bike and Walk Coalition (NJBWC) collaborates with communities to address these concerns through education and training. Participants also emphasized that rogue riders are much less dangerous than rogue drivers.

Improving Pedestrian Safety. Participants highlighted the need to enhance pedestrian safety throughout the County, including the installation of crosswalk lighting and beacons and improved sidewalks. Reducing car reliance could also help alleviate traffic congestion in downtown areas in Roselle. Additionally, participants suggested rail-to-trail projects, such as one that would connect Roselle and Elizabeth, to improve connectivity and provide more space for outdoor activities and an alternative transportation mode.

School Busing. Participants raised concerns about whether school districts should base busing decisions for children on safety and

accessibility rather than distance. The Safe Routes to School (SRTS) program provides infrastructure funding to improve safety and encourage walking and biking to school. This approach could reduce parents' need to drive their children by addressing safety concerns. Concerns were also raised about students feeling unsafe while walking, particularly in areas near major routes like Route 1 & 9 in Elizabeth, which was described as "a maze."

Affordable Housing and Transit-Oriented Development (TOD). Participants raised concerns about affordable housing. It was noted that the 4th Round of Affordable Housing likely depends on municipalities leveraging TOD and mixed-use developments to meet affordable housing goals. This strategy focuses on significant arterials for growth but raises concerns about congestion, as many municipalities will rely on TOD. This highlights the need for better alignment between transportation and housing goals to effectively manage both growth and congestion.

General (2)

Pedestrians and Biking Safety Improvements. Pedestrians expressed several key concerns and desires regarding pedestrian safety and infrastructure, including the need for curb extensions, Leading Pedestrian Intervals (LPIs), improved lighting at crosswalks and around train stations, and high-visibility crosswalks, especially at night. They also highlighted the importance of bike lanes and the use of safety equipment, such as helmets, for bike and scooter riders to ensure safer biking and scooting across Union County. Additionally, it was emphasized that bike lanes could help reduce the presence of delivery trucks by encouraging the use of cargo delivery bikes.

Education and Enforcement. Participants emphasized the need to educate riders and drivers on the rules and regulations for riding and driving. Many riders are unsure whether to be on the road or sidewalk and ride with or against traffic. Educational efforts should

Focus Group Meetings Summary (Cont.)

focus on clarifying these rules to reduce confusion. A combination of enforcement and education is essential to ensure safe rider and driver behavior. It's equally important to educate drivers on how to safely interact with micromobility users as it is to educate the riders themselves.

Improving Connectivity and Transportation System. Participants expressed a desire for more bike parking at transit stations and a greater need for public bike and scooter share programs in Union County to expand transportation options, especially for residents without access to vehicles. They also highlighted the importance of transit stations and stops to greenways and trails, both within the County and regionally, to popular destinations like Newark. This would help create a more interconnected transportation network, offering seamless travel options. Such connections could encourage residents to leave their cars at home for local trips and reduce dependence on personal vehicles.

Street Design and Infrastructure. Stakeholders emphasized the importance of redesigning complex intersections to make them more intuitive and reduce jaywalking. Key recommendations included shorter crosswalks, curb extensions, and more visible crossings to enhance safety for all road users. They also identified specific areas, such as St. George's Avenue and the River Road Trail Crossing in Rahway, where marked crosswalks are currently lacking and should be added to improve pedestrian safety and visibility.

Truck Traffic and Rerouting Concerns. Participants stressed the need to address the heavy truck traffic on Park Avenue in Scotch Plains, particularly from the nearby quarry. Although rerouting trucks to Terrill Road has been proposed, both roads are near middle schools, raising concerns about student safety and the impact on efforts to encourage biking to school.

Education

Safety Around Schools. Participants raised concerns about safety issues near schools, such as the absence of sidewalks, lack of bike lanes, and lack of first—and last-mile connectivity for shorter school commutes. They expressed a desire for high-visibility crosswalks and safe pickup and drop-off zones.

Participants raised concerns regarding parents' behavior around school pick-up and drop-off zones, which has become a significant issue in Union County, contributing to traffic congestion and safety concerns. They noted that parents frequently drop off children in unsafe locations and speed through crosswalks around the school. While efforts to encourage parents to park further away and have children walk have seen some success, ongoing attention is required. Crossing guards in these areas encounter difficulties, especially when parents fail to follow instructions, leading to unsafe conditions. The congestion is further worsened by parents who double-park or drive short distances despite living nearby.

Education and Enforcement. Participants highlighted that raising awareness and educating children has been a key focus, with schools actively involved in these efforts. While bike education is not part of the school curriculum in Linden, EZ Ride promotes safe riding practices in the City. In Elizabeth, traffic officers have proactively provided driver safety training, including effective hands-on demonstrations like drunk driving simulations to educate the children. The City of Elizabeth also passed a scooter ordinance mandating helmet use, further reinforcing the importance of rider safety.

Municipalities (1)

Traffic and Behavior. Participants raised concerns about traffic congestion and unsafe driving behaviors like running red lights and speeding. Municipalities like Cranford and Elizabeth are addressing these issues using tools like speed indicators and collaborating with NJDOT to improve traffic flow and safety. However, pedestrian visibility remains a challenge, particularly in areas like Scotch Plains,

Focus Group Meetings Summary (Cont.)

where driver impatience often leads to unsafe pedestrian conditions. Local safety initiatives, such as installing Rectangular Rapid Flashing Beacons (RRFBs) in Cranford, have seen mixed results, highlighting the need for continued enforcement and additional resources.

Safe Bike and Scooter Practices. Participants expressed concerns about the rising number of crashes involving e-scooters and bikes, particularly due to riders failing to stop at intersections. E-scooter riders often use sidewalks and unexpectedly enter streets, reducing their visibility and increasing crash risks. In response, some local municipalities have proposed ordinances to regulate bike and scooter use, including helmet requirements. The participants also emphasized the need for rider education as the number of unregistered or uninsured bikes and scooters continues to grow, leading to more impoundments.

Safety Around Schools. Participants expressed concerns about safety issues near schools, particularly contributing to severe traffic congestion on Liberty Avenue. To address this, Hillside has implemented one-way streets near schools, such as near Ola Edwards Community School, and increased the number of crossing guards at AP Morris Elementary School. This has also become a problem for residents in the area, with parents sometimes blocking driveways or sidewalks. While increased enforcement is seen as the most effective solution, additional resources are needed. Participants also suggested installing delineators on Liberty Avenue to narrow traffic lanes and create a left-turn lane, which would help reduce congestion during peak hours.

Crash Hot Spots. Participants identified several high-risk intersections in Hillside, including the intersection of Liberty and Hillside Avenue, which has seen at least 90 crashes in the past five years. They also pointed out that Liberty Avenue and Long Avenue require improvements, such as a dedicated left-turn lane or adjusted signal timing. Participants also noted the sharp curve on Conant

Avenue near Central Avenue creating visibility issues for the drivers. Additionally, the traffic lights at North Broad Street and Lexington Place often malfunction, disrupting the traffic flow for both Hillside and Elizabeth residents. They also raised concerns about the intersection of Dehart Place and W Jersey Street in Elizabeth, citing crashes caused by poor visibility from cars parking too close to the curb. Participants suggested solutions such as installing a striped barrier and signage to prevent parking near the corner and extending pedestrian crossing times with sensors.

Municipalities (2)

Rahway. Participants identified traffic and pedestrian safety concerns at two key locations. E Hazelwood Avenue, between Woodbridge Road and Hart Street, faces heavy traffic and speeding. While improvements like lane narrowing, shoulder striping, and speed feedback signs have been made, they are all short-term solutions. They emphasized a need for a mid-block crossing near the JFK Center (Rahway Community Action Organization) to prevent jaywalking. The intersection of Elizabeth and Jackson Avenues presents pedestrian safety challenges due to a large development on the east side of Elizabeth Avenue, which is expected to increase foot traffic in the area. The participants emphasized the need for long-term solutions like speed humps and stop signs for both intersections.

Berkeley Heights. Participants raised safety concerns on Mountain Avenue and Springfield Avenue in the downtown area. Mountain Avenue, with its narrow lanes, steep incline, deteriorated sidewalks, and small shoulders, poses risks, especially near schools where speeding and failure to slow down at crossings are common. Participants also noted that development in the downtown area is out of sync with the existing road design and infrastructure, leading to accessibility issues to both the transit hub and shops.

Scotch Plains. Participants highlighted Cooper Road, a local road connecting to a County route, as a significant concern with poor road

Focus Group Meetings Summary (Cont.)

quality and faded striping, leading to confusion and unsafe conditions. Participants also expressed concerns about tactical urbanism measures implemented by private entities, which create a false sense of security. They emphasized the need for long-term solutions to improve pedestrian safety.

Roselle. A participant noted Chestnut Street in Roselle, a County road with pedestrian and vehicular safety concerns, received a \$2 million federal improvement grant. The project will focus on two sections: E 1st to E 4th Avenue and E 10th Avenue to Jasper Street. While the first section already has on-street parking and striping to enhance safety, the second lacks these features, resulting in higher vehicle speeds and pedestrian challenges. To improve pedestrian safety, planned upgrades include shoulder painting, lane narrowing, and a mid-block crossing with flashing beacons near Pinho's Bakery.

Summit. A participant noted the limited effectiveness of flashing beacons in the City, with only 50% of people using them, and the need to move them occasionally as drivers become accustomed to them. They suggested that increased lighting would be a more effective long-term solution. The participant also highlighted that certain corridors, like Morris Avenue, which has 13 signals in a two-mile stretch, contribute to driver frustration and unsafe driving behaviors.

Similar issues have been reported on North Avenue, South Avenue, and Terrill Road in Scotch Plains, where poor signal coordination affects traffic flow and driver behavior.

Safe Bike and Scooter Practices. Participants discussed the challenges of implementing more protected bike lanes, particularly in Garwood and Springfield, due to limited road space that conflicts with on-street parking, two-way traffic, and truck traffic. One participant mentioned that shared bike lanes (sharrows) implemented in Rahway were not an ideal solution but emphasized the need for drivers to treat bikes as another mode of transport. Participants also noted a desire for more e-bike enforcement, as they can reach vehicle speeds and pose safety risks when ridden on sidewalks. Additionally, participants encouraged educational campaigns in schools, in collaboration with the TMA and police department, to promote safe scooter usage, helmet requirements, and proper riding locations to address the rise of scooters and electric vehicles.

Focus Group Meetings Presentation

UNION COUNTY & CITY OF ELIZABETH SAFE STREETS FOR ALL

Focus Group Meeting
January 2025



Project Team



Ricardo Matias, PE, County Engineer
Bernice Dieter, PE, Assistant County Engineer



Dan Loomis, PE, CME, CFM, City Engineer
Steven Rinaldi, PLS, PP, City Land Surveyor & Supervising Engineer



Consultant Project Manager
John Federico, PE, PP, AICP



Safety Planning/Engineering
Anthony Durante, AICP, RSP1



Community Engagement
Courtenay Mercer, AICP, PP



Introductions

Hello, my name is...



Agenda

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



Focus Group Meetings Presentation (Cont.)

Discussion

- What's working?
- What could be improved?
- Vision for the future...
 - What's your vision for getting around Union County safely in the future?



5

Focus Group Purpose

- To gather valuable insights on key transportation and safety issues, their impact on your organization, and the priorities of your stakeholders.
- Engage in meaningful discussions to share ideas and address concerns, promoting safe, equitable, and accessible streets for all.



6

Safe Streets for All Action Plan

Union County, in collaboration with the City of Elizabeth, is initiating the Union County Safe Streets for All (SS4A) Action Plan Project to improve roadway safety throughout the County.

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



7

Safe System Approach - Principles

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

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

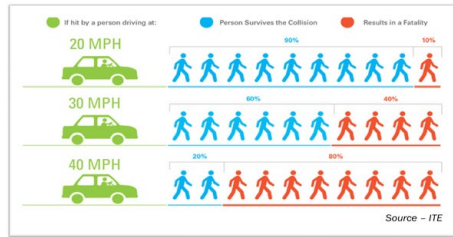


8

Focus Group Meetings Presentation (Cont.)

5 Elements of Safe System Approach

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

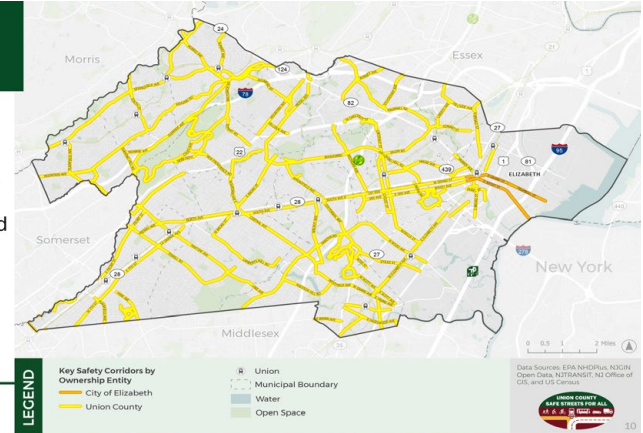


The risk of death for pedestrians increases substantially as the impact speed increases. From 2013-2022, 22% (1,338) of New Jersey's roadway fatalities were speeding-related.

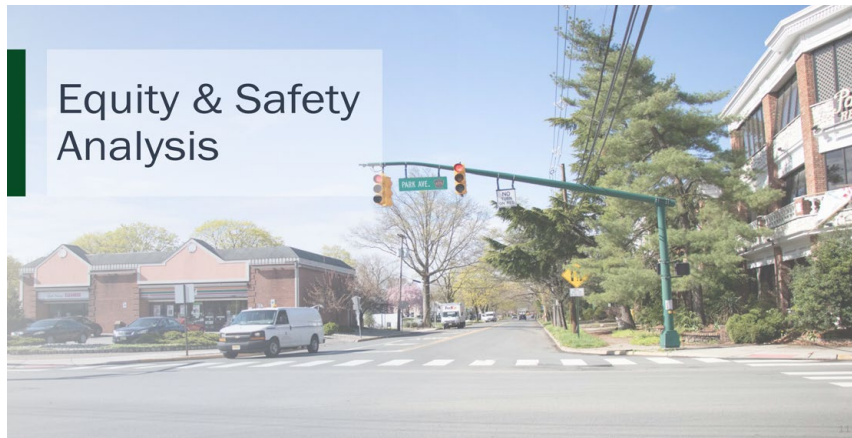
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Project Scope

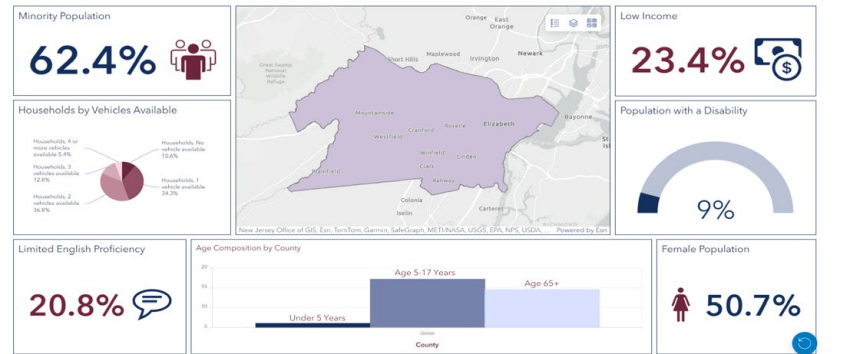
- **Data Collection** - Systemwide
- **Project Selection** - Key Safety Corridors identified in the map



10

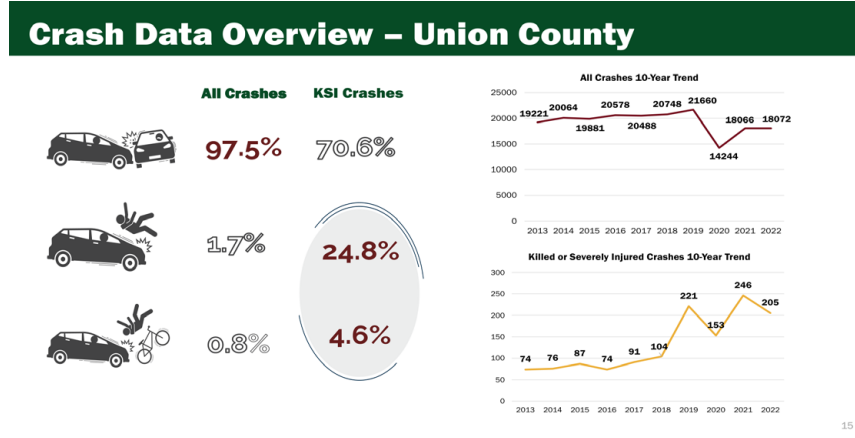
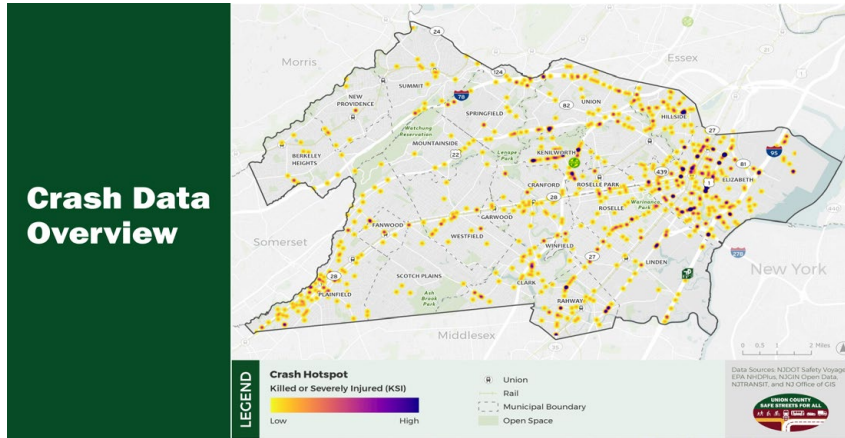


Union County Demographics



12

Focus Group Meetings Presentation (Cont.)



15

SAFE STREETS FOR ALL SURVEY! ¡ENCUESTA!

Now Open for **Your Input!**
 Help improve STREET SAFETY in Union County by taking the survey and mapping your ideas!

¡Abierto ahora para **tu opinión!**
 Ayuda a mejorar la SEGURIDAD VIAL en el Condado de Union participando en la encuesta y marcando tus ideas en el mapa.

Outreach Activities
 • Online Survey & Map
 Help spread the word?

Take the Survey Here | Realice la Encuesta Aquí
<https://bit.ly/union-ss4a>

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Next Steps

- Winter:**
Focus Group & Survey Outreach Activities
- Early Spring:**
High Injury Network
Priority Infrastructure Projects
Draft Recommendations & Refinement
- Late Spring/Early Summer:**
Draft Plan & Final Outreach Activities

18

Focus Group Meetings Presentation (Cont.)



Discussion

- What's working?
- What could be improved?
- Vision for the future...
 - What's your vision for getting around Union County safely in the future?




20

Survey & Map Materials

Survey & Map Screenshots

English ▾





We would like to hear about your experiences using the streets in Union County. Your input will help develop strategies to make the streets safer for all.


And as a thank you for your time, at the end of the survey, you will have the chance to enter a raffle for a chance to win a \$25 Visa gift card.

About the Project:

Union County and the City of Elizabeth are creating a Safe Streets for All (SS4A) Action Plan to make roads safer, lower the number of traffic deaths, and improve mobility and quality of life for everyone who travels in our community. The plan will recommend policies and identify key projects throughout the County and in Elizabeth to help make our streets safer for all road users. For more information, visit <https://ucnj.org/safe-streets/>.



→





Nos gustaría conocer su experiencia al usar las calles del Condado de Union. Sus comentarios ayudarán a desarrollar estrategias para hacer las calles más seguras para todos.

Y como agradecimiento por su tiempo, al final de la encuesta tendrá la oportunidad de participar en un sorteo para tener la oportunidad de ganar una tarjeta de regalo de \$25.

Acerca del Proyecto:

El Condado de Union y la Ciudad de Elizabeth están creando un Plan de Acción de Calles Seguras para Todos (SS4A) para hacer que las carreteras sean más seguras, reducir el número de muertes por accidentes de tráfico y mejorar la movilidad y la calidad de vida de todos los que viajan en nuestra comunidad. El plan recomendará políticas e identificará proyectos clave en todo el Condado y en Elizabeth para ayudar a hacer nuestras calles más seguras para todos los usuarios de las vías. Para más información, visite <https://ucnj.org/safe-streets/>.



Survey & Map Screenshots (Cont.)

How often do you travel in Union County?

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

← →

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

- Walking
- Wheelchair/Mobility Scooter
- Bike/Scooter/Other Personal Wheeled Transport**
- Car
- Taxi or Ride-Share (Uber/Lyft)
- Shuttle Bus
- Senior Bus/Paratransit
- Bus
- Train
- Other (describe below)

If you selected "other" above, please describe:

**If you selected bike/scooter above, what do you primarily ride? (choose up to 2)

- Regular Bike
- Electric Bike (E-Bike)
- Scooter
- Electric Scooter (E-Scooter)
- Skates
- Skateboard
- Hoverboard
- Segway
- Other (describe below)

← →

How do you want to get around Union County in the future? (Rank the items below from 1 to 4, with 1 being "Most Desired" and 4 being "Least Desired")

1. ...
2. ...
3. ...

- I'd like to walk more
- I'd like to bike/scooter more
- I'd like to drive more
- I'd like to take transit more

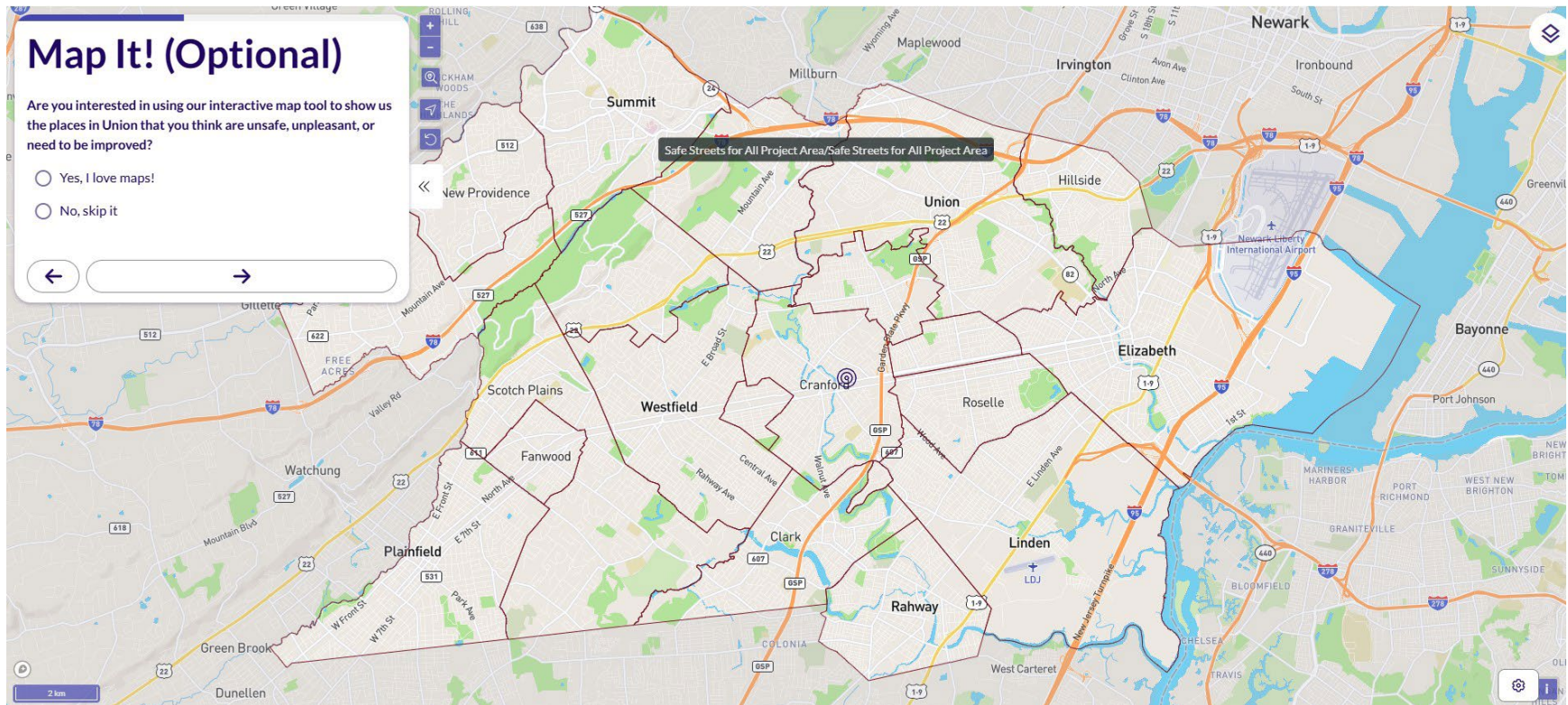
← →

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

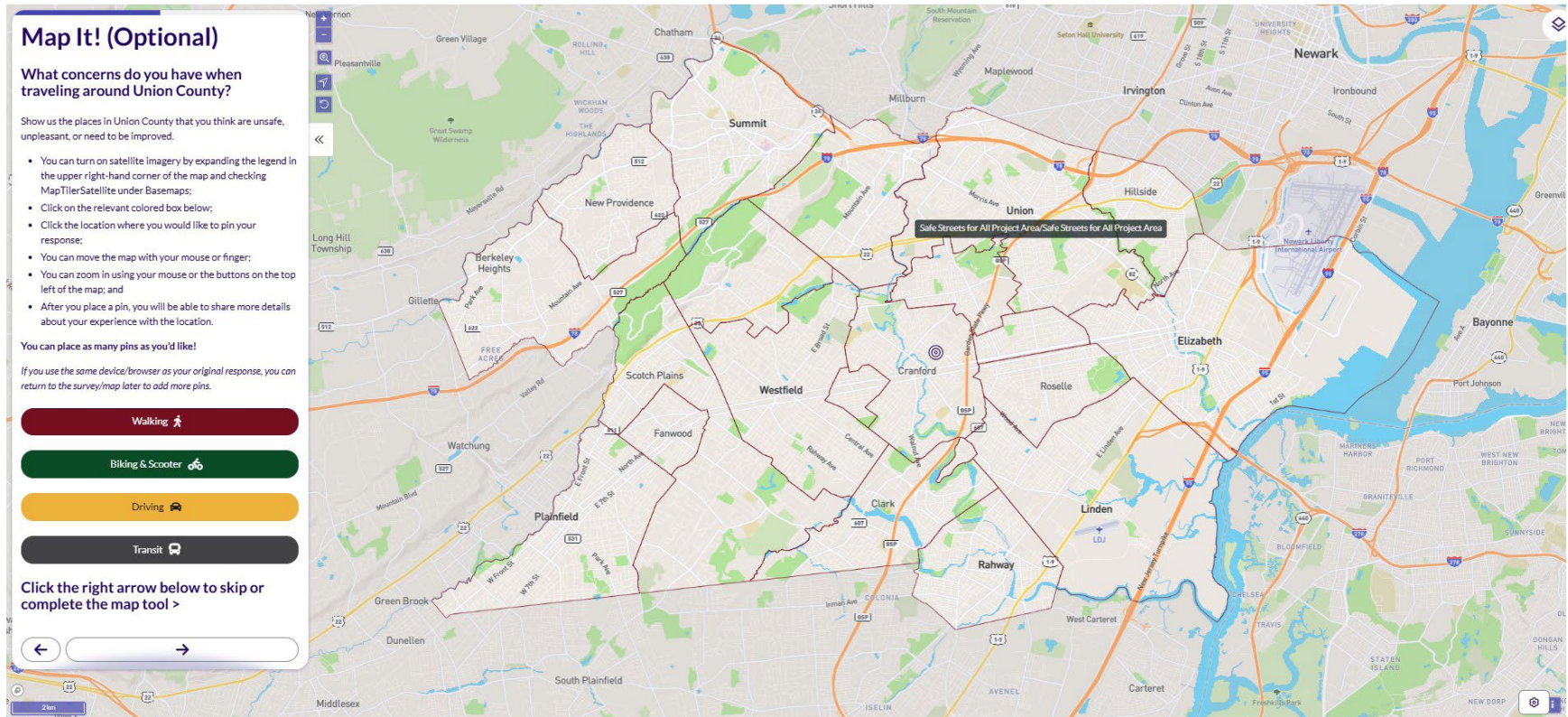
	Very Safe		Neutral		Very Unsafe
	1	2	3	4	5
Walking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike/Scooter	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Car	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Train	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

← →

Survey & Map Screenshots (Cont.)



Survey & Map Screenshots (Cont.)



Survey & Map Screenshots (Cont.)

Walking

What concerns do you have walking at this location? (choose up to 3)

- Cars/trucks run red lights/stop signs
- Cars/trucks don't yield to pedestrians
- Conflicts with bike/scooter riders
- Crosswalks are missing or poorly maintained
- Excessive speeding by cars/trucks
- Intersection feels unsafe or difficult to walk through
- It is hard to see cars approaching
- Other people make me feel unsafe walking here (personal safety)
- Pedestrians are not given enough time to cross the street
- Pedestrians have to cross too many lanes/too far
- Pedestrians with accessibility challenges have difficulties
- Poor lighting
- Sidewalks are missing or poorly maintained
- Too much traffic makes me feel unsafe walking here
- Upkeep and cleanliness
- Vehicles double park
- Other (describe below)

Tell us about your experience with the location.

DONE ✓
DELETE ✖

Biking & Scooter

What concerns do you have biking or scootering at this location? (choose up to 3)

- Cars/trucks don't yield to cyclists
- Excessive speeding by cars/trucks
- Improve the upkeep and cleanliness of existing bike lanes
- Incomplete bike lane connections/need cohesive bike network
- Intersection feels unsafe or difficult to bike through
- It is hard to see cars approaching
- Needs bike lanes (painted, separated, and/or protected lanes, etc.)
- Needs bike parking and storage (bike racks, lockers, etc.)
- Needs bike accommodations at an intersection (bike traffic signal, bike box, etc.)
- Other people make me feel unsafe riding here (personal safety)
- Pedestrians often overlook bike lanes when crossing
- Poor lighting
- Poor road conditions (potholes, paint worn, etc.)
- Too much traffic makes me feel unsafe riding here
- Vehicles double park
- Other (describe below)

Tell us about your experience with the location.

DONE ✓
DELETE ✖

Driving

What concerns do you have driving at this location? (choose up to 3)

- Confusing or hard-to-navigate intersection (hard angles, or 5-corners, etc.)
- Conflicts with bike/scooter riders
- Conflicts with jitneys/buses
- Excessive speeding by cars/trucks
- Faded or missing pavement markings
- Feels unsafe/difficult to turn on/off the street
- Flooding
- Hard to see pedestrians crossing or other vehicles
- Improve traffic flow by introducing one-way streets or additional routes
- Intersection feels unsafe or difficult to drive through
- Needs a traffic signal or stop sign
- Pedestrians not using the crosswalk (jaywalking)
- Poor lighting
- Poor road conditions (potholes, paint worn, etc.)
- Too many driveways
- Too much traffic makes me feel unsafe driving here
- Vehicles double park
- Other (describe below)

Tell us about your experience with the location.

DONE ✓
DELETE ✖

Transit

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

- Desire for more transit amenities (shelters, benches, trash cans, etc.)
- Desire for dedicated bus lanes
- Difficult for people with mobility challenges to access transit
- Missing or poorly maintained sidewalks/access to transit stop
- Needs bike parking and storage (bike racks, lockers, etc.)
- Other people make me feel unsafe waiting here (personal safety)
- Poor lighting
- Poor or missing signage about transit service
- Too much traffic makes waiting feel unsafe/uncomfortable
- Other (describe below)

Tell us about your experience with the location.

DONE ✓
DELETE ✖

Survey & Map Screenshots (Cont.)

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

← →

Tell us about yourself. (Optional)

We'd like to know a little bit about you, so we understand who we are reaching. All data will be reported anonymously.

Are you willing to answer a few questions to help us learn who is taking our survey?

- Yes
- No

← →

Tell us about yourself. (Optional)

All of your answers are confidential. Feel free to skip any questions you don't feel comfortable answering or scroll to the end of the page to submit your survey.

What is your home ZIP code?

What is the ZIP code where you work? (if applicable)

What is the ZIP code where you attend school? (if applicable)

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

- American Indian or Alaska Native
- Asian or Asian American
- Black or African American
- Hispanic or Latino
- Native Hawaiian or other Pacific Islander
- White or Caucasian
- Prefer not to say

What is your age?

- 17 or Younger
- 18 to 24
- 25 to 29
- 30 to 34
- 35 to 39
- 40 to 44
- 45 to 49
- 50 to 54
- 55 to 59
- 60 to 64
- 65 to 69
- 70 to 74
- 75 or Older
- Prefer Not to Say

Do you own or have access to a personal vehicle?

- Yes
- No
- Prefer not to answer

What is your gender?

- Female
- Male
- Non-Binary/Third Gender
- Prefer to Self-Describe
- Prefer Not to Say

What is your total household income?

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

← →

Survey & Map Screenshots (Cont.)

Stay in Touch!

Thank you for taking the time to complete this survey! Would you like to leave your email to enter the raffle* and/or sign up for project updates?

- Yes
- No

*Raffle Entry

Four (4) participants will be awarded one (1) Visa gift card valued at \$25. Survey respondents must provide their email addresses to qualify for the gift card raffle.

The four (4) winners will be randomly selected and notified via email by February 15, 2025. If winners do not respond to the notification email within 7 days, the Union County Safe Streets for All project team reserves the right to select an alternate winner.

[Share on Facebook](#) [Share on X](#) [Share on LinkedIn](#)

← →

Stay in Touch!

What is your email?

How would you like us to use your email? (check all that apply)

- Enter for a chance to win a Visa gift card*
- Sign up for updates about the project

Share the Survey!

Help spread the word about the survey. Ask your friends and family to share their ideas on how to transform our streets to serve people of all ages and abilities better.

[Share on Facebook](#) [Share on X](#) [Share on LinkedIn](#)

← SUBMIT →

Pop-Up Cubes (Cont.)

ABOUT SAFE STREET FOR ALL SOBRE CALLES SEGURAS PARA TODOS

Union County and the City of Elizabeth are creating a **Safe Streets for All (SS4A) Action Plan** funded by the U.S. Department of Transportation (USDOT) to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries within the county and mitigate roadway safety risks for all residents. This requires a partnership between the government, law enforcement, community groups, and **you** – those who use the roads every day.

The Action Plan aims to make roads **safer**, lower the number of **deaths** and **serious injuries** on our roadways, and improve mobility and quality of life for everyone who travels in our community. By prioritizing mobility for all roadway users, we can make our streets safer for everyone.

El Condado de Union y la ciudad de Elizabeth están creando un **Plan de Acción de Calles Seguras para Todos (SS4A)** financiado por el Departamento de Transporte de los Estados Unidos (USDOT) para desarrollar una estrategia holística y bien definida para prevenir muertes y lesiones graves en las carreteras dentro del condado y mitigar los riesgos de seguridad vial para todos los residentes. Esto requiere una colaboración entre el gobierno, la policía, grupos comunitarios y tú – quienes usan las carreteras todos los días.

El Plan de Acción busca **hacer las carreteras más seguras, reducir el número de muertes y lesiones graves** en nuestras vías, y mejorar la movilidad y calidad de vida para todos los que viajan en nuestra comunidad. Al priorizar la movilidad para todos los usuarios de la vía, podemos hacer nuestras calles más seguras para todos.

KEY OBJECTIVES OF THE SS4A ACTION PLAN: OBJETIVOS CLAVE DEL PLAN DE ACCIÓN SS4A:

 Identify the Hot Spots <small>Locales and Hot Spots Occurrences within the County.</small> Identificar las Unidades de Alto Riesgo o Accidentes y los Puntos Calientes de las Carreteras dentro del Condado.	 Ensure Equitable Investments <small>in the Safety Needs of underserved communities</small> Asegurar Inversiones Equitativas en las Necesidades de Seguridad de las Comunidades Desatendidas.	 Organize a robust public and Stakeholder Engagement Process <small>based on industry, community representation, and feedback.</small> Organizar un sólido Proceso de Participación pública y de las Partes Interesadas usando el Servicio al Ciudadano y Retroalimentación.	 Develop safety strategies and countermeasures using the Safe System Approach. Desarrollar estrategias de seguridad y contramedidas usando el Enfoque de Sistema Seguro.
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For more information, visit the website: | Para más información, visita el sitio web:
<https://ucnj.org/safe-streets/>

SAFE SYSTEM APPROACH | ENFOQUE DE SISTEMA SEGURO

The County will use the **Safe System Approach** to mitigate roadway safety risks for all residents.

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

It recognizes that people make mistakes while driving, walking, or biking and works to prevent these mistakes from causing death and serious injury. By identifying and fixing gaps in the transportation network, either through changes in road design or policy updates, the Safe System Approach aims to create safer streets for all.

El Condado utilizará el **Enfoque de Sistema Seguro** para mitigar los riesgos de seguridad vial para todos los residentes.

El **Enfoque de Sistema Seguro** es una manera de hacer las carreteras más seguras mediante la construcción de varias capas de protección para prevenir accidentes y reducir lesiones graves y muertes si estos ocurren. Este método, ampliamente utilizado en el campo del transporte, considera la seguridad como una responsabilidad compartida entre todos los involucrados: conductores, ciclistas, peatones, diseñadores de vías, proveedores de transporte y legisladores.

Reconoce que las personas cometen errores mientras conducen, caminan o andan en bicicleta y trabaja para evitar que estos errores causen muertes y lesiones graves. Al identificar y corregir las deficiencias en la red de transporte, ya sea a través de cambios en el diseño vial o actualizaciones de políticas, el Enfoque de Sistema Seguro busca crear calles más seguras para todos.

SAFE SYSTEM IMPLEMENTATION | IMPLEMENTACIÓN DEL SISTEMA SEGURO

Promoting safe and responsible driving and behavior for everyone using the roads and creating conditions that put the safety of all road users first, including those who walk, bike, drive, use public transit, or travel in other ways.



Promover la conducción y el comportamiento seguro y responsable para todos los usuarios de las vías y crear condiciones que prioricen la seguridad de todos los usuarios viales, incluyendo a quienes caminan, andan en bicicleta, conducen, utilizan el transporte público o se desplazan de otras maneras.

Increasing the availability of vehicle systems and features that reduce the chances of crashes and lessen the impact on both people inside and outside the vehicle.



Aumentar la disponibilidad de sistemas y características vehiculares que reducen las probabilidades de accidentes y disminuyen el impacto tanto en las personas dentro como fuera del vehículo.

Encouraging safer speeds on all roads by combining thoughtful and fair road designs that fit the area, setting appropriate speed limits, providing targeted education, running outreach campaigns, and enforcing speed rules. This approach aims to create safer conditions for everyone using the roads.



Fomentar velocidades más seguras en todas las vías combinando diseños viales considerados y justos que se adapten al área, estableciendo límites de velocidad apropiados, proporcionando educación específica, realizando campañas de divulgación y haciendo cumplir las normas de velocidad. Este enfoque busca crear condiciones más seguras para todos los usuarios de las vías.

Designing roads to reduce the impact of human mistakes, encouraging safer behaviors, and making travel safer for the most vulnerable users.



Diseñar carreteras para reducir el impacto de los errores humanos, fomentar comportamientos más seguros y hacer que los viajes sean más seguros para los usuarios más vulnerables.

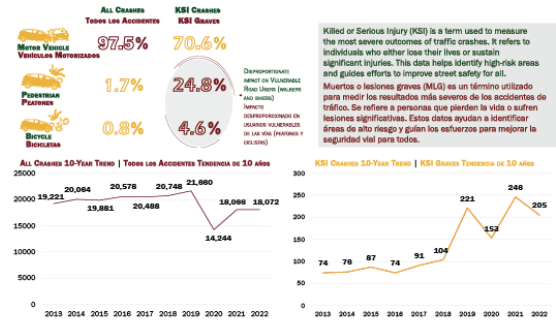
Improving crash survival rates by providing quick access to emergency medical care, ensuring a safe environment for first responders, and preventing additional crashes through strong traffic management practices.



Mejorar las tasas de supervivencia ante accidentes brindando acceso rápido a atención médica de emergencia, garantizando un entorno seguro para los socorristas y previniendo accidentes adicionales mediante prácticas sólidas de gestión del tráfico.

To learn more about the Safe System Approach, visit the website:
<https://www.transportation.gov/NRSS/SafeSystem>

COUNTY CRASH STATISTICS | ESTADÍSTICAS DE ACCIDENTES DEL CONDADO



For more information, visit the website: | Para más información, visita el sitio web:
<https://ucnj.org/safe-streets/>



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¡REALICE LA ENCUESTA COMPLETA!**

<https://ucnj.org/safe-streets/>

Pop-Up Cubes (Cont.)



Elizabeth Pop-Up Cubes (Cont.)

Which of the following do you use MOST when you travel in City of Elizabeth? (Select top two choices)
¿Cuál de los siguientes utiliza MÁS cuando viaja en la Ciudad de Elizabeth? (Elija sus 2 opciones principales)

Walk Caminata	Wheelchair/Mobility Scooter Silla de ruedas/Scooter de movilidad	Bike/Scooter Bicicleta/Scooter	Car Automóvil
Taxi or Ride-Share (Uber/Lyft) Taxi e Viaje Compartido	Shuttle Bus/Senior Bus/Paratransit Autobús Lazerera/Autobús para Personas Mayores/Paratransito	Bus Autobús	Train Tren

How do you want to get around City of Elizabeth in the future?
¿Cómo le gustaría desplazarse por la Ciudad de Elizabeth en el futuro?

I'd like to walk more Me gustaría caminar más	I'd like to bike/scooter more Me gustaría andar en bicicleta o patinete más	I'd like to drive more Me gustaría conducir más	I'd like to take transit more Me gustaría utilizar el transporte público más
Most Desired Más Deseado			
Least Desired Menos Deseado			

How safe do you feel when using the following types of transportation in City of Elizabeth?
¿Qué tan seguro se siente al utilizar los siguientes tipos de transporte en el Ciudad de Elizabeth?

Walking Caminar	Bike/Scooter Bicicleta/Scooter	Driving Conducir	Bus Autobús	Train Tren
Very Safe Muy Seguro				
Very Unsafe Muy Inseguro				

MAP IT! | ¡Traza el mapa!
 Use a NUMBERED sticky dot to mark any concerns or ideas to improve travel in your community.
 Use a punto adhesivo NUMERADO para marcar cualquier preocupación o idea para mejorar el transporte en tu comunidad.

MAP IT! | ¡Traza el mapa!
 Write the number of the dot placed on the map and your concerns or ideas on a sticky note.
 Escriba el número del punto colocado en el mapa y sus inquietudes o ideas en una nota adhesiva.

Share your experiences, concerns, and ideas about traveling in and around City of Elizabeth.
 Comparte tus experiencias, preocupaciones e ideas sobre el transporte dentro y alrededor de la Ciudad de Elizabeth.

Elizabeth Pop-Up Cubes (Cont.)

ABOUT SAFE STREET FOR ALL SOBRE CALLES SEGURAS PARA TODOS

Union County and the City of Elizabeth are creating a **Safe Streets for All (SS4A) Action Plan** funded by the U.S. Department of Transportation (USDOT) to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries within the city and mitigate roadway safety risks for all residents. This requires a partnership between the government, law enforcement, community groups, and **you** – those who use the roads every day.

The Action Plan aims to make roads safer, lower the number of deaths and serious injuries on our roadways, and improve mobility and quality of life for everyone who travels in our community. By prioritizing mobility for all roadway users, we can make our streets safer for everyone.

El Condado de Union y la Ciudad de Elizabeth están creando un **Plan de Acción de Calles Seguras para Todos (SS4A)** financiado por el Departamento de Transporte de los Estados Unidos (USDOT) para desarrollar una estrategia holística y bien definida para prevenir muertes y lesiones graves en las carreteras dentro del condado y mitigar los riesgos de seguridad vial para todos los residentes. Esto requiere una colaboración entre el gobierno, la policía, grupos comunitarios y tú – quienes usan las carreteras todos los días.

El Plan de Acción busca **hacer las carreteras más seguras, reducir el número de muertes y lesiones graves** en nuestras vías, y mejorar la movilidad y calidad de vida para todos los que viajan en nuestra comunidad. Al priorizar la movilidad para todos los usuarios de la vía, podemos hacer nuestras calles más seguras para todos.

KEY OBJECTIVES OF THE SS4A ACTION PLAN: OBJETIVOS CLAVE DEL PLAN DE ACCIÓN SS4A:

			
<p>Identify the High Crash-Risk Locations and Key Safety Concerns within the County.</p> <p>Identificar los Ubicaciones de Alto Riesgo de Accidentes y las Preocupaciones Clave de Seguridad dentro del Condado.</p>	<p>Ensure Economic Investments in the Safety Needs of underserved communities.</p> <p>Asegurar Inversiones Económicas en las Necesidades de Seguridad de las comunidades desatendidas.</p>	<p>Organize a robust public and Stakeholder Engagement Process focused on inclusivity, community representation, and feedback.</p> <p>Organizar un sólido Proceso de Participación pública y de los Partes Interesadas enfocado en la Inclusividad, representación comunitaria y retroalimentación.</p>	<p>Develop safety strategies and countermeasures using the Safe Streets Approach.</p> <p>Desarrollar estrategias de seguridad y contramedidas usando el Enfoque de Sistema Seguro.</p>

For more information, visit the website: | Para más información, visita el sitio web: <https://ucnj.org/safe-streets/>

SAFE SYSTEM APPROACH | ENFOQUE DE SISTEMA SEGURO

The City will use the **Safe System Approach** to mitigate roadway safety risks for all residents.

El Ciudad utilizará el **Enfoque de Sistema Seguro** para mitigar los riesgos de seguridad vial para todos los residentes.

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

El **Enfoque de Sistema Seguro** es una manera de hacer las carreteras más seguras mediante la construcción de varias capas de protección para prevenir accidentes y reducir lesiones graves y muertes si estos ocurren. Este método, ampliamente utilizado en el campo del transporte, considera la seguridad como una responsabilidad compartida entre todos los involucrados: conductores, ciclistas, peatones, diseñadores viales, proveedores de transporte y legisladores.

It recognizes that people make mistakes while driving, walking, or biking and works to prevent these mistakes from causing death and serious injury. By identifying and fixing gaps in the transportation network, either through changes in road design or policy updates, the Safe System Approach aims to create safer streets for all.

Reconoce que las personas cometen errores mientras conducen, caminan o andan en bicicleta y trabaja para evitar que estos errores causen muertes y lesiones graves. Al identificar y corregir las deficiencias en la red de transporte, ya sea a través de cambios en el diseño vial o actualizaciones de políticas, el Enfoque de Sistema Seguro busca crear calles más seguras para todos.

SAFE SYSTEM IMPLEMENTATION | IMPLEMENTACIÓN DEL SISTEMA SEGURO

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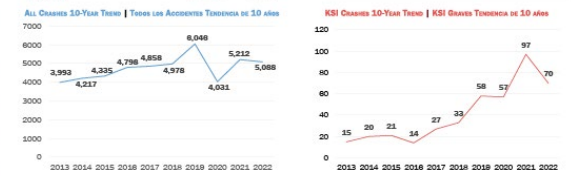
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CITY CRASH STATISTICS | ESTADÍSTICAS DE ACCIDENTES EN LA CIUDAD



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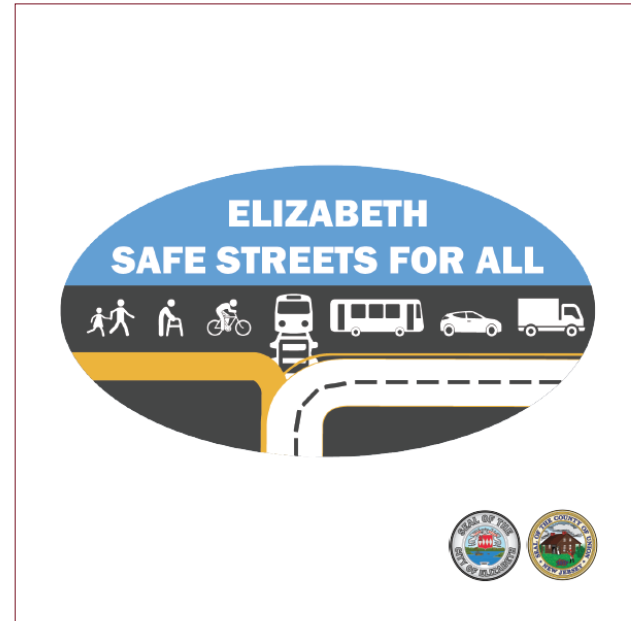
**ELIZABETH
SAFE STREETS FOR ALL**



**TAKE THE FULL SURVEY!
¡REALICE LA ENCUESTA COMPLETA!**

<https://ucnj.org/safe-streets/>

Elizabeth Pop-Up Cubes (Cont.)



Community Meeting Materials

Union County Community Meeting Summary & Written Comments

For the Union County community meeting, participants joined two municipality-based breakout rooms to discuss recommended safety improvement projects and a third breakout room focused on the draft policy framework. In Breakout Rooms 1 and 2, the project team reviewed each proposed project, and participants were directed to an online survey that displayed individual project sheets and included a comment box to collect feedback. Breakout Room 3 did not use the survey and instead focused on discussion of Countywide safety improvement strategies and policy recommendations.

The table below presents comments received from participants at the Union County community meeting.

Breakout Rooms 1 & 2: Draft Recommendations on Proposed Projects
South Broad Street (CR 623), between Bayway and Rahway/Elizabeth Avenue
<i>No comments</i>
Kenilworth Blvd/Galloping Hill Rd (CR 509), between Riverside Drive and “Five Points”, Walton Ave/Tucker Ave/Chestnut Street/Delaware Ave
Road Diet and Bike lanes - YES PLEASE!
If the concept of a road diet is not received by the community, does the project have an alternative which would help to reduce speeding along the Boulevard?
Morris Ave (CR 629), between Westfield Avenue and North Avenue
<i>No comments</i>
West Milton Avenue (CR 648), between Pierpont Street and the Rahway River Path
<i>No comments</i>

Union County Community Meeting Summary & Written Comments (Cont.)

Faitoute Ave/Michigan Ave (CR 617), between NJ 28 and US 22
I fully support improving Faitoute/Michigan Avenues.
<ul style="list-style-type: none">• I was happy to see that in some high-injury areas, the recommendation is a “road diet,” which reduces the road area available to drivers. However, overall reductions in road infrastructure (more dead-ends, pedestrian plaza conversion, pavement removal) do not seem to be considered as techniques for reducing vehicle-caused killings and injuries, even though they are quite an obvious remedy. I suspect they would be cheap to implement, would lower road maintenance costs, and would be popular with residents.• The stakeholders list mentioned at the beginning of the December 9 presentation seems fairly comprehensive because it includes all users of roads. But it actually omits a big group of stakeholders -- people who are non-users of roads because they are too dangerous. Many of us are forced to “help” keep those KSI rates down by abstaining from walking or biking around the neighborhood. This is a daily cost absorbed every day, imposed by through-traffic drivers with no real awareness of their behavior or limitations besides slightly lower speed limits in some places. There is a phenomenon known as the “Braess paradox” (https://en.wikipedia.org/wiki/Braess%27s_paradox) in which drivers often do not even benefit from additional through-routes -- overall travel times can paradoxically increase.• More specifically for this Project: I recently moved to this section of Faitoute Ave, near the Aldene school. It seems to be a major oversight that a County through-road cuts a park in half right beside an elementary school, on a half-mile stretch which is fronted almost 100% by residences. Isn't a high proportion of residential road frontage actually quite common among the high-injury network sections more generally?• I would suggest that the raw data (measurements, survey, etc.) discussed by the presenters be released for download on a public archive. This would make it easier to discuss questions like this and their implications. Thank you so much to the team behind this work. We are very fortunate to have such meticulous analysts guiding policy recommendations to improve our County's road safety!
Salem Rd/Liberty Ave (CR 509), between NJ 82 and Bloy Street
<i>No comments</i>
North Martine Ave/Park Ave (CR 655), between NJ 28 and US 22
<i>No comments</i>

Union County Community Meeting Summary & Written Comments (Cont.)

South Avenue (CR 610), between Lincoln Avenue and MP 6.294, Parkway Overpass
<ul style="list-style-type: none"> • Speed limit reduction necessary. • LPIs are greatly needed. • Consider a wider triangle-shaped crosswalk on High Street. Many people do not stay within the crosswalk because they turn east towards River and Rail, not using the ADA ramp. Make all ADA ramps guide all users to the crosswalk, not towards the center of intersections. Most ramps require wheelchair users or people pushing strollers to go straight towards the intersection, then turn to stay in the crosswalk.
Locust St (CR 619), between 4th Avenue and W Roselle Avenue
<ul style="list-style-type: none"> • Recommending PHBs or RRFBs on both sides of the trestle and W. Webster, as well as on W. Lincoln and W. Roselle. • Speed Feedback Signs would be helpful in this stretch of corridor because if at 5 Points you catch the green light at W. Colfax, you're easily doing 40-45 by the time you hit the train station and school. And high-visibility crosswalks don't work. People are idiots. They fly right through them, and cops sitting at the train station are on their cell phones, so they don't see it and therefore do nothing. How do I know, I've seen it myself, and I've had to get out of my car to walk kids across the street. Sad but true.
Jersey Ave/West Jersey St (CR 612), Between Bellevue Street and Cherry Street
<i>No comments</i>
Magie Ave (CR 618), between Shelley Avenue/Conant Avenue and North Avenue/NJ 439
<i>No comments</i>
Pearl St (CR 614), between Route 1 and Washington Avenue
<i>No comments</i>
Park Ave (CR 531), between County Border and 5th Street/NJ 28
<i>No comments</i>
North Wood Ave (CR 617), between Uncas Avenue and US 1
<i>No comments</i>
Raritan Rd (CR 607), between Central Avenue and Summit Terrace
<i>No comments</i>
7th St (CR 601), Between Arlington Avenue and Berckman Street
<i>No comments</i>

Union County Community Meeting Summary & Written Comments (Cont.)

Central Ave/Brant Ave/Westfield Ave/West Grand Ave (CR 613), between west of Terminal Ave and Lawrence Street
<i>No comments</i>
1st Ave/West Grand St (CR 610), Between Locust Street/CR 619 and NJ 27
<i>No comments</i>
East Front St/Front St (CR 620), between Leland Avenue and Hunter Avenue
<i>No comments</i>
Lake Ave (CR 655), between Oak Ridge Road and Country Club Boulevard
<i>No comments</i>
Miscellaneous Union County Community Meeting Comments
<ul style="list-style-type: none"> • My comments are not for this street only; they're for all the streets involved in this project. First of all, I think this project will be of help to our community. • In my opinion, #16, #18, and extending the sidewalk for pedestrians will help in keeping our community safer. • My only concern is with #11. In my experience, some drivers can be very impatient, and once they learn that an intersection keeps all lights on red for a few seconds, it might encourage them to run the red light. This will increase the chances of a collision, the opposite of what we want. With this, I'm not saying #11 is a bad idea; I'm just wondering if impatient drivers have been taken into consideration. Anyway, thanks for your hard work.
Breakout Room 3: Countywide Safety Strategies and Policy Recommendations
In the third breakout room of the Union County Community Meeting, participants focused on discussing Countywide safety improvement strategies and policy recommendations. The comments in the table below summarize their discussion.
Participants discussed recommendations from the Statewide Target Zero Commission, including proposed revisions to Title 39. They noted the need to raise the current traffic-volume threshold that limits speed hump installation on roads carrying more than 3,000 vehicles per day and to expand criteria for where bike lanes can be installed.
Participants recommended that Union County policies mirror State safety policies and emphasized the importance of aligning County actions with statewide initiatives.
Participants highlighted pedestrian sensing and red-light delay technology, noting installations along Route 1 in Elizabeth where no pedestrian fatalities have occurred this year. They encouraged broader use of this technology on other corridors.

Participants raised concerns about hesitation to install pedestrian infrastructure on County roads, particularly pedestrian refuge islands. They cited the refuge island at the North Avenue crossing near the Cranford train station as a successful example and expressed interest in seeing similar treatments elsewhere.

Participants asked whether the County has a clear policy stance that supports pedestrian infrastructure. They expressed support for more curb extensions, pedestrian safety treatments, and expanded bicycle infrastructure.

Participants noted that the Transportation Advisory Board (TAB) has not met in two years and emphasized the need for more consistent convenings and opportunities for public engagement. They highlighted Road Safety Audits (RSAs) as an effective way for residents and technical staff to jointly evaluate corridors and stressed the importance of connecting RSAs to funding pipelines.

Participants opposed the ban on e-bikes in parks, noting that parks function as part of the transportation network. They expressed concern that banning e-bikes forces riders onto roadways that lack adequate bicycle infrastructure.

Participants asked whether Springfield Avenue would receive edge line striping and encouraged the County to consider narrower lane widths, including testing 10-foot lanes on a pilot roadway to evaluate safety outcomes.

Participants discussed bicycle connectivity opportunities in Cranford, referencing existing bike lanes on Chester Lane and recent repaving on Walnut Street. They suggested extending bicycle lanes from Chester Lane to the new development at 750 Walnut Street to better connect local bicycle infrastructure to a County roadway.

Participants asked whether Union County has a Bicycle Master Plan and raised questions about updating the 2016 Transportation Master Plan.

Union County Community Meeting Presentation

UNION COUNTY & CITY OF ELIZABETH SAFE STREETS FOR ALL

Union County Community Meeting
December 9, 2025



Project Team



Ricardo Matias, PE, County Engineer
Bernice Dieter, PE, Assistant County Engineer



Dan Loomis, PE, CME, CFM, City Engineer
Steven Rinaldi, PLS, PP, City Land Surveyor & Supervising Engineer



Consultant Project Manager
John Federico, PE, PP, AICP
Carlos Bastida



Safety Planning/Engineering
Anthony Durante, AICP, RSP₁
Marjoly De Leon, AICP



Community Engagement
Courtenay Mercer, AICP, PP
Reya Singh



Agenda

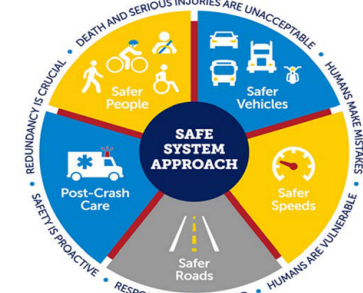
- Project Background
- Public Outreach Overview
- Crash Analysis
- Safety Recommendations
- Next Steps
- Breakout Rooms



Project Background

The main purpose of this Safe Streets for All (SS4A) project is to improve roadway safety throughout Union County. Specific goals:

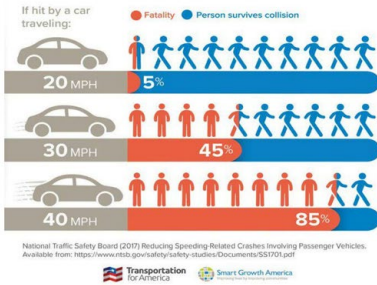
- Reduce the number of roadway fatalities and serious injuries within Union County
- Enhance safety, mobility, and quality of life for all roadway users – bicyclists, pedestrians, motorists, transit users, and people of all ages and abilities
- Develop a Safety Action Plan with a list of projects and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



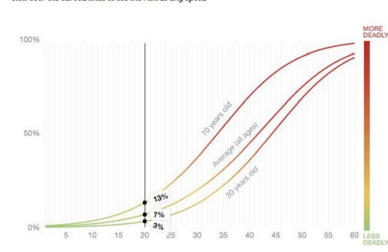
Union County Community Meeting Presentation (Cont.)

Impacts of Speed

You can't prioritize both safety and speed



The Chance of Being Killed by a Car Going 20 mph



5

Work Plan

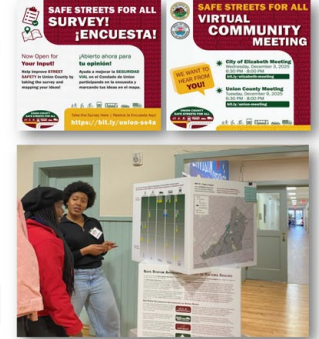
- 1. Community Outreach & Municipal Collaboration**
2. Crash Analysis, High-Injury Network, Corridor Prioritization
- 3. Draft Action Plan**
 - Identity programs/policies to improve traffic safety
 - Identify priority corridors and conceptual improvement projects
- 4. Next: Finalize and Adopt Action Plan**



6



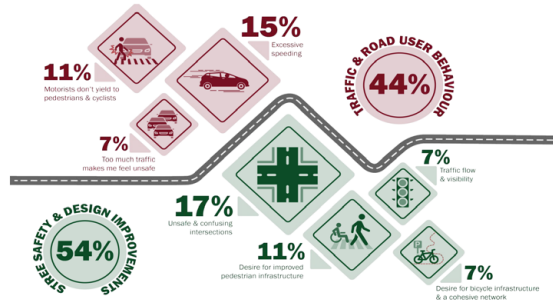
Outreach and Engagement Activities



8

Union County Community Meeting Presentation (Cont.)

Key Takeaways



Crash Analysis

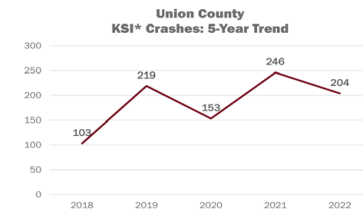
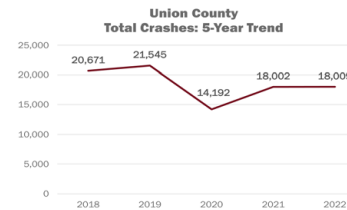
- Comprehensive crash data resources provided by NJDOT
- Methodology uses 5 years of data to assess safety conditions (most recent available was 2018-2022)

Three levels of analysis:

1. **Initial assessment** to identify crash trends
2. **High Injury Network (HIN)** developed based on crash frequency and severity
3. **Corridor Prioritization** based on frequency, severity, high-risk factors, presence of vulnerable road users (walkers & cyclists), and public outreach results



1. Crash Data Overview

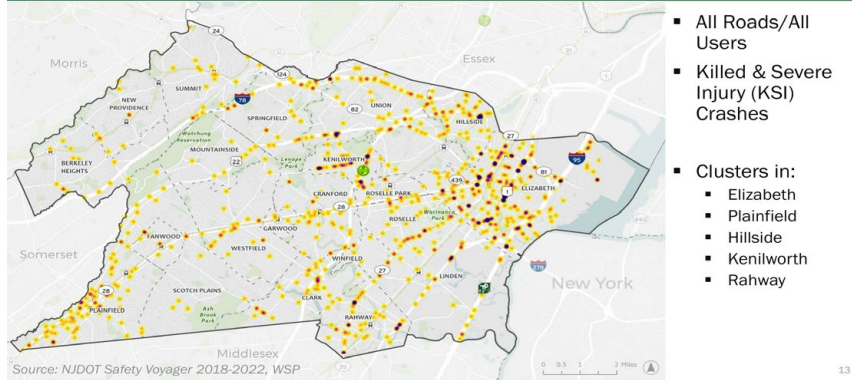


* KSI = Killed or Severe Injury
Safety Voyager 2018-2022



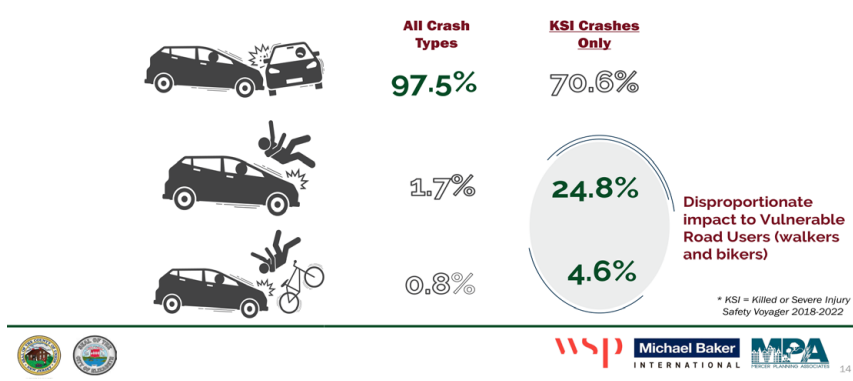
Union County Community Meeting Presentation (Cont.)

1. Crash Hotspots



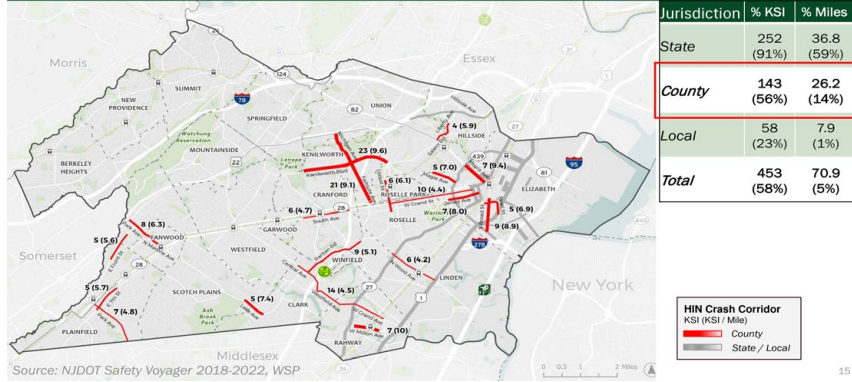
13

1. Crash Distribution



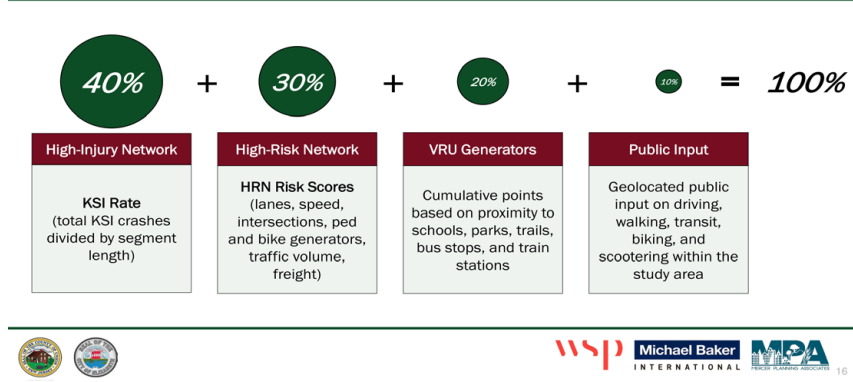
14

2. High-Injury Network



15

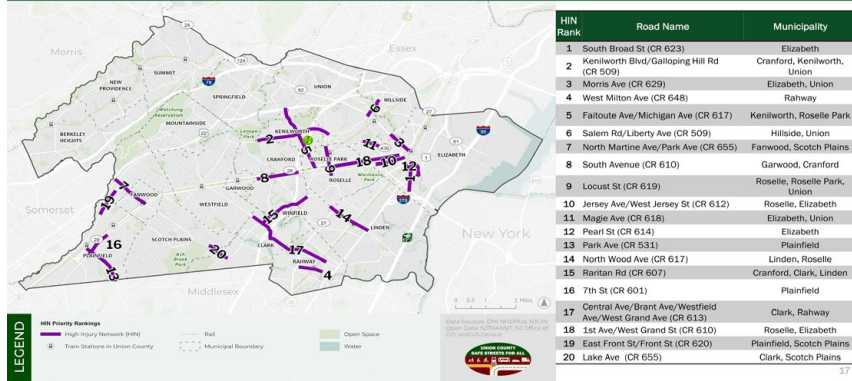
3. Priority Corridors: Weighting Factors



16

Union County Community Meeting Presentation (Cont.)

3. Priority Corridors



QUESTIONS?



Safety Strategies

Two Types



Union County Community Meeting Presentation (Cont.)

Safety Policies/Programs

Non-infrastructure efforts to improve safety
 • Enforcement & Education are the main policy/program types



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Enforcement Campaigns Along HIN Corridors

Policy/Program	Lead Agency	Timeline	Recurrence
Speed Enforcement	Municipal PDs	🕒🕒🕒	Annually
Enforcement at Pedestrian Crossings	Municipal PDs	🕒🕒🕒	Annually



22

Educational Efforts

Policy/Program	Lead Agency	Timeline	Recurrence
NJ TRANSIT Safety Information	NJ TRANSIT, Municipalities	🕒🕒🕒	Annually
Micromobility Rules and Safety Resources	Union County, TMAs	🕒🕒🕒	Annually
Road Safety Audits (RSAs)	Union County	🕒🕒🕒	As needed prior to corridor improvements
NJ Crossing Guard Training	Municipal PDs, School Districts	🕒🕒🕒	Annually
Safety Training for County Staff	Union County	🕒🕒🕒	Annually



23

Other Policies/Programs

Policy/Program	Lead Agency	Timeline	Recurrence
Vision Zero Policy	Union County	🕒🕒🕒	Once
Safety Task Force	Union County	🕒🕒🕒	Establish once, meet quarterly
Complete Streets Policy	Union County	🕒🕒🕒	Adopt once, update as needed
Setting Appropriate Speed Limits	Union County, Municipal PDs	🕒🕒🕒	As needed



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Union County Community Meeting Presentation (Cont.)

Safety Improvement Projects

Infrastructure projects with safety countermeasures

- Physical treatments intended to reduce (or prevent) specific crash types



Traffic Control – signage, striping, signals



Physical features – sidewalks, travel lanes

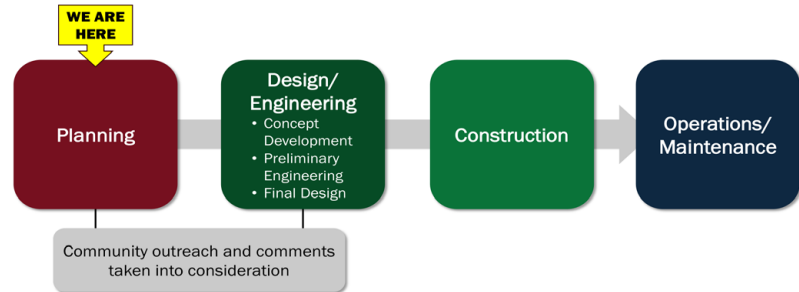


Lighting



25

Project Delivery Process



26

General Improvements for HIN Corridors

Traffic Signal Upgrades



Leading Pedestrian Intervals (LPIs)



27

General Improvements for HIN Corridors



Pedestrian Hybrid Beacon (PHB) aka High Intensity Activated Crosswalk (HAWK)



Rectangular Rapid Flash Beacon (RRFB)



28

Union County Community Meeting Presentation (Cont.)

General Improvements for HIN Corridors



High-Visibility Crosswalks



ADA upgrades – curb ramps, sidewalks

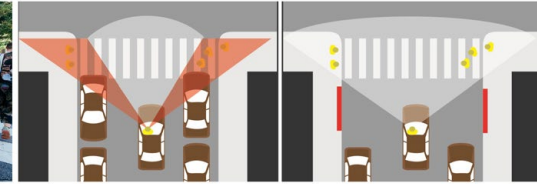


29

General Improvements for HIN Corridors



Intersection "Daylighting"



NJ State Law prohibits parking within 25 feet of crosswalks or side streets.



30

General Improvements for HIN Corridors



Lane Edge Lines



Centerline Rumble Strips



Speed Feedback Sign



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General Improvements for HIN Corridors



Bus Stop Improvements



Lighting



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Union County Community Meeting Presentation (Cont.)

Next Steps

Review public & stakeholder feedback

Finalize draft projects and policy recommendations

Draft & Final SS4A Safety Action Plan

Establish & convene Safety Task Force



County Community Meeting: Breakout Rooms

Room 1: Corridors/Projects in...

- Clark
- Cranford
- Fanwood
- Garwood
- Plainfield
- Rahway
- Scotch Plains

Room 2: Corridors/Projects in...

- Elizabeth
- Hillside
- Kenilworth
- Linden
- Roselle
- Roselle Park
- Union

Room 3:

- County-wide Safety Improvements
- Policy & Program Recommendations



COMMENT FORM*:



<https://bit.ly/union-comment>

**The form will remain open until December 16th*



County Community Meeting: Breakout Rooms

Room 1: Corridors/Projects in...

- Clark
- Cranford
- Fanwood
- Garwood
- Plainfield
- Rahway
- Scotch Plains



Union County Community Meeting Presentation (Cont.)

Priority Corridors

HIN Rank	Road Name	Municipality
1	South Broad St (CR 623)	Elizabeth
2	Kenilworth Blvd/Galloping Hill Rd (CR 509)	Cranford, Kenilworth, Union
3	Morris Ave (CR 629)	Elizabeth, Union
4	West Milton Ave (CR 648)	Rahway
5	Fairbairn Ave/Michigan Ave (CR 617)	Kenilworth, Roselle Park
6	Salem Rd/Liberty Ave (CR 609)	Hillsdale, Union
7	North Martine Ave/Park Ave (CR 655)	Fanwood, Scotch Plains
8	South Avenue (CR 610)	Garwood, Cranford
9	Locust St (CR 619)	Roselle, Roselle Park, Union
10	Jersey Ave/West Jersey St (CR 612)	Roselle, Elizabeth
11	Mage Ave (CR 618)	Elizabeth, Union
12	Pearl St (CR 614)	Elizabeth
13	Park Ave (CR 531)	Plainfield
14	North Wood Ave (CR 617)	Linden, Roselle
15	Raritan Rd (CR 607)	Cranford, Clark, Linden
16	7th St (CR 601)	Plainfield
17	Central Ave/Brant Ave/Westfield Ave/West Grand Ave (CR 613)	Clark, Rahway
18	1st Ave/West Grand St (CR 610)	Roselle, Elizabeth
19	East Front St/Front St (CR 620)	Plainfield, Scotch Plains
20	Lake Ave (CR 655)	Clark, Scotch Plains

LEGEND
 HIN Priority Rankings: High Priority Network (HIN), Major Collector, Local Road, Open Space, Water, Rail, Municipal Boundary, Train Stations in Union County.

Kenilworth Boulevard / Galloping Hill Road (CR 509) Between Riverside Drive and Walton Ave / Tucker Ave / Chestnut Street / Delaware Ave

Municipalities	Cranford, Kenilworth, Union
Mileposts	9.98 - 12.37
Functional Classification	Minor Arterial
AADT (vehicles/day)	16,040 (bidirectional)
Truck Route	Yes

SAFETY DATA
 TOTAL CRASHES*: 905 KSI CRASHES*: 23

TOP 3 CRASH TYPES*
 Same Direction - Rear End (28%), Same Direction - Sideswipe (24%), Right Angle (18%)

COMMUNITY FEEDBACK
 Excessive Speeding, Motorists don't yield to pedestrians, Confusing or Unsafe Intersection

SAFETY RECOMMENDATIONS
 1 Traffic Signal Upgrades, 2 Speed Feedback Sign, 3 Edge Lines, 4 Intersection Daylighting, 5 High-Visibility Crosswalk, 6 Intersection Daylighting, 7 Curb Ramp Upgrades, 8 Sidewalk Installation and Repairs, 9 Bus Stop Upgrades, 10 Road Diet with Bike Lanes, 11 No Turn on Red, 12 Reverse-Angle Parking, 13 Signal Operations, 14 Hanging Lane Control Signage, 15 Lane Reassignment, 16 Centerline Extension, 17 Channelizing/Splitter Island, 18 Intersection Line Extension, 19 Geometric Improvements, 20 Pedestrian Hybrid Beacon or Rectangular Rapid Flashing Beacon

<https://bit.ly/union-comment>

West Milton Avenue (CR 648), between Pierpont Street and the Rahway River Path

Municipalities	Rahway
Mileposts	0.12 - 0.82
Functional Classification	Major Collector
AADT (vehicles/day)	8,189 (bidirectional)
Truck Route	No

SAFETY DATA
 TOTAL CRASHES*: 86 KSI CRASHES*: 7

TOP 3 CRASH TYPES*
 Right Angle (23%), Same Direction - Sideswipe (19%), Same Direction - Rear End (14%)

COMMUNITY FEEDBACK
 Excessive Speeding, Motorists don't yield to pedestrians, Poor Lighting

SAFETY RECOMMENDATIONS
 1 Traffic Signal Upgrades, 2 Lighting Improvements, 3 Edge Lines, 4 Intersection Daylighting, 5 High-Visibility Crosswalk, 6 Curb Ramp Upgrades, 7 Sidewalk Repairs, 8 Rectangular Rapid Flashing Beacon, 9 New High-Visibility Crosswalk, 10 Warrant Analysis for Traffic Signal, 11 Intersection Control Beacon, 12 "Cross Traffic Does Not Stop" Sign, 13 Street Tree Relocation, 14 Corner Radii Reduction, 15 Stop Sign Visibility Enhancements, 16 Leading Pedestrian Interval, 17 Lane Reassignment

<https://bit.ly/union-comment>

North Martine Avenue / Park Avenue (CR 655), between NJ 28 and US 22

Municipalities	Fanwood, Scotch Plains
Mileposts	3.42 - 4.68
Functional Classification	Principal Arterial
AADT (vehicles/day)	10,692 (bidirectional)
Truck Route	No

SAFETY DATA
 TOTAL CRASHES*: 305 KSI CRASHES*: 8

TOP 3 CRASH TYPES*
 Same Direction - Rear End (33%), Same Direction - Sideswipe (21%), Right Angle (15%)

COMMUNITY FEEDBACK
 Motorists Don't Yield to Pedestrians/Cyclists, Excessive Speeding

SAFETY RECOMMENDATIONS
 1 Traffic Signal Upgrades, 2 Speed Feedback Sign, 3 Edge Lines, 4 Intersection Daylighting, 5 High-Visibility Crosswalk, 6 Curb Ramp Upgrades, 7 Sidewalk Repairs, 8 Bus Stop Upgrades, 9 Leading Pedestrian Interval, 10 Slip Lane Removal, 11 New High-Visibility Crosswalk, 12 Rectangular Rapid Flashing Beacon, 13 School Zone Markings/Signage, 14 Speed Limit Reduction, 15 No Turn on Red, 16 Do Not Block Intersection Markings, 17 Left Turn Only Lane

<https://bit.ly/union-comment>

Union County Community Meeting Presentation (Cont.)

South Avenue (CR 610), between Lincoln Avenue and MP 6.29

Municipality(ies)	Cranford
Mileposts	5.00 - 6.29
Functional Classification	Minor Arterial
AADT (vehicles/day)	11,679 (bidirectional)
Truck Route	No

SAFETY DATA

TOTAL CRASHES*: 300 KSI CRASHES*: 6

TOP 3 CRASH TYPES*

- Same Direction - Rear End (28%)
- Same Direction - Sideswipe (21%)
- Right Angle (16%)

COMMUNITY FEEDBACK

- Excessive Speeding
- Confusing or Unsafe Intersection
- Hard to See Other Vehicles or Pedestrians Crossing

SAFETY RECOMMENDATIONS

- Traffic Signal Upgrades
- Speed Feedback Sign
- Lighting Improvements
- Edge Lines
- Intersection Daylighting
- High-Visibility Crosswalk
- Curb Ramp Upgrades
- Sidewalk Installation and Repairs
- Bus Stop Upgrades
- Leading Pedestrian Interval
- Lane Reassignment
- Pedestrian Hybrid Beacon
- Painted Curb Extensions
- Rectangular Rapid Flashing Beacon
- New High-Visibility Crosswalk
- Signal Operations
- Speed Limit Reduction
- Geometric Improvements

Corridor-wide Recommendations: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20

*Source: NJDOT Safety Viewer 2019-2022

<https://bit.ly/union-comment>

Park Avenue (CR 531), between County Border and 5th Street / NJ 28

Municipality(ies)	Plainfield
Mileposts	6.94 - 8.41
Functional Classification	Minor Arterial
AADT (vehicles/day)	10,301 (bidirectional)
Truck Route	Yes

SAFETY DATA

TOTAL CRASHES*: 155 KSI CRASHES*: 7

TOP 3 CRASH TYPES*

- Right Angle (20%)
- Same Direction - Rear End (20%)
- Struck Parked Vehicle (16%)

COMMUNITY FEEDBACK

- Motorists Run Red Light/ Stop Signs
- Excessive Speeding
- Pedestrians Jaywalk
- Vehicles Double Park

SAFETY RECOMMENDATIONS

- Traffic Signal Upgrades
- Edge Lines
- Lighting Improvements
- Intersection Daylighting
- High-Visibility Crosswalk
- Curb Ramp Upgrades
- Sidewalk Repairs
- Bus Stop Upgrades
- New High-Visibility Crosswalk
- Rectangular Rapid Flashing Beacon
- Protected Left Turn Phase or Left Turn Yield on Green Sign
- Signal Operations
- Leading Pedestrian Interval
- Lane Reassignment
- School Zone Markings/Signage
- Pedestrian Hybrid Beacon

Corridor-wide Recommendations: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20

*Source: NJDOT Safety Viewer 2019-2022

<https://bit.ly/union-comment>

Raritan Road (CR 607), between Central Avenue and Summit Terrace

Municipality(ies)	Cranford, Clark, Linden
Mileposts	2.64 - 4.40
Functional Classification	Minor Arterial
AADT (vehicles/day)	18,525 (bidirectional)
Truck Route	No

SAFETY DATA

TOTAL CRASHES*: 436 KSI CRASHES*: 9

TOP 3 CRASH TYPES*

- Same Direction - Rear End (34%)
- Same Direction - Sideswipe (31%)
- Right Angle (4%)

COMMUNITY FEEDBACK

- Excessive Speeding
- Confusing or Unsafe Intersection
- Missing/Poorly Maintained Crosswalks

SAFETY RECOMMENDATIONS

- Traffic Signal Upgrades
- Lighting Improvements
- Edge Lines
- Intersection Daylighting
- High-Visibility Crosswalk
- Curb Ramp Upgrades
- Sidewalk Installation and Repairs
- Bus Stop Upgrades
- Curb Radii Reduction
- Hanging Lane Control Signage
- Pedestrian Refuge Island
- Signal Operations
- New High-Visibility Crosswalk
- Pedestrian Countdown Signals
- Lane Reassignment
- Leading Pedestrian Interval
- Pedestrian Hybrid Beacon
- Rectangular Rapid Flashing Beacon
- "Cross Traffic Does Not Stop" Sign
- Advance Lane Control Signage
- Intersection Line Extension
- Left Turn Only Lane

Corridor-wide Recommendations: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22

*Source: NJDOT Safety Viewer 2019-2022

<https://bit.ly/union-comment>

7th Street (CR 601), between Arlington Avenue and Berckman Street

Municipality(ies)	Plainfield
Mileposts	1.48 - 2.36
Functional Classification	Minor Arterial
AADT (vehicles/day)	5,774 (bidirectional)
Truck Route	No

SAFETY DATA

TOTAL CRASHES*: 199 KSI CRASHES*: 5

TOP 3 CRASH TYPES*

- Right Angle (33%)
- Same Direction - Rear End (21%)
- Struck Parked Vehicle (10%)

COMMUNITY FEEDBACK

- Other People Make Me Feel Unsafe
- Traffic Makes Me Feel Unsafe

SAFETY RECOMMENDATIONS

- Traffic Signal Upgrades
- Lighting Improvements
- Speed Feedback Sign
- Edge Lines
- Speed Limit Reduction
- Intersection Daylighting
- High-Visibility Crosswalk
- Curb Ramp Upgrades
- Sidewalk Repairs
- Bus Stop Upgrades
- Signal Operations
- Painted Curb Extensions
- Leading Pedestrian Interval
- Left Turn Only Lane
- Intersection Line Extension
- New High-Visibility Crosswalk
- Lane Narrowing
- Slip Lane Removal
- "Cross Traffic Does not Stop" Sign
- Rectangular Rapid Flashing Beacon

Corridor-wide Recommendations: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20

*Source: NJDOT Safety Viewer 2019-2022

<https://bit.ly/union-comment>

Union County Community Meeting Presentation (Cont.)

Central Avenue / Brant Avenue / Westfield Avenue / West Grand Avenue (CR 613)
Between West of Terminal Avenue and Lawrence Street

Municipalities: Clark, Rahway
 Mileposts: 3.77 - 6.66
 Functional Classification: Principal Arterial / Minor Arterial
 AADT (vehicles/day): 10,624 - 15,592 (bidirectional)
 Truck Route: No

SAFETY DATA

TOTAL CRASHES*: 1,240 KSI CRASHES*: 14

TOP 3 CRASH TYPES*

- Same Direction - Rear End (34%)
- Right Angle (17%)
- Same Direction - Sideswipe (28%)

COMMUNITY FEEDBACK

- Excessive Speeding
- Confusing or Unsafe Intersection

SAFETY RECOMMENDATIONS

- Traffic Signal Upgrades
- Speed Feedback Sign
- Traffic Signal Preemption
- Edge Lines
- Intersection Daylighting
- High-Visibility Crosswalk
- Curb Ramp Upgrades
- Sidewalk Installation and Repairs
- Flashing "Signal Ahead" Sign
- Signal Operations
- Curb Radii Reduction
- Hanging Lane Control Signage
- Pedestrian Refuge Islands
- Curbed Median
- Rectangular Rapid Flashing Beacon
- Intersection Line Extension
- Centerline Hardening
- New High-Visibility Crosswalk
- Slip Lane Removal
- Leading Pedestrian Interval
- Lane Reassignment

Corridor-wide Recommendations: 1-11

*Source: NJDOT Safety Viewer 2018-2022

<https://bit.ly/union-comment>

East Front Street / Front Street (CR 620), between Leland Avenue and Hunter Avenue

Municipalities: Plainfield, Scotch Plains
 Mileposts: 1.89 - 2.78
 Functional Classification: Minor Arterial
 AADT (vehicles/day): 3,912 (bidirectional)
 Truck Route: No

SAFETY DATA

TOTAL CRASHES*: 104 KSI CRASHES*: 5

TOP 3 CRASH TYPES*

- Right Angle (28%)
- Struck Parked Vehicle (18%)
- Same Direction - Sideswipe (14%)

COMMUNITY FEEDBACK

- Excessive Speeding

SAFETY RECOMMENDATIONS

- Traffic Signal Upgrades
- Speed Feedback Sign
- Edge Lines
- Intersection Daylighting
- High-Visibility Crosswalk
- Curb Ramp Upgrades
- Sidewalk Repairs
- Bus Stop Upgrades
- Signal Operations
- Rectangular Rapid Flashing Beacon
- New High-Visibility Crosswalks
- Left Turn Only Lane
- Leading Pedestrian Interval
- Lighting Improvements
- Intersection Control Beacon
- "Cross Traffic Does Not Stop" Sign

Corridor-wide Recommendations: 1-10

*Source: NJDOT Safety Viewer 2018-2022

<https://bit.ly/union-comment>

Lake Avenue (CR 655), between Oak Ridge Road and Country Club Boulevard

Municipalities: Clark, Scotch Plains
 Mileposts: 0.00 - 0.67
 Functional Classification: Minor Arterial
 AADT (vehicles/day): 8,283 (bidirectional)
 Truck Route: No

SAFETY DATA

TOTAL CRASHES*: 137 KSI CRASHES*: 5

TOP 3 CRASH TYPES*

- Same Direction - Rear End (50%)
- Right Angle (12%)
- Same Direction - Sideswipe (12%)

COMMUNITY FEEDBACK

- Excessive Speeding
- Confusing or Unsafe Intersection

SAFETY RECOMMENDATIONS

- Traffic Signal Upgrades
- Speed Feedback Sign
- Edge Lines
- Intersection Daylighting
- High-Visibility Crosswalk
- Curb Ramp Upgrades
- Sidewalk Installation and Repairs
- Bus Stop Upgrades
- Signal Operations
- Geometric Improvements
- Hanging Lane Control Signage
- Leading Pedestrian Interval
- New High-Visibility Crosswalk
- Rectangular Rapid Flashing Beacon
- Pedestrian Refuge Island
- Advance Warning Signage Roundabout
- Peanut Roundabout

Corridor-wide Recommendations: 1-10

*Source: NJDOT Safety Viewer 2018-2022

<https://bit.ly/union-comment>

County Community Meeting: Breakout Rooms

Room 2: Corridors/Projects in...

- Elizabeth
- Hillside
- Kenilworth
- Linden
- Roselle
- Roselle Park
- Union

Union County Community Meeting Presentation (Cont.)

Priority Corridors

HIN Rank	Road Name	Municipality
1	South Broad St (CR 623)	Elizabeth
2	Kenilworth Blvd/Galloping Hill Rd (CR 509)	Cranford, Kenilworth, Union
3	Morris Ave (CR 629)	Elizabeth, Union
4	West Milton Ave (CR 648)	Rahway
5	Fatout Ave/Michigan Ave (CR 617)	Kenilworth, Roselle Park
6	Salem Rd/Liberty Ave (CR 509)	Hillside, Union
7	North Martine Ave/Park Ave (CR 655)	Fairwood, Scotch Plains
8	South Avenue (CR 610)	Garwood, Cranford
9	Locust St (CR 619)	Roselle, Roselle Park, Union
10	Jersey Ave/West Jersey St (CR 612)	Roselle, Elizabeth
11	Magie Ave (CR 618)	Elizabeth, Union
12	Pearl St (CR 614)	Elizabeth
13	Park Ave (CR 531)	Plainfield
14	North Wood Ave (CR 617)	Linden, Roselle
15	Raritan Rd (CR 607)	Cranford, Clark, Linden
16	7th St (CR 601)	Plainfield
17	Control Ave/Brant Ave/Westfield Ave/West Grand Ave (CR 613)	Clark, Rahway
18	1st Ave/West Grand St (CR 610)	Roselle, Elizabeth
19	East Front St/Front St (CR 620)	Plainfield, Scotch Plains
20	Lake Ave (CR 655)	Clark, Scotch Plains

South Broad Street (CR 623), between Bayway and Rahway Avenue/Elizabeth Avenue

Municipality(ies)	Elizabeth
Mileposts	0.00-1.00
Functional Classification	Minor Arterial
AADT (vehicles/day)	18,726 (bidirectional)
Truck Route	No

SAFETY DATA

TOTAL CRASHES*: 364 KSI CRASHES*: 9

TOP 3 CRASH TYPES*

- Right Angle (27%)
- Same Direction - Rear End (26%)
- Same Direction - Sideswipe (18%)

COMMUNITY FEEDBACK

- Excessive Speeding
- Conflict With Bikar Scooter Riders
- Confusing or Unsafe Intersection

SAFETY RECOMMENDATIONS

- Traffic Signal Upgrades
- Traffic Signal Preemption
- Lighting Improvements
- Edge Lines
- Intersection Daylighting
- High-Visibility Crosswalk
- Curb Ramp Upgrades
- Sidewalk Repairs
- Bus Stop Upgrades
- Signal Operations
- Painted Curb Extensions
- Leading Pedestrian Interval
- School Zone Markings/Signage
- Advance Lane Control Signage
- Intersection Line Extension
- Lane Reassignment
- Centerline Extension
- Lane Narrowing
- Pedestrian Hybrid Beacon**

<https://bit.ly/union-comment>

Kenilworth Boulevard / Galloping Hill Road (CR 509) Between Riverside Drive and Walton Ave / Tucker Ave / Chestnut Street / Delaware Ave

Municipality(ies)	Cranford, Kenilworth, Union
Mileposts	9.98-12.37
Functional Classification	Minor Arterial
AADT (vehicles/day)	16,040 (bidirectional)
Truck Route	Yes

SAFETY DATA

TOTAL CRASHES*: 505 KSI CRASHES*: 23

TOP 3 CRASH TYPES*

- Same Direction - Rear End (28%)
- Same Direction - Sideswipe (24%)
- Right Angle (18%)

COMMUNITY FEEDBACK

- Excessive Speeding
- Motorists don't yield to pedestrians
- Confusing or Unsafe Intersection

SAFETY RECOMMENDATIONS

- Traffic Signal Upgrades
- Speed Feedback Sign
- Edge Lines
- Intersection Daylighting
- High-Visibility Crosswalk
- Curb Ramp Upgrades
- Sidewalk Installation and Repairs
- Bus Stop Upgrades
- Road Diet with Bike Lanes
- Pedestrian Hybrid Beacon or Rectangular Rapid Flashing Beacon
- No Turn on Red
- Reverse-Angle Parking
- Signal Operations
- Hanging Lane Control Signage
- Lane Reassignment
- Centerline Extension
- Channelizing/Spitter Island
- Intersection Line Extension
- Geometric Improvements

<https://bit.ly/union-comment>

Morris Avenue (CR 629), between Westfield Avenue and North Avenue

Municipality(ies)	Elizabeth, Union
Mileposts	0.00-0.74
Functional Classification	Minor Arterial
AADT (vehicles/day)	16,345-20,358 (bidirectional)
Truck Route	No

SAFETY DATA

TOTAL CRASHES*: 371 KSI CRASHES*: 7

TOP 3 CRASH TYPES*

- Same Direction - Rear End (29%)
- Same Direction - Sideswipe (18%)
- Right Angle (14%)

COMMUNITY FEEDBACK

- Conflict With Bikar Scooter Riders
- Confusing or Unsafe Intersection
- Traffic Makes Me Feel Unsafe

SAFETY RECOMMENDATIONS

- Traffic Signal Upgrades
- Edge Lines
- Intersection Daylighting
- High-Visibility Crosswalk
- Curb Ramp Upgrades
- Sidewalk Repairs
- Bus Stop Upgrades
- Signal Operations
- Channelizing/Spitter Island
- Painted Curb Extensions
- Rectangular Rapid Flashing Beacon
- No Turn on Red
- Leading Pedestrian Interval
- School Zone Markings/Signage
- New High-Visibility Crosswalk
- Lane Reassignment
- Geometric Improvements

<https://bit.ly/union-comment>

Union County Community Meeting Presentation (Cont.)

Fairoute Avenue / Michigan Avenue (CR 617), between NJ 28 and US 22

Municipalities	Kentworth, Roselle Park
Mileposts	4.85 - 7.14
Functional Classification	Minor Arterial
AADT (vehicles/day)	3,141 (bidirectional)
Truck Route	No

SAFETY DATA

TOTAL CRASHES*: 357 KSI CRASHES*: 21

TOP 3 CRASH TYPES*

- 1 Same Direction - Rear End (43%)
- 2 Right Angle (20%)
- 3 Same Direction - Sideswipe (17%)

COMMUNITY FEEDBACK

- 1 Vehicles Double Park
- 2 Traffic Makes Me Feel Unsafe
- 3 Confusing or Unsafe Intersection

SAFETY RECOMMENDATIONS

- 1 Traffic Signal Upgrades
- 2 Speed Feedback Sign
- 3 Edge Lines
- 4 Intersection Daylighting
- 5 High-Visibility Crosswalk
- 6 Curb Ramp Upgrades
- 7 Sidewalk Installation and Repairs
- 8 Bus Stop Upgrades
- 9 Pedestrian Countdown Signals
- 10 New High-Visibility Crosswalk
- 11 School Zone Markings/Signage
- 12 Geometric Improvements
- 13 Rectangular Rapid Flashing Beacon
- 14 Lighting Improvements
- 15 Lane Reassignment
- 16 Signal Operations
- 17 Access Management
- 18 Stop Sign Visibility Enhancements
- 19 Pedestrian Hybrid Beacon

Source: NJDOT Safety Viewer 2018-2022

<https://bit.ly/union-comment>

Salem Road / Liberty Avenue (CR 509), between NJ 82 and Bloy Street

Municipalities	Hillside, Union
Mileposts	13.97 - 14.65
Functional Classification	Minor Arterial
AADT (vehicles/day)	8,643 - 12,548 (bidirectional)
Truck Route	Yes

SAFETY DATA

TOTAL CRASHES*: 432 KSI CRASHES*: 4

TOP 3 CRASH TYPES*

- 1 Same Direction - Sideswipe (29%)
- 2 Same Direction - Rear End (29%)
- 3 Right Angle (15%)

COMMUNITY FEEDBACK

- 1 Confusing or Unsafe Intersection
- 2 Traffic Makes Me Feel Unsafe

SAFETY RECOMMENDATIONS

- 1 Traffic Signal Upgrades
- 2 Edge Lines
- 3 Intersection Daylighting
- 4 High-Visibility Crosswalk
- 5 Curb Ramp Upgrades
- 6 Sidewalk Repairs
- 7 Bus Stop Upgrades
- 8 Road Diet with Bike Lanes
- 9 Signal Ahead Signage
- 10 Slip Lane Removal
- 11 Curb Radii Reduction
- 12 Lighting Improvements
- 13 New High-Visibility Crosswalk
- 14 Centerline Hardening
- 15 School Zone Markings/Signage
- 16 Left Turn Only Lane
- 17 Pedestrian Crossing Signage
- 18 Chevron Signage and Sequential Dynamic Curve Warning System
- 19 Advance Lane Control Signage

Source: NJDOT Safety Viewer 2018-2022

<https://bit.ly/union-comment>

Locust Street (CR 619), between 4th Avenue and West Roselle Avenue

Municipalities	Roselle, Roselle Park
Mileposts	1.93 - 2.90
Functional Classification	Minor Arterial
AADT (vehicles/day)	14,177 (bidirectional)
Truck Route	No

SAFETY DATA

TOTAL CRASHES*: 357 KSI CRASHES*: 6

TOP 3 CRASH TYPES*

- 1 Right Angle (29%)
- 2 Same Direction - Rear End (25%)
- 3 Same Direction - Sideswipe (12%)

COMMUNITY FEEDBACK

- 1 Confusing or Unsafe Intersection
- 2 Excessive Speeding
- 3 Motorists Don't Yield to Pedestrians/Cyclists

SAFETY RECOMMENDATIONS

- 1 Traffic Signal Upgrades
- 2 Speed Feedback Sign
- 3 Edge Lines
- 4 Intersection Daylighting
- 5 High-Visibility Crosswalk
- 6 Curb Ramp Upgrades
- 7 Sidewalk Repairs
- 8 Stop Sign Visibility Enhancements
- 9 Signal Operations
- 10 No Turn On Red
- 11 Advance Lane Control Signage
- 12 Leading Pedestrian Interval
- 13 Low Clearance Signage
- 14 Guiderail
- 15 Lighting Improvements
- 16 School Zone Markings/Signage
- 17 Rectangular Rapid Flashing Beacon
- 18 New High-Visibility Crosswalk

Source: NJDOT Safety Viewer 2018-2022

<https://bit.ly/union-comment>

Jersey Avenue / West Jersey Street (CR 612), between Bellevue Street and Cherry street

Municipalities	Elizabeth
Mileposts	2.18 - 3.06
Functional Classification	Minor Arterial
AADT (vehicles/day)	3,791 (bidirectional)
Truck Route	No

SAFETY DATA

TOTAL CRASHES*: 274 KSI CRASHES*: 7

TOP 3 CRASH TYPES*

- 1 Right Angle (31%)
- 2 Struck Parked Vehicle (18%)
- 3 Same Direction - Sideswipe (14%)

COMMUNITY FEEDBACK

- 1 Excessive Speeding
- 2 Confusing or Unsafe Intersection
- 3 Motorists Don't Yield to Pedestrians/Cyclists

SAFETY RECOMMENDATIONS

- 1 Traffic Signal Upgrades
- 2 Speed Feedback Sign
- 3 Edge Lines
- 4 Intersection Daylighting
- 5 High-Visibility Crosswalk
- 6 Curb Ramp Upgrades
- 7 Sidewalk Repairs
- 8 Bus Stop Upgrades
- 9 Cross Traffic Does Not Stop Sign
- 10 Geometric Improvements
- 11 Signal Operations

Source: NJDOT Safety Viewer 2018-2022

<https://bit.ly/union-comment>

Union County Community Meeting Presentation (Cont.)

Magie Avenue (CR 618), between Shelley Avenue / Conant Avenue and North Avenue / NJ 439

Municipality(ies)	Elizabeth, Union
Mileposts	119 - 190
Functional Classification	Minor Arterial
AADT (vehicles/day)	12,825 (bidirectional)
Truck Route	No

SAFETY DATA

TOTAL CRASHES*: 103 KSI CRASHES*: 5

TOP 3 CRASH TYPES*

- 1 Right Angle (36%)
- 2 Same Direction - Rear End (18%)
- 3 Struck Parked Vehicle (17%)

COMMUNITY FEEDBACK

- 1 Confusing or Unsafe Intersection
- 2 Excessive Speeding

SAFETY RECOMMENDATIONS

- 1 Traffic Signal Upgrades
- 2 Edge Lines
- 3 Intersection Daylighting
- 4 High-Visibility Crosswalk
- 5 Curb Ramp Upgrades
- 6 Sidewalk Repairs
- 7 Bus Stop Upgrades
- 8 Curb Radii Reduction
- 9 New High-Visibility Crosswalk
- 10 Lighting Improvements
- 11 Rectangular Rapid Flashing Beacon
- 12 Guiderail Replacement
- 13 Painted Curb Extensions

Corridor-wide Recommendations: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

<https://bit.ly/union-comment>

*Source: NJDOT Safety Viewer 2018-2022

Pearl Street (CR 614), between Route 1 and Washington Avenue

Municipality(ies)	Elizabeth
Mileposts	0.17 - 0.92
Functional Classification	Major Collector
AADT (vehicles/day)	11,687 - 11,793 (bidirectional)
Truck Route	No

SAFETY DATA

TOTAL CRASHES*: 206 KSI CRASHES*: 5

TOP 3 CRASH TYPES*

- 1 Same Direction - Sideswipe (26%)
- 2 Same Direction - Rear End (22%)
- 3 Right Angle (22%)

COMMUNITY FEEDBACK

- 1 Motorists Run Red Lights/Stop Signs
- 2 Other People Make Me Feel Unsafe

SAFETY RECOMMENDATIONS

- 1 Traffic Signal Upgrades
- 2 Edge Lines
- 3 Intersection Daylighting
- 4 High-Visibility Crosswalk
- 5 Curb Ramp Upgrades
- 6 Sidewalk Repairs
- 7 New High-Visibility Crosswalk
- 8 Rectangular Rapid Flashing Beacon
- 9 School Zone Markings/Signage
- 10 Signal Operations
- 11 Leading Pedestrian Interval
- 12 Left Turn Only Lane
- 13 Intersection Line Extension
- 14 Centerline Extension
- 15 Lighting Improvements
- 16 Lane Reassignment
- 17 Advance Lane Control Signage
- 18 Lane Narrowing
- 19 School Operations

Corridor-wide Recommendations: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

<https://bit.ly/union-comment>

*Source: NJDOT Safety Viewer 2018-2022

North Wood Avenue (CR 617), between Uncas Avenue and US 1

Municipality(ies)	Linden, Roselle
Mileposts	143 - 287
Functional Classification	Minor Arterial
AADT (vehicles/day)	7,285 (bidirectional)
Truck Route	No

SAFETY DATA

TOTAL CRASHES*: 696 KSI CRASHES*: 6

TOP 3 CRASH TYPES*

- 1 Same Direction - Rear End (33%)
- 2 Same Direction - Sideswipe (19%)
- 3 Right Angle (4%)

COMMUNITY FEEDBACK

- 1 Excessive Speeding
- 2 Motorists Don't Yield to Pedestrians/Cyclists
- 3 Confusing or Unsafe Intersection

SAFETY RECOMMENDATIONS

- 1 Traffic Signal Upgrades
- 2 Speed Feedback Sign
- 3 Edge Lines
- 4 Intersection Daylighting
- 5 High-Visibility Crosswalk
- 6 Curb Ramp Upgrades
- 7 Sidewalk Repairs
- 8 Bus Stop Upgrades
- 9 Leading Pedestrian Interval
- 10 Curb Radii Reduction
- 11 Signal Operations
- 12 Lighting Improvements
- 13 School Zone Markings/Signage
- 14 Bike Lanes
- 15 Parking Enforcement
- 16 Left Turn Only Lane
- 17 No Turn On Red Signage Placement
- 18 New High-Visibility Crosswalk
- 19 Rectangular Rapid Flashing Beacon
- 20 Geometric Improvements

Corridor-wide Recommendations: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

<https://bit.ly/union-comment>

*Source: NJDOT Safety Viewer 2018-2022

Raritan Road (CR 607), between Central Avenue and Summit Terrace

Municipality(ies)	Cranford, Clark, Linden
Mileposts	264 - 440
Functional Classification	Minor Arterial
AADT (vehicles/day)	18,525 (bidirectional)
Truck Route	No

SAFETY DATA

TOTAL CRASHES*: 436 KSI CRASHES*: 9

TOP 3 CRASH TYPES*

- 1 Same Direction - Rear End (34%)
- 2 Same Direction - Sideswipe (31%)
- 3 Right Angle (4%)

COMMUNITY FEEDBACK

- 1 Excessive Speeding
- 2 Confusing or Unsafe Intersection
- 3 Missing/Poorly Maintained Crosswalks

SAFETY RECOMMENDATIONS

- 1 Traffic Signal Upgrades
- 2 Lighting Improvements
- 3 Edge Lines
- 4 Intersection Daylighting
- 5 High-Visibility Crosswalk
- 6 Curb Ramp Upgrades
- 7 Sidewalk Installation and Repairs
- 8 Bus Stop Upgrades
- 9 Curb Radii Reduction
- 10 Hanging Lane Control Signage
- 11 Pedestrian Refuge Island
- 12 Signal Operations
- 13 New High-Visibility Crosswalk
- 14 Pedestrian Countdown Signals
- 15 Lane Reassignment
- 16 Leading Pedestrian Interval
- 17 Rectangular Rapid Flashing Beacon
- 18 "Cross Traffic Does Not Stop" Sign
- 19 Advance Lane Control Signage
- 20 Intersection Line Extension
- 21 Left Turn Only Lane

Corridor-wide Recommendations: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

<https://bit.ly/union-comment>

*Source: NJDOT Safety Viewer 2018-2022

Union County Community Meeting Presentation (Cont.)

1st Avenue / West Grand Street (CR 610), between Locust Street / CR 619 and NJ 27

Municipalities	Roselle, Elizabeth
Mileposts	7.40 - 9.70
Functional Classification	Minor Arterial
AADT (vehicles/day)	11,855 (bidirectional)
Truck Route	No

SAFETY DATA

TOTAL CRASHES: 545	KSI CRASHES: 10
--------------------	-----------------

TOP 3 CRASH TYPES*

- Right Angle (27%)
- Same Direction - Rear End (20%)
- Same Direction - Sideswipe (19%)

COMMUNITY FEEDBACK

- Motorists Don't Yield to Pedestrians/Cyclists
- Excessive Speeding
- Confusing or Unsafe Intersection

SAFETY RECOMMENDATIONS

1 Traffic Signal Upgrades	11 New High-Visibility Crosswalks
2 Lighting Improvements	12 Rectangular Rapid Flashing Beacon
3 Speed Feedback Sign	13 Leading Pedestrian Interval
4 Edge Lines	14 Curb Radii Reduction
5 Intersection Daylighting	15 Painted Curb Extensions
6 High-Visibility Crosswalk	16 Signal Operations
7 Curb Ramp Upgrades	
8 Sidewalk Repairs	
9 Left Turn Only Lane	
10 Road Diet	

Corridor-wide Recommendations

* Source: NJDOT Safety Viewer, 2019-2022

<https://bit.ly/union-comment>

City of Elizabeth Community Meeting Summary & Written Comments

During the Elizabeth community meeting, following the main presentation, the project team reviewed recommended safety improvement projects on both local and County roads in the City of Elizabeth. Participants were directed to an online survey that displayed individual project sheets and included a comment box to collect feedback.

The table below presents comments received from participants at the Elizabeth community meeting.

Draft Recommendations
North Ave, between NJ 27 and US 1
<ul style="list-style-type: none"> • I am glad to see North Ave on the corridor priority list. I think special attention should also be given to the off-streets surrounding North Ave and Route 1, such as Jackson and Monroe, with low-lift efforts like road markings and signage, as well (some are missing!), because speeding drivers use the back streets to avoid commuter traffic on major roads. I almost got run over on Fanny and Monroe twice because people do not respect the pedestrian crossing; that is a major intersection for families crossing to school. • A midblock crossing at the North Elizabeth Train Station would be amazing. There's already a desire line at Kellogg Park just right before the underpass, it would make it safer for pedestrians to cross. • Can Van Buren and North Ave have a traffic light instead? Lots of people cross there because of the bus stop to NYC. If congestion is a concern, maybe a leading pedestrian interval instead? It just doesn't make sense for an intersection so close to Route 1 to be too passive, given its surroundings. • A pedestrian sign and high-visibility crosswalk don't seem like enough, given the driver behavior, number of vehicles that pass by, and speeds in the area; those things are more effective near schools, downtown areas, etc. A bike lane connecting to Kean University would be amazing for multimodal travel...road diets can help with this, and if parking is a concern, maybe multi-level parking decks at the train station or by the new developments on Neck Lane can help.
Will there be daylighting at the signalized intersections, pedestrian refuges installed along the roadway, or bus stop access enhancements?
Install striping to force drivers to maintain one lane in each direction instead of trying to squeeze 4 lanes.
Seem like reasonable improvements.
E Grand St, between Catherine Street and Reid Street
High hopes but would there ever be a chance for more high pedestrian bridges on route 1? This corridor could be a good candidate
Will there be pedestrian refuges installed across Route 1?
Improve line striping especially double yellow line.
Fairmount Ave, between NJ 27 and US 1

City of Elizabeth Community Meeting Summary & Written Comments (Cont.)

<ul style="list-style-type: none"> • A bike lane here would also be neat and could help slow traffic. • The underpass nearby is sketchy; more lighting and eyes on the street would be good, especially since nearby Newark Ave has essential businesses like pharmacies, food, and banks. • Can bus shelters be considered too? On this street and at other bus stops
Will there be daylighting of the intersections or pedestrian refuges installed along the roadway, or bus stop access enhancements?
Improve the intersection of Pennsylvania Avenue.
Irvington Ave/Prince St/Magnolia Ave, between Morris Avenue and Trinity Place
I got hit by a car while riding my bike to work here. What cares?! “Bike lanes are tough.” Half the residents of this city can’t afford cars. The city NEEDS bike lanes.
Will there be daylighting and curb extensions striped or constructed at the intersections, pedestrian refuges installed along the roadway, or bus stop access enhancements?
The new traffic signal at Prince and Union helps a lot.
Elizabeth Ave, between S Front Street and Bridge Street/Martin Luther King Jr. Plaza
Elizabeth Ave is wide enough to support parking protected bike lanes. This would reduce lane width and prevent double (and triple!) parking issues, while providing safe passage for those traveling outside of vehicles.
Love all this, especially the bus stop upgrades.
Will there be daylighting and curb extensions striped or constructed at the intersections, pedestrian refuges installed along the roadway, or bus stop access enhancements? (Thank you for the bus stop stripe out.) Is the streetlight ‘pedestrian scale’? Or augmented with ped. Scale? Excellent!
Stripe roadway to force drivers to one lane in each direction instead of squeezing 4 lanes where only 2 fit.
Bus stop improvements should be considered along this corridor since NJ Transit’s #24 bus runs along this corridor
Catherine St, Between Lafayette Street and Anna Street
Will there be daylighting and curb extensions striped or constructed at the intersections, pedestrian refuges installed along the roadway, or bus stop access enhancements?
Stripe to prevent parking on the crosswalk.
Madison Ave, between Chestnut Street and Mary Street

City of Elizabeth Community Meeting Summary & Written Comments (Cont.)

Beyond traffic safety, lighting and public safety improvements should be considered, especially near Jefferson Park
Will there be daylighting and curb extensions striped or constructed at the intersections, pedestrian refuges installed along the roadway, or bus stop access enhancements?
Add “Don’t Block the Box” at Anna Street.
South 5th St/Summer St, between NJ 439 and Fulton Street
Change traffic lights by school to no turn on red
Will there be daylighting and curb extensions striped or constructed at the intersections, pedestrian refuges installed along the roadway, or bus stop access enhancements? Does this segment have the Elizabeth River Trail crossing?
Lower speed limit to 20 mph due to large number of students. Add signage directing pedestrians to river trail.
Division St, between Magnolia Avenue and Fairmount Avenue
The street is wide enough to support bike lanes. Heavily traveled by people outside of motor vehicles
Will there be daylighting and curb extensions striped or constructed at the intersections, pedestrian refuges installed along the roadway with the RRFB’s, or bus stop access enhancements?
Adjust shoulder striping to force 1 lane in each direction.
NJ Transit’s #62 bus has multiple trips running through this area, I think bus stop enhancements should be considered.
3rd Ave, between S 1st Street and I-95 Overpass
Will there be daylighting and curb extensions striped or constructed at the intersections, pedestrian refuges installed at South 2nd St, or bus stop access enhancements?
Reduce speed to 20 mph to slow speeders.
Miscellaneous Elizabeth Community Meeting Comments
Will there be daylighting and curb extensions striped or constructed at the intersections, pedestrian refuges installed along the roadway, or bus stop access enhancements? Will this meet NJDOT Complete Streets bicycle accommodation? (consider ALL corridors)

Written Comments from Union County Corridors in Elizabeth

Draft Recommendations
South Broad Street (CR 623), between Bayway and Rahway/Elizabeth Avenue
Parking-protected bike lanes would narrow lane widths, reduce vehicle speeds, prevent double parking, and connect the Elizabeth River Trail to the Midtown Train Station while providing safe passage for bikes/ scooters. A Pedestrian Hybrid Beacon should be paired with a pedestrian refuge island at the crossing of the Elizabeth River Trail.
Will there be a road diet (if 4 lane?), daylighting, and curb extensions striped or constructed - yes, thanks, pedestrian refuges installed along the centerline of the roadway, or bus stop access enhancements?
19. Elizabeth River Trail crossing? - HAWK? - EXCELLENT! Will that have a centerline refuge? there should be sufficient width for that Control parking in the crosswalk.
Kenilworth Blvd/Gallop Hill Rd (CR 509), between Riverside Drive and “Five Points”, Walton Ave/Tucker Ave/Chestnut Street/Delaware Ave
<i>No comments from Elizabeth Community Meeting</i>
Morris Ave (CR 629), between Westfield Avenue and North Avenue
Protected bike lane, please?
Will there be daylighting at the intersections, pedestrian refuges installed along the roadway, or bus stop access enhancements? At Union - will there be a short ONE-WAY restriction? Good call on 17. 18. Reconfigure! to a right angle, pair with other pedestrian safety enhancements
Morris Avenue. Striping the road to prevent double parking. School should allow students to drop off in a cutout instead of coordinating it every morning, so it can't be used.
West Milton Avenue (CR 648), between Pierpont Street and the Rahway River Path
<i>No comments from Elizabeth Community Meeting</i>

Written Comments from Union County Corridors in Elizabeth (Cont.)

Faitoute Ave/Michigan Ave (CR 617), between NJ 28 and US 22
<i>No comments from Elizabeth Community Meeting</i>
Salem Rd/Liberty Ave (CR 509), between NJ 82 and Bloy Street
<i>No comments from Elizabeth Community Meeting</i>
North Martine Ave/Park Ave (CR 655), between NJ 28 and US 22
<i>No comments from Elizabeth Community Meeting</i>
South Avenue (CR 610), between Lincoln Avenue and MP 6.294, Parkway Overpass
<i>No comments from Elizabeth Community Meeting</i>
Locust St (CR 619), between 4th Avenue and W Roselle Avenue
<i>No comments from Elizabeth Community Meeting</i>
Jersey Ave/West Jersey St (CR 612), Between Bellevue Street and Cherry Street
Bus shelters, please, especially in streets with low tree canopies. Lots of seniors and other vulnerable groups in this area.
Magie Ave (CR 618), between Shelley Avenue/Conant Avenue and North Avenue/NJ 439
Curb bulb-outs at Keats & Magie
Great call on the curb radius reduction! Why only a painted curb extension?
Lower speed limit to 20 mph. Fix signal timing at Magie Ave. and Monmouth Rd. so drivers don't take side streets to avoid signal.
<ul style="list-style-type: none"> • Trim the tree overhanging the Eastern corner of Keats and Magie. It creates considerable shadowing and reduces the visibility of pedestrians on the corner. • Consider a speed bump on Magie between Shelley and Keats on the Southern side of the street, as this leads to the crosswalk. There are commercial properties on both sides of the entire block, so sound complaints should be minimized. • Consider the center line rumble strip on Magie between Halstead and Shelley. This will cause drivers to stay in their lanes and slow down. • The intersection at Magie and Keats is more uniquely complicated by the fact that one side of the street is Elizabeth, one side is Union, while being a County road. • When issues have arisen (be it getting stepped up enforcement or getting improvements made) it is often more difficult due to the 'jurisdictional' issues and that various players aren't clear on what they can and can't do. How can we create a working group of the relevant parties in law enforcement, engineering, etc., from the various entities so that issues can be appropriately raised and addressed?

Union County Community Meeting Summary & Written Comments (Cont.)

Pearl St (CR 614), between Route 1 and Washington Avenue
Road Diet to better define width - variable width in the shoulder, not travel lanes
Define road as 1 lane in each direction.
Park Ave (CR 531), between County Border and 5th Street/NJ 28
<i>No comments from Elizabeth Community Meeting</i>
North Wood Ave (CR 617), between Uncas Avenue and US 1
<i>No comments from Elizabeth Community Meeting</i>
Raritan Rd (CR 607), between Central Avenue and Summit Terrace
<i>No comments from Elizabeth Community Meeting</i>
7th St (CR 601), Between Arlington Avenue and Berckman Street
<i>No comments from Elizabeth Community Meeting</i>
Central Ave/Brant Ave/Westfield Ave/West Grand Ave (CR 613), between west of Terminal Ave and Lawrence Street
<i>No comments from Elizabeth Community Meeting</i>
1st Ave/West Grand St (CR 610), Between Locust Street/CR 619 and NJ 27
Eliminating any of those 3 left turn lanes can provide space for ped refuges great Road Diet concept - yes please
East Front St/Front St (CR 620), between Leland Avenue and Hunter Avenue
<i>No comments from Elizabeth Community Meeting</i>
Lake Ave (CR 655), between Oak Ridge Road and Country Club Boulevard
<i>No comments from Elizabeth Community Meeting</i>

City of Elizabeth Community Meeting Presentation

UNION COUNTY & CITY OF ELIZABETH SAFE STREETS FOR ALL

Elizabeth Community Meeting
December 3, 2025



Project Team



Ricardo Matias, PE, County Engineer
Bernice Dieter, PE, Assistant County Engineer



Dan Loomis, PE, CME, CFM, City Engineer
Steven Rinaldi, PLS, PP, City Land Surveyor & Supervising Engineer



Consultant Project Manager
John Federico, PE, PP, AICP
Carlos Bastida



Safety Planning/Engineering
Anthony Durante, AICP, RSP₁
Marjoly De Leon, AICP



Community Engagement
Courtenay Mercer, AICP, PP
Reya Singhi



Agenda

- Project Background
- Public Outreach Overview
- Crash Analysis
- Safety Recommendations
- Next Steps



Project Background

The main purpose of this Safe Streets for All project is to improve roadway safety throughout Union County and the City of Elizabeth. Specific goals:

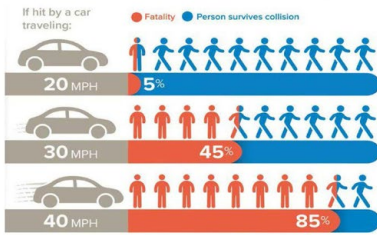
- Reduce the number of roadway fatalities and serious injuries within Union County, including the City of Elizabeth
- Enhance safety, mobility, and quality of life for all roadway users – bicyclists, pedestrians, motorists, transit users, and people of all ages and abilities
- Develop a Safety Action Plan with a list of projects and strategies that will support implementation



City of Elizabeth Community Meeting Presentation (Cont.)

Impacts of Speed

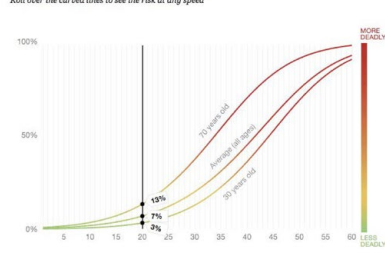
You can't prioritize both safety and speed



National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles. Available from: <https://www.nhtsa.gov/sites/safety-studies/Documents/201707.pdf>



The Chance of Being Killed by a Car Going 20 mph



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Work Plan

1. Community Outreach & Municipal Collaboration
2. Crash Analysis, High-Injury Network, Corridor Prioritization
3. Draft Action Plan
 - Identify programs/policies to improve traffic safety
 - Identify priority corridors and conceptual improvement projects
4. Next: Finalize and Adopt Action Plan



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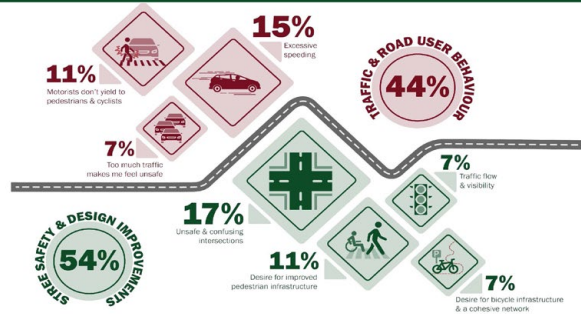
Outreach and Engagement Activities



8

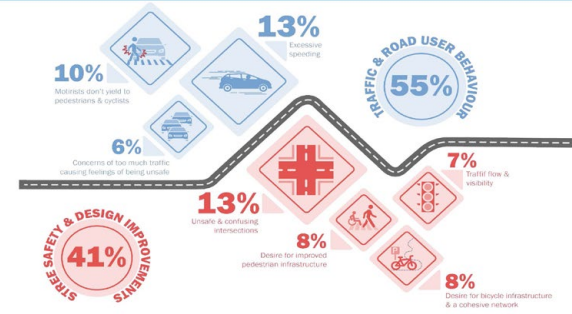
City of Elizabeth Community Meeting Presentation (Cont.)

Key Takeaways (Union County)

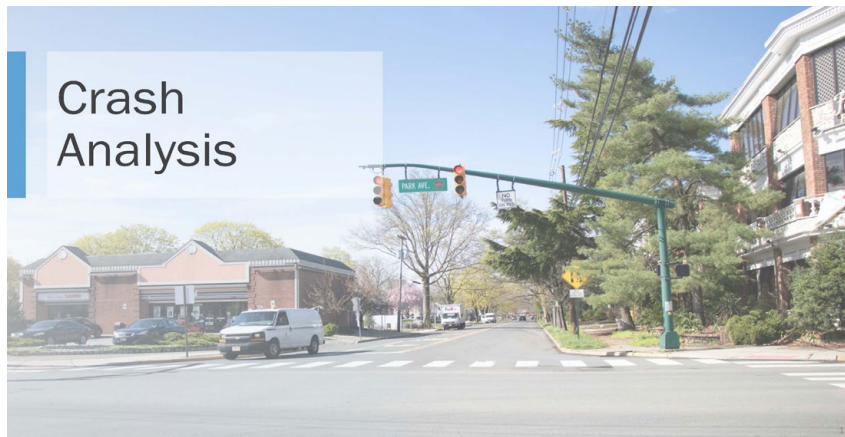


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Key Takeaways (City of Elizabeth)



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Crash Analysis

- Comprehensive crash data resources provided by NJDOT
- Methodology uses 5 years of data to assess safety conditions (most recent available was 2018-2022)

Three levels of analysis:

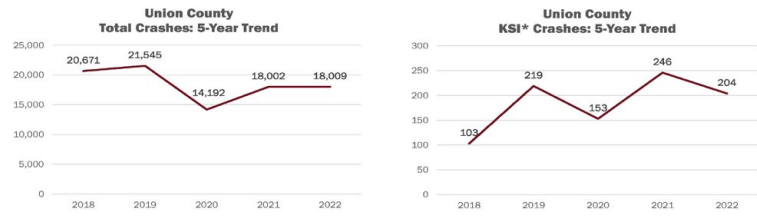
1. **Initial assessment** to identify crash trends
2. **High Injury Network (HIN)** developed based on crash frequency and severity
3. **Corridor Prioritization** based on frequency, severity, high-risk factors, presence of vulnerable road users (walkers & cyclists), and public outreach results



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City of Elizabeth Community Meeting Presentation (Cont.)

1. Crash Data Overview (Union County)

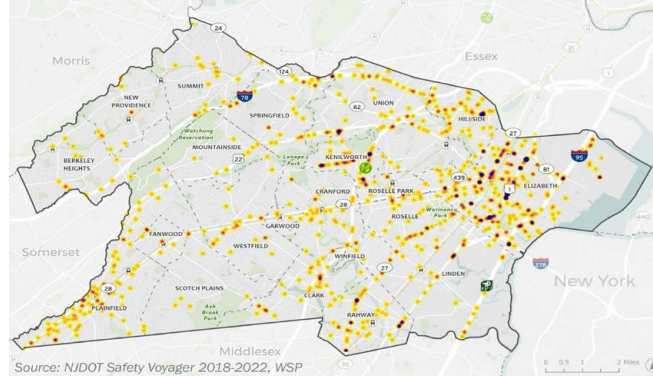


* KSI = Killed or Severe Injury
Safety Voyager 2018-2022



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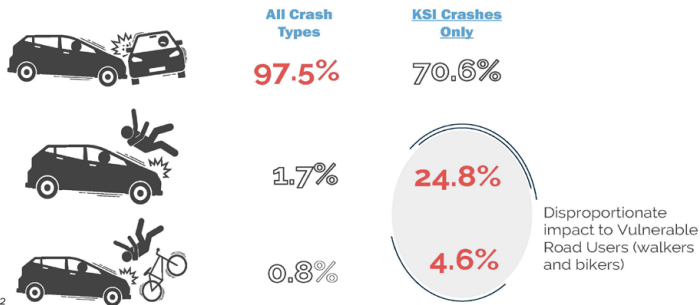
1. Crash Hotspots (Union County)



- All Roads/All Users
- Killed & Severe Injury (KSI) Crashes
- Clusters in:
 - Elizabeth
 - Plainfield
 - Hillside
 - Kenilworth
 - Rahway

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1. Crash Data Overview (Union County)

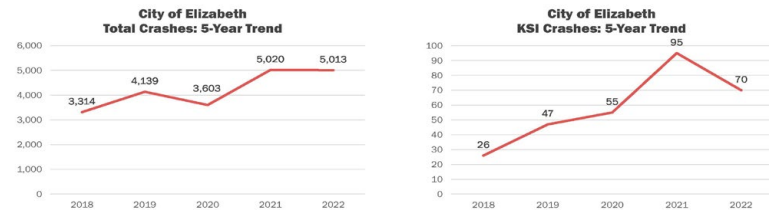


Safety Voyager 2018-2022



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1. Crash Data Overview (City of Elizabeth)



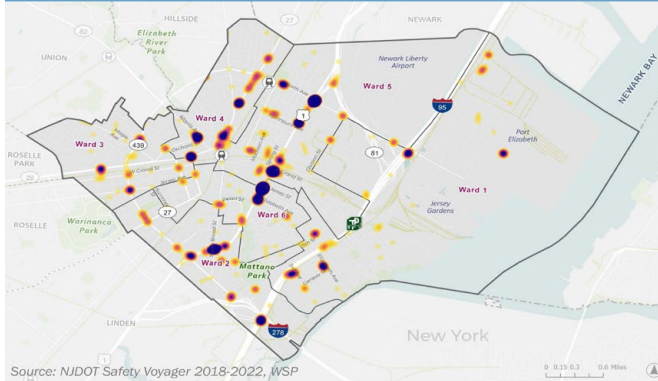
* KSI = Killed or Severe Injury
Safety Voyager 2018-2022



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City of Elizabeth Community Meeting Presentation (Cont.)

1. Crash Hotspots (City of Elizabeth)

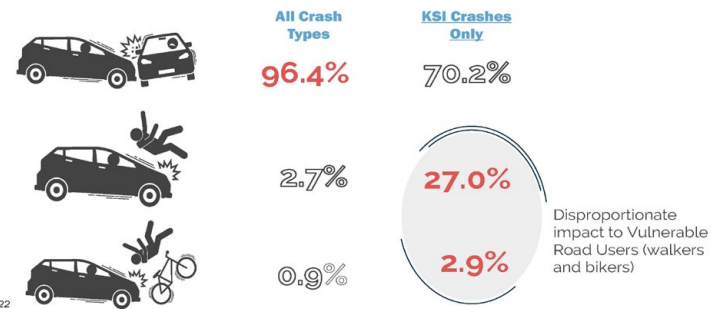


- All Roads/All Users
- Killed & Severe Injury (KSI) Crashes
- Clusters along:
 - Rt 1/9
 - Rt 27
 - Rt 439
 - North Ave
 - Morris Ave
 - S. Broad

Source: NJDOT Safety Voyager 2018-2022, WSP

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1. Crash Data Overview (City of Elizabeth)

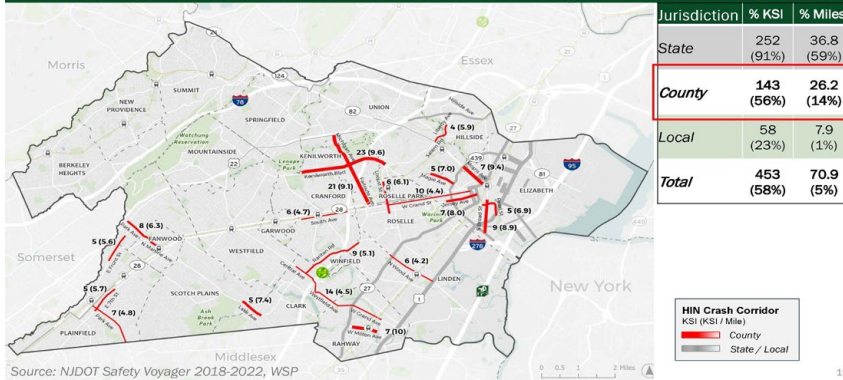


Safety Voyager 2018-2022



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2. High-Injury Network (County Roads)



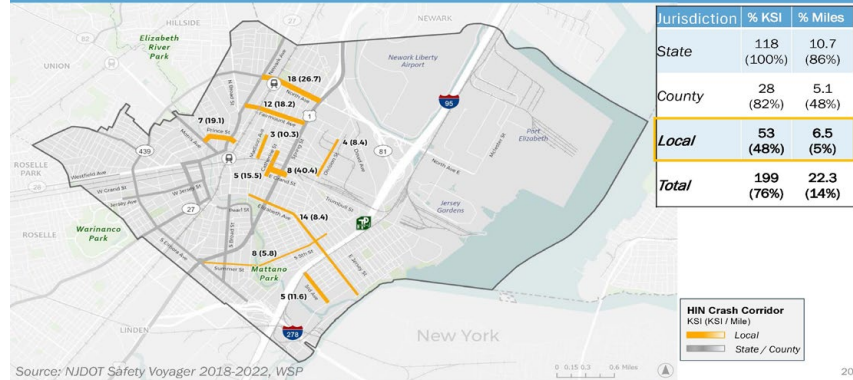
Jurisdiction	% KSI	% Miles
State	252 (91%)	36.8 (59%)
County	143 (56%)	26.2 (14%)
Local	58 (23%)	7.9 (1%)
Total	453 (58%)	70.9 (5%)

HIN Crash Corridor
 KSI (KSI / Miles)
 County
 State / Local

Source: NJDOT Safety Voyager 2018-2022, WSP

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2. High-Injury Network (Elizabeth Municipal Roads)



Jurisdiction	% KSI	% Miles
State	118 (100%)	10.7 (86%)
County	28 (82%)	5.1 (48%)
Local	53 (48%)	6.5 (5%)
Total	199 (76%)	22.3 (14%)

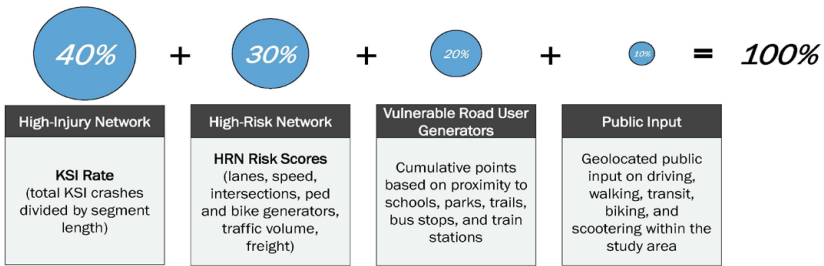
HIN Crash Corridor
 KSI (KSI / Miles)
 Local
 State / County

Source: NJDOT Safety Voyager 2018-2022, WSP

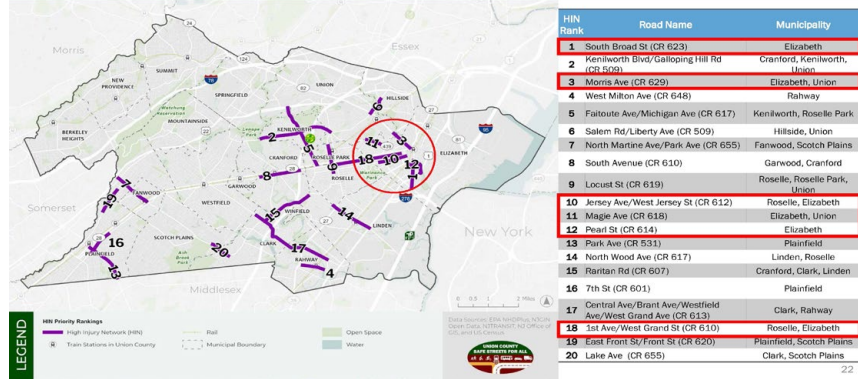
20

City of Elizabeth Community Meeting Presentation (Cont.)

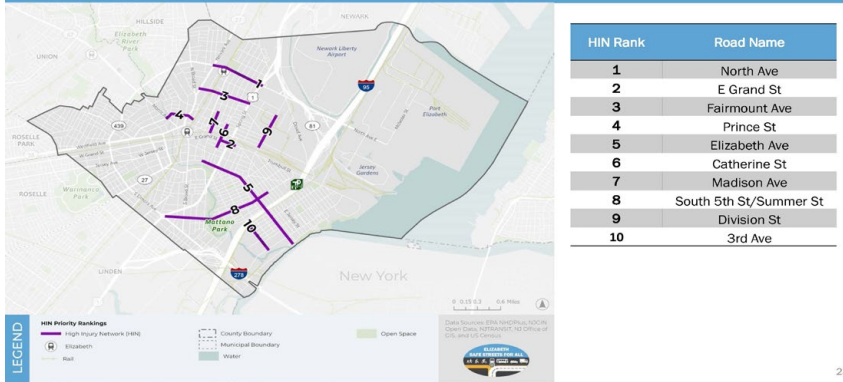
3. Priority Corridors: Weighting Factors



3. Priority Corridors (Union County)



3. Priority Corridors (City of Elizabeth)



QUESTIONS?



City of Elizabeth Community Meeting Presentation (Cont.)



Safety Strategies

Two Types of Recommendations

Policies/
Programs

Physical Safety
Improvement
Projects

Safety Policies/Programs

Non-infrastructure efforts to improve safety
 • **Enforcement & Education** are the main policy/program types



Enforcement Campaigns Along HIN Corridors

Policy/Program	Lead Agency	Timeline	Recurrence
Speed Enforcement	Elizabeth PD		Annually
Enforcement at Pedestrian Crossings	Elizabeth PD		Annually



City of Elizabeth Community Meeting Presentation (Cont.)

Educational Efforts

Policy/Program	Lead Agency	Timeline	Recurrence
Behavior Campaigns	Elizabeth PD, Public Information, Planning and Community Development		Annually
Walking School Bus / Bicycle Train	EZ Ride, Elizabeth Public Schools		Annually
NJ TRANSIT Safety Information	NJ TRANSIT		Annually
Micromobility Rules and Safety Resources	EZ Ride, Elizabeth PD		Annually
NJ Crossing Guard Training	EZ Ride, Elizabeth PD, Elizabeth Public Schools		Annually
Safety Training for Municipal Staff	Municipal Departments		Annually



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Other Policies/Programs

Policy/Program	Lead Agency	Timeline	Recurrence
Vision Zero Policy	City Council, Elizabeth PD, DPW, Planning and Community Development		Once
Safety Task Force	DPW, Planning and Community Development, Elizabeth PD		Establish once, meet regularly
Complete Streets Policy	City Council, DPW, Planning and Community Development		Update as needed
Traffic Control Plan	Elizabeth PD, DPW		Once to adopt, as needed for projects
Setting Appropriate Speed Limits	City Council, Elizabeth PD		As needed
Slow Streets Program	City Council, Elizabeth PD		As needed



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Safety Improvement Projects

Infrastructure projects with safety countermeasures

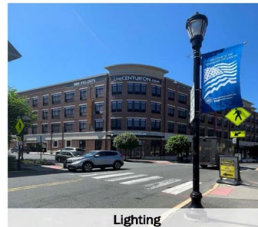
- Physical treatments intended to reduce (or prevent) specific crash types



Traffic Control – signage, striping, signals



Physical features – sidewalks, travel lanes

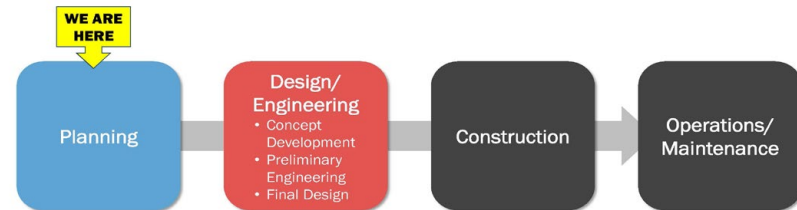


Lighting



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Project Delivery Process



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City of Elizabeth Community Meeting Presentation (Cont.)

General Improvements for HIN Corridors

Traffic Signal Upgrades



Leading Pedestrian Intervals (LPIs)



33

General Improvements for HIN Corridors



Pedestrian Hybrid Beacon (PHB)



Rectangular Rapid Flash Beacon (RRFB)

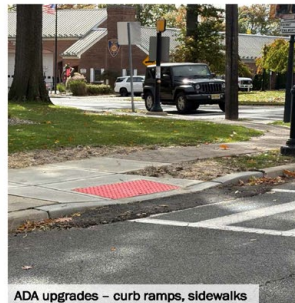


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General Improvements for HIN Corridors



High-Visibility Crosswalks



ADA upgrades – curb ramps, sidewalks



Speed Feedback Sign

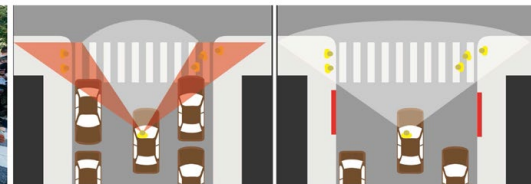


35

General Improvements for HIN Corridors



Intersection "Daylighting"



NJ State Law prohibits parking within 25 feet of crosswalks or side streets.



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City of Elizabeth Community Meeting Presentation (Cont.)

General Improvements for HIN Corridors



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Next Steps

- Review public & stakeholder feedback
- Finalize draft projects and policy recommendations
- Draft & Final Union & Elizabeth SS4A Safety Action Plan
- Establish & convene Safety Task Force



COMMENT FORM*:



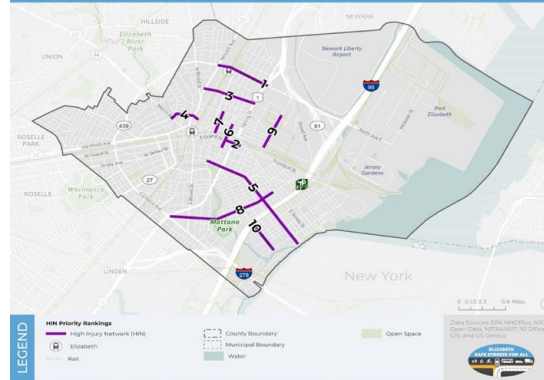
<https://bit.ly/elizabeth-ss4a>

**The form will remain open until December 10th*



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Priority Corridors (City of Elizabeth)



HIN Rank	Road Name
1	North Ave
2	E Grand St
3	Fairmount Ave
4	Prince St
5	Elizabeth Ave
6	Catherine St
7	Madison Ave
8	South 5th St/Summer St
9	Division St
10	3rd Ave

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City of Elizabeth Community Meeting Presentation (Cont.)

North Avenue, between NJ 27 and US 1

Municipality(ies)	Elizabeth
Mileposts	0.00 - 0.67
Functional Classification	Minor Arterial
AADT (vehicles/day)	9,842 - 17,895 (bidirectional)
Truck Route	Yes

SAFETY DATA

TOTAL CRASHES*: 727 KSI CRASHES*: 18

TOP 3 CRASH TYPES*

- Same Direction - Rear End (32%)
- Same Direction - Sideswipe (23%)
- Right Angle (13%)

COMMUNITY FEEDBACK

- Excessive Speeding
- Traffic Makes Me Feel Unsafe
- Motorists Don't Yield to Pedestrians/Cyclists

SAFETY RECOMMENDATIONS

- Traffic Signal Upgrades
- Lighting Improvements
- Speed Feedback Sign
- Intersection Daylighting
- High-Visibility Crosswalk
- Curb Ramp Upgrades
- Bus Stop Upgrades
- Left Turn Only Lane
- Lane Reassignment
- School Zone Markings/Signage
- Low Clearance Sign
- Leading Pedestrian Interval
- New High-Visibility Crosswalk
- Pedestrian Crossing Signs

Corridor-wide Recommendations: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

*Source: NJDOT Safety Viewer 2018-2022

<https://bit.ly/elizabeth-ss4a>

East Grand Street, between Catherine Street and Reid Street

Municipality(ies)	Elizabeth
Mileposts	0.43 - 0.63
Functional Classification	Minor Collector
AADT (vehicles/day)	7,132 (bidirectional)
Truck Route	No

SAFETY DATA

TOTAL CRASHES*: 727 KSI CRASHES*: 8

TOP 3 CRASH TYPES*

- Right Angle (43%)
- Same Direction - Rear End (24%)
- Same Direction - Sideswipe (15%)

COMMUNITY FEEDBACK

- Excessive Speeding
- Motorists Run Red Lights/Stop Signs
- Motorists Don't Yield to Pedestrians/Cyclists

SAFETY RECOMMENDATIONS

- Traffic Signal Upgrades
- Lighting Improvements
- Intersection Daylighting
- High-Visibility Crosswalk
- Curb Ramp Upgrades*
- Signal Improvements**
- Right-In/Right-Out (RRO)**
- Right Turn Only Sign**
- Rectangular Rapid Flashing Beacon**

Corridor-wide Recommendations: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

*Source: NJDOT Safety Viewer 2018-2022 **Placeholder Forward Project

<https://bit.ly/elizabeth-ss4a>

Fairmount Avenue, between NJ 27 and US 1

Municipality(ies)	Elizabeth
Mileposts	0.08 - 0.73
Functional Classification	Major Collector
AADT (vehicles/day)	8,377 (bidirectional)
Truck Route	No

SAFETY DATA

TOTAL CRASHES*: 279 KSI CRASHES*: 12

TOP 3 CRASH TYPES*

- Right Angle (36%)
- Same Direction - Rear End (19%)
- Same Direction - Sideswipe (17%)

COMMUNITY FEEDBACK

- Confusing or Unsafe Intersection

SAFETY RECOMMENDATIONS

- Traffic Signal Upgrades
- Lighting Improvements
- Intersection Daylighting
- High-Visibility Crosswalk
- Curb Ramp Upgrades
- Bus Stop Upgrades
- Do Not Block Intersection Markings
- All-Way Plaque

Corridor-wide Recommendations: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

*Source: NJDOT Safety Viewer 2018-2022

<https://bit.ly/elizabeth-ss4a>

Irvington Ave/Prince Street/Magnolia Avenue, between Morris Avenue and Trinity Place

Municipality(ies)	Elizabeth
Mileposts	0.00 - 0.37
Functional Classification	Minor Collector
AADT (vehicles/day)	10,988 (bidirectional)
Truck Route	No

SAFETY DATA

TOTAL CRASHES*: 300 KSI CRASHES*: 7

TOP 3 CRASH TYPES*

- Right Angle (13%)
- Same Direction - Rear End (17%)
- Same Direction - Sideswipe (15%)

COMMUNITY FEEDBACK

- Excessive Speeding
- Conflict With Biker/ Scooter Riders

SAFETY RECOMMENDATIONS

- Traffic Signal Upgrades
- Lighting Improvements
- Intersection Daylighting
- High-Visibility Crosswalk
- Curb Ramp Upgrades
- Leading Pedestrian Interval
- Determine Feasibility For All-Way Stop Control

Corridor-wide Recommendations: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

*Source: NJDOT Safety Viewer 2018-2022

<https://bit.ly/elizabeth-ss4a>

City of Elizabeth Community Meeting Presentation (Cont.)

Elizabeth Avenue, between South Front Street and Bridge Street/Martin Luther King Jr. Plaza

Municipality(ies)	Elizabeth
Mileposts	0.00 - 1.08
Functional Classification	Minor Collector
AADT (vehicles/day)	4,425 (bidirectional)
Truck Route	No

SAFETY DATA

TOTAL CRASHES*: 856 KSI CRASHES*: 14

TOP 3 CRASH TYPES*

- Same Direction - Rear End (23%)
- Same Direction - Rear End (20%)
- Struck Parked Vehicle (17%)

COMMUNITY FEEDBACK

- Vehicle Headlights
- Poor Lighting
- Other People Make Me Feel Unsafe

SAFETY RECOMMENDATIONS

- Traffic Signal Upgrades
- Signal Operations
- Speed Feedback Sign
- Lighting Improvements
- Intersection Daylighting
- High-Visibility Crosswalk
- Curb Ramp Upgrades
- Bus Stop Upgrades
- Leading Pedestrian Interval
- School Zone Markings/ Signage
- Street Light Relocation
- Rectangular Rapid Flashing Beacon
- Paver surface replacement with high-visibility crosswalk striping
- Definition of bus loading areas and parking prohibited areas
- Stop Sign Visibility Enhancements
- Transverse Rumble Strips
- Replace existing cobra lighting with poles and fixtures

Corridor-wide Recommendations: 1 2 3 4 5 6 7 8 9 10 11 12

*Source: NHDOT Safety Voyager 2019-2022

<https://bit.ly/elizabeth-ss4a>

Catherine Street, between Lafayette Street and Anna Street

Municipality(ies)	Elizabeth
Mileposts	0.13 - 0.44
Functional Classification	Local
AADT (vehicles/day)	~2,000 (bidirectional)
Truck Route	No

SAFETY DATA

TOTAL CRASHES*: 103 KSI CRASHES*: 5

TOP 3 CRASH TYPES*

- Right Angle (37%)
- Struck Parked Vehicle (27%)
- Same Direction - Rear End (19%)

COMMUNITY FEEDBACK

- Excessive Speeding
- Motorists Don't Yield to Pedestrians/Cyclists

SAFETY RECOMMENDATIONS

- Traffic Signal Upgrades
- Intersection Daylighting
- High-Visibility Crosswalk
- Curb Ramp Upgrades
- All way stop or double stop signs on stop controlled approaches
- Pedestrian Crossing Sign

Corridor-wide Recommendations: 1 2 3 4 5 6

*Source: NHDOT Safety Voyager 2019-2022

<https://bit.ly/elizabeth-ss4a>

Madison Avenue, between Chestnut Street and Mary Street

Municipality(ies)	Elizabeth
Mileposts	0.61 - 0.90
Functional Classification	Major Collector
AADT (vehicles/day)	3,732 (bidirectional)
Truck Route	No

SAFETY DATA

TOTAL CRASHES*: 103 KSI CRASHES*: 3

TOP 3 CRASH TYPES*

- Right Angle (36%)
- Struck Parked Vehicle (13%)
- Same Direction - Rear End (11%)

COMMUNITY FEEDBACK

- Missing/Poorly Maintained Crosswalks

SAFETY RECOMMENDATIONS

- Traffic Signal Upgrades
- Intersection Daylighting
- High-Visibility Crosswalk
- Curb Ramp Upgrades
- Stop Sign Visibility Enhancements
- Signal Improvements**
- Over-sized Stop Signs
- All Way** Plaque

Corridor-wide Recommendations: 1 2 3 4 5 6 7 8 9 10 11 12

**Priority Planned Project

<https://bit.ly/elizabeth-ss4a>

South 5th Street/Summer Street, between NJ 439 and Fulton Street

Municipality(ies)	Elizabeth
Mileposts	0.00 - 1.39
Functional Classification	Major Collector
AADT (vehicles/day)	4,505 (bidirectional)
Truck Route	No

SAFETY DATA

TOTAL CRASHES*: 362 KSI CRASHES*: 8

TOP 3 CRASH TYPES*

- Right Angle (23%)
- Same Direction - Rear End (18%)
- Struck Parked Vehicle (18%)

COMMUNITY FEEDBACK

- Confusing or Unsafe Intersection
- Traffic Makes Me Feel Unsafe
- Excessive Speeding

SAFETY RECOMMENDATIONS

- Traffic Signal Upgrades
- Signal Operations
- Speed Feedback Sign
- Intersection Daylighting
- High-Visibility Crosswalk
- Curb Ramp Upgrades
- School Zone Markings/ Signage
- School Crossing Sign
- Trim Vegetation
- New High-Visibility Crosswalk
- Double Stop Signs on Stop Controlled Approaches
- Pedestrian Crossings Signs

Corridor-wide Recommendations: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

**Source: NHDOT Safety Voyager 2019-2022

<https://bit.ly/elizabeth-ss4a>

City of Elizabeth Community Meeting Presentation (Cont.)

Division Street, between Magnolia Avenue and Fairmount Avenue

Municipality(ies)	Elizabeth
Mileposts	0.34 - 0.81
Functional Classification	Major Collector
AADT (vehicles/day)	11,895 (bidirectional)
Truck Route	No

SAFETY DATA
TOTAL CRASHES*: 208 KSI CRASHES*: 4

TOP 3 CRASH TYPES*
1 Right Angle (39%)
2 Same Direction - Rear End (17%)
3 Same Direction - Sideswipe (3%)

COMMUNITY FEEDBACK
Need a Collaborative Bike Network
Need Bike Lanes
Power Lighting

SAFETY RECOMMENDATIONS
1 Lighting Improvements
2 Speed Limit Sign at Regular Intervals
3 Speed Feedback Sign
4 Edge Lines
5 Lane Striping, Stop Bars, Crosswalks, and Stop Sign at Interchange
6 Intersection Daylighting
7 High-Visibility Crosswalk
8 Curb Ramp Upgrades
9 Bus Stop Upgrades
10 Prohibit and Enforce No Parking for Trucks

11 Low Clearance Sign
12 Signal Warrant Analysis
13 New High-Visibility Crosswalk
14 Rectangular Rapid Flashing Beacon

Corridor-wide Recommendations: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20

*Source: NHDOT Safety Viewer 2018-2022

<https://bit.ly/elizabeth-ss4a>

3rd Avenue, between South 1st Street and I-95

Municipality(ies)	Elizabeth
Mileposts	0.00 - 0.43
Functional Classification	Local
AADT (vehicles/day)	1,688 - 6,299 (bidirectional)
Truck Route	No

SAFETY DATA
TOTAL CRASHES*: 166 KSI CRASHES*: 5

TOP 3 CRASH TYPES*
1 Right Angle (37%)
2 Struck Parked Vehicle (23%)
3 Same Direction - Rear End (8%)

COMMUNITY FEEDBACK
No Comments Received

SAFETY RECOMMENDATIONS
1 Lighting Improvements
2 Speed Feedback Sign
3 Edge Lines
4 Intersection Daylighting
5 High-Visibility Crosswalk
6 Curb Ramp Upgrades
7 New High-Visibility Crosswalk
8 Pedestrian Crossing Sign
9 Double Stop Signs on Stop Controlled Approaches

Corridor-wide Recommendations: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20

*Source: NHDOT Safety Viewer 2018-2022

<https://bit.ly/elizabeth-ss4a>

Priority Corridors (Union County)

Rank	Road Name	Municipality
1	South Broad St (CR 623)	Elizabeth
2	Kenilworth Blvd/Galloping Hill Rd (CR 509)	Cranford, Kenilworth, Union
3	Morris Ave (CR 629)	Elizabeth, Union
4	West Milton Ave (CR 648)	Rahway
5	Fabouite Ave/Michigan Ave (CR 617)	Kenilworth, Roselle Park
6	Salem Rd/Liberty Ave (CR 509)	Hillside, Union
7	North Martine Ave/Park Ave (CR 655)	Fairwood, Scotch Plains
8	South Avenue (CR 610)	Garwood, Cranford
9	Locust St (CR 619)	Roselle, Roselle Park, Union
10	Jersey Ave/West Jersey St (CR 612)	Roselle, Elizabeth
11	Magie Ave (CR 618)	Elizabeth, Union
12	Pearl St (CR 614)	Elizabeth
13	Park Ave (CR 531)	Plainfield
14	North Wood Ave (CR 617)	Linden, Roselle
15	Raritan Rd (CR 607)	Cranford, Clark, Linden
16	7th St (CR 601)	Plainfield
17	Central Ave/Brent Ave/Westfield Ave/West Grand Ave (CR 613)	Clark, Rahway
18	1st Ave/West Grand St (CR 610)	Roselle, Elizabeth
19	East Front St/Front St (CR 620)	Plainfield, Scotch Plains
20	Lake Ave (CR 655)	Clark, Scotch Plains

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South Broad Street (CR 623), between Bayway and Rahway Avenue/Elizabeth Avenue

Municipality(ies)	Elizabeth
Mileposts	0.00 - 1.00
Functional Classification	Minor Arterial
AADT (vehicles/day)	18,726 (bidirectional)
Truck Route	No

SAFETY DATA
TOTAL CRASHES*: 364 KSI CRASHES*: 9

TOP 3 CRASH TYPES*
1 Right Angle (27%)
2 Same Direction - Rear End (26%)
3 Same Direction - Sideswipe (18%)

COMMUNITY FEEDBACK
Excessive Speeding
Conflict With Bike/Scooter Riders
Confusing or Unsafe Intersection

SAFETY RECOMMENDATIONS
1 Traffic Signal Upgrades
2 Traffic Signal Preemption
3 Lighting Improvements
4 Edge Lines
5 Intersection Daylighting
6 High-Visibility Crosswalk
7 Curb Ramp Upgrades
8 Sidewalk Repairs
9 Bus Stop Upgrades
10 Signal Operations

11 Painted Curb Extensions
12 Leading Pedestrian Interval
13 School Zone Markings/Signage
14 Advance Lane Control Signage
15 Intersection Line Extension
16 Lane Reassignment
17 Centerline Extension
18 Lane Narrowing
19 Lane Narrowing
20 Pedestrian Hybrid Beacon**

Corridor-wide Recommendations: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20

*Source: NHDOT Safety Viewer 2018-2022 **Previously Planned Project

<https://bit.ly/elizabeth-ss4a>

City of Elizabeth Community Meeting Presentation (Cont.)

Morris Avenue (CR 629), between Westfield Avenue and North Avenue

Municipality(ies)	Elizabeth, Union
Mileposts	0.00 - 0.74
Functional Classification	Minor Arterial
AADT (vehicles/day)	16,345 - 20,358 (bidirectional)
Truck Route	No

SAFETY DATA

TOTAL CRASHES* : 371	KSI CRASHES* : 7
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TOP 3 CRASH TYPES*

- Same Direction - Rear End (29%)
- Same Direction - Sideswipe (18%)
- Right Angle (14%)

COMMUNITY FEEDBACK

- Conflict With Bike/Scooter Riders
- Confusing or Unsafe Intersection
- Traffic Makes Me Feel Unsafe

SAFETY RECOMMENDATIONS

- Traffic Signal Upgrades
- Edge Lines
- Intersection Daylighting
- High-Visibility Crosswalk
- Curb Ramp Upgrades
- Sidewalk Repairs
- Bus Stop Upgrades
- Signal Operations
- Stop Bar Placement
- Channelizing/Splitter Island
- Painted Curb Extensions
- Rectangular Rapid Flashing Beacon
- No Turn on Red
- Leading Pedestrian Interval
- School Zone Markings/Signage
- New High-Visibility Crosswalk
- Lane Reassignment
- Geometric Improvements

Corridor-wide Recommendations: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20

<https://bit.ly/elizabeth-ss4a>

Jersey Avenue / West Jersey Street (CR 612), between Bellevue Street and Cherry street

Municipality(ies)	Elizabeth
Mileposts	218 - 3.06
Functional Classification	Minor Arterial
AADT (vehicles/day)	3,791 (bidirectional)
Truck Route	No

SAFETY DATA

TOTAL CRASHES* : 274	KSI CRASHES* : 7
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TOP 3 CRASH TYPES*

- Right Angle (31%)
- Struck Parked Vehicle (18%)
- Same Direction - Sideswipe (18%)

COMMUNITY FEEDBACK

- Excessive Speeding
- Confusing or Unsafe Intersection
- Motorists Don't Yield to Pedestrians/Cyclists

SAFETY RECOMMENDATIONS

- Traffic Signal Upgrades
- Speed Feedback Sign
- Edge Lines
- Intersection Daylighting
- High-Visibility Crosswalk
- Curb Ramp Upgrades
- Sidewalk Repairs
- Bus Stop Upgrades
- Cross Traffic Does Not Stop Sign
- Geometric Improvements
- Signal Operations

Corridor-wide Recommendations: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11

<https://bit.ly/elizabeth-ss4a>

Magie Avenue (CR 618), between Shelley Avenue / Conant Avenue and North Avenue / NJ 439

Municipality(ies)	Elizabeth, Union
Mileposts	119 - 1.90
Functional Classification	Minor Arterial
AADT (vehicles/day)	12,828 (bidirectional)
Truck Route	No

SAFETY DATA

TOTAL CRASHES* : 103	KSI CRASHES* : 5
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TOP 3 CRASH TYPES*

- Right Angle (36%)
- Same Direction - Rear End (18%)
- Struck Parked Vehicle (17%)

COMMUNITY FEEDBACK

- Confusing or Unsafe Intersection
- Excessive Speeding

SAFETY RECOMMENDATIONS

- Traffic Signal Upgrades
- Edge Lines
- Intersection Daylighting
- High-Visibility Crosswalk
- Curb Ramp Upgrades
- Sidewalk Repairs
- Bus Stop Upgrades
- Curb Radii Reduction
- New High-Visibility Crosswalk
- Lighting Improvements
- Rectangular Rapid Flashing Beacon
- Guiderail Replacement
- Painted Curb Extensions

Corridor-wide Recommendations: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20

<https://bit.ly/elizabeth-ss4a>

Pearl Street (CR 614), between Route 1 and Washington Avenue

Municipality(ies)	Elizabeth
Mileposts	0.17 - 0.52
Functional Classification	Major Collector
AADT (vehicles/day)	11,687 - 11,793 (bidirectional)
Truck Route	No

SAFETY DATA

TOTAL CRASHES* : 206	KSI CRASHES* : 5
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TOP 3 CRASH TYPES*

- Same Direction - Sideswipe (26%)
- Same Direction - Rear End (22%)
- Right Angle (22%)

COMMUNITY FEEDBACK

- Motorists Run Red Lights/Stop Signs
- Other People Make Me Feel Unsafe

SAFETY RECOMMENDATIONS

- Traffic Signal Upgrades
- Edge Lines
- Intersection Daylighting
- High-Visibility Crosswalk
- Curb Ramp Upgrades
- Sidewalk Repairs
- New High-Visibility Crosswalk
- Rectangular Rapid Flashing Beacon
- School Zone Markings/Signage
- Signal Operations
- Leading Pedestrian Interval
- Left Turn Only Lane
- Intersection Line Extension
- Centerline Extension
- Lighting Improvements
- Lane Reassignment
- Advance Lane Control of Signage
- Lane Narrowing

Corridor-wide Recommendations: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20

<https://bit.ly/elizabeth-ss4a>

City of Elizabeth Community Meeting Presentation (Cont.)

1st Avenue / West Grand Street (CR 610), between Locust Street / CR 619 and NJ 27

Municipality(ies)	Roselle, Elizabeth
Mileposts	7.40 - 9.70
Functional Classification	Minor Arterial
AADT (vehicles/day)	11,855 (bidirectional)
Track Route	No

SAFETY DATA

TOTAL CRASHES: 545 **KSI CRASHES: 10**

TOP 3 CRASH TYPES*

- Right Angle (27%)
- Same Direction - Rear End (20%)
- Same Direction - Sideswipe (19%)

COMMUNITY FEEDBACK

- Motorists Don't Yield to Pedestrians/Cyclists
- Excessive Speeding
- Continuing or Unsafe Intersection

SAFETY RECOMMENDATIONS

- Traffic Signal Upgrades
- Lighting Improvements
- Speed Feedback Sign
- Edge Lines
- Intersection Daylighting
- High-Visibility Crosswalk
- Curb Ramp Upgrades
- Sidewalk Repairs
- Left Turn Only Lane
- Road Diet
- New High-Visibility Crosswalks
- Rectangular Rapid Flashing Beacon
- Leading Pedestrian Interval
- Curb Radii Reduction
- Painted Curb Extensions
- Signal Operations

Corridor-wide Recommendations

QR Code: <https://bit.ly/elizabeth-ss4a>

*Source: NJDOT Safety Viewer 2019-2022

THANK YOU!

<https://bit.ly/elizabeth-ss4a>

The comment form will remain open until December 10th



Communications Materials

Website Screenshots

Safe Streets For All
Home About Get Involved Resources En Español

Project by the County of Union and City of Elizabeth

Home

Union County and the City of Elizabeth are creating a Safe Streets for All (SS4A) Action Plan to make roads safer, lower the number of deaths and serious injuries on our roadways, and improve mobility and quality of life for everyone who travels in our community.

By prioritizing mobility for all roadway users, we can make our streets safer for everyone. This requires partnership between the government, law enforcement, community groups, and you – those who use our roads every day.

The Planning Process

In the fall of 2024, the Union County Department of Engineering began identifying key partners, collecting data, and educating the public about the Safe Streets for All Action Plan.

Key Objectives of the SS4A Action Plan

- ✓ Identify the high crash-risk locations and key safety concerns within the County.
- ✓ Ensure equitable investments in the safety needs of underserved communities.
- ✓ Organize a robust public and stakeholder engagement process focused on inclusivity, community representation, and feedback.
- ✓ Develop safety strategies and countermeasures using the Safe Systems Approach.

Action Plan Advisory Committee

An Action Plan Advisory Committee (APAC) was created to support the project team and ensure the collaboration of County departments, municipal governments, regional agencies, and community groups to help develop a vision for the Safe Streets for All Action Plan.

The APAC will meet four (4) times throughout the planning process, offering background documentation, insights into local conditions, and feedback on draft strategy recommendations.

Funding

Union County was awarded a Safe Streets and Roads for All (SS4A) planning grant by the U.S. Department of Transportation (USDOT) to develop a SS4A Action Plan.

Union County, along with the City of Elizabeth and other municipal partners, will develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries within the county and mitigate roadway safety risks for all residents.

Partnership

The City of Elizabeth is sub-recipient of the USDOT grant.

This means a deeper dive into crash data and recommendations for local roadways in the City.

UNION COUNTY
We're Connected to You!

An Official website of the County of Union, New Jersey
[Privacy Statement](#)

Union County
Department of Engineering
2325 South Avenue
Scotts Plains, NJ 07076
[info@unionnj.gov](#)

City of Elizabeth
Division of Engineering
50 Winfield Scott Plaza
Elizabeth, NJ 07201
[info@elizabethnj.gov](#)

Safe Streets For All
Home About Get Involved Resources En Español

Project by the County of Union and City of Elizabeth

About

What is Safe Streets for All?

Safe Streets for All is a program to prevent deaths and serious injuries on the nation's roadways while increasing safe, healthy, equitable mobility for all.[]

What is the Safe System Approach?

To prevent roadway fatalities and serious injuries, Union County will use the Safe Systems Approach and help develop a holistic, well-defined strategy to mitigate roadway safety risks for all residents.

In the Safe System Approach, eliminating fatalities and severe injuries for all roadway users is the top priority. It is a way to make roads safer by building several layers of protection to prevent crashes and reduce serious injuries and deaths if they do happen. This method, widely used in the transportation field, treats safety as something shared by everyone involved—drivers, cyclists, pedestrians, road designers, transportation providers, and policymakers.

The approach not only aims to lower the number of crashes but also focuses on preventing the most severe ones. It recognizes that people make mistakes while driving, walking, or biking and works to prevent these mistakes from causing death and serious injury. By identifying and fixing gaps in the transportation network, either through changes in road design or policy updates, the Safe System Approach aims to create safer streets for all.

To learn more about the Safe Systems Approach, visit the [USDOT](#) website.

Safe System Approach

<div style="background-color: #800000; color: white; padding: 5px; margin-bottom: 5px; font-weight: bold; font-size: 0.8em;"> Safer Road Users </div> <p style="font-size: 0.8em;">Promoting safe and responsible driving and behavior for everyone using the roads and creating conditions that put the safety of all road users first, including those who walk, bike, drive, use public transit, or travel in other ways.</p>	<div style="background-color: #004a33; color: white; padding: 5px; margin-bottom: 5px; font-weight: bold; font-size: 0.8em;"> Safer Vehicles </div> <p style="font-size: 0.8em;">Increasing the availability of vehicle systems and features that reduce the chances of crashes and lessen the impact on both people inside and outside the vehicle.</p>	<div style="background-color: #800000; color: white; padding: 5px; margin-bottom: 5px; font-weight: bold; font-size: 0.8em;"> Safer Speeds </div> <p style="font-size: 0.8em;">Encouraging safer speeds on all roads by combining thoughtful and fair road designs that fit the area, setting appropriate speed limits, providing targeted education, running outreach campaigns, and enforcing speed rules. This approach aims to create safer conditions for everyone using the roads.</p>	<div style="background-color: #004a33; color: white; padding: 5px; margin-bottom: 5px; font-weight: bold; font-size: 0.8em;"> Safer Roads </div> <p style="font-size: 0.8em;">Designing roads to reduce the impact of human mistakes, encouraging safer behaviors, and making travel safer for the most vulnerable users</p>	<div style="background-color: #800000; color: white; padding: 5px; margin-bottom: 5px; font-weight: bold; font-size: 0.8em;"> Post-Crash Care </div> <p style="font-size: 0.8em;">Improving crash survival rates by providing quick access to emergency medical care, ensuring a safe environment for first responders, and preventing additional crashes through strong traffic management practices.</p>
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[1] <https://www.transportation.gov/grants/SS4A>

APPENDIX E

PUBLIC AND STAKEHOLDER ENGAGEMENT SUMMARY

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Website Screenshots (Cont.)

Safe Streets For All
Project by the County of Union and City of Elizabeth

Home About Get Involved Resources En Español

Get Involved

We'd love to hear about your experiences using the streets of Union County and the City of Elizabeth.

Your feedback will help develop strategies to make streets safer for all road users.

Preliminary Outreach Results

POP-UPS OUTREACH

We heard from the community about their safety concerns and ideas at several events in December 2024.

SURVEY & MAP

Over 1,600 people took the survey & mapped their ideas to improve transportation safety!

FOCUS GROUPS

We held two virtual focus group meetings with key stakeholders in early 2025 to discuss specific transportation issues, concerns, and opportunities.

[View Union County Community Meeting Presentation](#)
[View City of Elizabeth Community Meeting Presentation](#)

COMMUNITY MEETINGS

We held two virtual Community Meetings to share information about high-crash locations in Union County and the City of Elizabeth and to gather public feedback on recommendations to improve safety.

[View Union County Community Meeting Presentation](#)
[View City of Elizabeth Community Meeting Presentation](#)

Stay in Touch!

Visit our website regularly to stay updated on the Safe Streets for All Action Plan progress, outreach activities, and study recommendations. Throughout the Winter and Spring of 2025, there will be opportunities for public participation and input to shape the vision for the Safe Streets for All Action Plan.

Sign up here to receive updates about the project:

Email Address *

 Phone Number *

 Zip Code *

 Comments *

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UNION COUNTY
We're Connected to You!

An Official website of the County of Union, New Jersey

Privacy Statement
OPRA Requests
Employee Intranet

Union County
Department of Engineering
335 South Avenue
Rochelle Plaza, NJ 07068
609.683.4000

City of Elizabeth
Division of Engineering
50 Woodford Scott Plaza
Elizabeth, NJ 07201
609.683.4000

To the top

Safe Streets For All
Project by the County of Union and City of Elizabeth

Home About Get Involved Resources En Español

Resources

Project documents will be added here as they become available.

Project Fact Sheet

Focus Group Meeting Presentation

Action Plan Advisory Committee Meetings

Community Meetings


Survey & Map Promotional Materials





SAFE STREETS FOR ALL SURVEY! ¡ENCUESTA!

Now Open for Your Input!
Help improve **STREET SAFETY** in Union County by taking the survey and mapping your ideas!

¡Abierto ahora para tu opinión!
Ayuda a mejorar la **SEGURIDAD VIAL** en el Condado de Union participando en la encuesta y marcando tus ideas en el mapa.




Take the Survey Here | Realice la Encuesta Aquí
<https://bit.ly/union-ss4a>


UNION COUNTY SAFE STREETS FOR ALL SURVEY! ¡ENCUESTA!

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<https://bit.ly/union-ss4a>



We want **YOUR INPUT!**
¡Queremos tu opinión!




Share your experience using Union County streets. Comparte tu experiencia usando las calles del Condado de Union.
<https://bit.ly/union-ss4a>



SAFE STREETS FOR ALL SURVEY! ¡ENCUESTA!

Now Open for Your Input!
Help improve **STREET SAFETY** in Elizabeth by taking the survey and mapping your ideas!

¡Abierto ahora para tu opinión!
Ayuda a mejorar la **SEGURIDAD VIAL** en Elizabeth participando en la encuesta y marcando tus ideas en el mapa.




Take the Survey Here | Realice la Encuesta Aquí
<https://bit.ly/union-ss4a>


ELIZABETH SAFE STREETS FOR ALL SURVEY! ¡ENCUESTA!

Now Open for Your Input!
Help improve **STREET SAFETY** in Elizabeth by taking the survey and mapping your ideas!


¡Abierto ahora para tu opinión!
Ayuda a mejorar la **SEGURIDAD VIAL** en Elizabeth participando en la encuesta y marcando tus ideas en el mapa.




Take the Survey Here | Realice la Encuesta Aquí
<https://bit.ly/union-ss4a>



We want **YOUR INPUT!**
¡Queremos tu opinión!



Share your experience using City of Elizabeth streets. Comparte tu experiencia usando las calles de la Ciudad de Elizabeth.
<https://bit.ly/union-ss4a>



Thank you to the libraries that helped distribute bookmarks!

- Clark Public Library
- Cranford Public Library
- Elizabeth Public Library
 - Main Branch
 - Elmora Branch
 - LaCorte Branch
 - Elizabethport Branch
- Fanwood Memorial Library
- Garwood Free Public Library
- Kenilworth Public Library
- Linden Public Library
- Mountainside Public Library
- New Providence Memorial Library
- Plainfield Public Library
- Rahway Public Library
- Roselle Public Library
- Roselle Park Veterans Memorial Library
- Scotch Plains Public Library
- Summit Public Library
- Union Public Library
- Union Public Library-Vauxhall
- Westfield Memorial Library Branch

Survey & Map Sharekit

Communications ShareKit

Thank you for supporting the Union County Safe Streets for All initiative!

Union County truly appreciates your help spreading the word about the survey to gather feedback about your experience using the County streets and help develop strategies to make them safer. Below, you will find materials in English and Spanish to promote the survey.

Please note that the survey will remain open through Sunday, February 2, 2025. Please stop any communications before that date.

If you have any questions, please contact Reya Singhi at reya@mercerplanning.com.

Social Media

The table below has language and accompanying images for advertising the survey on social media.

LANGUAGE	TEXT	IMAGE
All languages (English & Spanish)	<p>🚶 🚲 🚗 🚚 🚛 Take the survey & map your ideas to make #UnionCounty streets safer. Realice la encuesta y mapee sus ideas para hacer las calles del #UnionCounty más seguras. https://bit.ly/union-ss4a #safestreets4all</p>	<p>Image Links: Union SS4A Survey Social Image-01.jpg Union SS4A Survey Social Image-02.jpg</p>
English Only	<p>Variation #1: #UnionCounty wants your input for its #SafeStreets4All Action Plan, aimed at eliminating roadway deaths and serious injuries. Take the survey to share your experiences using Union County streets! 🚶 🚲 🚗 🚚 🚛 https://bit.ly/union-ss4a</p> <p>Variation #2: Tell #UnionCounty about your experiences using the streets! Take the survey and map your safety concerns to help make our roads safer. 🚶 🚲 🚗 🚚 🚛 https://bit.ly/union-ss4a #safestreets4all</p>	
Spanish Only	<p>Variation #1: ¡#UnionCounty quiere conocer tu opinión para su Plan de Acción #SafeStreets4All, que busca eliminar las muertes y lesiones graves en las carreteras. ¡Completa la encuesta para compartir tus experiencias usando las calles de Condado de Union! 🚶 🚲 🚗 🚚 🚛 https://bit.ly/union-ss4a-esp</p>	

Variation #2:

¡Cuéntale a #UnionCounty sobre tus experiencias en las calles! Responde la encuesta y marca en el mapa tus preocupaciones sobre seguridad para ayudar a que nuestras calles sean más seguras. 🚶 🚲 🚗 🚚 🚛 <https://bit.ly/union-ss4a-esp> #safestreets4all

Email/Newsletter

Below is the language you can use to publicize the project and survey in your email communications.



Share your experiences using the streets in Union County. Your input will help develop strategies to make the streets safer for all.

About the Project:

Union County and the City of Elizabeth are creating a [Safe Streets for All Action Plan](#) to make roads safer, lower the number of traffic deaths, and improve mobility and quality of life for everyone who travels in our community. The plan will recommend policies and identify key projects throughout the County and in Elizabeth to help make our streets safer for all road users. For more information, visit <https://ucnj.org/safe-streets/>.

TAKE THE SURVEY!

Comparte tus experiencias usando las calles del Condado de Union. Tu opinión ayudará a desarrollar estrategias para hacer las calles más seguras para todos.

Sobre el Proyecto:

El Condado de Union y la Ciudad de Elizabeth están creando un [Plan de Acción de Calles Seguras para Todos](#) (Safe Streets for All Action) para hacer las carreteras más seguras, reducir el número de muertes por tráfico, y mejorar la movilidad y calidad de vida de todos los que transitan en nuestra comunidad. El plan recomendará políticas e identificará proyectos clave en todo el Condado y en Elizabeth para ayudar a hacer nuestras calles más seguras para todos los usuarios de la vía. Para más información, visita <https://ucnj.org/safe-streets/>.

TAKE THE SURVEY!

Community Meetings Promotional Materials

SAFE STREETS FOR ALL
VIRTUAL COMMUNITY MEETING

WE WANT TO HEAR FROM YOU!

- City of Elizabeth Meeting**
Wednesday, December 3, 2025
6:30 PM - 8:00 PM
bit.ly/elizabeth-meeting
- Union County Meeting**
Tuesday, December 9, 2025
6:30 PM - 8:00 PM
bit.ly/union-meeting

UNION COUNTY SAFE STREETS FOR ALL

SAFE STREETS FOR ALL
VIRTUAL COMMUNITY MEETING

WE WANT TO HEAR FROM YOU!

VIRTUAL COMMUNITY MEETING
Wednesday, December 3, 2025
6:30 PM to 8:00 PM

ELIZABETH SAFE STREETS FOR ALL

Register at:
bit.ly/elizabeth-meeting

ELIZABETH SAFE STREETS FOR ALL
VIRTUAL COMMUNITY MEETING

UNION COUNTY SAFE STREETS FOR ALL
VIRTUAL COMMUNITY MEETING

Join us for a Virtual Community Meeting to discuss high-crash locations in the City of Elizabeth, and provide feedback on recommended design solutions, policies, and operational strategies to enhance safety.

Your feedback will help us refine the final draft recommendations to make Elizabeth streets safer for all!

WE WANT TO HEAR FROM YOU!

Community Meeting
Wednesday, December 3, 2025
6:30 PM - 8:00 PM

Register at:
bit.ly/elizabeth-meeting

Presentation to learn about Safe Streets for All recommendations will begin promptly at 6.30 PM. After the presentation, participants will have a chance to provide feedback in small group breakout rooms.

Join us for a Virtual Community Meeting to discuss high-crash locations in Union County and the City of Elizabeth, and provide feedback on recommended design solutions, policies, and operational strategies to enhance safety.

Your feedback will help us refine the final draft recommendations to make Union County and Elizabeth streets safer for all!

WE WANT TO HEAR FROM YOU!

- City of Elizabeth Meeting**
Wednesday, December 3, 2025
6:30 PM - 8:00 PM
Register at:
bit.ly/elizabeth-meeting
- Union County Meeting**
Tuesday, December 9, 2025
6:30 PM - 8:00 PM
Register at:
bit.ly/union-meeting

Presentation to learn about Safe Streets for All recommendations will begin promptly at 6.30 PM. After the presentation, participants will have a chance to provide feedback in small group breakout rooms.

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Community Meetings Sharekit

Communications ShareKit

Thank you for supporting the Union County Safe Streets for All initiative!

Union County truly appreciates your help spreading the word about the virtual community meetings. Your support will help gather valuable feedback from residents and stakeholders about Union County and City of Elizabeth Safe Streets for All Plan recommendations to make our streets safer for all!

Below, you will find materials to promote the virtual community meetings. If you have any questions, please contact Aishwarya Venkatesh at aishwarya@mercerplanning.com.



Flyer

The Union SS4A team created a flyer to advertise the virtual community meetings. Help us spread the word by sharing them with your network or printing on 8.5x11" paper to display in a high-visibility location.

Union County and City of Elizabeth - Combined Flyer
<ul style="list-style-type: none"> PDF: Union SS4A Community Meeting Flyer.pdf JPEG: Union SS4A Community Meeting Flyer.jpg
City of Elizabeth - Flyer
<ul style="list-style-type: none"> PDF: Elizabeth SS4A Community Meeting Flyer.pdf JPEG: Elizabeth SS4A Community Meeting Flyer.jpg

Social Media

The table below has language and accompanying images for advertising the community meetings on social media.

Union County and City of Elizabeth - Combined Social Message	
 <p>Help improve roadway safety and connectivity in #UnionCounty and #CityofElizabeth! Join an upcoming Virtual Community Meeting to learn more and share your feedback about proposed solutions to make our streets safer for all. More info at https://ucnj.org/safe-streets/.</p>	<p>Image Links:</p> <p>Union SS4A Community Meeting SM_FINAL.jpg</p>
City of Elizabeth - Social Message	
 <p>Help improve roadway safety and connectivity in #CityofElizabeth! Join an upcoming Virtual Community Meeting to learn more and share your feedback about proposed solutions to make our streets safer for all. More info at https://ucnj.org/safe-streets/.</p>	<p>Image Links:</p> <p>Elizabeth SS4A Community Meeting SM_FINAL.jpg</p>

Scroll to next page for email template>>

Email/Newsletter

Below is the language you can use to publicize the community meetings in your email communications.

Union County and City of Elizabeth Combined Email Announcement



Join Union County for a Virtual Community Meeting to learn more about high-crash locations in Union County and the City of Elizabeth, as well as recommended design solutions, policies, and operational strategies to enhance safety. Your feedback will help refine the final draft recommendations to make Union County and Elizabeth streets safer for all!

Community Meeting #1 – City of Elizabeth Focus

Wednesday, December 3rd at 6:30PM
 Register at bit.ly/elizabeth-meeting

Community Meeting #2 – Union County Focus

Tuesday, December 9th at 6:30PM
 Register at bit.ly/union-meeting

Presentation to learn about Safe Streets for All recommendations will begin promptly at 6:30 PM. After the presentation, participants will have a chance to provide feedback in small group breakout rooms.

About the Project:

Union County and the City of Elizabeth are creating a [Safe Streets for All Action Plan](#) to make roads safer, lower the number of traffic deaths, and improve mobility and quality of life for everyone who travels in our community. The plan will recommend policies and identify key projects throughout the County and in Elizabeth to help make our streets safer for all road users. For more information, visit <https://ucnj.org/safe-streets/>.