



**NJDOT
NEWS**



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NJDOT and Local Officials Announce Route 1&9 Intersection Pedestrian Safety Improvements in Elizabeth Advanced technology installed to reduce crashes at three intersections

(Trenton) – New Jersey Department of Transportation (NJDOT) Commissioner Fran O’Connor, along with State Assemblywoman Annette Quijano and Assemblyman Reginald W. Atkins, this week announced pedestrian safety improvements at three intersections along Route 1&9 in Elizabeth.

To improve safety for pedestrians, NJDOT installed Red Light Extension, also known as the “Jersey Extension” and Passive Pedestrian Detection systems along Route 1&9 at the intersections of North Avenue, Fairmount Avenue and East Jersey Street in Elizabeth – three intersections with high crash rates involving pedestrians.

“We have installed proven safety countermeasures that use advanced technology to reduce crashes involving pedestrians at these intersections along Route 1&9,” NJDOT Commissioner Fran O’Connor said. “This marks a significant step forward in our mission to improve roadway safety here in Elizabeth, and is just one part of NJDOT’s broader, proactive approach to roadway safety. Safety has to be a way of life for all of us.”

“These projects underscore our unwavering commitment to pedestrian safety and improving transportation infrastructure for all who live, work, and travel in Union County,” Assemblywoman Annette Quijano said. “Safety is not a one-time goal. It’s a continuous commitment. Together, we can ensure that projects like these serve as a blueprint for building safer, more accessible communities across our state.”

“I’m happy that the state of New Jersey is a trailblazer for this preemptive technology. It’s going to save lives,” Assemblyman Reginald W. Atkins said. “This technology is important to the fathers who are walking their children to school. It’s important for the mothers who have their children in strollers trying to get across the roadway. It’s important to the senior citizens who are just trying to go and get some coffee.”

“We cannot use the same strategies and expect improved outcomes. Adding things like the red light extension and passive pedestrian detection systems at these locations is definitely a step forward in creating roads that work for everyone,” Rutgers University Voorhees Transportation Center Executive Director Leigh Ann Von Hagen said. “Through our research at Rutgers, we have seen how well designed and data driven solutions like these can significantly reduce crashes and save lives.”

NJDOT National Leader in Red Light Extension Technology, Known as the “Jersey Extension”

NJDOT is a national trailblazer with the installation of **Red Light Extension** or “**Jersey Extension**” technology. The system uses 360-degree cameras and radar detectors to detect vehicles in the intersection and approaching the intersection too fast right when the signal turns red. If vehicles are

detected, the signal remains red for all approaches allowing the vehicle to clear the intersection. This helps mitigate “close calls” and prevent what could be a severe crash.

The Department piloted the first Jersey Extension system at three high-incident intersections on Route 129 in Trenton. Since installing these countermeasures in the fall of 2022, crashes involving pedestrians have been reduced by more than half.

The **Passive Pedestrian Detection** has become industry standard and is being deployed statewide. Unlike traditional systems that require a person to push a button, the same 360-degree cameras passively detect pedestrians or bicyclists waiting to cross Route 1&9 and activates the walk signal.

In addition, the walk signal starts while all approaches remain red. This is called a **Leading Pedestrian Interval** and gives the pedestrians a few seconds head start to establish themselves in the intersection before parallel traffic gets the green light. These systems have been proven to reduce the number of crashes and fatalities for both vehicles and pedestrians.

The cameras then continue to detect and monitor the pedestrian or bicyclist in the crosswalk. If more time is needed for the person to cross, the light remains red to all approaches before giving a green light to conflicting traffic. This feature helps vulnerable users such as seniors or individuals with mobility challenges by providing more time to safely cross Route 1&9.

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