



JCWALKS
Pedestrian Enhancement Plan



PEDESTRIAN ENHANCEMENT PLAN FINAL REPORT

DRAFT

May 2018



ACKNOWLEDGEMENTS

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Thank you to the TAC members, Mayor's Office, Department of Public Works, Office of Cultural Affairs, and Jersey City Medical Center for helping make this plan a reality.

Thank you to all the Jersey City residents, civic organizations, and Special Improvement Districts that participated in the development of the plan.

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EXECUTIVE SUMMARY

The City of Jersey City has developed a Pedestrian Enhancement Plan to prioritize the pedestrian experience through improvements to safety and aesthetics, and to promote placemaking - the intentional creation of public spaces that support people's health, happiness and well-being, and foster active public places that people choose to visit.

The two primary objectives of the plan are to provide recommendations (both physical and policy-based) to improve safety that are context-sensitive and that prioritize the pedestrian experience; and, to improve aesthetics and placemaking through pedestrian amenities. Both objectives serve the goal of enhancing the pedestrian environment in Jersey City to encourage more pedestrian activity citywide. To accomplish the objectives, the City conducted a 10-month project which included several rounds of public and stakeholder outreach; data analysis; and a series of Walkability Workshops.

The plan employed a technical approach to select six priority corridors throughout Jersey City -- one in each of the City's six wards -- based on existing conditions data and extensive public engagement. Walkability Workshops were held in each of the six corridors. They included an opening presentation, a walk audit and evaluation of demonstration projects which consisted of temporary physical improvements such as curb extensions, public space amenities, and wayfinding signs. The workshops concluded with a discussion regarding priority issues and recommendations for the given corridor.

The Project Team then used input and feedback from the workshops to generate recommendations to improve the walking environment on each of the six corridors. The recommendations are organized into three tiers: policy initiatives, programs, and corridor

recommendations that are specific to the six priority corridors but have broader applicability to corridors throughout the City.

Policy initiative recommendation include: increased enforcement of existing parking regulations to create a more orderly, safe, and equitable pedestrian environment; institution of a "no right turn on red" policy for commercial and high volume pedestrian areas; consideration of safer, more nimble municipal vehicles as fleets are upgraded; increased crosswalk striping, and; upgrading all crossings with Americans with Disabilities Act (ADA) compliant ramps.



JC Walks Public Outreach Event

Programmatic recommendations include: development of trash receptacle standards; the provision of funding assistance for sidewalk maintenance projects; development of a curbside management program that would allow organizations to implement curbside treatments such as bike corrals, ride hailing zones, and loading zones; the creation of a community demonstration project program to test streetscape improvements desired by local communities; offering temporary street closures for community recreational activities; creation of neighborhood policing centers; development of a neighborhood slow zone program that would offer traffic calming measures and a lower speed limit to neighborhoods that desire the program and meet certain criteria, and; adherence to the recently adopted street tree standards.

Recommendations also include topics for further study. Those studies include a citywide signage audit and simplification study to reduce signage clutter, making signage easier to understand, and more information directed to pedestrians; a citywide parking study to better manage parking resources; a citywide bicycle master plan, and; a pedestrian signal timing study to evaluate and recalibrate pedestrian signals to allow for adequate crossing phases, offer leading pedestrian intervals, or pedestrian-only crossing phases in select locations.

Corridor specific recommendations focus on physical improvements to enhance each corridor for pedestrians including: improved crosswalks including raised crosswalks, signal improvements including additional pedestrian signals, leading pedestrian intervals, and pedestrian-only crossing phases; intersection improvements such as raised crosswalks and decorative murals; curb extensions to shorten crossing distances and calm turning movements; transit facilities such as bus stop amenities and bus bulbs; bicycle facilities including bike corrals and sidewalk racks, and; streetscape enhancements such as pedestrian-scale lighting, street trees, and seating.

The project also produced a map highlighting some of the City's most comfortable, scenic, and otherwise notable streets for walking. Planning recommendations provided will require further vetting and standards review before advancing to physical infrastructure improvements.

INTRODUCTION

The City of Jersey City has developed a Pedestrian Enhancement Plan that identifies specific improvements to sustain a pedestrian-friendly environment along the City's streets. The City's priority is to provide great, walkable urban streets that are comfortable, safe, beautiful, and interesting for all users. The primary objective of this plan is to provide recommendations (both physical and policy-based) to improve safety that are context-sensitive and that prioritize the pedestrian experience. Another objective is to improve aesthetics and placemaking through pedestrian amenities.

To accomplish these objectives, the City, in association with the North Jersey Transportation Planning Authority (NJTPA) and a consultant team led by Fitzgerald & Halliday, Inc. (FHI) with Street Plans, conducted a 10-month project that included several rounds of public and stakeholder outreach; data analysis; and a series of Walkability Workshops. The Walkability Workshops were participatory events conducted in each of Jersey City's six wards. Participating community members received an opening presentation, then conducted an audit of the pedestrian environment using a corridor audit form and map. Along the walk audit, community members encountered a demonstration project composed of temporary curb extensions, seating, wayfinding and other pedestrian space interventions. Following the walk audit, participants gathered for a discussion regarding priority issues and recommendations for the given corridor.

The Project Team then used that input and feedback to generate recommendations to improve the walking environment on each of the six corridors. The recommendations included policy and program recommendations, suggested design and amenity treatments, and illustrated plans to demonstrate the implementation of the recommendations.



Jersey City, NJ

METHODOLOGY

Technical Approach

Goals and Objectives

The goals and objectives for this plan were set through a range of outreach activities that invited members of the general public and the Technical Advisory Committee to provide input. The general public was engaged via a survey regarding the goals and objectives of the project, hosted on the project website and administered at pop-up outreach events described below. Additionally, a Technical Advisory Committee prioritized the relative importance of various factors such as connectivity, stakeholder input, and equity to be considered by the Plan and in the selection of the Walkability Workshop corridors. For a full description of the methodological process see Appendix B, Technical Memorandum #2: Methodology Report.

Technical Advisory Committee

Jersey City convened a Technical Advisory Committee (TAC) to provide input and technical expertise. TAC members included the City Division of City Planning, Division of Traffic and Transportation, Division of Parking, Police Department, Mayor's Office, Hudson County Planning and Engineering, Jersey City Redevelopment Agency, the NJTPA, and others.

The TAC reviewed all project products and plans, providing feedback and input on interim reports and documents throughout the project. They assisted in the development of community involvement activities and participated in the same. They reviewed the final recommended projects and strategies.

ActiveTrans Priority Tool

JC Walks used the ActiveTrans Priority Tool (APT), developed by the Transportation Research Board (TRB) as a best practice for prioritizing pedestrian, bicycle, and combined bicycle/pedestrian improvements through a National Highway Cooperative Research Program (NCHRP) study (<http://www.trb.org/Main/Blurbs/172459.aspx>, 2014), to inform the decision-making process in selecting the corridors for Walkability Workshops. The APT includes a programmed spreadsheet that accepts the input of diverse variables and allows the user to compare and weight those variables.

The APT includes flexibility in its approach; it can be used to prioritize intersections, street segments, or corridors across any geography for which spatial data is available. It uses a 10-step process that allows customization to accurately reflect community values, a range of project purposes, and the ability to compare diverse criteria that are not easily compared on their face. These 10 steps are carried out using a programmed spreadsheet and GIS data.

See Appendix B for Technical Memorandum #2, Methodology Report, for a complete summary of this process and the factors that were included in the APT.

Selected Corridors



Public Outreach

Stakeholder Communications

Stakeholder email lists

The Project Team compiled email addresses for known neighborhood and civic groups, pedestrian, bicycle, and road safety advocates, and other stakeholders. Additional email addresses were requested and collected throughout the course of the project as stakeholders interacted with the project via the project website, pop-up events, Walkability Workshops, and surveys. This project email list was used to notify interested parties of opportunities to participate.

Additionally, Project Team email addresses were advertised on the project website, distributed via email blasts to the mailing list, and provided at pop-up outreach events. Members of the public contacted the project via email to suggest specific streets in need of pedestrian enhancements as well as to communicate general pedestrian issues.

Targeted EJ outreach

Additional efforts were made to inform and involve vulnerable and environmental justice communities and low English proficiency (LEP) communities. The Project Team coordinated with key civic and community groups in neighborhoods with high rates of poverty, and places that are traditionally underrepresented in the transportation planning process. In addition to email communication, the Project Team distributed English, Spanish and Hindi flyers in these neighborhoods to announce the Walkability Workshops and posted flyers along the corridors.

Social media

A project Instagram account was created to be a repository of photos for the Walkability Workshops. The Project Team posted photos of the workshops and demonstration projects to document the process. The account was also used to share unique and interesting aspects of the pedestrian environment in Jersey City, and to solicit input via a survey. The popularity of the account grew and now includes more than 400 followers.

The City's official website and existing social media accounts were also leveraged to disseminate information about upcoming public engagement opportunities.

Pop-up Outreach Events

The Project Team held three pop-up outreach events in community gathering spaces and at prescheduled events that were familiar to the community. Each event featured informational boards and handouts, a brief survey conducted via tablet, and a demonstration parklet - a temporary installation of astroturf, landscaping, and café-style seating - that aimed to highlight a quick and inexpensive way in which the pedestrian realm could be enhanced. See Appendix E for the full survey questions and raw results.

The times and locations of the events were:

GROVE STREET FARMERS MARKET	CENTRAL AVENUE	MONTICELLO AVENUE STREET FESTIVAL
Thursday, August 31, 2017 4 PM – 8 PM	Friday, September 8, 2017 2 PM – 6 PM	Saturday, September 9, 2017 12 PM – 4 PM
		

By holding these on well-traveled streets, and at popular events and community spaces, the Project Team ensured that a diverse range of community members provided input to the project. In total, 179 respondents completed the survey at the three events. The surveys provided input on specific locations where enhancements to the pedestrian realm were desired in addition to preferred dates and times for Walkability Workshops.

Surveys

In addition to the tablet surveys at the events listed above, two more surveys were administered in the course of this project: a website-based version of the tablet survey, and a survey focused on places that residents like to walk. The purpose of these surveys was to gather early input on the objectives of the plan and to create a map of places that residents like to walk, respectively.

Objectives survey

To coincide with the pop-up outreach, the survey offered at the pop-up events was made available on the project website and an email blast was sent to the project mailing list. In total, an additional 68 members of the public completed the survey via the website.

See Appendix E for the full survey questions and raw results.

What is your favorite walk in Jersey City survey

To aid in the preparation of an interpretive map to highlight special streets to walk on in Jersey City, a website survey was created that asked the single question, “Where is your favorite place to walk in Jersey City?” The survey was advertised via the project’s stakeholder email list, and via Instagram. In total, 35 individuals submitted responses via the project website and several more individuals tagged the JC Walks Instagram account with photos of places they like to walk.

Key Streets Identified Through Community Engagement



Legend

 Key streets identified by the public

 Key streets identified by the TAC

Source: City of Jersey City GIS Data, 2017

Walkability Workshops

Methodology summary

Six corridors, one in each ward of Jersey City, were selected for Walkability Workshops (see the Technical Approach section for information on how these corridors were selected). Each corridor was approximately a half-mile in length. The Project Team sent emails to the project contact list soliciting registration for the workshops and assistance in disseminating information about the workshops to respective members and constituencies. Interested parties were directed to the project website (and provided a phone number if web access was limited) to register for one of the six scheduled workshops.

The day before the workshop, the Project Team sent a confirmation email to registrants that provided the meet up location. The day of the workshop, participants congregated at an easily accessible location, where the Project Team delivered an orientation presentation and distributed workshop materials, which included a corridor map and a walk audit form (See Appendix G).

Participants then walked the length of the corridors while recording and discussing issues that affect the pedestrian environment and opportunities for improving walking conditions. At a location along the corridors, the Project Team had installed a demonstration project that included painted curb extensions to shorten crossing distances and to calm turning movements. Participants toured the demonstration project and reflected on crossing the street in the demonstration area compared to other street crossings along the corridor.

The locations for the demonstration projects were selected based on two primary characteristics; known safety issues and the opportunity for placemaking. The Project Team viewed intersections with histories of pedestrian crashes to identify potential demonstration projects that could offer relief. Opportunities for placemaking included connections to assets such as transit facilities, parks, or commercial businesses, as well as available right-of-way to stage various demonstration interventions. The six demonstrations provided a mix of signalized and unsignalized intersections, and a variety of settings and intersection geometry configurations.

The demonstration also included innovative wayfinding signage and a public feedback banner that asked, “What would encourage you to walk more in your neighborhood?” Participants as well as passersby provided their input by writing directly on the banner.



Walkability workshop

Participants concluded the workshop with a summary discussion of the issues identified and potential solutions or opportunities for improving the pedestrian realm. See Appendix H for a summary of participant comments from each workshop.

FINDINGS

Existing conditions

Jersey City is home to vibrant neighborhoods where residents can walk to work, shops, restaurants, and parks. It is a major regional destination for tourism, higher education, employment, and shopping. Indeed, Jersey City's dense urban form, robust transit network, and many recreational, employment, and educational facilities make it well suited to support pedestrian activity.

In the course of collecting existing conditions data for this project, the Project Team identified several data gaps. These gaps did not obstruct the progress of the project but could have added additional depth of knowledge about the existing conditions for pedestrians throughout the city. Key missing datasets include comprehensive street volumes for understanding exactly how traffic moves throughout the City; information on vehicle speeds including average speed, 85th percentile speeds; and the location of frequent speeding infractions to understand how and where vehicle speeds pose the greatest risk to pedestrian activity. A secondary gap existed in the availability of mapped data regarding the presence, location, and attributes of pedestrian facilities including crosswalks, pedestrian signals, and curb ramps.

It is recommended that Jersey City consider building out its data library to include robust transportation data to help inform better decision-making going forward. Data regarding traffic volumes and speeds could be purchased and updated via data services that aggregate cell phone and mobile application information. Information about pedestrian facilities could be captured by Department of Public Works staff or other City employees as regular work and maintenance is conducted throughout the City using simple location service applications or GPS devices.

See Appendix A for more detailed information about existing conditions.

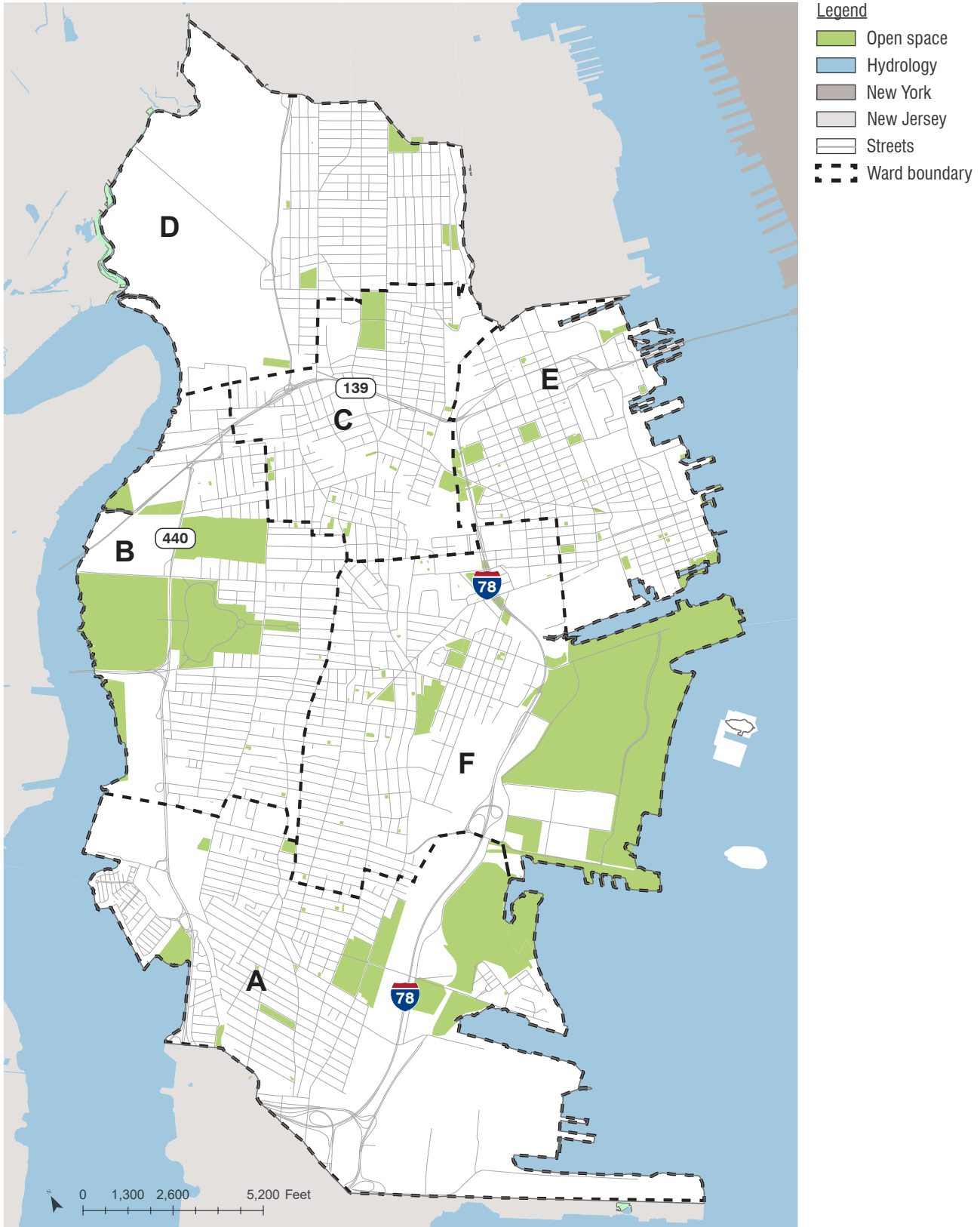


Central Avenue sidewalk



Pedestrians crossing near Journal Square

Jersey City Basemap



Demographics

Jersey City is the second largest city in New Jersey with 247,597 people, 96,859 households, and 57,631 families according to the 2010 Census. The overall population density was 16,736.6 per square mile, making Jersey City one of the most densely populated cities in the United States. Much of the population is clustered along the spine or the center of the City. This is the result of historical use of the City's waterfront for port activity and more recently for open and recreational space that is publicly accessible.

The areas with the highest concentrations of employment follow a similar trend to its population density with the majority of employment opportunities clustered in the middle of the City. The City is a regional employment center with numerous jobs in financial and service sectors in addition to shipping / distribution, wholesale and retail. Jersey City's Hudson River waterfront has become known as Wall Street West with many of the City's private sector jobs in the financial services located in the area. Retail workers are primarily employed in Jersey City's shopping districts which are typically located along neighborhood main streets Central Avenue in Ward D and Newark Avenue through Wards C and E.



Jersey City street scene

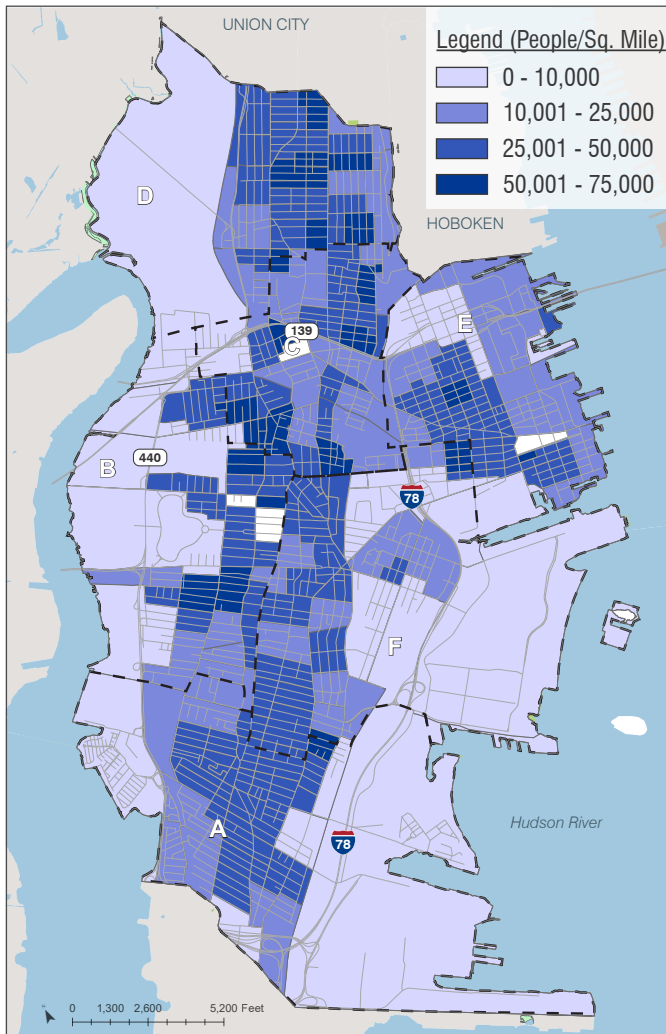


City Hall, Jersey City



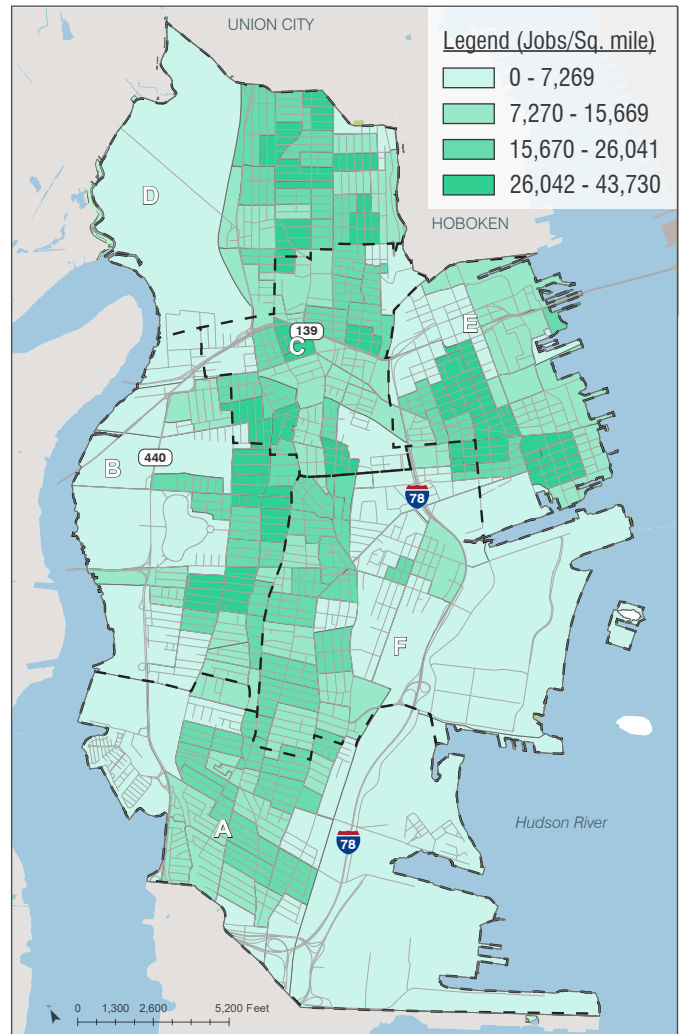
Pedestrians near Journal Square

Population Density



Source: City of Jersey City GIS Data, 2017; 2015 American Community Survey

Employment Density



Source: City of Jersey City GIS Data, 2017; 2015 American Community Survey



JC Walks Pop-Up Outreach on Monticello Avenue

Age Composition

Though citizens of all ages walk and use the pedestrian network, the young and elderly are typically more dependent on walking and transit. The maps on the opposing page show the concentrations of people below 18 and over 65 throughout the City. Overall, 21 percent of the City's population is under 18 and 10 percent is over age 65.

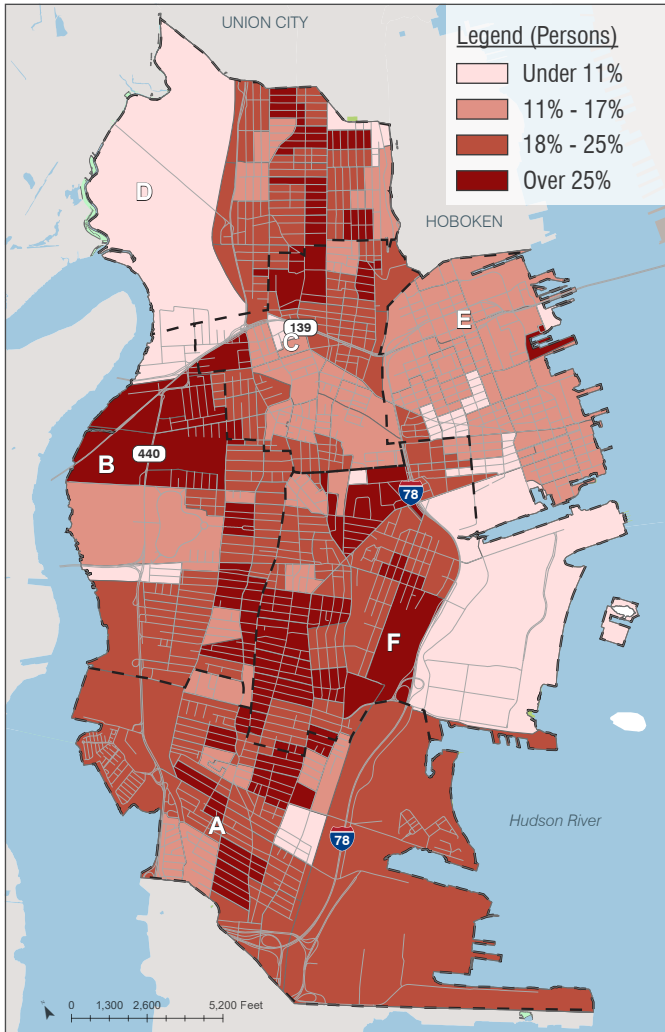


JC Walks Pop-Up Outreach Event



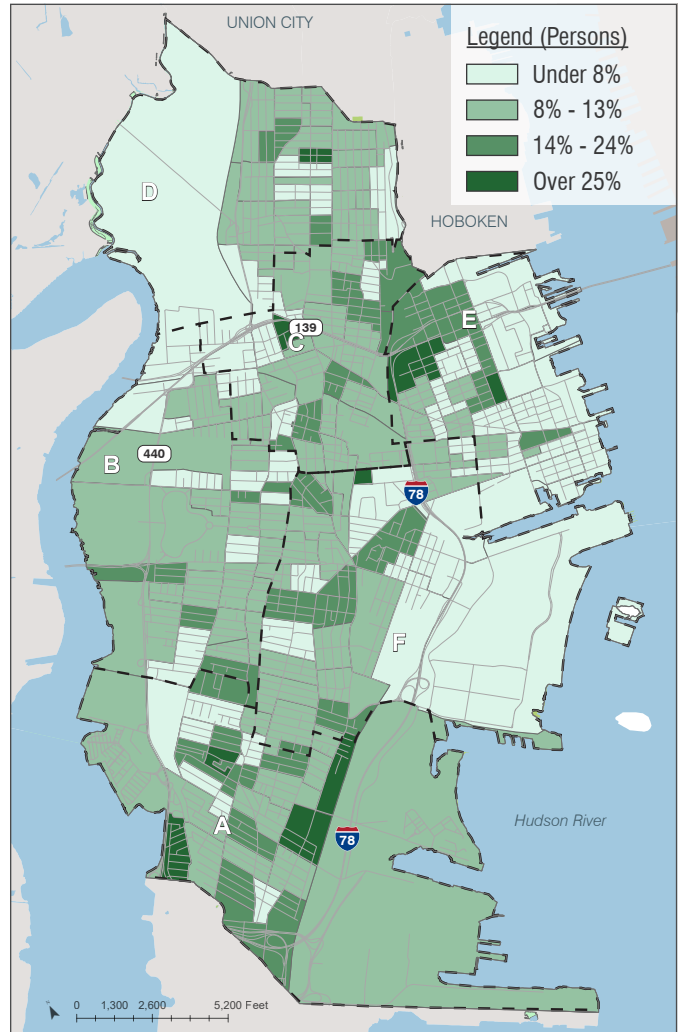
Central Avenue, Jersey City

Residents Ages 16 and Under



Source: City of Jersey City GIS Data, 2017; 2015 American Community Survey

Residents Ages 64 and Older



Source: City of Jersey City GIS Data, 2017; 2015 American Community Survey



JC Walks Walkability Workshop at Jersey Avenue

Ethnic Diversity

Jersey City has a rich cultural diversity and heterogeneous population, and is often ranked in the top-position of studies that measure ethno-racial, linguistic, and birthplace diversity. Overall, the City's residents identify as:

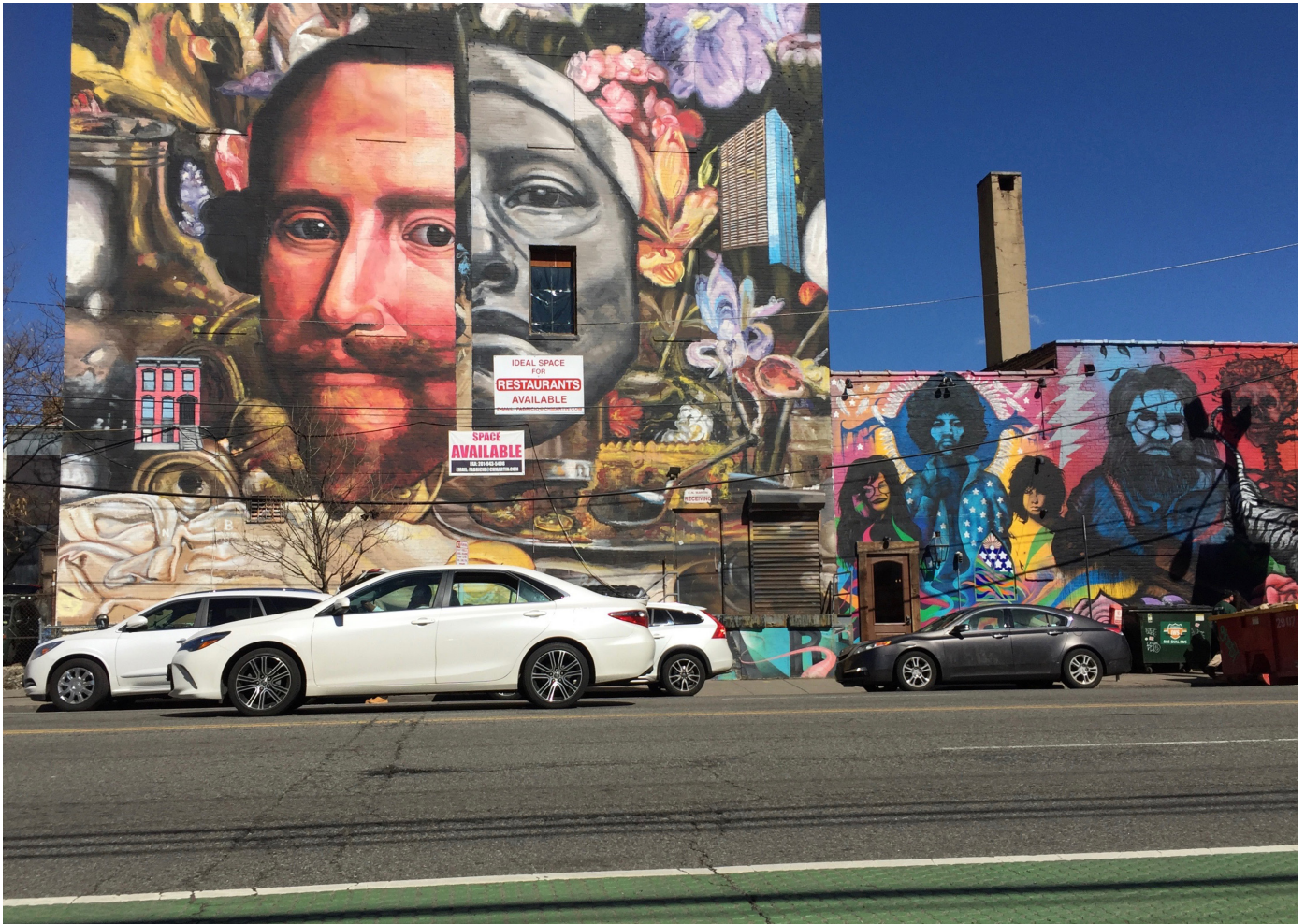
- 37 percent White
- 26 percent Black or African American
- 26 percent Asian
- And, 13 percent some other race

Additionally, 28 percent identify as Hispanic or Latino of any race.

Minority race is a consideration in Environmental Justice analysis and will be included in service of producing equitable outcomes for the *Pedestrian Enhancement Plan*.

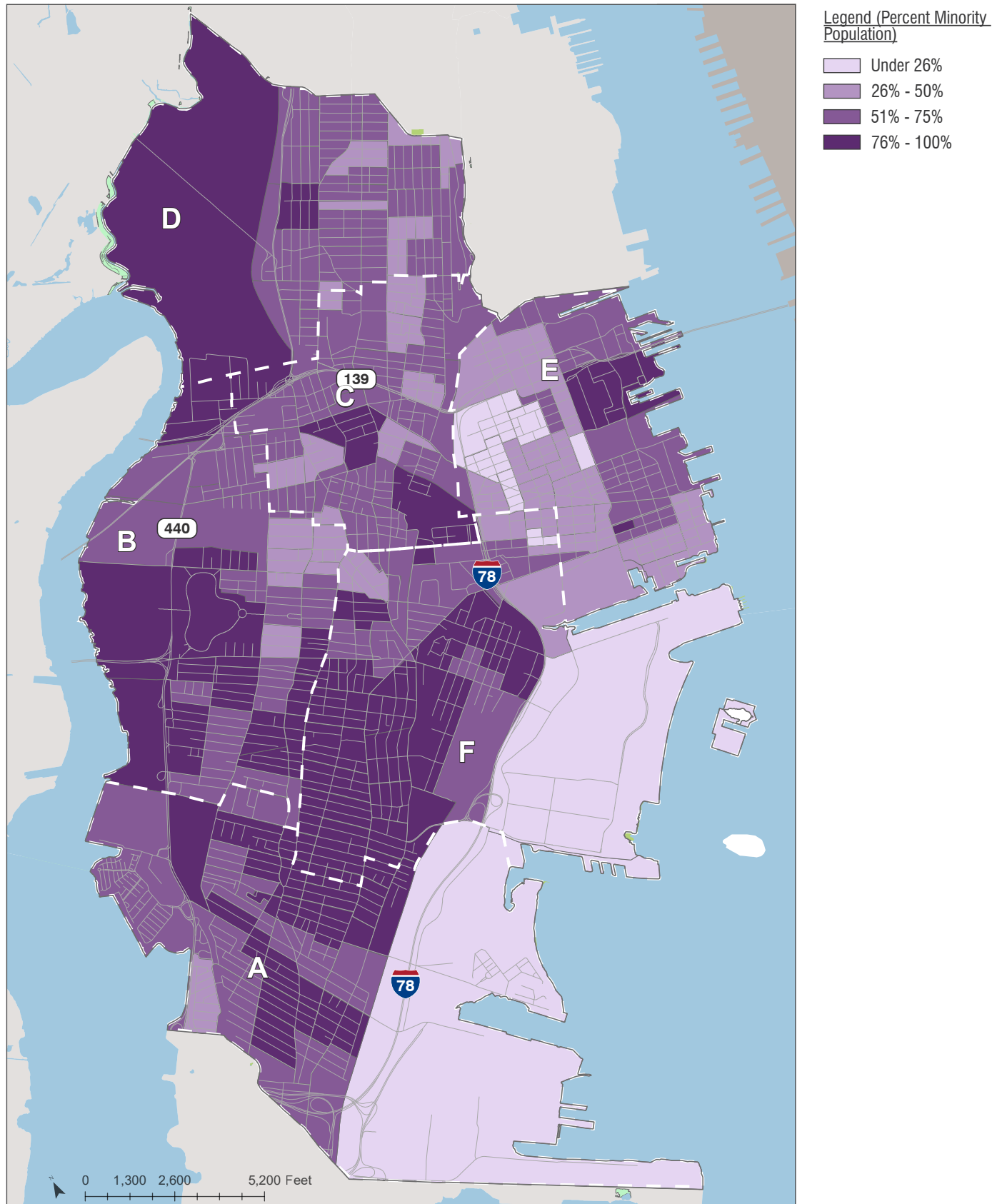


Monticello Avenue Street Festival



Public Art in Jersey City

Minority Population



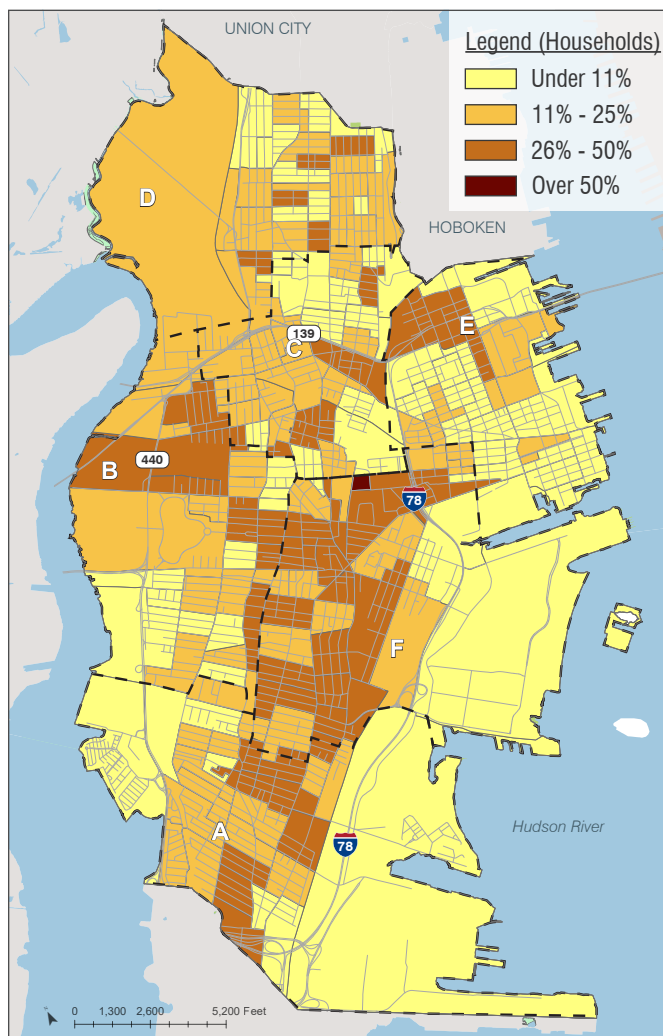
Source: City of Jersey City GIS Data, 2017

Poverty

There are 16,802 households that live below the poverty line in Jersey City according to the 2015 American Community Survey. This constitutes roughly 18 percent of the total population. This is higher than the New Jersey State average of 11 percent.

Low-income households are typically more mobility dependent on walking and transit than higher-income households. Poverty is also a consideration in Environmental Justice analysis and will be included in service of producing equitable outcomes for the *Pedestrian Enhancement Plan*.

Households Below the Poverty Line



Source: City of Jersey City GIS Data, 2017; 2015 American Community Survey

Pedestrian and Bicycle Crash Data

An important consideration in the development of a strong understanding of the existing conditions in Jersey City is an analysis of pedestrian and bicycle crashes. As such, pedestrian and bicycle crash records were obtained for the years of 2014 - 2016 from Plan4Safety, a decision support tool created for the New Jersey Department of Transportation (NJDOT). The crashes were then mapped in a Geographical Information System (GIS) with special consideration given to fatal crashes. There were a total of 396 pedestrian crashes, three of which resulted in at least one fatality, and 136 bicyclist crashes. The visualization of this information, as shown on the following page, provides a clear indication of where concentrations of crashes have occurred along certain corridors or intersections.

While crash data is an important tool for researching problem areas, there are limitations to the data that one should consider. Only crashes that are reported to the police are included in this data. Typically, only crashes involving motor vehicles, and those having fatalities, injuries, or property damage, are reported. Crashes involving only bicyclists or occur between bicyclists and pedestrians are often not reported to the police. Similarly, crashes that do not result in fatalities, injuries or property damage also go unreported.

A better understanding of the causes of crashes, as well as the currently used design standards, and existing education and awareness initiatives, can lead to more effective design countermeasures and programs to improve bicycle and pedestrian safety. Improving safety will reduce injuries and fatalities, and ultimately encourage more people to walk and bicycle as a means of transportation.

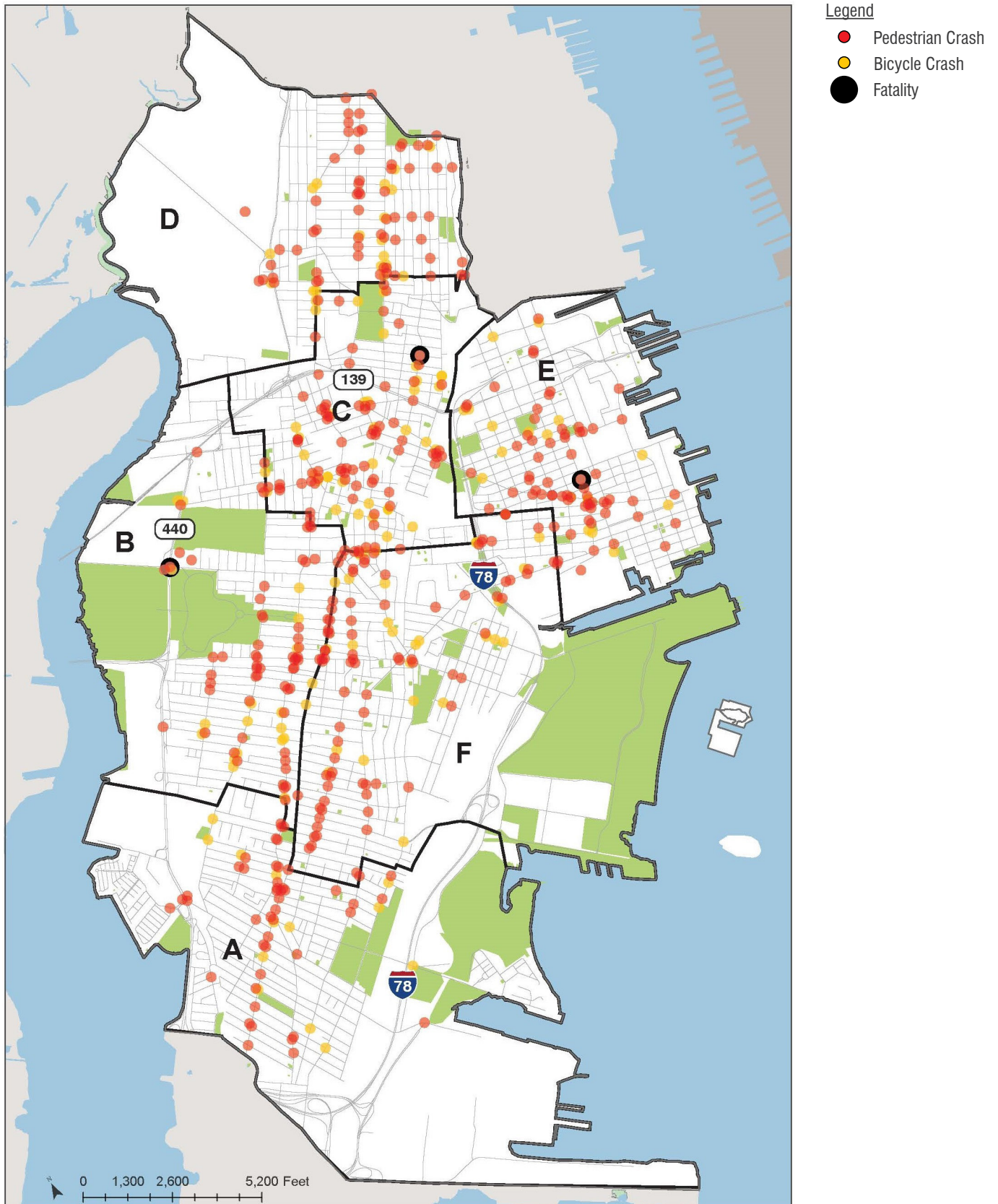


Central Avenue, Jersey City



Bergen Avenue, Jersey City

Pedestrian and Bicycle Crash Locations



Source: City of Jersey City GIS Data, 2017; Plan4Safety, 2014 - 2016

Workshop findings

Over 80 Jersey City community members participated in the six workshops held throughout the City. Each was well-attended and also garnered input from many more passersby who spoke with the Project Team or left feedback at the demonstration projects. Nearly 300 survey responses were received across various platforms that allowed citizens to provide input on issues and opportunities for improving the pedestrian environment. Throughout, several key themes emerged:

Sidewalk conditions and widths are a concern throughout the City and more pedestrian space is generally desired. Workshop participants identified cracks and deteriorated sidewalks, obstructions in sidewalks, and narrow sidewalks as common issues. Participants asked for more pedestrian space and improved maintenance to ease circulation and to provide access for the mobility impaired.



Narrow, obstructed sidewalks are a concern

Unsafe Crossings are a top concern for many pedestrians. Many crossings lacked clear sight lines so that pedestrians could see and be seen. Many **crosswalks** were worn, faded, or missing altogether. **Driver behavior** was commonly cited as a primary reason that crossings feel dangerous; motorists drive too fast and do not respect the pedestrians' right of way while crossing in marked crosswalks. Additionally, some pedestrian signals were found to provide inadequate crossing time, thereby leaving pedestrians stranded in traffic. Additionally, some pedestrian signals feature overly-long wait times which frustrates pedestrians and can result in unsafe crossing.



Walkability Workshop participants at demonstration project on Central Avenue

The **demonstration projects** – in which the Project Team used paint and/or planters to demonstrate ways in which intersections could be reconfigured – were extremely popular and many people, workshop participants and passersby alike, requested that the curb extensions be made permanent immediately. The demonstration projects addressed concerns about unsafe crossings by improving visibility for pedestrians and motorists, and calming traffic through the intersections.

Pedestrian **lighting** was frequently found to be inadequate. In most instances, this exhibited as inadequate pedestrian-scale lighting. In some areas where crime is a real or



Public art in Jersey City

perceived issue, additional security lighting was requested as the pedestrian environment felt unsafe at night.

Public art is treasured in Jersey City. The City's murals are beloved and people would like to see more art wherever possible including more murals on buildings, on sidewalks, and on the pavement.

Bus stops are generally inadequate. Shelters are few and far between, signage is oriented towards vehicles and is difficult for pedestrians to see or understand. Very few bus stops provide any seating or other amenities to provide comfort. Additionally, bus stops are the frequent site of illegal parking which forces bus riders to enter into the street to board the bus.

Finally, street **signage** was frequently cited as a nuisance for pedestrians. In many locations there is too much signage which can be an eyesore and hampers the ability to prioritize information. Sign posts frequently obstruct sidewalks and where signposts have been removed dangerous stumps that pose tripping hazards occasionally remain. Signage is typically scaled and oriented towards motorists. Many participants in the project requested additional pedestrian-scale wayfinding signage.

The project team also set up a comment board where participants could leave feedback on what would encourage them to walk more in their neighborhood. See Appendix H for workshop summary reports.



Comment board

RECOMMENDATIONS



Central Avenue Bus Stop

The Project Team reviewed all of the input obtained through the Walkability Workshops and developed recommendations that factor community input, the existing Circulation Element of Jersey City's Master Plan, best practice guides such as the NACTO Urban Street Design Guide and ITE's Designing Walkable Thoroughfares, as well as input from a Technical Advisory Committee convened to provide study governance. The recommendations contained herein are offered at three levels: (1) policies and programs that the City could pursue to enhance the pedestrian environment;

(2) specific recommendations for each of the six corridors, and (3) illustrated plans at selected locations along the corridors to show the recommendations in practice. These recommendations were developed for the selected priority corridors but have application for similar corridors throughout the City.

Policy Recommendations

1. Parking enforcement

On-street parking is in high demand throughout Jersey City. Along several of the corridors studied in the *Pedestrian Enhancement Plan*, illegal on-street parking was rampant. Private cars block curb ramps and bus stops, and they encroach on crosswalks. This behavior puts pedestrians at risk as it forces people to cross where they are not expected by drivers. Illegal parking also reduces visibility for pedestrians who cannot see approaching traffic, and for drivers who cannot see pedestrians entering the roadway.

Illegal parking is a nuisance for bus riders as they are forced to walk out into the roadway to board buses and must contend with road traffic and a higher first step onto buses and jitneys, which can be challenging for riders with limited mobility. Additionally, illegal parking creates inequitable conditions for those with disabilities as they cannot access curb ramps.

In the course of conducting this study, there was a widespread perception by members of the public that parking regulations are inconsistently enforced in different parts of the City and that along some corridors illegal parking is tolerated. It is recommended that the City consistently enforce its existing parking laws in order to provide a more orderly, safe, and just pedestrian environment.

2. No right turns on red

“No Right Turn on Red” restrictions for vehicles are recommended to reduce pedestrian-vehicle conflicts at signalized intersections. This restriction is appropriate in high-volume pedestrian areas including central business districts and commercial areas. It is recommended that Jersey City consider defaulting to the restriction at intersections with commercial corridors such as Sip Avenue, Christopher Columbus Drive, West Side Avenue, and other high-volume pedestrian routes. Under this policy, unless there is a compelling reason not to limit right turns on red, the movement would be restricted. Implementation would require adoption by the Municipal Council and installation of regulatory signage to communicate the restriction.

Vision Zero municipal vehicles

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, equitable mobility for all. In February 2018, Jersey City Mayor Steven M. Fulop signed an executive order adopting the “Vision Zero” initiative in Jersey City and creating a multi-disciplinary Vision Zero Task Force to lead the planning effort in eliminating traffic fatalities and severe injuries on City roadways by the year 2026. The guiding principle behind Vision Zero maintains that deaths and injuries caused by traffic crashes should be treated as a public health problem which can be eliminated through better planning, engineering and design.



Vision Zero Fire Truck (Source: Lt. Jonathan Baxter, San Francisco Fire Department via Wired)

The Pedestrian Enhancement Plan starts from the principle that streets should be designed for the most vulnerable street users and that pedestrians should be elevated in the design process. Fire engine access is frequently cited as a reason that streets cannot accommodate certain pedestrian improvements as fire vehicles require street design with adequate turning and other dimensions to allow unimpeded access and fast response times.

To ameliorate this issue, cities both domestic and international have invested in smaller vehicles with tighter turning radii that allow for more nimble navigation of dense urban environments. These vehicles have been successfully employed in countries such as France, Sweden, and Denmark for decades and recently have been purchased by the City of San Francisco and branded as “Vision Zero vehicles.” They are ten inches shorter, two inches more narrow than conventional fire trucks and have a U-turn turning radius of 25 feet, down from the conventional 33 feet. They also include design elements such as roll up doors to further reduce the required space to operate and are outfitted with perimeter cameras so the driver has a 360-degree view around the truck. London, England has similarly invested in trash collection vehicles that feature tighter turning radii and wrap-around windows to improve driver visibility.

It is recommended that the City of Jersey City explore the feasibility of these versatile vehicles to match the City’s dense urban environment and narrow streets.



Central Avenue

3. Crosswalk markings and maintenance

The conditions found on most of Jersey City streets support marked crosswalks as the default condition. Many of the City's streets feature high traffic volumes, speeds over 20 miles per hour (the citywide speed limit is 25 mph), and two or more lanes of traffic. Therefore, it is recommended that crosswalks be the default treatment at intersections. As a guiding principle, all legs of signalized intersections should be marked unless pedestrians are prohibited from the adjoining roadway or access cannot be physically accommodated. It is recommended that Jersey City's maintenance schedule for crosswalks include regular inspection to ensure that crosswalks are clearly marked and visible.

4. ADA depressed curbs

It is recommended that the City of Jersey City continue to upgrade all crossings with ADA compliant curb ramps. It is further recommended that regular inspections and maintenance be conducted for existing curb ramps.



Garfield Avenue at Richard Street

Programmatic Recommendations

All of the recommended programs described below were inspired by common themes heard and seen throughout the Walkability Workshops. These programs would have benefit for the pedestrian realm citywide.

1. Trash receptacles

It is recommended that trash receptacles be placed on each corner in high-traffic pedestrian areas and at intervals elsewhere throughout the City and that the installation of recycling containers and self-compacting trash receptacles be considered. It is further recommended that Jersey City develop standard designs for trash receptacles that can be easily emptied via a liner and are appropriate for a variety of settings. The recommended standards would include dimensions for openings to dissuade residents from depositing household trash; the size of the receptacle; whether it features a removable lid or side door, and; standards for context- appropriate materials and colors. It is further recommended that receptacles be made available upon request by Special Improvement Districts (SIDs), civic/business associations, and community members. Jersey City could develop a mechanism for constituents to request trash receptacles where needed, such as through the existing SeeClickFix system (<https://en.seeclickfix.com/jersey-city>).

2. Sidewalk maintenance



Inadequate sidewalk repair in the Heights

A well-maintained, landscaped, and spacious sidewalk can make a significant difference in the walking environment. A sidewalk is, first and foremost, a transportation facility. It is recommended that Jersey City consider the development of a program wherein, instead of each property owner being responsible for the cost of sidewalk replacement, the city pools resident sidewalk projects to procure a larger project at lower cost to individual property owners. This could potentially be funded through a combination of general funds, bonds and state-aid funds in order to provide equitable sidewalk conditions city-wide, including in environmental

justice communities.

Additionally, it is recommended that Jersey City enforces existing regulations that require sidewalk excavation permittees to reconstruct the site of the excavation to the satisfaction of the permitting agency. This would include replace-in-kind materials and conditions to ensure consistent and safe pedestrian facilities.

3. Curbside management program

The onset of new digital technology, public space enhancements, and transportation options is having a big impact on what has long been considered the city's most mundane physical space: the curb.



Adaptive Pavement Treatment Design Guidelines (Source: Seattle Right-of-Way Improvement Manual)

There is increased demand for curb space as app-based services like Uber, Lyft, and Via, package deliveries, bike and car sharing programs and exciting public space enhancements like curb extensions, parklets, and bike corrals all vie for a limited supply of curbside space.

Developing a better shared mobility and curbside use policy that allows for a more frequent and efficient use of this space will increase the city’s walkability by providing access to the amenities and services that pedestrians desire.

The following recommendations are intended to help Jersey City achieve these outcomes.

1. Implement current best-practice design treatments. The City has successfully tested public realm design treatments including painted curb extensions, parklets, and bike corrals, and it is recommended that these treatments be deployed as appropriate.
2. Develop a shared mobility curbside management policy and program that allows for a range of alternative curbside uses including, but not limited to the following:
 - a. Painted curb extensions
 - b. Bike corrals
 - c. Parklets
 - d. Tree planters
 - e. Bike share stations
 - f. Bus stop islands
 - g. Car sharing spaces
 - h. Ride hailing pick-up/drop-off zones
 - i. Disabled parking spaces / paratransit pick-up/drop off spaces
 - j. Delivery zones
3. The curbside management program would provide an easy “opt-in” process and clear guidance for businesses, property owners, and Special Improvement Districts (SIDs) who would like to request appropriate alternative curbside uses. Clear maintenance and stewardship agreements for all public space enhancements, such as parklets, planters, and bike corrals, are recommended for inclusion. Other private uses, such as parking, ride hailing pick-up zones, or car and bike share spaces, may be permitted, but considered revenue generating uses that require agreements in exchange for the private use of this highly valuable public asset.
4. Pilot the shared mobility and curbside public space program within select business districts so that data and feedback can be collected to inform improvements to the policy and process before rolling it out citywide. The program could also be customized for residential neighborhoods, tailored to meet specific street safety and social needs, like lack of access to parks and other types of public space.



Bike Corral, East Village, NYC (Source: New York City Department of Transportation)



Community-driven Street Mural, Tampa, Florida. Neighborhood residents gathered to paint the colorful mural. (Source: South Seminole Heights Civic Association (SSHCA))

4. Community demonstration project program

Building on the success of the demonstration projects implemented during the *Pedestrian Enhancement Plan*, It is recommended that Jersey City consider developing an “early-stage” demonstration policy/program that allows citizens to test out curbside public space improvements over the course of a day, weekend, or even a week. The value of this approach is twofold. First, it would allow interested residents and business owners, as well as city agencies, to engage each other in a conversation over low-cost and removable changes to city streets before undertaking a more formal and lengthy pilot program. Second, it could be used to support temporary programmatic changes to streets, such as farmers markets, street festivals, and other events that draw crowds of people in need of increased safety and public space.

A web-based form could be used to submit requests for such demonstrations and would allow community members to select from a menu of options or proposed their own unique idea to test. Requirements could include certain thresholds for community volunteers and applications could be screened and selected by a committee comprised of representatives of the City Planning Division, Traffic and Transportation Division and resident volunteers based on the merits of the application.

5. Temporary street closures

Streets make up the largest amount of public space within any community. It is recommended that on certain occasions, streets within the central areas of a neighborhood be designed to be flexible enough to allow for street festivals that can cultivate neighborhood pride, attract non-local visitors, and provide a significant boost to the local economy.



Newark Avenue Pedestrian Mall

A temporary street closure program offers the ability to restrict a street to pedestrians, and in some cases bicyclists and skaters at specific times. In this context, temporary street closures may include:

- Open Streets – Major boulevards that traverse a city are closed for a set duration to allow non-motorized transportation by pedestrians, bicyclists, and other recreational users. These events typically include additional programming along the sides of the roads.

- Play Streets – Low-volume, local streets are closed for short duration to allow play and recreation including games and art.
- Pedestrian Streets – Main streets are closed for a set duration and are based around cultural and community programming rather than commercial street fairs.
- Market Streets – Short segments of streets adjacent to parks, or other facilities are closed to accommodate food vendors or farmers markets and pedestrian circulation.

Jersey City could activate its temporary street closure program by allowing SIDs, civic groups, or other organizations to apply for these types of events.

6. Neighborhood / community policing center

Street crime, or the threat of crime, is a significant impediment to pedestrian activity and the overall pedestrian environment. Through the course of this study, there were calls to reign in street crime and ensure a sense of personal safety on all of Jersey City's streets.

In commercial areas that also feature high vacancy rates, Jersey City could pilot neighborhood or community policing centers. These centers could operate in a storefront and serve as an informal policing or community safety center. They could be staffed by a small group of community police officers, or community service officers, a civilian position to serve as a liaison between the community and the police department.

Community policing centers could provide a reinforced police presence in high crime areas, would offer community members a convenient and less intimidating setting to report crimes and discuss neighborhood issues. These types of community police centers have been employed in cities including San Jose, California. The U.S. Department of Justice offers grants through its Community Oriented Policing Services to support activities such as this.

7. Neighborhood slow zones

Throughout Jersey City, there are primarily residential neighborhoods that seem to be burdened with significant cut-through driving activity and increased pedestrian safety issues. It is recommended that the City consider the development of a neighborhood slow zone program which would allow neighborhoods to opt-in and request slow zone treatments. Neighborhood slow zones would feature additional signage that reduce the citywide speed limit of 25 miles per hour to 15 or 20 miles per hour. This signage could be accompanied by street markings, speed tables, or other design interventions such as neckdowns or chicanes to help reduce speeds and advance the Vision Zero principles. Review of applications for Slow Zone designation could include review of analysis of traffic crashes, letters of support from key community stakeholders such as City Council members, police precincts, SIDs and community groups; the presence of schools or senior centers; and, feasibility of implementation.



Curb extensions (aka Neckdowns) can be used to calm traffic in neighborhood slow zones. (Source: www.pedbikeimages.org/Dan Burden)

8. Street tree guidelines

It is recommended that the City of Jersey City enforce and adhere to its Forestry Standards. The standards include requirements for siting trees and specifications on clearance distances from street furniture and any sidewalk obstructions in order to maintain a clear path. The standards identify tree species appropriate for a range of site conditions, design, and diversity goals. The standards could provide a mechanism for requesting trees in new locations or to fill unplanted existing tree pits via the City's SeeClickFix system. While Jersey City features some street trees that currently serve as sidewalk obstructions, it is not recommended that these trees be removed but rather lost through attrition and adherence to the new standards.

Further Studies

Each of the recommended further studies described below were inspired by common themes heard and seen throughout the Walkability Workshops. The foci of these studies are relevant to the pedestrian environment but were not feasible to adequately address given the scope, budget, and timeline of this project.



Informational signage was deployed as part of the Walkability Workshop demonstration projects

1. Signage audit/simplification study

Signage was a frequently cited detriment to the pedestrian environment throughout the course of this study. It is recommended that Jersey City undertake a comprehensive signage audit and/or signage simplification study to contend with the existing environment which includes significant signage clutter, unclear or confusing regulatory signage, and a deficit of pedestrian-scale wayfinding and identification signage.

2. Citywide parking management study

Through the course of this study, car parking was an oft-mentioned topic. In addition to general complaints or assertions of on-street parking shortages, the study encountered numerous surface lots and other parking facilities that impeded the pedestrian environment either through operational conflicts or by overall degrading the pedestrian environment. It is recommended that the City undertake a citywide parking management study to fully understand capacity, needs and the most efficient use of parking resources as well as innovative strategies for the future.

3. Strategic bicycle master plan

A bicycle master plan is needed to upgrade the existing connected network of bicycle lanes and plan for the provision of adequate bicycle supporting facilities and amenities. This plan would further improve the human-scale environment and have co-benefits for the pedestrian environment.

4. Pedestrian signal timing study

Through several of the Walkability Workshops conducted during this study, individual intersections were identified as having too little time to cross during signalized phases, intersections where waits for permission to cross were too long, and intersections where the potential for pedestrian-only phases or leading pedestrian intervals (LPIs) were suggested. It is recommended that Jersey City undertake a review of signal timing with respect to the timing and duration of pedestrian phases at key locations throughout the City. Facility recommendations in the next section suggest pedestrian signal strategies but further study of specific signal timings would be needed before implementation.

Facility Recommendations



Signalization

It is recommended that pedestrian countdown timers and audible signals be installed at all signalized intersections. It is further recommended that the City’s maintenance schedule include inspection of these signals upon reports of malfunctions and/or that the signal time does not provide sufficient time for all users, regardless of age or ability, to cross the street.

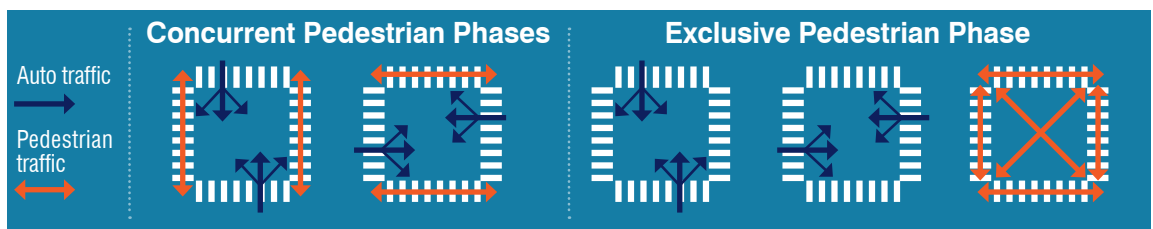
The implementation of **leading pedestrian intervals** has been found to reduce pedestrian - vehicle conflict crashes at intersections by 60%.

(Source: Federal Highway Administration (FHWA) - Proven Safety Countermeasures, 2018)

Additional signal timing treatments can be used at signalized intersections to further increase pedestrian safety. For example, a leading pedestrian interval (LPI) gives pedestrians a 3-7 second head start when entering an intersection with a parallel direction of travel to enhance the visibility of pedestrians and reinforce their right-of-way. LPIs are recommended in locations with heavy vehicle turning volumes and

heavy pedestrian crossing volumes and especially where historical conflicts are known.

An exclusive pedestrian phase is devoted only to pedestrians during a traffic signal cycle. No vehicular traffic moves during this phase and pedestrians may cross in any direction with enough time to cross diagonally. Exclusive pedestrian phases can greatly increase pedestrian safety if used in the appropriate context. It is recommended that this signal phase be considered for intersections with atypical geometry, high pedestrian volumes, and a record of high pedestrian-motorist conflicts. However, this phase also results in increased waiting time for all roadway users and the impacts on intersections with high traffic volumes must be taken into consideration before moving forward with implementation.



Mid-block locations or uncontrolled intersections where many pedestrians have a desire to cross the road even though traffic volumes and/or speeds cause it to be potentially unsafe. It is recommended that these locations include pedestrian activated Rectangular Rapid Flash Beacon (RRFB), which are user-actuated amber LEDs that supplement warning signs at unsignalized intersections or mid-block crosswalks with an irregular flash pattern that is similar to emergency flashers on police vehicles.

“RRFBs can enhance safety by reducing crashes between vehicles and pedestrians at unsignalized intersections and mid-block pedestrian crossings by increasing driver awareness of potential pedestrian conflicts.”

(Source: FHWA - Rectangular Rapid Flash Beacons)



Crossings

Crosswalks are one of the most commonly used tools to increase pedestrian safety as they formally designate a pathway for pedestrians to cross the street and increase pedestrian visibility. While many crosswalks already exist along the six corridors included in this study, there were some key missing connections. Locations for recommended new crosswalks were identified through public input as well as whenever there was a connection to a bus stop or community facility, such as a park.

While continental, white zebra or ladder striped crosswalks are sufficient for many crossings along these corridors, a number of locations were identified for additional crosswalk improvements. High visibility crosswalks have been recommended at locations that provided a connection between key destinations, attract a high volume of pedestrians, and have a history of pedestrian and motorist conflicts. Brightly colored decorative treatments could be used to increase pedestrian visibility and provide a visual cue to motorists as they approach. Though not a recognized traffic control device, decorative crosswalks are an urban design element that communicates the expectation for the presence of pedestrians. Decorative crosswalks also provide the opportunity to uniquely design such crosswalks in a way that reflects the surrounding area's character and imbues a sense of place. In-pavement crosswalk lighting can increase visibility for crosswalks, though these treatments can be difficult and expensive to maintain.

Raised crosswalks have been recommended at locations where traffic speed has been identified as an impediment to pedestrian safety to add a traffic calming element to the crosswalk. Raised crosswalks generally assist in decreasing motor vehicle speeds and have been shown to improve yield behavior. They are not recommended on sharp curves or on steep grades. Additional consideration of emergency vehicle route is recommended. Criteria for evaluating whether a raised crosswalk is appropriate could include the number of historic crashes, the severity of those crashes, motor vehicle speeds, and traffic volumes.

“Crosswalk design should reflect the street context. **High visibility striping** should be used to enhance pedestrian crossings and is preferable on crossings with significant pedestrian activity, crossings that provide access to major destinations (e.g., walking routes to schools and transit stops), and at mid-block locations.”

(Source: 2017 State of New Jersey Complete Streets Design Guide)



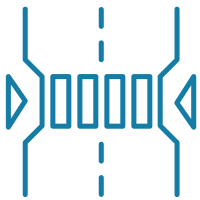
Intersections

It is recommended that intersection design treatments be used sparingly. Special intersection design features have been recommended to increase pedestrian visibility, calm traffic, reinforce corridor identity, and prevent encroachment of the intersection by vehicles.

Raised intersections have been recommended for minor intersections where speeding and other dangerous motorist behavior have been identified as issues. Consideration must also be given to the traffic volumes along these intersecting corridors as the treatment is not appropriate for high volume intersections.

Special paving features or intersection murals can signify a transition into a neighborhood or area. The application of such features also provides the opportunity to collaborate with the community to choose paving features that feel authentic to the neighborhood’s identity and spirit. These treatments have been recommended in locations with a strong community identity and/or at intersections that serve as a transition between typologies to signal to motorists that they have passed through a gateway.

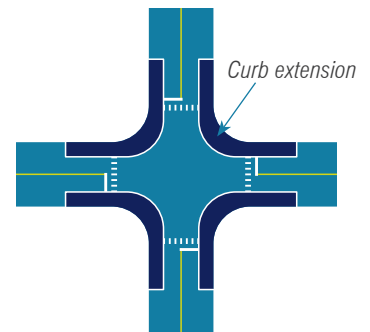
A gridded box that delineates the intersection can be used to keep vehicles from blocking pedestrian crossings. These treatments have been recommended in locations with high traffic volumes and noted intersection encroachment behavior.



Curb Extensions

A curb extension extends a portion of the sidewalk into the street at an intersection, which calms traffic, slows turning movements, shortens the crossing distance for pedestrians, improves visibility, and improves safety for all roadway users. It is recommended that curb extensions be considered at all intersections or mid-block locations with on-street parking. Curb extensions have not been recommended at intersections with any streets that have been designated as truck routes, with the exception of portions of the Garfield Avenue corridor where the majority of truck traffic is expected to travel straight along the corridor. Consideration has been given to all bus routes to ensure that the curb radius will not inhibit the vehicle’s turning movement.

It is recommended that curb extensions along these corridors be designed to take up the space within 25 feet of the crosswalk to prevent illegal parking. A combination of paint and flexible delineators can be used to quickly implement this recommendation until sufficient funds are available to move the curb. Where the installation of a curb extension impacts drainage, the curb extension can remain painted and be used primarily for on-street bicycle parking or a similar function. Alternatively, curb extensions can be designed with a one to two-foot gap between the existing curb and the extension. This space would allow for a narrow drainage channel and mitigate the need to move the curb.



Paint and other special paving features along the curb extensions of a neighborhood’s street also allow for an opportunity to introduce a new sense of vibrancy that reinforces the community’s identity and further pilots the treatment before final design. Planters or bike corrals can be placed in the space that is created by curb extensions if they are painted and additional amenities such as benches can be added once the extension has been constructed, further enhancing the streetscape. If the extension is painted, flexible delineators are recommended to separate the space from traffic. Prior to winter storm forecasts, the delineators can be removed so that the extension can be used as space for snow banks by plows, with the exception of the crosswalk area which remain clear of obstruction at all times.



Bicycle Facilities

Bicycle facilities and activity can enhance the pedestrian environment by assisting with traffic calming, providing a buffer between pedestrians and vehicles, and providing linkages between modes. Insofar as the City of Jersey City is undertaking a bicycle master plan, this plan does not make significant bicycle route or facility recommendations. Locations for additional bicycle parking have been identified in areas where existing bicycle routes intersect the study corridors and demand for such facilities exists. The recommendations contained in this report, and specifically curb extension recommendations create additional space for bicycle parking and other amenities.



Transit Facilities

Transit facility recommendations include bus bulbs and bus stop improvements. Bus bulbs will enhance user comfort and benefit the corridors' pedestrian environments overall. In general, bus bulbs are recommended where transit users have limited space to wait before boarding. At these locations, transit users are either forced to wait in close proximity to vehicle traffic or block the pedestrian right of way. Some stops in the study corridors see a high number of private vehicles parking at the bus stop and blocking the boarding area. This practice forces transit users to walk between vehicles to board or alight in the roadway in addition to impacting operations. Forcing bus riders to board in the roadway compromises safety and creates accessibility concerns. A potential interim measure for piloting bus bulbs involves the use of rubber or plastic boarding and alighting mats. These mats are relatively portable and can be reused in multiple locations. They consist of a rubber or plastic base and platform at the existing curb height, and are installed with a grate or a second rubber pad to bridge the gap between the mat and the existing curb. These interim measures leave the existing drainage intact.



Bus bulb (Source: NACTO/Ben Baldwin)



Bus stop improvements may include shelter, seating, or trash cans. For each recommendation, further study is recommend to determine context-appropriate solutions and prioritize areas with high ridership.

Streetscape Enhancements

An enhanced streetscape creates a more attractive and safer environment for pedestrians. Elements such as street furniture and public art send a visual cue to motorists that pedestrians are likely to be present while creating spaces along the street that can become destinations for the community to gather. Recommended priority locations to enhance the streetscape were identified through an analysis that combined public input as well as the location of existing amenities, such as transit stops, parks, and plazas. Pending the implementation of painted curb extensions and high visibility crosswalks, the opportunities for public art through street paving designs and murals are plentiful along each of the six corridors.



Examples of pedestrian-scale lighting & street lamps

Pedestrian-scale lighting is essential to the creation of a safe and comfortable environment for pedestrians, no matter the time of day. In addition to the safety benefits, lighting aids pedestrians in geographic orientation, increases pedestrian visibility, and can highlight a key public space. Pedestrian-scale lighting along the sidewalk is recommended on both sides of the street along all commercial corridors and along one side of the street along those corridors with land uses that are primarily residential. It is recommended that this lighting be maintained on a regular schedule and the design be decorative, consistent throughout each corridor and reflect the community's identity.

At certain locations, such as park entrances or pedestrian plazas, specialized ornamental lighting has been recommended to help illuminate these unique spaces as community gathering spots.

Street trees provide pedestrians with shade, enhance the aesthetics and improve the environmental condition along the street. They are also often used as a traffic calming mechanism as they provide a visual cue to motorists to slow down.

Pedestrian seating can include a variety of options, ranging from resting spots along an edge or a wall to more formal benches. Seating can be placed in contextually appropriate locations with existing capacity or added to areas newly claimed by recommended curb extensions.

Further Analysis

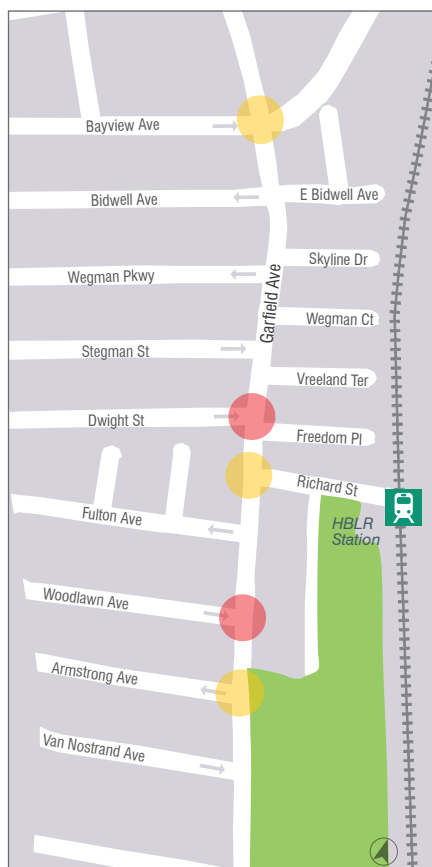
The following recommendations include best practices and concepts tested through demonstration projects implemented in Jersey City. The development of this plan utilized a Tactical Urbanism approach which emphasizes short-term actions as a path to long-term change. While many of the recommendations contained herein can be piloted using temporary and inexpensive materials, further engineering analysis is needed prior to implementation. These recommendations are intended for planning-level decision making and are not intended as final designs.

GARFIELD AVENUE

Garfield Avenue is a residential corridor and an important north-south connection, linking Greenville to other Jersey City neighborhoods, Bayonne, and I-78.

Key Facts

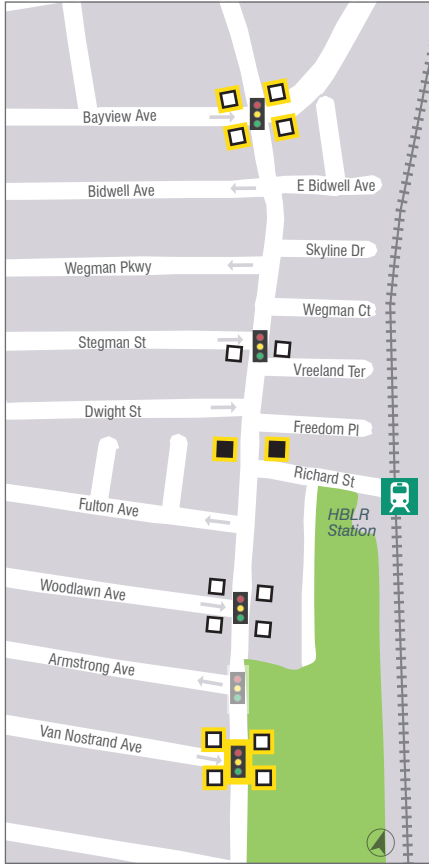
Intersections	Between Bayview and Van Nostrand Avenues
Length	.45 miles
Pavement width	~32 feet
Number of lanes	2 lanes (+ street parking on one side)
# of crashes (2014 - 2016)	2 reported pedestrian crashes (0 injuries), 3 reported bicyclist crashes (1 injury)
Surrounding transit options	Richard Street HBLR Station provides access to Hudson River Waterfront; NJ TRANSIT 6 and 81 buses run on Ocean Avenue



Garfield Avenue at Van Nostrand Avenue

Legend

- Pedestrian crash
- Bicycle crash



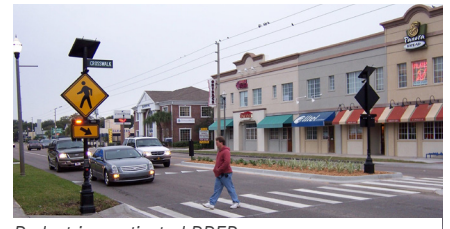
Recommended Signalization

It is recommended that pedestrian countdown timers and audible signals be installed at all signalized intersections and that the City’s maintenance schedule include regular inspection of these signals to ensure their functionality and that sufficient time is provided for all users, regardless of age or ability, to cross the street. There are four existing signalized intersections. Further exploration of signal relocation from Armstrong Avenue to Van Nostrand is recommended to better distribute traffic controls and assist with speed reduction.

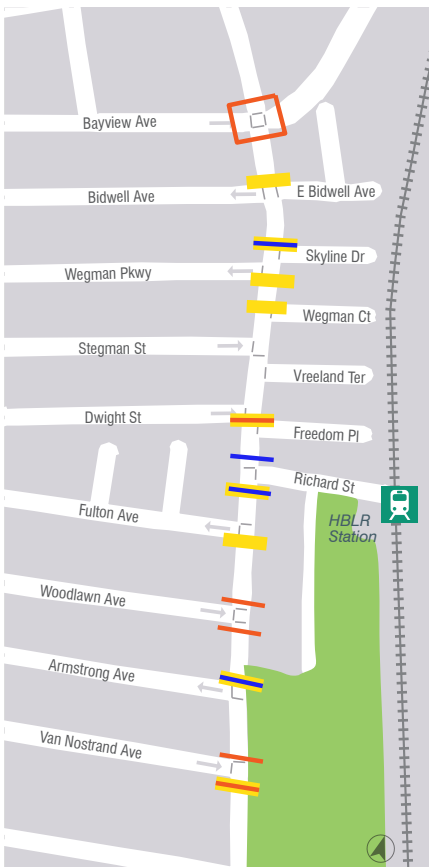
There is an existing unsignalized crossing at Richard Street. This is a key pedestrian intersection as it provides access to the Richard Street Light Rail Station. A pedestrian-activated Rectangular Rapid Flash Beacon (RRFB) is recommended in coordination with other streetscape elements to create greater visibility, reduce crossing distances, and slow vehicles.

Legend

- Existing pedestrian signal (signalized crossing)
- New pedestrian signal (signalized crossing)
- New RRFB (mid-block crossing)
- Remove traffic signal
- Relocated traffic signal



Pedestrian-activated RRFB



Recommended Crosswalk Improvements

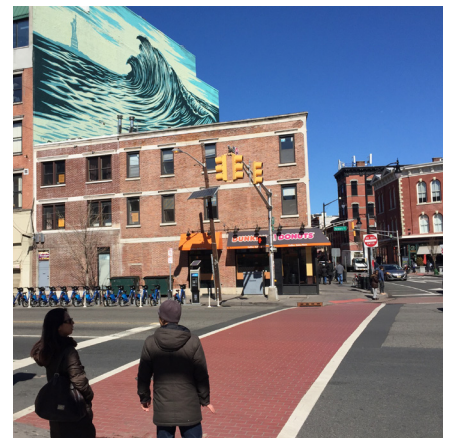
It is recommended that the City’s maintenance schedule for crosswalks include regular inspection to ensure that crosswalks are clearly marked and visible. New crosswalks are recommended to provide safe crossing in numerous locations on the corridor. High visibility crosswalks are recommended in locations with high volumes of pedestrians or in proximity to pedestrian attractors. Raised crosswalks are recommended at key pedestrian crossing including Richard Street to increase visibility and reduce traffic speeds.



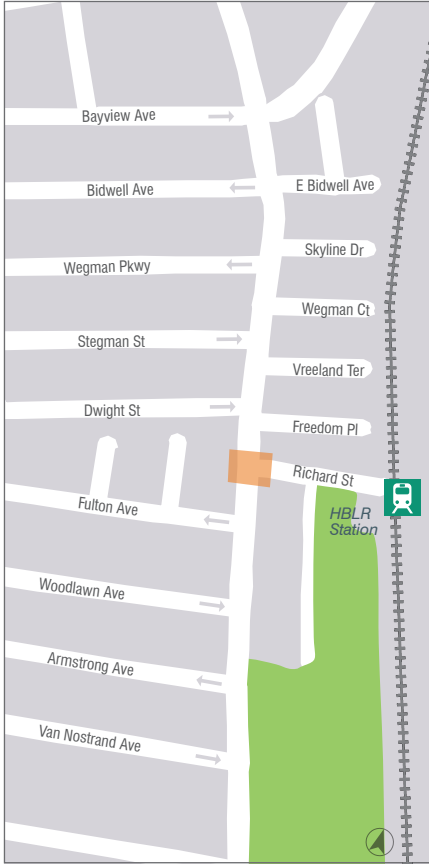
Raised crosswalk

Legend

- Existing crosswalk
- New crosswalk
- Decorative crosswalk
- Raised crosswalk



High visibility crosswalk (near Grove St Station)



Recommended Intersection Treatments

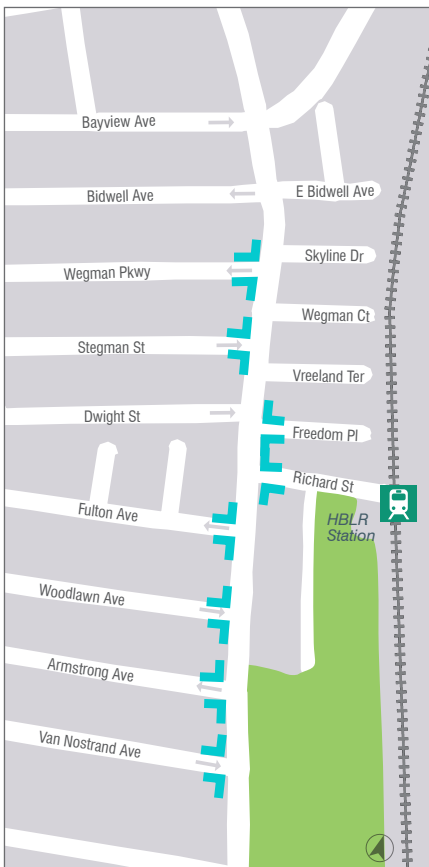
Decorative pavement markings are recommended at the intersection between Garfield Avenue and Richard Street. This intersection is already marked with box markings to indicate to motorists to slow down and watch for pedestrians as they approach this unsignaled intersection. Additional pavement treatment would enhance this visual cue to motorists, increase visibility for pedestrians, and provide an opportunity to imbue the intersection with the neighborhood’s sense of place.



Decorative pavement markings on a neighborhood intersection

Legend

Orange square: Decorative pavement markings



Recommended Curb Extensions

Curb extensions are recommended to shorten crossing distances and slow turning vehicles where possible. The frequency of curb cuts/driveways and Garfield’s status as a truck route, limit the ability to extend curbs.



Painted curb extension and flexible delineators can be installed during the pilot project phase



Curb extensions provide an opportunity to create green spaces

Legend

Teal square: Curb extensions



Recommended Bicycle Facilities

Pending broader review of the bicycle network in a Bicycle Master Plan, no recommendations are made for altering the southbound bike lane on Garfield Avenue. Additional bicycle parking is recommended near the Richard Street Light Rail Station.



Bike parking provided in space created by a curb extension

Legend

- Existing Bike Lane
- - - Existing Bikeway
- citi bike Existing CitiBike Location
- 🚲 Recommended Additional Bicycle Parking



Recommended Streetscape Treatments

Space is very limited along this corridor as existing sidewalks, and travel lanes are narrow. Many curb cuts further restrict the amount of space available for pedestrian improvements. Newly claimed space provided by curb extensions could be used for amenities. Continuous pedestrian-scale lighting is recommended along the length of the corridor where possible without impeding the pedestrian path. It is recommended that such lighting be placed along both sides of the street along areas with high pedestrian activity, such as near the park, and along one side of the street in areas that are primarily residential. The local community requested more amenities including artwork and seating; the frontage of Bayview Park is one location that could host these improvements. This segment of Garfield Avenue is designated as a short-term alignment of the Morris Canal Greenway. All streetscape treatments are recommended to be consistent with the design guidelines set forth in the Jersey City Morris Canal Greenway Plan, 2013.

Legend

- █ Enhance streetscape / plaza
- █ Pedestrian-scale lighting



Edges to sit on can be provided with street tree pits



Pedestrian-scale lighting can be attached to same pole that provides light for traffic to save space



Public space outside the park can include interactive elements such as chess sets for the community

GARFIELD AVENUE CONCEPTS

Van Nostrand Avenue Intersection

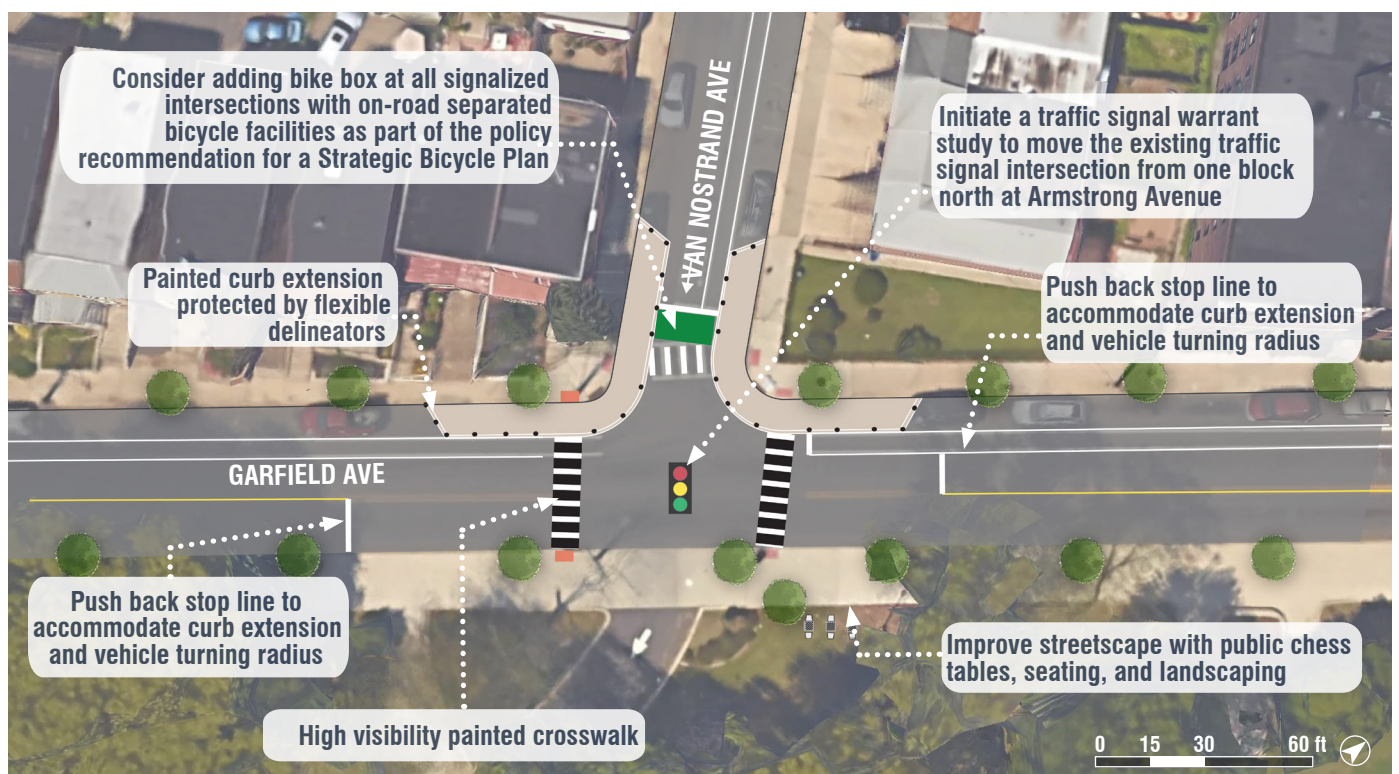
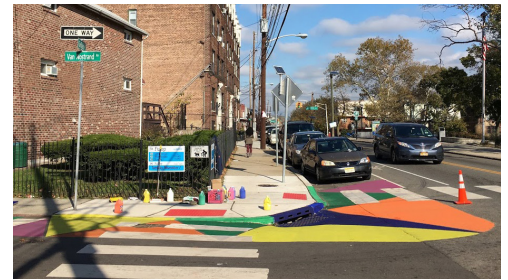


RECOMMENDATIONS INCLUDE:

- Painted curb extensions as an interim design strategy. Concrete curb extensions are recommended in the long-term, which may require storm drain relocation.
- High visibility crosswalks
- Potential traffic signal relocation
- Improved streetscape

The treatments depicted in the concept plan below are intended to shorten crossing distances and improve pedestrian visibility. During the Walkability Workshop on this corridor, there was an observed opportunity to relocate the traffic signal from Armstrong Avenue, one block north. This shift would potential space out the traffic controls to assist with speeding along this corridor. Additionally, it is recommended that the sidewalk frontage of Bayside park could be activated with new seating, pedestrian-scale lighting, and landscaping.

A demonstration of this project occurred on Wednesday, November 8, 2017.



Richard Street Intersection



RECOMMENDATIONS INCLUDE:

- Painted curb extensions as an interim design strategy. Concrete curb extensions are recommended in the long-term, which may require storm drain relocation.
- High visibility crosswalks
- Chicane to calm traffic
- Raised crosswalks
- Painted intersection pattern
- Pedestrian Actuated Rectangular Rapid-Flashing Beacon (RRFB)

The Richard Street intersection is a key pedestrian focal point as it provides access to the Richard Street Light Rail Station and cited by the public as an intersection in need of safety and comfort improvements. The concept depicted below includes a chicane, or shifting of traffic lanes, to calm traffic. This concept could be applied throughout the corridor with the lane shifts coordinated with the allowed on-street parking shifting from one side of the road to the other. At Richard Street, this shift would be accompanied by curb extensions to shorten

crossing distances, low-profile raised crosswalks suitable for a truck route, and a pedestrian actuated RRFB to improve pedestrian visibility at the crossing.

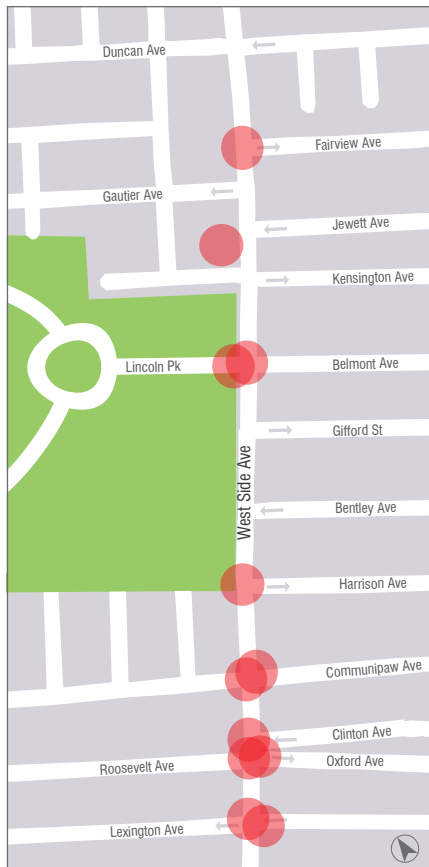


WEST SIDE AVENUE

West Side Avenue is a vibrant, mixed-use corridor that runs along the eastern edge of Lincoln Park. It is a key north-south connector between Journal Square and surrounding neighborhoods.

Key Facts

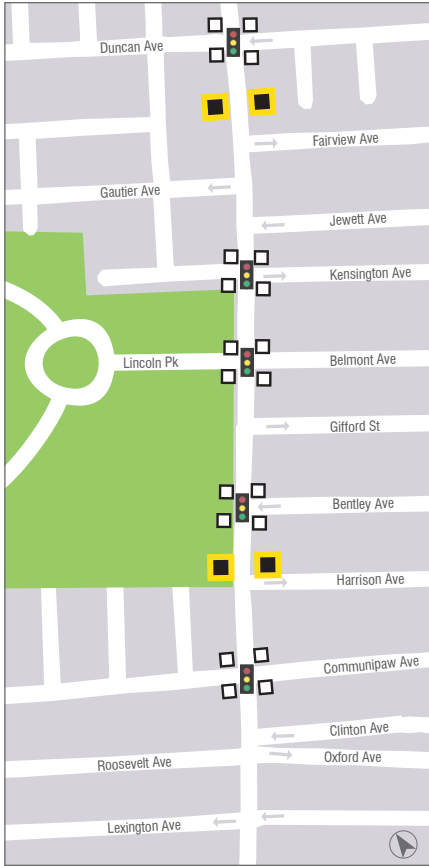
Intersections	Between Duncan and Lexington Avenues
Length	.55 miles
Pavement width	~34 feet
Number of lanes	2 lanes (+ intermittent street parking on both sides)
# of crashes (2014 - 2016)	12 reported pedestrian crashes (9 injuries)
Surrounding transit options	1 and 80 buses run along corridor and provide access to Newark, Journal Square, and Hudson River Waterfront



West Side Avenue at Gautier Avenue

Legend

- Pedestrian crash
- Bicycle crash



Recommended Signalization

It is recommended that pedestrian countdown timers and audible signals be installed at all signalized intersections and that the City’s maintenance schedule include regular inspection of these signals to ensure their functionality and that sufficient time is provided for all users, regardless of age or ability, to cross the street.

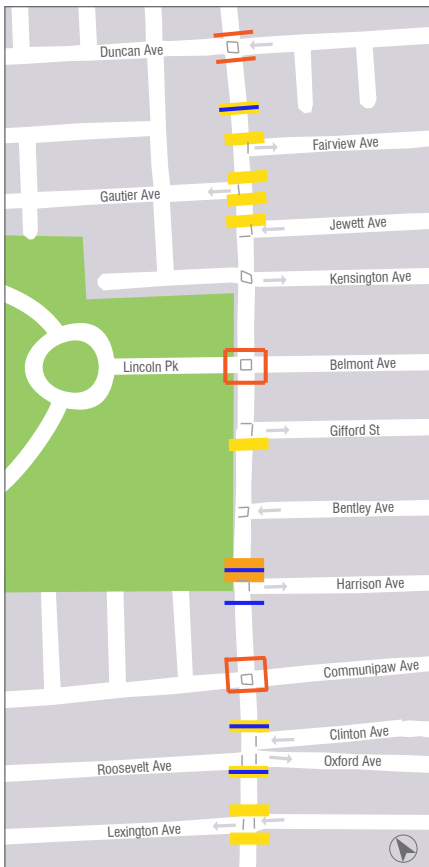
A new unsignalized crossing is recommended between Fairview Avenue and Duncan Avenue to allow pedestrians to travel safely from the parking lot to the grocery store. This crossing should have a pedestrian-activated Rectangular Rapid Flash Beacon (RRFB). There is also an existing unsignalized crossing at Harrison Avenue that features a constant flashing pedestrian crossing sign. This is a key pedestrian intersection as it provides access to Lincoln Park and is known to have safety issues. A pedestrian-activated RRFB is recommended in coordination with other streetscape elements to create greater visibility, reduce crossing distances, and slow vehicles.



Pedestrian activated RRFBs are recommended for mid-block crossings and unsignalized intersections with high pedestrian traffic

Legend

- Existing pedestrian signal (signalized crossing)
- New RRFB (mid-block crossing)



Recommended Crosswalk Improvements

It is recommended that the City’s maintenance schedule for crosswalks include regular inspection to ensure that crosswalks are clearly marked and visible. New crosswalks are recommended to provide safe crossing in numerous locations on the corridor. High visibility crosswalks are recommended in locations with high volumes of pedestrians or in proximity to pedestrian attractors. Raised crosswalks are recommended at pedestrian crossings with known safety concerns, including Fairview Avenue, Harrison Avenue, Clinton Avenue, and Oxford Avenue, to increase visibility and reduce traffic speeds. In-pavement crosswalk lighting further increase pedestrian visibility and alert drivers that a pedestrian is crossing.



Decorative paving crosswalk



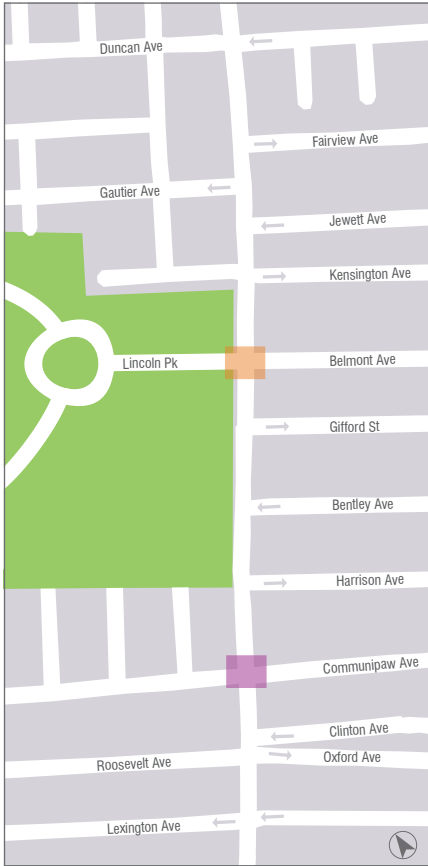
Raised crosswalk



In-pavement crosswalk lighting

Legend

- Existing crosswalk
- New crosswalk
- Decorative crosswalk
- Raised crosswalk
- In-pavement crosswalk lighting



Recommended Intersection Treatments

Special paving or intersection painting is recommended at two locations. A community mural could compliment additional streetscape changes to create a gateway for Lincoln Park at Belmont Avenue. Box pavement markings would prevent cars from inching into the crosswalk at Communipaw Avenue.



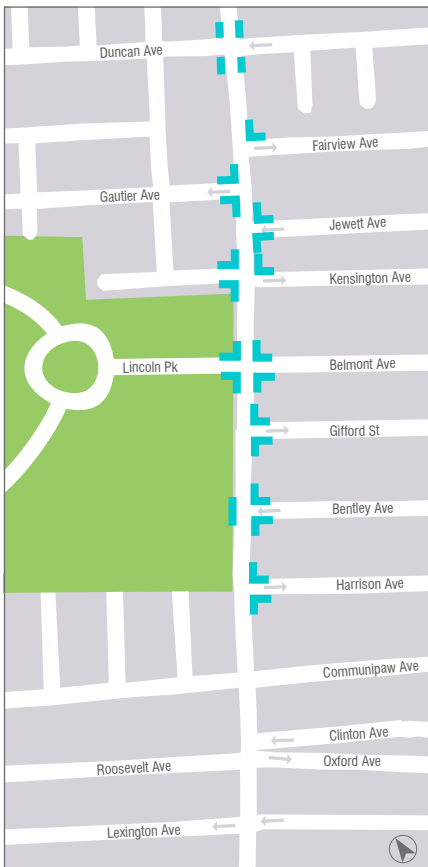
Decorative pavement markings at a neighborhood intersection



Box pavement markings

Legend

- Decorative pavement markings
- Box pavement markings



Recommended Curb Extensions

Curb extensions are recommended at all locations where design considerations such as a turning lane or driveway permit them. They shorten crossing distances and slow turning vehicles where possible. There are additional opportunities to extend curbs at the top of T-intersections where no parking zones already exist.

Painted curb extensions are recommended as an interim design strategy. Concrete curb extensions are recommended in the long-term, which may require storm drain relocation.

Legend

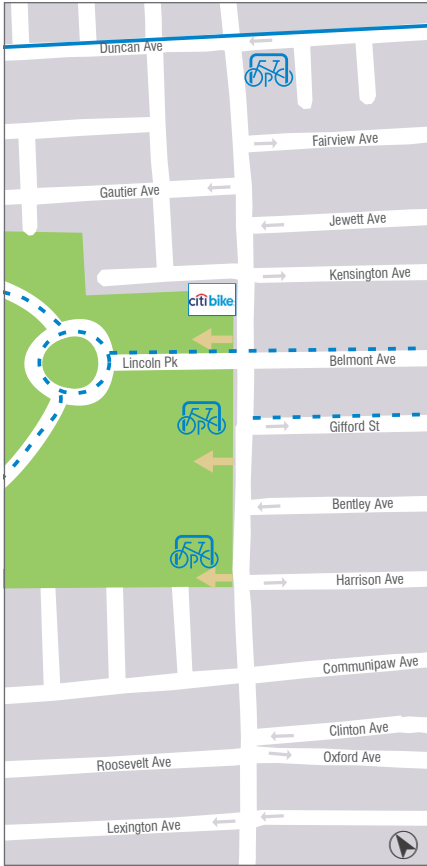
- Curb extensions



Painted curb extension and flexible delineators can be installed during the pilot project phase



Curb extensions provide an opportunity to add pedestrian amenities such as benches and landscaping



Recommended Bicycle Facilities

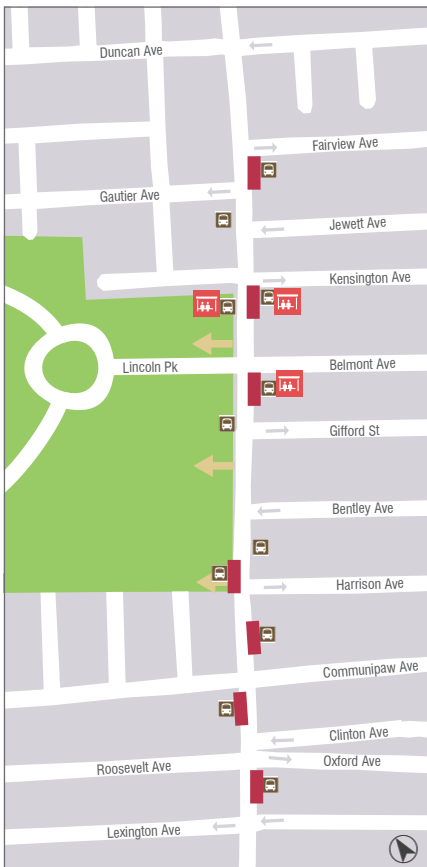
Pending broader review of the bicycle network in a Bicycle Master Plan, no recommendations are made for altering bicycle routes. Additional bicycle parking is recommended along the Lincoln Park frontage on West Side Avenue and between Duncan Avenue and Fairview Avenue to provide access to the commercial corridor.



Bicycle parking

Legend

- Existing Bike Lane
- - - Existing Bikeway
- Existing CitiBike Location
- Recommended Additional Bicycle Parking



Recommended Transit Connections

Locations for recommended bus bulbs were identified based on public input as well as consideration for design constraints, such as driveway locations. They prevent cars from parking in dedicated space for buses, improve visibility, and better organize traffic by preventing unsafe passing of buses at stops. Bus stop improvements are welcome throughout the corridor but particularly around the park, which is one of the neighborhood's key destinations.



Covered bus shelter with seating and other pedestrian amenities

Legend

- Existing bus stop
- Bus stop amenities
- Bus bulb

Recommended Enhanced Pedestrian Spaces

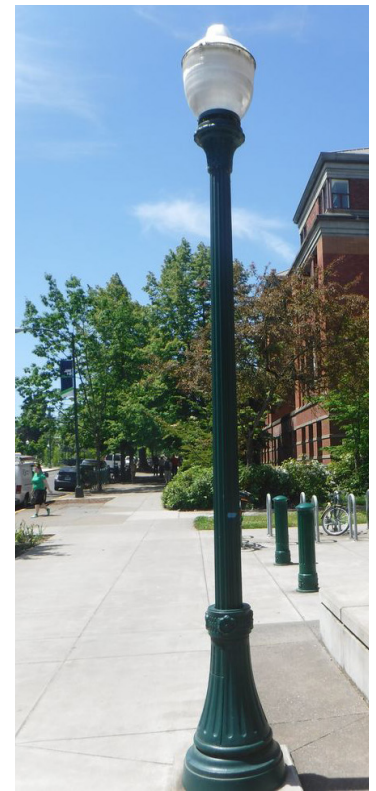
Newly claimed space provided by curb extensions could be used for amenities such as seating, bicycle parking, or landscaping. Continuous pedestrian-scale lighting is recommended along the length of the corridor. The plazas at the entrance to Lincoln Park could be activated with seating, tables, and programming. Without the presence of a Special Improvement District (SID) or sponsoring body to maintain them, additional planter boxes/hangers are not recommended for the commercial portions of the corridor.



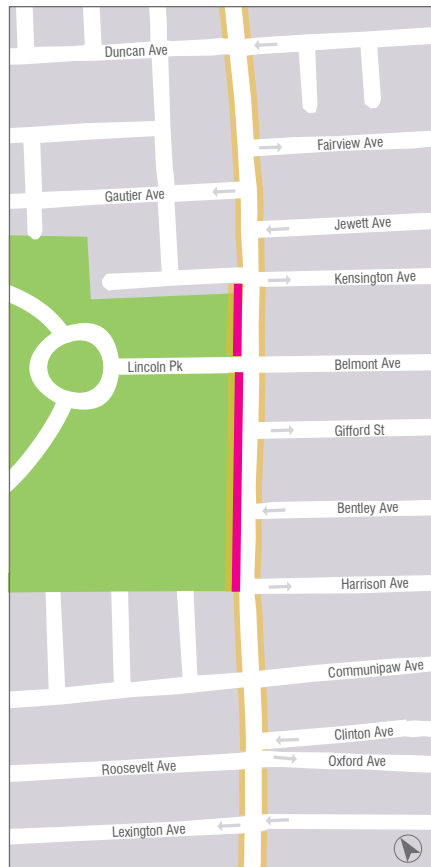
Public art can be incorporated into streetscape furniture



Curb-side space can be dedicated to local vendors and food trucks



Pedestrian-scale lighting



Unique lighting can transform a typical plaza with benches and trees to a unique destination at night

Legend

- █ Enhance streetscape / plaza
- █ Pedestrian-scale lighting

WEST SIDE AVENUE CONCEPTS

Belmont Avenue Intersection

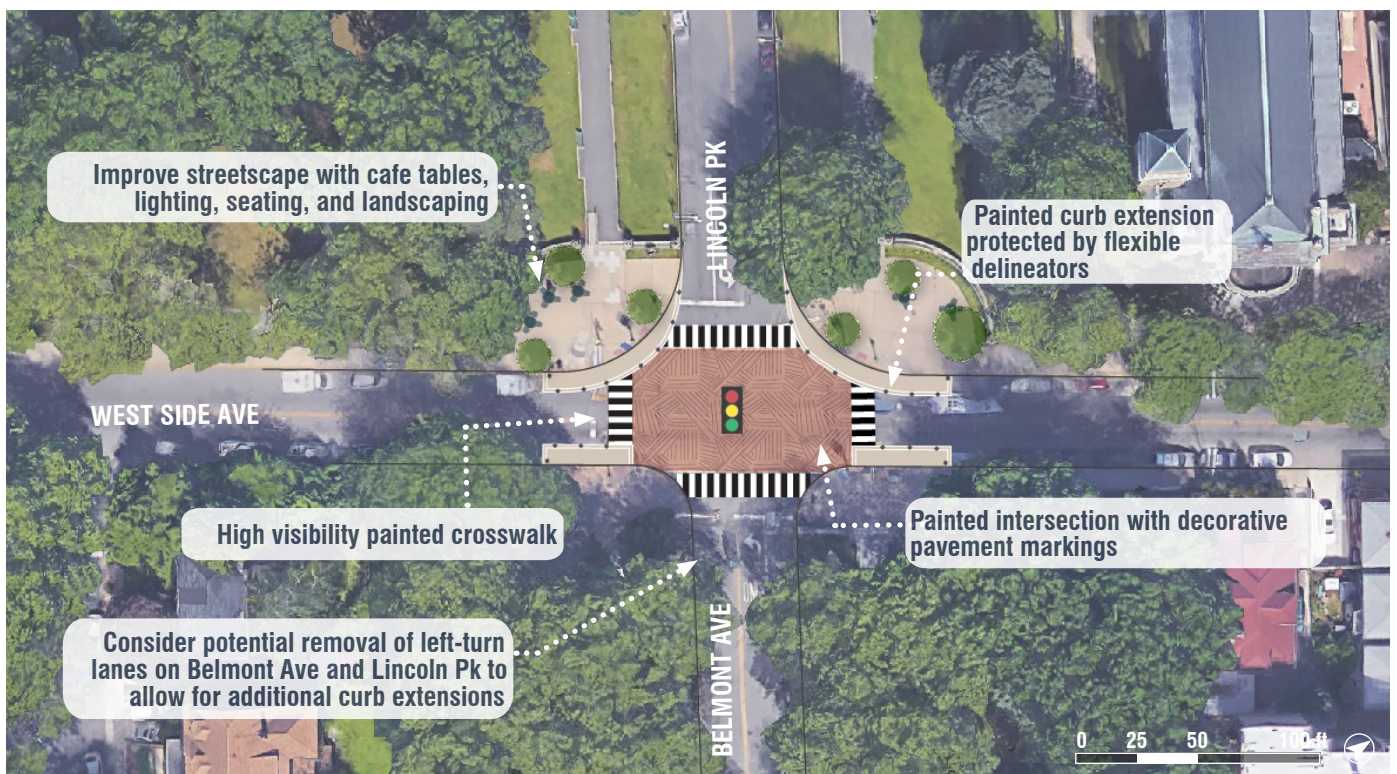
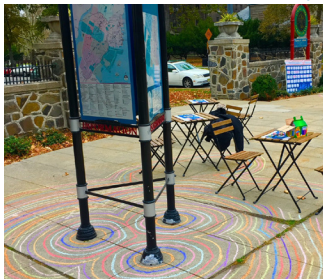
RECOMMENDATIONS INCLUDE:

- Painted curb extensions as an interim design strategy. Concrete curb extensions are recommended in the long-term, which may require storm drain relocation.
- Painted intersection pattern
- High visibility crosswalks
- Painted intersection pattern
- Improved streetscape

The intersection of West Side Avenue at Belmont Avenue provides a grand entrance to Lincoln Park. The concept depicted below includes curb extensions to shorten crossing distances and slow turning vehicles. Since the intersection serves as a gateway into the park, a decorative intersection painting could further bolster that character. The park plazas adjacent to the intersection could be further activated with seating, landscaping, and programming in addition to the season farmer's market sited there. The necessity of the Belmont Avenue left turn lanes should be studied. Removal of those lanes would allow for larger curb extensions that could accommodate turning radii.



A demonstration of this project occurred on Saturday, November 18, 2017.





Harrison Avenue Intersection

RECOMMENDATIONS INCLUDE:

- Painted curb extensions as an interim design strategy. Concrete curb extensions are recommended in the long-term, which may require storm drain relocation.
- Bus bulb
- Raised crosswalk with embedded flashing lights
- New crosswalk
- Rectangular Rapid-Flashing Beacon (RRFB)

The crossing of West Side Avenue at Harrison Avenue was noted for pedestrian safety issues by members of the public. During the Walkability Workshop on this corridor drivers failed to yield to pedestrians in the crosswalk. The concept below depicts curb extensions to shorten crossing distances and slow turning movements. A bus bulb serves as a curb extension and creates additional space for bus stop amenities such as a shelter. A low-profile raised crosswalk suitable for bus traffic increases pedestrian visibility. A pedestrian actuated RRFB is recommended as they have greater safety benefits than the existing constant flashing pedestrian sign. A new crosswalk is recommended on the southern leg of the intersection to provide additional visual cues to drivers and to provide minor access management improvement.

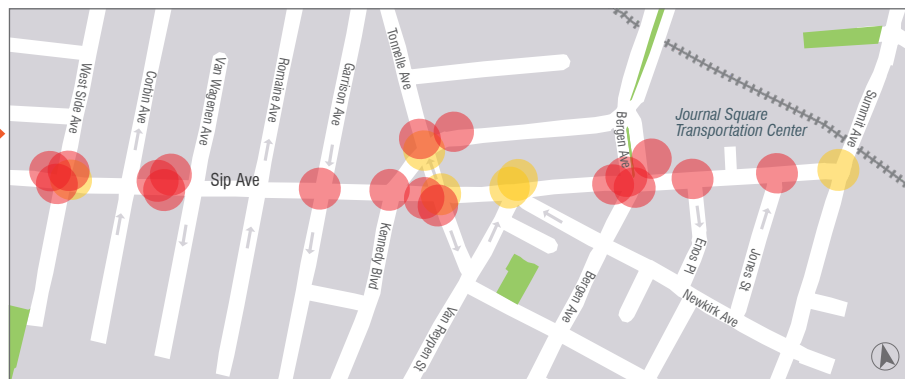


SIP AVENUE

Sip Avenue is an important pedestrian connection to transit, education, employment, and retail at Journal Square. The corridor is primarily residential to the west and commercial to the east.

Key Facts

Intersections	Between West Side Avenue and Summit Avenue
Length	.6 miles
Pavement width	Varies between approximately 34 feet to 52 feet
Number of lanes	4 lanes in the eastern portion, 2 lanes in the western portion + intermittent street parking on both sides
# of crashes (2014 - 2016)	18 reported pedestrian crashes (15 injuries), 6 bicyclist crashes (5 injuries)
Surrounding transit options	Numerous bus lines access the Journal Square Transportation Center via Sip Avenue, with connections to New York City, Newark, and other regional destinations



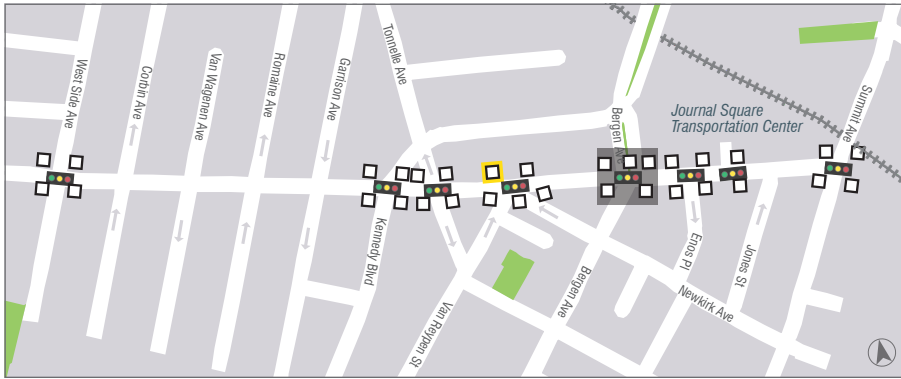
Legend

- Pedestrian crash
- Bicycle crash



Sip Avenue at Bergen Avenue

Recommended Signalization



It is recommended that pedestrian countdown timers and audible signals be installed at all signalized intersections and that the City's maintenance schedule include regular inspection of these signals to ensure their functionality and that sufficient time is provided for all users, regardless of age or ability, to cross the street. Pending review of a more detailed signal-timing study, a leading pedestrian interval (LPI) should be considered for high volume vehicle and pedestrian traffic intersections including Tonnelle Avenue and JFK Boulevard. Additionally, an LPI or a pedestrian-only phase should be considered for Bergen Avenue.

Legend

- Existing pedestrian signal (signalized crossing)
- New pedestrian signal (signalized crossing)
- Traffic signal improvement



Intersection with exclusive pedestrian phase



Intersection with exclusive pedestrian phase

Recommended Crosswalk Improvements



Legend

- Existing crosswalk
- New crosswalk
- Decorative crosswalk
- Raised crosswalk

It is recommended that the City's maintenance schedule for crosswalks include regular inspection to ensure that crosswalks are clearly marked and visible. New crosswalks are recommended to provide safe crossing in numerous locations on the corridor. High visibility crosswalks are recommended at key pedestrian crossings. Raised crosswalks are recommended at pedestrian crossings with known safety concerns including Van Wagenen Avenue and Garrison Avenue to increase visibility and reduce traffic speeds.

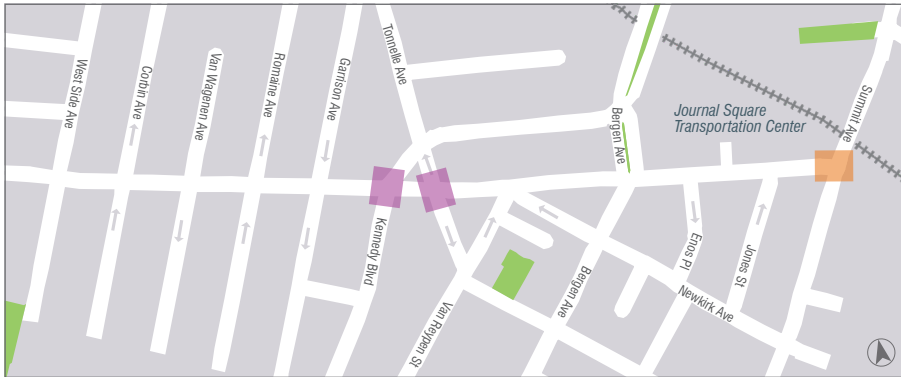


Decorative paving crosswalk





Raised crosswalk

Recommended Intersection Treatments



Legend

-  Decorative pavement markings
-  Box pavement markings

Special paving or intersection painting is recommended in three locations: at Summit Avenue, where a mural or special markings could compliment additional streetscape changes to create a gateway for the Sip Avenue Corridor, and at Tonnelle Avenue and JFK Boulevard to delineate the intersections for safety purposes.

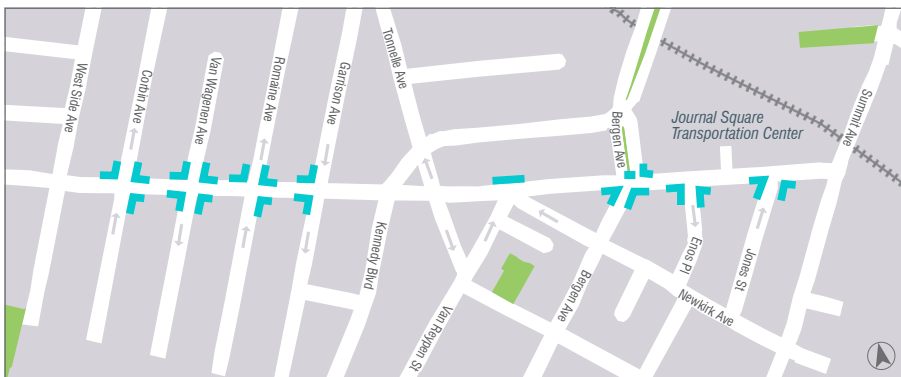


Box pavement markings at intersection



Decorative pavement markings on a neighborhood intersection

Recommended Curb Extensions



Legend

-  Curb extensions

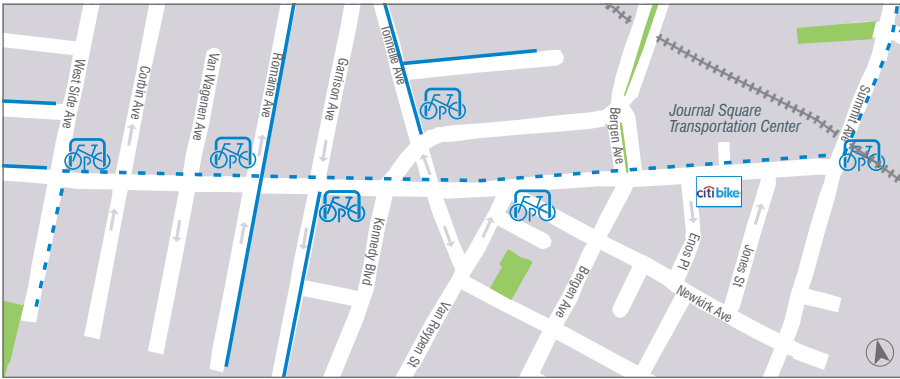
Curb extensions are recommended at all locations where design considerations such as a turning lane or driveway permit them. They shorten crossing distances and slow turning vehicles where possible. At Bergen Avenue a pedestrian refuge island is recommended as an extension of the existing median to shorten crossing distances.

Painted curb extensions are recommended as an interim design strategy. Concrete curb extensions are recommended in the long-term, which may require storm drain relocation.



Painted curb extension and flexible delineators can be installed during the pilot project phase

Recommended Bicycle Facilities



Legend

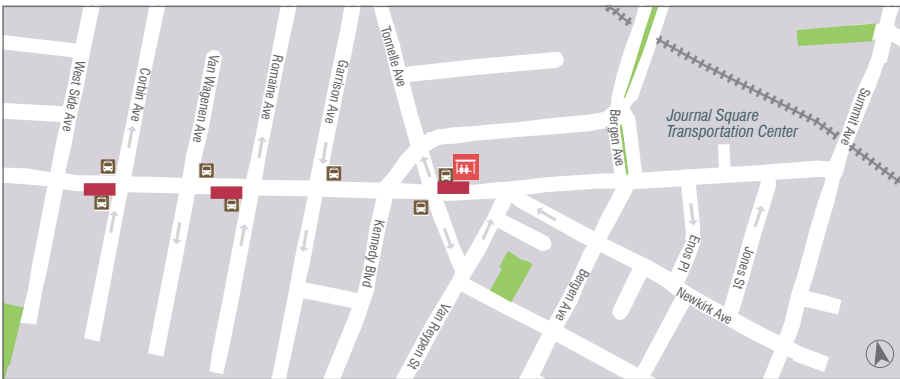
- Existing Bike Lane
- Existing Bikeway
- Existing CitiBike Location
- Recommended Additional Bicycle Parking

Pending broader review of the bicycle network in a Bicycle Master Plan, no recommendations are made for altering bicycle routes. Additional bicycle parking is recommended along the corridor to provide access to transit, institutional and commercial facilities.



On-street car parking can be transformed to space for bicycle parking

Recommended Transit Connections



Legend

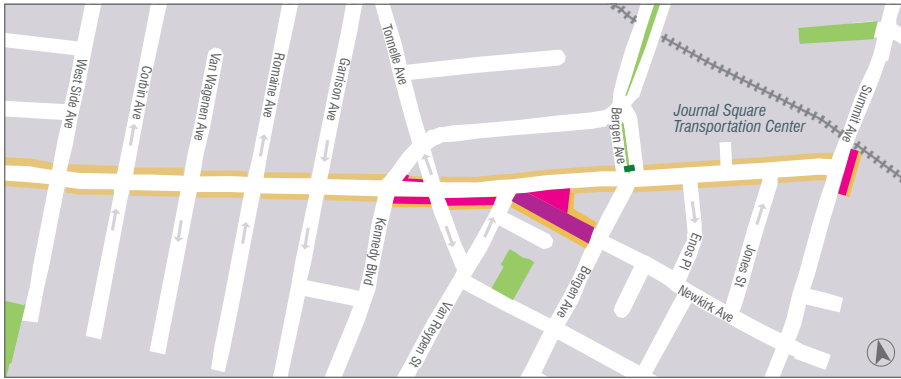
- Existing bus stop
- Bus stop amenities
- Bus bulb

Locations for recommended bus bulbs were identified based on public input as well as consideration for design constrains, such as driveway locations. Located just outside the Hudson County Community College Science Center, the bus bulb at Sip Avenue and Tonnelle Avenue is needed for both safety and comfort. Like much of the corridor, the sidewalks are too narrow to cater to transit users waiting for the bus and pedestrian through-traffic. Bus bulbs further to the west will improve visibility where traffic speeds and volumes pose risks.



Bus bulbs provide a convenient boarding area for bus riders

Recommended Enhanced Pedestrian Spaces



Legend

- Enhance streetscape / plaza
- Pedestrian-scale lighting
- Road closure for pedestrian walkway
- Median

Newly claimed space provided by curb extensions could be used for amenities such as seating, bicycle parking, or landscaping. Continuous pedestrian-scale lighting should be provided along the length of the corridor. Empty tree pits should be replenished with appropriate species of street trees.

Further investigation is recommended for the partial closure of one block of Newkirk Street between Sip Ave and the entrance the parking lot on the west side of Newkirk Street. The closed portion of Newkirk could become a pedestrian walkway while the southern half of it could be converted to a two-way street to provide access to the parking lot from Bergen Avenue. Additional plazas could be created and enhanced at some of the places along the corridor with a high level of pedestrian activity.



Pedestrian walkway / mall



Streetscape featuring well-maintained sidewalk, trees, and benches



Unique seating and landscaping can provide an opportunity for placemaking



Pedestrian-scale lighting

SIP AVENUE CONCEPTS

Bergen Avenue Intersection

RECOMMENDATIONS INCLUDE:

- Painted curb extensions as an interim design strategy. Concrete curb extensions are recommended in the long-term, which may require storm drain relocation.
- High visibility crosswalks
- Exclusive pedestrian signal phase
- Realign crosswalk

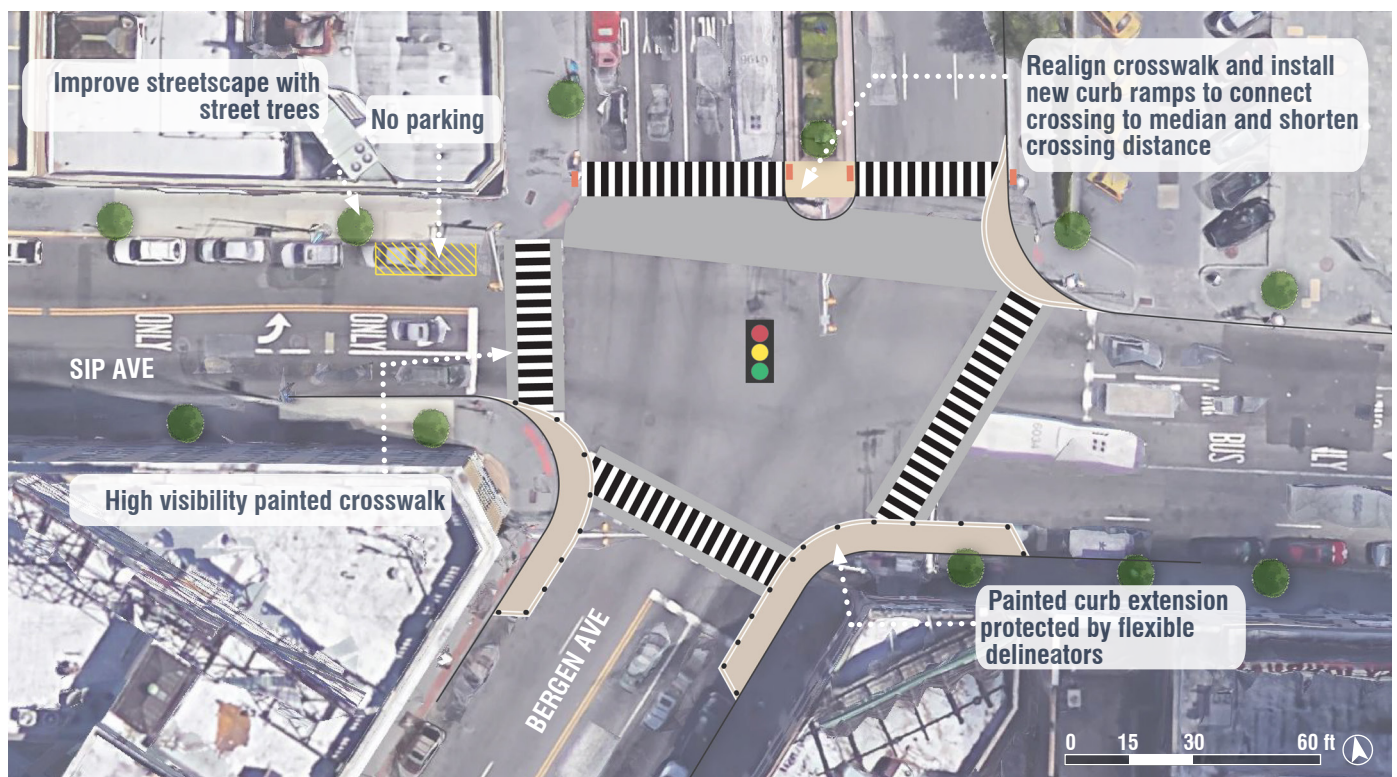


Sip Avenue at Bergen Avenue features high volumes of pedestrian activity and serves as an access point for the Journal Square Transportation Center. Through public input and the Walkability Workshop, it was noted that the intersection exhibits aggressive driver behavior with failure to yield to pedestrians, speeding, and even honking and yelling at pedestrians while they have the right of way in the crosswalk. The proposed concept shortens crossing distances and slows turning movements via curb extensions. The crosswalk across the seven-lane northern crossing has been realigned to further shorten the crossing distance and cut through the existing median to create a pedestrian refuge island. Extending the median

A demonstration of this project occurred on Tuesday, November 14, 2017.



to create such an island is not possible without more significant lane reconfigurations on Bergen Avenue south of Sip Avenue. The concept also includes introducing a pedestrian-only phase to the signal. Further study of the required pedestrian phase and traffic phase timing is required.





Newkirk Street between Sip Avenue and Bergen Avenue

RECOMMENDATIONS INCLUDE:

- Partial closure of Newkirk Street
- Creation of a pedestrian plaza area on closed portion of Newkirk Street
- Realignment of Van Reypen intersection
- Streetscape improvements

Partial closure of Newkirk Street for the one block between Bergen Avenue and Sip Avenue would have multiple benefits. It would extend the existing pedestrian plaza across the roadway to the Hudson County Culinary Arts Institute creating additional space for seating, landscaping, and other streetscape amenities. The closure would also allow for safer, more accessible pedestrian crossing at Sip Avenue and Van Reypen Street. Currently, pedestrians must follow a two-step process, that involves separate signals at Van Reypen and Newkirk. As noted by public input and on the Walkability Workshop, the existing crossing also is inhibited

by narrow sidewalks and obstructions. The new crossing would be shorter, more direct, and provide greater clearance for wheelchairs and other needs.

There are two parking lots and a service entrance to 35 Journal Square internal to the block. To provide access, the southeastern half of Newkirk would remain open to traffic and would require conversion to two-way traffic, eliminating any on-street parking from this short segment. This change would also necessitate a new signal head at the signalized intersection of Bergen and Newkirk facing eastbound traffic, and the removal of the Newkirk-facing signal head at Sip Avenue. The closed portion of Newkirk could be reclaimed with paint and flexible delineators or long-term with concrete and a mountable curb to facilitate building needs. This concept would require the agreement and participation of the Culinary Arts Institute which already has an agreement to maintain the existing pedestrian plaza and park.

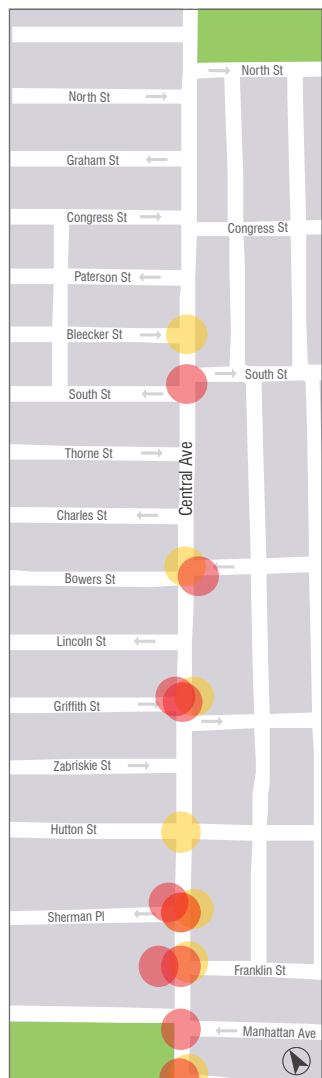


CENTRAL AVENUE

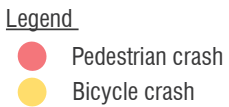
Central Avenue is a key retail corridor for The Heights neighborhood, providing retail, dining, and recreational opportunities.

Key Facts

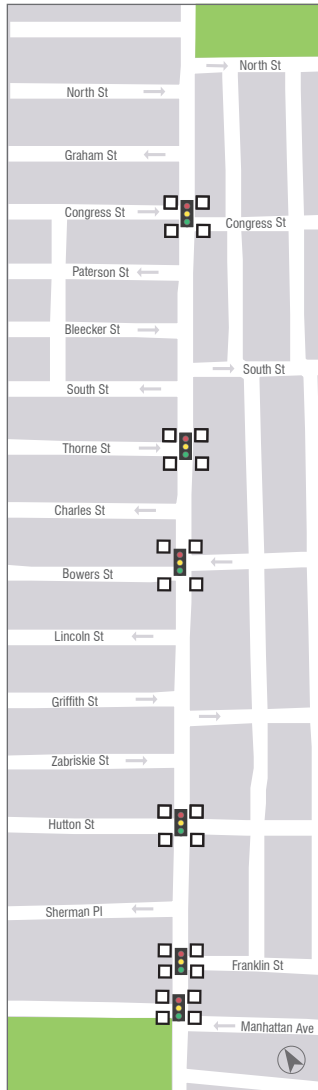
Intersections	Between North Street and Manhattan Avenue
Length	.5 miles
Pavement width	~36 feet
Number of lanes	2 lanes (+ street parking on both sides)
# of crashes (2014 - 2016)	9 reported pedestrian crashes (7 injuries), 7 reported bicyclist crashes (6 injuries)
Surrounding transit options	NJ TRANSIT 87/88 and 119 buses run along corridor, providing access to neighboring Hudson County municipalities and NYC



Central Avenue at Franklin Street



Recommended Signalization



Legend

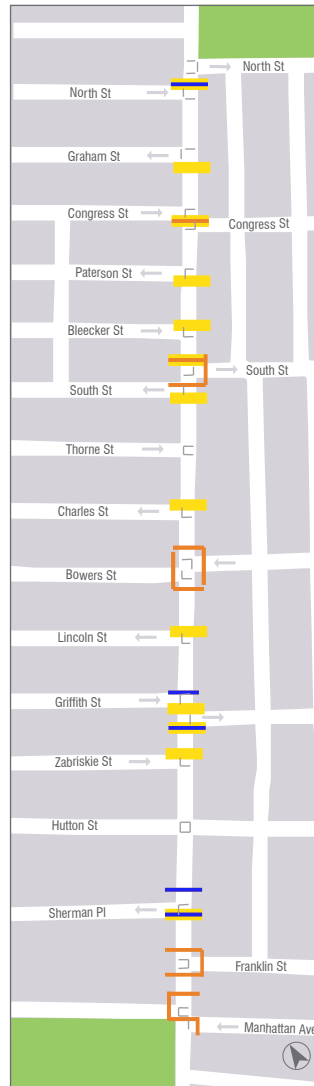
- Pedestrian signal (signalized crossing)

It is recommended that pedestrian countdown timers and audible signals be installed at all signalized intersections and that the City's maintenance schedule include regular inspection of these signals to ensure their functionality and that sufficient time is provided for all users, regardless of age or ability, to cross the street. The pedestrian signal at Congress Street required pedestrian activation. It is further recommended that pedestrian signals should include an automatic phase.



Examples of various pedestrian countdown timers

Recommended Crosswalk Improvements



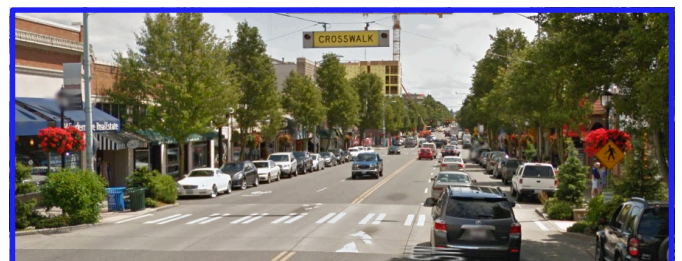
Legend

- Existing crosswalk
- New crosswalk
- Decorative crosswalk
- Raised crosswalk

It is recommended that the City's maintenance schedule for crosswalks should include regular inspection to ensure that crosswalks are clearly marked and visible. New crosswalks are recommended to provide safe crossing at every crossing. High visibility crosswalks are recommended at key pedestrian crossings and should be painted/stamped consistent with the commercial identity of the corridor. Raised crosswalks are recommended at pedestrian crossings with known safety concerns including Griffith Street and Sherman Place to increase visibility and reduce traffic speeds.

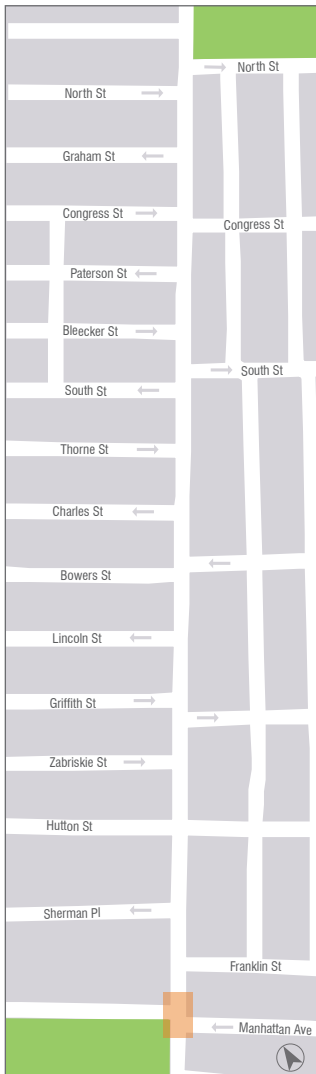


High visibility crosswalk



Raised crosswalk

Recommended Intersection Treatments

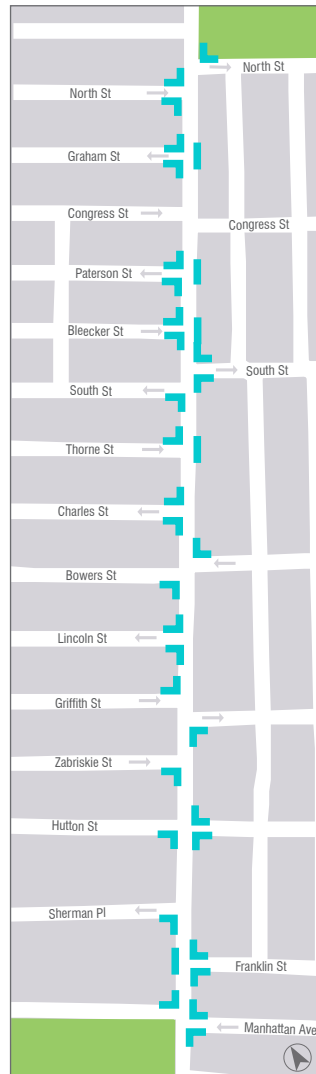


Legend

Orange rectangle: Decorative pavement markings

Special paving or intersection painting is recommended at Manhattan Avenue, where a mural or special markings could compliment additional streetscape changes to create a gateway for the Central Avenue Special Improvement District.

Recommended Curb Extensions



Legend

Blue L-shape: Curb extensions

Curb extensions are recommended at all locations where design considerations such as a turning lane or driveway permit them. They shorten crossing distances and slow turning vehicles where possible. There are additional opportunities to extend curbs at the top of T-intersections where no parking zones already exist.

Painted curb extensions are recommended as an interim design strategy. Concrete curb extensions are recommended in the long-term, which may require storm drain relocation.

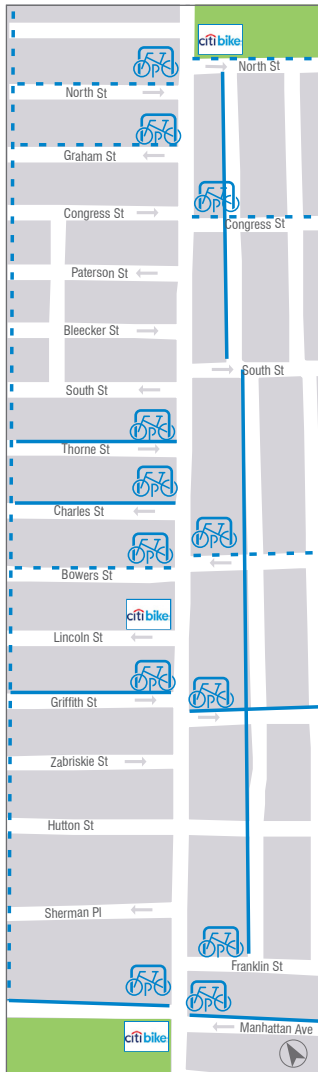


Decorative pavement markings on a neighborhood intersection



Painted curb extension and flexible delineators can be installed during the pilot project phase

Recommended Bicycle Facilities

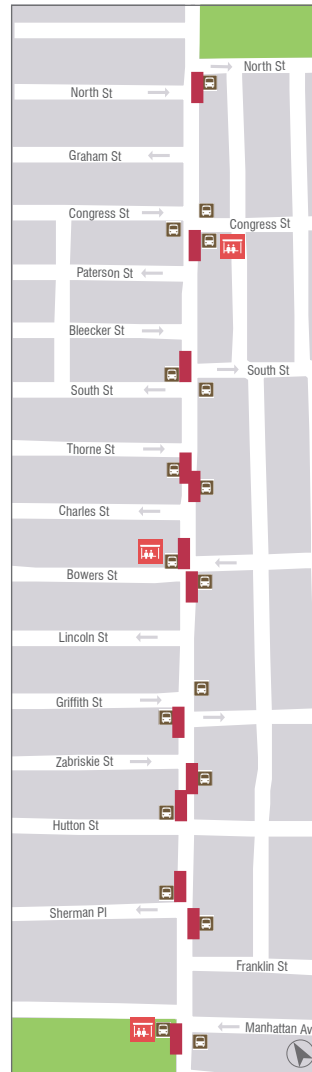


Legend

- Existing Bike Lane
- - - Existing Bikeway
- Existing CitiBike Location
- Recommended Additional Bicycle Parking

Pending broader review of the bicycle network in a Bicycle Master Plan, no recommendations are made for altering bicycle routes in the area. Due to limited right-of-way and opportunities for bicycle facilities on parallel streets, no recommended bicycle lanes are anticipated for Central Avenue. However, additional bicycle parking is recommended along the corridor at all intersecting bicycle routes to provide access to commercial facilities

Recommended Transit Connections



Legend

- Existing bus stop
- Bus stop amenities
- Bus bulb

Locations for recommended bus bulbs were identified based on public input as well as consideration for design constraints, such as driveway locations. They prevent parking in the bus stop, facilitate passenger boarding, and organize traffic flow. This will have the added benefit of more free space for pedestrian through-traffic. Many of the corridor bus stops offer benches, and several stops are highlighted for additional enhancements like shelters.



On-street car parking can be transformed to space for bicycle parking



Covered bus shelter with seating and other pedestrian amenities

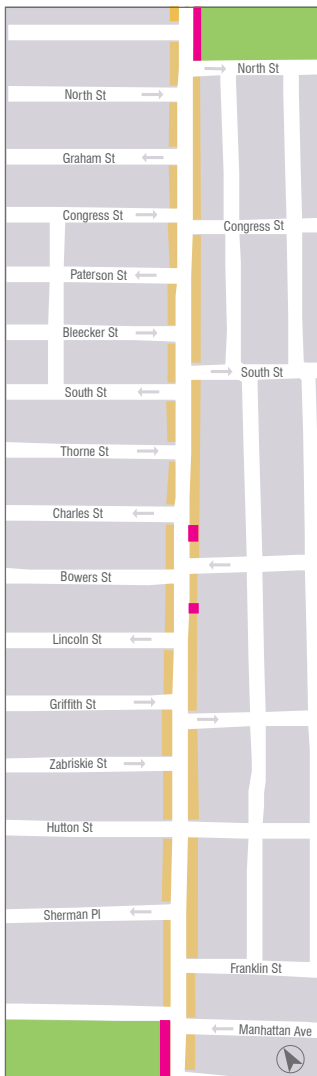
Recommended Streetscape Treatments

There are numerous opportunities for pedestrian realm improvements along the corridor. Newly claimed space provided by curb extensions could be used for amenities such as seating, bicycle parking, or landscaping. Continuous pedestrian-scale lighting exists along the length of the corridor but needs maintenance and repair. Empty tree pits should be replenished with appropriate species of street trees.

Should local businesses and/or the Central Avenue SID support and agree to maintain it, of a parklet program, a parklet is recommended on the east side of the street between Charles Street and Bowers where a demonstration parklet was successfully deployed.

Pending review of a parking management study and potential coordination with any future developer, a pedestrian plaza should be considered at the existing entrance to the Municipal parking lot on the east side of the street between Bowers Street and Lincoln Street. Such a plaza would eliminate pedestrian conflicts with vehicles and create new public space for seating, landscaping, and programming.

Limited one-day street closures should be considered for public events that allow community residents to walk, skate, or bike the corridor while shopping at local businesses and enjoying special programming.



- Legend**
- Enhance streetscape / plaza
 - Pedestrian-scale lighting



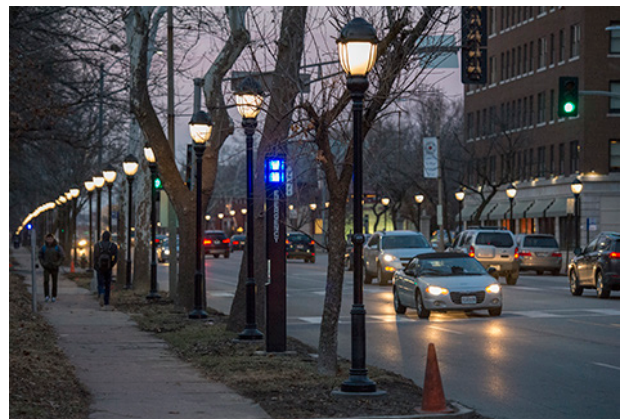
Parklets can provide seating for a cafe



Unconventional spaces can be transformed to be pedestrian friendly with paint, seating, and large bollards



Parklet with landscaping and seating



Pedestrian-scale lighting

CENTRAL AVENUE CONCEPTS

Franklin Street Intersection

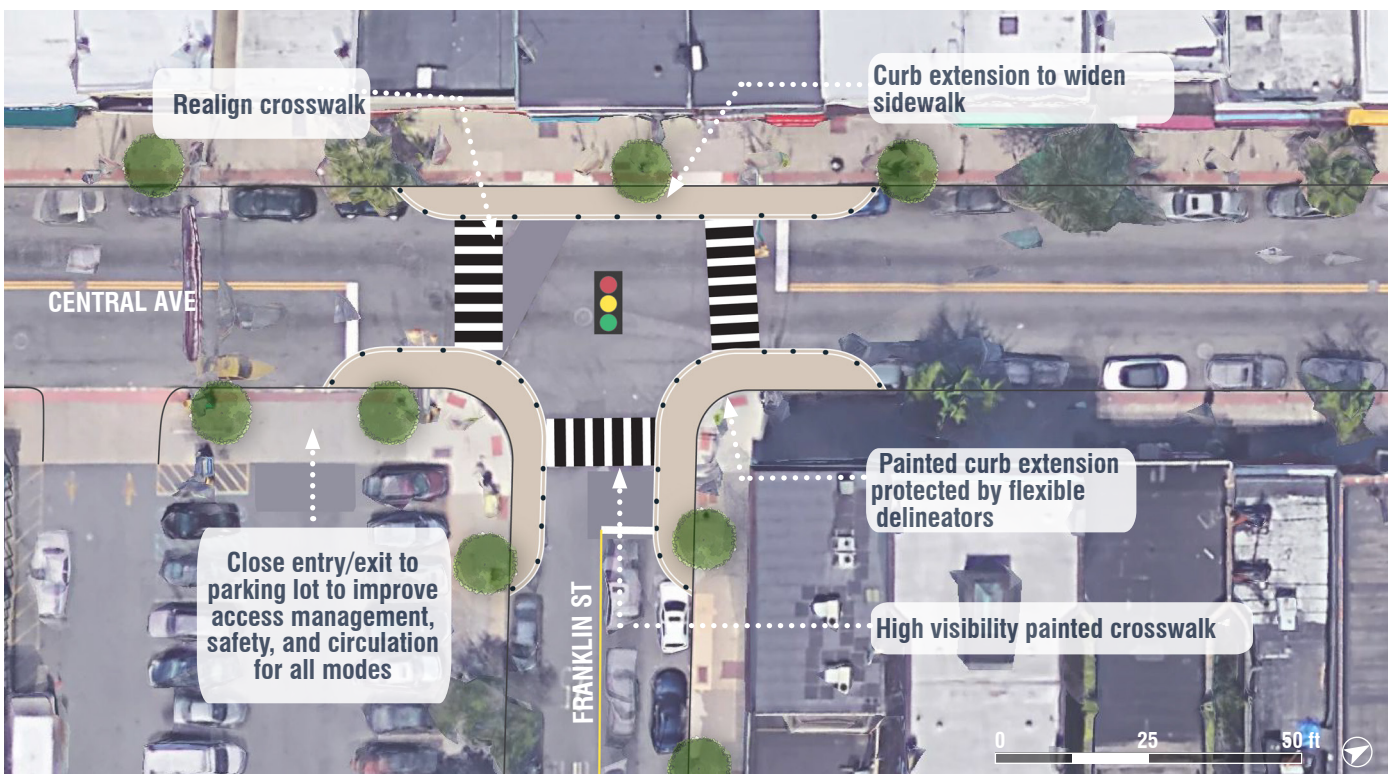
RECOMMENDATIONS INCLUDE:

- Painted curb extensions as an interim design strategy. Concrete curb extensions are recommended in the long-term, which may require storm drain relocation.
- High visibility crosswalks
- Access management improvements to the adjacent parking lot

The intersection of Central Avenue is the location of several pedestrian and bicycle crashes. The proposed concept improves safety by shortening crossing distances and slowing turning movements. This intersection was the location of a similar demonstration project, which calmed traffic without interfering with operations. The proposed curb extensions exist within existing no parking zones and do not require the elimination of any on-street parking. The concept below also includes the closure of one of two Central Avenue facing points on ingress/egress to the adjacent surface parking lot. The existing entrance creates conflicts as it is too close to the intersection and extends beyond the stop bar for northbound traffic. The southern ingress/egress would remain open as would the ingress/egress on Franklin Street.



A demonstration of this project occurred on Saturday, October 28, 2017.





Pocket Park between Bowers Street and Lincoln Street

RECOMMENDATIONS INCLUDE:

- Creation of a pedestrian plaza with access management improvement to municipal parking lot
- Streetscape improvements

The entrance to the municipal parking lot on Central Avenue between Bowers Street and Lincoln Street was identified for a public space opportunity by the Special Improvement District manager and participants on the Walkability Workshop. The concept depicted below includes the reclamation of the first two to three parking spaces on each side of the lot and reconstruction of the barrier between the sidewalk and the parking lot in the new location. This additional space would create an opportunity to provide additional seating, landscaping, gathering spaces, artwork and opportunities for programming including entertainment. Access to the parking lot would be maintained via Cambridge Avenue and Griffith Street.

This new public space would assist with placemaking goals by activating the public space and offer safety benefits with the elimination of the conflict between the heavy pedestrian traffic on central avenue and vehicles entering the parking lot.



EXISTING



CONCEPT RENDERING OF PEDESTRIAN PLAZA

OPPORTUNITY FOR MURAL

FLEXIBLE SEATING
OPTIONS

PERFORMANCE SPACE

LANDSCAPING TREATMENTS

JERSEY AVENUE/7TH STREET

7th Street runs through a residential neighborhood while Jersey Avenue is a mixed-use corridor that also serves as a north-south connection to Hamilton Park and Harsimus Cove. These corridors are located within the Harsimus Cove Historical District.

Key Facts

Intersections	7 th Street between Monmouth Street and Jersey Avenue Jersey Avenue between 7 th Street and 3 rd Street
Length	.4 miles
Pavement width	7 th Street: ~26 feet; Jersey Avenue: ~36 feet
Number of lanes	7 th Street: 1 lane + bike lane and parking on both sides Jersey Avenue: 2 lanes and parking on both sides
# of crashes (2014 - 2016)	5 reported pedestrian crashes (5 injuries); 1 reported bicyclist crash (0 injuries)
Surrounding transit options	Close proximity to Grove Street PATH station; 126 NJ TRANSIT bus provides access to NYC, Newark and other regional destinations



Jersey Avenue at Sixth Street

Legend

- Pedestrian crash
- Bicycle crash

Recommended Signalization

It is recommended that pedestrian countdown timers and audible signals be installed at all signalized intersections and that the City's maintenance schedule include regular inspection of these signals to ensure their functionality and that sufficient time is provided for all users, regardless of age or ability, to cross the street. The unsignalized crossing at 3rd Street attracts a high number of pedestrians because of the CitiBike



and grocery store that are located on Jersey Avenue between 2nd and 3rd Street. A pedestrian-activated Rectangular Rapid Flash Beacon (RRFB) is recommended in coordination with other streetscape elements to create greater visibility, reduce crossing distances, and slow vehicles.



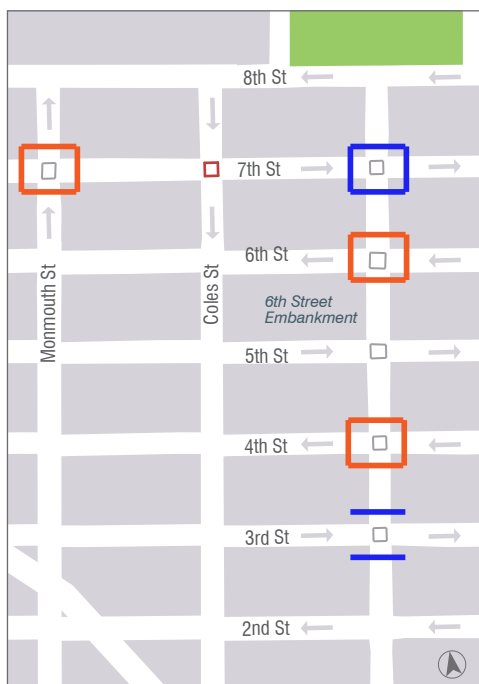
Pedestrian-activated RRFB

Legend

- Pedestrian signal (signalized crossing)
- New RRFB (mid-block crossing)

Recommended Crosswalk Improvements

It is recommended that the City's maintenance schedule for crosswalks should include regular inspection to ensure that crosswalks are clearly marked and visible. New high visibility crosswalks are recommended to provide safe crossing at Jersey Avenue & 4th Street, Jersey Avenue & 6th Street, and 7th Street & Monmouth Street.



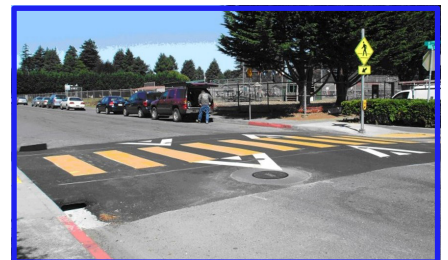
Raised crosswalks are recommended at Jersey Avenue & 3rd Street, and at Jersey Avenue & 7th Street to increase visibility and reduce traffic speeds.

Legend

- Existing crosswalk
- Decorative crosswalk
- Raised crosswalk



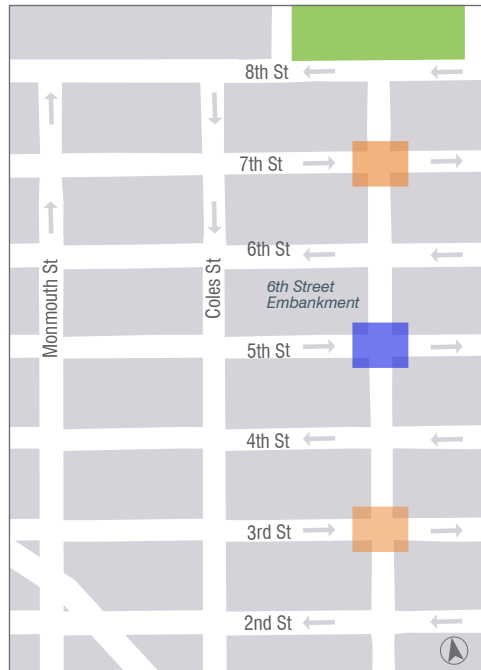
Decorative paving crosswalk can provide an opportunity to involve the community



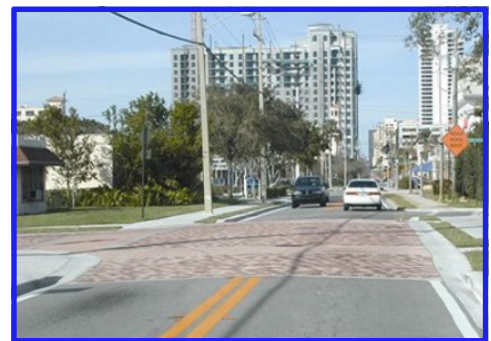
Raised crosswalk

Recommended Intersection Treatments

The residential character of the corridor lends itself to special intersection murals or markings. Such murals would reinforce the identity of the corridor and communicate to drivers to proceed with caution. Pending further investigation, a raised intersection is recommended for Jersey Avenue & 5th Street to increase visibility, elevate the role of the pedestrian, and slow vehicle speeds.



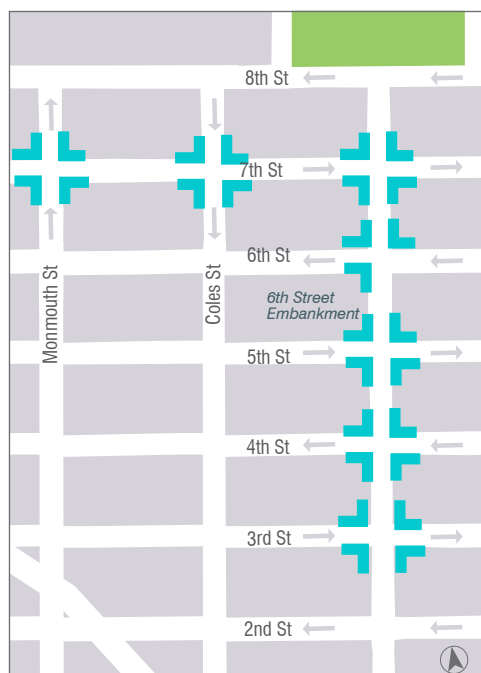
Decorative pavement markings on a neighborhood intersection



Raised intersection

Recommended Curb Extensions

Curb extensions are recommended at all locations where design considerations such as a turning lane or driveway permit them. They shorten crossing distances and slow turning vehicles where possible.



Painted curb extensions are recommended as an interim design strategy. Concrete curb extensions are recommended in the long-term, which may require storm drain relocation.



Painted curb extension and flexible delineators can be installed during the pilot project phase

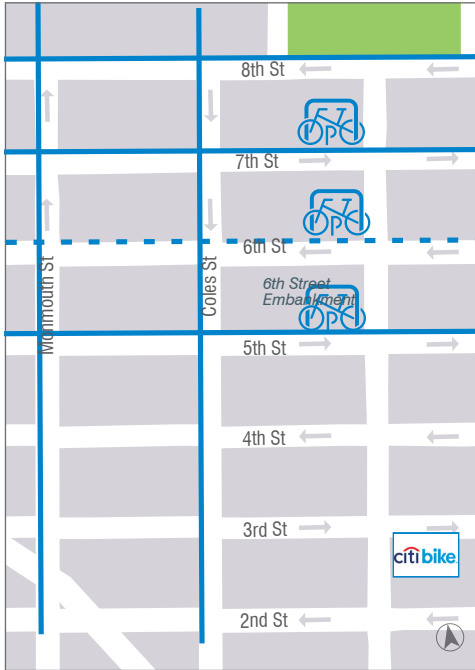


Curb extensions can provide an opportunity to encourage traffic calming



Recommended Bicycle Facilities

Pending broader review of the bicycle network in a Bicycle Master Plan, no recommendations are made for altering bicycle routes in the area. Additional bicycle parking is recommended along the corridor to provide access to commercial and recreational facilities.



On-street car parking can be transformed to space for bicycle parking

Legend

- Existing Bike Lane
- - - Existing Bikeway
- Existing CitiBike Location
- Recommended Additional Bicycle Parking

Recommended Enhanced Pedestrian Spaces

There are numerous opportunities for pedestrian realm improvements along the corridor. Newly claimed space provided by curb extensions could be used for amenities such as seating, bicycle parking, or landscaping. Continuous, historic district appropriate, pedestrian-scale lighting is recommended along one side of the street along the corridor to mitigate impacts to the numerous residences along these corridors.

At Jersey Avenue and 3rd Street, there are opportunities to move the existing CitiBike docking station into the parking lane at the intersection where parking is illegal. This would open additional sidewalk space for seating, bicycle parking, art, or other public space activation.

Pending plans and outcomes for the 6th Street Embankment, there are opportunities to provide seating, lighting, or other accommodations along this segment. This plan does not recommend paving or hardening the surface of the foot path along the north side of the Embankment. Numerous community members expressed a preference for having an unpaved trail to walk pets and/or run.



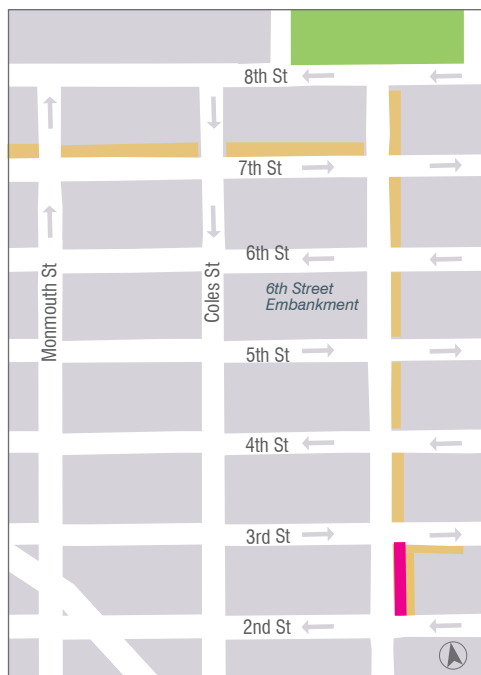
Sidewalk cafes can enliven a streetscape



Dedicated space for truck loading zones can be incorporated into the sidewalk



Edges to sit on can be provided with street tree pits



Legend

- Enhance streetscape / plaza
- Pedestrian-scale lighting

JERSEY AVENUE / 7TH ST CONCEPTS

6th Street Intersection

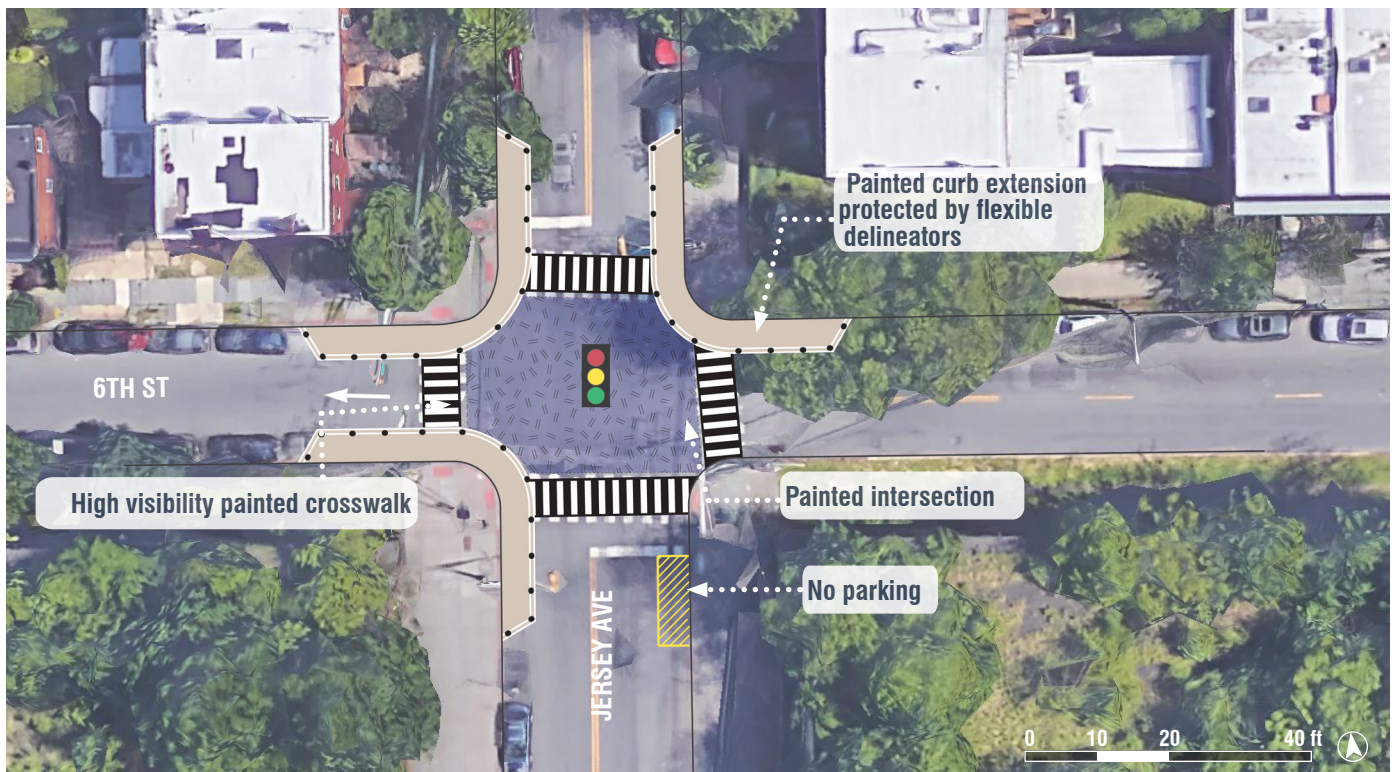
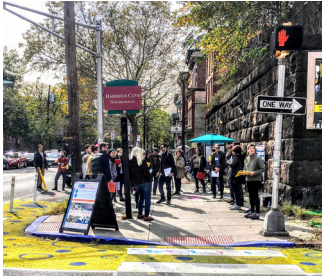
RECOMMENDATIONS INCLUDE:

- Painted curb extensions as an interim design strategy. Concrete curb extensions are recommended in the long-term, which may require storm drain relocation.
- High visibility crosswalks
- Painted intersection
- Streetscape improvements

The concept depicted below for Jersey Avenue at 6th Street improves upon the concept tested at this location as a demonstration project during the Walkability Workshop on this corridor. Curb extensions shorten crossing distances, create greater visibility for pedestrians, and slow turning vehicles. The southeast corner does not include a curb extension in order to accommodate turning vehicles eastbound on 6th Street. The concept also includes a community-led intersection mural. Walkability workshop participants cited this corridor as an opportunity for community-focused art installations.



A demonstration of this project occurred on Saturday, November 4, 2017.





Jersey Avenue between 2nd Street and 3rd Street

RECOMMENDATIONS INCLUDE:

- Painted curb extensions as an interim design strategy. Concrete curb extensions are recommended in the long-term, which may require storm drain relocation.
- Pedestrian Actuated Rectangular Rapid Flash Beacon (RRFB)
- High visibility crosswalks
- Streetscape improvements

Speeding and aggressive driver behavior were noted as issues along the Jersey Avenue corridor through public input and at the Walkability Workshop. The concept depicted below includes curb extensions on both sides of the street to shorten crossing distances, slow turning movements, and improve pedestrian visibility. These curb extensions also have the benefit of visually pinching the right-of-way to act as a traffic calming measure. The concept also includes pedestrian actuated RRFB to improve pedestrian conspicuity. The image

illustrates how space created by the curb extensions can be repurposed for planters to beautify the corridor, to house a bike corral, or additional amenities.

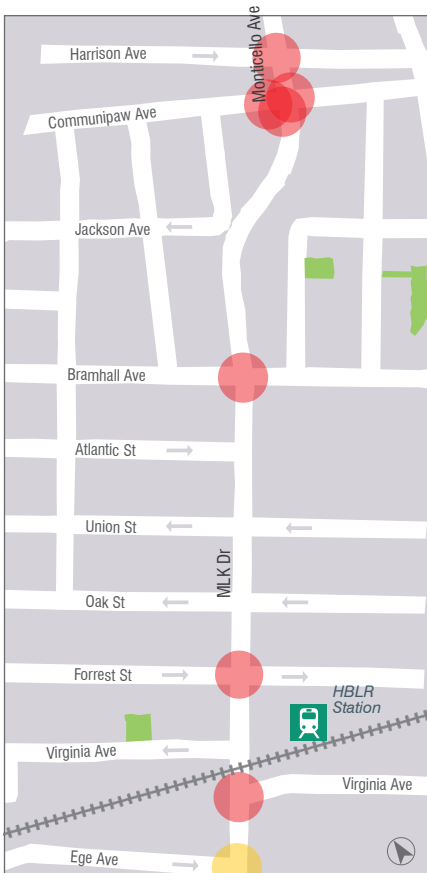


MONTICELLO AVENUE/MLK DRIVE

Monticello Avenue/MLK Drive is a central spine of the Bergen/Lafayette neighborhood. It is a commercial and residential corridor and a key north/south route.

Key Facts

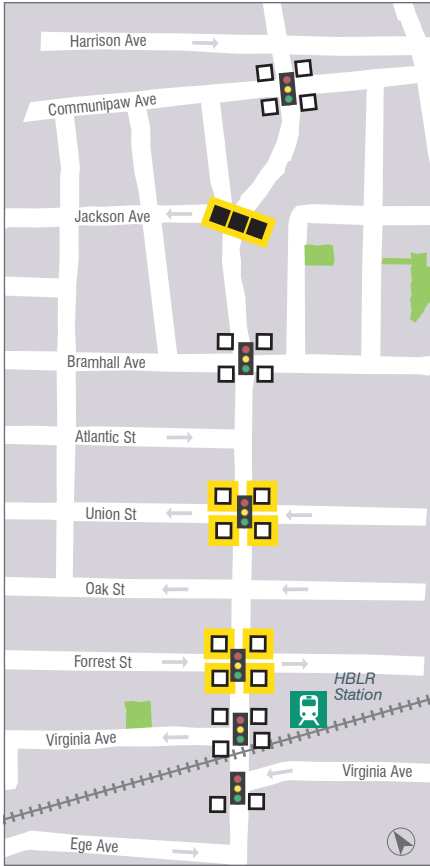
Intersections	Between Harrison and Virginia Avenues
Length	.5 miles
Pavement width	Varies between approx. 34 feet to 40 feet
Number of lanes	2 lanes (+ intermittent street parking on both sides)
# of crashes (2014 - 2016)	7 reported pedestrian crashes (1 injury), 1 reported bicyclist crash (1 injury)
Surrounding transit options	HBLR MLK Drive Station is at the southern end of corridor; NJ TRANSIT route 87 runs along MLK, making connections with NJ TRANSIT Route 1 on Communipaw Ave



MLK Drive at Oak Street

Legend

- Pedestrian crash
- Bicycle crash



Recommended Signalization

It is recommended that pedestrian countdown timers and audible signals be installed at all signalized intersections and that the City's maintenance schedule include regular inspection of these signals to ensure their functionality and that sufficient time is provided for all users, regardless of age or ability, to cross the street.

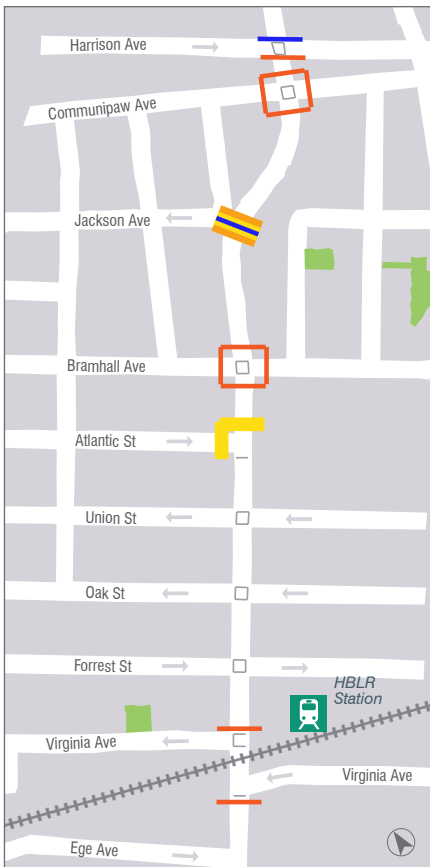
A pedestrian-activated Rectangular Rapid Flash Beacon (RRFB) is recommended in conjunction with other streetscape improvements between Communipaw Avenue and Bramhall Avenue at the Jackson Avenue plaza to create greater visibility, reduce crossing distances, and slow vehicles.



Pedestrian-activated RRFB

Legend

- Existing pedestrian signal (signalized crossing)
- New pedestrian signal (signalized crossing)
- New RRFB (mid-block crossing)



Recommended Crosswalk Improvements

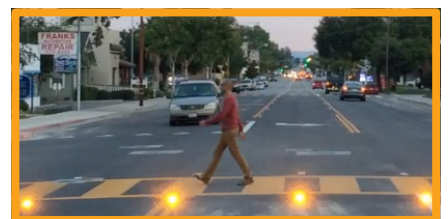
It is recommended that the City's maintenance schedule for crosswalks include regular inspection to ensure that crosswalks are clearly marked and visible. New crosswalks are recommended to provide safe crossing at every crossing. High visibility crosswalks are recommended at key pedestrian crossings. A raised crosswalk is recommended at the new mid-block crossing at the Jackson Avenue plaza to increase visibility and reduce traffic speeds. In-pavement crosswalk lighting further increase pedestrian visibility and alert drivers that a pedestrian is crossing.



Decorative paving crosswalk



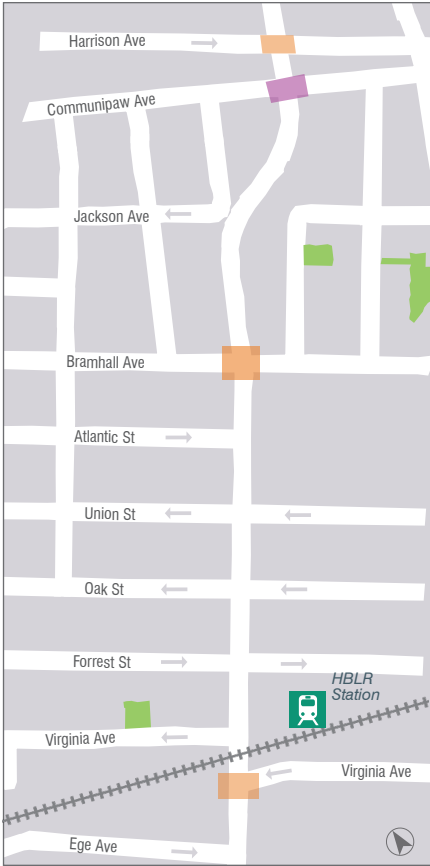
Raised crosswalk with pedestrian refuge



In-pavement crosswalk lighting

Legend

- Existing crosswalk
- New crosswalk
- Decorative crosswalk
- Raised crosswalk
- In-pavement crosswalk lighting



Recommended Intersection Treatments

Special paving or intersection painting is recommended in four locations: at Bramhall Avenue and Virginia Avenue, where community murals or special paving could complement additional streetscape changes to support the community identity, and at Harrison Avenue, Communipaw Avenue to delineate the intersection for safety purposes.



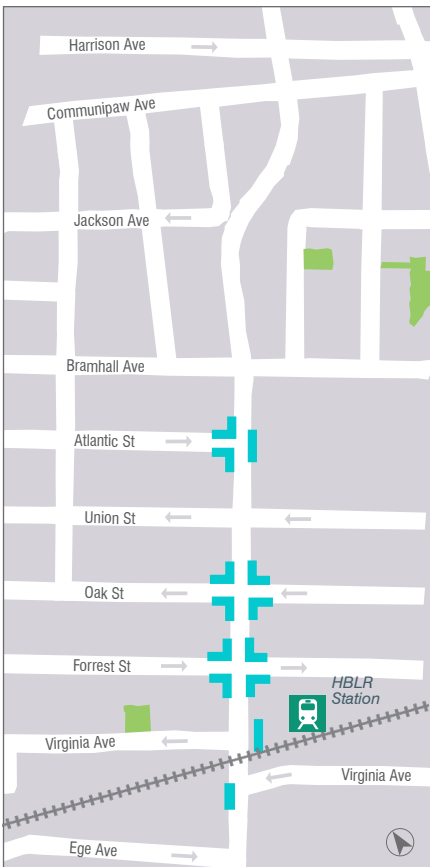
Decorative pavement markings on a neighborhood intersection



Box paving markings

Legend

- Decorative pavement markings
- Box pavement markings



Recommended Curb Extensions

Curb extensions are recommended at all locations where design considerations such as a turning lane or driveway permit them. They shorten crossing distances and slow turning vehicles where possible. There are additional opportunities to extend curbs at the top of T-intersections where no parking zones already exist. Painted curb extensions are recommended as an interim design strategy. Concrete curb extensions are recommended in the long-term, which may require storm drain relocation.

Legend

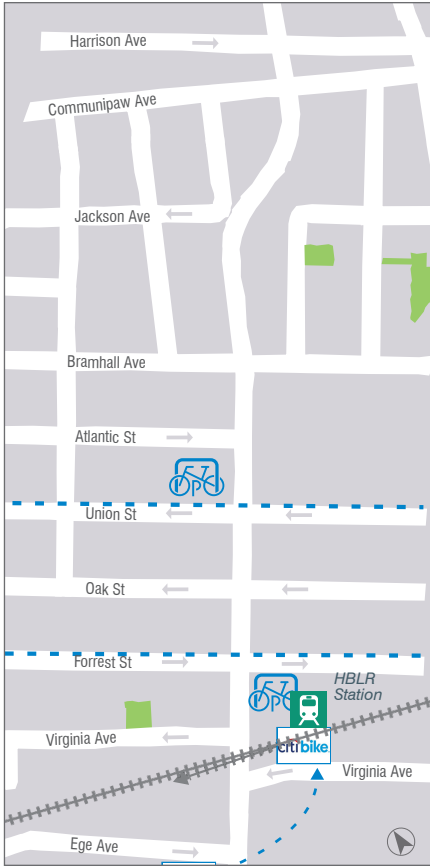
- Curb extensions



Painted curb extension and flexible delineators can be installed during the pilot project phase



Curb extensions can be built out following the pilot project







Recommended Bicycle Facilities

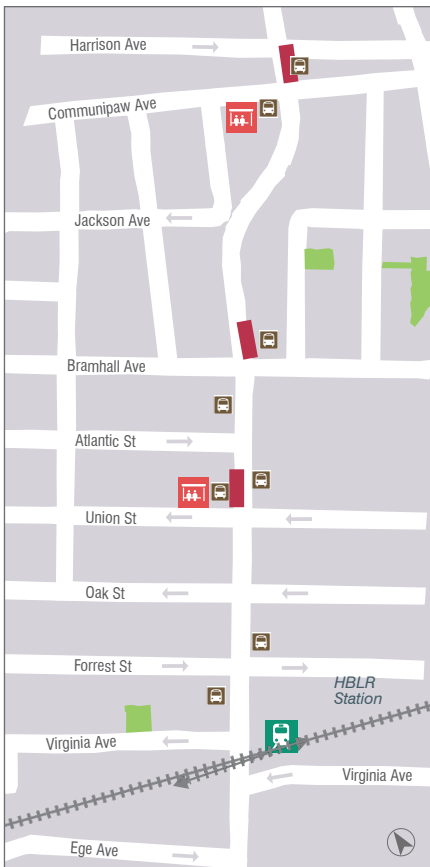
Pending broader review of the bicycle network in a Bicycle Master Plan, no recommendations are made for altering bicycle routes. Additional bicycle parking is recommended along the corridor to provide access to transit and commercial facilities.



Existing CitiBike location at MLK Drive and Ege Avenue

Legend

-  Existing Bike Lane
-  Existing Bikeway
-  Existing CitiBike Location
-  Recommended Additional Bicycle Parking






Recommended Transit Connections

Locations for recommended bus bulbs were identified based on public input as well as consideration for design constrains, such as driveway locations. They improve visibility, slow traffic speeds, and facilitate passenger boarding.



Bus stop that provides protection from the elements and seating

Legend

-  Existing bus stop
-  Bus stop amenities
-  Bus bulb

Recommended Streetscape Treatments

There are numerous opportunities for pedestrian realm improvements along the corridor. Newly claimed space provided by curb extensions could be used for amenities such as seating, bicycle parking, or landscaping. Empty tree pits should be replenished with appropriate species of street trees.

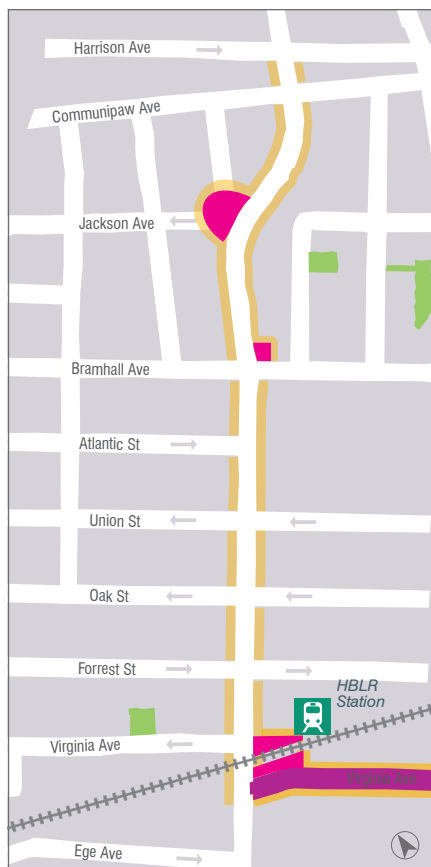
Throughout the outreach conducted on this corridor, there were repeated requests for security-oriented lighting at night. Strategically placed flood lights and pedestrian-scale lighting would help pedestrians better assess their personal safety while also discouraging illegal activity on the street. Lighting is recommended in locations with existing visibility issues as well as in areas that encourage congregation.

Activation of the plaza between Communipaw Avenue and Bramhall Avenue at Jackson Avenue is recommended. This could include new seating, art, and programming. A new mid-block crossing with center median is recommended in this area to reduced traffic speeds and offer a safe crossing where there is currently a long gap between crossings.

Pending further study, potential closure of Virginia Avenue adjacent to the MLK Drive Light Rail Station is recommended. Closure of the street would allow for expansion of the light rail's pedestrian plaza which would create new space for seating, art, and programming, as well as safe crossing to adjacent commercial and institutional facilities.



Pedestrian plaza with seating and landscaping



Vibrant community spaces can be created with just a little paint

Legend

- Enhance streetscape / plaza
- Pedestrian-scale lighting
- Road closure for pedestrian walkway

MONTICELLO AVE/MLK DRIVE CONCEPTS

Oak Street Intersection



RECOMMENDATIONS INCLUDE:

- Painted curb extensions as an interim design strategy. Concrete curb extensions are recommended in the long-term, which may require storm drain relocation.
- High visibility crosswalks
- Streetscape improvements

The concept depicted below at MLK Drive and Oak Street includes curb extensions to shorten crossing distances, slow turning movements, and improve pedestrian visibility. The concept was tested at this location via a demonstration project during the Walkability Workshop. The demonstration was successful, well-received by neighbors, and did not interfere with traffic operations. The curb extensions occupy existing no parking zones and do not eliminate any on-street parking.

A demonstration of this project occurred on Thursday, November 16, 2017.





MLK Drive between Bramhall and Communipaw Avenues

RECOMMENDATIONS INCLUDE:

- Landscaped median
- High visibility raised mid-block crossing
- Enhanced pedestrian plaza
- Pedestrian Actuated Rectangular Rapid Flash Beacon (RRFB)

The long s-shaped block between Communipaw Avenue and Bramhall Avenue is the one location along this corridor where speeding is a significant issue as identified by the public and observed during the Walkability Workshop. Speeding activity in this location is likely due in part to overly wide travel lanes and lack of traffic controls. The concept depicted below calms traffic by narrowing travel lanes with a landscaped median; adds a mid-block crossing at a location where existing crossings are far apart; and includes streetscape improvements and amenities to activate the plaza between MLK Drive and Jackson Avenue.



EXISTING



CONCEPT RENDERING OF PEDESTRIAN PLAZA AND RAISED CROSSWALK

TREE PIT THAT INCORPORATES SEATING OPTIONS

DESIGNATED SPACE FOR FOOD TRUCKS

LANDSCAPED MEDIAN

RRFB

SHADED PUBLIC CAFE TABLES

PEDESTRIAN-SCALE LIGHTING

IN-PAVEMENT LED LIGHTS AND RAISED CROSSWALK

IMPLEMENTATION PLAN

RECOMMENDATION	RESPONSIBLE AGENCY	PROCESS	TIMEFRAME*	COST+	DESIGN GUIDANCE	POTENTIAL FUNDING SOURCES
Policies						
Parking Enforcement	Jersey City Division of Parking	1. Coordinate roadway striping activities with Division of Parking to ensure clear demarcation for enforcement	Near	\$		
No right turns on red	Jersey City Division of Traffic & Transportation	1. Develop signage and educational program for all road users. 2. Coordinate plan development and implementation with Jersey City Department of Public Safety, Hudson County, NJDOT, and other stakeholders.	Near	\$		NJDOT Transportation Enhancement Program (TE)
Vision Zero municipal vehicles	Jersey City Department of Public Safety; Jersey City Department of Public Works	1. Initiate discussions of new vehicle procurement and Vision Zero standards among relevant departments 2. Review fleet and asset management plans to identify opportunities and necessary timeline for Vision Zero specifications 3. Request vehicle and fleet recommendations from each department within a specified timeline and convene stakeholders to assess purchasing options	Long	\$\$		FEMA Assistance to Firefighters Grant Program
Crosswalk Marking	Jersey City Division of Traffic & Transportation	1. Review requests from SeeClickFix 2. Coordinate prioritization with Division of Planning	Near	\$	Urban Bikeway Design Guide, NACTO, 2014 Urban Street Design Guide, NACTO, 2013	NJDOT Transportation Enhancement Program (TE) NJTPA Local Safety Program
ADA compliant curb ramps	Jersey City Division of Traffic & Transportation	1. Catalog existing ADA Compliant curb ramps 2. Add curb ramp upgrades to geodatabase for tracking	Near	\$\$	Complete Streets Design Guide, State of New Jersey, 2017	USDOT Enhanced Mobility of Seniors & Individuals with Disabilities NJDOT Transportation Enhancement Program (TE)
Programs						
Trash receptacles	Jersey City Department of Public Works	1. Initiate discussions with trash collectors, SIDs, civic organizations on trash receptacle needs 2. Develop standards 3. Monitor citizen complaints of litter and illegal dumping	Mid	\$		NJDEP New Jersey Clean Communities Grant
Sidewalk maintenance	Jersey City Department of Public Works; Jersey City Division of Traffic & Transportation	1. Review existing sidewalk maintenance program Local Funds/In-kind Staff 2. If needed, develop a program for regular/routine maintenance and for as-needed repairs. 3. Consider adding “Sidewalk Repair needed” page to the Jersey City website 4. Work with community groups and SIDs conduct regular litter patrol and gardening/landscaping service projects in the study area	Mid	\$		NJDOT Transportation Enhancement Program (TE) Statefarm Good Neighbor Citizen Grants

*Timeframe: Near (0-6 months); Mid (6-12 months); Long (12+ months) +Cost: \$ = <\$250k; \$\$ = \$250K-\$1M; \$\$\$ = >\$1M

RECOMMENDATION	RESPONSIBLE AGENCY	PROCESS	TIMEFRAME*	COST+	DESIGN GUIDANCE	POTENTIAL FUNDING SOURCES
Curbside management program	Jersey City Planning Division; Jersey City Division of Traffic & Transportation	1. Develop curbside management design guide that depicts menu of curbside treatments 2. Coordinate with interested SIDs, civic organizations, or other groups to pilot a block with curbside treatments	Mid	\$\$	Curb Appeal Whitepaper, NACTO, 2017	
Community demonstration project program	Jersey City Department of Public Works	1. Develop criteria to evaluate demonstration project applications 2. Create web form or other application mechanism 3. Work with interested civic associations or other groups to coordinate permits, time, and materials	Mid	\$		NJDOT Transportation Enhancement Program (TE) USDOT Public Transportation Innovation Grant
Temporary Street Closures	Jersey City Division of Planning; Jersey City Division of Traffic & Transportation	1. Pilot a recreational or “Vision Zero” street closure event 2. Coordinate with Department of Public Safety 3. Develop criteria to evaluate temporary street closure events 4. Create web form or other application mechanism 5. Work with interested civic associations, SIDs, or other groups to coordinate permits	Near	\$	Urban Street Design Guide, NACTO, 2013	
Community Policing Center	Jersey City Department of Public Safety	1. Evaluate opportunities for community policing center as part of any community policing initiatives	Mid	\$\$		USDOJ Community Policing Development (CPD)
Neighborhood Slow Zones	Jersey City Division of Planning; Jersey City Division of Traffic & Transportation	1. Develop criteria to evaluate Neighborhood Slow Zone applications 2. Create web form or other application mechanism 3. Work with interested civic associations or other groups to develop appropriate slow zone treatments	Mid	\$\$	NYC Slow Zone Program	National Safety Council Road to Zero Grants
Further Studies						
Signage Audit	Jersey City Division of Planning	1. Develop and release RFP for Signage Audit 2. Ensure coordination between Division of Planning, Division of Traffic & Transportation, and community stakeholders 3. Link signage audit to previous and ongoing safety and mobility initiatives (e.g., Pedestrian Enhancement Plan, Vision Zero Action Plan)	Mid	\$\$	Complete Streets Design Guide, State of New Jersey, 2017 Transit Street Design Guide, NACTO, 2016	NJDOT Transportation Enhancement Program (TE)
Citywide parking management	Jersey City Division of Planning	1. Develop and release RFP for parking management study 2. Ensure coordination between Division of Planning, Division of Traffic & Transportation, and community stakeholders 3. Link parking management efforts to previous and ongoing safety and mobility initiatives (e.g., Pedestrian Enhancement Plan, Vision Zero Action Plan)	Near	\$\$		

***Timeframe:** Near (0-6 months); Mid (6-12 months); Long (12+ months) +**Cost:** \$ = <\$250k; \$\$ = \$250K-\$1M; \$\$\$ = >\$1M

RECOMMENDATION	RESPONSIBLE AGENCY	PROCESS	TIMEFRAME*	COST+	DESIGN GUIDANCE	POTENTIAL FUNDING SOURCES
Bicycle master plan	Jersey City Division of Planning	In process	Near	\$\$		NJDOT Transportation Alternatives Program (TAP) NJDOT Transportation Enhancement Program (TE) NJDOT Safe Routes to School Grants
Pedestrian signal timing study	Jersey City Division of Planning; Jersey City Division of Traffic & Transportation	1. Develop and release RFP for signal timing study 2. Ensure coordination between Division of Planning, Division of Traffic & Transportation, and community stakeholders 3. Link parking management efforts to previous and ongoing safety and mobility initiatives (e.g., Pedestrian Enhancement Plan, Vision Zero Action Plan)	Mid	\$\$	Complete Streets Design Guide, State of New Jersey, 2017	
Facilities						
Signalization						
Leading Pedestrian Interval/ Ped-Only Phase	Jersey City Division of Planning; Jersey City Division of Traffic & Transportation	1. Develop calendar for citywide deployment, ensuring equitable distribution across wards while addressing documented priorities 2. Follow up with internal and public reporting on progress made	Near	\$	Complete Streets Design Guide, State of New Jersey, 2017 Urban Street Design Guide, NACTO, 2013	NJDOT Transportation Enhancement Program (TE) NJDOT Transportation Alternatives Program (TAP) NJTPA Local Safety Program
Pedestrian Signal	Jersey City Division of Planning; Jersey City Division of Traffic & Transportation	1. Develop calendar for citywide deployment, ensuring equitable distribution across wards while addressing documented priorities 2. Follow up with internal and public reporting on progress made	Mid	\$\$	Complete Streets Design Guide, State of New Jersey, 2017 Urban Street Design Guide, NACTO, 2013	NJDOT Transportation Enhancement Program (TE) NJDOT Transportation Alternatives Program (TAP) NJTPA Local Safety Program
Rectangular Rapid Flash Beacon	Jersey City Division of Planning; Jersey City Division of Traffic & Transportation	1. Develop calendar for citywide deployment, ensuring equitable distribution across wards while addressing documented priorities 2. Follow up with internal and public reporting on progress made	Near	\$	Complete Streets Design Guide, State of New Jersey, 2017 Manual of Uniform Traffic Control Devices, Federal Highway Administration, 2018	NJDOT Transportation Enhancement Program (TE) NJDOT Transportation Alternatives Program (TAP) NJTPA Local Safety Program
Crossings						
Crosswalks	Jersey City Division of Planning; Jersey City Division of Traffic & Transportation	1. Review existing crosswalk maintenance program 2. If needed, develop a program for regular/routine maintenance and for as-needed repairs 3. Consider adding "Crosswalk needed" option to the Jersey City SeeClickFix website	Near	\$	Complete Streets Design Guide, State of New Jersey, 2017 Urban Street Design Guide, NACTO, 2013	NJDOT Transportation Enhancement Program (TE) NJDOT Transportation Alternatives Program (TAP) NJTPA Local Safety Program
Decorative Crosswalk	Jersey City Division of Planning; Jersey City Division of Traffic & Transportation	1. Review existing crosswalk maintenance program 2. If needed, develop a program for prioritizing decorative crosswalk intersections	Near	\$		Artplace National Creative Placemaking Fund National Endowment for the Arts Our Town Grant Program

*Timeframe: Near (0-6 months); Mid (6-12 months); Long (12+ months) +Cost: \$ = <\$250k; \$\$ = \$250K-\$1M; \$\$\$ = >\$1M

RECOMMENDATION	RESPONSIBLE AGENCY	PROCESS	TIMEFRAME*	COST+	DESIGN GUIDANCE	POTENTIAL FUNDING SOURCES
Raised Crosswalks	Jersey City Division of Planning; Jersey City Division of Traffic & Transportation	1. Review existing crosswalk maintenance program 2. If needed, develop a program to evaluate objective criteria to prioritize crosswalks for raised treatments 3. Conduct engineering study to determine suitability for raised crosswalks with reference to drainage and emergency vehicle access	Mid	\$\$	Complete Streets Design Guide, State of New Jersey, 2017 Urban Street Design Guide, NACTO, 2013	NJDOT Transportation Enhancement Program (TE) NJDOT Transportation Alternatives Program (TAP) NJTPA Local Safety Program
Intersections						
Raised Intersection	Jersey City Division of Planning; Jersey City Division of Traffic & Transportation	1. Review and precedents for raised crosswalks in Jersey City and availability of local funds/in-kind match 2. If needed, develop a program to evaluate objective criteria to prioritize intersections for raised treatments 3. Conduct engineering study to determine suitability for individual raised intersections with reference to drainage and emergency vehicle access	Long	\$\$\$	Complete Streets Design Guide, State of New Jersey, 2017 Urban Street Design Guide, NACTO, 2013	NJDOT Transportation Enhancement Program (TE) NJDOT Transportation Alternatives Program (TAP) NJTPA Local Safety Program
Decorative Mural	Jersey City Division of Planning; Jersey City Division of Traffic & Transportation	1. Develop criteria to evaluate intersection mural applications 2. Create web form or other application mechanism 3. Work with interested civic associations or other groups to coordinate permits, time, and materials	Mid	\$	Complete Streets Design Guide, State of New Jersey, 2017	Artplace National Creative Placemaking Fund National Endowment for the Arts Our Town Grant Program
Curb Extensions	Jersey City Division of Planning; Jersey City Division of Traffic & Transportation	In process	Near	\$\$-\$	Complete Streets Design Guide, State of New Jersey, 2017 Urban Street Design Guide, NACTO, 2013	NJDOT Transportation Enhancement Program (TE) NJDOT Transportation Alternatives Program (TAP) NJTPA Local Safety Program
Transit Facilities						
Bus Bulbs	Jersey City Division of Planning; Jersey City Division of Traffic & Transportation; NJ TRANSIT	1. Review recent transit studies and consult NJ TRANSIT Bus Service Planning for ridership data and high-volume, high-needs bus stops. 2. Consider bus bulb opportunities when evaluating curb extensions and other sidewalk improvements adjacent to bus stops." 3. Consult with NJ TRANSIT Capital Planning before design of bus bulbs to ensure operational consistency.	Mid	\$\$-\$	Complete Streets Design Guide, State of New Jersey, 2017 Urban Street Design Guide, NACTO, 2013 Transit Street Design Guide, NACTO, 2016	USDOT (FTA) Bus Livability Grants USDOT (FTA) Urbanized Area Formula Grants

*Timeframe: Near (0-6 months); Mid (6-12 months); Long (12+ months) +Cost: \$ = <\$250k; \$\$ = \$250K-\$1M; \$\$\$ = >\$1M

RECOMMENDATION	RESPONSIBLE AGENCY	PROCESS	TIMEFRAME*	COST+	DESIGN GUIDANCE	POTENTIAL FUNDING SOURCES
Bus Stop Amenity Improvements	Jersey City Division of Planning; Jersey City Division of Traffic & Transportation; NJ TRANSIT	1. Coordinate bus stop amenities with NJ TRANSIT Bus Stop Signs and Shelters department. 2. Program regular/routine maintenance and for as-needed repairs. 3. Consider adding “Bus Stop Improvement needed” page to the Jersey City website	Mid	\$	Complete Streets Design Guide, State of New Jersey, 2017 Urban Street Design Guide, NACTO, 2013 Transit Street Design Guide, NACTO, 2016	USDOT (FTA) Bus Livability Grants USDOT (FTA) Urbanized Area Formula Grants
Bicycle Facilities						
Sidewalk Bicycle Parking	Jersey City Division of Planning; Jersey City Division of Traffic & Transportation; Jersey City Division of Parking	1. Coordinate with Bicycle Master Plan efforts currently underway	Near	\$	Complete Streets Design Guide, State of New Jersey, 2017 Urban Street Design Guide, NACTO, 2013 Transit Street Design Guide, NACTO, 2016	NJDOT Transportation Enhancement Program (TE) NJDOT Transportation Alternatives Program (TAP) NJTPA Local Safety Program People for Bikes Community Grants
Bicycle Corral	Jersey City Division of Planning; Jersey City Division of Traffic & Transportation; Jersey City Division of Parking	1. Coordinate with Bicycle Master Plan efforts currently underway 2. Coordinate with SIDs, civic organizations and other groups to place bike corrals where demand exists with and where curb extensions create opportunity for new curbside uses	Near	\$	Complete Streets Design Guide, State of New Jersey, 2017 Urban Street Design Guide, NACTO, 2013	NJDOT Transportation Enhancement Program (TE) NJDOT Transportation Alternatives Program (TAP) NJTPA Local Safety Program People for Bikes Community Grants
Streetscape Enhancements						
Pedestrian-Scale Lighting	Jersey City Division of Planning; Jersey City Division of Traffic & Transportation; Jersey City Department of Public Works	1. Engage community groups and SIDs to solicit feedback on lighting and design considerations	Mid-Long	\$\$	Complete Streets Design Guide, State of New Jersey, 2017	NJDOT Transportation Enhancement Program (TE)
Street Trees	Jersey City Division of Planning; Jersey City Division of Traffic & Transportation; Jersey City Department of Public Works	1. Enforce Jersey City Forestry Standards 2. Evaluate opportunities and funding availability for implementing a street tree request form to the Jersey City website	Near	\$\$	Complete Streets Design Guide, State of New Jersey, 2017	Department of Agriculture Forest Service, 2019 National Urban and Community Forestry Grant Program NJDEP Community Stewardship Incentive Program (CSIP) Grant NJDEP Urban and Community Forestry Stewardship Grant Home Depot Foundation Community Impact Grants Program
Pedestrian Seating	Jersey City Division of Planning; Jersey City Division of Traffic & Transportation; Jersey City Department of Public Works	1. Engage community groups and SIDs to solicit feedback on seating considerations	Near	\$	Complete Streets Design Guide, State of New Jersey, 2017 Transit Street Design Guide, NACTO, 2016	NJDOT Transportation Enhancement Program (TE)

*Timeframe: Near (0-6 months); Mid (6-12 months); Long (12+ months) +Cost: \$ = <\$250k; \$\$ = \$250K-\$1M; \$\$\$ = >\$1M

APPENDICES

- A. Existing Conditions Tech Memo
- B. Methodology Report
- C. Corridor Recommendations Report
- D. APT Worksheets
- E. Survey Questions and raw data – Objectives
- F. Survey Question and raw data – Favorite Walks
- G. Workshop Package (presentations, corridor maps, Walk Audit form)
- H. Workshop Summary Reports
- I. “Favorite Walks” Map