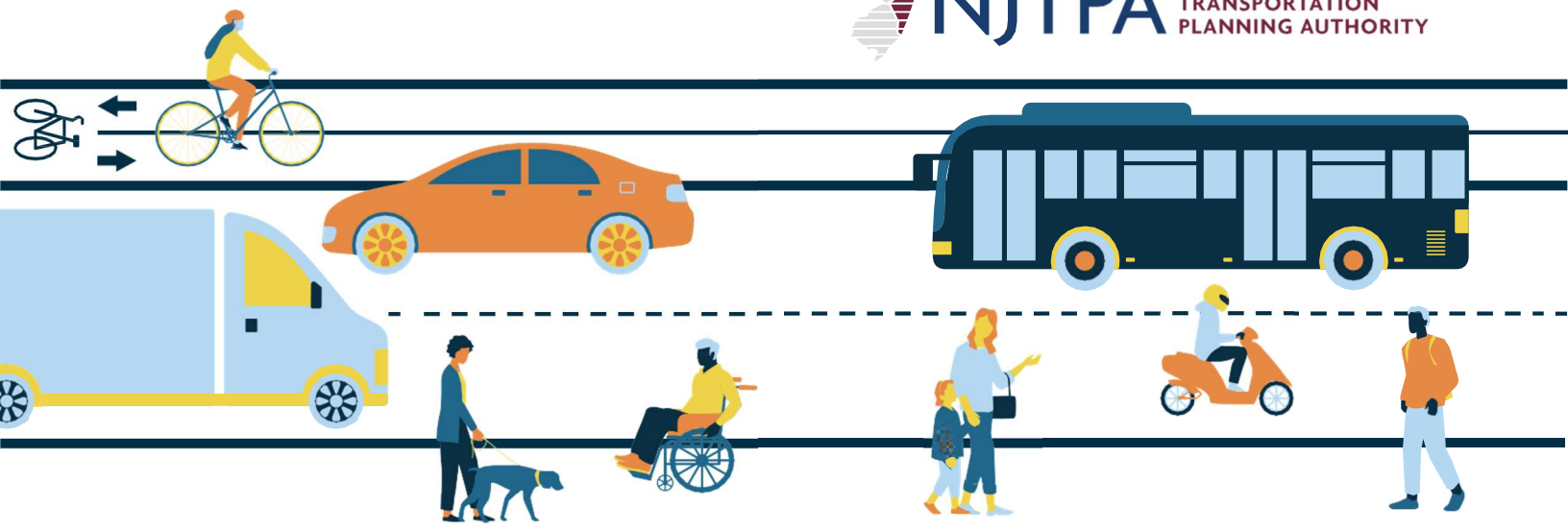
Local Safety Action Plan

Bergen County

January 2026

Adopted by County Commissioners May 5, 2026

NJTPA NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY



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

Executive Summary

Across New Jersey, deaths and serious injuries resulting from traffic crashes are on the rise. In Bergen County, traffic deaths rose from 2017 to 2019 but then decreased through 2021. From 2020 through 2023, 23% percent of traffic deaths and 44% of serious injuries in Bergen County occurred on county roads, while 15% of traffic deaths and 26% of serious injuries occurred on municipal roads, and 58% of traffic deaths and 29% of serious injuries occurred on State roads (see Figure 5A and 5B). Pedestrian and bicyclist crash statistics indicate these vulnerable road users are more likely than vehicle occupants to die or be seriously injured when involved in a crash.

The Bergen County LSAP establishes a framework for achieving Vision Zero with a goal of Zero Deaths and Serious Injuries on County and Municipal Roads by 2050, following the Safe System Approach endorsed by the U.S. Department of Transportation. Bergen County partnered with the North Jersey Transportation Planning Authority (NJTPA) to develop this plan with the input from Bergen County officials and residents. Representatives from the county, municipalities, and police departments, as well as engineers, planners, and educators formed a Local Implementation Committee (LIC) to guide the plan's direction.

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

This safety plan focuses on roadways owned and maintained by Bergen County and its municipalities. The intent of this plan is to focus on common crash types and develop strategies to minimize their occurrence. These crash types include aggressive driving, intersections, and pedestrians and bicyclists. Combined, these three crash types account for a majority of all deaths and serious injuries on county and municipal roads.

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

known to reduce fatal and serious injury crashes to help achieve the LSAP goal.

These strategies include design approaches, by which streets are designed and built to accommodate all roadway users. In addition, this LSAP focuses
on several approaches to implementing safety strategies, including:

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

Data analysis, stakeholder input, and public feedback were used to identify 13 priority locations, shown in Table ES-1.

Table ES-1: Bergen County Priority Location Summary

Priority Location	Location Type	Municipality	Jurisdiction(s)
Piermont Road from Homans Avenue to Rutgers Street	Segment	Closter Borough	County
Passaic Street from Franklin Place to Spencer Joseph Way	Segment	Hackensack City, Maywood Borough	County
Old Hook Road from Carver Avenue to 0.08 miles west of Bogert's Mill Road	Segment	Harrington Park Borough, Westwood Borough, Emerson Borough	County
DeGraw Avenue from Hickory Street to Grand Avenue (NJ-93)	Segment	Teaneck Township, Leonia Borough	County
Paterson Avenue from Rose Street to Humboldt Street	Segment	Carlstadt Borough, East Rutherford Borough, Wallington Borough	County
Bridge Plaza North from Center Avenue to North Central Avenue	Segment	Fort Lee Borough	Municipal
Main Street from Jones Road to Hudson Terrace	Segment	Fort Lee Borough	County
Polifly Road from Sutton Avenue to James Street	Segment	Hackensack City	County
Forest Avenue from Soldier Hill Road to Taco Avenue	Segment	Oradell Borough, Westwood Borough, Emerson Borough	County
Highwood Avenue at Piermont Road	Intersection	Tenafly Borough	Municipal
Broadway from Irvington Street to Piermont Avenue	Segment	Westwood Borough, Hillsdale Borough	County
Essex Street at West Railroad Avenue	Intersection	Hackensack City	County, Municipal
Shaler Boulevard at Pleasant View Terrace	Intersection	Ridgefield Borough	County, Municipal

NJ-93 = New Jersey Route 93

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

The benefits of this safety plan include identifying emphasis areas and prioritizing safety strategies. The LIC is key to continued work towards zero deaths through its recommendations and ongoing partnerships. The LIC, in partnership with Bergen County and municipal agencies, will help advance the plan by supporting recommended strategies through project development, community initiatives, and grant applications by roadway owners focusing on priority locations and emphasis areas.

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Appendices (Collected Separately)

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Introduction to Zero: Our Goal and Our Commitment

The Bergen County Local Safety Action Plan (LSAP) identifies and prioritizes road safety improvements at specific locations, as well as countywide recommendations for improvements across the County's 70 municipalities. This LSAP establishes a comprehensive framework for Bergen County to achieve the goal of Zero Deaths and Serious Injuries on County and Municipal Roads by 2050 based on the U.S. Department of Transportation-endorsed Safe System Approach. This goal emphasizes the principle that even one fatality or serious injury is unacceptable and preventable. To reach this target, it is essential to address all aspects of traffic safety, including road user behavior, vehicle safety and technology, road infrastructure, and post-crash care. This comprehensive approach fosters a proactive safety culture, prioritizing safety in all transportation-related decisions.

This proactive safety culture is a key component of achieving zero deaths and serious injuries in the state and across the country. This LSAP focuses on the roads and intersections under the jurisdiction of Bergen County and local agencies. This plan outlines strategies and solutions that address priority locations within Bergen County, serving as a guiding document for local agencies, policymakers, and stakeholders.

With Bergen County's endorsement, this plan meets eligibility requirements for the Safe Streets and Roads for All (SS4A) competitive grant program, which provides local agencies access to new or additional funding for safety planning and construction.

The Safe System Approach

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

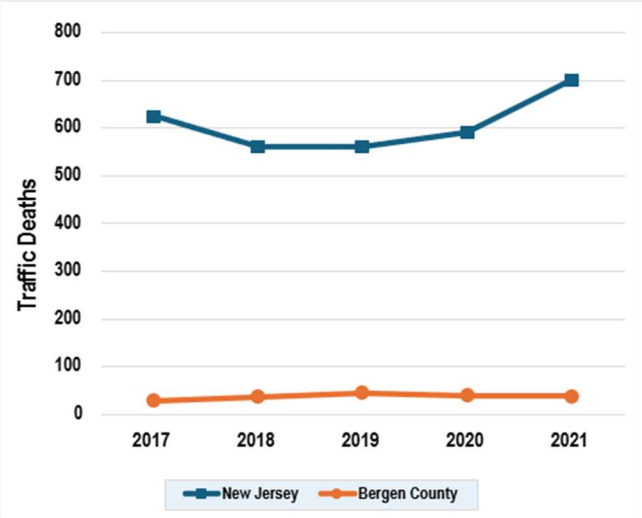
The Safe System Approach is woven into every element of the Bergen County LSAP. This LSAP incorporates data-driven identification of high-risk areas and prioritizes solutions, such as engineering enhancements, targeted enforcement, and educational campaigns. Through this approach, county and municipal partners can create a transportation network that addresses short-term safety concerns and sets the stage for long-term improvements, moving steadily toward the goal of zero deaths and serious injuries on roadways.

Spotlight on Safety

Bergen County Crash Trends

Across New Jersey, deaths and serious injuries resulting from traffic crashes have been on the rise. In 2021, 699 people lost their lives in crashes in New Jersey, an increase of 75 deaths compared to 2017 (NJDOT 2023). The number of traffic-related deaths in the state speaks to a nationwide problem as the number of lives lost on public roadways remains too high. Despite traffic deaths decreasing in the county since 2019, there are still more fatalities per year since 2017 (Figure 1). While total deaths are substantially lower than statewide numbers, each life lost represents a person who did not arrive home safely. Each life lost represents a permanent mark on a family, a community, and the county.

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



As shown in Figure 2, which reflects *New Jersey Counties Average Traffic Fatality Rates from 2019 to 2023*, Bergen County has an average rate of 4.3 fatalities per 100,000 people, ranked as the second-lowest rate of all 21 New Jersey counties.

As shown in Figure 3, which reflects *Fatal and Serious Car Crash Injuries on Bergen County and Municipal Roads by Municipality from 2020 to 2023*, 59 of the 70 (84%) municipalities in Bergen County have achieved **zero fatalities in 2023**. Furthermore, 40 of the 70 (57%) municipalities in Bergen County have achieved **zero fatalities across all four years**.

Figure 2: New Jersey Counties Average Traffic Fatality Rates from 2019 to 2023

New Jersey Counties Traffic Fatality Rates			
	2019-2023 Averages per year		
County	Fatalities	Population	Fatality Rate per 100,000 population
HUDSON	23.0	695,548	3.3
BERGEN	40.4	944,521	4.3
MORRIS	22.4	502,726	4.5
UNION	29.8	565,166	5.3
PASSAIC	27.2	513,148	5.3
SOMERSET	18.2	339,024	5.3
ESSEX	50.2	830,865	6.0
HUNTERDON	7.8	127,448	6.1
MONMOUTH	39.0	634,264	6.1
OCEAN	41.6	622,723	6.7
MIDDLESEX	57.4	846,277	6.8
MERCER	26.8	377,595	7.1
SUSSEX	11.0	143,379	7.7
BURLINGTON	42.4	455,637	9.3
CAMDEN	49.6	516,255	9.6
WARREN	12.6	108,185	11.6
CAPE MAY	11.0	94,393	11.7
GLOUCESTER	39.8	298,171	13.4
ATLANTIC	39.0	270,733	14.4
CUMBERLAND	22.8	152,683	14.9
SALEM	15.4	64,062	24.0
Data Sources:	US Census 2023 ACD 5-Year Estimates NHTSA Fatality Analysis Reporting System		

Figure 3: Bergen County Fatal and Serious Car Crash Injuries by Municipality by Year from 2020 to 2023

Fatal and Serious Car Crash Injuries on Bergen County and Municipal Roads by Municipality (2020-2023)

	2020			2021			2022			2023			Goal Achieved?			
													Vision Zero - VZ Zero Deaths - ZD			
Municipality	Total Injuries	Serious Injuries	Fatal Injuries	Total Injuries	Serious Injuries	Fatal Injuries	Total Injuries	Serious Injuries	Fatal Injuries	Total Injuries	Serious Injuries	Fatal Injuries	2020	2021	2022	2023
ALLENDALE	0	0	0	0	0	0	0	0	0	0	0	0	VZ	VZ	VZ	VZ
ALPINE	1	1	0	2	2	0	2	2	0	1	1	0	ZD	ZD	ZD	ZD
BERGENFIELD	2	2	0	3	3	0	4	3	1	5	5	0	ZD	ZD		ZD
BOGOTA	2	2	0	0	0	0	0	0	0	1	1	0	ZD	VZ	VZ	ZD
CARLSTADT	3	3	0	0	0	0	5	4	1	1	0	1	ZD	VZ		
CLIFFSIDE PARK	2	2	0	5	5	0	3	3	0	10	10	0	ZD	ZD	ZD	ZD
CLOSTER	3	3	0	1	0	1	2	2	0	1	0	1	ZD		ZD	
CRESSKILL	1	0	1	0	0	0	0	0	0	0	0	0		VZ	VZ	VZ
DEMAREST	2	2	0	0	0	0	0	0	0	0	0	0	ZD	VZ	VZ	VZ
DUMONT	16	16	0	13	13	0	22	22	0	12	12	0	ZD	ZD	ZD	ZD
EAST RUTHERFORD	1	1	0	4	4	0	1	0	1	1	0	1	ZD	ZD		
EDGEWATER	5	5	0	4	3	1	0	0	0	7	7	0	ZD		VZ	ZD
ELMWOOD PARK	4	4	0	8	8	0	0	0	0	0	0	0	ZD	ZD	VZ	VZ
EMERSON	0	0	0	0	0	0	3	3	0	2	2	0	VZ	VZ	ZD	ZD
ENGLEWOOD	8	7	1	6	6	0	10	10	0	5	5	0		ZD	ZD	ZD
ENGLEWOOD CLIFFS	2	2	0	1	1	0	2	2	0	4	4	0	ZD	ZD	ZD	ZD
FAIR LAWN	9	6	3	3	3	0	5	5	0	5	2	3		ZD	ZD	
FAIRVIEW	2	1	1	1	1	0	0	0	0	0	0	0		ZD	VZ	VZ
FORT LEE	7	6	1	2	2	0	3	3	0	10	10	0		ZD	ZD	ZD
FRANKLIN LAKES	9	9	0	20	19	1	11	11	0	9	8	1	ZD		ZD	
GARFIELD	4	4	0	7	7	0	3	3	0	9	7	2	ZD	ZD	ZD	
GLEN ROCK	0	0	0	0	0	0	5	5	0	4	4	0	VZ	VZ	ZD	ZD
HACKENSACK	18	17	1	16	13	3	20	17	3	13	13	0				ZD
HARRINGTON PARK	1	1	0	2	2	0	0	0	0	0	0	0	ZD	ZD	VZ	VZ
HASBROUCK HEIGHTS	0	0	0	2	2	0	6	5	1	3	3	0	VZ	ZD		ZD
HAWORTH	0	0	0	0	0	0	2	2	0	0	0	0	VZ	VZ	ZD	VZ
HILLSDALE	0	0	0	2	2	0	2	2	0	8	8	0	VZ	ZD	ZD	ZD
HO HO KUS	2	2	0	0	0	0	0	0	0	0	0	0	ZD	VZ	VZ	VZ
LEONIA	2	2	0	2	1	1	0	0	0	0	0	0	ZD		VZ	VZ
LITTLE FERRY	0	0	0	1	1	0	1	1	0	2	2	0	VZ	ZD	ZD	ZD
LODI	4	4	0	3	3	0	0	0	0	12	11	1	ZD	ZD	VZ	
LYNDHURST	1	1	0	3	3	0	2	2	0	4	4	0	ZD	ZD	ZD	ZD
MAHWAH	1	1	0	5	5	0	1	1	0	1	1	0	ZD	ZD	ZD	ZD
MAYWOOD	3	2	1	0	0	0	5	5	0	3	3	0		VZ	ZD	ZD
MIDLAND PARK	1	1	0	0	0	0	3	2	1	0	0	0	ZD	VZ		VZ
MONTVALE	5	4	1	2	2	0	3	3	0	2	2	0		ZD	ZD	ZD
MOONACHIE	0	0	0	1	1	0	3	3	0	0	0	0	VZ	ZD	ZD	VZ

Figure 3: Bergen County Fatal and Serious Car Crash Injuries by Municipality by Year from 2020 to 2023 (cont.)

Fatal and Serious Car Crash Injuries on Bergen County and Municipal Roads by Municipality (2020-2023)

	2020			2021			2022			2023			Goal Achieved?			
													Vision Zero - VZ Zero Deaths - ZD			
Municipality	Total Injuries	Serious Injuries	Fatal Injuries	Total Injuries	Serious Injuries	Fatal Injuries	Total Injuries	Serious Injuries	Fatal Injuries	Total Injuries	Serious Injuries	Fatal Injuries	2020	2021	2022	2023
NEW MILFORD	1	1	0	3	3	0	2	2	0	4	4	0	ZD	ZD	ZD	ZD
NORTH ARLINGTON	1	1	0	2	2	0	0	0	0	2	2	0	ZD	ZD	VZ	ZD
NORTHVALE	0	0	0	2	2	0	0	0	0	1	1	0	VZ	ZD	VZ	ZD
NORWOOD	3	3	0	1	1	0	1	1	0	0	0	0	ZD	ZD	ZD	VZ
OAKLAND	3	2	1	2	2	0	5	4	1	0	0	0		ZD		VZ
OLD TAPPAN	2	2	0	0	0	0	1	1	0	0	0	0	ZD	VZ	ZD	VZ
ORADELL	0	0	0	1	1	0	0	0	0	2	2	0	VZ	ZD	VZ	ZD
PALISADES PARK	5	5	0	0	0	0	7	7	0	16	15	1	ZD	VZ	ZD	
PARAMUS	8	7	1	6	6	0	2	1	1	6	5	1		ZD		
PARK RIDGE	1	1	0	1	1	0	0	0	0	0	0	0	ZD	ZD	VZ	VZ
RAMSEY	1	1	0	0	0	0	1	1	0	2	2	0	ZD	VZ	ZD	ZD
RIDGEFIELD	1	0	1	2	1	1	0	0	0	8	7	1			VZ	
RIDGEFIELD PARK	1	1	0	4	3	1	0	0	0	14	14	0	ZD		VZ	ZD
RIDGEWOOD	3	3	0	3	3	0	5	5	0	3	3	0	ZD	ZD	ZD	ZD
RIVER EDGE	4	3	1	3	3	0	4	4	0	13	13	0		ZD	ZD	ZD
RIVER VALE	3	2	1	3	3	0	1	1	0	0	0	0		ZD	ZD	VZ
ROCKLEIGH	0	0	0	0	0	0	0	0	0	0	0	0	VZ	VZ	VZ	VZ
ROCHELLE PARK	1	1	0	0	0	0	1	1	0	1	1	0	ZD	VZ	ZD	ZD
RUTHERFORD	1	1	0	6	6	0	3	1	2	2	2	0	ZD	ZD		ZD
SADDLE BROOK	0	0	0	1	1	0	0	0	0	0	0	0	VZ	ZD	VZ	VZ
SADDLE RIVER	0	0	0	0	0	0	1	1	0	0	0	0	VZ	VZ	ZD	VZ
SOUTH HACKENSACK	0	0	0	0	0	0	2	2	0	1	1	0	VZ	VZ	ZD	ZD
TEANECK	4	3	1	15	15	0	17	16	1	14	14	0		ZD		ZD
TENAFLY	1	1	0	8	5	3	5	5	0	6	5	1	ZD		ZD	
TETER	1	1	0	1	1	0	0	0	0	0	0	0	ZD	ZD	VZ	VZ
UPPER SADDLE RIVER	0	0	0	0	0	0	3	3	0	0	0	0	VZ	VZ	ZD	VZ
WALDWICK	0	0	0	0	0	0	0	0	0	0	0	0	VZ	VZ	VZ	VZ
WALLINGTON	5	4	1	2	2	0	2	2	0	5	5	0		ZD	ZD	ZD
WASHINGTON	1	1	0	3	3	0	1	1	0	3	3	0	ZD	ZD	ZD	ZD
WESTWOOD	9	9	0	12	12	0	15	15	0	4	4	0	ZD	ZD	ZD	ZD
WOODCLIFF LAKE	2	2	0	0	0	0	1	1	0	0	0	0	ZD	VZ	ZD	VZ
WOOD-RIDGE	2	2	0	0	0	0	0	0	0	0	0	0	ZD	VZ	VZ	VZ
WYCKOFF	1	1	0	1	1	0	3	3	0	0	0	0	ZD	ZD	ZD	VZ
TOTAL (70 MUNICIPALITIES)	2206	169	17	2222	189	12	2234	199	13	2265	228	14				
TOTAL ACHIEVING VISION ZERO	16	23%		22	31%		22	31%		25	36%			3	4%	
TOTAL ACHIEVING ZERO DEATHS	39	56%		40	57%		38	54%		34	49%			37	53%	
Data Source: NJDOT Safety Voyager Crash Map	2020			2021			2022			2023			'20-'23 Combined			

Data analysis plays a key role in directing efforts to eliminate traffic deaths and serious injuries. By using a data-driven approach, traffic safety partners from all communities in Bergen County can direct resources, prioritize crucial locations, target crash types, and ultimately, identify effective strategies and actions needed to achieve zero deaths. This LSAP focuses on the roadways owned and maintained by Bergen County and its 70 municipalities. Approximately 23% percent of traffic deaths and 44% of serious injuries within Bergen County occurred on county roads, while 15% of traffic deaths and 26% of serious injuries occurred on municipal roads from 2020 through 2023, underscoring the importance of focus on these roadways (Figure 4A, 4B, and 5).

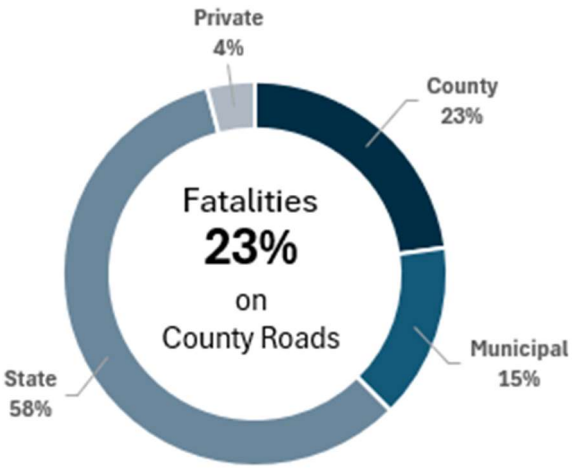


Figure 4A: Bergen County Traffic Fatalities by Roadway Ownership 2020-2023

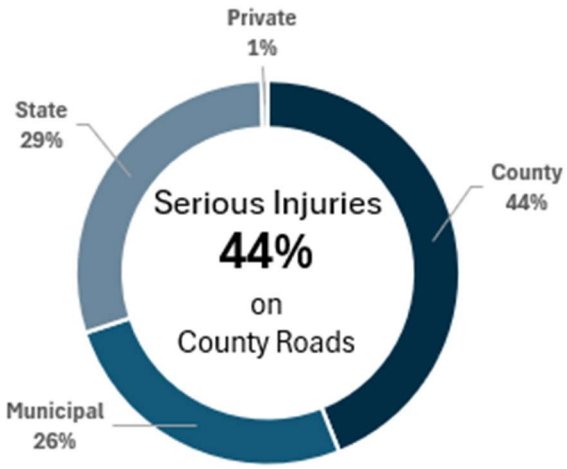


Figure 4B: Bergen County Traffic Serious Injuries by Roadway Ownership 2020-2023

Figure 5: Fatal and Serious Car Crash Injuries in Bergen County by Roadway Ownership 2020-2023

Fatal and Serious Car Crash Injuries in Bergen County by Roadway Ownership																		
	2020			2021			2022			2023			2020-2023					
Roadway Ownership	Total Injuries	Serious Injuries	Fatal Injuries	Total Injuries	Serious Injuries	Fatal Injuries	Total Injuries	Serious Injuries	Fatal Injuries	Total Injuries	Serious Injuries	Fatal Injuries	Total Injuries		Serious Injuries		Fatal Injuries	
County	125	111	14	130	124	6	135	127	8	137	131	6	527	41%	493	44%	34	23%
Municipal	61	58	3	71	65	6	77	72	5	105	97	8	314	25%	292	26%	22	15%
State	90	69	21	110	86	24	111	85	26	107	91	16	418	33%	331	30%	87	58%
Private	3	2	1	3	1	2	2	1	1	4	2	2	12	1%	6	1%	6	4%
Grand Total	279	240	39	314	276	38	325	285	40	353	321	32	1271		1122		149	

Data Source: NJDOT Safety Voyager Crash Map

From 2017 through 2021, there were 87 fatalities and 782 serious injuries in traffic crashes occurring on county and municipal roads in Bergen County. Factors contributing to these crashes include a range of driver behaviors including aggressive, impaired, drowsy, distracted, speeding, etc. Refer to Appendix B for more Bergen County crash statistics.

Bergen County

County and Municipal Roadways, 2017-2021

87	**Total Fatalities**		**782**	**Total Serious Injuries**
Aggressive Driving/ Speeding	**40**		**316**	Aggressive Driving/ Speeding
Pedestrians	**44**		**255**	Pedestrians
Involved a Distracted Driver	**26**		**337**	Involved a Distracted Driver
From Lane Departures	**25**		**260**	From Lane Departures
At Intersection	**30**		**376**	At Intersection

Emphasis Areas

Utilizing data, local expertise, and public input, three emphasis areas were identified for this LSAP to address. By grouping related safety concerns into these emphasis areas, county and municipal agencies can develop more effective and coordinated solutions. Bergen County's emphasis areas are aggressive driving, intersection related crashes, and crashes involving pedestrians and bicyclists. The emphasis areas prioritize the traffic safety issues facing the county; however, all deaths and serious injuries need to be addressed over time to realize the goal of zero deaths on county and municipal roads by 2050. All elements of the Safe System Approach shall be applied to reduce fatalities and serious injuries in the emphasis areas and other locations.

Aggressive Driving

40 Deaths **316** Seriously Injuries

38%
involved drowsy or distracted driving

25%
involved speeding

63%
involved intersections

27%
involved lane departure

27%
involved older drivers

Aggressive Driving

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

Pedestrians and Bicyclists

Pedestrians and bicyclists are more susceptible to serious injuries and death when involved in a collision with a motor vehicle. Pedestrian and bicyclist crashes occurred in a variety of settings in Bergen County from 2017 through 2021, underscoring the complex nature of addressing these crashes. Pedestrian and bicyclist crashes occurred in town centers, in suburban residential areas, and around commercial developments. These varying circumstances speak to the need for a range of interventions focusing on safe travel for all road users. These may include physical improvements, educational and behavioral approaches including awareness campaigns and combatting distractions for all users including drivers, pedestrians, and bicyclists.

Pedestrians and bicyclists account for approximately 45 percent of deaths and serious injuries on county and municipal roads and are more likely than drivers to sustain fatal or serious injuries when involved in a crash.

Pedestrians and Bicyclists

44 Deaths **255** Seriously Injured

81%
involved pedestrians

23%
involved older drivers

48%
involved intersections

19%
involved impaired drivers

42%
involved drowsy or distracted driving

Intersection Related

30 Deaths **376** Seriously Injured

35%
involved pedestrians

27%
involved older drivers

24%
involved impaired drivers

20%
involved lane departure

43%
involved drowsy or distracted driving

Intersection Related

Many traffic fatalities and serious injuries occur in intersection related crashes. Driver, pedestrian, and bicyclist distractions at intersections can increase for various reasons including excessive commercial signage and non-traffic control signage, the need to be aware of movements in all directions, and the abrupt starting and stopping of nearby vehicles. Other factors include driver error, poor visibility, and inadequate sight distance.

Demographic Factors

A demographic analysis of Bergen County was conducted to ensure that the plan addresses safety and supports outreach for all County residents. The demographic analysis considered information from the U.S. Census Bureau's American Community Survey for municipalities and census tracts and follows Title VI factors (which include Minority, Limited English Proficiency, Disability, and Foreign-Born). The demographic data for Bergen County reveals a balanced gender ratio, with youth (under 21) making up 21.0 percent of the population, closely aligned with seniors aged 65 and older at 17.5 percent. Other demographic factors include, 46.6 percent of the population identifies as a minority, while 15.2 percent of households are classified as low income. Additionally, the foreign-born population accounts for 31.4 percent, and 15.2 percent of residents have limited English proficiency. This demographic analysis identified that 54.6 percent of fatal and serious injury crashes in Bergen County occurred in areas with Title VI factors that are higher than the county average. Refer to Appendix B for more information on Bergen County demographics.

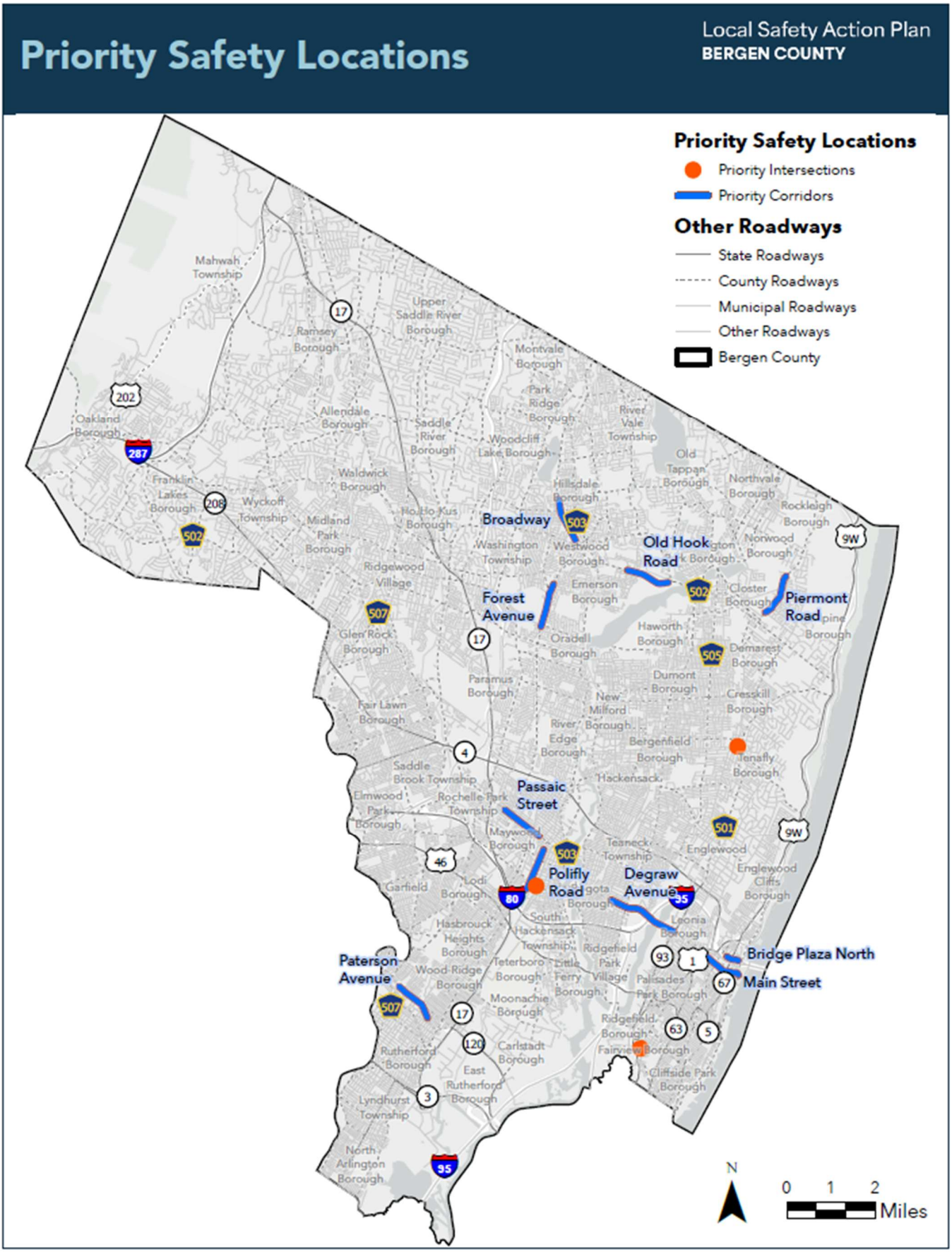
Priority Locations

The basis for defining priority locations began with the development of a High Injury Network (HIN). The HIN identifies roadways and intersections with high frequencies of fatal and serious injury crashes, as well as the crash type. The HIN excludes state jurisdiction routes since this LSAP focuses on the roadways and intersections under county and municipal jurisdiction. Refer to Appendix C for more information on HIN development. Once the base HIN was established, priority locations were identified on a public web map which allowed community members to identify locations of concern throughout the county. Through outreach events and map feedback, community members indicated that intersections and roadways with limited facilities for bicycles and pedestrians were a concern. Specific locations of concern gathered from in-person and virtual outreach events helped to prioritize locations for the plan. In many instances, public concerns regarding safety issues and locations coincided with locations on the HIN. Corridors and intersections with a combination of fatal and serious injury crash history, LIC recommendations, or public feedback are considered priority locations. Table 1 and Figure 6 show the list of high-priority locations.

Table 1: Bergen County Priority Locations

Priority Location	Municipality	Jurisdiction(s)	Crashes (2019-2021)		Applicable Emphasis Areas		
			Fatal	Serious Injury	Aggressive Driving	Pedestrians/ Bicyclists	Intersections
Piermont Road from Homans Avenue to Rutgers Street	Closter	County	1	1	✓	✓	
Passaic Street from Franklin Place to Spencer Joseph Way	Hackensack, Maywood	County	1	2		✓	
Old Hook Road from Carver Avenue to 0.08 miles west of Bogert`s Mill Road	Harrington Park, Westwood, Emerson	County	0	2	✓	✓	
DeGraw Avenue from Hickory Street to Grand Avenue (NJ-93)	Teaneck, Leonia	County	0	2		✓	
Paterson Avenue from Rose Street to Humboldt Street	Carlstadt, East Rutherford, Wallington	County	1	2			
Bridge Plaza North from Center Avenue to North Central Avenue	Fort Lee	Municipal	2	1	✓		
Main Street from Jones Road to Hudson Terrace	Fort Lee	County	1	0	✓		
Polifly Road from Sutton Avenue to James Street	Hackensack	County	1	2	✓		
Forest Avenue from Soldier Hill Road to Taco Avenue	Oradell, Westwood, Emerson	County	1	0	✓		
Highwood Avenue at Piermont Road	Tenafly	Municipal	1	0			✓
Broadway from Irvington Street to Piermont Avenue	Westwood, Hillsdale	County	1	0			
Essex Street at West Railroad Avenue	Hackensack	County, Municipal	1	0		✓	✓
Shaler Boulevard at Pleasant View Terrace	Ridgefield	County, Municipal	1	0		✓	✓

Figure 6: Bergen County Priority Locations



Action Toward Implementation

The LSAP goal of Zero Deaths and Serious Injuries on County and Municipal Roads by 2050 will be accomplished by implementing proven safety strategies throughout Bergen County. Safety partners must focus on strategies encompassing roadway improvements; driver, pedestrian, and bicyclist behaviors; driver, pedestrian, and bicyclist education and improving awareness; and planning and policy. Different strategy types address the five elements of the Safe Systems Approach in different ways. Focusing on all aspects of the Safe System Approach aligns traffic safety best practices with priority locations and county-wide initiatives to eliminate deaths and serious injuries. This LSAP offers a range of approaches to implementing recommended strategies including site-specific actions at priority locations and county-wide efforts through systemic installations, educational initiatives, enforcement activities, and policy changes. The LIC will provide recommendations to the County Engineer's Office to determine feasibility and applicability of specific strategies. Table 2 presents the types of strategies identified as effective for improving safety. Refer to Appendixes D and E for additional information on selected strategy types, existing programs and resources, and implementation approaches.

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

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

Safe System Approach Elements					Selected Strategy Types
Safe Road Users	Safe Roads	Safe Vehicles	Safe Speeds	Post-Crash Care	
	X		X		Install pavement and shoulder improvements, along with signs.
	X				Install barriers (median or roadside) to mitigate crashes caused by a vehicle departing from the roadway.
X	X		X		Install roadway treatments or signs to reduce or enforce the speed limit.
X	X		X		Improve intersection visibility and provide advanced warning of an intersection.
	X		X		Improve safety at signalized intersections by adjusting signal phasing and timing.
X	X		X		Improve roadway infrastructure to increase safety for all road users.
	X				Improve intersection geometry (road alignment, sight distance, etc.), signalization, and pavement markings.
X					Improve the safety of all road users through education, outreach, enforcement, and implementation of programs and policies.
X			X		Improve visible enforcement and encourage communities, schools, and organizations to educate drivers, pedestrians and bicyclists.
X	X			X	Improve post-crash care, emergency response, and traffic incident management.
		X			Coordinate with local agencies and Transportation Management Associations to equip fleet vehicles with safety technologies.
	X		X		Implement Complete Streets policies and projects where feasible.

Site-Specific Recommendations

There are several approaches to implementing safety strategies. In most cases, road owners, local leaders, and Bergen County should undertake further evaluation to determine viability of recommendations for each priority location. Long-term actions, such as site-specific, large-scale roadway projects, are an important aspect of improving safety; however, these projects can take years to progress through the appropriate design, permitting, and construction phases and may require external funding through grants or other programs. Low-cost actions offer a path to quick implementation with projects that do not require extensive planning or engineering, are generally lower in cost, and can be implemented to a significant degree within a three-to-five-year timeframe. A best practice for implementation is to consider a combination of short-term strategies that can be implemented quickly while working towards long-term safety improvements. The strategy recommendations summarized in Table 3 and detailed in the following section are intended to provide options for short-term improvements leading to long-term safety improvements at priority locations. These strategy recommendations provide a menu of options for the county and municipalities to further evaluate and develop. In addition to the short- and long-term site recommendations in Table 3, there is a column for recommended potential follow-up studies. Study types include Road Safety Audits and Complete Streets Technical Assistance through NJTPA, referred to in the table as a Complete Streets Corridor Review.

Table 3: Bergen County Site-Specific Recommendations

Priority Location	Municipality	Jurisdiction(s)	Crashes (2019-2021)		Potential Short-Term	Potential Long-Term	Potential Follow-Up Study
			Fatal	Serious Injury			
Piermont Road from Homans Avenue to Rutgers Street	Borough of Closter	County	1	1	• 6-inch edgelines. • Dynamic speed feedback signs. • Delineate trees or utility poles with retroreflective tape or posts. • Inspect existing pavement marking and restripe if worn. • Reflective pavement markers on centerline and edgelines. • Improve operation (through leading pedestrian interval, dedicated pedestrian phasing, bike signals, bike boxes, or similar strategies as appropriate) of pedestrian and bicycle facilities at signalized intersections. Install retroreflective backplates on signals. • Upgrade to high-visibility, ladder crosswalks at all non-signalized intersections along the corridor. • Restrict or eliminate turning maneuvers (including right turns on red) at signalized intersections. • "Stop for Pedestrians in Crosswalk" signs for right turning vehicles throughout the corridor. • Bicycle signage or pavement markings.	• Edgelines, edge line rumble strips or modified shoulder rumble strips on section with narrow or no paved shoulders. • Consider reallocating total two-lane roadway width (lane and shoulder) to include a narrow buffer median. • Wider sidewalks for bike and pedestrian traffic. • Restrict or eliminate parking on intersection approaches. • Plastic delineators and planters on intersection approaches. • Guiderails along sharp curves.	Complete Streets Corridor Review
Passaic Street from Franklin Place to Spencer Joseph Way	City of Hackensack, Borough of Maywood	County	1	2	• Upgrade to high-visibility, ladder crosswalks at all non-signalized intersections along the corridor. • Inspect existing pavement marking and restripe if worn. • Retroreflective backplates on signals. • Pedestrian countdown timer at intersection of Passaic Street and Summit Avenue. • Improve visibility of signals (for example, overhead indications, 12-inch lenses, background shields, and light-emitting diodes [LEDs]) and signs (mast arm mounted street names) at intersections. • Restrict or eliminate turning maneuvers (including right turns on red) at signalized intersections. • Evaluate all curb ramps and sidewalks for Americans with Disabilities Act (ADA) compliance.	• Review access management for the corridor and consider driveway revisions or consolidation. • Rectangular rapid flashing beacon at existing midblock crossings for areas with high pedestrian traffic. • Traffic calming measures such as curb extensions, dedicated pedestrian phasing, or bike signals. • Right-turn lanes at intersection of Passaic Street and Summit Avenue. • Improve sight distance and consider curb extensions at intersection of Passaic Street and Summit Avenue. • Conduct a Road Safety Audit along the corridor. • Evaluate feasibility of bike lanes along Passaic Street.	Complete Streets Corridor Review

Priority Location	Municipality	Jurisdiction(s)	Crashes (2019-2021)		Potential Short-Term	Potential Long-Term	Potential Follow-Up Study
			Fatal	Serious Injury			
Old Hook Road from Carver Avenue to 0.08 miles west of Bogert's Mill Road	Borough of Harrington Park, Borough of Westwood, Borough of Emerson	County	0	2	• Edgelines throughout the corridor. • 6-inch edgelines. • Inspect existing pavement marking and restripe if worn. • Reflective pavement markers on centerline. • Upgrade to high-visibility, continental, or ladder crosswalks at all intersections along the corridor. • Relocate sidewalks away from road where offset is zero to protect pedestrians from traffic. • Driveway turn restrictions at unsignalized intersections. • Bicycle signage or pavement markings, or designated bike lane/shared-use path. • "Stop for Pedestrians in Crosswalk"/pedestrian warning signs at midblock crosswalks or at crosswalks used as part of curb extensions.	• Midblock crossings with rectangular rapid flashing beacons across Old Hook Road where intersections are greater than 0.5 miles apart. • Traffic calming measures such as curb extensions or dedicated pedestrian phasing. • Shoulders on section of roadway north of plazas near Main Street. • Conduct bike and pedestrian safety audit along the corridor. • Offset left turn lanes at intersections or provide left turn with protected phasing.	Complete Streets Corridor Review
DeGraw Avenue from Hickory Street to Grand Avenue (NJ-93)	Township of Teaneck, Borough of Leonia	County	0	2	• Edgelines throughout the corridor. • Inspect existing pavement marking and restripe if worn. • Hardened centerline/median in place of striped island on DeGraw Avenue at Teaneck Road. • Retroreflective backplates on signals. • Dynamic speed feedback sign. • Upgrade to high-visibility, ladder crosswalks at all intersections along the corridor. • Evaluate bus stop locations. • Bicycle signage or pavement markings.	• Prohibit parking close to intersection of DeGraw Avenue and Queen Anne Road. • Protected bike lanes or protected bike lanes with paved shoulders. • Midblock crossings with rectangular rapid flashing beacons across DeGraw Avenue where intersections are greater than 0.5 miles apart and evaluate installation at bus stops. • Review access management for the corridor. • Review alternative bike route options in and around the corridor area. • Rodway shoulders. • Improve connectivity of sidewalks by installing missing portions.	Complete Streets Corridor Review
Paterson Avenue from Rose Street to Humboldt Street	Borough of Carlstadt, Borough of East Rutherford, Borough of Wallington	County	1	2	• Inspect existing pavement marking and restripe if worn. • Edgelines throughout the corridor. • Upgrade to high-visibility, ladder crosswalks where appropriate. • Retroreflective backplates on signals. • Reflective pavement markers on centerline. • Bicycle signage or pavement markings.	• Prohibit parking close to intersections along corridor south of Paterson Avenue and Hoboken Road. • Review access management for the corridor and consider driveway revisions or consolidation. • Realign intersection approaches to reduce or eliminate intersection skew at Paterson Avenue and Hoboken Road/Garden Street. • Roadway shoulders.	Road Safety Audit

Priority Location	Municipality	Jurisdiction(s)	Crashes (2019-2021)		Potential Short-Term	Potential Long-Term	Potential Follow-Up Study
			Fatal	Serious Injury			
Bridge Plaza North from Center Avenue to North Central Avenue	Borough of Fort Lee	Municipal	2	1	• Edgeline pavement markings. • Retroreflective backplates on signals. • Restrict or eliminate turning maneuvers (including right turns on red). • Improve visibility of signals (for example, overhead indications, 12-inch lenses, background shields, and LEDs) and signs (mast arm mounted street names) at intersections. • Bicycle signage, pavement markings, or designated bike lane. • "Stop for Pedestrians in Crosswalk"/pedestrian warning signs at intersections.	• Curb extensions near intersections. • Restrict or eliminate parking on intersection approaches of Bridge Plaza North and Lemoine Avenue. • Curb bump-outs at crosswalks at intersection of Bridge Plaza North and Lemoine Avenue to decrease turning radii. • Centerline hardening at intersection of Bridge Plaza North and Lemoine Avenue.	Complete Streets Corridor Review
Main Street from Jones Road to Hudson Terrace	Borough of Fort Lee	County	1	0	• Upgrade decorative lighting to overhead lighting throughout the corridor. • Inspect existing pavement marking and restripe if worn. • Retroreflective backplates on signals. • Reflective pavement markers on centerline. • Bicycle signage or pavement markings or install designated bike lane. • High-visibility crosswalks at intersections where appropriate. • Upgrade standard crosswalks to high-visibility crosswalks at non-signalized intersections.	• Midblock crossings with rectangular rapid flashing beacons on Main Street, near Center Avenue. • Evaluate dedicated pedestrian only phase or a leading pedestrian interval at Main Street and Center Avenue. • Remove parking near intersection and install curb bump-outs.	Complete Streets Corridor Review
Polifly Road from Sutton Avenue to James Street	City of Hackensack	County	1	2	• Edgelines. • Reflective pavement markers on centerline. • Bicycle signage or pavement markings. • Upgrade standard crosswalks to high-visibility crosswalks at non-signalized intersections. • Inspect existing pavement marking and restripe if worn. • Retroreflective backplates on signals. • School zone speed reduction signs and warning signs. • Pedestrian countdown timer at signalized intersections.	• Midblock crossings with rectangular rapid flashing beacons across Polifly Road. • Overhead signal or rectangular rapid flashing beacon at the school crossing located 0.04 miles north of 1st Street and Beech Street. • Reduced speed limit signs within the school zone. • Curb extensions within the school zone. • Curb extensions or bump-outs at intersection crosswalks. • Safe Routes to School.	Complete Streets Corridor Review

Priority Location	Municipality	Jurisdiction(s)	Crashes (2019-2021)		Potential Short-Term	Potential Long-Term	Potential Follow-Up Study
			Fatal	Serious Injury			
Forest Avenue from Soldier Hill Road to Taco Avenue	Borough of Oradell, Borough of Westwood, Borough of Emerson	County	1	0	• Inspect existing pavement marking and restripe if worn. • Retroreflective backplates on signals. • Dynamic speed feedback sign. • Improve connectivity of sidewalks by installing missing portions. • Upgrade standard crosswalks to high-visibility crosswalks at non-signalized intersections. • Reflective pavement markers on centerline, bicycle signage, or pavement markings. • Guiderail delineation located at 4th Avenue and Ackerman Avenue. • Supplement overhead lighting with pedestrian/ decorative lighting at intersections.	• Review access management for the corridor and consider driveway revisions or consolidation. • Protected bike lanes. • Convert section of roadway from four-lane to two-lane with a two-way left-turn lane or raised median. Lane reduction consideration must be justified by a traffic capacity analysis.	Complete Streets Corridor Review
Highwood Avenue at Piermont Road	Borough of Tenafly	Municipal	1	0	• Convert or supplement brick crosswalk as a high-visibility crosswalk. • Wrong way signs along one-way approaches. • Three-section signal heads with retroreflective backplates. • Reflective pavement markers on centerline. • Bicycle signage or pavement markings.	• Redesign the signalized intersections to combine the two separate signals to one with 6 approaches and retime the signal. • Restrict or eliminate parking on intersection approaches.	Road Safety Audit
Broadway from Irvington Street to Piermont Avenue	Borough of Westwood, Borough of Hillsdale	County	1	0	• Edgelines. • Inspect existing pavement marking and restripe if worn. • Upgrade standard crosswalks to high-visibility crosswalks. • School zone speed reduction signs and warning signs. • Upgrade pedestrian signal heads to countdown timer at signalized intersections. • Upgrade decorative pedestrian lighting to overhead lighting. • Increase school zone hours for reduced speed limits. • Reflective pavement markers on centerline. • Bicycle signage or pavement markings.	• Review access management for the corridor and consider driveway revisions or consolidation. • Restrict or eliminate parking on intersection approaches. • Bike lanes. • Signalize the intersection of Broadway and Washington Avenue and include pedestrian countdown timers.	Complete Streets Corridor Review

Priority Location	Municipality	Jurisdiction(s)	Crashes (2019-2021)		Potential Short-Term	Potential Long-Term	Potential Follow-Up Study
			Fatal	Serious Injury			
Essex Street at West Railroad Avenue	City of Hackensack	County and Municipal	1	0	• Wrong way signs on one-way approaches. • High-visibility crosswalks where not present at intersection. • Pedestrian crossing across railroad tracks outside of the Essex Street corridor. • ADA ramps. • Doubled up (left and right), oversized advance "Stop Ahead" intersection warning signs. • Consider delineating turn lanes using pavement markings.	• In the area of the railroad crossing, consider recommendations provided by NJDOT and NJ Transit as well as possible pedestrian upgrades by the city. • All short-term and long-term actions are subject to NJDOT Diagnostic Team Meeting and the resulting Memorandum of Record.	Road Safety Audit
Shaler Boulevard at Pleasant View Terrace	Borough of Ridgefield	County and Municipal	1	0	• Pedestrian crossing signs. • "Stop Ahead" warning signs. • Upgrade standard crosswalks to high-visibility crosswalks. • Pavement markings with supplementary messages, such as "Stop Ahead". • Pedestrian/decorative lighting to supplement overhead lighting at the intersection.	• Consider converting minor leg stop to all way stop-controlled intersection. • Consider a dynamic intersection collision warning system.	Road Safety Audit

This section presents potential short and long-term actions for each Bergen County priority location.

Priority Location 1:
Piermont Road from Homans Avenue to Rutgers Street (County Jurisdiction)

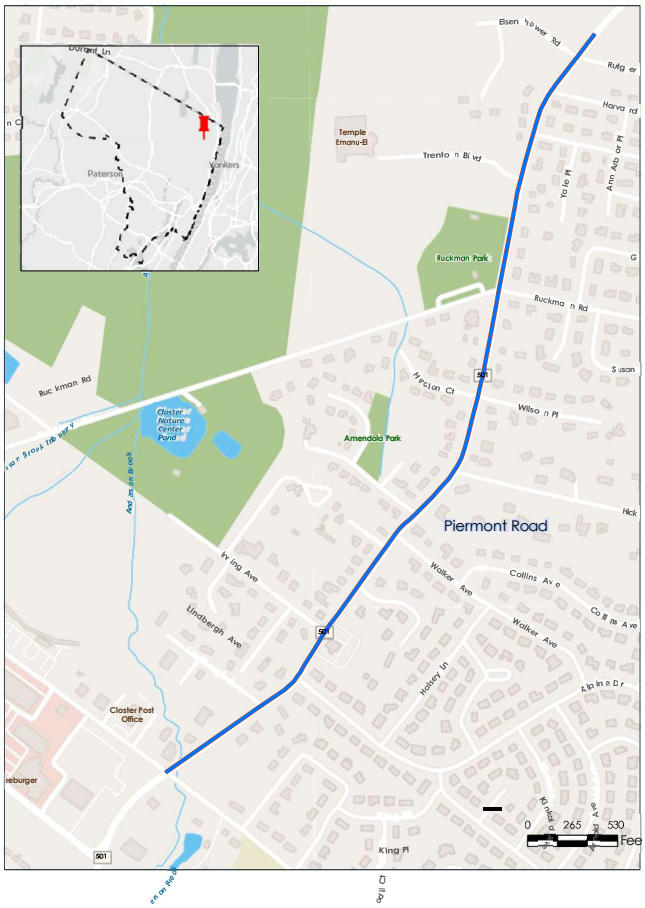
Municipality: Borough of Closter

Emphasis Areas: Aggressive Driving, Pedestrian/Bicyclist

Potential Short-Term Actions:

- 6-inch edgelines.
- Dynamic speed feedback signs.
- Delineate utility poles with retroreflective tape or posts.
- Inspect existing pavement marking and restripe if worn.
- Reflective pavement markers on centerline and edgelines.
- Improve operation (through leading pedestrian interval, dedicated pedestrian phasing, bike signals, bike boxes, as appropriate) of pedestrian and bicycle facilities at signalized intersections.
- Retroreflective backplates on signals.
- Upgrade to high-visibility, ladder crosswalks at all non-signalized intersections along the corridor.
- Restrict or eliminate turning maneuvers (including right turns on red) at signalized intersections.
- "Stop for Pedestrians in Crosswalk" signs for right turning vehicles throughout the corridor.
- Bicycle signage or pavement markings.

Figure 7: Priority Location 1 – Piermont Road from Homans Avenue to Rutgers Street



Potential Long-Term Actions:

- Edgelines, edgeline rumble strips or modified shoulder rumble strips on section with narrow or no paved shoulders.
- Consider reallocating total two-lane roadway width (lane and shoulder) to include a narrow buffer median.
- Wider sidewalks for pedestrian traffic.
- Restrict or eliminate parking on intersection approaches.
- Plastic delineators on intersection approaches.
- Guiderail along sharp curves.

Priority Location 2:
Passaic Street from Franklin Place to Spencer Joseph Way (County Jurisdiction)

Municipality: City of Hackensack, Borough of Maywood

Emphasis Areas: Pedestrian/Bicyclist

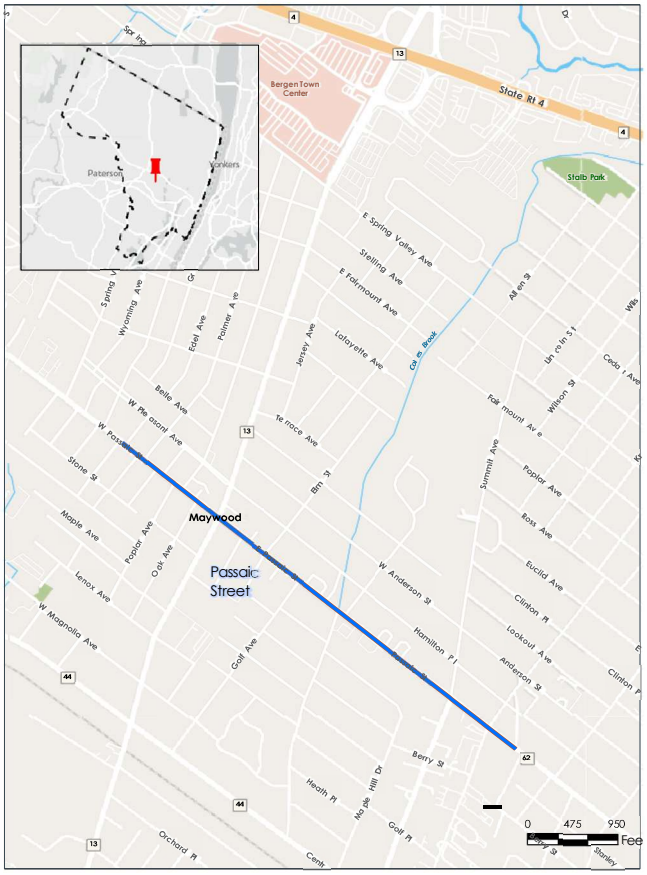
Potential Short-Term Actions:

- 6-inch edgelines.
- Upgrade to high-visibility, ladder crosswalks at all non-signalized intersections along the corridor.
- Inspect existing pavement marking and restripe if worn.
- Retroreflective backplates on signals.
- Pedestrian countdown timer at intersection of Passaic Street and Summit Avenue.
- Improve visibility of signals (for example, overhead indications, 12-inch lenses, background shields, and LEDs) and signs (mast arm mounted street names) at intersections.
- Restrict or eliminate turning maneuvers (including right turns on red) at signalized intersections.
- Evaluate all curb ramps and sidewalks for Americans with Disabilities Act (ADA) compliance.

Potential Long-Term Actions:

- Review access management for the corridor and consider driveway revisions or consolidation.
- Rectangular rapid flashing beacon at existing midblock crossings for areas with high pedestrian traffic.
- Traffic calming measures such as curb extensions, dedicated pedestrian phasing, or bike signals.

Figure 8: Priority Location 2 – Passaic Street from Franklin Place to Spencer Joseph Way



- Right-turn lanes at intersection of Passaic Street and Summit Avenue.
- Improve sight distance and consider curb extensions at intersection of Passaic Street and Summit Avenue.
- Conduct a Road Safety Audit along the corridor.
- Evaluate feasibility of bike lanes along Passaic Street.

Priority Location 3:
Old Hook Road from Carver Avenue to 0.08 miles west of Bogert's Mill Road (County Jurisdiction)

Municipality: Borough of Harrington Park, Borough of Westwood, Borough of

Emerson Emphasis Areas: Aggressive Driving, Pedestrian/Bicyclist

Potential Short-Term Actions:

- Edgelines throughout the corridor.
- 6-inch edgelines.
- Inspect existing pavement marking and restripe if worn.
- Reflective pavement markers on centerline.
- Upgrade to high-visibility, continental or ladder crosswalks at all non-signalized intersections along the corridor.
- Driveway turn restrictions at unsignalized intersections.
- Bicycle signage or pavement markings, or designated bike lane/shared-use path.
- "Stop for Pedestrians in Crosswalk"/ pedestrian warning signs at midblock crosswalks or at crosswalks used as part of curb extensions.

Potential Long-Term Actions:

- Relocate sidewalk away from road where offset is zero to protect pedestrians from traffic.
- Traffic calming measures such as curb extensions or dedicated pedestrian phasing.
- Midblock crossings with rectangular rapid flashing beacons across Old Hook Road where intersections are greater than 0.5 miles apart.
- Shoulders on section of roadway north of plazas near Main Street.
- Conduct bike and pedestrian safety audit along the corridor.
- Offset left turn lanes at intersections or provide left turn with protected phasing.

Figure 9: Priority Location 3 – Old Hook Road from Carver Avenue to 0.08 miles west of Bogert's Mill Road

Priority Location 4:
DeGraw Avenue from Hickory Street to Grand Avenue (NJ-93)

Municipality: Township of Teaneck, Borough of

Leonia Emphasis Areas: Pedestrian/Bicyclist

Potential Short-Term Actions:

- Edgelines throughout the corridor.
- Inspect existing pavement marking and restripe if worn.
- Hardened centerline/median on DeGraw Avenue east of Teaneck Road.
- Retroreflective backplates on signals.
- Dynamic speed feedback sign.
- Upgrade to high-visibility, ladder crosswalks at all non-signalized intersections along the corridor.
- Evaluate bus stop locations.
- Bicycle signage or pavement markings.

Potential Long-Term Actions:

- Prohibit parking close to intersection of DeGraw Avenue and Queen Anne Road.
- Protected bike lanes or protected bike lanes with paved shoulders.
- Midblock crossings with rectangular rapid flashing beacons across DeGraw Avenue where intersections are greater than 0.5 miles apart and evaluate installation at bus stops.
- Review access management for the corridor.
- Review alternative bike route options in and around the corridor area.
- Roadway shoulders.
- Improve connectivity of sidewalks so there are no missing portions.

Figure 10: Priority Location 4 – DeGraw Avenue from Hickory Street to Grand Avenue (NJ-93)

Priority Location 5:
Paterson Avenue from Rose Street to Humboldt Street (County Jurisdiction)

Municipality: Borough of Carlstadt, Borough of East Rutherford, Borough of

Wallington Emphasis Areas: Pedestrian/Bicycle

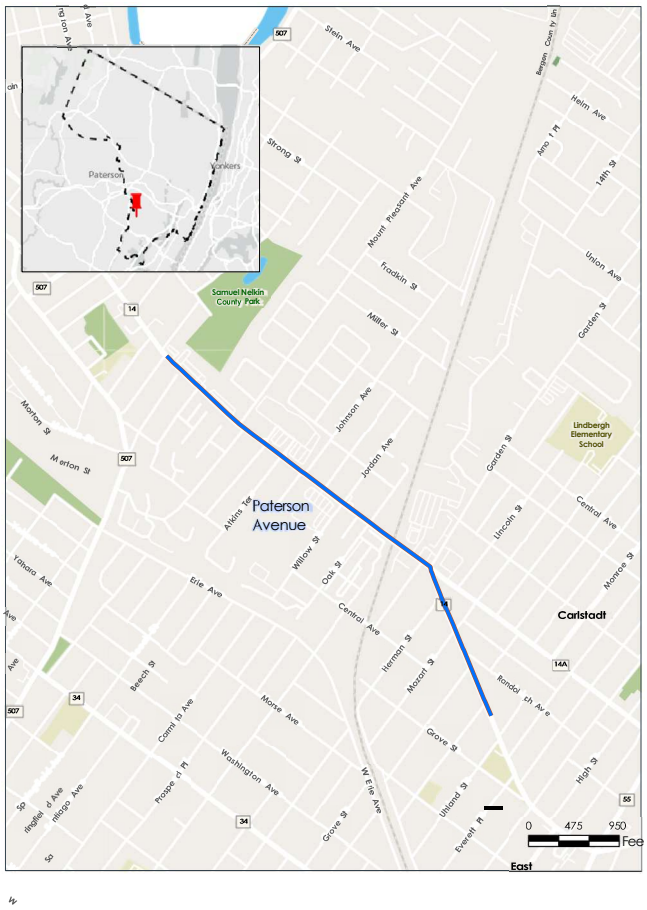
Potential Short-Term Actions:

- Inspect existing pavement marking and restripe if worn.
- Edgelines throughout the corridor.
- Upgrade to high-visibility, ladder crosswalks where appropriate.
- Retroreflective backplates on signals.
- Reflective pavement markers on centerline.
- Bicycle signage or pavement markings.

Potential Long-Term Actions:

- Prohibit parking close to intersections along corridor south of Paterson Avenue and Hoboken Road.
- Review access management for the corridor and consider driveway revisions or consolidation.
- Realign intersection approaches to reduce or eliminate intersection skew at Paterson Avenue and Hoboken Road/Garden Street.
- Roadway shoulders.

Figure 11: Priority Location 5 – Paterson Avenue from Rose Street to Humboldt Street



Priority Location 6:
Bridge Plaza North from Center Avenue to North Central Avenue (Municipal Jurisdiction)

Municipality: Borough of Fort Lee

Emphasis Areas: Aggressive Driving

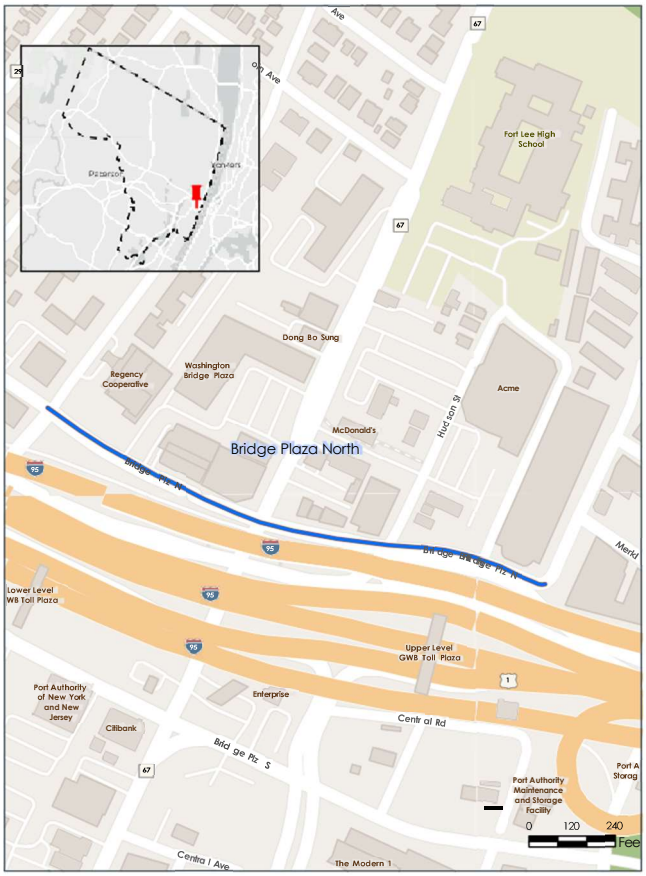
Potential Short-Term Actions:

- Edgeline pavement markings.
- Inspect existing pavement markings.
- Retroreflective backplates on signals.
- Restrict or eliminate turning maneuvers (including right turns on red.)
- Improve visibility of signals (for example, overhead indications, 12-inch lenses, background shields, and LEDs) and signs (mast arm mounted street names) at intersections.
- Bicycle signage or pavement markings or install a designated bike lane.
- "Stop for Pedestrians in Crosswalk"/ pedestrian warning signs at intersections.

Potential Long-Term Actions:

- Curb extensions near intersections.
- Restrict or eliminate parking on intersection approaches of Bridge Plaza North and Lemoine Avenue.
- Curb bump-outs at crosswalks at intersection of Bridge Plaza North and Lemoine Avenue to decrease turning radius.
- Centerline hardening at intersection of Bridge Plaza North and Lemoine Avenue.

Figure 12: Priority Location 6 – Bridge Plaza North from Center Avenue to North Central Avenue



Priority Location 7:
Main Street from Jones Road to Hudson Terrace (County Jurisdiction)

Municipality: Borough of Fort Lee

Emphasis Areas: Aggressive Driving

Potential Short-Term Actions:

- Upgrade decorative lighting to overhead lighting throughout the corridor.
- Inspect existing pavement marking and restripe if worn.
- Retroreflective backplates on signals.
- Reflective pavement markers on centerline.
- Bicycle signage, pavement markings, or designated bike lane.
- High-visibility crosswalks at intersections where appropriate.
- Upgrade standard crosswalks to high-visibility crosswalks at non-signalized intersections.

Potential Long-Term Actions:

- Midblock crossings with rectangular rapid flashing beacons on Main Street, north of Center Avenue.
- Evaluate dedicated pedestrian only phase or a leading pedestrian interval at Main Street and Center Avenue.
- Remove parking near intersection and install curb bump-outs.

Figure 13: Priority Location 7 – Main Street from Jones Road to Hudson Terrace

Priority Location 8:
Polifly Road from Sutton Avenue to James Street (County Jurisdiction)

Municipality: City of Hackensack

Emphasis Areas: Aggressive Driving

Potential Short-Term:

- Edgelines.
- Reflective pavement markers on centerline.
- Bicycle signage or pavement markings.
- Upgrade standard crosswalks to high-visibility crosswalks at non-signalized intersections.
- Inspect existing pavement marking and restripe if worn.
- Retroreflective backplates on signals.
- School zone speed reduction signs and warning signs.
- Pedestrian countdown timer at signalized intersections.

Potential Long-Term Actions:

- Midblock crossings with rectangular rapid flashing beacons across Polifly Road.
- Overhead signal or rectangular rapid flashing beacon at the school crossing located 0.04 miles north of 1st Street and Beech Street.
- Reduced speed limit signs within the school zone.
- Curb extensions within the school zone.
- Curb extensions or bump-outs at intersection crosswalks.
- Safe Routes to School.

Figure 14: Priority Location 8 – Polifly Road from Sutton Avenue to James Street

Priority Location 9:
Forest Avenue from Soldier Hill Road to Taco Avenue (County Jurisdictions)

Municipality: Borough of Oradell, Borough of Westwood, Borough of Emerson,

Emphasis Areas: Aggressive Driving

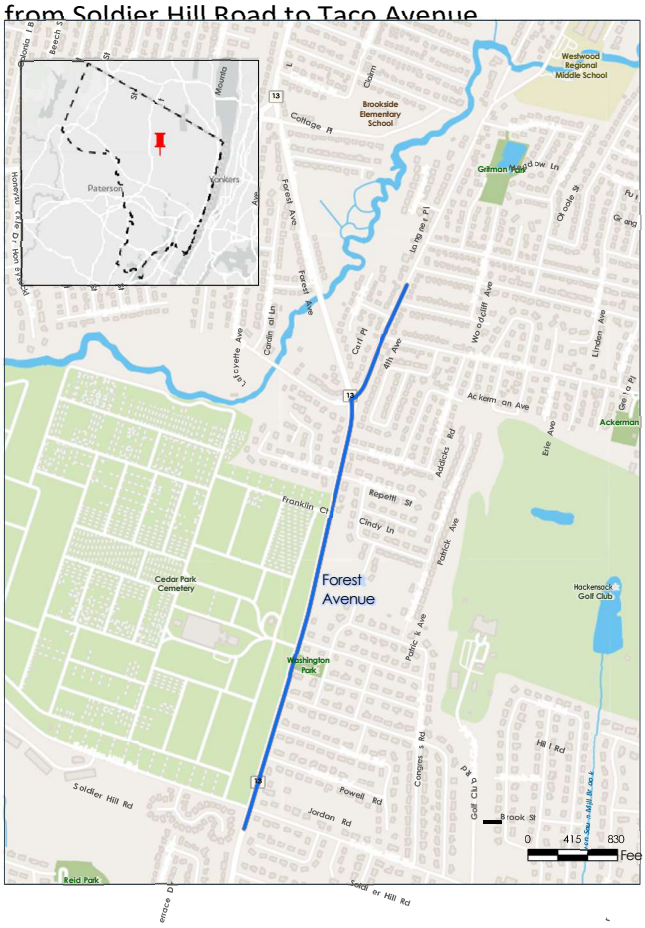
Potential Short-Term Actions:

- Inspect existing pavement marking and restripe if worn.
- Retroreflective backplates on signals.
- Dynamic speed feedback sign.
- Improve connectivity of sidewalks so there are no missing portions.
- Upgrade standard crosswalks to high-visibility crosswalks at non-signalized intersections.
- Reflective pavement markers on centerline, bicycle signage, or pavement markings.
- Guiderail delineation located at 4th Avenue and Ackerman Avenue.
- Supplement overhead lighting with pedestrian/decorative lighting at intersections.

Potential Long-Term Actions:

- Review access management for the corridor and consider driveway revisions or consolidation.
- Protected bike lanes.
- Convert section of roadway from four-lane to two-lane with a raised median. Lane reduction consideration must be justified by a traffic capacity analysis.

Figure 15: Priority Location 9 – Forest Avenue from Soldier Hill Road to Taco Avenue



Priority Location 10:
Highwood Avenue at Piermont Road (Municipal Jurisdiction)

Municipality: Borough of Tenafly

Emphasis Areas: Intersections

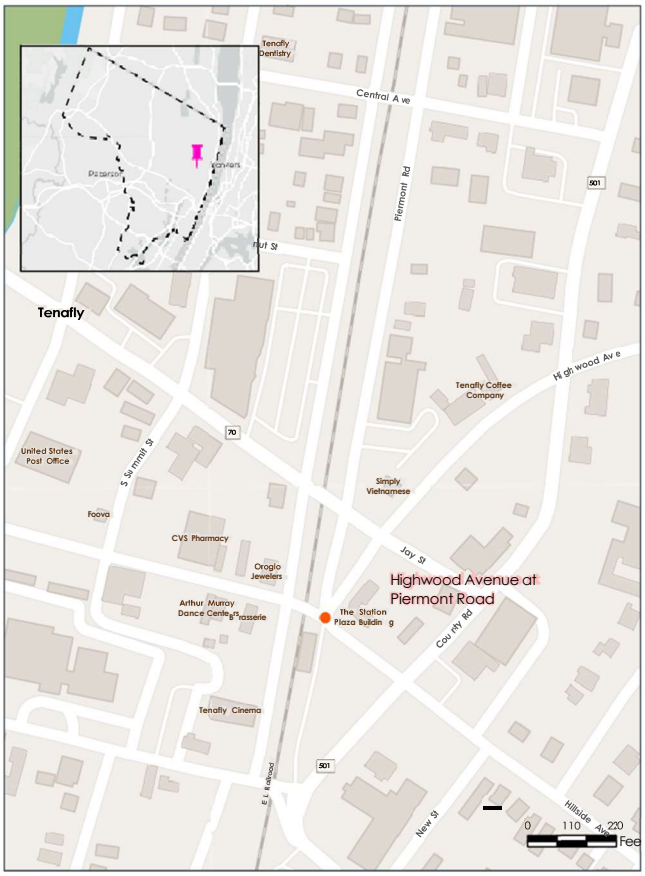
Potential Short-Term Actions:

- Convert or supplement brick crosswalk as a high-visibility crosswalk.
- Wrong way signs along one-way approaches.
- Three-section signal heads with retroreflective backplates.
- Reflective pavement markers on centerline.
- Bicycle signage or pavement markings.

Potential Long-Term Actions:

- Redesign the signalized intersections to combine the two separate signals to one with six approaches and retime the signal.
- Restrict or eliminate parking on intersection approaches.

Figure 16: Priority Location 10 – Highwood Avenue at Piermont Road



Priority Location 11:
Broadway from Irvington Street to Piermont Avenue (County Jurisdictions)

Municipality: Borough of Westwood, Borough of

Hillsdale Emphasis Areas: Pedestrian/Bicycle

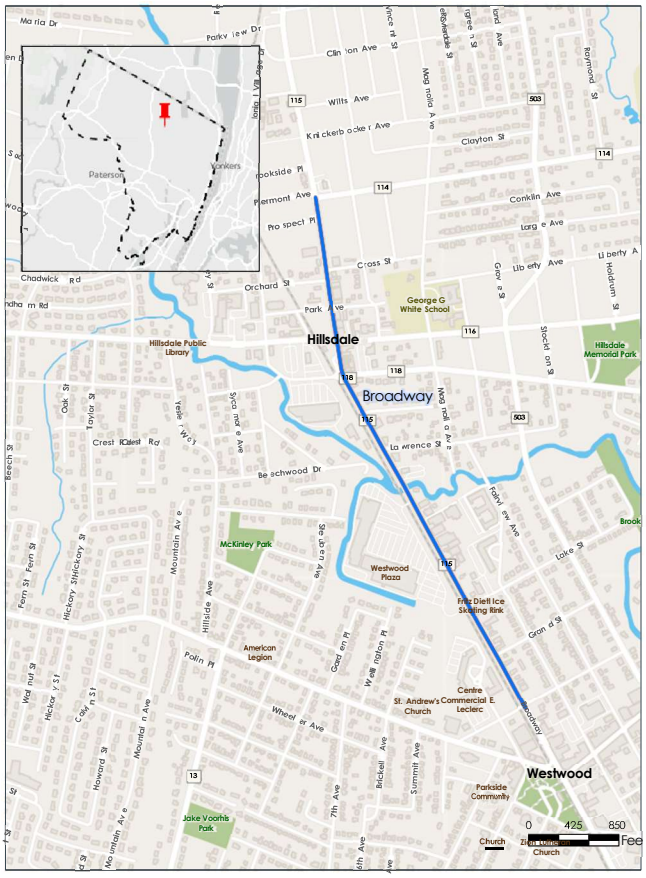
Potential Short-Term Actions:

- Edgelines.
- Inspect existing pavement marking and restripe if worn.
- Upgrade standard crosswalks to high-visibility crosswalks.
- School zone speed reduction signs and warning signs.
- Upgrade pedestrian signal heads to countdown timer at signalized intersections.
- Upgrade decorative pedestrian lighting to overhead lighting.
- Increase school zone hours for reduced speed limits.
- Reflective pavement markers on centerline.
- Bicycle signage or pavement markings.

Potential Long-Term Actions:

- Review access management for the corridor and consider driveway revisions or consolidation.
- Restrict or eliminate parking on intersection approaches.
- Bike lanes.
- Signalize the intersection of Broadway and Washington Avenue and include pedestrian countdown timers.

Figure 17: Priority Location 11 – Broadway from Irvington Street to Piermont Avenue



Priority Location 12:
Essex Street at West Railroad Avenue (County and Municipal Jurisdiction)

Municipality: City of Hackensack

Emphasis Areas: Intersection, Pedestrian/Bicyclist

Potential Short-Term Actions:

- Wrong way signs on one-way approaches.
- High-visibility crosswalks where appropriate at intersection.
- Pedestrian crossing across railroad tracks outside of the Essex Street corridor.
- ADA ramps.
- Doubled up (left and right), oversized advance "Stop Ahead" intersection warning signs.
- Consider delineating turn lanes using pavement markings.

Potential Long-Term Actions:

- In the area of the railroad crossing, consider recommendations provided by NJDOT and NJ Transit as well as possible pedestrian upgrades by the city.
- All short-term and long-term actions are subject to NJDOT Diagnostic Team Meeting and the resulting Memorandum of Record.

Figure 18: Priority Location 12 – Essex Street at West Railroad Avenue

Priority Location 13:
Shaler Boulevard at Pleasant View Terrace (County and Municipal Jurisdiction)

Municipality: Borough of Ridgefield

Emphasis Areas: Intersection, Pedestrian/Bicyclist

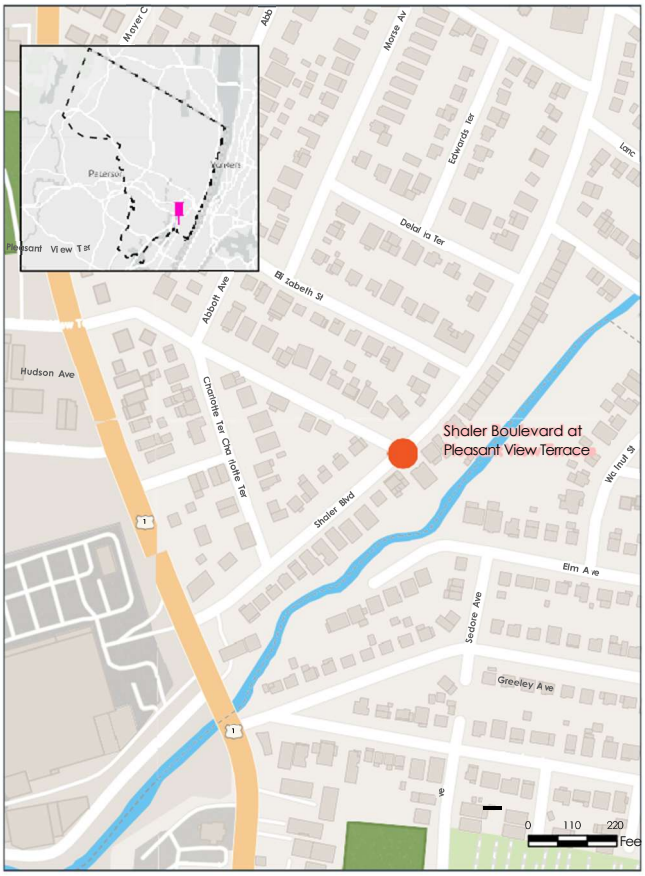
Potential Short-Term Actions:

- Pedestrian crossing signs.
- "Stop Ahead" warning signs.
- Upgrade standard crosswalks to high-visibility crosswalks.
- Pavement markings with supplementary messages, such as "Stop Ahead".
- Pedestrian/decorative lighting to supplement overhead lighting at the intersection.

Potential Long-Term Actions:

- Convert minor leg stop to all way stop-controlled intersection.
- Review and consider a dynamic intersection collision warning system.

Figure 19: Priority Location 13 – Shaler Boulevard at Pleasant View Terrace



Advancing these recommendations will require review and coordination with county and municipal partners throughout Bergen County. Short-term projects may be achieved through a variety of approaches, including quick-build demonstration projects and safety add-ons to other projects. The LIC is also encouraged to leverage existing resources through the NJTPA and NJDOT for assistance implementing these recommendations.

Quick-Build Demonstration Projects

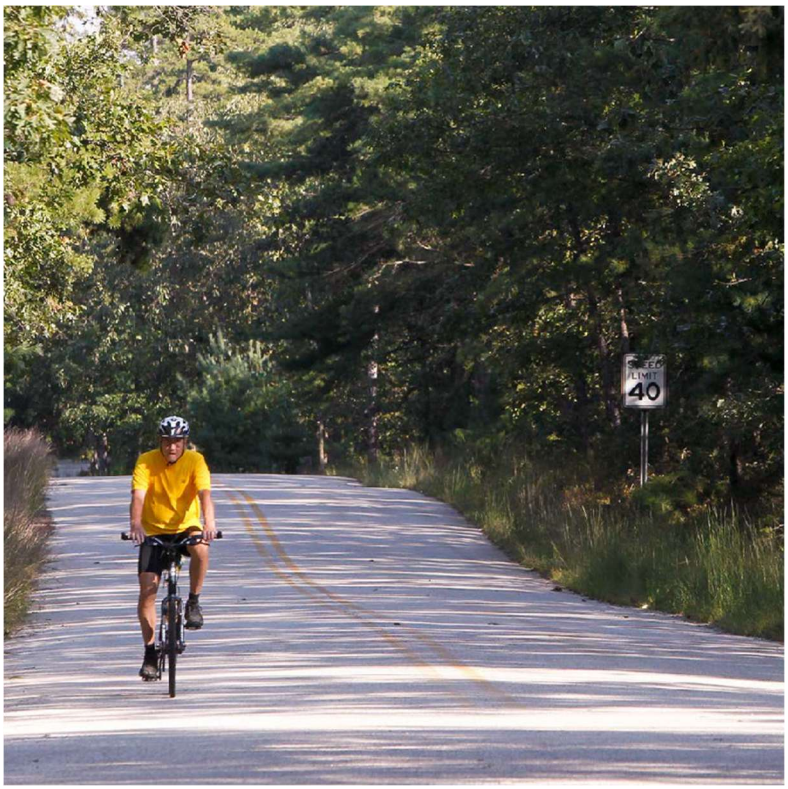
Quick-build demonstration projects are short-term projects that show proof of concept. They are designed to be built and tested quickly to demonstrate their effectiveness before committing to permanent changes. They involve the use of temporary or modular solutions. Examples include bike lanes, traffic-calming measures, and parklets (temporary roadside furniture and plantings, such as public seating platforms serving as sidewalk extensions).

The LIC can utilize resources such as the NJTPA Complete Streets Demonstration Library to support the broader implementation of some short-term projects identified for priority locations. These projects can allow Bergen County and partnering municipalities to:

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

Safety Add-On Projects

Infrastructure and routine maintenance projects can include low-cost countermeasures, including many of the short-term actions identified for priority locations to supplement the safety measures focus. For example, scheduled maintenance efforts such as repaving are an opportunity to upgrade edgelines from a standard width to wider striping or include enhanced edgelines at an additional cost. By including safety improvement add-ons, all partner agencies in Bergen County can continually work together to help achieve zero traffic deaths and serious injuries.



Additional Locations of Concern

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

State Jurisdiction Locations

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

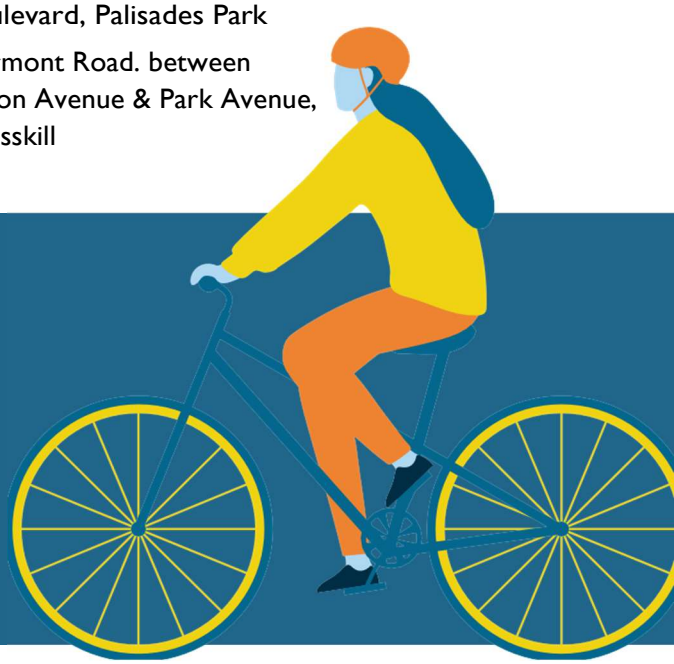
- NJ-17 through Lodi, Hackensack, and Hasbrouck Heights
- NJ-5 from River Road to Bluff Road, Edgewater
- NJ-93 between I-95 and U.S. Route 46 in Leonia and Palisades Park
- U.S. Route 9W through Englewood Cliffs
- U.S. Route 9W and I-95 interchange and associated surface streets in Fort Lee

County and Municipal Locations

Safety partners and community members have identified the following locations on county and municipal roads. Unlike priority locations, these were not identified as having a history of fatalities or serious injuries from the development of the HIN. Although this safety plan focuses on crash analysis, the County Administration recognizes areas around schools, playgrounds, parks and other activity centers as locations for additional safety initiatives. These locations may be candidates for low-cost safety improvements or warrant further study.

- East Madison Avenue & Piermont Road, Cresskill
- Broad Avenue between East Homestead Avenue & East Edsall Boulevard, Palisades Park
- Piermont Road. between Union Avenue & Park Avenue, Cresskill

Shaping attitudes and behaviors is key to reducing fatalities and injuries and complementing infrastructure improvements.



County-Wide Recommendations

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

Systemic Infrastructure: Intersections

To work toward eliminating deaths and serious injuries in Bergen County, it is essential to continue implementing a complementary and proactive approach to identify locations for improvement. Beyond priority locations, systemic analysis takes a broader approach to addressing safety across the county and local road network. Systemic safety improvements embody the Safe Systems Approach principal "safety is proactive" and the systemic analysis is the data-driven approach to identifying locations for proactive improvements. The effective implementation of systemic countermeasures focuses on the widespread installation of low-cost infrastructure improvements. This focus on infrastructure improvements requires supporting analysis to focus on an infrastructure-related crash type. Of the three emphasis areas in this plan, intersection crashes have the most promise of safety improvement from a systemic approach and were selected as the focus on the systemic analysis supporting proactive safety improvements. Almost half of traffic deaths and serious injuries occur at intersections, usually due to various driver behaviors and the lack of driver safety education and awareness which is discussed further in the Education and Outreach section below.

The study team analyzed all intersection crashes on county and municipal roads to understand the types of roadways most at risk for these crashes. The systemic analysis identified three priority road types where partner agencies can install low-cost safety improvements to proactively reduce the risk and severity of intersection crashes, as noted in Figure 20. The county and municipal roads within each of these groups are shown in Figure 21.

This approach works with location-specific strategies to implement safety measures more broadly, as resources allow.

Figure 20: Proactive Intersection Priority Roadway Types

Systemic Priority 1:
Signalized Intersections on Higher-Mobility Roadways

- At least one approach with posted speed limit of 30 miles per hour or greater
- At least one approach is a principal arterial, minor arterial, or major collector
- Consists of 310 intersections

Systemic Priority 2:
Signalized Intersections on Higher-Access Roadways

- At least one approach with posted speed limit of 30 miles per hour or greater
- All approaches are either a minor collector or local functional class
- Consists of 126 intersections

Systemic Priority 3:
Signalized Intersections on Lower-Speed Local Access Roadways

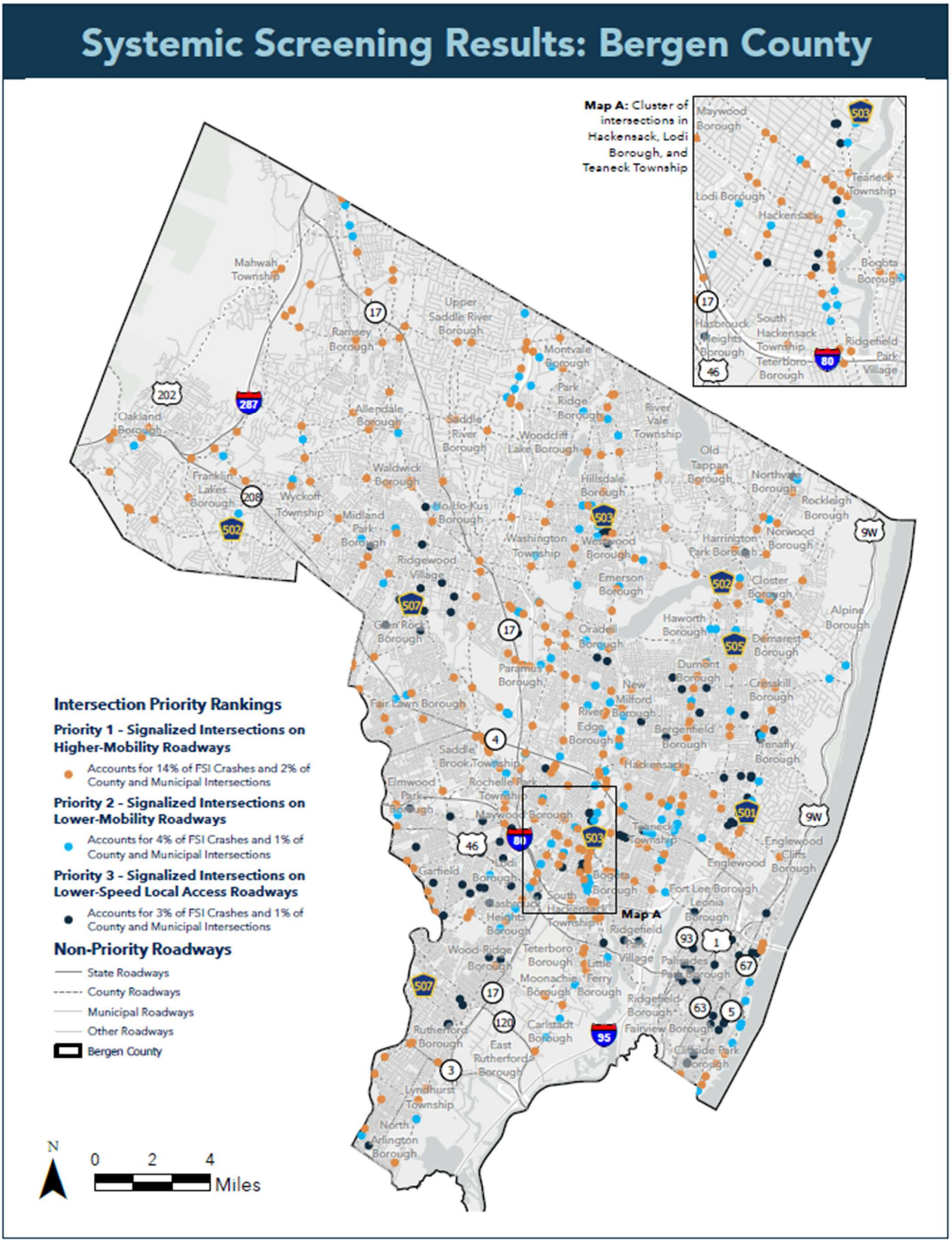
- All approaches have a speed limit of 25 miles per hour or less
- All are classified as a local functional class
- Consists of 104 intersections

Recommended Systemic Intersection Actions:

Where appropriate or currently lacking the following infrastructure:

- Install pedestrian crossing signs.
- Install hardened centerline/median.
- Install stop ahead warning signs.
- Upgrade standard crosswalks to high-visibility crosswalks at non-signalized intersections.
- Provide pavement markings with supplementary messages, such as "Stop Ahead".
- Provide pedestrian/decorative lighting to supplement overhead lighting at the intersection.

Figure 21: Bergen County System Screening Results based on Fatalities and Serious Injuries (FSI)



Education and Outreach

The New Jersey Strategic Highway Safety Plan 2025, which is the state-wide plan comparable to the County's Local Safety Action Plan, indicates that 67% of all fatalities and serious injuries from 2019 through 2022 are attributed to aggressive drivers (31%), drowsy/distracted drivers (17%), unlicensed drivers (9%), unbelted occupants (6%), and impaired drivers (4%). This represents a substantial percentage of fatalities and serious injuries attributable to preventable human behavior and should be a focal point of educational efforts.

The NJTPA has resources available for providing education and community outreach. The NJTPA has provided such services through the Street Smart campaign since its inception in 2013. Street Smart is a public awareness and behavioral change safety campaign. Information can be found at www.bestreetsmartnj.org. With the messaging "Even one fatality is too many. Help us reach zero deaths." Street Smart NJ emphasizes educating drivers, pedestrians, and bicyclists through mass media and grassroots outreach, as well as directing efforts towards working with communities and local police departments.

Municipal governments, local law enforcement, and schools are at the forefront of the emphasis on education. Educating all road users while also focusing on children, students, young drivers, senior citizens, and non-English speaking populations, will help the public and the most vulnerable users better understand roadway safety. Education campaigns at the local level can be put forth by local governments, law enforcement, schools, and community groups. Such local education campaigns can focus on those vulnerable groups by engaging people in such settings as school classrooms, town hall meetings, public library events, senior citizen centers and events, sports leagues and athletic events, and community activities such as parades, street fairs, parks and recreation events, etc.

On the State level, safety should be emphasized in educational information used to prepare an individual for obtaining a driver's license. State-wide educational campaigns can be used to educate drivers, pedestrians, and bicyclists on new and existing laws related to transportation safety.

In addition to infrastructure improvements, shaping attitudes and behaviors is key to reducing fatalities and injuries. A comprehensive strategy for implementing countermeasures recognizes that no single solution can address every high-risk area and encourage a positive behavioral shift. For instance, locations with frequent speeding-related crashes can benefit from a dual approach—combining enforcement measures with education to create an effective plan to reduce crashes and improve safety. Education initiatives often require consistent reinforcement through outreach and marketing campaigns to foster community participation, and emphasize the importance of all roadway users practicing safe behavior. Implementing the following education strategies can address the Safe System Approach element, Safe Road Users:

- Develop community-based network of safety stakeholders to leverage existing Street Smart NJ, National Highway Traffic Safety Administration (NHTSA) safety educational materials.
- Expand education and engagement of vulnerable groups (children, students, young drivers, senior citizens, and non-English speaking populations) through social media, schools, contests, community groups, local governments, and law enforcement outreach and presentations.
- Promote public education campaigns for all road users to raise awareness on the importance of road safety.

Assessment

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

- Utilize the NJTPA Complete Streets Demonstration Project Lending Library to test safety strategies and engage the public on alternative safety strategies.
- Continue to conduct speed studies to determine locations for potential speed management interventions including lowering speed limits, speed feedback signs, curb bump-outs, and other speed management techniques.
- Conduct Walkable Community Workshops to promote public education campaigns to raise awareness on the importance of road safety.

Policy and Planning

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

- Continue to evaluate speed limits considering roadway context, crash history, geometric and other factors based on revised guidance.
- Incorporate advanced systems, such as advanced driver assistance and other safety features, in county and municipal fleet vehicles.
  - Safer vehicles are an important part of eliminating fatalities and serious injuries from crashes, especially for pedestrians and cyclists. Vehicle size and weight are two factors that influence the impact of a crash. Research from the Volpe Center indicates that taller and heavier vehicles increase the risk of death and serious injury to pedestrians and cyclists. Taller hoods and thick pillars obscure the driver's view of pedestrians. The front end of larger vehicles can strike the pedestrian in the torso rather than the legs. This can lead to more serious injuries. County and municipal governments should consider vehicle size during the purchasing process.
  - Implement safety technology in the County fleet such as crash prevention, speed limiters and driver monitoring. Applying vehicle-based tools to manage driver speeds is another strategy in the Safe Systems Approach. New technology is available for setting limits on vehicle speeds to ensure drivers operate the vehicles safely. Intelligent Speed Assist technology can issue warnings to the driver, such as lights, sounds or vehicle vibrations, and more active interventions such as pedal resistance and limiting top speeds based on the road's speed limit. This technology is available in some new vehicles. County and municipal governments should pilot these technologies in their vehicle fleets. Deploying these technologies puts a demand signal on the market and increases their popularity with the public.
- Further Bergen County and Municipal Complete Streets policies.

- Align future plans with the Bergen County Local Safety Action Plan by including the following in new transportation plans or updates to existing plans:
  - Include clear language in planning documents that the goal of safety improvements is to eliminate fatal and serious injury collisions.
  - Acknowledge that road users will inevitably make mistakes, and the transportation system, guiding policies, and education programs should be designed to minimize these mistakes.
  - Acknowledge that all road users are vulnerable. The transportation system should be designed around these principles and protecting all road users to prevent fatal and serious injuries.
- Continue to strengthen partnerships with state agencies.

Complete Streets

Complete Streets aims to create roads that accommodate all users, regardless of age, ability, or mode of transportation. This includes designing streets with the following features:

- Sidewalks and crosswalks to ensure pedestrian safety.
- Bike lanes or similar design compliant facilities to safely accommodate cyclists.
- Traffic-calming measures to reduce vehicle speeds.
- Accessible design for individuals with disabilities.
- Public transit infrastructure, such as bus stop facilities that accommodate buses and transit users.

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

Complete Streets is a transportation policy that emphasizes streets are planned, designed, operated, and maintained to accommodate all users safely. A street is considered complete if it facilitates the safe movement of users of all ages, abilities, and transportation modes. Complete Streets builds on various safety strategies for comprehensive improvements.

Complete streets can positively influence driver behavior through the introduction of various design elements and a holistic view of roads and intersections.

Complete Streets Policies

Twenty-three municipalities in Bergen County have adopted Complete Streets policies:

Bergenfield, Emerson, Fair Lawn, Fort Lee, Garfield, Hackensack, Haworth, Leonia, Maywood, Montvale, New Milford, Northvale, Oakland, Old Tappan, Ramsey, Ridgewood, River Edge, River Vale, Rutherford, Teaneck, Tenafly, Washington, and Westwood.

Continuing municipal adoption of Complete Streets policies is recommended.

Engaging Our Community

This LSAP development included engagement with residents to obtain input on community transportation safety needs. Public involvement is important since roadway safety is a shared responsibility.

The public engagement events provided platforms for community members to share their concerns and ideas. This comprehensive approach reflects both expert insights and the experiences of residents in Bergen County.

Emphasis areas were identified for the LSAP based on common characteristics and frequent fatal and serious injury crashes, aiming to achieve short-term improvements that reduce crashes.

LIC

- Bergen County Executive
- Bergen County Administrator and County Counsel
- Bergen County Board of Commissioners
- Bergen County Department of Planning and Engineering
- Bergen County Department of Public Works Operations Division
- Bergen County Sheriff's Office
- Bergen County Prosecutor's Office
- Police Traffic Officers Association of Bergen County
- New Jersey Department of Transportation (NJDOT)
- New Jersey Transit (NJT)
- North Jersey Transportation Planning Authority (NJTPA)
- New Jersey Sports and Exposition Authority (NJSEA)
- City of Englewood (Northern Valley Sector)
- Borough of Fort Lee (Southeast Bergen Sector)
- Township of Mahwah (Northwest Bergen Sector)
- Borough of Paramus (Central Bergen Sector)
- Borough of Rutherford (Southwest Bergen Sector)
- Borough of Westwood (Pascack Valley Sector)

Advisory Agencies

- EZ Ride (Transportation Management Association - TMA)
- New Jersey Bike and Walk Coalition
- AAA Northeast (Bergen)
- Street Smart (NJTPA)

Public Engagement

Outreach Events

Public engagement was utilized for the development of the safety plan. This ensured the focus of the plan included and prioritized emphasis locations and potential solutions. In-person outreach efforts included a pop-up community outreach event at the Bergen County Fair (Figure 22) on August 14, 2024, where community members were asked to provide feedback on the traffic safety culture within the County. The public was also invited to identify, through an online map, any locations they felt had safety issues or potential for safety improvements. A virtual stakeholder workshop was also held May 28, 2025. The workshop presented the initial findings from the LSAP development, including emphasis areas, priority locations, and strategies to gauge community sentiments on implementation.

Figure 22: Bergen County Fair

Digital Engagement

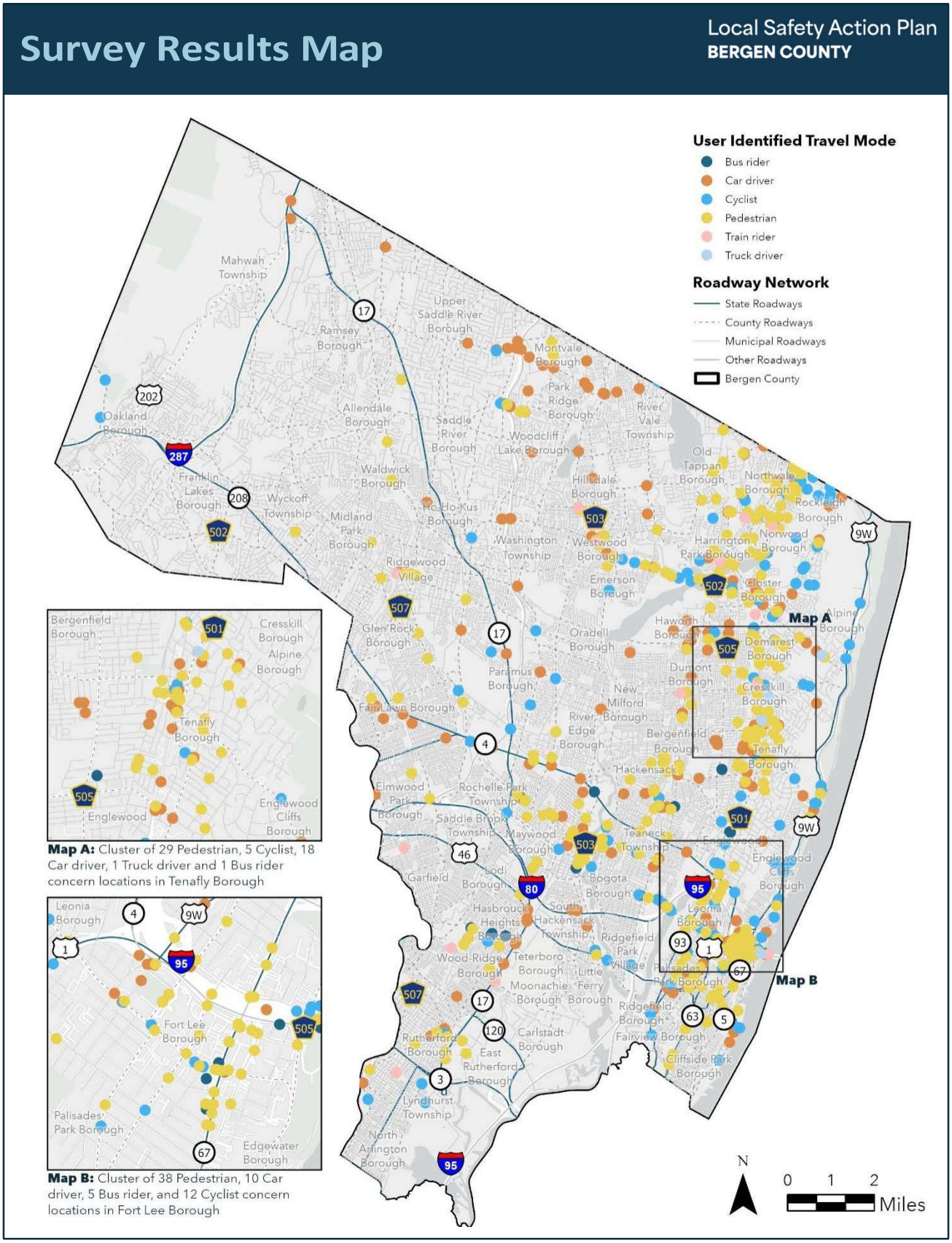
The project website featured a Travel Safety Survey, which gauged responses related to driver behavior, and the Safety Location Survey Map, which identified locations of particular concern for residents. In total, 394 participants completed a behavioral survey, highlighting concerns about distracted driving, speeding, and strategies to enhance regional mobility. In Bergen County, 797 participants completed the Safety Location Survey Map highlighting areas of concern, with clusters around the eastern part of the county. Complete virtual engagement summaries are provided in Appendix A.

Survey Snapshot

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

Figure 23: Bergen County Safety Survey Key Findings

Figure 24: Bergen County Survey Response Top Recommendations



Map A: Cluster of 29 Pedestrian, 5 Cyclist, 18 Car driver, 1 Truck driver and 1 Bus rider concern locations in Tenafly Borough

Map B: Cluster of 38 Pedestrian, 10 Car driver, 5 Bus rider, and 12 Cyclist concern locations in Fort Lee Borough

Next Steps

Bergen County and the LIC will continue to oversee the implementation of the LSAP to ensure safety goals are achieved. Bergen County will coordinate priority projects, including utilizing the HIN to identify the location, monitor outcomes, and incorporate community feedback. Bergen County and the LIC will foster partnerships, create opportunities for progress, convene meetings, and develop an annual summary of progress to track the advancement of implementation efforts.

Defining Actions and Performance Measures

Defining Specific Actions

Bergen County and the LIC will make recommendations for potential short-term and long-term implementation. Recommendations provided by the LIC or included in this safety plan, require further review, study, feasibility analysis, and design, prior to implementation. A priority location may benefit from phased actions with short-term improvements being installed while complimentary studies or planning and design efforts are performed to further the long-term permanent solution.

Identifying Action Owners

The LIC will identify and recommend agencies to take responsibility for implementation. At a high level, it is understood that Bergen County is generally responsible for actions on roadways under county jurisdiction (from curb face to curb face), with municipal partners responsible for their respective roadways (and also sidewalks and off-road facilities). Municipalities are responsible for determining parking restrictions on county roads and identifying roadways or segments of roadways recommended for complete streets analysis. Similar to other county roadway projects, municipalities play a major role and have their own set of decision making and financial responsibilities, in county road improvement projects. The LIC should consider all partners that can be brought to the table for county and town-wide strategies or specific projects.

Assigning and Tracking Performance Metrics

While the ultimate measure of progress for achieving Vision Zero is the elimination of traffic fatalities and serious injuries, incremental progress can be measured through the implementation of strategies of this plan and the reduction of fatalities and serious injuries. Progress can be measured by metrics specific to each action item. There may be more than one performance measure for a given strategy/action. Table 4 shows an example of three different action items, advancing agencies, and performance measures related to improving reducing lane departures. This example can be used as a model to delineate the actions, advancing agencies, and performance measures for each strategy when taking the next steps towards achieving Vision Zero.

Table 4: Example Assignments and Tracking of Performance Metrics

Strategy	Action	Advancing Agency	Performance Measure
1. Install pavement and shoulder improvements to reduce instances of road departure.	**1A.** Install wider edgelines at priority lane departure locations.	County; Engineering and Public Works	Percentage of priority locations with wider edgelines installed.
	1B. Advocate for local agencies to implement wider edgelines.	LIC	Number of agencies installing wider edgelines.
	1C. Install wider edgelines on county and municipal roads when repaving activities occur.	County and Municipal; Engineering and Public Works	Miles of wider edgelines installed.

Recognizing Technological Advances

With the County responsible for a vast network of approximately 440 miles of roadway in a densely populated and rapidly growing metropolitan area, the County must always be aware of new technologies and transportation related developments. Over time, technological advancements occur at a faster pace. There will undoubtedly be significant technological advancements in the coming years that will help achieve the Vision Zero goal by 2050. The County, as well as municipalities, will need to remain well informed of technological advances in transportation in order to achieve Vision Zero goals.

For example, technological advancements have created a trend towards fully autonomous vehicles (AV). Autonomous vehicles rely on systems such as lane departure warnings, distance sensors, and automatic breaking, which can potentially reduce deaths and serious injuries by eliminating human error and poor driver behavior. The County can play a role in the emergence, success, and acceptance of autonomous vehicles by ensuring the County roadway infrastructure incorporates features relied upon by autonomous vehicles. Such roadway features include high visibility lane markings, highly reflective street signs, modern traffic signals, and compliance with roadway design standards, etc. The abilities of autonomous vehicles will continue to advance, and roadway infrastructure may need to evolve as well.

Resources for Implementation

The LIC should consider available implementation, planning, and other resources available through NJTPA, NJDOT, New Jersey Division of Highway Traffic Safety, and others. A variety of resources are available to help advance recommendations. Refer to Appendix E for information on implementation resources.

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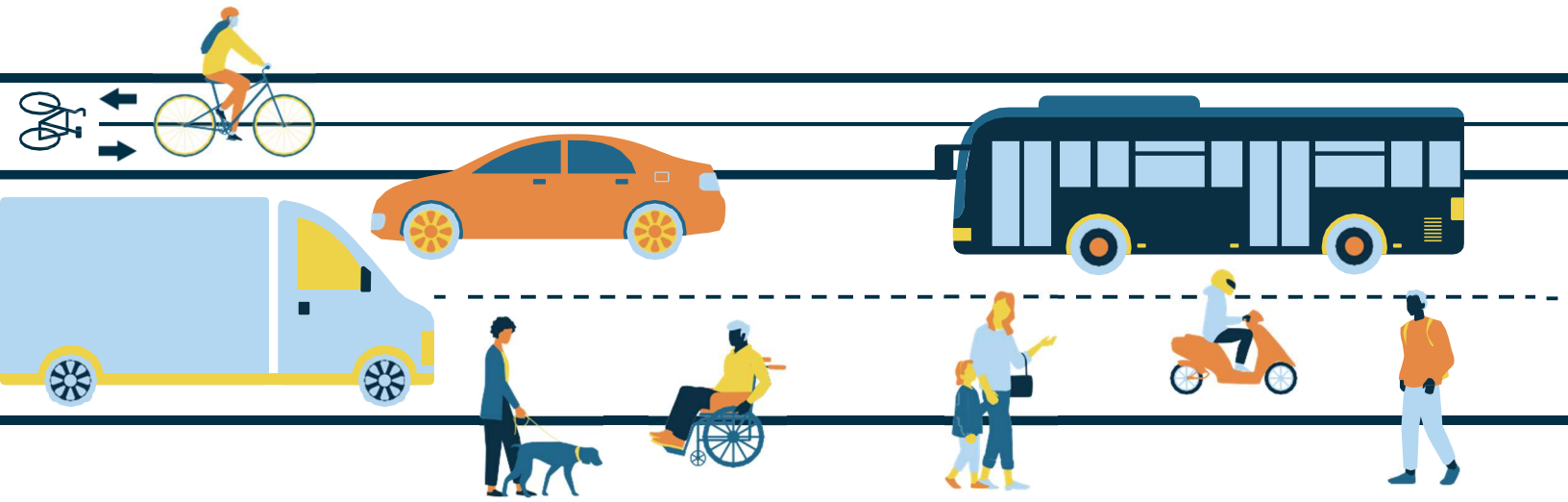

Local Safety Action Plan

Bergen County

January 2026