SAFE STREETS 4 ALL
SOUTH ORANGE VILLAGE

Transportation and Pedestrian Safety Committee Meeting

November 5, 2026

Michael Baker INTERNATIONAL

▶ Project Team

Greer Patras

Director of Planning & Zoning

Courtenay Mercer, AICP, PP

Project Manager, Communications & Plan Development Lead

Reya Singhi

Associate Planner

Alec Lamoreaux

Crash Analysis & Corridor/ Project Recommendations Lead

Kyle Benjamin

Transportation Planner

► Today's Agenda

- Project Purpose & Work Plan
- Public Engagement Results
- Crash Analysis & High-Injury Network
- Draft Policy Framework
- Draft Priority Corridors & Projects
- Next Steps

► Safe Streets 4 All Action Plan

The purpose of the Action Plan is to:

- **Improve safety, mobility, and quality of life** for all roadway users
- **Reduce** the number of **roadway fatalities and serious injuries**
- Use a **data-driven and community-led approach**



► Work Plan

1. Community Engagement
2. Crash Analysis, High-Injury Network, Corridor Prioritization
3. Draft Action Plan
   - Provide feedback on the policies to improve traffic safety
   - Provide feedback on the priority corridors and safety improvement projects
4. **Finalize and Adopt Action Plan**



Outreach Results

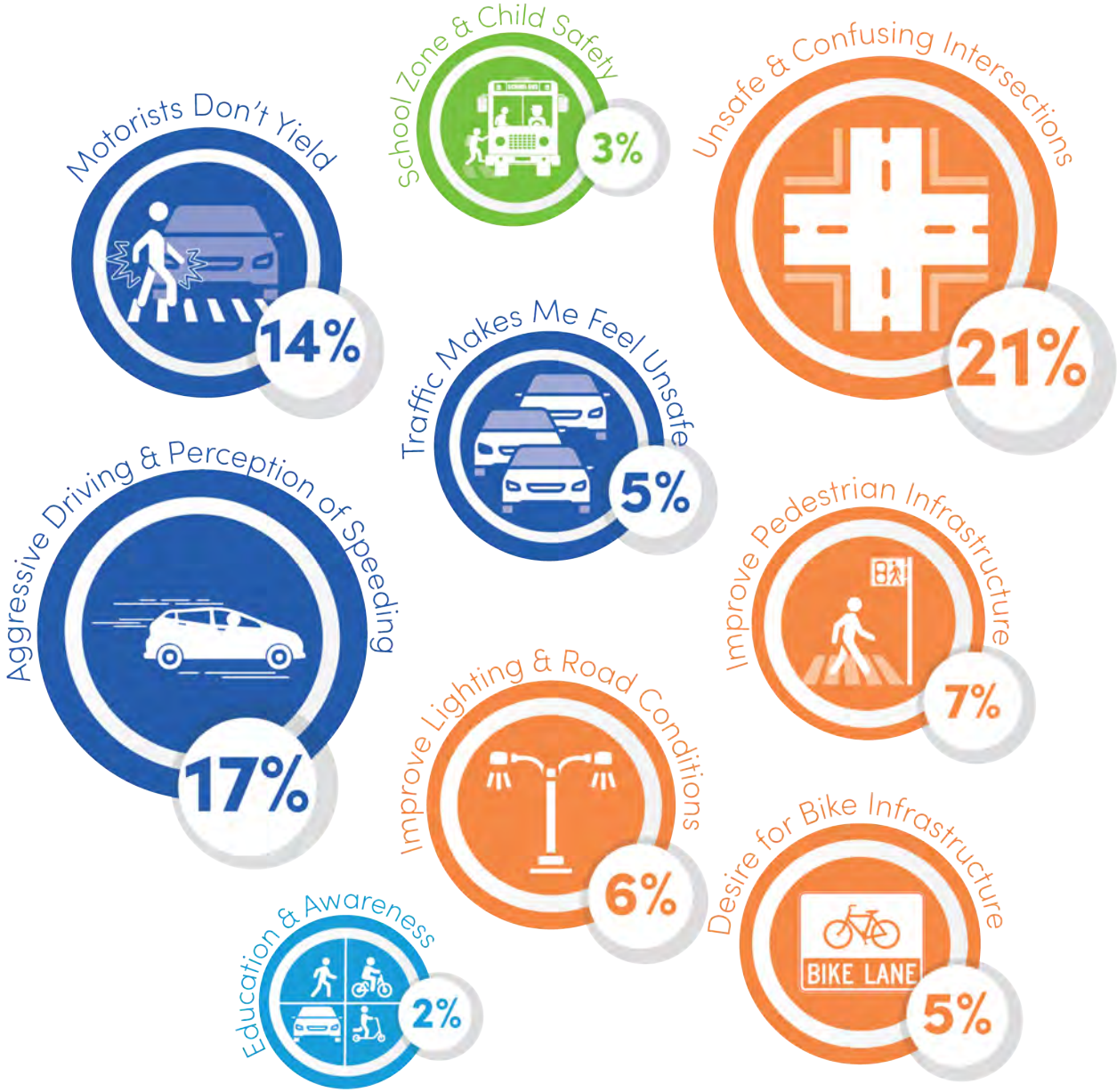
This Plan is informed by the public!

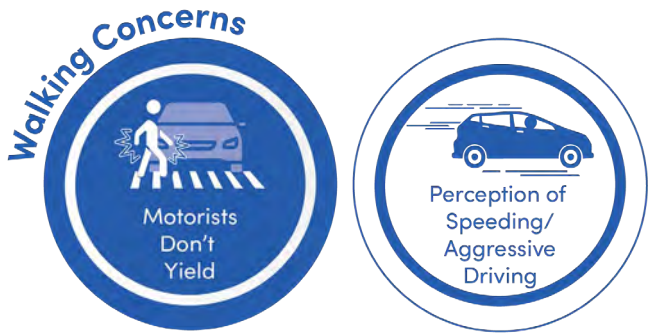


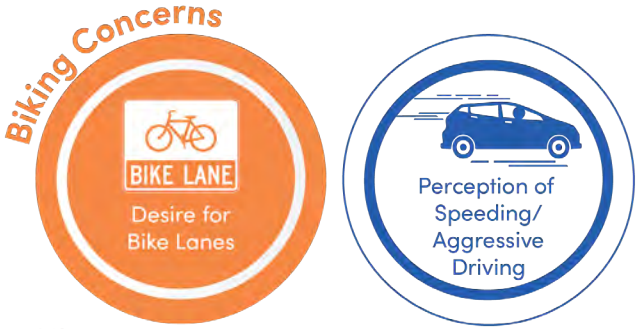


What We Heard

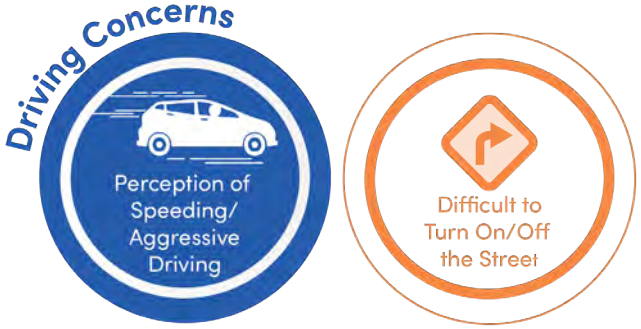












Crash Analysis & HIN

► Crash Analysis Methodology

- 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:

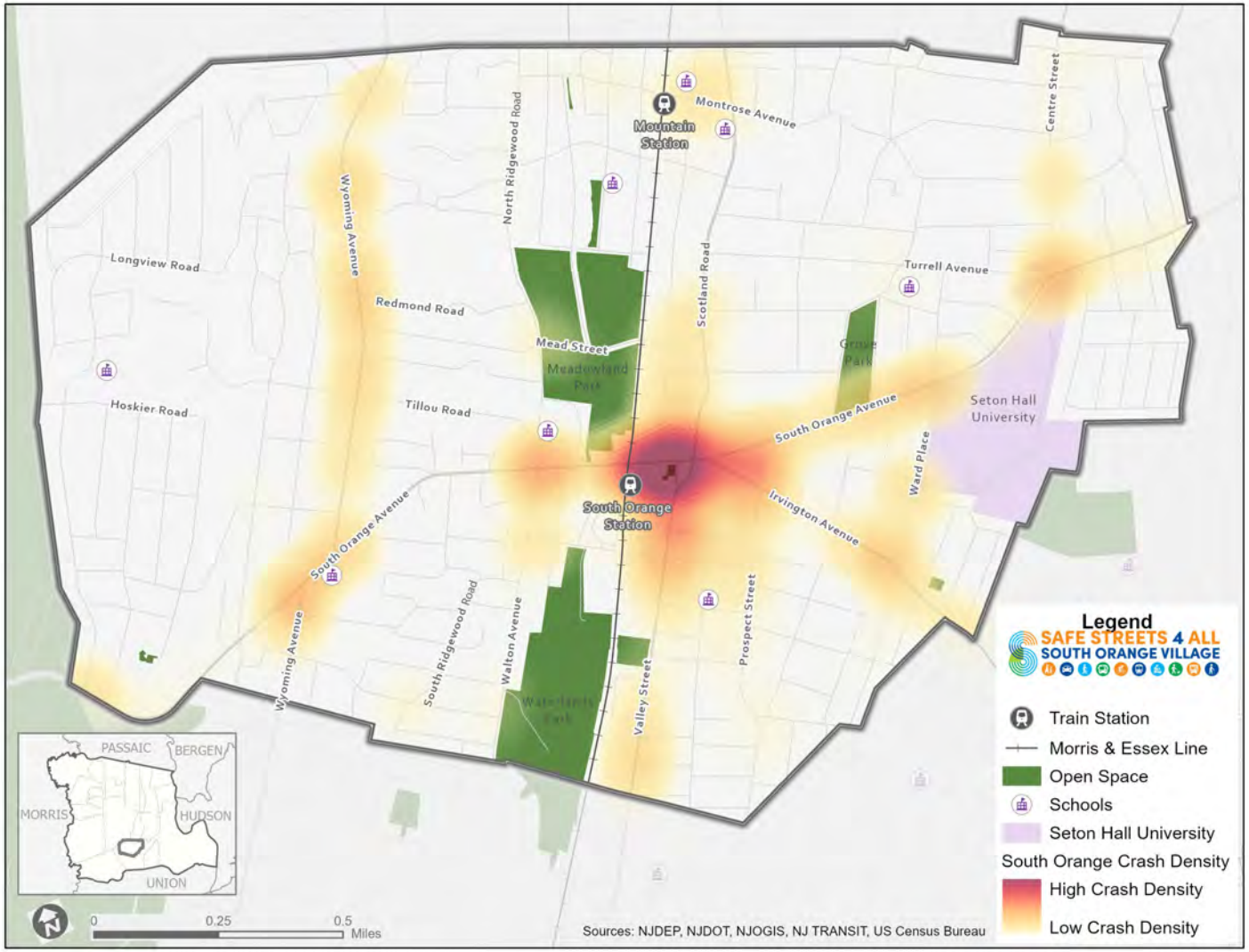
1. **Initial assessment** to identify crash trends
2. **High Injury Network (HIN)** developed based on crash frequency and severity
3. **Corridor Prioritization** based on frequency, severity, high-risk factors, presence of vulnerable road users (walkers & cyclists), and public outreach results

Result:

4. **Recommended Safety Improvement Projects** for Priority Corridors

► 1. Initial Crash Analysis

- **Crash Hot Spots:**
  - South Orange Avenue
  - Wyoming Avenue
  - Irvington Avenue
  - Valley Street
  - Prospect Street
  - Montrose Avenue
  - Centre Street



Safety Voyager 2018-2022

► Disproportionate Impact of Crashes



	All Crashes	Fatal & Serious Injury (FSI) Crashes
	94.8%	43.8%
	4.4%	56.3%
	0.8%	

Disproportionate impact to Vulnerable Road Users (walkers and bikers)

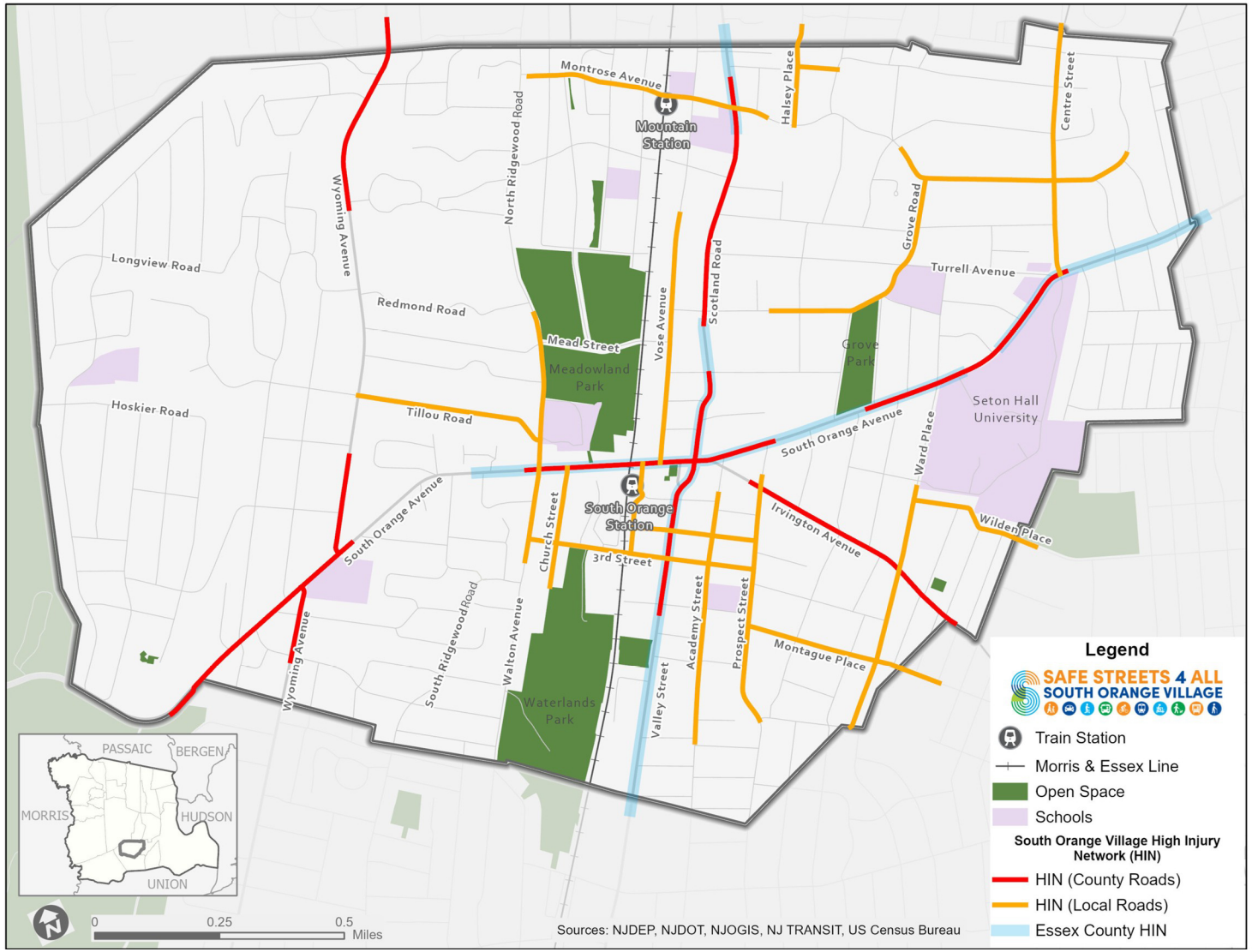
** FSI = Fatal or Severe Injury*
Safety Voyager 2018-2022

▶ Impact of Speed



► 2. High Injury Network

- **Top 26 1/2-mile segments:**
  - **21%** of Roadway miles
  - **79.2%** of Fatal and Serious Injury Crashes (FSI)
- Methodology prioritizes locations with the highest crash risk

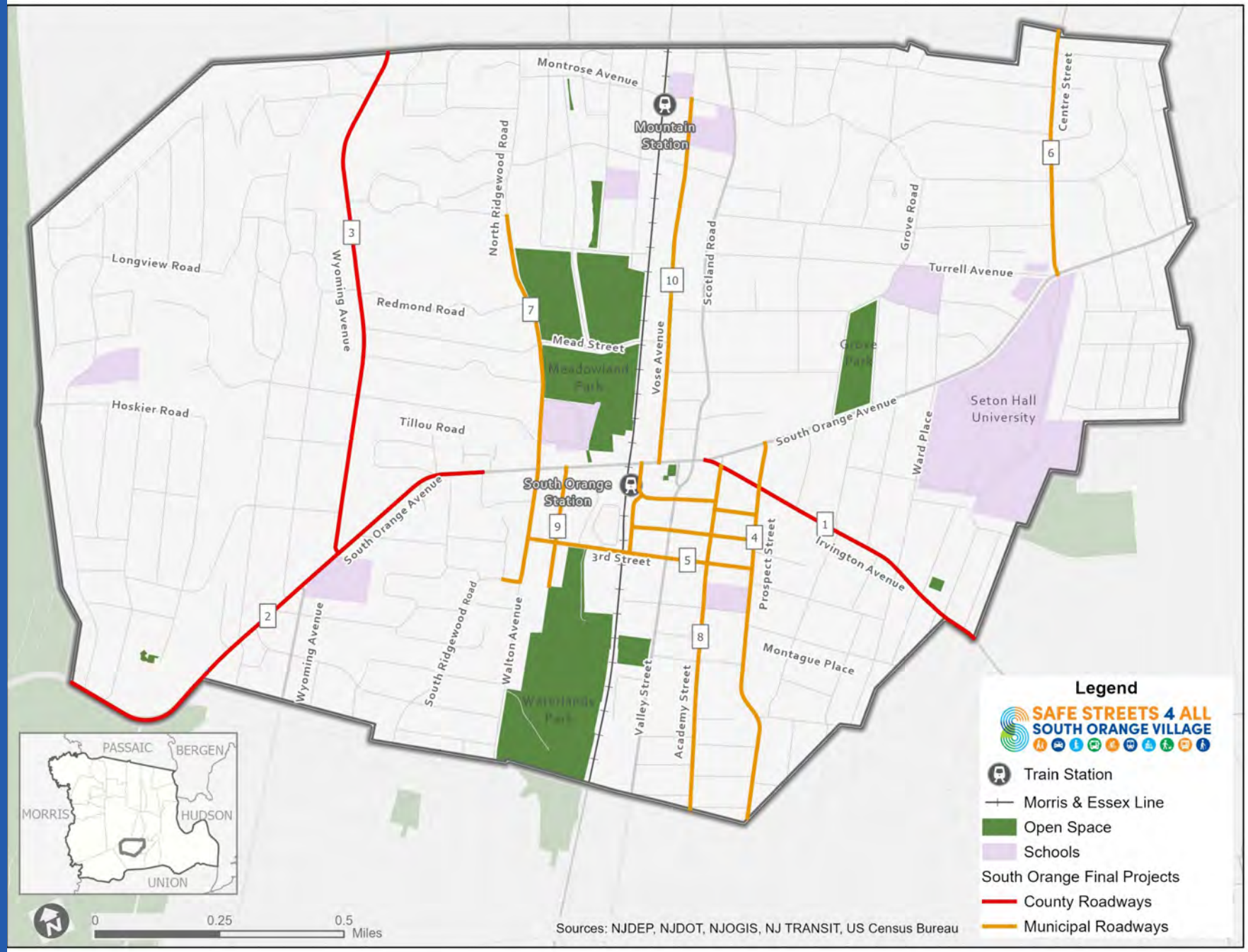


Draft Recommendations: Priority Corridors & Projects

► 3. Prioritization Factors

- **Crash Risk Score (40%):** Composite score of crash severity and frequency (higher severity has a higher score) aka High Injury Network (HIN)
- **Fatalities and Serious Injuries (~10%):** Considers the total number overall, and includes most recent through 2025
- **High Risk Features (15%):** Presence of road features and vulnerable road users correlated with higher crash frequency and severity (roadway classification, posted speed limit)
- **Vulnerable Road User Attractors (20%):** Presence of vulnerable road users who are disproportionately impacted by crashes (proximity to transit stops, schools, libraries)
- **Previous & Existing Plans & Projects (5%):** Consideration of recent planning and capital projects
- **Public Input Score (10%):** Presence of community input pins

Priority Corridors



Rank	Road Name	Length	Jurisdictio
1	Irvington Avenue	0.64	County
2	South Orange Avenue	1.04	County
3	North Wyoming Avenue	1.03	County
4	Prospect Street	0.77	Municipa
5	Sloan Street, 1st Street, 2nd Street, 3rd Street, & Milligan Place	0.92	Municipa
6	Centre Street	0.49	Municipa
7	North/South Ridgewood Road	0.79	Municipa
8	Academy Street	0.7	Municipa
9	West 3rd Street	0.44	Municipa
10	Vose Avenue	0.74	Municipa

FHWA Proven Safety Countermeasures

Proposed Safety Countermeasures

1. Upgrade, Install, & Improve Traffic Signals



5. Sidewalks & ADA Ramps



10. Rectangular Rapid Flashing Beacon (RRFB)



15. Mountable Media



20. Roundabouts



2a. Leading Pedestrian Interval (LPI)



6. Reduce Speed Limits



11. Pedestrian Refuge Islands



16. School Speed Limit Zones



21. Raised Intersections



2b. Protected Pedestrian Phase (PPP)



7. Traffic Calming Measures



12. High Friction Surface Treatment



17. Intersection Reconfiguration



22. Right Turn In/Out Only



3. Improved Street Lighting



8. Road Diet



13. Rumble Strips



18. Intersection Daylighting & Curb Extension



23. Prohibit Left Turns



4. High Visibility Crosswalk



9. Bicycle Lanes



14. MASH Compliant Crash Barriers



19. Hardened Centerlines



24. Horizontal Curving Warning



25. Advanced Warning Signage



26. Reverse Angle Parking



27. Minimize Driveway Widths



28. Relocate Bus Stop to Far Side of the Intersection



FHWA Proven Safety Countermeasures

Corridor Wide Improvements

1. Upgrade, Install, and Improve Traffic Signals



Modernized traffic signals provide a contrasting background and reflective frame. *Improves visibility for all.*

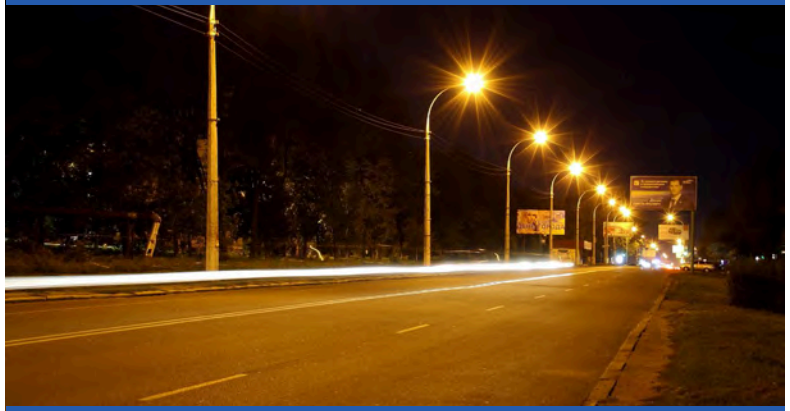
Helps reduce crashes up to 16%

2a. Leading Pedestrian Intervals & 2b. Protected Pedestrian Phases



LPIs and protected pedestrian phases prioritize pedestrians by giving them a head start before vehicles move or by creating a dedicated crossing phase where all vehicular traffic is stopped. *Improves pedestrian visibility.*

3. Improved Street Lighting



Street lighting improves visibility on streets, sidewalks, and intersections. *Better lighting helps reduce crashes, deters crime, and increases safety for pedestrians, cyclists, and drivers.*

4. High-Visibility Crosswalks



High-visibility crosswalks use reflective paint in bold patterns. *Improves pedestrian visibility and makes roads safer by guiding drivers and pedestrians.*

Helps reduce pedestrian crashes up to 40%

5. Sidewalks & ADA Ramps



Sidewalks are designated spaces for walking or wheelchair use. *Improves safety, accessibility, and visibility for all road users.*

Helps reduce pedestrian crashes up to 89%

FHWA Proven Safety Countermeasures

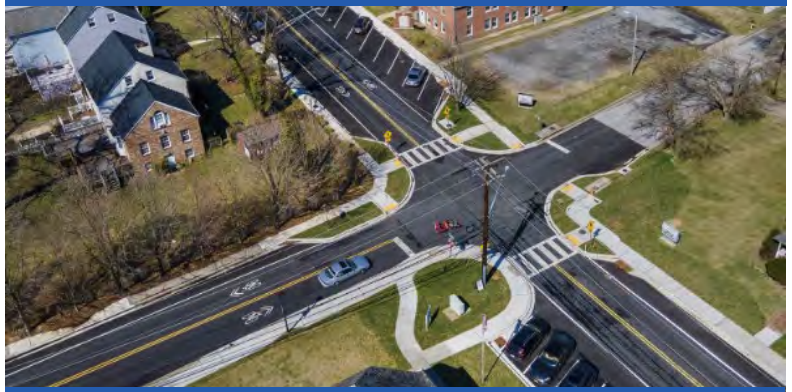
6. Reduce Speed Limits



Reduced speed limits lower the maximum legal speeds on streets, *helping drivers travel at safer speeds.*

Helps reduce all crashes up to 14%

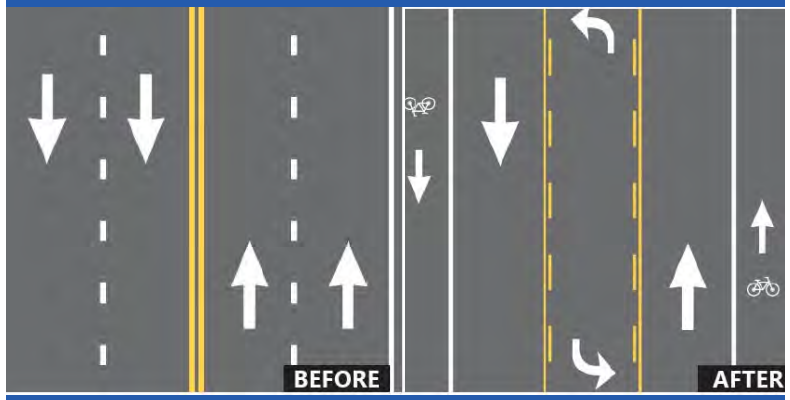
7. Traffic-Calming Measures



Traffic calming measures are physical street features (chicanes, speed humps/cushions, Neckdowns, etc.) that naturally slow drivers down. *Helps make streets safer for people walking and biking.*

Other Improvements

8. Road Diet



Road diets convert four-lane roads into three-lane roads with two traffic lanes and a center lane for left turns. *Helps slow down traffic and reduce lane conflicts.*

Helps reduce pedestrian crashes up to 47%

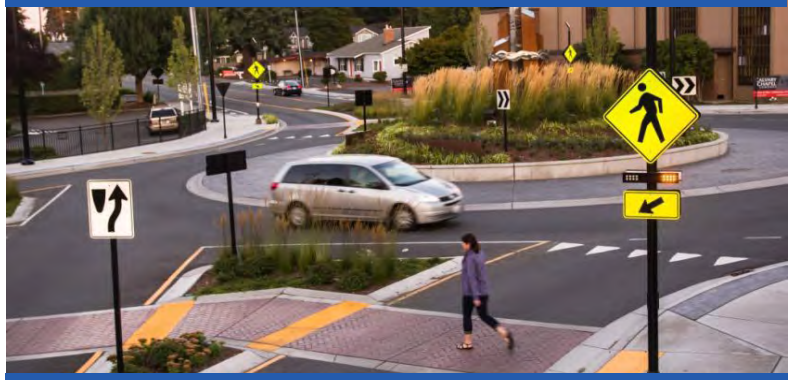
9. Bicycle Lanes



Bike lanes are designated roadway sections with striping, signage, and markings for bike use. *Helps reduce conflicts between bikes and vehicles.*

Helps reduce crashes up to 49%

10. Rectangular Rapid Flashing Beacons (RRFB)



RRFBs are flashing amber lights at unsignalized crosswalks and midblock crossings. *Help alert drivers to improve pedestrian safety.*

Helps reduce pedestrian crashes up to 47%

FHWA Proven Safety Countermeasures

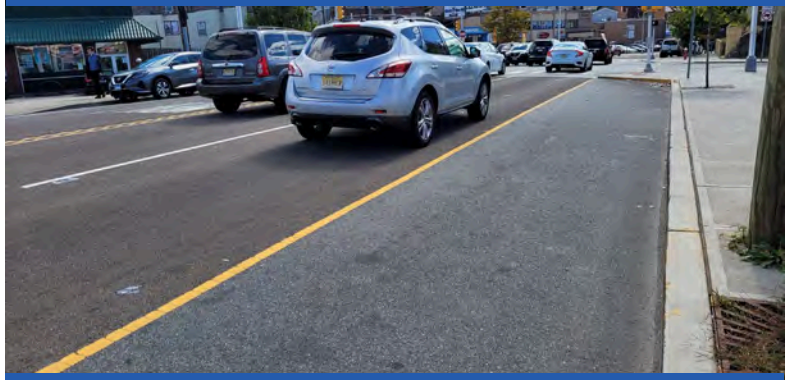
11. Pedestrian Refuge Islands



Pedestrian refuge islands are protected spaces in the middle of the road that allow pedestrians to wait safely while crossing. *Helps reduce crossing distances and enables two-stage crossings.*

Helps reduce pedestrian crashes up to 56%

12. High Friction Surface Treatment



High Friction Surface Treatment is a special skid-resistant material applied to road surfaces. Improves vehicle grip, *helping vehicles stop more quickly and safely.*

Helps reduce pedestrian crashes up to 48%

13. Rumble Strips



Rumble strips are raised pavement elements that alert drivers when their vehicle drifts out of the travel lane through vibration and sound. *Helps alert distracted, drowsy, or inattentive drivers.*

Help reduce crashes by up to 64%.

14. MASH Compliant Crash Barriers



MASH-compliant crash barriers are roadside safety features (concrete barriers, guardrails, and crash cushions) to absorb impact and redirect vehicles during a crash, *reducing the risk of severe injuries and roadway departures.*

Helps reduce crashes up to 50%

15. Mountable Median



Mountable medians are raised dividers that separate opposing traffic to allow emergency access and select turning movements. *Helps calm traffic and improve roadway safety.*

Helps reduce crashes up to 45%

16. School Speed Limit Zones

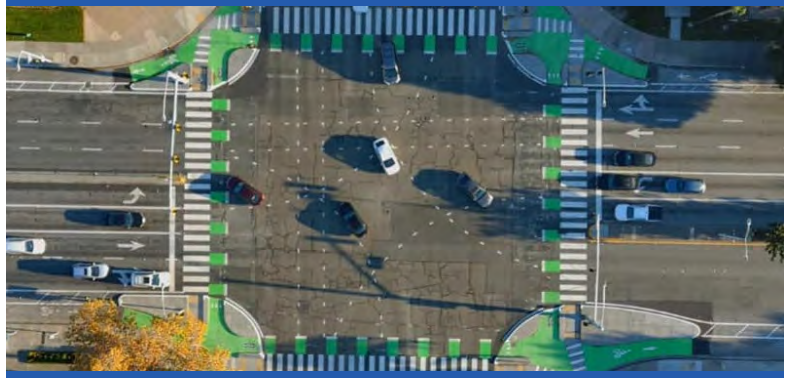


School speed limit zones use reduced-speed signage, pavement markings, flashers, and traffic-calming measures around schools. *Helps slow vehicles and improve safety for children.*

Helps reduce crashes up to 25%

FHWA Proven Safety Countermeasures

17. Intersection Reconfiguration



Intersection reconfiguration involves modifying the layout or geometry to reduce conflict points and crashes. Could include removing slip lanes, installing new turn lanes, roundabout treatment, etc. *Improves traffic flow and safety.*

18. Intersection Daylighting/ Curb Extension



Prevent cars from parking near intersections using paint, planters, or curb extensions that extend the sidewalk and shorten crosswalks. *Improves visibility for drivers and pedestrians and makes crosswalks safer.*

19. Hardened Centerlines



Hardened centerlines are modular speed humps placed at intersections to extend the centerline. *Help slow down left-turning cars and prevent corner-cutting.*
Help reduce pedestrian crashes and left-turning vehicles by up to 70%.

20. Roundabouts



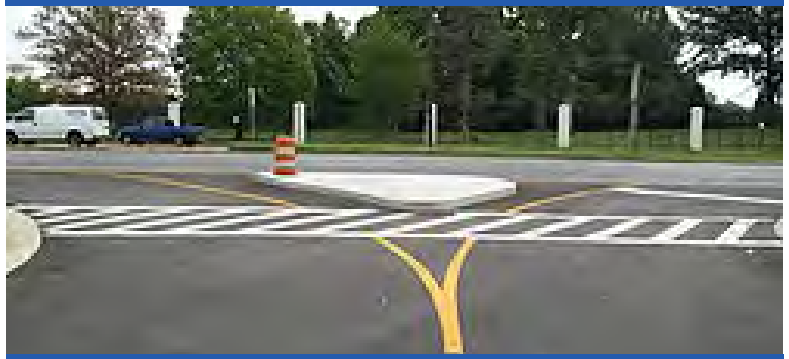
A roundabout is a circular intersection designed to reduce vehicle speeds, minimize conflict points, and require entering traffic to yield to circulating vehicles. *Improves traffic flow and safety for all road users.*
Helps reduce crashes up t0 82%

21. Raised Intersections



Raised intersections elevate the entire intersection to sidewalk level, using gentle ramps to naturally slow vehicles. *Improve visibility, encourage drivers to yield, and create a more comfortable crossing.*
Helps reduce pedestrian crashes up to 45%.

22. Right turn In/Out Only



Right turns in/out allow vehicles to make only right turns at a driveway or intersection, reducing conflicts with oncoming traffic. *Improves traffic flow and safety by reducing crash risk.*
Helps reduce crashes up t0 26%

FHWA Proven Safety Countermeasures

23. Prohibit Left Turns



Left turn prohibition restricts vehicles from making left turns at specific intersections or roadway segments. Drivers must go straight or turn right instead. *Improves traffic flow and safety by reducing conflict points and chances of crashes.*

Helps reduce crashes up to 68%

24. Horizontal Curve Warning Signage



Horizontal curve warnings use signs, pavement markings, or reflective treatments to alert drivers to an upcoming curve and its sharpness. *Improves visibility, helps drivers adjust their speed in advance, and reduces run-off-road and loss-of-control crashes.*

Helps reduce crashes up t0 38%

25. Advanced Warning Signage



Advanced warning signs alert drivers to upcoming changes (intersections, curves, school zones), giving them more time to slow down and react safely. *Creates awareness and reduces surprises for drivers, preventing sudden braking.*

Helps reduce crashes up to 25%

26. Reverse Angle Parking



Reverse-angle parking requires drivers to back into angled curbside parking spaces. *Improves visibility and helps reduce the risk of car doors opening into cyclists' paths.*

Help reduce crashes by up to 30%.

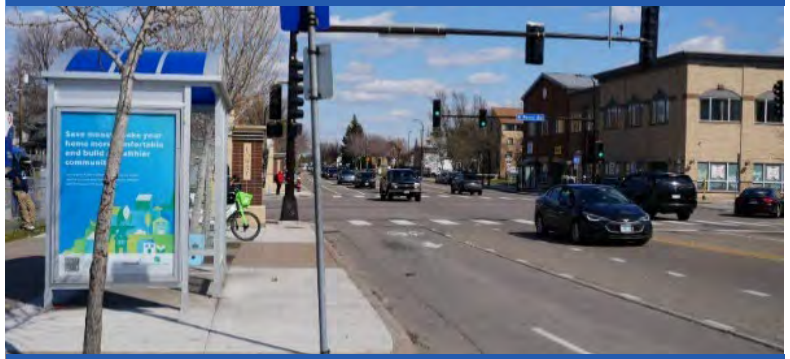
27. Minimize Driveway Widths



Narrower driveways reduce the area where vehicles cross sidewalks and bike lanes. *Help lower conflicts with pedestrians and cyclists and improve visibility for all roadway users.*

Helps reduce crashes up to 20%

28. Relocate Bus Stop to Far Side of the Intersection



Relocating a bus stop to the far side of an intersection allows pedestrians to cross behind the stopped bus. *Improves visibility for drivers and pedestrians.*

Helps reduce crashes up to 20%

► Project Rank #1

SAFE STREETS 4 ALL SOUTH ORANGE VILLAGE

1. Irvington Ave (CR 665) | South Orange Ave to Municipal Border

County Jurisdiction | Length: 0.64 miles

Irvington Avenue is an urban corridor located in the southeast corner of South Orange Village, near the Newark municipal border. The corridor serves as a key southeast-northwest collector connecting South Orange, Maplewood, Newark, and Irvington. Land use along the corridor is primarily residential with pockets of light commercial activity. The roadway is generally two lanes wide and includes signalized intersections at major crossings, on-street parking, and bus stops. Recommended safety improvements include traffic signal upgrades and timing adjustments, intersection daylighting, and pedestrian-focused enhancements such as Leading Pedestrian Intervals (LPIs). LPIs were recommended in place of protected pedestrian phase because pedestrian activity along the corridor is relatively low and there are no nearby schools that would warrant a dedicated pedestrian phase.

Crash Summary

- Total Crashes - 133
- Total Fatal Crashes - 0
- Total Serious Injury Crashes - 0
- Total Pedestrian Crashes - 8
- Total Bicyclist Crashes - 1

Top 3 Crash Types

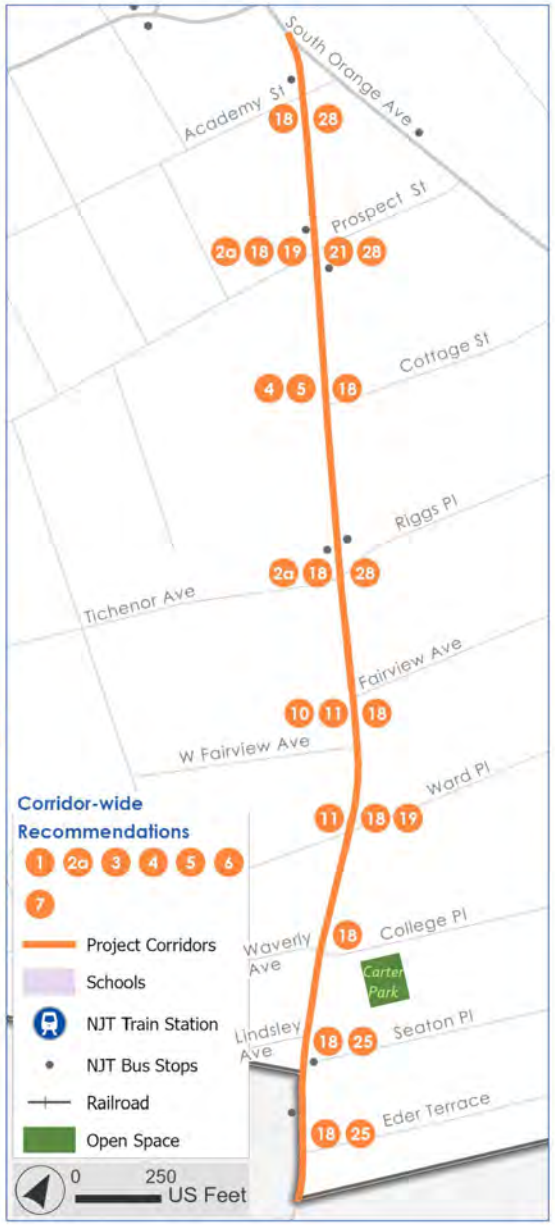
- 23% Rear-End Crashes
- 22% Right Angle Crashes
- 15% Struck Parked Vehicles

Community Concerns & Feedback

- Motorists Don't Yield
- Aggressive Driving & Perception of Speeding
- Unsafe & Confusing Intersections

Recommended Countermeasures

1. Upgrade, Install, & Improve Traffic Signals
2a. Leading Pedestrian Interval (LPI)
3. Improved Street Lighting
4. High Visibility Crosswalk
5. Sidewalks & ADA Ramps
6. Reduce Speed Limits
7. Traffic Calming Measures
10. Rectangular Rapid Flashing Beacon (RRFB)
11. Pedestrian Refuge Islands
18. Intersection Daylighting & Curb Extension
19. Hardened Centerlines
21. Raised Intersections
25. Advanced Warning Signage
28. Relocate Bus Stop to Far Side of the Intersection



► Project Rank #2

SAFE STREETS 4 ALL SOUTH ORANGE VILLAGE

2. South Orange Ave (CR 510) | Municipal Border to Conway Ct

County Jurisdiction | Length: 1.04 miles

South Orange Avenue is an urban arterial running east-west through the center of South Orange Village, dividing the community into northern and southern sections. Extending from the West Orange municipal border to Conway Court, it serves as a major regional connector to destinations such as the Garden State Parkway and surrounding municipalities. The corridor is four lanes wide and includes signalized intersections, select dedicated left-turn movements, and a school. Recommended safety improvements include traffic signal upgrades, improved street lighting, and pedestrian-focused improvements.

Crash Summary

- Total Crashes - 117
- Total Fatal Crashes - 0
- Total Serious Injury Crashes - 1
- Total Pedestrian Crashes - 2
- Total Bicyclist Crashes - 0

Top 3 Crash Types

- 32% Rear-End Crashes
- 18% Sideswipe Crashes
- 12% Right Angle Crashes

Community Concerns & Feedback

- Aggressive Driving & Perception of Speeding
- Unsafe & Confusing Intersections
- Motorists Ignore Red Lights & Stop Signs

Recommended Countermeasures

1. Upgrade, Install, & Improve Traffic Signals
2a & 2b. LPI & PPP
3. Improved Street Lighting
4. High Visibility Crosswalk
5. Sidewalks & ADA Ramps
6. Reduce Speed Limits
7. Traffic Calming Measures
8. Road Diet/ Edge Lines
11. Pedestrian Refuge Islands
12. High Friction Surface Treatment
14. MASH Compliant Crash Barriers
15. Mountable Media
16. School Speed Limit Zones
17. Intersection Reconfiguration
18. Intersection Daylighting & Curb Extension
19. Hardened Centerlines
23. Prohibit Left Turns
24. Horizontal Curving Warning



► Project Rank #3

SAFE STREETS 4 ALL SOUTH ORANGE VILLAGE

3. North Wyoming Ave (CR 577) | South Orange Ave to Municipal Border

County Jurisdiction | Length: 1.03 miles

North Wyoming Avenue is a north-south suburban collector in the northwest portion of South Orange Village, extending from the Maplewood municipal border to South Orange Avenue and continuing into West Orange. North Wyoming Avenue is generally two lanes wide, with on-street parking in select areas and signalization primarily at the South Orange Avenue intersection. Recommended safety countermeasures along the corridor include intersection daylighting, improved roadway lighting, and pedestrian-focused improvements.

Crash Summary

- Total Crashes - 210
- Total Fatal Crashes - 0
- Total Serious Injury Crashes - 4
- Total Pedestrian Crashes - 7
- Total Bicyclist Crashes - 2

Top 3 Crash Types

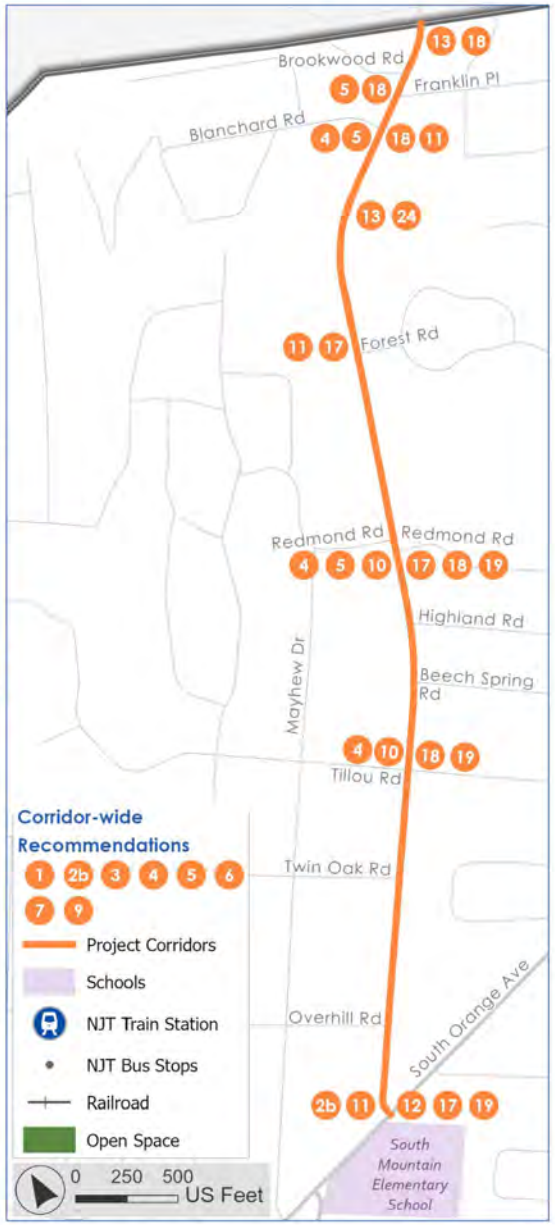
- 27% Rear-End Crashes
- 25% Sideswipe Crashes
- 10% Right Angle Crashes

Community Concerns & Feedback

- Aggressive Driving & Perception of Speeding
- Unsafe & Confusing Intersections
- Motorists Don't Yield

Recommended Countermeasures

1. Upgrade, Install, & Improve Traffic Signals
2b. Protected Pedestrian Phases
3. Improved Street Lighting
4. High Visibility Crosswalk
5. Sidewalks & ADA Ramps
6. Reduce Speed Limits
7. Traffic Calming Measures
10. Rectangular Rapid Flashing Beacon (RRFB)
11. Pedestrian Refuge Islands
12. High Friction Surface Treatment
13. Rumble Strips
15. Mountable Media
17. Intersection Reconfiguration
18. Intersection Daylighting & Curb Extension
19. Hardened Centerlines
24. Horizontal Curving Warning



► Project Rank #4

SAFE STREETS 4 ALL SOUTH ORANGE VILLAGE

4. Prospect St | Municipal Border to South Orange Ave

Municipal Jurisdiction | Length: 0.77 miles

Prospect Street is a north-south collector located in the southern portion of South Orange Village, extending from the Maplewood municipal border to South Orange Avenue. The corridor is primarily a two-lane residential street with on-street parking on both sides, multiple stop-controlled intersections, and select signalized crossings. Recommended safety countermeasures include intersection daylighting, improved pedestrian safety measures, and bike lanes, with additional countermeasures recommended at specific locations based on context and crash history.

Crash Summary

- Total Crashes - 77
- Total Fatal Crashes - 0
- Total Serious Injury Crashes - 0
- Total Pedestrian Crashes - 5
- Total Bicyclist Crashes - 1

Top 3 Crash Types

27% Rear-End Crashes

25% Struck Parked Vehicles

10% Right Angle Crashes

Community Concerns & Feedback

- Aggressive Driving & Perception of Speeding
- Motorists Don't Yield
- Unsafe & Confusing Intersections

Recommended Countermeasures

1. Upgrade, Install, & Improve Traffic Signals
2a. Leading Pedestrian Interval (LPI)
3. Improved Street Lighting
4. High Visibility Crosswalk
5. Sidewalks & ADA Ramps
6. Reduce Speed Limits
7. Traffic Calming Measures
9. Bicycle Lanes
10. Rectangular Rapid Flashing Beacon (RRFB)
16. School Speed Limit Zones
18. Intersection Daylighting & Curb Extension
19. Hardened Centerlines
20. Roundabouts
21. Raised Intersections
28. Relocate Bus Stop to Far Side of the Intersection



► Project Rank #5

SAFE STREETS 4 ALL SOUTH ORANGE VILLAGE

5. Sloan St, & 1st, 2nd, & 3rd Sts & Milligan Pl to Prospect St

Municipal Jurisdiction | Length: 0.92 miles

Sloan Street, 1st Street, 2nd Street, 3rd Street, and Milligan Place form an interconnected street network part of the urban core east of the South Orange train station. Together, these corridors span approximately 0.92 miles between Academy Street and Prospect Street, with Sloan Street extending from South Orange Avenue to 3rd Street. The area is highly urbanized, with a mix of residential, commercial, municipal, and parking uses. These primarily local streets are generally two lanes wide, with on-street parking on one or both sides and adjacent surface lots. Traffic signals are present at select major intersections. Recommended safety countermeasures include traffic signal upgrades and timing adjustments, as well as pedestrian-focused improvements.

Crash Summary

- Total Crashes - 180
- Total Fatal Crashes - 0
- Total Serious Injury Crashes - 0
- Total Pedestrian Crashes - 13
- Total Bicyclist Crashes - 1

Top 3 Crash Types

21% Right Angle Crashes

20% Back-Up Collision

18% Rear-End Crashes

Community Concerns & Feedback

- Motorists Don't Yield
- Unsafe & Confusing Intersections
- Aggressive Driving & Perception of Speeding

Recommended Countermeasures

1. Upgrade, Install, & Improve Traffic Signals
2a. Leading Pedestrian Interval (LPI)
3. Improved Street Lighting
4. High Visibility Crosswalk
5. Sidewalks & ADA Ramps
6. Reduce Speed Limits
7. Traffic Calming Measures
10. Rectangular Rapid Flashing Beacon (RRFB)
18. Intersection Daylighting & Curb Extension
19. Hardened Centerlines
25. Advanced Warning Signage
26. Reverse Angle Parking



► Project Rank #6

SAFE STREETS 4 ALL SOUTH ORANGE VILLAGE

6. Centre St | South Orange Ave to Municipal Border

Municipal Jurisdiction | Length: 0.49 miles

Center Street is a north-south corridor in the northwest portion of South Orange Village, extending from South Orange Avenue to City of Orange municipal border. It provides a connection to Orange, and Interstate 280. The corridor traverses a suburban area with schools nearby and is two lanes wide, with on-street parking available along portions of both curbs and at a signalized intersection at South Orange Avenue. Recommended safety countermeasures include pedestrian-focused improvements and traffic-calming measures, with specific locations based on context and crash history.

Crash Summary

- Total Crashes - 45
- Total Fatal Crashes - 0
- Total Serious Injury Crashes - 1
- Total Pedestrian Crashes - 1
- Total Bicyclist Crashes - 0

Top 3 Crash Types

38% Rear-End Crashes

22% Right Angle Crashes

13% Fixed Object Crashes

Community Concerns & Feedback

- Motorists Don't Yield
- Aggressive Driving & Perception of Speeding
- Unsafe & Confusing Intersections

Recommended Countermeasures

1. Upgrade, Install, & Improve Traffic Signals
4. High Visibility Crosswalk
7. Traffic Calming Measures
19. Hardened Centerlines
2a. Leading Pedestrian Interval (LPI)
5. Sidewalks & ADA Ramps
17. Intersection Reconfiguration
21. Raised Intersections
3. Improved Street Lighting
6. Reduce Speed Limits
18. Intersection Daylighting & Curb Extension



► Project Rank #7

SAFE STREETS 4 ALL SOUTH ORANGE VILLAGE

7. North/South Ridgewood Rd | Kingsland Ct to Forest Rd

Municipal Jurisdiction | Length: 0.79 miles

North/South Ridgewood Rd is a north-south collector running through central South Orange Village, between Kingsland Terrace and Forest Road. The corridor primarily serves residential areas and serves as a central connector to the local parks and the high school. It is generally two lanes wide, with stop-controlled intersections and intermittent on-street parking. Recommended safety improvements include intersection daylighting, pedestrian safety enhancements, and traffic-calming measures.

Crash Summary

- Total Crashes - 79
- Total Fatal Crashes - 0
- Total Serious Injury Crashes - 1
- Total Pedestrian Crashes - 3
- Total Bicyclist Crashes - 0

Top 3 Crash Types

22% Right Angle Crashes

20% Sideswipe Crashes

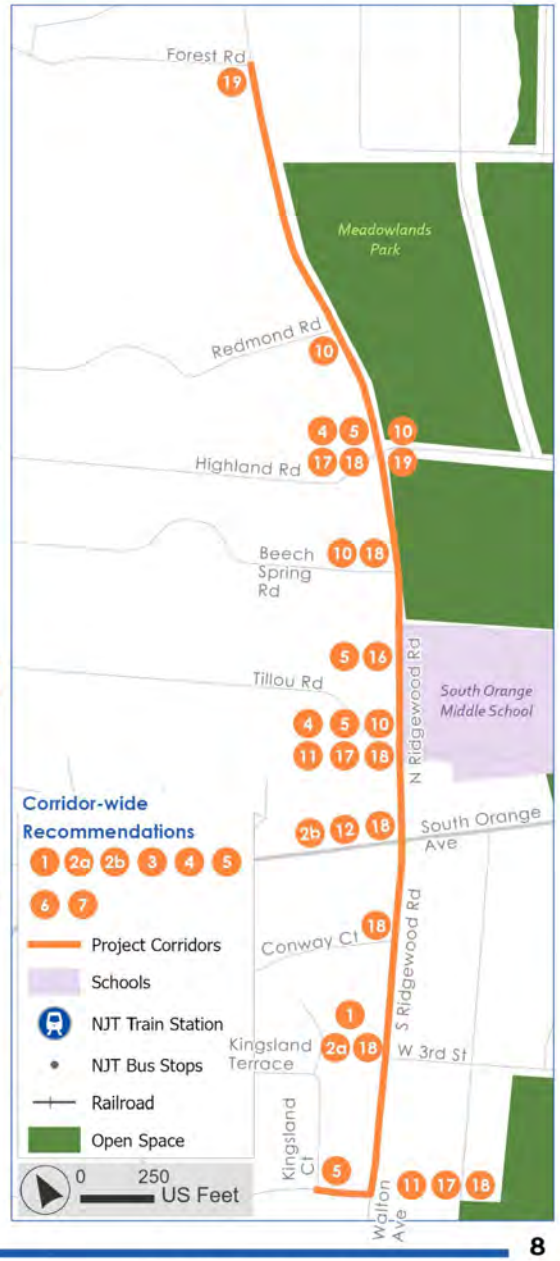
13% Fixed Object Crashes

Community Concerns & Feedback

- Unsafe & Confusing Intersections
- Aggressive Driving & Perception of Speeding
- Motorists Don't Yield

Recommended Countermeasures

1. Upgrade, Install, & Improve Traffic Signals
2a & 2b. LPI & PPP
3. Improved Street Lighting
4. High Visibility Crosswalk
5. Sidewalks & ADA Ramps
6. Reduce Speed Limits
7. Traffic Calming Measures
10. Rectangular Rapid Flashing Beacon (RRFB)
11. Pedestrian Refuge Islands
12. High Friction Surface Treatment
16. School Speed Limit Zones
17. Intersection Reconfiguration
18. Intersection Daylighting & Curb Extension
19. Hardened Centerlines



► Project Rank #8

SAFE STREETS 4 ALL SOUTH ORANGE VILLAGE

8. Academy St | Municipal Border to Irvington Ave

Municipal Jurisdiction | Length: 0.7 miles

Academy Street is a north-south residential minor collector extending from South Orange Avenue to the Maplewood municipal border. The corridor runs parallel to Prospect Street and serves primarily residential neighborhoods, as well as a school and limited small-scale commercial uses. The roadway is generally two lanes wide with on-street parking on both sides and regularly spaced stop-controlled intersections. Recommended safety countermeasures include pedestrian-focused improvements and traffic-calming measures, with additional countermeasures at targeted locations based on corridor conditions and crash history.

Crash Summary

- Total Crashes - 51
- Total Fatal Crashes - 0
- Total Serious Injury Crashes - 0
- Total Pedestrian Crashes - 0
- Total Bicyclist Crashes - 1

Top 3 Crash Types

- 45% Right Angle Crashes
- 14% Struck Parked Vehicles
- 12% Back-Up Collision

Community Concerns & Feedback

- Unsafe & Confusing Intersections
- Aggressive Driving & Perception of Speeding
- Motorists Don't Yield

Recommended Countermeasures

- 3. Improved Street Lighting
- 6. Reduce Speed Limits
- 18. Intersection Daylighting & Curb Extension
- 4. High Visibility Crosswalk
- 7. Traffic Calming Measures
- 19. Hardened Centerlines
- 5. Sidewalks & ADA Ramps
- 16. School Speed Limit Zones
- 28. Relocate Bus Stop to Far Side of the Intersection



► Project Rank #9

SAFE STREETS 4 ALL SOUTH ORANGE VILLAGE

9. West 3rd & Church St

Municipal Jurisdiction | Length: 0.44 miles

West 3rd and Church Street are local roadways located west of the South Orange train station. Together, these corridors total approximately 0.44 miles and serve a densely populated residential area characterized by a high concentration of apartment buildings. The corridor runs East-West between South Ridgewood Road and Sloan Street, while Church Street runs North-South from South Orange Avenue to its southern terminus. Both roadways are two-lane wide and feature on-street parking on one side. Recommended safety countermeasures include upgrading and improving traffic signals, pedestrian-focused safety improvements, and other improvements at targeted locations based on roadway context and crash history.

Crash Summary

- Total Crashes - 28
- Total Fatal Crashes - 0
- Total Serious Injury Crashes - 1
- Total Pedestrian Crashes - 0
- Total Bicyclist Crashes - 1

Top 3 Crash Types

29% Right Angle Crashes

14% Sideswipe Crashes

14% Struck Parked Vehicles

Community Concerns & Feedback

- Unsafe & Confusing Intersections
- Need for Traffic Signs at Intersection
- Motorists Don't Yield

Recommended Countermeasures

1. Upgrade, Install, & Improve Traffic Signals
2a. Leading Pedestrian Interval (LPI)
3. Improved Street Lighting
4. High Visibility Crosswalk
5. Sidewalks & ADA Ramps
6. Reduce Speed Limits
7. Traffic Calming Measures
18. Intersection Daylighting & Curb Extension
27. Minimize Driveway Widths



► Project Rank #10

SAFE STREETS 4 ALL
SOUTH ORANGE VILLAGE

10. Vose Ave | South Orange Ave to Montrose Ave

Municipal Jurisdiction | Length: 0.74 miles

Vose Avenue is a local roadway located in central South Orange Village, north of South Orange Avenue. The corridor is primarily residential, with denser urban development near its southern end, and provides a connection between the Mountain Avenue Station area and Downtown South Orange Village. The roadway ranks tenth in South Orange Village for crash risk and severity and extends between South Orange Avenue and Montrose Avenue. The corridor is generally two lanes wide with on-street parking on both sides and intermittent intersections, including signalized intersections at both ends. Recommended safety countermeasures include upgrading and improving traffic signals, pedestrian-focused safety improvements, and other improvements at targeted locations based on roadway context and crash history.

Crash Summary

- Total Crashes - 95
- Total Fatal Crashes - 0
- Total Serious Injury Crashes - 0
- Total Pedestrian Crashes - 8
- Total Bicyclist Crashes - 0

Top 3 Crash Types

37% Struck Parked Vehicles

20% Right Angle Crashes

9% Back-Up Collision

Community Concerns & Feedback

- Motorists Don't Yield
- Unsafe & Confusing Intersections
- Aggressive Driving & Perception of Speeding

Recommended Countermeasures

1. Upgrade, Install, & Improve Traffic Signals
2. 2a. Leading Pedestrian Interval (LPI)
3. 3. Improved Street Lighting
4. 4. High Visibility Crosswalk
5. 5. Sidewalks & ADA Ramps
6. 6. Reduce Speed Limits
7. 7. Traffic Calming Measures
10. 10. Rectangular Rapid Flashing Beacon (RRFB)
15. 15. Mountable Media
18. 18. Intersection Daylighting & Curb Extension
21. 21. Raised Intersections
27. 27. Minimize Driveway Widths



- **County Project Rank #1**

ESSEX SAFE STREETS 4 ALL

1B. South Orange Avenue (CR 510), Conway Court to Boylan Street

Municipality: ***E. Orange/Newark/S. Orange***
Length: ***2.19 miles***

School Zone ☑ Transit ☑ Demographic Score ☑ Above County Average

This combined corridor (Essex County Route 510) covers more than 5 miles in the cities of South Orange, East Orange, and Newark. Two segments are recommended. This segment is 2.19-miles long from Conway Court in South Orange to Boylan Street in East Orange. The combined corridor segments are ranked the highest in Essex County for crash risk and severity. This combined corridor is among the most important travel corridors in the County. A diverse program of safety countermeasures is proposed, including new traffic signals, pedestrian safety, lighting, traffic calming, and transit safety. A diverse program of safety countermeasures is proposed, including new traffic signals, pedestrian safety, lighting, traffic calming, and transit safety. Additional countermeasures include geometric improvements and curb extensions to shorten pedestrian crossing distances at targeted locations based on local context and crash history. Evaluate segment from Sanford Avenue to Munn Avenue for left-turn alignments and possible prohibitions.

Crash Summary

- Total Crashes - 861
- Total Fatal Crashes - 4 (0.5%)
- Total Serious Injury Crashes - 14 (1.6%)
- Total Pedestrian Crashes - 67 (7.8%)
- Total Bicyclist Crashes - 6 (0.7%)

Top 3 Crash Types

- 25% Rear-End Crashes
- 21% Sideswipe Crashes
- 17% Struck Parked Vehicle

Community Concerns and Feedback

- Excessive Speeding
- Intersection Feels Unsafe
- Motorists Don't Yield to Pedestrians / Cyclists

Recommended Countermeasures

1. Upgrade Traffic Signals
2. Leading Pedestrian Interval (LPI)
3. Yellow Change Interval
4. Intersection Daylighting & Curb Extension
5. Improved Street Lighting
6. High Visibility Crosswalk
7. Sidewalks & ADA Ramps
8. Rectangular Rapid Flashing Beacon (RRFB)
11. Reduce Speed Limits
12. Road Diet
18. High Friction Surface Treatment



Draft Recommendations: Policy Framework

► Policy Framework

Theme 1:
Plan, Design, and Build "Safe Streets for All"

By implementing street design solutions and infrastructure projects that promote active transportation, transit options, support traffic calming, and encourage safe driving behaviors

Theme 2:
Promote a Culture of Safety

By addressing the root causes of dangerous driving behavior through data-driven policies, targeted education, community engagement, and equitable enforcement

Theme 3:
Partner and Collaborate

Across municipal departments, neighboring municipalities, community organizations, schools, and regional agencies to align goals, coordinate resources, and deliver effective safety improvements

▶ Theme 1: Plan, Design, and Build SS4A

1A. Incorporate Safe Streets into Village Plans & Practices

- Update the existing Complete Streets Policy
- Develop and adopt a Complete Streets Design Guide
- Establish a formal project review and approval process
- Integrate Complete Streets and traffic calming measures
- Develop a Village-wide Bike Plan
- Conduct an Intersection Study
- Conduct Road Safety Audits (RSAs)
- Secure funding & install traffic calming and safety improvements
- Align Village Capital Improvement Plan with safety priorities

Theme 1: Plan, Design, and Build SS4A

1B. Manage Speed

- Reducing existing speed limits where they exceed 25 mph
- Implement 15-20 MPH “slow zones”
- Install speed feedback signs in high-crash areas
- Implement road diets, narrower lanes, and other physical traffic calming

1C. Reduce Cut-through Traffic

- Implement turn restrictions
- Break up long cut-through routes

▶ Theme 1: Plan, Design, and Build SS4A

1D. Encourage Active Transportation

- Expand and improve walking and biking infrastructure
- Use “quick-fixes” to improve intersection safety
- Upgrade lighting along the high-activity and high-risk corridors
- Establish an all-ages-and-abilities bicycle network
- Support and connect to multi-use trail projects

1E. Support Use of Public Transportation

- Improve transit amenities at stations and stops
- Improve the first/last-mile connections
- Inclusive transit and multi-generational access

▶ Theme 2: Promote a Culture of Safety



- Continue and expand Safe Routes to School
- Implement targeted education and outreach programs
- Communicate “crashes” instead of “accidents”
- Educate and support Village staff
- Conduct traffic safety enforcement actions
- Increase enforcement of parking infractions
- Expand the use of automated enforcement tools

▶ Theme 3: Partner and Collaborate

- Establish and support a Safe Streets for All (SS4A) Oversight Committee
- Establish Village-wide road safety performance measures and goals
- Compile crash and enforcement data
- Strengthen interdepartmental collaboration in the Village
- Establish formal communications and collaboration protocol with Essex County
- Partner with Maplewood and other neighboring municipalities
- Engage municipal, community, and external stakeholders
- Partner with municipal, community, and external stakeholders
- Coordinate with schools and student organizations
- Develop a consolidated Safe Streets Annual Report using data from all Village departments and partners

► Next Steps

- Final South Orange Safety Action Plan
- Municipal Resolution & Self-certification to FHWA
- TAPS finalizes performance measures and timeframes for Policy Framework
- Seek SS4A capital funds for projects

SAFE STREETS 4 ALL
SOUTH ORANGE VILLAGE



Thank you!

Michael Baker INTERNATIONAL