



2011

Walkable Community Workshop McGinley Square - Jersey City



In Cooperation With:
Bergen Communities United
Women Rising Inc.
City of Jersey City

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Background

The North Jersey Transportation Planning Authority (NJTPA) conducts half-day Walkable Community and Senior Mobility Workshops with municipalities throughout the 13 county NJTPA region designed to educate stakeholders, identify barriers to walking, and improve pedestrian safety. For each workshop, NJTPA staff coordinate with local representatives to include a broad range of stakeholders including local leaders, planners, engineers, and residents.

Each workshop consists of four parts: 1) an introduction of local stakeholders; 2) a presentation by an NJTPA facilitator on best practices in a walkable community; 3) a guided walking audit of a study area identified by the local hosts; and 4) small group sessions where recommendations for improvements are discussed and prioritized. The outcome of each workshop is the identification and prioritization of specific improvements that will increase safety and accessibility for pedestrians. The workshop also serves as a catalyst for local communities and county representatives to implement the improvements themselves and to further refine these recommendations for implementation by other agencies.

The McGinley Square Walkable Community Workshop, held on September 21, 2011, promotes Jersey City's Complete Streets Policy to accommodate all users, of all ages and abilities, including bicyclists, pedestrians, and transit riders. Walkable neighborhoods are essential in supporting public health, sustainability, economic development, and improving air quality through a reduction in greenhouse gas emissions from vehicles.

The workshop benefitted from the collaboration of various workshop stakeholders, including the City of Jersey City's Division of City Planning and Division of Engineering, Bergen Communities United, and Women Rising. Residents, and agency and organizational representatives, investigated the walking conditions of the immediate area surrounding McGinley Square along Fairmount Ave, Bergen Ave (CR 607), Montgomery Street, Monticello Ave, and Orchard Street. Some of the resident participants were from the nearby senior center.

Figure 1: Location of McGinley Square



Locational Context of Walking Audit

The focal point for the neighborhood is McGinley Square located at the intersection of two major thoroughfares for the city: Bergen Ave (CR 607) and Montgomery Street. Bergen Ave (CR 607) and Montgomery Street have a number of eateries, a fruit and vegetable mart, a pharmacy, a beauty shop, and a number of retail stores. Blocks leading up to these two major thoroughfares are mostly residential. In addition, St Peter’s College and Hudson Catholic High School are each located within a block of the workshop’s walking audit location. This creates for pedestrian-friendly land uses that encourage walkability. The neighborhood has high pedestrian and motorist activity. Pedestrians seen during the weekday morning workshop were a mix of young and old, as well as women with strollers.

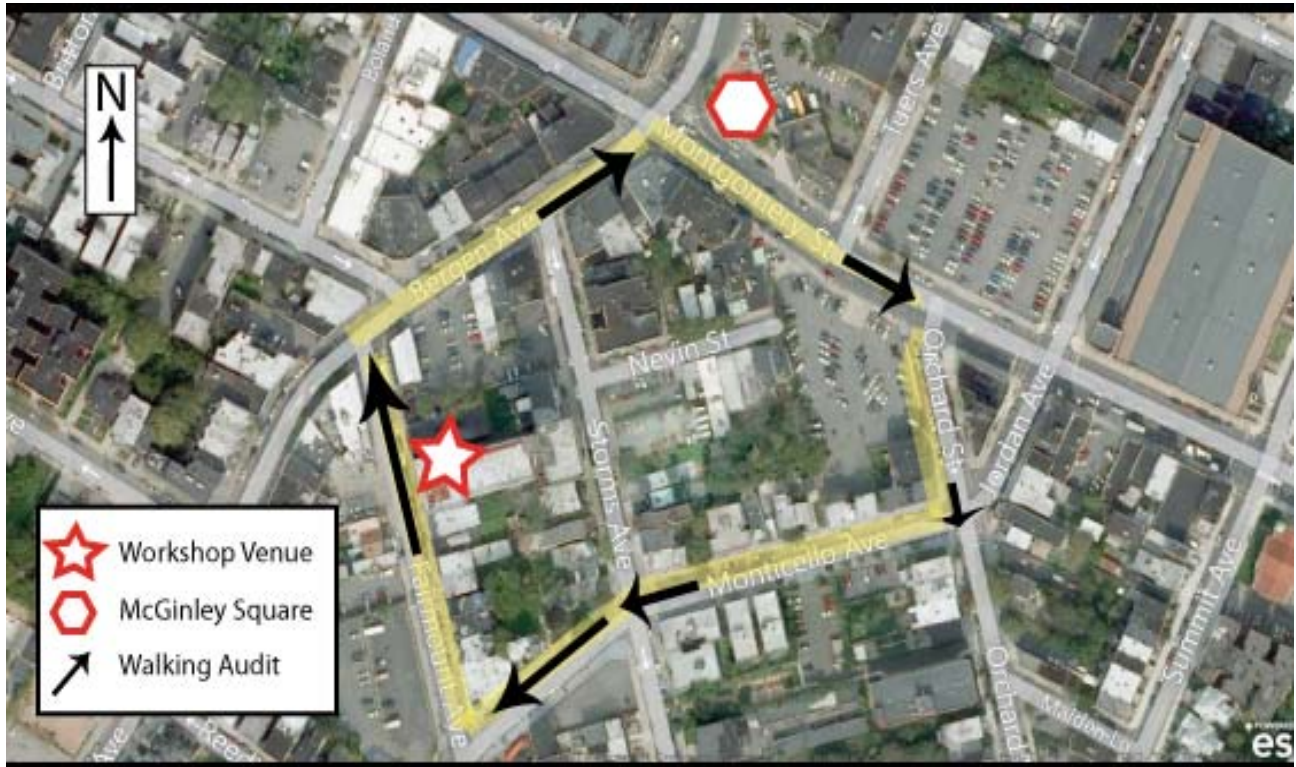
In addition to its walkability, the McGinley Square neighborhood is complemented by good transit access. The NJ TRANSIT bus route 87 is frequent and travels within the walking audit area along Monticello Ave, Fairmount Ave, and Bergen Ave (CR 607). Route 87 has high ridership with connections to eleven bus routes at the Journal Square Transportation Center. Access to Manhattan and the City of Newark through the Journal Square PATH station is about seven blocks north of the McGinley Square neighborhood along Montgomery Street. **Figure 1: Location of McGinley Square** provides an overview of the McGinley Square neighborhood and its proximity to the Journal Square PATH. All roadways included in the walking audit are under local ownership.

Workshop Methodology

The McGinley Square Walkable Community Workshop began with introductions and a short presentation at Women Rising on Fairmount Ave. NJTPA staff discussed workshop goals, the benefits of improving walkability, and traffic calming techniques that make it easier for pedestrians to cross high motorist thoroughfares such as Bergen Ave (CR 607) and Montgomery Street. The presentation discussed potential design improvements sensitive to the context of the walking audit area and the need to accommodate all ages and abilities. Improvements such as lead pedestrian intervals, countdown signals, curb extensions, crosswalks, and traffic calming signage were discussed during the presentation, as was compliance with the Americans with Disabilities Act (ADA). Discussion also included the public health rationale for increasing physical activity and the relationship between walkability and improved quality-of-life.

Following the presentation, attendees participated in a walking audit of the area denoted in **Figure 2: Workshop Walking Audit**. The purpose of the audit was to observe specific problem spots along the route as well as to point out features of the study area that are pedestrian-friendly. Workshop participants were very helpful in pinpointing suggestions for traffic calming pedestrian features and barriers to walkability within the neighborhood. NJTPA staff recognized that the intersections along the walking audit were important focus areas for the workshop report's recommendation priorities. Attention was paid to the ease of crossing the roads for pedestrians of all ages and abilities, the quality of the walking experience, driver behavior, ADA compliance (with a sensitivity to strollers and wheelchairs), and connectivity between destinations. A representative from Jersey City's Division of Engineering provided invaluable feedback along the walking audit. The agenda for the workshop and the listing of workshop participants is included as an Appendix on Page 16 and 17.

Figure 2: Workshop Walking Audit



Participants walked west from Women Rising to the intersection of Fairmount and Bergen Avenues, walked two blocks along Bergen Ave (CR 607) to McGinley Square, completed a circuit of all four crosswalks at McGinley Square, proceeded east along Montgomery Street, and used a non-signalized crosswalk to Orchard Street. Workshop participants then walked two blocks along Monticello Ave to Fairmount Ave and concluded the workshop venue at Women Rising. Input was provided and comments noted along the way.

The third part of the workshop was devoted to generating recommendations for the walking audit area. Participants gathered around street maps of the study area, denoted the location of specific walkability problems and potential solutions. Recommendations were discussed and priorities suggested as noted below.

Walkability Survey

During the workshop break-out session, attendees were given a short walkability survey to help develop recommendations. Seven of the 14 participants filled out a walkability survey (provided in the Appendix on Page 20 of this report). All of the survey respondents made note that sidewalks were broken and cracked in some locations. Four of the survey respondents described sidewalks blocked with poles, signs, shrubbery, and dumpsters in some locations. In regard to comfort, respondents noted that sidewalks had litter, were not well lit at night, and lacked streetscape enhancement such as grass, flowers, and trees. Bergen Ave (CR 607) has tree stumps that need to be removed.

Half of the respondents noted too much traffic on neighborhood roadways. When asked, “Safety: Is it easy to cross streets?” none said yes. The common problem checked by all respondents was the need for improvements to striped crosswalks and traffic signals.

Findings and Recommendations of Workshop Participants

Making recommendations for pedestrian safety is a primary goal of a Walkable Community Workshop. Aesthetics and sidewalk conditions are an important determinant in the decision of whether or not to walk. A well-designed pedestrian space encourages more walking. In addition, direct routes and short distances between destinations encourage trips by foot and on bicycle. Lastly, the pedestrian space must reflect the various levels of mobility. Proper design benefits all users, and allows all to participate in the community.

The following is a summary of the issues considered by the workshop and a list of pedestrian improvements that promote Jersey City’s Complete Streets Policy to ensure safe and accessible mobility for all users, of all ages and abilities, as they travel within the pedestrian-oriented neighborhood of McGinley Square.

During the walking audit, specific attention was paid to the following:

- The condition of existing sidewalks from both an aesthetic and safety perspective
- The condition of existing crosswalks and safety of pedestrian crossings at all intersections
- Motorist travel patterns and speeds in relation to observed pedestrian access patterns
- Bus routes and bus stop amenities

The recommendations and findings of this report are supported by the workshop attendees. The suggestions have been categorized by location and in the order of walking audit. Signalized and non-signalized intersections were of highest priority for workshop participants.

Bergen Ave (CR 607) and Fairmount Ave Intersection



Issue Area – Pedestrian Comfort: Crosswalks & ADA Compliance

- Re-stripe crosswalks for increased motorist visibility. A “Piano Keys” crosswalk has greater visibility than a two-stripe crosswalk. Refer to Page 19 in the Appendix for examples of “Piano Key” striping.
- Provide ADA compliant curb ramps to assist pedestrians with visual and mobility impairments in tracking the edge of the intersection curb.
- Relocate the NJ TRANSIT Route 87 bus stop on the south side of Fairmount Avenue closest to the intersection of Bergen Avenue. Multiple buses turning left from Bergen Avenue can/do block the crosswalk when stopping here. Consideration should be given to merging this stop with the one at the Monticello Avenue end of the block and relocating both to a single stop in the middle of the street. Since no on-street parking is allowed on this side of the street, moving the bus stop would not take away any street parking spaces.

Issue Area – Pedestrian Safety: Signals and Signage

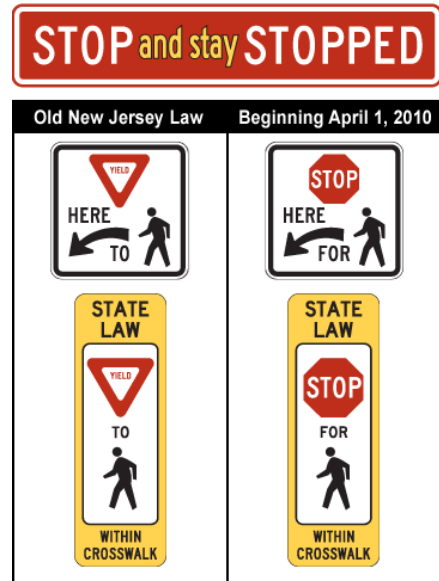
- Replace pedestrian signal heads with countdown heads.
- Consider traffic calming techniques such as “Stop for Pedestrian in the Crosswalk” signage and/or mirrors for improved visibility and slower motorist speeds. Due to the non-traditional angle of the intersection, pedestrians have a difficult time seeing on-coming traffic when they cross at the east leg of the intersection. Alternately, motorists have poor sight-distance as they travel east along Fairmount Ave through Bergen Street (CR 607).

Bergen Ave (CR 607) and Storms Ave Intersection



Issue Area – Pedestrian Safety: Crosswalks & Signage

- Re-stripe crosswalks for increased motorist visibility. A “Piano Keys” crosswalk has greater visibility than a two-stripe crosswalk. An alternative to the “Piano Keys” could be striping the whole intersection in a crisscross pattern. Refer to Page 19 in the Appendix for examples of “Piano Key” striping.
- Place “Stop for Pedestrian in the Crosswalk” signage in the middle of street to alert motorists of the need to stop for pedestrians attempting to cross at this non-signalized intersection.



Bergen Ave (CR 607) and Montgomery Street Intersection (McGinley Square)



Issue Area - Pedestrian Safety: Signals

- Fix east- and westbound pedestrian signal heads at the intersection to have a walk phase. During the workshop audit, the pedestrian signal heads did not have a walk phase. Revise pedestrian signal heads to provide a Walk and Flashing Don't Walk phase at a minimum of one second for every 3.5 feet of crosswalk.
- Upgrade current pedestrian signal heads to "fixed-time" count-down. Countdown signals provide excellent information to pedestrians on the amount of time they have to cross the street, especially for a complicated vehicular signal phase intersection like Bergen Ave (CR 607) and Montgomery Street. "Fixed-time", as opposed to actuated, is recommended because it provides a continual visual cue to drivers that pedestrians have the right of way.

Issue Area - Pedestrian Convenience: Crosswalks

- Workshop participants expressed an interest in an exclusive signal phase for pedestrians, during which all vehicles are given a red light while pedestrians have a walk phase along the legs of the intersection as well as diagonal movement. The intersection has a high level of pedestrian activity that could benefit from this crosswalk configuration. An example of this type of pedestrian crosswalk is shown in the photo on the right and has been implemented at high pedestrian level intersections in Los Angeles and Denver.



Issue Area - Transit and Pedestrian Convenience: Stop Bar Location

Move the stop bar on the west side of Montgomery Street back. Relocating the stop bar would indicate to motorists to stop further from the intersection thereby allowing more

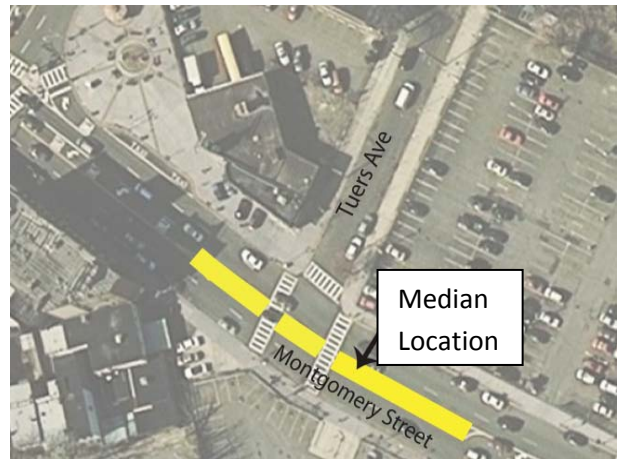
room for the bus driver to turn right from Bergen Ave (CR 607) south to Montgomery Street west. This recommendation provides improvement to pedestrian and vehicular traffic flow at the intersection. It also alleviates the possibility of bus encroachment at the pedestrian curb ramps since more space is provided for turning movement.

Montgomery Street and Tuers Avenue Intersection



Issue Area – Pedestrian Safety: Signage & Median

- Place “Stop for Pedestrian in the Crosswalk” signage in the middle of the street to the east and west of the non-signalized Tuers Ave crosswalks to alert motorists of the new law and also slow motorist speed. Workshop participants expressed concern that motorists do not comply with the state law at this crosswalk. Students utilize this crossing to access a near-by school.
- Consider creating a raised median where shown on the right. This would shorten the roadway crossing distance for the pedestrian with less exposure to being hit by a vehicle. The installation would have an added benefit of eliminating illegal left-turning vehicular movements from Montgomery Street to Tuers Ave.



Monticello Ave and Intersections



Issue Area – Pedestrian Safety: Signals & Signage

- Replace pedestrian heads with pedestrian count-down signal heads at Monticello Ave and Orchard Street. Assess signal timing to reflect a walking speed of 3.5 feet per second. There is a senior housing center within a block of this intersection. Workshop participants from this senior center talked about motorists in the crosswalk while they are trying to cross the intersection. This may be due to inadequate time to cross the street and no countdown to alert pedestrians. Furthermore, it was observed that signage for vehicles turning from Orchard Street onto Monticello Avenue at this intersection advised motorists to yield to pedestrians. A prohibition of right turns on red should be considered at this location.
- Place “Stop for Pedestrian in the Crosswalk” signage in the middle of street to alert motorists of the state law to slow motorist speed at Monticello Ave and Storms Ave. Workshop participants witnessed aggressive driving where the motorist did not stop for pedestrians at this un-signalized crosswalk.
- Assess whether the Monticello and Fairmount Ave intersection needs to be signalized. According to a workshop participant from the Jersey City Division of Engineering, the intersection has infrastructure in place to add signals in the future. Signals may reduce car collisions and ensure pedestrian safety at this intersection. This intersection is used by the Route 87 bus as it makes a right turn from Fairmount Ave to Monticello Ave south.

Sidewalks



In addition to signalized and non-signalized intersection recommendations during the McGinley Square walking audit, sidewalk comfort was a concern as well. The sidewalks on Fairmount Ave are in need of an upgrade. The current sidewalk is cracked and makes it difficult for ADA accessibility.



Bergen Avenue (CR 607) approaching Montgomery Street has narrow sidewalks in proportion to the amount of pedestrian activity, especially for seniors navigating with a walker or pedestrians pushing a stroller. The sidewalk has brick surfacing between the roadway and walking area. Future sidewalk upgrades should look into replacing the brick surfacing with a smoother concrete surface or scored, patterned concrete to expand sidewalk space for those using a walker, stroller, wheelchair, and those with luggage. This surface treatment will have an added benefit because it is easier to maintain than brick pavers.



Workshop participants noted the large amount of sign clutter along the Bergen Avenue (CR 607) sidewalk approaching Montgomery Street intersection. They also expressed frustration with sidewalk litter and trash. There was an interest in “greening” the streetscape. Trees and seasonal planters would enhance the visual appearance of the neighborhood. This would need to be coupled with maintenance through volunteer and/or city commitment. Slanted/leaning fencing, tree stumps, dead tree trunks, and empty tree pits that serve as litter collectors and tripping hazards along the sidewalk route took away

from the aesthetics and comfort of walking the McGinley Square neighborhood. Workshop participants recommended removing and/or fixing these problem spots.

Lighting in the McGinley Square Neighborhood

Lighting is a key pedestrian enhancement to ensure safe and comfortable mobility, especially during winter morning and evening commutes when daylight is absent. A lighting inventory is recommended if McGinley Square residents and business owners are interested in pursuing improvements to pedestrian-scale lighting. For additional information, refer to the Alan M. Voorhees Transportation Center's 2007 *Pedestrian Lighting in New Jersey: A Means to Improve Pedestrian Safety*:

http://policy.rutgers.edu/vtc/bikeped/reports/Pedestrian%20Lighting%20NJ_Updated%20Cover.pdf

Bus Stop Safety

The McGinley Square neighborhood has high bus ridership. Providing bus stop amenities for bus passenger comfort, convenience, and accessibility are highly recommended. During the walking audit, workshop participants noted several bus stop signs along Fairmount Ave Bergen Ave (CR 607), and Montgomery Street. Many of these stops had limited bus stop amenities due to lack of sidewalk space for bus stop shelters and benches.

Providing bus stop locations and routes on city way-finding signage, as well as larger bus stop signs gives residents and visitors enhanced communication to plan their transit trips. In addition, NJTRANSIT has unveiled "my bus" service where passengers can text the bus stop number and receive information on where the bus is located. The City of Jersey City can work with NJTRANSIT to ensure that "my bus" signs are installed at bus stops.

In addition, the location of NJ Transit Route 87 bus stops along the south side of Fairmount Avenue should be evaluated for safety issues. (See recommendation under Bergen Avenue and Fairmount Avenue Intersection.)

For additional information on how to upgrade an existing or new bus stop, refer to the North Jersey Transportation Planning Authority's Bus Stop Safety Toolbox brochure: <http://www.njtpa.org/plan/studies/documents/BusStopSafetyToolboxweb.pdf>. The Toolbox is a resource that elected officials, municipalities, planning board members, and citizens can use to understand how a community and implementing agencies can work together to enhance the safety and accessibility of an existing or new bus stop. The brochure was one of the products of a year-long Pedestrian Safety at and Near Bus Stops Study by the NJTPA to promote transit, livability, and complete streets.

Next Steps

A next step for the McGinley Square neighborhood would be to pursue enforcement and education opportunities in traffic and pedestrian safety. The design of pedestrian facilities plays a large role in the comfort, safety, convenience, and accessibility of a neighborhood. Coupling these design initiatives with enforcement and education ensures a more

successful walking environment, since motorist and pedestrian behaviors impact the elements of a walkable community.

Pedestrian and motorist safety education has been a focus at both the national and state level. New Jersey has been designated a Pedestrian Safety Focus State by the Federal Highway Administration's Safety Office due to the high number of pedestrian fatalities. Various organizations, both public and private, have taken a lead in being active within their communities to emphasize safety first in regard to mobility. At the national level, the National Highway Traffic Safety Administration provides a wealth of information regarding distracted driving and pedestrian safety. At the state level, the Department of Highway Traffic Safety provides grants and educational materials to reduce aggressive driving and jaywalking.

Enforcement is a great way to educate motorists and pedestrians. New Jersey's Department of Highway Traffic Safety and the Voorhees Transportation Center have provided support for Pedestrian Decoy Safety programs throughout the state. The program involves an undercover police officer in bright plain clothes at site specific crosswalk locations. The police officer attempts to cross at the crosswalk. Motorists who do not stop for them in the crosswalk are flagged by an enforcement officer who educates the driver by providing a warning or citation of crosswalk law infraction. The Jersey City Police Department has made use of this program in the past, and should be encouraged to continue and expand the program specifically in the McGinley Square area.

Conclusion

The McGinley Square neighborhood is a vibrant pedestrian-oriented urban neighborhood with high motorist and pedestrian activity. Existing infrastructure within the walking environment includes transit stops, pedestrian signal heads, sidewalks, and crosswalks. Based on the workshop's walking audit and participant feedback, this report finds that the neighborhood is in need of pedestrian upgrades and maintenance of existing sidewalks. Intersections along the walking audit were a main focus due to the high level of vehicles and pedestrians.

Bergen Ave (CR 607) and Montgomery Street intersection was a focus for workshop participants due to the complexity of signal phases with left-turning movements. Bergen Ave (CR 607) and Fairmount Ave was another intersection focus because of the geometry of the intersection and poor sight-distance for motorists approaching the intersection. Overall, short-term improvements included re-striping crosswalks and re-timing pedestrian signal heads to provide a "Walk" phase and enough time to cross, which is especially important for seniors and children. Another short-term and low cost strategy was placement of the "Stop for Pedestrians in the Crosswalk" signage at non-signalized and mid-block crossings.

Medium-term pedestrian upgrades included pedestrian count-down signal heads at all signalized intersections and a median at Montgomery Street and Tuers Ave to eliminate illegal left-turns, slow motorist speeds, and shorten the crossing distance for pedestrians. Improving lighting conditions and bus stop amenities in the McGinley Square

neighborhood was also recommended during the workshop. Following this McGinley Square Walkable Community Workshop, an evening workshop was conducted on November 29th, 2011. The findings of this evening walking audit are summarized in a separate report and available through the Jersey City, Division of City Planning.

The design recommendations listed in this Walkable Community Workshop report seek to raise awareness of the walking environment in the McGinley Square neighborhood, and support Jersey City's Complete Streets Policy. The report can be used as a resource for public decision makers, municipalities, and citizens to improve the mobility of their community for all users of all ages and abilities.

APPENDIX



McGinley Square Walkable Community Workshop
Sponsor: Bergen Communities United
Host: Women Rising (270 Fairmount Avenue) September
21st, 2011
10:00AM – 12:30PM

AGENDA

- 1. Welcome.....10:00

- 2. Walkable Community and Complete Streets Presentation.....10:15
 - Complete Streets Policy
 - Walking Environment

- 3. Walking Audit.....10:45
 - In field assessment

- 4. Design Solutions (Breakout Session).....11:30
 - Small team working groups

- 5. Presentation of Recommendations

- 6. Priorities and Action Plan

- 7. Next Steps, Questions, and Wrap up

- 8. Adjourn.....12:30

Workshop Participants

Name	Organization
Christine Barresi	McGinley Square
Paul Bellan Boyer	Jersey City Economic Development Corporation
Claire Davis	City of Jersey City, Division of City Planning
Rachel Green	Resident
Naomi Hsu	City of Jersey City, Division of City Planning
Virginia Jackson	Resident
Nashea Jones	Women Rising Inc./Bergen Communities United Job Bank
Brian Loughlin	Jersey City Housing Authority
Michele Massey	Bergen Communities United/Monticello CDC
Roseann Mazza	Women Rising Inc.
John Mucha	City of Jersey City, Division of Engineering
Rosemary Nwabueze	Bergen Communities United
Josefina Palacios	Hudson Transportation Management Association
Mike Selender	Resident
John Shote	NJTPA
Ilene Singh	Women Rising Inc.
Elizabeth Thompson	NJTPA

Pedestrian Image Resource: www.pedbikeimages.org



Edge Striping for Parking



Curb Extensions



High Visibility Crosswalk



ADA Compliant Curb Ramps



Bulb Out



Bulb Out with Parking

Piano Keys Crosswalk Sample



Everyone benefits from walking. These benefits include: improved fitness, cleaner air, reduced risks of certain health problems, and a greater sense of community. Consider the following questions when referring to your observations of today's walking audit. Your answers to these questions will be valuable in developing the McGinley Square Walkable Community Workshop Final Report.

1. Accessibility: Did you have room to walk?

- Yes Some problems:
- Sidewalks or paths started and stopped
 - Sidewalks were broken or cracked
 - Sidewalks were blocked with poles, signs, shrubbery, dumpsters, etc.
 - No sidewalks, paths, or shoulders
 - Too much traffic
 - Something else _____

Rating: (circle one) Locations of problems:
 1 2 3 4 5 6 _____

2. Safety: Is it easy to cross streets?

- Yes Some problems:
- Road was too wide
 - Traffic signals made us wait too long or did not give us enough time to cross
 - Needed striped crosswalks or traffic signals
 - Parked cars blocked our view of traffic
 - Trees or plants blocked our view of traffic
 - Needed curb ramps or ramps needed repair
 - Something else _____

Rating: (circle one) Locations of problems:
 1 2 3 4 5 6 _____

3. Comfort: Was your walk comfortable?

- Yes Some problems:
- Needed more grass, flowers, or trees
 - Scary dogs
 - Not well lighted
 - Dirty, lots of litter or trash
 - Dirty air due to automobile exhaust
 - Something else _____

Rating: (circle one) Locations of problems:
 1 2 3 4 5 6 _____

4. Would you recommend any of the following?

- Pedestrian-Scale lighting
- Raised Crosswalks
- Restripe Crosswalks
- Pedestrian Medians or Crossing Islands
- Curb Extensions
- Pedestrian Signage
- Reducing Car Lane Widths to Decrease Speeding
- Bicycle Lanes
- Pedestrian Countdown Signal Heads
- Upgrades to Traffic Signals
- ADA Compliant Curb Ramps

Resolution of the City of Jersey City, N.J.

City Clerk File No. Res. 11-317

Agenda No. 10.N

Approved: MAY 25 2011

TITLE:



RESOLUTION OF THE MUNICIPAL COUNCIL OF THE CITY OF JERSEY CITY TO ESTABLISH A COMPLETE STREETS POLICY

COUNCIL

offered and moved adoption of the following resolution:

WHEREAS, the City of Jersey City is committed to creating street corridors and intersections that safely accommodate all users of all abilities; and

WHEREAS, "Complete Streets" are defined as roadways that enable safe and convenient access for all users, including children, persons with disabilities, bicyclists, motorists, seniors, movers of commercial goods, pedestrians, and users of public transport; and

WHEREAS, much of Jersey City is comprised of a compact form of development that is supported by an interconnected network of streets and small block sizes, as well as a robust mass transportation system, that is conducive to walking, bicycling and mass transit use; and

WHEREAS, significant accomplishments have already been achieved by incorporating pedestrian safety measures when public streets and intersections are improved; and

WHEREAS, the New Jersey Department of Transportation supports Complete Streets policies and adopted its own such policy on 3 December, 2009, which policy encourages municipalities to provide complete streets; and

WHEREAS, Complete Streets are supported by the Institute of Traffic Engineers, the American Planning Association, the North Jersey Transportation Planning Authority, and many transportation, planning, and public health officials; and

WHEREAS, Complete Streets policies support the vision, goals, objectives, strategies and actions of the Circulation Element of the Jersey City Master Plan, which Circulation Element also provides guidance on the design of new streets and the retro-fit of existing streets, and guidance on types of potential traffic calming measures; and

WHEREAS, promoting pedestrian, bicycle, and public transportation travel as an alternative to the automobile promotes healthy living, and reduces transportation costs for residents and commuters; and

WHEREAS, the benefits of Complete Streets include improving safety for pedestrians, bicyclists, children, older citizens, non-drivers and the mobility challenged as well as those that cannot afford a car or choose to live car free; providing connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities, promoting healthy lifestyles; creating more livable communities, reducing traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions; and saving money by incorporating sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a street, thus sparing the expense of retrofits later; and

WHEREAS, the full integration of all modes of travel in the design of streets and highways will increase the capacity and efficiency of the road network, reduce traffic congestion by improving mobility options, limit greenhouse gases, improve air quality, and enhance the general quality of life; and

WHEREAS, the design and construction of new roads and facilities should anticipate future demand for biking, walking, and mass transit and provide accommodation for pedestrians, bicyclists and mass transit.

City Clerk File No. Res. 11-317

Agenda No. 10.N MAY 25 2011

TITLE:

RESOLUTION OF THE MUNICIPAL COUNCIL OF THE CITY OF JERSEY CITY TO ESTABLISH A COMPLETE STREETS POLICY

NOW, THEREFORE, BE IT RESOLVED, by the Municipal Council of the City of Jersey City that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the City of Jersey City shall be designed and constructed as "Complete Streets" whenever feasible to do so in order to safely accommodate travel by pedestrians, bicyclists, public transit, and motorized vehicles and their passengers, with special priority given to pedestrian safety.

APPROVED: Carl Capicchia
APPROVED: [Signature]
Business Administrator

APPROVED AS TO LEGAL FORM
[Signature]
Corporation Counsel

Certification Required

Not Required

APPROVED **9-0**

RECORD OF COUNCIL VOTE ON FINAL PASSAGE											
				5/25/11							
COUNCILPERSON	AYE	NAY	N.V.	COUNCILPERSON	AYE	NAY	N.V.	COUNCILPERSON	AYE	NAY	N.V.
SOTTOLANO	✓			GAUGHAN	✓			AHMAD	✓		
DONNELLY	✓			FULOP	✓			VELAZQUEZ	✓		
LOPEZ	✓			RICHARDSON	✓			BRENNAN, PRES	✓		

✓ Indicates Vote

N.V.-Not Voting (Abstain)

Adopted at a meeting of the Municipal Council of the City of Jersey City N.J.

[Signature]
Peter M. Brennan, President of Council

[Signature]
Robert Byrne, City Clerk