

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.

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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 Gasparich

APPROVED AS TO LEGAL FORM

APPROVED:

Julia

Business Administrator

[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.

Peter M. Brennan

Peter M. Brennan, President of Council

Robert Byrne

Robert Byrne, City Clerk

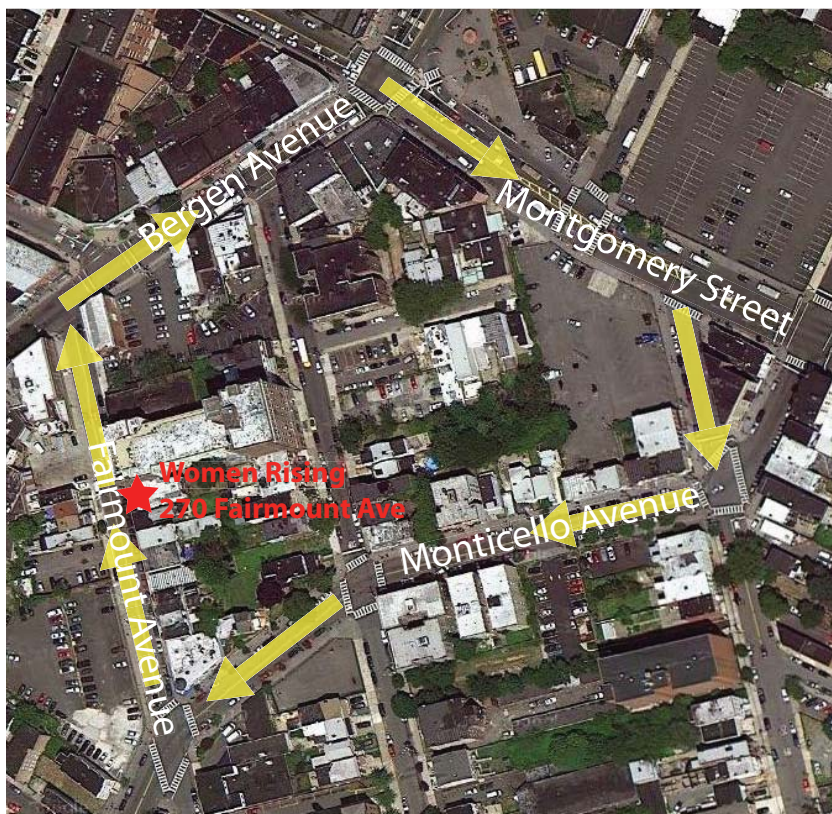
Bergen Communities United invites you to a Walkable Community/Senior Mobility Workshop

Wednesday, September 21, 2011

10 AM - 12:30 PM

Meet at Women Rising, 270 Fairmount Ave, Jersey City, NJ 07306

This interactive, half-day workshop will bring together Jersey City decision makers and members of the community of all ages to improve the pedestrian experience near McGinley Square.



Route of walking audit

The workshop will include a walking tour of the neighborhood, focusing on specific intersections that are problematic for pedestrians.

Please wear appropriate footwear.

Space is limited!

Please RSVP by
Monday, September 19 at 5 PM
to Naomi Hsu at the
Jersey City Division of City Planning
at (201) 547-5021 or hsun@jcnj.org



Sponsored by the
North Jersey Transportation Planning Authority
and the City of Jersey City



Senior Mobility Workshop

Tuesday, May 25, 2010

10 AM - 12:30 PM

Grace Church Van Vorst

39 Erie Street

Jersey City, NJ 07302



The North Jersey Transportation Planning Authority invites you to attend a **Senior Mobility Workshop**.

Join us to learn **why walking is important**
and
what makes a good walking environment.



This interactive, half-day workshop will bring members of the community and Jersey City decision makers together to **improve the pedestrian experience** near Grace Church in downtown Jersey City.



Space is limited!

Please RSVP by Wednesday, May 19 at 5 PM to Naomi Hsu, Senior Planner, Jersey City Division of City Planning, at (201) 547-5021 or hsun@jcnj.org.

SENIOR WALKABILITY WORKSHOP

The City of Jersey City with the New Jersey Department of Transportation invite you to attend a Senior Walkability Workshop. This workshop is targeted to community decision makers and activists who want to help shape the transportation future of Jersey City.

Please Join Us To:

- Better understand the needs of our seniors
- Learn about the best practices in walkable community design for seniors
- Understand best practices in planning policies that can improve senior mobility
- Engage with other NJ decision makers on how to confront this challenge



In 2000, 1.1 million New Jersey residents were over the age of 65. By 2020, the number is expected to grow to 1.5 million. While New Jersey's population as a whole is expected to grow by 16%, the portion of the population over age 65 will grow by 39% with the greatest increase in the 85 and older age group.

One in five (21%) people aged 65 and over do not drive.

Walking is a critical transportation mode for all seniors for mobility, health and independence. Transportation planning and coordination activities too often fail to incorporate the unique and diverse mobility needs of older Americans in having a walkable environment.

Considering all of these factors, it is critical that we learn to plan, set policy, and make decisions that will accommodate our growing elderly population.

Date: Tuesday, September 29, 2009

Time: 10:00 am to 1:00 pm

Place: Berry Gardens, Senior Center
199 Ocean Avenue
Jersey City, NJ

Attendance at this workshop is first come first serve. For more information and to register call Jill Kovalsky (973) 946-5736 or email at jkovalsky@rbagroup.com. The event is free, but seating is limited and **registration is required**.

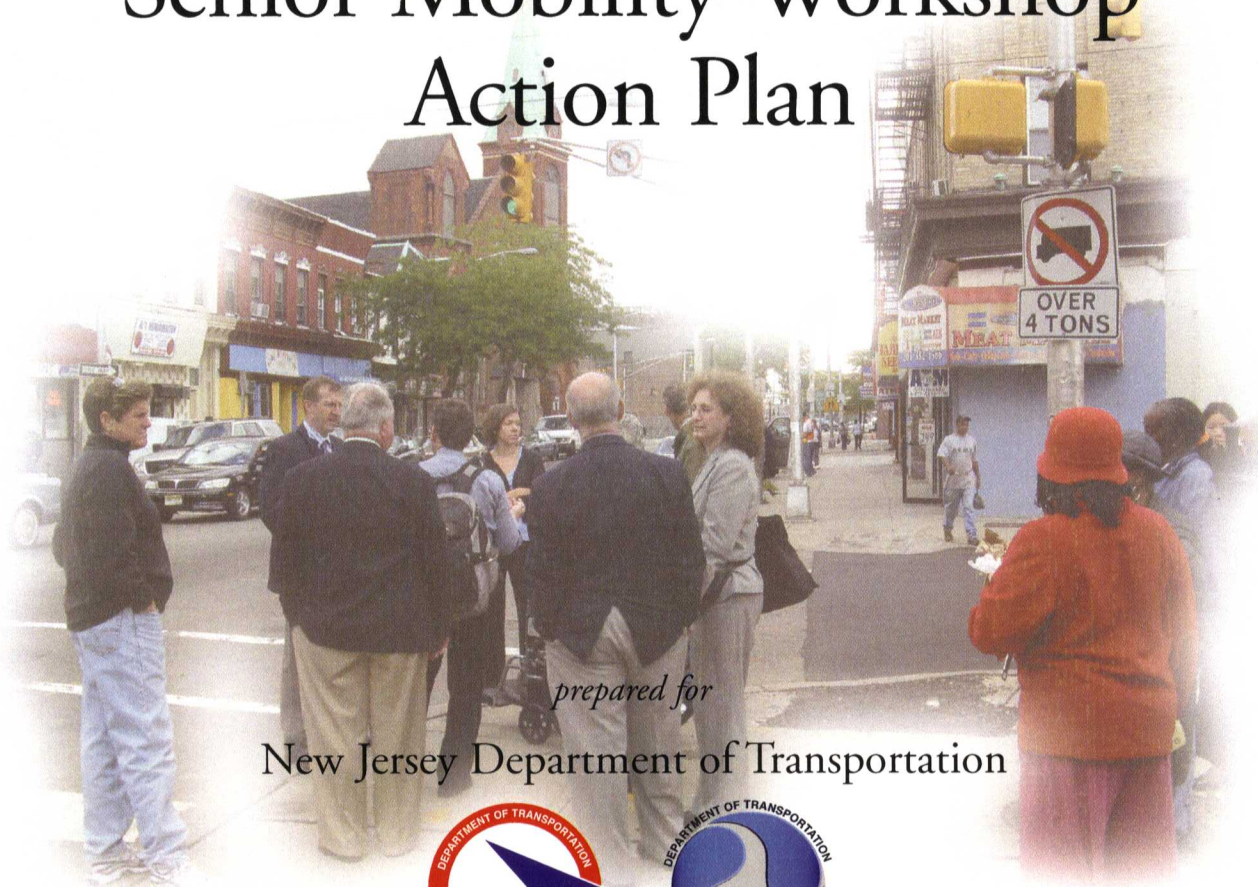


Bicycle & Pedestrian Planning

Jersey City

Senior Mobility Workshop

Action Plan



prepared for
New Jersey Department of Transportation



prepared by

The RBA Group, Inc. ENGINEERS • ARCHITECTS • PLANNERS



NJDOT – Senior Mobility Workshop

Jersey City Workshop Summary & Action Plan

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NJDOT – Senior Mobility Workshop

Jersey City Workshop Summary & Action Plan

I. Senior Mobility Program in New Jersey

The fatality rates among seniors in New Jersey are the highest in the nation.¹ Recognizing this as an issue, the New Jersey Department of Transportation sponsors senior mobility workshops throughout New Jersey to examine the challenges that may be unique to the senior pedestrian as a result of mobility, visual, auditory and cognitive impairments. The RBA Group (RBA) was selected as the project team to conduct the workshop in Jersey City, NJ.

The goal of conducting this workshop was to provide education and training to state, county and local community planners, engineers and other transportation stakeholders so that they can better accommodate seniors and arm themselves with information for future decision making.

II. National Context - Mobility and the Senior Population

The senior population (those aged 65 and older) is one of the fastest growing segments in the United States. According to the U.S. Census, as of 2006, there are over 37 million people aged 65 or older and at least 5.3 million are aged 85 or older in the United States. Projections show that the 65 and older population set will have increased 147 percent between 2000 and 2050 compared to the overall population which will have only increased by 49 percent during the same time period.² This is not just a nationwide occurrence, as the global senior population is steadily increasing and will account for almost 16 percent of the worldwide population in 2050.³

One of the issues associated with an aging population is limited mobility. With the increase of the senior population, the need for providing various transportation options to support mobility becomes a key component of transportation. Those members of this population who are challenged by the deteriorating effects of aging, such as decrease in vision, are less likely to drive and must rely on some other means of mobility, such as walking.

As the senior population continues to utilize the public walking infrastructure as their means of personal transportation, providing safe streets will become a top priority. In New York City pedestrians aged 65 and older are disproportionately injured or killed by motor vehicles as they make up 13% of the city's population and account for 33% of the pedestrian fatalities (NYCDOT, 2004). Pedestrians aged 75 and older have a higher per population fatality rate than any other age group, according to a 2004 study by the Insurance Institute for Highway Safety.



A “Walkability Audit” was conducted of the surrounding area.

¹ Tri-State Transportation Campaign, Press Release December 10, 2008

² Facts for Features, March 3, 2008, United States Census Bureau, <http://www.census.gov/Press-Release/www/releases/archives/cb08ff-06.pdf>

³ World Population Ageing 1950-2050, United Nations Population Division, 2002, <http://www.un.org/esa/population/publications/worldageing19502050/>

NJDOT – Senior Mobility Workshop

Jersey City Workshop Summary & Action Plan

III. New Jersey Context - NJDOT Pedestrian Safety Initiative

New Jersey is the most densely populated state in the country. As a result, pedestrians and motorists need to exercise caution and courtesy in sharing the State's roads safely.

The New Jersey Department of Transportation has made pedestrian safety a top priority. In September 2006, multi state agencies announced a \$74 million Pedestrian Safety Initiative that focuses on improving conditions for pedestrians across the state.

The New Jersey Department of Transportation (NJDOT), the Attorney General and the Motor Vehicle Commission (MVC) have partnered in a variety of programs to improve pedestrian conditions, including facility improvements, education and enforcement efforts, planning and technical guidance.

In a typical year, 150 pedestrians lose their lives statewide. For each pedestrian fatality, two more are severely injured. Extensive research has shown that New Jersey follows the national pattern in which most pedestrian fatalities occur in urban or dense suburban areas.

Fundamental to reducing pedestrian related crashes in New Jersey is a change in driver behavior, incorporation of safety improvements on our state and local roads and a campaign to raise pedestrian safety awareness. This pedestrian safety initiative incorporates comprehensive enforcement, engineering and education solutions.

IV. Workshop Summary

On September 29, 2009 community members, including local and regional officials, gathered at the Berry Garden Senior Center in Jersey City, New Jersey to participate in a Senior Mobility Workshop sponsored by NJDOT Office of Bicycle and Pedestrian Programs, led by facilitators from The RBA Group (see Appendix for workshop flyer, agenda and attendees). The program began with a presentation on age related change and its effect on senior pedestrians, followed by a presentation on the background and context of why walking is important and the best practices for designing infrastructure to enhance senior mobility.

After listening to the community members describe typical “problem” areas, a “walkability audit” of the surrounding area was conducted. Upon return, participants collaborated to develop an Action Plan aimed at improving conditions for seniors.



Seniors were welcomed by Sheree Davis, the head of the NJDOT Office of Bicycle and Pedestrian Program.



Facilitators from The RBA Group asked the seniors for their immediate concerns when walking in the surrounding area.

NJDOT – Senior Mobility Workshop

Jersey City Workshop Summary & Action Plan

Workshop Activities

The RBA Group presented safe walking skills concepts and trained community members on conducting a walkability audit.

Participants recorded their observations from the walkability audit, noting issues and deficiencies of the existing walking environment. This provided an opportunity to immediately apply the skills just covered in the first segment of the workshop, to their own community.



Add lighting near the gates at Berry Gardens.



Add a curb ramp at the southwest corner of the Ocean Avenue and Linden intersection.



Provide countdown signals at each corner of the intersection.



Add a “No Turn on Red” sign on the northwest corner of the intersection.



Provide new reflective fluorescent green senior crossing signs at the intersection.



Provide a new transparent bus shelter along both sides of Ocean Avenue to provide visibility for seniors to increase safety.

NJDOT – Senior Mobility Workshop

Jersey City Workshop Summary & Action Plan



Install traffic striping to delineate the bus stops on Ocean Avenue.



Prune existing tree that obstructs the bus stop and sidewalk along Ocean Avenue.



Replace crosswalks with ladder striping to make more visible.



Provide detectable warning strips at all curb ramps at the intersection.



Reset PSE&G gas valve box on Ocean Avenue crosswalk to make flush with surrounding pavement to eliminate tripping hazard.



Provide new "No Parking" signs within 25' of each intersection.

NJDOT - Senior Mobility Workshop

Jersey City Workshop Summary & Action Plan

Recommendations

Actions were defined during the workshop walkability audit for two intersections that target enhancing the mobility for seniors in the Newark area. The following text and Action Plan table summarize the ideas developed through collaboration of the group.

Overall Recommendations:

- Conduct a study to determine the highest priority walking corridors.
- Provide a map that illustrates preferred walking routes immediately surrounding the senior center, and share this with people who are new to the community.
- Provide public outreach to senior centers to identify problematic intersections.
- Establish a senior "Walking Club" at Berry Gardens.

Ocean Avenue/Linden Avenue Intersection

- Investigate Jersey City's Traffic Calming policy.
- Investigate conducting a lighting survey at the intersection and areas adjacent to Berry Gardens Senior Center.
- Prioritize enforcement by local police force for speeding and stop signs.
- Provide countdown pedestrian signals on all four corners of the Ocean Avenue/Linden intersection.
- Provide tactile warning strips on all curb ramps.
- Provide two curb ramps at each corner, at the ends of the crosswalks.
- Ensure that traffic signal timing is up to the Manual on uniform Traffic Control Devices (MUTCD) standards.
- Provide curb extensions at the intersection, where applicable to reduce pedestrian crossing distances.

NJDOT – Senior Mobility Workshop

Jersey City Workshop Summary & Action Plan

Action Plan

The table below identifies those actions, a responsible party for implementing them, a time frame and a level of cost.

Time frames are defined as:

- *Short – less than 2 years*
- *Medium – 2 to 5 years*
- *Long – greater than 5 years*

Costs are estimated as:

- *Low - Under \$5,000 – Typically signs and striping or maintenance activities*
- *Medium - \$5,000-\$20,000 – Typically handled within municipal staff*
- *High - Greater than \$20,000 – Typically involves design and construction*

Action	Responsibility	Time Frame	Cost
Add lighting near the gates at Berry Gardens.	Jersey City DPW & PSE&G	Short	Medium
Add a curb ramp at southwest corner of the Ocean Avenue and Linden intersection.	Jersey City DPW	Short	Low
Fix the burned out bulb in the walk/don't walk signal at the southwest corner of the intersection.	Jersey City DPW	Short	Low
Provide countdown signals at each corner of the intersection.	Jersey City DPW	Short	Medium
Add a "No Turn on Red" sign on northwest corner of the intersection.	Jersey City DPW	Short	Low
Provide new reflective, fluorescent green – senior citizen crossing signs at the intersection.	Jersey City DPW	Short	Low
Provide new transparent bus shelter along both sides of Ocean Avenue to provide visibility for seniors to increase safety.	Jersey City DPW/ NJ Transit	Short	Medium
Install traffic striping to delineate bus stop.	Jersey City DPW	Short	Low
Replace crosswalks with ladder striping to make more visible.	Jersey City DPW	Short	Low
Provide detectable warning strips at all curb ramps at the intersection.	Jersey City DPW	Short	Medium

NJDOT – Senior Mobility Workshop

Jersey City Workshop Summary & Action Plan

Action	Responsibility	Time Frame	Cost
Reset PSE&G gas valve box on Ocean Avenue crosswalk to make flush with surrounding pavement to eliminate tripping hazard.	Jersey City DPW	Short	Low
Provide new “no parking” sign within 25 feet of each intersection.	Jersey City DPW	Short	Low
Provide curb extensions at intersection.	Jersey City – Engineering	Medium	Medium
Investigate Traffic Calming policy.	Jersey City – Planning & Law Department	Short	Low
Investigate lighting survey.	Jersey City DPW	Short	Low
Investigate bus stop location policy and parking restrictions (southwest).	Jersey City DPW/ NJ Transit	Short	Low
Enforcement – Prioritize speed and stop signs.	Jersey City Police Department	Short	Low

Conclusion & Next Steps

The Action Plan summarized here documents a course for enhancing the walking environment in Newark. Periodic follow-up on the items in this plan will help make sure that the one-day workshop was more than an individual event, but more of a first step in enhancing mobility for seniors for years to come.

This Newark Senior Mobility Workshop is part of a series offered by New Jersey Department of Transportation to improve the walking environment for all New Jersey travelers.

NJDOT - Senior Mobility Workshop

Jersey City Workshop Summary & Action Plan

Funding Summary/Acknowledgements

The following section is a compilation and brief description of sources of funding that have been, or could be used to fund pedestrian and bicycle improvements in New Jersey. The list is not exhaustive, but there has been an attempt to identify the major funding sources that can be utilized to fund bicycle and pedestrian planning and project development activities, as well as construction. Some funding sources may also be used to fund programmatic activities. The section emphasizes those funding sources that have been utilized in, or are unique to, New Jersey.

Much of the material for the original version of the Funding Sources Guide was taken directly from a previous draft called, "Funding Pedestrian and Bicycle Planning, Programs and Projects" that was originally taken from both the "Memorandum on Funding Sources for Innovative Local Transportation Projects" prepared by the Tri-State Transportation Campaign, and a paper about bicycle and pedestrian funding within ISTEA prepared by the Bicycle Federation of America. Virtually all of the funding sources that were available for bicycle or pedestrian projects or planning under ISTEA and TEA-21 have been continued under the current federal transportation funding legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Additional material has been taken from the USDOT publication **"A Summary: Bicycle and Pedestrian Provisions of the Federal-Aid Program"** and from the Alan M. Voorhees Transportation Center publication **"NJ Walks and Bikes!: A Partner's Guide to Who's Who in Walking and Biking in New Jersey."**

This compilation is a work in progress that is updated as new sources are identified.

Summary Listing of Funding Sources

Funding for Pedestrian *PLANNING AND PROGRAMMATIC ACTIVITIES*

Federal and/or State Funding		
Subject	Source	Contact (Web Address. If none, Phone)
Local Transportation Planning Assistance Program (LTPA)	NJDOT	(609) 530-2869
Bicycle/Pedestrian Planning Assistance	NJDOT	(609) 530-4646
Smart Growth Planning Grants: Smart Future Planning Grants	NJDCA	http://www.state.nj.us/dca/osg/resources/grants/index.shtml
Small Cities Development Block Grant	US HUD/ NJDCA	http://www.state.nj.us/dca/dcr/scc/dbg/index.shtml tschrider@dca.state.nj.us or (609) 633-6283
Association of New Jersey Environmental Commissioners (ANJEC)	ANJEC	www.anjec.org
New Jersey Historic Trust		http://www.njht.org (609) 984-0473

NJDOT – Senior Mobility Workshop

Jersey City Workshop Summary & Action Plan

Funding of Pedestrian *PROJECTS*

Federal Funding Under SAFETEA-LU*		
Subject	Source	Contact (Web Address. If none, Phone)
Division of Local Aid and Economic Development		http://www.state.nj.us/transportation/business/localaid/funding.shtm (609) 530-3640
Surface Transportation Program (STP) Funds		
Local Scoping Projects	FHWA/NJTPA/NJDOT	www.state.nj.us/transportation/business/localaid/scoping.shtm
Local Lead Projects	FHWA/NJTPA/NJDOT	www.state.nj.us/transportation/business/localaid/lead.shtm
Transportation Enhancements (TE)	FHWA/NJDOT	www.state.nj.us/transportation/business/localaid/enhancements.shtm
The Congestion Mitigation and Air Quality Improvement Program (CMAQ)	FHWA/NJTPA/NJDOT	
National Recreational Trails Fund (Symms Trails System Act)	NJDEP	http://www.state.nj.us/dep/parksandforests/natural/njtrails.html . larry.miller@dep.state.nj.us . (609) 984-1339
Section 402 Safety Funds		
Pedestrian Safety Enforcement and Education Grants	NHTSA/NJDLPS	www.nj.gov/lps/hts/grants/pedestriangrants.html www.njsaferoads.com/downloads/instrucgrant.pdf www.njsaferoads.com/downloads/grant_application.pdf
Comprehensive Traffic Safety Programs (CTSP)	NHTSA/NJDLPS	http://www.state.nj.us/oag/hts/downloads/grant_application-instruct-08.pdf http://www.nj.gov/oag/hts/downloads/grant_application-08.pdf

**All the major funding programs under SAFETEA-LU include bicycle and pedestrian facilities and programs as eligible activities.*

NJDOT - Senior Mobility Workshop

Jersey City Workshop Summary & Action Plan

Federal Funding Under the American Recovery and Reinvestment Act		
Transportation Investment Generating Economic Recovery (TIGER) Grants	Federal Highway Authority/USDOT	TIGERGrants@dot.gov
Challenge Grants in Health and Science Research	National Institutes of Health	http://www.grants.nih.gov/grants
State Funding		
Subject	Source	Contact (Web Address. if none, Phone)
Local Aid for Centers of Place	NJDOT	http://www.state.nj.us/transportation/business/localaid/centerplace.shtm http://www.state.nj.us/transportation/lgs/
County Aid Program	NJDOT	http://www.state.nj.us/transportation/business/localaid/countyaid.shtm
Municipal Aid Program	NJDOT	http://www.state.nj.us/transportation/business/localaid/municaid.shtm
Discretionary Aid Program	NJDOT	http://www.state.nj.us/transportation/business/localaid/descrfunding.shtm
Safe Streets to Transit	NJDOT	www.state.nj.us/transportation/business/localaid/safe.shtm
<u>Office of Green Acres</u>	NJDEP	http://www.nj.gov/dep/greenacres/ (609) 984-0500
County or Municipal Capital (Public Works) Funding		
Special Improvement District (SID) Funding		
Developer Provided Facilities		
Local School Districts		
Other Sources of Funding for Pedestrian Projects		

NJDOT – Senior Mobility Workshop

Jersey City Workshop Summary & Action Plan

Funding of Environmental *PLANNING AND PROGRAMMATIC ACTIVITIES*

State Funding		
Subject	Source	Contact (Web Address. if none, Phone)
Natural Resource Conservation Program	NJDA	http://www.state.nj.us/agriculture/divisions/anr/nrc (609) 292-5532
Urban Conservation Action Partnership (UCAP)	NJDA	http://www.state.nj.us/agriculture/divisions/anr/nrc/conservdistricts.html (609) 292-5540
County or Municipal Capital (Public Works) Funding		
Subject	Source	Contact (Web Address. if none, Phone)
Open Space Trust Fund	Somerset County Planning Board	http://www.co.somerset.nj.us/Open%20Space.html (908) 231-7021
Other Sources of Funding for Environmental Projects		
Subject	Source	Contact (Web Address. if none, Phone)
Franklin Parker Small Grants Program	Conservation Resources Inc.	http://www.conservationresourcesinc.org/smallgrants.htm (908) 879-7942
New Jersey Conservation Finance Program	Open Space Institute	http://www.osiny.org/site/PageServer?pagename=Program_CFP (908) 879-7942
Kodak American Greenways Program Grants	The Conservation Fund	http://www.conservationfund.org/kodak_awards