



Elizabethport
Affiliated Schools:
School 1, 9, 13 and 28

Safe Routes to School Travel Plan April 2015

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TOGETHER
**NORTH
JERSEY.**

RUTGERS
Edward J. Bloustein School
of Planning and Public Policy



ABOUT TOGETHER NORTH JERSEY

In November 2011, the U.S. Department of Housing and Urban Development (HUD) awarded TOGETHER NORTH JERSEY a \$5 million Sustainable Communities Regional Planning Grant. The grant is matched with an additional \$5 million in leveraged funds from project partners. Grant funds have been used to implement the Local Demonstration Project (LDP) Program, fund the Local Government Capacity Grant and NGO Micro-Grant Programs, develop a Regional Plan for Sustainable Development (RPSD) for the 13-county planning region, and provide technical assistance and offer education opportunities that build the capacity of jurisdictions, organizations and the public to advance sustainability projects and initiatives. The plan is both “place-based” and “issue based” and uses sustainability, transit system connectivity and Transit-Oriented Development (TOD) as the central framework for integrating plans, regulations, investments, and incentive programs at all levels of government to improve economic and environmental conditions, while promoting regional equity and resource efficiency. For more information, please visit

togethernorthjersey.com

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DISCLAIMER

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Meadowlands Transportation Brokerage Corporation d/b/a Meadowlink is a not for profit organization. Meadowlink's Safe Routes to School Programs are funded by the New Jersey Department of Transportation and the Federal Highway Administration. We are committed to providing transportation solutions to complex problems for counties and municipalities in Bergen, Essex, Union, Passaic and Monmouth counties.

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U.S. Department of Transportation
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NEW JERSEY
Safe Routes to School



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Section 1: Introduction - Our Safe Routes to School Team

I. Executive Summary

Currently, about 55% - 58% of students walk to school in Elizabethport. The vast majority of students live within a few minutes' walk of their respective schools, making it easy to see why so many children choose to travel this way. They do so in spite of the fact that between the years of 2009 and 2012, there have been well over a dozen crashes between children and automobiles in the City of Elizabeth (Appendix A).

As part of a Together North Jersey (TNJ) grant received by Groundwork Elizabeth and Brand New Day, several organizations came together to work with the community to address traffic safety issues in the Elizabethport Neighborhood. Working together, Groundwork Elizabeth, Brand New Day, the Elizabeth School District and School Board, Meadowlink, and Rutgers University's Alan M. Voorhees Transportation Center hosted a public "walkability assessment." Residents from the area were asked to walk designated routes and survey the area for what they saw as barriers to safe walking and bicycling to school in the Elizabethport Neighborhood. Community members voiced their opinions on what they believed were the largest concerns for their community and what improvements should be given priority. The information gathered from this meeting serves as the foundation for the Elizabethport School Travel Plan.

The main objectives of the Safe Routes to School program and this School Travel Plan are 1) to ensure that where it is safe to walk and bike to school children choose to do so and 2) where it is not safe to walk and bike to school, we help to make it safe. Using the information gathered during the "walkability assessment," this School Travel Plan identifies issues students face as they walk or bike around the Elizabethport neighborhood on their way to school. Taking community priorities into account, the travel plan then provides suggestions to address these issues. These projects and programs range from long-term infrastructure improvements that may require grant funding to short-term educational activities and projects that can be completed with the assistance of some of the project partners.

II. Meadowlink

New Jersey is the nation's most densely populated and heavily trafficked state. High traffic congestion and the resulting air pollution demand new solutions to preserve residents' health and environment. These include reducing the number of vehicles on the roads we share - and their emissions. Meadowlink is one of eight Transportation Management Associations (TMAs) in New Jersey. TMAs are non-profit organizations that provide transportation solutions to communities and individuals. Meadowlink applies carefully selected approaches to facilitate the movement of people and vehicles within an area to alleviate the adverse effects of traffic congestion.

The New Jersey Department of Transportation (NJDOT) oversees the statewide Safe Routes to School Program. Working with the New Jersey Safe Routes to School Resource Center at Rutgers University,

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NJDOT has funded the TMAs to work within their service areas to offer advice and assistance with starting or expanding Safe Routes to School (SRTS) programs aimed at getting more children to safely walk or bicycle to school. Meadowlink focuses on programs in Bergen, Essex, Passaic, Union and Monmouth counties.

SRTS Programs seek to foster collaboration and partnerships among many stakeholders, including community members, elected officials, school principals, city planners, and police departments. SRTS brings a community closer together by implementing programs, such as walking school buses or Walk to School Days. We create events such as walkability assessments which involve community contributions, bicycle rodeos and pedestrian safety presentations. The benefits of SRTS Programs reach far beyond just helping children, they can be felt within the entire community.

III. The NGO Micro-Grant Program

The NGO Micro-Grant Program provides financial assistance to non-governmental organizations to meaningfully participate in the planning processes that will lead to the development of the Regional Plan for Sustainable Development (RPSD) for Northern New Jersey. Together North Jersey's NGO Micro-Grant Program partners with community-based organizations, including community development corporations, social service, faith-based institutions, and other groups at the local level that regularly interact with, are trusted by, and include members of traditionally underrepresented populations.

The NGO Micro-Grant is targeted toward: 1) organizations whose primary mission is to work on behalf of low-income or minority populations, persons with Limited English Proficiency (LEP), persons with disabilities, or underprivileged youth and seniors; or 2) organizations that work in communities with high concentrations of these traditionally underrepresented populations.

Recipients of the micro-grants undertook small planning studies that focused upon planning, designing and revitalizing the built environment to promote health and well-being, safe neighborhoods, and active transportation (bicycling or walking to transit, schools, parks, etc.).

Key findings and lessons from these local studies are shared with the TNJ Project Team and members of TNJ. The expectation is that unmet needs and strategies and action recommendations will be identified and addressed by TNJ Project Team and its partners in the RPSD and in other planning and program activities.

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IV. Introduction

What is Safe Routes to School?

Safe Routes to School (SRTS) is a federal, state and local effort to create safe, convenient and fun opportunities encouraging children to walk and bicycle to and from school. Improving children's safety while walking and bicycling is a central mission of NJDOT and the statewide SRTS program. Our goal is to encourage children, including those with disabilities, to walk and bicycle to and from school through an approach that combines encouragement, education, enforcement, engineering and evaluation.

SRTS program benefits stretch beyond the school day. SRTS can also play a critical role in reversing the alarming nationwide trend toward inactivity, childhood obesity and diabetes. In addition to encouraging children to experience the physical benefits of walking and cycling, the New Jersey SRTS program can also help communities make physical changes to make walking and bicycling to school easier by offering grant funding to build bicycle and pedestrian-friendly infrastructure.

In many urban areas, such as Elizabethport, children are already walking. In these neighborhoods walking is considered an effective mode of travel, perhaps the only mode of travel for some students. Our goal in this instance is to make it a *safer* mode of travel for Elizabeth students. SRTS programs focus on pedestrian safety and awareness, implementing safe walking strategies such as Walking School Buses and facilitating safe corridors for student travel.

Meadowlink's SRTS program intends to empower and assist the community of Elizabethport with identifying issues, creating partnerships and implementing projects and programs to encourage walking and biking to and from school as a safe, daily activity.

What is a School Travel Plan?

A School Travel Plan outlines a community's intentions for enabling students to engage in active transportation (i.e. walking or bicycling) as they travel to and from school. School Travel Plans provide a road map for schools, students, families and the community as a whole to build successful walking and biking programs.

School Travel Plans are site specific and cater to the needs of the schools involved. These plans include observations and ideas for addressing the five Es of SRTS – Education, Encouragement, Enforcement, Engineering and Evaluation. This School Travel Plan is a living document intended to set priorities for implementing projects and programs that will help to increase the number and safety of students walking and bicycling to school. This plan is intended to organize community priorities for improvements. Additionally, the School Travel Plan will help make the City of Elizabeth's future applications for SRTS grants more competitive by demonstrating a connection between goals, actions and targets.

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The continued involvement of local stakeholders is an important step to ensuring the sustainability of a SRTS program. This School Travel Plan should be used to engage stakeholders including the school board, city council, planners and engineers, police, public health advocates, school staff, students and parents to work together for the benefit of the entire community

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Section 2: Working Group

Establishing a taskforce is a key element in developing a School Travel Plan. The aim is to engage active community groups and local organizers who will support and sustain the SRTS program over time. Groundwork Elizabeth and Brand New Day served as the catalyst for bringing the community together and forming the working group. The working group was made up of representatives from the following organizations.

<u>Partner Organizations</u>		
Organization	Role/Responsibility	Contact
Groundwork Elizabeth	Lead Organization	Jonathan Phillips <i>Director</i> 288 N. Broad Street Elizabeth, NJ 908-289-0262 elizabethnj@groundworkusa.org
Brand New Day	Lead Organization	Vera Atkinson <i>Chief Development Officer</i> 176 First Street Elizabeth, NJ 908-282-0781 vera.a@bndcdc.org
Alan M. Voorhees Transportation Center - Safe Routes to School Resource Center	Technical Assistance	Leigh Ann Von Hagen <i>Senior Research Specialist</i> lavh@ejb.rutgers.edu Sean Meehan <i>Project Manager</i> smeehan@ejb.rutgers.edu Alan M. Voorhees Transportation Center Rutgers, The State University of NJ 33 Livingston Avenue New Brunswick, New Jersey 08901 848-932-2854
Alan M. Voorhees Transportation Center – Together North Jersey	Funding, Support, Technical Assistance	Cailean Carr <i>Research Manager</i> Alan M. Voorhees Transportation Center Rutgers, The State University of NJ 33 Livingston Avenue New Brunswick, New Jersey 08901 848-932-2367 caileancarr@ejb.rutgers.edu

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NJDOT	Funding and Support, SRTS Best Practices, Advocacy, Policy Change	Elise Bremer-Nei, AICP/PP <i>State Safe Routes to School Program Coordinator</i> NJ Department of Transportation Office of Bicycle and Pedestrian Programs P.O. Box 600 Trenton, NJ 08625-0600 609-530-2765 elise.bremer-nei@dot.nj.gov
Meadowlink Transportation Management Association	SRTS Program Assistance, Community Resource, Safety Education, Grant Writing	Meeta Patel, Christopher Rodriguez, Christopher Gonda & Brenda Carter <i>Safe Routes to School Coordinators</i> Meadowlink 144 Park Place East Wood-Ridge, NJ 07075 201-939-4242 mpatel@ezride.org
Elizabeth School Board	Elizabeth School Board Representative	Don Goncalvez <i>Administrator for Elizabeth School Board</i> Elizabeth School Board 500 North Broad Street Elizabeth, New Jersey 07207 (908) 436-5135
School No. 1	Participating school	Natalie Fernandez <i>Safe Routes to School Liaison</i> Fernanna@elizabeth.k12.nj.us Anthony Ziobro <i>Principal</i> ziobroan@elizabeth.k12.nj.us 505 Broadway Elizabeth, NJ 908-436-5555
School No. 9	Participating school	Jackie Magliani <i>Safe Routes to School Liaison</i> magliagi@elizabeth.k12.nj.us Yulitza Torres <i>Principal</i> torresya@elizabeth.k12.nj.us 505 North Broad Street Elizabeth, NJ 908-436-5583

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School No. 13	Participating school	Amber Rich <i>Safe Routes to School Liaison</i> richam@elizabeth.k12.nj.us Chihui Alfaro <i>Principal</i> alfaroch@elizabeth.k12.nj.us 248 Ripley Place Elizabeth, NJ 908-436-5700
School No. 20	Participating school	Agnes Barone <i>Safe Routes to School Liaison</i> Baroneage@elizabeth.k12.nj.us Nichol Comas <i>Principal</i> comasni@elizabeth.k12.nj.us 521 Magnolia Ave. Elizabeth, NJ 908-436-05800
School No. 28	Participating school	Sulinset Jimenez <i>Principal/Safe Routes to School Liaison</i> jimenesu@elizabeth.k12.nj.us 25 First Street Elizabeth, NJ 908-436-3950

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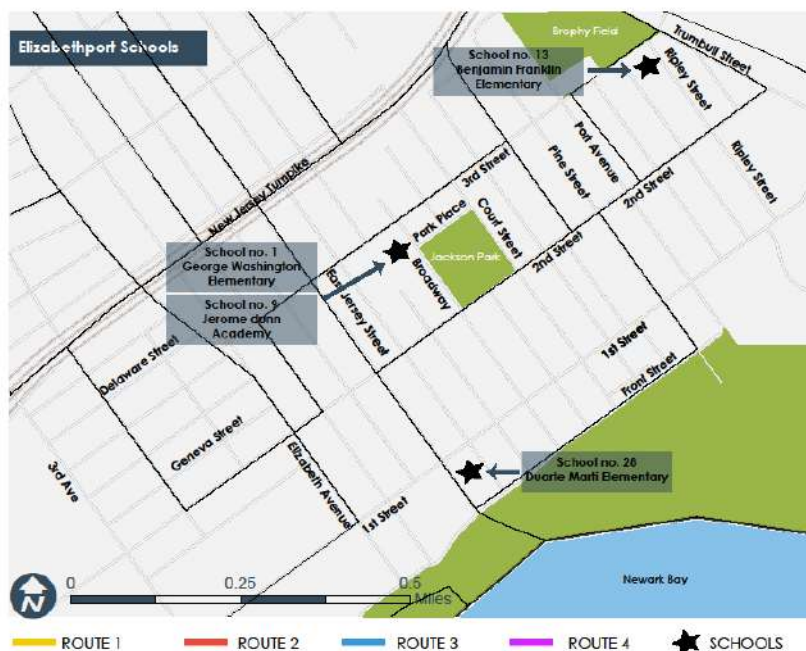
I. Neighborhood Summary: Elizabethport

Elizabethport is the oldest neighborhood in the City of Elizabeth, New Jersey and perhaps the most ethnically diverse place in the city. Located nearly twenty miles southwest of New York City, it is a collection of industrial sites, colonial-style houses and apartment buildings bound on the west by the New Jersey Turnpike and the east by its shores along the Arthur Kill and Newark Bay. The pollution caused by over a century of factory and refinery waste has caused the abutting Arthur Kill to be dubbed the “Chemical Coast.” It has been a thriving center of seaport business since the 1660s. The Port Newark-Elizabeth Marine Terminal has become the principal container ship facility serving the northeastern quadrant of North America and one of the busiest ports in the world.

When the New Jersey Turnpike was being planned in the 1950s, some called for it to be built along the Arthur Kill. The industries resisted, including major employer Singer, which threatened to leave the city if cut off from its water access. The end result was that the Turnpike ran straight through Elizabeth, isolating the “Port” area from the rest of the city. As the 1960s wore on, the hiring at Elizabethport’s factories was not as robust as it once was. The decline in employment opportunities, the physical isolation of the community and the presence of racial and ethnic discrimination caused the deterioration of the neighborhood that once strongly supported the growth of business.

Elizabethport is a constantly evolving neighborhood that has seen dramatic changes over the course of its history. The “Port” has survived despite pollution from many factories, isolation caused by the Turnpike, and the disappearance of factory jobs. This area has had a great deal of improvement in the last 15 years. Many homes have been refurbished or replaced with new, more ornate construction. Housing projects that had stood for years along First Street were demolished and replaced with attractive apartment complexes for those with low to moderate incomes. Funding from HOPE VI and other sources was used to provide community benefits such as health services, soccer fields at the Waterfront Park, a new library, employment through redevelopment projects, and job training through a public/private partnership with Kean University.

There are four public schools in the Elizabethport neighborhood, including schools 1, 9, 13, and 28. Elizabeth School District consists of 38 schools serving tens of thousands of students. There are a total of 3,448 students in the Elizabeth Port neighborhood alone.



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Grades K-8 district-wide have an Extended Day program which runs from 7:45 a.m. through 3:15 p.m. Pre-school classes housed within Neighborhood and Lottery Schools offer a 7:30 a.m. – 5:30 p.m. wrap-around schedule. In Elizabethport, this includes School No. 1 and School No. 28.

<u>School Name</u>	<u>School Address</u>	<u>Grades served</u>	<u>Population 2014/2015</u>	<u>Contact</u>
School No. 1 George Washington Elementary	505 Broadway Elizabeth, NJ	PK - 8	1,316	Safe Routes to School Liaison: Mr. Mike Wantson Phone #: (908)-436-5545 Principal: Anthony Ziobro Phone #: (908) 436-5555 ziobroan@elizabeth.k12.nj.us
School No. 9 Jerome Dunn Academy	505 North Broad Street Elizabeth, NJ	PK - 8	792	Principal: Ms. Yalitza Torres Phone #: (908)-436-5580 torresya@elizabeth.k12.nj.us
School No. 13 Benjamin Franklin Elementary	248 Ripley Place Elizabeth, NJ	PK - 8	435	Safe Routes to School Liaison: Amber Rich richam@elizabeth.k12.nj.us Principal: Ms. Sulinset Jimenez Phone #: (908) 436-3950 jimenesu@elizabeth.k12.nj.us
School No. 28 Duarte Marti Elementary	25 First Street Elizabeth, NJ	PK - 8	905	Principal: Sulinset Jimenez Phone #: (908)-436-3950 jimenesu@elizabeth.k12.nj.us

Section 3: Existing Conditions: Tally Results as of December 2014

Elizabethport Neighborhood

A Student Travel Mode Tally tracks how students travel to and from school. Classroom teachers use a form to record specific information about how children arrive to and depart from school on three days during a given week. Teachers conduct counts by asking students to first raise their hands to indicate how they arrived at school that day, and secondly how they plan to leave for home after school. The students can choose from “walk,” “bike,” “school bus,” “family vehicle” (defined as riding only with children from your family), “carpool” (riding with children from other families), “transit” (city bus, subway, etc.), and “other” (skateboard, scooter, etc.).

Tallies were taken at Schools 1, 9, 13 and 28 during the Fall of 2014. In total, students made 8,497 trips to and from Elizabethport neighborhood schools during this time period. The results of this tally indicate that walking to and from school is common in the Elizabethport community. Over 50% of the students sampled indicated that they walk to and from school – far above the national average. Very few children reported bicycling to and from school in Elizabethport. This may be the result of several factors such as lack of bike parking or lack of bicycle infrastructure, including bike lanes and signage. It is also possible that children in Elizabethport do not have bicycles of their own to ride to and from school or that there is not adequate bicycle education present in the area to get children cycling.

As the Elizabethport Safe Routes to School program continues to develop and progress, it will focus on taking advantage of the neighborhood’s inherent walkability to increase safety and encourage more children to walk and bike to school.

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Section 3: Existing Conditions: Tally Results as of December 2014

School No. 1

The individual Student Travel Mode Tally results for School No. 1 are fairly consistent with the overall Elizabethport results. The majority of students walk to and from school; 61% upon arrival and 64% upon dismissal.

There is a small portion of the student body that indicated that they take public transportation to and from class. Given the location of the school, it is likely that "transit" in this case refers to a NJ TRANSIT bus. Very few children bicycle at School No. 1. Pick-ups and drop-offs by private vehicle contribute to morning and afternoon congestion along corridors surrounding the school. At School No. 1, 35% of students travel to school by car in the morning.

	Arrival	Dismissal
	0.3%	1%
Ride a School Bus		
	35%	29%
Students are Driven		
	61%	64%
Walk		
	0%	0%
Bike		
	4%	5%
Carpool		
	0.2%	0.2%
Take Transit		
	0.2%	0%
Other: Skateboard, etc.		

Section 3: Existing Conditions: Tally Results as of December 2014

School No. 9

Like students at School No. 1, those at School 9 report high numbers for walking and biking to school. Additionally, a high percentage of students report that they are driven to and from school.

The transportation choices of school No. 9 students are fairly diverse. School 9 has a significant level of carpooling and also has students who make use of public transit.

Similarly to School No. 1, very few children bicycle at School No. 9. At School 9, 27% of students travel to school by car in the morning.

	Arrival	Dismissal
	4%	4%
Ride a School Bus		
	27%	25%
Are Driven		
	58%	61%
Walk		
	0%	0%
Bike		
	11%	10%
Carpool		
	0.1%	0.2%
Transit		
	0.3%	0.1%
Other: Skateboard, etc.		

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Section 3: Existing Conditions: Tally Results as of November 2014

School No. 13

School No. 13 has the highest number of students who reported walking to and from school. School 13 also has the lowest percentage of students in Elizabethport schools reporting that they are driven to and from school in a family vehicle. Based on data gathered by Meadowlink, most children who attend School No. 13 live within walking distance to their school. The vast majority of students could easily walk to school provided they had safe passage.

No children reported bicycling to or from School No. 13. At School 13, 17% of students travel to school by car in the morning.

	Arrival	Dismissal
	1%	1%
School Bus		
	17%	17%
Are Driven		
	77%	77%
Walk		
	0%	0%
Bike		
	5%	5%
Carpool		
	0%	0%
Transit		
	0%	0%
Other: skateboard, etc.		

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Section 3: Existing Conditions: Tally Results as of November 2014

School No. 28

School No. 28 has the most diverse transportation mode usage among the schools in the Elizabethport neighborhood. While this school has the highest number of transit users and students who carpool, it also has the least number of students who walk to and from school and the highest number of students who are driven in a family vehicle.

No children bicycle at School No. 28. At School 28, 37% of students travel to school by car in the morning.

	Arrival	Dismissal
	7%	8%
School Bus		
	37%	34%
Are Driven		
	41%	44%
Walk		
	0.1%	0%
Bike		
	13%	13%
Carpool		
	0.3%	0.3%
Transit		
	0.2%	0.1%
Other: skateboard, etc.		

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Section 4: Existing Conditions: Infrastructure
Audit Routes:

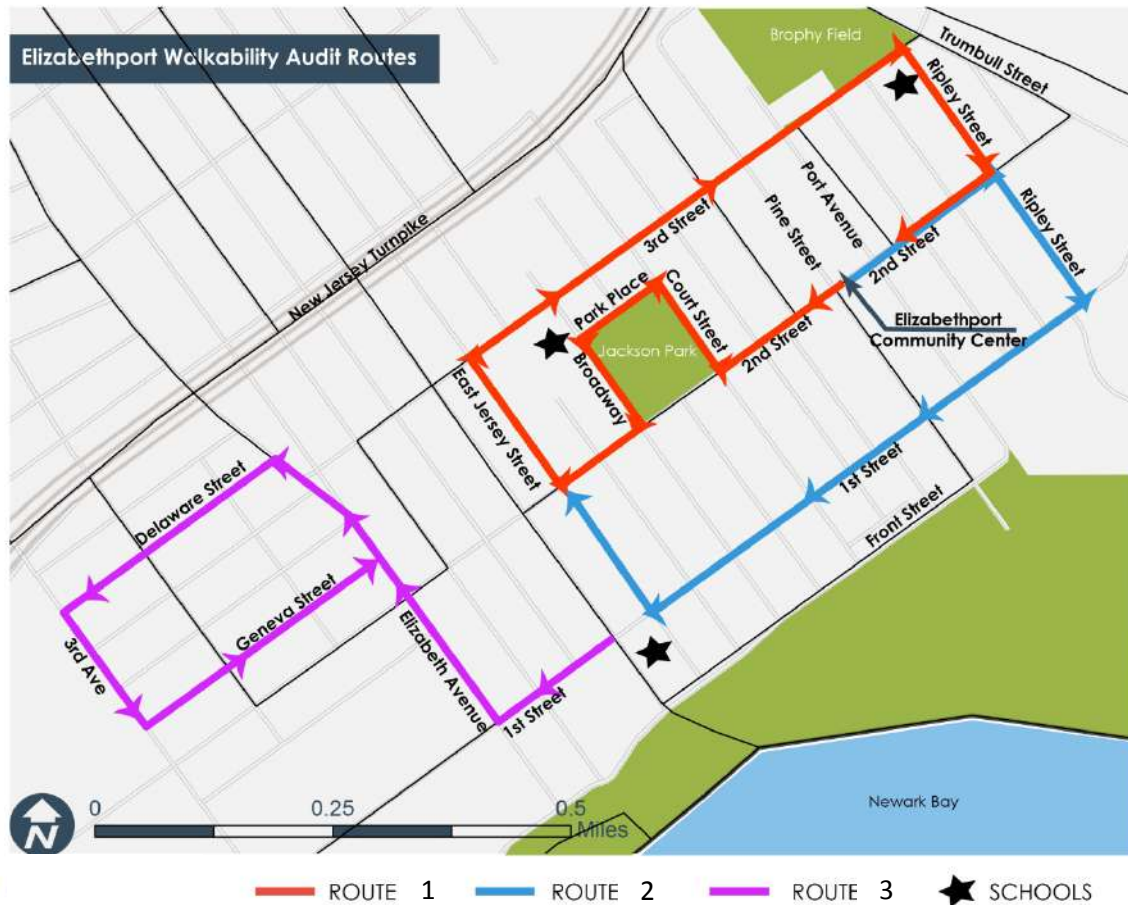


Figure 1 Audit routes map by Together North Jersey

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I. Assessment Background and Method for Choosing Routes:

As partner recipients of a Together North Jersey NGO Micro-Grant, Groundwork Elizabeth and Brand New Day joined forces with the New Jersey Safe Routes to School Resource Center and Meadowlink Transportation Management Association to form a Safe Routes to School Working Group and implement a Safe Routes to School project in the Elizabethport neighborhood of Elizabeth, NJ. This activity was highly consistent with the overall goals and eligible activities of the micro-grant program which included funds for undertaking small planning studies that focused on identifying and addressing conditions in the built environment and promoting health and well-being, safe neighborhoods, and safe routes to transit, schools and parks. Safe Routes to School initiatives also closely align with Groundwork Elizabeth's and Brand New Day's continuing efforts to connect the youth in Elizabethport to nature and to address environmental challenges.

A neighborhood school walkability assessment was conducted on Friday October 17, 2014. A walkability assessment is a tool to help schools, parents, students, and community members identify barriers that may make it difficult or dangerous for students to walk to and from school. The assessment evaluates the sidewalk, road crossing and neighborhood conditions around the school, and identifies key safety improvements that can make walking a safer and easier way to travel to school.

Groundwork Elizabeth and Brand New Day brought together over 30 community members to volunteer their time on the afternoon of the walkability assessment. Participants included students, elementary school teachers, public school administrators, neighborhood residents, parents, community leaders, and a Councilwoman, Patricia Perkins-Auguste. As part of the assessment, Dr. Robert Laumbach from the Environmental and Occupational Health Sciences Institute in the Robert Wood Johnson Medical Center joined the group to discuss results of a study regarding truck counts and air quality monitoring on First Street in Elizabethport.

The SRTS working group and community volunteers evaluated three routes around schools 1, 9, 13, and 28 (schools 1 and 9 are housed in the same building on Broadway). The separate routes have been labeled as the red, blue and purple routes in Figure 1. The routes were assembled after review of information gathered from project partners and close consideration of pedestrian crash data gathered for the surrounding school neighborhood. The routes were influenced by the use of a pedestrian crash map of the Elizabethport area showing crashes that were reported from 2009 – 2012. While the crash data shows no fatal incidents in Elizabethport between 2009 and 2012, it does reveal that multiple crashes occurred that resulted in injuries.

Volunteers were tasked with walking the routes, taking notes and photographing conditions to document the barriers to walkability. Volunteers also identified activities that are currently being done well. Returning from the walkability assessment, volunteers were asked to make a list of what they observed and what they thought needed to be prioritized to improve walkability in Elizabethport.

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Red Route

The Elizabethport Red Route, as seen in Figure 1, runs from the intersection of 2nd Street and Pine Street, traveling around Jackson Park along Court Street, Park Place and Broadway, turning right from 2nd Street onto to East Jersey Street, turning right to travel along 3rd Street, making a right on Ripley Street, and finally turning right back on to 2nd Street. Generally speaking, this route was heavily commercial and saw a large amount of truck traffic passing through the area, especially along 2nd and 3rd Streets. The speed limit along this route is 25 mph.

2nd STREET AND JACKSON PARK



Image 1 2nd Street and Broadway

Some intersections, like the one pictured above at 2nd Street and Broadway, have high visibility striping, which should make drivers aware of people crossing the street (as seen on Image 1). However, many streets along this route suffered from faded striping or a lack of striping. Other intersections, including 2nd and Port Avenue, have wide crossings that make it more difficult for pedestrians to cross the street.

1. On 2nd Street, residents noted cars turning into pedestrians crossing at 2nd and Pine Street. Residents rated the feeling of safety and comfort of the red route as poor.
2. Reasons for feeling unsafe included a lack of marked crosswalks, speeding vehicles, high traffic volumes and a lack of signs to help pedestrians cross the street.
3. One example of this is at 2nd Street and Bond Street, where there are no marked crosswalks available for pedestrians (Image 2).



Image 2 2nd Street and Bond Street

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Schools No. 1 and 9 are directly adjacent to Jackson Park. The perimeter of the park was walked by the volunteers. The following issues were noted:

1. Roads are excessively wide – example of Broadway (Image 3).
2. Most of the crosswalk striping is low-visibility (Image 4, 5).
3. A pole is located directly in the middle of the sidewalk (Image 4).
4. Corners with curb cuts lack crosswalk stripes that would ease crossing (Image 6).



Image 3 Broadway



Image 4 Broadway



Image 5 Park Place and Broadway



Image 6 2nd Street and South Park Place



Image 7 Broadway – adjacent to school

Curb cuts and truncated domes adjacent to school No. 1 encourage pedestrians to cross the street but no crosswalk is provided.

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EAST JERSEY STREET

East Jersey Street is a street adjacent to the back end of Schools No. 9 and 1.

1. Crosswalks at 2nd Street and East Jersey Avenue, and 3rd Street and East Jersey Avenue are faded (Image 8).



Image 8 East Jersey Avenue and 3rd Street

3rd STREET

3rd Street is a commercial street with heavy traffic. Commercial and residential uses are mixed throughout this corridor. The speed limit is presumably 25 mph, although there were no speed limit signs along the route. The following is a list of issues with the corridor:

1. Litter abounds at a vacant lot near the intersection of 3rd Street and Broadway (Image 9).
2. Crosswalks are all low visibility and in many places, crosswalks are very faded (Image 10).
3. Wide curb cuts for a gas station make it difficult for pedestrians to pass safely (Image 11). There are many instances of broken and cracked sidewalks (Image 12).
4. A truncated dome was seen peeling off at the corner of the crosswalk (Image 13).
5. There are several vacant buildings and open lots on 3rd Street (Image 14).



Image 9 Vacant Lot surrounded by garbage



Image 10 3rd Street and Bond Street

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Image 11 3rd Street and Pine Street



Image 12 Damaged Sidewalk on 3rd St

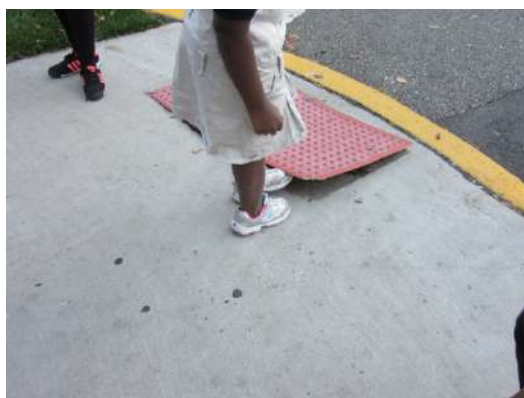


Image 13 Broken Truncated Dome on 3rd Street



Image 14 Vacant property on 3rd Street

ENTRANCE OF SCHOOL No. 13 AND RIPLEY STREET

The entrance of school No. 13 sees heavy traffic during the pick-up and drop-off hours. Recent improvements are strong additions to the area; however there are still improvements that can be made for the safety of children traveling to and from school.

1. Parents were observed crossing 3rd Street unsafely with their children in tow.
2. There is a NJ Transit bus stop near the main entrance of School No. 13 at the intersection of 3rd Street and Ripley Street which can create conflicts between school children and the bus (Image 15).
3. Rumble strips on Ripley Place communicate to motorists they are in a school zone, however, it is inconsistently placed.
4. No School Zone signage was observed on this route.
5. Ripley Street could benefit from general maintenance of sidewalks and clearing of weeds.
6. Pedestrian scale lighting could also help in making the street feel safer.

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Image 15 School No. 13 Entrance



Image 16 Ripley Street

PORT STREET

Port Street, although not part of the original route, was included in this audit. This street is a very residential area in comparison to 2nd and 3rd Streets. The majority of this street has sidewalks in good condition. This street was pleasant to walk through because of the grass median and trees along the street.

1. There is some litter on this route (although not as prevalent as on 3rd Street).
2. Shrubbery is overgrown in some areas (Image 18).



Image 17 Ripley Street



Image 18 Overgrown trees on Ripley Street

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ADDITIONAL OBSERVATIONS

In addition to the issues noted above, there were many others prevalent along the Red Route. Additional observations that should be noted are:

1. Several cyclists were spotted despite a total lack of bicycle infrastructure (Image 19, 20).
2. Several cars along the route were parked illegally (Image 21, 22).
3. Planes traveling to and from Newark International Airport fly over this area frequently and create a large amount of noise for the community (Image 23).
4. Although there were many instances of damaged sidewalks, the sidewalks in the worst condition were the ones surrounding vacant properties and buildings (Image 24).
5. The audit took place in the day time; however it was clear that the majority of the route lacked any kind of pedestrian scale lighting, making the community feel less secure at night (Image 25).



Image 19 Cyclist on 3rd Street



Image 20 Cyclist at 3rd Street and Livingston Street

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Image 21 Car parked on sidewalk



Image 22 Car illegally parked on Ripley Place



Image 23 Example of heavy air traffic



Image 24 Vacant lot on 3rd Street



Image 25 Typical section of 3rd Street

A typical section of 3rd Street includes wide lanes which encourage speeding and a lack of pedestrian lighting which makes the area feel unsafe at night.

Red Route Community Priorities

1. Identify faded crosswalks for repainting.
2. Improve the school zones and crossings. Add school zone signage and high visibility crosswalks near schools No. 1, No. 9 and No. 13 to help motorists see children crossing the street more easily.
3. Enforce parking and speeding rules, install more speed limit signs.
4. Reach out to owners of vacant properties to maintain their properties and adjacent sidewalks.
5. Install pedestrian scale lighting.
6. Provide education on the “Stop and Stay Stopped” law and install “Stop and Stay Stopped” road signs.
7. Fix damaged truncated domes and install additional domes for compliance with the Americans with Disabilities Act (ADA).
8. Keep cars out of crosswalks with more and refreshed yellow paint on the curbs and “no parking” bollards.
9. Add pedestrian signals and signal heads to intersections with traffic lights.

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BLUE ROUTE

The Blue Route, as seen on Figure 1, moves along 2nd Street, making a right onto Ripley Place, turning right on to 1st Street and making a final right onto East Jersey Street. As with the Red Route, the Blue Route is a more commercial portion of the Elizabethport neighborhood. 1st Street experiences very heavy truck and bus traffic.

2nd Street

1. 2nd Street is a commercial street with a lot of foot traffic, however many of the crosswalks are in disrepair or are not in compliance with ADA requirements. Truncated domes were missing and crosswalk striping was either faded or non-existent (Image 26).
2. It should be noted that there are portions of 2nd Street that have extra wide sidewalks that make it easy to walk side by side with a large group.
3. The crosswalk at Ripley and 2nd Street was highly visible and included truncated domes, meant to comply with ADA requirements. This crosswalks at this intersection could be used as a model for others in the neighborhood (Image 27).
4. 2nd Street did not feel particularly safe because of vacant buildings, a lack of lighting and stores that have been closed down (Image 27).



Image 26 Intersection of 2nd Street and Port Street



Image 27 Intersection of 2nd Street and Ripley Street

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Ripley Place

Ripley Place is a residential street with two- to three-story apartment buildings lining either side of the roadway.

1. Planting areas are either overgrown with shrubs or entirely empty (Image 28).
2. Diagonal parking is a good device for traffic calming and to increase parking (Image 29).
3. Ripley Place lacks pedestrian scale lighting.



Image 28 Empty plots for plants



Image 29 Ripley Place

1ST STREET

For the first half of 1st Street, there are industrial buildings along the southern side with homes and some businesses lining the north side. Once the route crosses Port Street, the landscape becomes increasingly dense with more homes and commercial buildings. First Street is wide and truck traffic is prevalent in this area.

1. At the intersection of Ripley Street and 1st Street there is no crosswalk or curb cut across 1st Street (Image 30).
2. Cars are parked on the sidewalk at the auto body shop between Ripley Street and Inslee Place.
3. There are no crosswalks on the intersection of Inslee Place and 1st Street (Image 31).
4. Truck and bus traffic is extremely heavy (Image 32).
5. 1st Street has nearly no striping at all up until Port Street, encouraging speeding (Image 31).
6. Road stripes and crosswalks are faded on many streets after Port Street (Image 33).
7. There are well maintained sidewalks and pedestrian lighting between Pine Street and Magnolia Street. This could be used as a model for future improvements on 1st Street (Image 34).
8. Many people cross on Bond Street with no immediate access to a crosswalk (Image 35).
9. Sidewalks adjacent to vacant properties tend to be in much worse condition (Image 36).

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Image 30 Ripley Place and 1st Street

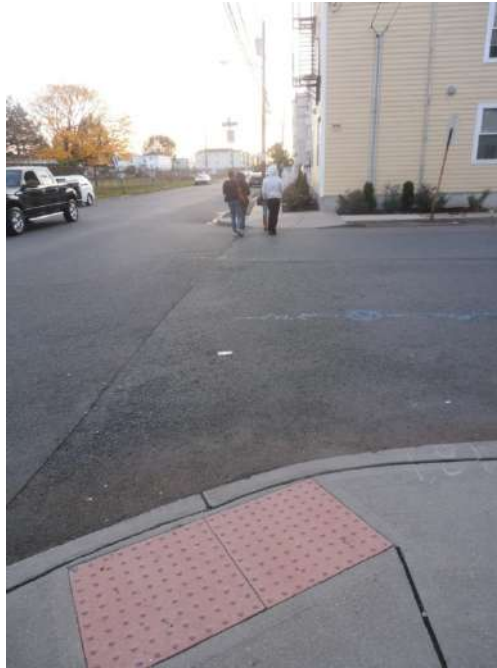


Image 31 Inslee Street and 1st Street



Image 32 Bus on 1st St



Image 33 Pine Street and 1st Street

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Image 34 Sidewalk on 1st Street



Image 35 Bond Street and 1st Street



Image 36 Street adjacent to vacant property

**With few exceptions,
most crosswalks were
badly faded and in need
of restriping.**

EAST JERSEY STREET

East Jersey Street is a mostly residential area with few if any businesses.

1. A “No Parking” Sign is vandalized and falling over (Image 37).
2. There are several parts of the sidewalk that are in need of repair (Image 38).

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Image 37 Falling sign on East Jersey Street



Image 38 Broken Sidewalk on East Jersey Street

ADDITIONAL OBSERVATIONS

1. Many street corners are cut far back to accommodate large vehicles and quick turns (Image 39).
2. There were many instances of cars parking too close to the curb or on the sidewalk (Image 40).
3. There are many large dogs in the neighborhood which can frighten children (Image 41).
4. Although there were some garbage cans along the route, the amount of trash on the ground made it clear that more cans could be beneficial.
5. As with the Red Route, there was no bicycle infrastructure along the Blue Route.



Image 39 Faded crosswalk striping



Image 40 Car parked on 1st Street sidewalk

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Image 41 Many large dogs in the neighborhood

Blue Route Community Priorities

1. Install high-visibility and long-lasting striping, perhaps using thermoplastic.
2. Improve the school zones and crossings. Add school zone signage and high-visibility crosswalks near School No. 28 to help motorists see children crossing the street.
3. Install pedestrian scale lighting.
4. Review intersections for compliance with ADA.
5. Reach out to property owners, especially owners of vacant lots and buildings, to maintain their property and repair adjacent sidewalks.
6. Plant greenery along sidewalks where there are already empty plots of dirt.
7. Work to decrease truck traffic.
8. Provide better access to the waterfront park by adding marked crosswalks and additional entrances.

PURPLE ROUTE

The purple route covers the western half of the Elizabethport area – West of East Jersey Street. The route starts at 1st Street and Fulton Street, traveling along 1st Street until making a right onto Elizabeth Avenue. The route then travels along Elizabeth Avenue until bearing left onto 1st Avenue. The route turns left onto Delaware Street, then left onto 3rd Avenue, with a final left onto Geneva Street, ending where Geneva Street intersects Elizabeth Avenue. The purple route is a mixed residential area with commercial, industrial and residential uses throughout. There is also a significant amount of truck traffic in the area.

1st STREET AND SCHOOL NO. 28

1st Street is the main arterial street for students arriving to School 28. Whether students walk, take the bus, or are driven to school, they all need to traverse 1st Street.

1. Crosswalk striping is faded at the intersection of Fulton Street and 1st Street, one of the main entrances to School No. 28 (Image 42).
2. The majority of the road centerlines and the crosswalk striping along this route are fading away.
3. The intersection of Franklin Street and 1st Street is well-striped with highly visible thermoplastic markings (Image 43).
4. The intersection of Marshal Street and 1st Street is well striped, however the striping is fading.
This intersection has a curb extension on the south side that is suddenly cut back to create an extra-wide turning radius, likely to accommodate truck traffic (Image 44).
5. 1st Street has damaged/vandalized sidewalks and weeds growing through the sidewalk (Image 45).
6. A sign at the intersection of Elizabeth Avenue and 1st Street was the only school zone indicator spotted (Image 46).
7. The intersection of Elizabeth Avenue and 1st Street is very wide, has few crossings and experiences a large amount of truck traffic, posing a danger to pedestrians (Image 47).

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Image 42 Marshal Street and 1st Street



Image 43 Franklin Street and 1st Street



Image 44 Marshal Street and 1st Street



Image 45 Vandalized sidewalk on 1st Street



Image 46 School Zone sign



Image 47 Elizabeth Avenue and 1st Street

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ELIZABETH AVENUE AND 1ST AVENUE

Elizabeth Avenue is an arterial road for the City of Elizabeth. There is heavy truck traffic that travels along the road as it passes through many neighborhoods. Elizabeth Avenue in some areas is more industrial, while in others it is more residential.

1. Elizabeth Avenue is very wide and sees a very large amount of truck traffic. This makes pedestrian movement more dangerous (Image 48).
2. Much of the striping on Elizabeth Avenue is fading and in need of restriping (Image 48).
3. Automobiles move very fast on Elizabeth Avenue.
4. Many parts of the sidewalk between 1st and 2nd Street are in poor condition (Image 49).
5. The intersection of Florida Street and Elizabeth Avenue has two highly visible crosswalks and curb cuts that appear to be in compliance with ADA requirements. This could be used as a model for future improvements (Image 50).
6. The area surrounding Elizabeth Avenue and 3rd Street is very difficult to navigate as a pedestrian (Image 51).
 - a. There are no marked crosswalks to cross 1st Avenue or Elizabeth Avenue.
 - b. The lanes here are extremely wide.
 - c. Cars appear to speed all along Elizabeth Avenue.



Image 48 Elizabeth Avenue



Image 49 Broken sidewalks between 1st and 2nd



Image 50 Florida and Elizabeth Avenue



Image 51 3rd Street and Elizabeth Avenue

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DELAWARE AVENUE

1. Sidewalks are uprooted by tree roots (Image 52).
2. The many “curb your dog” signs allude to a community issue but indicate that residents care about their neighborhood (Image 53).
3. Litter and overgrown sidewalks are common on this street (Image 54).



Image 52 Uprooted Sidewalk on Delaware Avenue



Image 53 Curb dog sign on Delaware Avenue



Image 54 Litter and overgrown sidewalk

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3rd AVENUE

1. Similar to Elizabeth Avenue, 3rd Avenue is a wide road with heavy truck traffic (Image 55).
2. Intersections along 3rd Avenue have high-visibility striping (Image 56).
3. Although these crosswalks are highly visible, crossing is often made difficult because of how far back the curb is cut, increasing the crossing distance and the speed of turning vehicles.
4. Overgrown trees block pedestrians' paths (Image 57).



Image 55 3rd Street



Image 56 Erie Street and 3rd Street



Image 57 Overgrown tree on 3rd Street

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GENEVA STREET

Geneva Street is a highly residential area. This street does not experience the kind of truck traffic seen on Elizabeth Avenue or other surrounding streets.

1. Geneva Street and 3rd Street have highly visible crosswalks that appear to be in compliance with ADA requirements (Image 58).
2. Vacant buildings on this street have unkempt sidewalks and litter problems (Image 59).
3. There are many parts of the sidewalk on Geneva with cracks and overgrown weeds (Image 60).



Image 58 2nd Avenue and Geneva



Image 59 Vacant Building on Geneva Street



Image 60 Broken sidewalk on Geneva Street

Purple Route Community Priorities

1. Decrease truck traffic.
2. Reduce bus driver training traffic.
3. Repaint existing crosswalks. Add additional crosswalks, especially more crossings and crossing guards on Elizabeth Ave.
4. Enforce speed limit and traffic laws (stop at stop signs, stop and stay stopped for those in crosswalks).
5. Provide additional Crossing Guard training
6. Repair broken sidewalks.
7. Add pedestrian signals.
8. Install pedestrian scale lighting.
9. Enforce anti-idling laws. Develop and deliver public anti-idling education for personal vehicles but especially for delivery trucks and commercial vehicles.
10. Reach out to owners of abandoned properties to maintain their properties and adjacent sidewalks.

Section 5: Top SRTS Priority Recommendations:

Goals:

1. To encourage more students to walk and bike to and from school.
2. To reduce traffic congestion around schools during arrival and dismissal times.
3. Increase awareness of infrastructure deficiencies and prioritize recommendations from the public.
4. To reduce emissions from traffic congestion during arrival and dismissal.
5. To educate younger students on the safety elements of walking and bicycling to and from school.
6. Help students to arrive at school on time and ready to learn.

Actions:

The following are strategies to achieve the goals listed above by addressing the five Es: Education, Encouragement, Enforcement, Engineering, and Evaluation.

Timeframe Definition		Cost Definition	
Short-term = less than 3 months		Low = Less than \$2,000	
Mid-term = between 3 to 6 months		Medium = between \$2,000 and \$10,000	
Long-term = longer than 6 months		High = more than \$10,000	

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- I. Education:** Education efforts are an important component of developing a sustainable Safe Routes to School Program. These actions can help change community expectations about how children should travel to school and ensure that children receive proper instruction on walking and biking safely.

Education Actions	Responsibility	Time Frame	Cost
Invite Elizabeth Police Department to give a safety presentation to students	Schools, Groundwork Elizabeth, Brand New Day, Meadowlink	Short-term, Mid-term, Long-term	Low
Invite Meadowlink to help with bicycle and pedestrian education and assemblies or weekend bike rodeos	Schools, Meadowlink	Short-term, Mid-term, Long-term	Low
Invite Meadowlink to help set up walking school buses and walk to school days and bring safety education into classroom curriculum	Schools, Meadowlink	Short-term, Mid-term, Long-term	Low
Provide public anti-idling law education to parents, community members, and delivery trucks/commercial vehicles	Schools, Groundwork Elizabeth, Brand New Day, City of Elizabeth, Meadowlink	Short-term, Mid-term, Long-term	Low
Leverage school website and school and community Social Media to spread awareness of school zone and enforcement activities, including information on "Stop and Stay Stopped" law.	Elementary Schools, Groundwork Elizabeth, Brand New Day, City of Elizabeth	Short-term, Mid-term, Long-term	Low

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- II. Encouragement:** Encouragement actions promote walking and biking to school through programs such as walking school buses, Golden Sneaker Awards and other strategies that generate excitement around walking and biking. These programs are essential to building the momentum necessary to significantly change school travel habits and create a sustained, successful SRTS program.

Encouragement Actions	Responsibility	Time Frame	Cost
Sponsor a student poster contest centered on walking and biking to school	Schools, Groundwork Elizabeth, Brand New Day, Meadowlink	Short-term	Low
Circulate the School Travel Plan Report and publicize SRTS services for Elizabethport Schools	VTC, Meadowlink, Schools, Groundwork Elizabeth, Brand New Day, City of Elizabeth	Short-term	Low
Host Bike/Walk to School Days throughout the school year	Groundwork Elizabeth, Brand New Day, Schools, Meadowlink, City of Elizabeth	Short-term, Mid-term, Long-term	Low
Participate in International Walk to School Day in October and National Bike to School Day in May, as well as NJ Walk and Bike to School month in April	Groundwork Elizabeth, Brand New Day, Schools, Meadowlink, City of Elizabeth	Short-term, Mid-term, Long-term	Low
Leverage school website and school and community Social Media to spread awareness of and to advance Safe Routes to School safety messages, especially in advance of events	Schools, Meadowlink, Groundwork Elizabeth, Brand New Day, City of Elizabeth.	Mid-term, Long-term	Low
Identify routes to school that, to the extent possible, avoid more heavily trucked routes such as First Street and Front Street	Schools, Elizabeth PD, Meadowlink, City of Elizabeth	Short-term, Mid-term	Low

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- III. Enforcement:** Enforcement of safe and lawful travel behavior around schools, on primary school travel corridors and throughout the City is important to ensuring a safe walking and biking environment for children. The New Jersey State Police currently works with the school district to help ensure schoolchildren travel safety.

Enforcement Actions	Responsibility	Time Frame	Cost
Report any crossing guard issues to Elizabeth Police Department's School Crossing Guard Coordinator	Schools, Groundwork Elizabeth, Brand New Day, Community, City of Elizabeth, Elizabeth PD	Short-term, Mid-term, Long-term	Low
Investigate opportunities to provide additional crossing guard training	City of Elizabeth, Elizabeth PD, Groundwork Elizabeth, Brand New Day, VTC	Short-term, Mid-term, Long-term	Low
Reach out to property owners, especially owners of vacant properties, to maintain their properties and repair adjacent sidewalks	City of Elizabeth, Groundwork Elizabeth, Brand New Day	Mid-term, Long-term	Low
Conduct bicycle registration and helmet giveaways at Back to School night	Schools, Elizabeth PD	Short-term, Mid-term, Long-term	Low
Due to health issues caused by heavy particulate matter in truck emissions, investigate implementing and enforcing tonnage and hazardous materials limits on local roads with an exception for local delivery and pickups	City of Elizabeth, Elizabeth PD	Short-term, long term	Low
Enforce anti-idling laws for personal and school vehicles, but especially delivery trucks and commercial vehicles	Elizabeth PD	Short-term, Long-term	Medium
Enforce parking restrictions to keep cars off of sidewalks and out of crosswalks throughout Elizabethport	Elizabeth PD	Short-term, Long-term	Medium
Enforce speed limits and violations of the "stop and stay stopped" law throughout Elizabethport	Elizabeth PD	Short-term, Long-term	Medium
Post signs and reach out to the community about stray or lost dogs	City of Elizabeth, Elizabeth PD	Short-term, Long-term	Low

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IV. Engineering: Engineering recommendations in this Travel Plan focus on low-cost safety improvements in primary school travel corridors that can be implemented in a short time frame.

Engineering Actions	Responsibility	Time Frame	Cost
Investigate installing state of the art bike racks and skateboard racks at school	City of Elizabeth, Schools, Groundwork Elizabeth, Brand New Day	Mid-term, Long-term	Medium
Investigate painting "School Zone" pavement markings on roadways surrounding Elizabethport Schools	City of Elizabeth, Elizabeth PD	Mid-term, Long-term	Low
Investigate alternative truck routes that minimize impacts on the Elizabethport area	City of Elizabeth, Elizabeth PD,	Short-term, Mid-term, Long-term	Low
Investigate and implement traffic calming measures on major thoroughfares and within school zones- including reducing turning radii to discourage truck traffic	City of Elizabeth, Elizabeth PD	Short-term, Mid-term, Long-term	Medium
Make repairs to damaged sidewalks, especially those identified in this report	City of Elizabeth	Short-term, Mid-term, Long-term	Medium, High
Plant trees where there are empty planting strips	City of Elizabeth, Groundwork Elizabeth, Brand New Day	Short-term, Mid-term, Long-term	Medium, High
Investigate driveway and parking lot circulation at schools – particularly at School 28 where pedestrian motorist conflicts have been identified as a problem	School District – can request assistance from the City	Short-term, Mid-term, Long-term	High
Investigate restriping crosswalks with high-visibility thermoplastic markings, focusing first on school zones	City of Elizabeth	Short-term, Mid-term, Long-term	High
Investigate ADA compliancy of road crossings, focusing on pavement markings, addition of truncated domes, replacement of defective truncated domes, and curb cuts	City of Elizabeth	Short-term, Mid-term, Long-term	Medium
Investigate traffic speeds and posted limits around the school and install new speed limit signage	City of Elizabeth	Short-term, Mid-term, Long-term	Medium
Install School Zone signs that better define the school area; investigate installation of signs with augmented flashing beacons and other school zone improvements	City of Elizabeth	Short-term, Mid-term, Long-term	Medium
Investigate installing push button actuated	City of Elizabeth	Short-term, Mid-	High

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pedestrian signals throughout Elizabethport, focusing first on school zones		term, Long-term	
Refresh existing and install new yellow paint and bollards to help enforce parking restrictions and keep cars from parking in or too close to crosswalks	City of Elizabeth	Short-term, Mid-term, Long-term	Medium
Install pedestrian lighting improvements	City of Elizabeth	Short-term, Mid-term, Long-term	Medium

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- V. Evaluation:** To measure the success of a Safe Routes to School Infrastructure and Non-Infrastructure Grant.

Evaluation Actions	Responsibility	Time Frame	Cost
Continue to conduct Student Travel Mode Tallies to measure how effective the SRTS program has been in increasing the number of students walking, biking or carpooling	Schools, Meadowlink	Short-term, Mid-term, Long-term	Low
Improve communications between school officials, community members, and families by establishing a convenient mechanism to share information and get feedback	Schools, Parents, Groundwork Elizabeth, Brand New Day	Short-term, Mid-term, Long-term	Low
Continue observing and mapping crash data from Plan 4 Safety to see the effects of a SRTS program in the Elizabethport area over time	Meadowlink	Long-term	Low

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Section 5: Community Priorities

During the walkability audit, the group of community members who attended the walk were asked to identify what they would like to see changed in their community. Once the list of improvements was made, the community was then asked to identify the most important things they would like to see improved.

The improvements the community wanted to see in no particular order of importance were:

1. Reduce truck traffic within the neighborhood.
2. Paint and repaint faded crosswalks (especially on Elizabeth Ave.).
3. Make improvements to lighting in the community.
4. Provide training to crossing guards.
5. Stop coach buses from conducting training in Elizabethport (many pass by 1st Street).
6. Fix cracked sidewalks.
7. Enforce speed limit on 1st Street and Elizabeth Avenue.

Photos of the Safe Routes to School Audit Teams and Walkabout

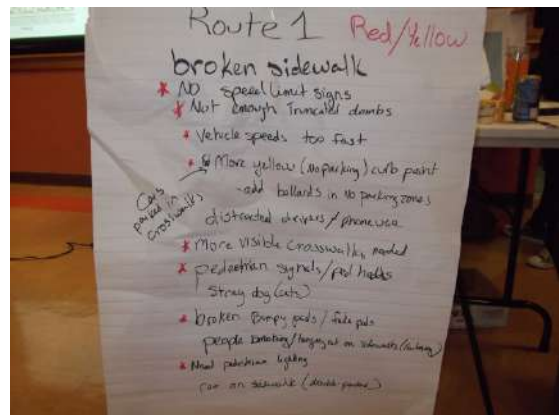


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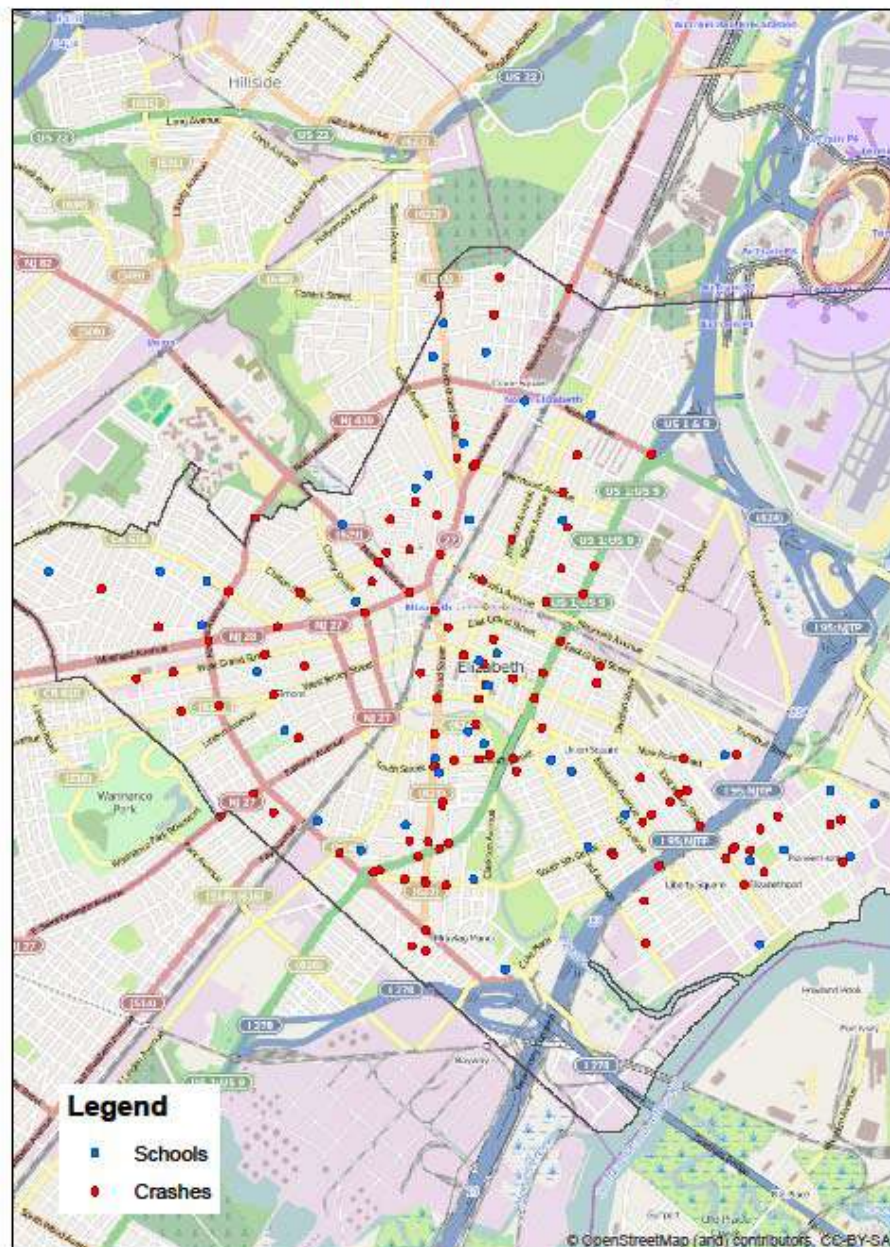
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Appendix A: Crash Mapping Elizabeth

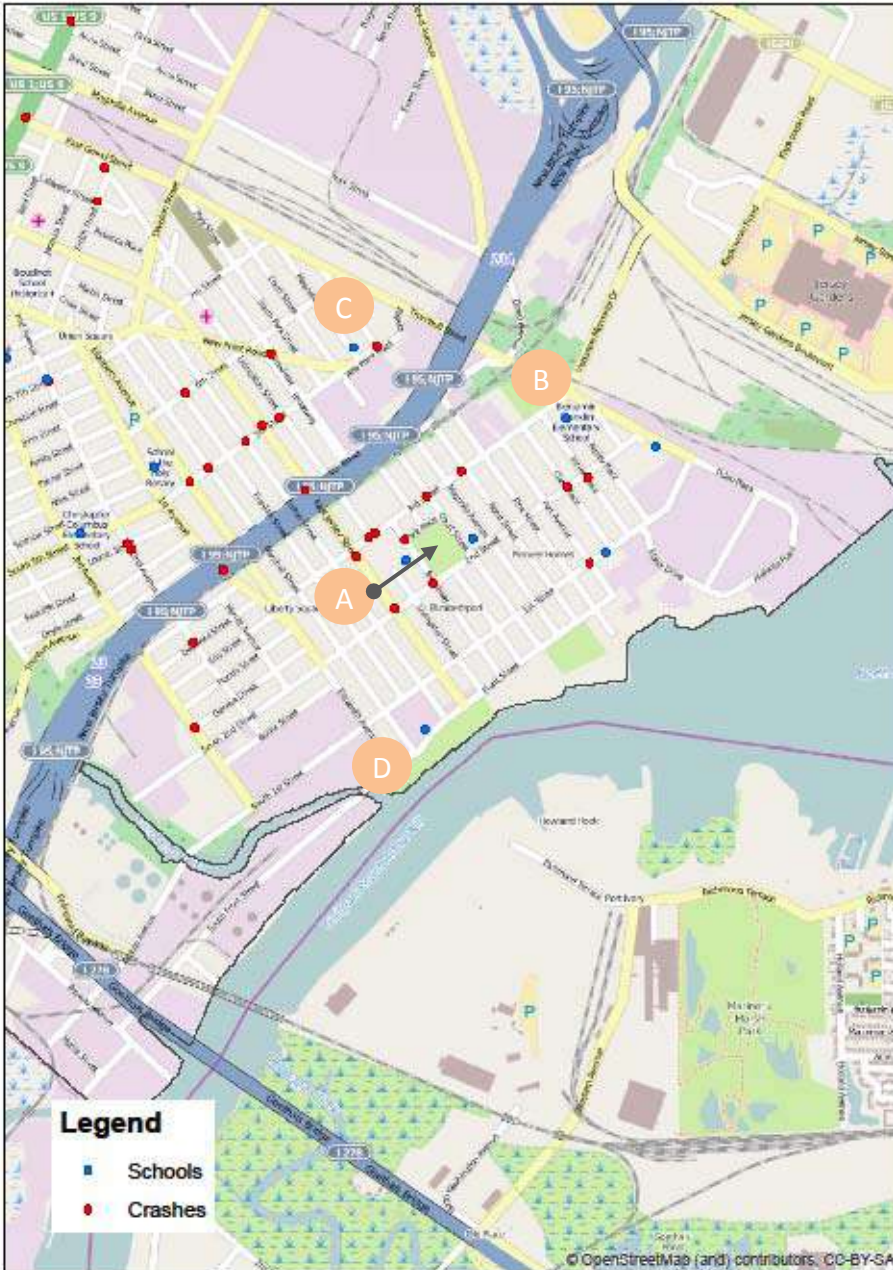
Elizabeth NJ Youth Pedestrian Crashes, 2008-2012



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Appendix A: Crash Mapping Elizabeth Port

Elizabeth NJ Youth Pedestrian Crashes, 2008-2012



- A School No. 1 & School No. 9
- B School No. 13
- C School No. 20
- D School No. 28

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Appendix B: Together North Jersey Demographic Data

Elizabethport: Comparative Profile of Traditionally Disadvantaged Populations				
Variable	Elizabethport Neighborhood	Elizabeth City	Union County	Together North Jersey Region
Population¹	15,182	124,969	533,958	6,579,907
Households²	4,081	39,931	183,810	2,365,263
Households in Poverty²	787	6,819	17,264	209,488
Percent Households in Poverty	19.2%	17.1%	9.3%	8.9%
Racially Concentrated Areas in Poverty (RCAPs)^{1,2}	2	10	12	155
Persons Living in RCAPs	10,149	43,130	54,625	564,916
Percent Living in RCAPs	65.6%	34.5%	10.2%	8.6%
Minority Population¹	13,270	102,264	290,834	2,800,362
Percent Minority	87.4%	81.8%	54.5%	42.6%
Non-Hispanic Minority Population	3,970	27,911	145,218	1,515,462
Percent Non-Hispanic Minority	26.1%	22.3%	27.2%	23.0%
Hispanic Population	9,300	74,353	145,616	1,284,900
Percent Hispanic	61.3%	59.5%	27.3%	19.5%
Families in Poverty with Children²	542	3,402	7,064	82,452
Percent Families in Poverty with Children	16.9%	12.2%	5.4%	5.0%
Female Head of Household with Children²	887	5,305	14,248	153,224
Percent Female Head of Household with Children	19.5%	12.8%	7.6%	6.4%
Persons with Limited English Proficiency (5 Years+)²	5,006	47,358	101,215	837,019
Percent Persons with Limited English Proficiency	39.9%	42.0%	20.5%	13.7%
Carless Households²	1,044	9,788	21,115	295,271
Percent Carless Households	25.6%	24.5%	11.5%	12.5%
Elderly Persons (75 Years+)¹	370	5,027	33,751	431,770
Percent Elderly Persons	2.4%	4.0%	6.3%	6.6%
Persons with Disabilities³	1,266	10,977	48,292	606,368
Percent Persons with Disabilities	8.8%	8.9%	9.1%	9.3%
HUD Units⁴	821	2,621	6,859	84,907
Units /1,000 Population	54	21	13	13
Public Housing Units	305	1,324	4,724	31,069
Units /1,000 Population	20	11	9	5
Multi-Family Housing Units	0	582	468	38,689
Units /1,000 Population	0	5	1	6
Low-Income Tax Credit Units	516	715	1,667	15,149
Units /1,000 Population	34	6	3	2
Sources:				
¹ U.S. Census Bureau, 2010 Census; ² U.S. Census Bureau, 2006-2010 American Community Survey; ³ U.S. Census Bureau 2008-2012 American Community Survey; ⁴ U.S. Department of Housing and Urban Development, A Picture of Subsidized Households, 2012, Using 2010 Census Geography				

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Appendix B: Together North Jersey Demographic Data

Elizabethport: Comparative Profile of Race Distribution				
Variable	Elizabethport Neighborhood	Elizabeth City	Union County	Together North Jersey Region
Total Population	15,473	124,969	533,958	6,579,907
Minority	13,486	102,264	290,834	2,800,362
Percent Minority	87.2%	81.8%	54.5%	42.6%
Total Population	100.0%	100.0%	100.0%	100.0%
White	48.4%	54.6%	61.3%	68.1%
<i>Non-Hispanic</i>	12.8%	18.2%	45.4%	57.4%
<i>Hispanic</i>	35.6%	36.5%	16.0%	10.6%
Black	27.1%	21.1%	22.1%	12.7%
<i>Non-Hispanic</i>	23.3%	18.5%	20.8%	11.8%
<i>Hispanic</i>	3.8%	2.6%	1.2%	0.9%
American Indian and Alaska Native	0.8%	0.8%	0.4%	0.3%
<i>Non-Hispanic</i>	0.2%	0.1%	0.1%	0.1%
<i>Hispanic</i>	0.7%	0.7%	0.3%	0.2%
Asian	1.2%	2.1%	4.6%	9.4%
<i>Non-Hispanic</i>	1.2%	2.0%	4.6%	9.3%
<i>Hispanic</i>	0.0%	0.1%	0.1%	0.1%
Native Hawaiian and Other Pacific Islander	0.0%	0.0%	0.0%	0.0%
<i>Non-Hispanic</i>	0.0%	0.0%	0.0%	0.0%
<i>Hispanic</i>	0.0%	0.0%	0.0%	0.0%
Some other race	16.7%	16.7%	8.5%	6.8%
<i>Non-Hispanic</i>	0.6%	0.6%	0.4%	0.4%
<i>Hispanic</i>	16.1%	16.1%	8.1%	6.4%
Two or more races	5.8%	4.6%	3.1%	2.7%
<i>Non-Hispanic</i>	0.9%	1.1%	1.4%	1.4%
<i>Hispanic</i>	4.9%	3.5%	1.7%	1.3%
Hispanic (any race)	61.0%	59.5%	27.3%	19.5%
Source: U.S. Census Bureau, 2010 Census				

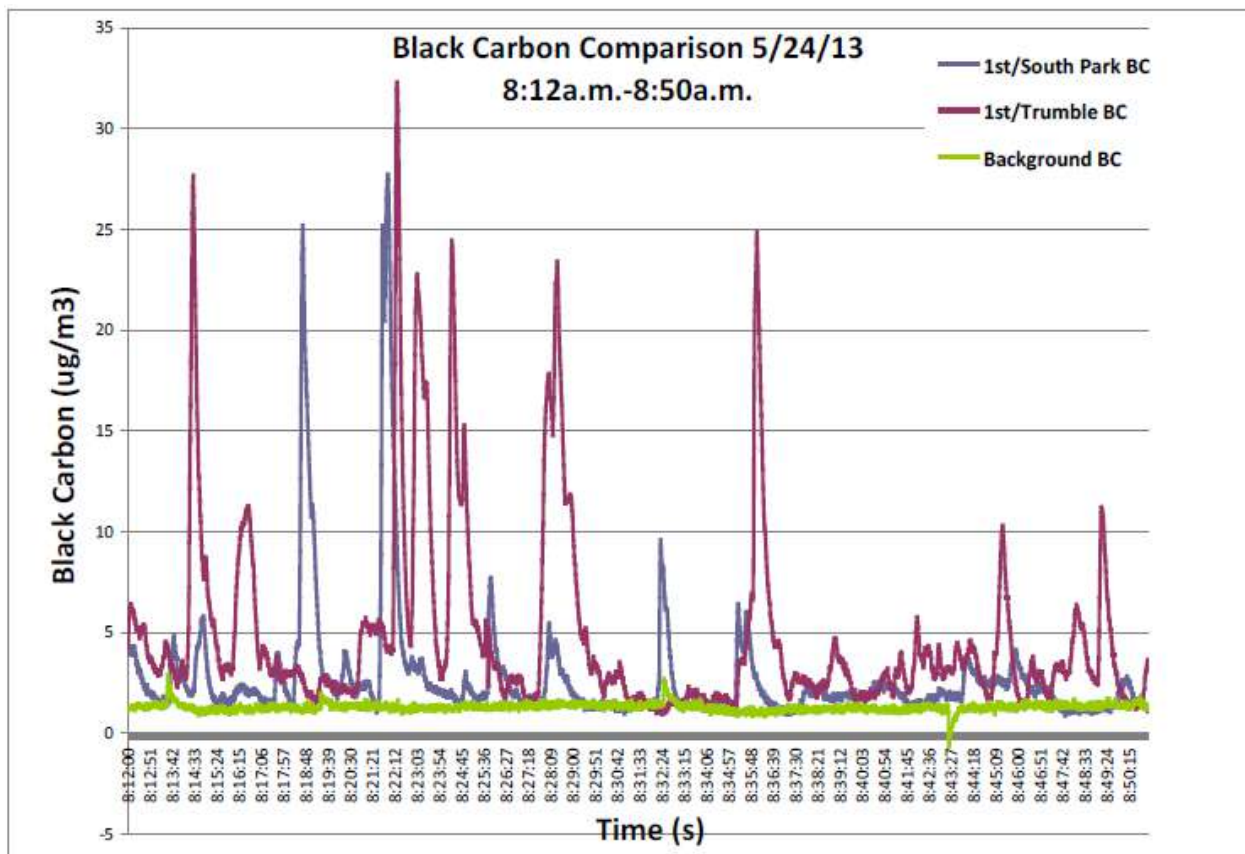
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Appendix B: Together North Jersey Demographic Data

Elizabethport: Comparative Profile of Foreign-Born Population				
Variable	Elizabethport Neighborhood	Elizabeth City	Union County	Together North Jersey Region
Total population	14,099	123,176	529,547	6,518,190
Native	8,444	65,701	376,998	4,988,460
Foreign-Born	5,655	57,475	152,549	1,529,730
Percent Foreign-Born	40.1%	46.7%	28.8%	23.5%
Origin of Foreign-Born Population	100.0%	100.0%	100.0%	100.0%
Europe	9.5%	11.1%	19.6%	17.9%
Northern Europe	0.0%	0.2%	1.5%	2.1%
Western Europe	0.0%	0.2%	1.4%	2.1%
Southern Europe	7.9%	8.4%	9.5%	5.8%
Eastern Europe	1.6%	2.2%	7.1%	7.8%
Europe, n.e.c.	0.0%	0.0%	0.1%	0.0%
Asia	0.2%	4.1%	12.2%	30.7%
Eastern Asia	0.0%	0.8%	2.8%	9.2%
South Central Asia	0.2%	1.3%	3.9%	12.9%
South Eastern Asia	0.0%	1.6%	4.5%	6.2%
Western Asia	0.0%	0.4%	0.9%	2.4%
Asia, n.e.c.	0.0%	0.1%	0.0%	0.1%
Africa	2.8%	3.0%	4.4%	4.2%
Eastern Africa	0.1%	0.2%	0.3%	0.4%
Middle Africa	1.8%	0.5%	0.3%	0.1%
Northern Africa	0.0%	0.6%	0.8%	1.5%
Southern Africa	0.0%	0.1%	0.1%	0.2%
Western Africa	0.4%	1.2%	2.6%	1.7%
Africa, n.e.c.	0.5%	0.3%	0.3%	0.2%
Oceania	0.0%	0.0%	0.1%	0.1%
Australia and New Zealand Subregion	0.0%	0.0%	0.0%	0.1%
Fiji	0.0%	0.0%	0.0%	0.0%
Oceania, n.e.c.	0.0%	0.0%	0.1%	0.0%
Americas	87.5%	81.8%	63.7%	47.0%
Latin America	87.5%	81.5%	63.1%	46.1%
Caribbean	17.0%	19.4%	18.2%	15.1%
Central America	38.5%	21.6%	18.8%	13.0%
South America	32.0%	40.5%	26.0%	18.0%
Northern America	0.0%	0.3%	0.6%	0.9%
Canada	0.0%	0.3%	0.6%	0.9%
Other Northern America	0.0%	0.0%	0.0%	0.0%
Source: U.S. Census Bureau, 2006-2010 American Community Survey				

Appendix C: Truck Counts and Air Quality Monitoring On First Street

On May 24, 2013 members of Brand New Day and Elizabethport Presbyterian Center joined a team from Rutgers University to begin to assess the impact on the Elizabethport community of heavy diesel truck traffic on First Street, the designated truck route through Elizabethport. Many trucks use the First Street route as a thoroughfare for longer distance travel as well as to and from points locally within Elizabeth and the immediate environs. The purpose of the initial study on 5/24/13 was twofold: to count trucks and to measure particulate matter air pollutants during a typical weekday morning. The investigators counted trucks passing two intersections: 1) First Street and South Park Street and 2) First Street and Trumble Street. They made simultaneous, real-time measurements of air quality at the truck count locations as well as a background site on South Park Street that was approximately 200 meters upwind (to the west) of the First Street and South Park Street monitoring location. Dr. Laumbach presented the following two figures during the walkability assessment:



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