**Priority Area**

As part of the data collection task of this project, a Jersey City school location list was developed and five years of pedestrian and bicycle crash data in Jersey City were analyzed. Schools and crash locations were mapped, along with a ¼ mile buffer around each school. The map provides a visualization of streets and neighborhoods in Jersey City that are located within walking distances of schools. The school location and crash maps were presented at the Steering Committee Kickoff Meeting held in December 2017. To identify and prioritize for potential routes walkability audits, the following factors were considered:

**Student Grade Level**

It is important to diversify the grade levels of schools during the audits so students of all school ages are represented. School location and grade level information was obtained from the New Jersey Department of Education. Schools were mapped with specific icons and colors to distinguish grade levels.

**Demographics**

Percentage of households below the poverty level and related children under 18 years by Census Tract. This data was added to the map to allow the project team to identify neighborhoods that have high percentage of households with school age children and incomes below the national poverty level. The goal of identifying these neighborhoods is to include disadvantaged populations when choosing schools and locations to audit. This data was retrieved from the US Census Bureau.

Percent Minority Population by Census Tract. Minority population data was added to the map to allow the project team to identify neighborhoods with high percentages of minorities. The goal of identifying these neighborhoods is to include minority populations when choosing schools and locations to audit. This data was retrieved from the US Census Bureau.
Proximity to Crash Hotspots

Pedestrian and bicycle crash data was mapped to identify crash hotspots throughout Jersey City. The map contains 1,008 crashes which occurred between 2012 and 2016. This data was retrieved from NJ DOT.

JC Pedestrian Enhancement Plan Audit Routes

Jersey City Division of City Planning provided the project team with a draft map of the walkability audits conducted during the development of the Jersey City Pedestrian Enhancement Plan. Michael Baker mapped these audit routes and included them as an item for consideration to prevent overlap when choosing walkability audit routes.

Schools & Location

A map was developed showing school locations, demographics, crash hotspots, and the Pedestrian Enhancement Plan audit routes. To begin the process of selecting priority areas, the project team reviewed the map for and identified school neighborhoods in Jersey City that should be considered for selection as priority areas. Minority population was displayed on a separate map. Preliminary priority areas were generally identified based on the following analysis:

- Contained schools located in census tracts with high percentages of households below the poverty level with related children of the householder under 18 years
- Contained schools located in census tracts with high percentages of minority populations
- Contained schools that had crash hotspots within 1/4 mile walking distance
- Contained schools that were not located along the Pedestrian Enhancement Plan audit routes

This process resulted in the identification of seven priority areas which included 31 schools out of a total of 81.
Serving over 30,000 children annually, the Jersey City Public School District is one of the largest school districts in the State of New Jersey. The district has fourteen Elementary Schools (Pre-K–5), thirteen Grammar Schools (Pre-K–8), four Middle Schools (6–8), six High Schools (9–12), one Secondary School (6–12), one Alternative Program (serving grades 6–12), and three Early Childhood Centers. The table below shows the schools that fall within the seven priority areas along with the type of school, address, grade level and enrollment.

<table>
<thead>
<tr>
<th>Audit Number</th>
<th>School Name</th>
<th>Type</th>
<th>Address</th>
<th>Grade Level</th>
<th>Enrollment</th>
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<tbody>
<tr>
<td>1</td>
<td>Alfred E. Zampella No. 27 Elementary School</td>
<td>Public District</td>
<td>201 North St</td>
<td>PK-8</td>
<td>1099</td>
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<td>Jersey City Global Charter School</td>
<td>Public Charter</td>
<td>255 Congress St</td>
<td>KF-4</td>
<td>305</td>
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<td>Nicolas Copernicus No. 25 Elementary School</td>
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<td>3385 Kennedy Blvd</td>
<td>PK-5</td>
<td>757</td>
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<td>Public Charter</td>
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<td>4F-08</td>
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<td>600 Bergen Ave</td>
<td>PK-5</td>
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<td>Julia A. Barnes No. 12 Elementary School</td>
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<td>Public District</td>
<td>180 9th St</td>
<td>06-08</td>
<td>78</td>
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</tbody>
</table>

Source: NJ Dept. of Education (2015-2016)
Crash Data

The project team analyzed available crash data, from 2012 to 2016, by time as well as location. There were 2,141 total crashes from 2012 to 2016, of which 1,008 had location data available. The peaks for pedestrian and bicycle crashes occurred between 8 AM and 9 AM (148 crashes), 3 PM and 4 PM (155 crashes), 5 PM and 8 PM (165, 189, and 150 crashes respectively). Several of the peak times coincide with times that students are most likely to be out on the roads. Due to the high incidence of crashes occurring when students are likely to be walking to or from school, safety improvements at key intersections are especially important for ensuring student safety.

**Figure 22**

Time of Day of Pedestrian and Bicycle Crashes (2012-2016)

Source: NJ DOT Crash Records Raw Data

**Total of 2,141 crashes from 2012 to 2016**
- 1,615 Pedestrian crashes occurred within 1/4 mile of a school
- 512 Bicycle crashes occurred within 1/4 mile of a school

**Total of 1,008 crashes with location data available**
- 580 Pedestrian crashes occurred within 1/4 mile of a school
- 160 Bicycle crashes occurred within 1/4 mile of a school

**16 Fatal Crashes**
- 13 Pedestrian and 3 Bicycle
- Two of the Fatal Crashes involved a person Under 18
The Jersey City School Travel Plan Project Team conducted seven audits in May and June 2018 in neighborhoods throughout the City. Audit routes were designed to cover at least one school and in total included over 30 public, private, and charter schools. The project team divided into two groups for audits 1 through 6 to cover more of each neighborhood. The project team conducted Audit seven as one group.

Crosswalk Visibility

Low Visibility

High Visibility

Legend

- Jersey City Boundary
- Highways
- Streets
- Parks
- PATH Stops
- Light Rail Stops
- Priority Areas
- Selected for Audit

Figure 24: Jersey City Priority Area Map
The first neighborhood the audit team observed was located in the North Ward and included Alfred E. Zampella No. 27 Elementary School (PS 27) and Jersey City Global Charter School. This audit provided the team with a great deal of insight into the types of issues facing the Jersey City schools. While there were some concerns with the crossing guards, infrastructure, and litter, the surrounding areas had a number of positive aspects. The presence of Greater Bergen Community Action Head Start/Early Head Start preschool on Nelson Avenue led to a significant amount of stroller use in the area. In front of the pre-school, the audit team visually estimated about 50 strollers parked, leading to the potential need of infrastructure that is compatible with strollers such as curb ramps. Both audit teams noted the wide sidewalks throughout the audit routes and one team member noted that it was nice to walk side-by-side with other team members.

Both audit teams observed student arrival at PS 27. PS 27’s main entrance is on North Street, which has a 30-foot-wide street with parking on both sides. Signs designate that parking is prohibited on school days. As the audit team observed the entrance of the school, there were a number of students waiting to be picked up by school buses. This occurred several times throughout the morning. Arrival to the school seemed orderly and the children fully utilized the wide sidewalk in front of the school, often playing games of tag or enjoying a short race.
Issues, Opportunities, and/or Deficiencies

- Significant number of crossing guards absent from assigned locations (14 absences in the Heights ward)
- Long crossings (crossing JFK Boulevard)
- Streets did not have pedestrian scale lighting
- Lack of secure bicycle parking on or near school property (3)
- No public seating observed throughout neighborhood
- Pervasive illegal parking on local streets (1)
- Trash receptacles were not present (2)
- Wires hang down to street level from utility poles
- High vehicle speeds were observed

Good Practice

- Many intersections were ADA compliant with curb ramps, pedestrian signals and push buttons (4)
- Large beautiful shade trees are present in front of PS 27 (5)
- New trees were noted around new housing
- Bike lanes and bike route signage are present (6)
- Wide sidewalks exist throughout area (14’ sidewalk width in front of PS 27)
- Use of bollards for daylighting intersections at Summit Avenue & Leonard Street

Walking Audit 1: Alfred E. Zampella No. 27 Elementary School & Jersey City Global Charter School

1. Thorne Street & Columbia Avenue
2. Nelson Avenue & North Street
3. Summit Avenue & Irving Street
4. Grace Street & Summit Avenue
5. North Street
6. Nelson Avenue & North Street
Streets near Jotham W. Wakeman No. 6 Elementary School (PS 6) exhibited many of the same issues the team encountered around PS 27 and Jersey City Global Charter School. The team was present for dismissal. Children were released to parents waiting within the physical education courtyard on the side of the building. Crossing guards were supposed to be located at each of the intersections adjacent to the school when dismissal began but many were not present. Minutes after dismissal, a police officer arrived at two of the four adjacent intersections to direct traffic and assist pedestrians waiting to cross. Many vehicles double parked along St. Paul’s Avenue in front of PS 6 causing limited sight distance for pedestrians crossing the street. Many families who picked up their child at PS 6 left the school on foot. The intersection of Route 139 and Palisade Avenue near Dickinson High School was difficult for the audit team to cross as the large intersection was 115 feet wide, had six lanes did not have a No Turn on Red rule, and the signal timing appeared to require adjustment as the audit team was given the walk signal as vehicles on Palisade Avenue turned westbound onto Route 139 and nearly collided with the audit team.
Issues, Opportunities, and/or Deficiencies

- Two of four PS 6 Crossing Guards were absent
- Lack of bicycle parking at PS 6
- Lack of public seating throughout neighborhood
- Vehicles parked illegally at the school and along Route 139 (3)
- Sidewalks in poor condition and need repair (1)
- Long Crossings on Route 139 (2)
- Intersections with non-compliant ADA infrastructure

Good Practice

- ADA compliant intersections (4)
- Painted bump outs along Palisade Avenue (6)
- Placemaking efforts such as public art at intersections (5)
- Opportunities for green space in the Bergen Arcades right-of-way, running parallel to Route 139 potential for new parks
- Bike racks were observed on sidewalk at Sgt. Anthony Park

1. Hoboken Avenue & Central Avenue
2. Central Avenue & Route 139
3. Route 139 & Baldwin Street
4. Central Avenue & St. Pauls Avenue
5. Baldwin Avenue & Fleet Street
6. Palisade Avenue & Fleet Street
The audit teams arrived at 8:00 AM at Joseph H. Brensinger Elementary School (PS 17) and Julia A. Barnes No. 12 Elementary School (PS 12) to observe students arriving at both schools.

Arrival at PS 17 appeared to be orderly and efficient. Near the front entrance of PS 17, several school attendants set up cones that were used to designate a loading zone for buses and prevent cars from parking near the curb. As the buses pulled up to PS 17, the school attendants moved the cones, allowing access to the school for students disembarking the buses. A crossing guard was absent from the intersection of Belmont Avenue and Bergen Avenue. Many parents were walking with their children to school. Children also arrived in the morning by way of transit, as the audit team noted students exiting a NJ Transit bus in front of PS 17. Adjacent to PS 17, Belmont Avenue between Bergen Avenue and Monticello Avenue was closed to vehicles. This street is closed every school day from 8:00 AM to 8:45 AM and 2:30 PM to 3:15 PM.

Members of the audit team were also able to observe arrival at PS 12 on Astor Place between Monticello Avenue and Crescent Avenue. Astor Place was observed as a residential street with vehicles parked on both sides of the street, giving it a narrow feel. Students were observed arriving by school bus, on foot, or parent vehicle drop off. Similar to PS 17, arrival appeared to be orderly and calm.
Issues, Opportunities, and/or Deficiencies

- Long crossings on JFK Blvd between Fairmount Avenue and Kensington Avenue
- Communipaw Avenue
  - No pedestrian signal heads or push buttons at several intersections
  - Many crossings at intersections were unmarked (3)
  - Long pedestrian crossings
  - Infrastructure along corridor did not appear to be ADA compliant (2)
- Low hanging utility wires
- No bicycle parking at or near Lincoln High School
- Lack of public seating
- Poor sidewalk conditions (1)
- Vehicles parked too close to crosswalks. Poor indication of emergency services in front of fire station on Communipaw Avenue

Good Practice

- Street trees (9)
- Trash receptacles and clean streets (5)
- Wide sidewalks
- Bollards on Duncan Avenue (8)
- Speed strips painted on roads, indicating drivers should slow down (6)
- Intersection paint at Bergen Avenue and Harrison Avenue reminds drivers not to block the intersection (4)
- Community Uplifting Project Garden on Communipaw Avenue
- Citi Bike stations and bike lanes (7)
The audit team arrived at Snyder High School (same location as Innovation High School) to observe students in the afternoon during dismissal. During dismissal, parents in vehicles lined Bergen Avenue in front of the school waiting for students. Traffic on Bergen Avenue began to build up soon after. Some parents that arrived several minutes after dismissal would stop to allow their students into vehicles, while other parents looked to keep moving. Buses arrived and were forced to double park to board students. Vehicles looking to pass the bus were forced into the oncoming travel lanes. Parked buses and vehicles impeded sightlines and created a dangerous pedestrian environment at the closest intersection of Bergen Avenue and Bostwick Avenue.

While the students used the crosswalk available, there was no crossing guard present though there is one assigned to the location. Students were forced to cross themselves without assistance at an intersection where vehicles, including school buses, were parked and other motorists were trying to pass. Drivers sometimes did not stop for students attempting to cross the street, looking to utilize any space between the students crossing. The audit team observed a number of near-miss collisions, between vehicles, and between vehicles and pedestrians. The audit team observed many Snyder High School/Innovation High School students using public transit upon dismissal.

At the dismissal time for Chaplain Charles Watters School No. 24 (PS 24), students were observed exiting the school and being surrounded by garbage bags that were left for garbage pickup on the sidewalk of Virginia Avenue in front of the school. Many vehicles were double parked along Virginia Avenue. The audit team observed a timed flashing beacon about 300 feet east of PS 24 on Virginia Avenue, but the flashing lights of the beacon were not functioning during dismissal time.
**Issues, Opportunities, and/or Deficiencies**

- Missing crossing guard at Bergen Avenue and Bostwick Avenue in front of Snyder High School/Innovation High School
- Missing crossing guard at West Side Avenue and Ege Avenue near PS 24
- Parking in crosswalks, double parking, and parking on sidewalks (1)
- Lack of bicycle parking
- Intersections with faded crosswalks and not ADA compliant
- Lack of public seating (outside of parks)
- Poor sidewalk conditions
- Long crossings at JFK Blvd (2)
- Erratic Driver behavior
- Large store sign displayed on southwest corner of JFK Boulevard and Morton Place, blocking view of pedestrians crossing (3)

**Good Practice**

- Several intersections were observed as ADA compliant by the audit team
- Audubon Park (6)
- Wide sidewalks
- Examples of using paint to define parking (5)
- Speed strips (4)
- Students from Snyder/Innovation High School were using public transit
The audit team began the audit by observing morning student arrival at Fred W. Martin No. 41 Elementary School (PS 41). Upon arrival at PS 41 it was noted that El Chevy Grocery & Deli as well as Kaelyn Deli were a popular stop for students. The two delis, separated from the school by Ocean Avenue, had groups of students gathered out front. As class time drew closer, the students migrated across the street with the help of the crossing guard. The intersections near the school had crosswalks in good condition and ADA compliant features. Crossing guards were working these intersections to ensure vehicles did not turn when pedestrians were present in the crosswalks. There were limited issues regarding cars arriving to drop students off and blocking the street. Buses were loading near the intersection of Bayview Avenue and Ocean Avenue to take some students to other schools. The bus loading caused little disruption along Ocean Avenue. The school provides benches in the front, which some students occupied while waiting for classes to begin.

A police vehicle with flashing lights was parked at the intersection of Ocean Avenue and Wilkerson Avenue adjacent to PS 41. When the audit team asked the police officer why he was parked there, the officer mentioned that he was parked to deter criminal activity.

As the audit team walked from PS 41 to the neighborhood around Whitney M. Young Primary School (PS 15), the audit team observed many vacant homes and buildings along residential streets, including Wegman Parkway and Stegman Street. Infrastructure such as sidewalks and curb ramps throughout the neighborhood around PS 15 looked to be neglected and in poor condition. There was a clear distinction between the neighborhood infrastructure west of Ocean Avenue and the infrastructure along Ocean Avenue, as crosswalks and curb ramps along Ocean Avenue were new or maintained well.
Issues, Opportunities, and/or Deficiencies

- Sense of neglect in surrounding neighborhood of PS 15
  - Liter in streets (1)
  - Vacant homes, boarded up windows (3)
  - Wires hanging down to street level from utility poles.
  - Broken glass on Bayview Avenue next to PS 41
- Poor sidewalk conditions (2)
- Crossings on residential streets were in very poor condition with faded striping and missing ADA curb ramps
- Missing crosswalks
- Parked cars blocking sidewalks and crosswalks
- No “No Turn On Red” during school hours sign at intersections near the school
- Lack of street lights (Dwight Street)

Good Practice

- High visibility crosswalks and ADA curb ramps were present at crossings in front of PS 41
- Seating in front of PS 41 (4)
- Crossing Guards seem to be key community figures. One crossing guard at PS 41 broke up a fight between two students
- Good examples of tree boxes (6)
- Trash receptacles located along Ocean Avenue
- Pedestrian scale lighting outside the Urban League of Hudson County as well as the Glenn D. Cunningham Branch Library and Community Center, both located on MLK Blvd
- Bike lanes seen on Bostwick Avenue
- New, compliant crosswalks and curb ramps along Ocean Avenue between Dwight Street and PS 41
- Speed humps along Wilkerson Avenue between Ocean Avenue and MLK Drive
This audit was completed during the afternoon. One audit team observed dismissal at Alexander D. Sullivan No. 30 Elementary School (PS 30) while the other audit team observed dismissal at Public School 20 (PS 20). PS 20 is located one block east of Jersey City Community Charter School and across the street from Glenn D. Cunningham Early Childhood Center. The three schools dismissed between 2:45 PM and 3:00 PM. Parents, anticipating traffic congestion began to line up their vehicles around 2:30 PM at PS 20. The streets are narrow in this neighborhood, so parents were seen parking their vehicles partially on the sidewalks. Parents parked along the streets surrounding the schools, forcing the school to move their bus loading from the side of the building on New Street to the front of the building on Ocean Avenue. Spots for the buses are blocked by cones and only moved as the buses pull up. The congestion caused by the vehicles arriving for all three schools dismissals has negative impacts on the residents surrounding the schools as well. While several of the nearby intersections have crossing guards, crossing guards were missing at several intersections along New Street and Rutgers Avenue.

A Parent-Teacher Association (PTA) member from PS 20 participated in the audit and informed the audit team of other issues that needed to be addressed near the school. He mentioned that Mondays are often met with trash and litter from Brenda’s Place, a bar located on the corner of New Street and Ocean Avenue. The owner of the bar has been occasionally seen cleaning alcohol bottles off the street, but other times volunteers from the school clean the litter instead. Other illicit activities, such as prostitution, were mentioned as a major concern from parents and students. PS 30 experienced a similar dismissal situation to PS 20. Parents parked along Seaview Avenue adjacent to PS 30 beginning approximately 30 minutes before dismissal began. Some parents were seen parking on sidewalks, double parking and idling. The crossing guards were ineffective, and vehicles paid little regard to children crossing Seaview Avenue after dismissal.
Issues, Opportunities, and/or Deficiencies

- PS 20, Jersey City Community Charter School and Glenn D. Cunningham Early Childhood Center have similar dismissal times causing traffic congestion in neighborhood
- Parents park on the sidewalks (1)
- Parent at PS 30 let their vehicles idle while waiting for their children and block the street
- Litter seen near schools
- Poor sidewalk conditions (3)
- No crossing at Ocean Avenue in front of PS 20, which would provide pedestrian access to a transit stop
- Trash receptacles were not seen often
- Lack of bicycle parking at and near schools. PTA member noted that approximately five teachers at PS 20 bike to the school but keep their bikes in a school storage room due to no dedicated bike parking facility
- JFK Boulevard is very wide, very fast and difficult to cross.
- Side streets near Infinity Institute including Greenville Avenue and Linden Avenue are very wide, audit team observed vehicles speeding (2)
- Some broken push buttons at Old Bergen Road and Danforth Avenue. Also no push button for some crossings, such as north-south crossing of Danforth Avenue on west side of Bergen. Push buttons and signal heads appeared to be malfunctioning, and audit team observed that there is a pedestrian only signal timing phase

Good Practice

- ADA compliant intersections (4)
- Crossing guards present early and several minutes before dismissal
- Bike lanes present along Linden Avenue, Cator Avenue (6)
- Speed humps (5)
- Ferris Park (includes bike parking and benches)
- Columbia Park (includes bike parking and benches)
- Active Parent Teacher Association participation in safe walking and biking to PS 20
- Mid-block crossing at Cator Avenue outside of PS 20
The area surrounding these East Ward schools is dichotomous, divided by 12th and 14th Street which lead to the Holland Tunnel. South of 12th street, the neighborhood appeared clean, the sidewalks looked to be in good condition, and bicycle infrastructure is present. North of 14th Street the quality of the infrastructure was observed as poor as intersections lack safe crossings and the sidewalks are in poor condition, and in some places missing. Additionally, litter is evident on both 12th Street and 14th Street. Crossing these streets that enter the Holland Tunnel presents a difficult challenge, especially for pedestrians with disabilities, children, and the elderly. These crossings are long, and the audit team noted that the number of vehicles passing by made for an uncomfortable experience even when standing in pedestrian refuge islands. The presence of crossing guards and Port Authority police officers who were also crossing pedestrians made for a safer walk, but these intersections are not staffed 24 hours, 7 days per week.

“You got older people crossing in this area that can't make it across the street in time” - Local Resident discussing crossing traffic at the Holland Tunnel
Walking Audit 7: Rafael De J. Cordero No. 27 Elementary School, Explore 2000 Middle School, Dr. Ronald E. McNair Academic High School, Hamilton Park Montessori School

Issues, Opportunities, and/or Deficiencies

- Long crossings on 12th Street and 14th Street (1)
- Pedestrian signal heads provided short pedestrian crossing times for long crossings
- Sidewalks in poor condition (3)
- Lack of trash receptacles, especially north of 14th Street
- Need for additional lighting in underpasses on Erie Street and Grove Street under 11th Street
- Residents requested benches and shelters at bus stops
- A cement staircase at 10th Street and Grove Street blocks space where curb ramps should be located and is a barrier for someone using a wheelchair or stroller (2)
- Vehicles in driveways blocking sidewalk

Good Practice

- Utility wires were tied up using zip ties, which prevented wires from hanging down (6)
- Solar powered flashing crossing signage (5)
- Crossing guards were present and appeared to be crossing students properly
- Bicycle parking was observed around PS 37 (4)
**Intersection of Newark Avenue, Brunswick Avenue and 4th Street near Dr. Michael Conti Public School 5**

This intersection is located approximately 500 feet east of Dr. Michael Conti Public School 5 (PS 5) in the East Ward. The intersection is a “five-point intersection,” creating a complicated roadway configuration for both drivers and pedestrians. The audit team felt many vehicles were speeding through the intersection as an attempt to beat the yellow and red lights to avoid waiting for a long traffic signal phase. Once the pedestrian push button was pressed, the audit team waited approximately 2-3 minutes for the Walk signal. While the intersection felt unsafe to the audit team, the intersection featured pedestrian accommodations including crosswalks that were in good condition, curb ramps with detectable warning surface (DWS), pedestrian signal heads with countdown timers, benches, and pedestrian scale lighting. The audit team was present at this intersection during the early afternoon which was not during PS 5 arrival or dismissal and therefore did not observe students crossing at the intersection.

**Issues, Opportunities, and/or Deficiencies**

- Long waiting times for crossing, which is potentially necessary for the large intersection with long crosswalks (1)
- During peak hours for traffic, arrival and dismissal for PS 5, may need more than one crossing guard to adequately control traffic
- Vehicles partially parked on the sidewalk

**Good Practice**

- Crosswalks in good condition
- ADA compliant infrastructure
- Public seating (2)
- Placemaking efforts (2)
- Pedestrian scale lighting (2)
Walking & Biking - Barriers & Opportunities

Grand Street Corridor - Communipaw Avenue to Prior Street

The audit team began at the western end of this corridor near the five-point intersection of Grand Street, Communipaw Avenue and Prescott Street. The audit team noted that this skewed intersection contains long crossings and may require longer pedestrian signal phasing. The intersection of Summit Avenue and Communipaw Avenue provided high visibility bar style crosswalks and ADA compliant curb ramps. At the intersection of Grand Street and Garfield Avenue the audit team identified an area for a potential pocket park or plaza (Figure X), which is currently unused painted concrete. Grand Street and Communipaw Avenue have several long crossings. It would be beneficial to increase the pedestrian crossing times to accommodate children and the elderly.

After examining the intersections along the western end of the corridor the audit team continued to the eastern portion. Grand Street has a wide roadway width, as the street consists of four travel lanes and parking on both sides of the roadway (Figure X). Additionally, the corridor is a truck route and the combination of the wide street and truck traffic leads to an uncomfortable environment for pedestrians and bicyclists with high speeds and loud traffic. The larger vehicles often turn from Grand Street onto the side streets in the area, however, the corners appeared to have small curb radii making these turns difficult. Tight turns at intersections forced trucks to make difficult turning movements which led to trucks blocking intersections. ADA compliant infrastructure was missing at some intersections. At one location construction caused the sidewalk to become unusable. Crossings over Grand Street in general were long. Installation of a bike lane or striping the parking along Grand Street could improve the corridor.

Additional Audits at Select Locations
Issues, Opportunities, and/or Deficiencies

- High speed traffic
- Crossing times do not accommodate children, the elderly, or those with disabilities
- Some crossings over Grand Street are missing as curb ramps were present without connecting crosswalks
- Long crossings
- Incomplete crossing at Garfield Avenue and Grand Street (2)

Good Practice

- Pocket Park at Grand Street and Communipaw Avenue (3)
  - Seating
  - Recreation
- Wide Sidewalks along Grand Street
Outreach and Public Engagement

Public outreach and feedback is an important part of the planning process. This project allowed for opportunities to interact with and gain insight from Jersey City residences regarding their observations, concerns, and thoughts on potential interventions to improve the walking and bicycling environment throughout their City.

Stakeholder Meeting

After the first Steering Committee meeting and the initial data gathering process, the Jersey City Division of City Planning organized a stakeholder meeting where the project team could discuss the District School Travel Plan project with advocates and community members from throughout Jersey City. The meeting, which was held on April 30, 2018, included representatives from the PTA, Jersey City Health and Human Services, Haven Adolescent Community Respite Center, Safe Streets JC, and Bike JC. The meeting allowed the project team to provide an overview of the project, explain District School Travel Plan process, discuss data that had been collected thus far, and introduce draft priority zones identified through data analysis from which walkability audit routes would be chose. Following the project team presentation, stakeholders in attendance were asked to provide their feedback on the identified priority zones and to make recommendations for problem areas and points of interest that should be included in the walk assessments. Feedback from the stakeholders helped to further refine priority zone areas and specific concerns helped to provide shape to the final walk assessment routes.

I Love JC Public Schools Back to School Festival

The project team worked with contacts at the Jersey City School District to be a part of the I Love Jersey City Public Schools Back to School Festival on September 29, 2018. This annual event helps to celebrate the beginning of the school year by bringing thousands of parents and students from throughout Jersey City together at Liberty State Park in a fun environment to learn more about their schools and the programs offered. The day provides an opportunity for parents and community members to connect with their school and offers free food, fun activities, and entertainment provided by the many talented student groups and clubs from schools in Jersey City.

As part of the event, the project team organized an interactive station for parents, students, and residents from throughout Jersey City to stop by and offer feedback on their concerns related to driver behavior, walking, and bicycling, and which potential interventions to help make walking and bicycling safer and easier they are most interested in seeing in their community. Over 2,000 community members offered their feedback by voting their top concerns and top potential interventions by placing stickers on display boards. Project team members also took notes on a map of Jersey City and recorded additional comments provided. These display boards and the map mentioned can be seen on page 82.

Receiving the highest percentage of votes, driver behavior seemed to be a top concern among festival attendees. Specific issues noted were distracted driving, drivers not stopping for pedestrians, and speeding. Top concerns related to walking were absent Crossing Guards, inadequate crossing time, and litter. Concerns for biking included an overall lack of helmet use and a lack of bicycle parking, especially near schools.

When identifying what potential interventions near schools that they would like to see to address some of their concerns, top responses included more Crossing Guards, more School Zone signs and pavement markings, and additional bike parking. Other top amenities festival attendees would be interested in seeing throughout Jersey City included more trash cans, more public bathrooms, and additional public seating.
The District School Travel Plan process does not allow for walk assessments in the neighborhood of every school city-wide. To help ensure feedback was included from schools throughout the City, school principals in Jersey City were asked to provide answers to questions concerning travel to and from school for students in their schools. The survey was completed by principals or administrators from twelve schools within Jersey City.

Principals were asked what percentage of their students traveled to and from school using a variety of modes including walking, bicycling, school bus, personal family vehicle, public transit or other. Comparing the results offered by the principals to the information collected as part of the Student Arrival and Departure Tally, the principals were correct in assuming that more than 50 percent of their students arrived and departed school on foot. However, the principals underestimated the use of family vehicles for travel to and from school. In general, the principals tended to overestimate the percentage of students who walked and underestimate the use of family vehicles and public transportation.

To understand what types of SRTS programming Principals were most interested in implementing in their schools, respondents were asked to rank their interest in a number of strategies and programs. Overall, interest in implementing SRTS programming was very high among respondents. Principals seemed most interested in education events and walk to school days. Bicycling events and programs seemed less popular, with the least popular choice being to implement a Bicycle Train program.

Finally, principals were asked which streets serve as key walking routes for students to and from school and which intersections are in need of improvement. Streets identified are listed in the table at the bottom of the page.

<table>
<thead>
<tr>
<th>Which streets currently serve as key walking routes for students traveling to and from school?</th>
<th>Intersections in need of improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infinity Institute</td>
<td>Old Bergen Road; John F. Kennedy Boulevard</td>
</tr>
<tr>
<td>Innovation High School</td>
<td>John F Kennedy</td>
</tr>
<tr>
<td>Early Childhood Centers</td>
<td>Dantorth Avenue, Ocean Avenue, Cator Avenue</td>
</tr>
<tr>
<td>Alexander D. Sullivan School (PS #30)</td>
<td>Seaview Ave, Gates Ave, Kennedy Blvd, and Old Bergen Road</td>
</tr>
<tr>
<td>Liberty HS</td>
<td>Sip Avenue, Kennedy Blvd, West Side Ave.</td>
</tr>
<tr>
<td>Frank R. Conwell PS#3</td>
<td>Varick, Bright, Monmouth, Montgomery, Jersey, Grand</td>
</tr>
<tr>
<td>PS #22</td>
<td>Johnson, Halladay, Van Horne, Lafayette, Maple, Communipaw</td>
</tr>
<tr>
<td>Franklin L. Williams MS #7</td>
<td>John F, Kennedy Blvd / Summit Avenue / Central Avenue</td>
</tr>
<tr>
<td>Dr Paul Rafailides PS # 33</td>
<td>Union Street, Clendenny Avenue, West Side Avenue, Mallory Avenue</td>
</tr>
<tr>
<td>Martin Luther King, Jr. P.S.#11</td>
<td>Bergen Avenue</td>
</tr>
<tr>
<td>Watters School 24</td>
<td>Kennedy Boulevard / Westside Avenue / Boyd Avenue / Virginia Avenue / Bergen Avenue</td>
</tr>
</tbody>
</table>

| John F Kennedy Blvd & Greenville Ave |
| John F Kennedy Blvd & Broadman Pkwy  |
| Dantorth Ave & Ocean Ave              |
| John F Kennedy Blvd & Old Bergen Rd   |
| West Side Ave & Sip Ave               |
| John F Kennedy Blvd & Halladay St     |
| John F Kennedy Blvd & Rt 139          |
| West Side Avenue & Union Street       |
| Academy Street                        |