Perth Amboy Walkability Audit

2018

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Definitions

What is a Walkability Audit?
The purpose of a walkability audit is to identify issues and concerns for pedestrians and bicyclists related to the safety, access, and convenience of the environment.

Why Conduct Road Safety Audits?
Road safety audits are safety examinations of roads and intersections in a given city, town, or community, where we report safety issues. Road safety audits recommend improvements by collecting data regarding the problem areas.

What are Traffic Calming Features?
Traffic calming features are devices that utilize physical designs and other measures to improve safety for motorists, pedestrians, and cyclists (e.g. road humps, speeding cushions, gateways). It aims to encourage more responsible driving and potentially reduce traffic flow. It is also intended to decrease the likelihood of accidents provoked by speeding. Distracted driving is not an option when there are a lot of measures to be alert and aware of.

Americans with Disabilities Act (ADA)
Enacted in 1990, the Americans with Disabilities Act is a civil rights law that protects individuals with disabilities from discrimination.

Bike Lanes
A designated section of the road marked off with painted lines for the exclusive use of bicyclists. The painted off area provides bicyclists safety from oncoming traffic. Five feet is the recommended width of a bike lane; however if the parking volume is high in the area, an additional one or two feet of width is desirable. Some types of bike lanes include: conventional, buffered, control-flow, and left-side.

Complete Streets
Complete streets are streets designed and operated to provide safe access for all users.

Crosswalks
Crosswalks are designated sections of the road where pedestrians are allowed to cross. Crosswalks improve pedestrian safety by enhancing pedestrian visibility to oncoming motorists. They create a complete pedestrian access network that increases the walkability of the environment. According to Safe Routes Info, the width of crosswalks should be at least six feet; however, it should be proportional to the number of pedestrians utilizing it.
Curb Extension
A method used for calming traffic and keeping vehicles from parking near corners in order to avoid drivers blocking visibility. Curb extensions increase sidewalk accessibility and reduce the crossing distance.

Incomplete Sidewalks
Incomplete sidewalks are areas where a section of a sidewalk is missing or there is no sidewalk at all. This can lead to dangerous situations where pedestrians and vehicles share the same space.

Jaywalking
Crossing the street or road illegally and/or interrupting normal traffic flow.

Refuge Island
A solid object, usually located in the middle of a street that is meant to provide a safe haven for crossing pedestrians.

Roadways
Roadways are the sections of any given road intended for vehicles. A single lane should be a minimum of 10 feet wide.

Sidewalks
Sidewalks are paved paths for pedestrians that provide continuous safety and accessibility, located on either side of the road. According to the ADA, sidewalks should be at least 5 feet wide to accommodate all users.

Speed Bumps
Raised portions of a road installed to control the speed of vehicles, which are most often found in parking lots, driveways, and some residential streets.

Truncated Domes
Truncated domes are detectable warning tiles to assist pedestrians who are visually impaired. These textured surfaces, typically painted yellow and red, are used for the visually impaired, in order to indicate a pedestrian crossing.
Who We Are / About this Guide

Who are the Emerging Leaders?

The Emerging Civic Leaders for a Healthier Community is a new community service initiative that gives the youth of Perth Amboy an opportunity to obtain leadership skills while assisting key city stakeholders through the development of a tangible action plan that addresses Perth Amboy’s primary health disparities. The youth work in tandem with their community to develop an informed summer action plan. This action plan will, in some way, improve the physical well-being of its residents. Through the Jewish Renaissance Foundation, a grantee of the New Jersey Health Initiative—the statewide grant-making program of the Robert Wood Johnson Foundation, the program challenges the youth to get involved in their city, county, and state.

Our Pledge

“I Pledge to enrich my city by demonstrating leadership skills and informing the citizens of Perth Amboy about the health issues in our community. With this, we will inspire the following generations of Emerging Leaders to leave an impact, not only in Perth Amboy, but in our society as a whole.”

What is our Initiative?

Our plan has been to collect data on the walkability of Perth Amboy to present to the community in hopes of change. We aim to make Perth Amboy more accessible to improve the physical and mental health of the citizens in our community. We have compiled a report to highlight the problems in our city and offer possible solutions to these problems.

Streets Audited:

- High Street
- Hall Avenue
- Zambory Street
- Smith Street
- Goodwin Street
- New Brunswick Avenue
- Brace Avenue
- Lee Street
- Amboy Avenue
- Washington Street
- Harding Avenue
- Krochmally Avenue
- Meredith Street
- Jacques Street

Why these Specific Streets?

In April, we conducted a community safety survey of Perth Amboy residents. The survey was part of our goal to improve street and traffic safety, creating a safe and comprehensive pedestrian access network. Survey respondents marked “Distracted Driving” as the biggest street and traffic safety issue in our community and listed the streets where they believed speeding was a problem (e.g. State St., Hall Ave., and Smith St.) and where they generally felt unsafe (e.g. Hall Ave. and Amboy Ave.). As a result, we decided to conduct a walkability audit of Perth Amboy streets. Collectively, all streets were recommended by the Perth Amboy Housing Authority, city officials, residents, friends, and family. While walking the streets of Perth Amboy, we have noticed numerous street and traffic safety concerns including missing and/or faulty crosswalks, sidewalks, and street signs.
Chapter 1

High Street
High Street

Audit Time-frame: July 11th, 2018; 9:56 A.M. - 11:38 A.M.

Legend:
- Missing Crosswalks
- Missing Sidewalks
- Faulty Pedestrian Crossing
- Uneven Sidewalks

Description:
High St. may be one of the longest streets located in Perth Amboy, spanning approximately 2.3 miles long. It traverses the historic, industrial and commercial districts. This street offers access to popular buildings, such as City Hall (41 employees), Middlesex County College (1,632 students) and Perth Amboy Vocational Technical School (295 students). It is home to a 1200 unit housing complex, called Harbortown, and also provides access to the major state highway of NJ-440. Due to its unique width of 60 feet, and its popularity, High St. has the greatest potential for various improvements.
1.1 Missing Crosswalks

**Description:**

On High St. we have identified eleven areas where there is a need for crosswalks. As you will notice on the photo to the left, there is a large cluster of pinpoints located within the Harbortown area. Crosswalks are especially necessary on this street due to high use by residents, students, and the general public. On the other hand, you will notice a smaller cluster of pinpoints located towards the bottom of the photo. It is essential to repair these missing crosswalks because of its proximity to the elder residents within the High Street Apartments.
Existing Conditions vs Recommendations

**Picture 1.A**
*Broad St. intersecting High St.; July 11th, 2018; 10:32 A.M.*

**Picture 1.B**

**Picture 1.C**
*Commerce St. intersecting High St.; July 11th, 2018 10:30 A.M.*

**Picture 1.D**

**Existing Conditions:**
Based on the photos above, you will notice a lack of safety measures for pedestrians.

**Recommendations:**
In order to implement an appropriate crosswalk, a ladder crosswalk should be put into effect. A high visibility crosswalk like the one above could cost $600 - $5100 dollars depending on the distance, while a low visibility crosswalk can cost $100 - $2100.
1.2 Faulty Pedestrian Crossings

Description:

On High St. we identified nineteen areas where there are faulty pedestrian crossings. This may be due to the underestimated number of the residents within this area who utilize wheeled objects (e.g., bicycles, strollers, wheelchairs, scooters, laundry carts, shopping carts, etc.).
Existing Conditions vs Recommendations

**Picture 1.E**
*Hall St. intersecting High St.; July 11th, 2018 11:27 A.M.*

**Existing Conditions:**
As you can see there is a truncated dome missing at this given intersection. Without truncated domes at the intersection it is putting the safety of visually impaired Perth Amboy citizens at risk of an accident.

**Recommendations:**
Truncated domes should be added where they are missing and proper alignment is imperative. This would cost $50 - $150 to implement.

**Picture 1.F**
1.3 Uneven Sidewalks / Missing Sidewalks

Description:

On High St. we identified eighteen areas where there are uneven sidewalks. Uneven sidewalks are important to repair to ensure safety, ease of walking, and accessibility for pedestrians. High St. is especially important because of its status as a main road, as well as the Middlesex County College and Perth Amboy Vocational Technical School being on the street, resulting in a relatively large amount of people walking.
Existing Conditions vs Recommendations:

**Picture 1.G**
High St.;
July 11th, 2018 11:30 A.M.

**Existing Conditions:**
This sidewalk is heavily cracked and uneven. This is a problem for anyone utilizing wheeled objects.

**Recommendations:**
Repairing the sidewalk will make it easily accessible for pedestrian with wheels and will prevent tripping; especially for young children and the elderly.
1.4 Bike Lane

Bicycling is becoming increasingly popular in Perth Amboy. More and more people are either commuting to work by bike, or are bicycling recreationally. Not only are residents of Perth Amboy biking through the city, but because of its beautiful waterfront view, cyclists from other municipalities often ride through the city too.

Considering all these factors, it is crucial that cycling infrastructure be improved in Perth Amboy. Currently, the only bike lane in the city is on Route 35’s Victory Bridge. Installing a bike lane requires plenty of space, and the most ideal location in Perth Amboy for a bike lane is High St.

High St. measures 60 feet in width from High St./Sadowski Pkwy. to the beginning of the center island by Harbortown. This makes High St. the widest street in Perth Amboy. A bike lane needs to be a minimum of 5 feet wide, with 2 additional feet of width to account for parking spaces. High St. has parking on both sides, and parking spots are 9 feet wide. The total amount of space utilized on each side of the street is 16 feet, leaving 28 feet of space allocated for vehicle use. Since each vehicle lane will measure 14 feet in width, vehicle safety will not be compromised. An added benefit to implementing bike lanes is the narrowing of the street. Drivers going down High St. will think they are travelling at a higher speed than they actually are, incentivizing them to slow down. Installing a bike lane will improve safety for everybody on the streets, not just bicyclists.
Chapter 2

Hall Avenue
Legend:

- **Missing Crosswalks**
- **Potholes**
- **Faulty Pedestrian Crossings**
- **Uneven Sidewalks**

Description:
Hall Ave. is one of the most populated streets in Perth Amboy, due to the high amount of schools that can be found within the area. It is the primary route to various schools; Ignacio Cruz Learning Center (Student pop: 755), Edward J. Patten Elementary School (940), Perth Amboy High School (2,071) (East Campus and Main Campus), Samuel E. Shull Middle School (1,469), and the Academy for Urban Leadership Charter High School (393). In addition, Hall Ave. is home to many popular local businesses which many students access on a daily basis throughout the school year. It is one of the various entrances to the 1200 unit apartment complex, Harbortown. It is important to keep the street well maintained for the safety of residents, students, teachers, and parents that are accessing these schools.
Description:

On Hall Ave., we were able to identify three areas missing crosswalks. Since Hall Ave. is one of the main roads of Perth Amboy, specifically used for school transportation, it is vital to make sure that the designated areas for pedestrian crossing is clearly identified to reduce student related accidents. In addition, crosswalks are not only designated for daytime use, but they are also essential for the visibility of drivers at night when pedestrians are crossing this street.
Existing Conditions vs Recommendations

**Picture 2.A**
Cornell St. intersecting Hall Ave.;
July 12th, 2018; 10:09 A.M.

**Picture 2.B**

**Existing Conditions:**
The above photo was taken less than a block away from Samuel E. Shull Middle School, signifying students between the ages of 10-14 are crossing Hall Ave. at risky times without a designated pathway.

**Picture 2.C**
Alta Vista Pl. intersecting Hall Ave.;
July 12th, 2018; 10:15 A.M.

**Recommendations:**
We recommend a ladder crosswalk to increase the safety of Perth Amboy pedestrians. A high visibility crosswalk like the one above could cost $600 - $5100 dollars depending on the distance, while a low visibility crosswalk can cost $100 - $2100.
2.2 Faulty Pedestrian Crossings

Description:
After Hall Ave was audited, we were able to identify ten areas that fall under faulty pedestrian crossings. In this case, there were many instances in which the ramps were either at the wrong angle or were significantly uneven. This can be a huge inconvenience to people who may be biking, riding a wheelchair, or even a parent pushing a stroller.
Existing Conditions vs Recommendations

*Picture 2.E*
Amboy Ave, intersecting Hall Ave.;
July 12th, 2018; 10:12 A.M.

**Existing Conditions:**
The poor conditions displayed above may be due to the excessive usage by Charter School Students, Saint Michael’s Catholic Church members, Santa Maria Pharmacy customers, and Ukrainian National Credit Union clientele.

*Picture 2.F*

**Recommendations:**
We recommend placing these truncated domes that way it serves as a clear indicator that the sidewalk has ended.
2.3 Miscellaneous

Description:
Additionally, we would like to acknowledge significant recurring safety concerns. On our audit, we noticed that there are various faded crosswalk lines which can hinder the safety of students and other pedestrians who utilize the street. We suggest repainting these crosswalks in order to improve the visibility of drivers, therefore, preventing more pedestrian related accidents. There are also uneven sidewalks that can cause major injuries for pedestrians, which has the potential for people to avoid using these sidewalks and instead walk on the streets. We advise levelling these sidewalks to provide all pedestrians a safe place to walk.

We also would like to shed light upon two other concerns regarding the driver behavior that is seen on this road. As we were auditing we noticed how wide the street is in which case many drivers tend to go to the other side of the street to avoid potholes and some even drive in the middle since there are no designated lanes for each vehicle. We suggest implementing double yellow lines to resolve these issues. Furthermore, we also noticed that many drivers speed through this street, especially since there are no speed limit signs. By placing these signs it will remind drivers to be cautious when they are on Hall Ave.
Chapter 3

Zambory Street
Zambory Street

Audit Time-frame: July 18th, 2018; 10:08 A.M. - 1:33 P.M.

Legend:

- Missing Crosswalks
- Potholes
- Faulty Pedestrian Crossings
- One-Way Conversion Observation

Description:

Zambory St., spanning about a quarter of a mile, is the internal route for the William A. Dunlap Homes, a housing complex managed by the Public Housing Authority. The road provides access to 214 units, a basketball court, and the Family Success Center of the Jewish Renaissance Foundation. Zambory St. has 2 entry points: Amboy Ave. and Waltrous Ave. Waltrous Ave. connects Zambory St. with Route 35, Route 440, and Pfeiffer Blvd. Moving forward, observations were made specifically to determine whether or not a one-way conversion would be viable and convenient for the residents of this area.
3.1 Missing Crosswalks

**Description:**

There were twelve sites on Zambory St. where crosswalks should be present, but were not. Considering the substantial elderly and disabled population present in these complexes, ensuring that the residents are able to cross the streets safely is vital. Although crossings inside of the housing complex are short and well-lit, the crossings on the intersection of Zambory St. and Amboy Ave., along with the ones towards the West end of Zambory St., are in dire need of attention. These intersections are highly trafficked and vehicles travel at speeds north of 25 MPH.
Existing Conditions vs Recommendations

**Existing Conditions:**
The pedestrian crossing is not only missing a crosswalk, but the surface of the crossing is uneven and hazardous.

**Recommendations:**
In order for pedestrian safety to be improved, the street must be repaved, followed by the painting of a ladder crosswalk and the installation of truncated domes at the ends of each corner.
3.2 One-Way Conversion Observation

*For the following paragraph, please refer to the above photo from left to right.*

**Description:**

The audit revealed reasons why the conversion would and wouldn’t work, along with potential changes that can be made in order to optimize the effects of turning Zambory St. into a one-way. The first point marker is a location where pedestrian safety is jeopardized. Drivers turn onto Zambory St. from Waltrous Ave. at speeds higher than 25 MPH. Pedestrians often cross the intersection, putting them at risk for a collision. The second point marker can be the site of a speed bump, which would be effective to prevent any fast turns around the corner. The penultimate point marker shows a potential drawback to having it be a one-way street. Residents parked around the entrance of Zambory St. would have to drive all the way across it and exit through Route 35. This might be an inconvenience for them, as it could lead to some wasted time. However, the added benefits of designating Zambory St. as a one-way street may outweigh the drawbacks.
Existing Conditions vs Recommendations

**Existing Conditions:**
Were it to be converted into a one way street, the exit to Waltrous Ave. at the top of the picture would become a collision point because those exiting Zambory St. would need to accelerate much faster to catch up with oncoming traffic.

![Picture 3.C](Google Maps)
*The merging of Zambory St. and Waltrous Ave. as it is now.*

**Recommendations**
Joining the island with the block would get rid of the problematic exit, and would allow cars to safely exit Zambory St. and merge with Waltrous Ave. Along with the extension of the existing island, the sidewalk would also continue. Students who live on the West side of Convery Blvd. but attend the AULC, PAHS, or Samuel E. Shull School will greatly benefit from this. A crosswalk would be added to the end of Zambory St. to allow pedestrians to cross safely.

![Picture 3.D](Google Maps)
Existing Conditions vs Recommendations

Zambory St. can be altered in many ways in order to be optimized as a one-way road; however, there are current reasons why it may not be fit to be a two-way street already. For instance, we measured Zambory St. to be about 18 feet in width. The generally accepted width for a two-lane road is 20 feet, as an absolute minimum. This has raised some issues for residents, maintenance workers, and/or anyone else who drives through Zambory St. Maintenance vehicles have had to park atop sidewalks, at the expense of pedestrians, in order to not impede two ways of traffic. If Zambory St. would be converted to a one-way street, this would no longer be an issue. In fact, the conversion would allow for a sidewalk to be built on the left side of the street in the picture above. This would be a huge benefit to pedestrians and residents alike. The average cost of installation per foot of sidewalk is about $20.20. There are about 883 feet of missing sidewalk in Zambory, which would amount to be about $17,836.60 to install the sidewalk. This would be a modest investment for such a great return and benefit.

Picture 3.E
383 Zambory St.
July 18th, 2018; 10:33 A.M.
Chapter 4

Smith Street
Smith Street

Audit Time-frame: July 25th, 2018; 11:30 A.M. - 2:32 P.M.

Legend:
- Faulty Pedestrian Crossings
- Uneven Sidewalks
- Missing Crosswalks
- Driver Behavior

Description:
Smith St. is one of the central roads of transportation in Perth Amboy, as it spans approximately 1.6 miles and runs through downtown Perth Amboy, which includes the famous “5 Corners.” Smith St. begins at the Ferry Slip Museum on Front St. (located in the above photo at the bottom right by a brown museum icon), and ends on Route 35. This street intersects with other infamously busy streets including High St., State St., and Convery Blvd. Convery Blvd. leads directly to the Victory Bridge, which is major route of transportation from South Amboy to Perth Amboy over the beautiful Raritan River. William C. McGinnis Middle School (1,517 students) and Herbert N. Richardson Elementary School (812 students) are located along Smith St., as well. There are approximately 110 local businesses located on this street, such as bodegas, supermarkets, pharmacies, hair salons/barber shops, banks, restaurants, gyms, and gas stations. All of these businesses make up the retail trade industry, which sums up to be 14% of all industry in Perth Amboy. Usually Smith St. is very busy due to the fact that it’s the most essential part of the Shopping District.
4.1 Faulty Pedestrian Crossing

Description:

During our audit, we noted seventeen faulty pedestrian crossings along Smith St. Some of these crossings were noted to have obstructions and missing ramps. Obstructions limit mobility for the visually impaired and missing ramps limit mobility for wheeled objects. You will notice a cluster of purple pinpoints primarily found on the right portion on the street. On the contrary, between Elm St. and State St. we are happy to report well maintained pedestrian crossings. We are pleased to know that there are portions of Smith St. that are appropriate and fit pedestrians needs.
Existing Conditions vs Recommendation

**Picture 4.A**

*Oak St. intersecting Smith St.; July 25th, 2018; 11:20 A.M.*

**Picture 4.B**

**Existing Conditions:**
Above you will find various examples where truncated domes are missing along Smith St. The sewage drain in Picture 4.A obscures the crosswalk.

**Recommendations:**
Pedestrians would greatly benefit from an accessible ramp. A high visibility ramp like the one above can cost approximately $12 per square foot.

**Picture 4.C**

*Convery Blvd. intersecting Smith St.; July 25th, 2018; 2:30 P.M.*

**Picture 4.D**
4.2 Uneven Sidewalks

**Description:**

Uneven sidewalks can be dangerous as they can result in many pedestrian injuries. Both the city and property owner(s) can be sued and/or be charged for negligence. Since Smith St. is part of the business district, where many citizens often shop, it is important to ensure sidewalks are in exceptional condition.

*Picture 4.E*
July 25th, 2018; 2:28 P.M.

*Picture 4.F*
July 25th, 2018; 11:45 A.M.
Existing Conditions vs Recommendations

**Existing Conditions:**
There is an elevated sidewalk, most likely caused by nearby tree undergrowth. Since the sidewalk is partially lifted it increases the chances of pedestrian tripping, whether walking or running.

**Recommendations:**
We recommend removing the undergrowth to flatten the sidewalk so that students from both William C. McGinnis Middle School and Herbert N. Richardson Elementary School can enjoy safer travels to and from school.

*Picture 4.G*  
Smith St.; July 25th, 2018; 2:32 P.M.

*Picture 4.H*
4.3 Missing Crosswalks

**Description:**

We identified nine missing crosswalks on Smith St. This street is heavily trafficked by both motorists and pedestrians. Clearly marked crosswalks indicate optimal or preferred locations for pedestrians to cross and help designate right-of-way for motorists to yield to pedestrians.
Existing Conditions vs Recommendations

**Existing Conditions:**
In image 4.K we have identified an urgent need for a crosswalk. Pedestrians crossing this street access the Harbor Terrace Apartment Complex, Perth Amboy’s waterfront, and/or the downtown shopping district. The street’s current condition prevents pedestrians from crossing in safe, designated areas.

**Recommendations:**
A ladder type crosswalk should be implemented to assist with pedestrian crossing. This type of crosswalk increases driver visibility for oncoming pedestrians. A high visibility crosswalk, like the one above, could cost $600 - $5100, depending on the distance, while a low visibility crosswalk can cost $100 - $2100.
4.4 Driver Behavior

Description:

Many driver violations occur along Smith St. Due to the various local businesses here, drivers have the tendency to park on yellow lines, block pedestrian crosswalks, and illegally pass double yellow lines. Since there are many supermarkets and businesses, large trucks have the tendency to block pedestrian crosswalks as most do not have adequate accessibility to unload merchandise.

In addition, there have been several recurrences where drivers fail to yield to pedestrians. This reduces visibility of other pedestrians and drivers. Although there are a few parking decks located in the downtown area, there are constant parking violations. This may be due to the lack of public parking vs. designated residential parking on this street.
Existing Conditions vs Recommendations

Existing Conditions:
Both pictures 4.M and 4.O display prime examples of drivers disobeying the code of conduct. Large trucks reduce visibility for crossing pedestrians and the rear end of cars blocking crosswalks is a reoccurring issue on Smith St.

Recommendations:
Allocating thick striped yellow lines on various curbs on this street, specifically the downtown area, will alert drivers of a curb extension due to its high visibility. Curb extensions help the street appear narrow to avoid speeding and helps prevent drivers from blocking intersections.
Chapter 5

Goodwin Street
Goodwin Street

Audit Time-frame: July 26th, 2018; 10:25 A.M. -11:00 A.M.

Legend:
- Missing Crosswalks
- Faulty Pedestrian Crossings
- Uneven Sidewalks

Description:

Goodwin St. doesn’t have many businesses and mass traffic, but since it intersects with four main roads (e.g. Market St., Smith St., Fayette St., and County Road 624), it is in need of major improvements. On the corner of Goodwin St. and Fayette St. are the W. T. Hansen Apartments, a 148 unit apartment complex managed by the Perth Amboy Housing Authority. Single and two family homes are predominately found on this street, along with four small businesses on the intersection of Smith St. and Goodwin St. Generally, walkability isn’t an issue, until you reach the intersections.
5.1 Improvements to Smith and Goodwin Street

This intersection is notorious for how dangerous it is to either continue straight onto Goodwin St., or turn left onto Smith St. When drivers approach the intersection, it can take up to two minutes for them to be able to cross safely. Even for pedestrians, crossing Smith St. parallel to Goodwin St. is very unsafe. There is a crosswalk in only one of the sides of the intersection, and drivers fail to yield to pedestrians crossing legally. Considering all these factors, installing a traffic light with the proper painting and signage may be a viable option. In order for this to work, there are 4 major improvements that must be made: a crosswalk must be painted on the left side of the intersection, ramps with truncated domes on each end of the crossing should be constructed, solid white lines should be painted where cars are supposed to stop on a red light, and finally, the traffic lights and all the corresponding hardware and electric work must be installed. Of course, awareness to this array of improvements is necessary. This can be accomplished by announcing the installation for about a month using an LED billboard/electronic road sign. Smaller 4x8’ billboards can be purchased for about $5000. The cost to make all these improvements, on average, is about $800,000. The finished improvement would look like the following:
5.2 Pedestrian Crossing on Co. Rd. 624

On one side of the intersection of Goodwin/Fayette/Co. Rd. 624, pedestrian safety is particularly compromised. Co. Rd. 624 is 5 lanes wide in this intersection, creating a feeling of exposure for pedestrians crossing this street.

A solution many cities have adopted to solve similar issues is constructing a pedestrian refuge island. Pedestrian refuge islands serve two main purposes: shorten the length of a single crosswalk to help pedestrians feel safer, and allow pedestrians to stop on the island if the light turns green before they reach the end.

By refurbishing the existing crosswalk and creating a refuge island, pedestrian safety will be improved dramatically and the street will no longer appear to be car-dominant. Therefore, pedestrians won’t stray away.
Chapter 6

New Brunswick Avenue
New Brunswick Avenue

Audit Time-frame: August 1st, 2018; 11:20 A.M. – 2:25 P.M.

Legend:

- **Missing Crosswalks**
- **Faulty Pedestrian Crossings**
- **Potholes**
- **Uneven Sidewalks**
- **Faded Lines**

Description:

New Brunswick Ave. is a commonly used road in Perth Amboy. It stretches across Perth Amboy from the popular “Five Corners,” to the edge of town leading into Woodbridge Township. On this road lies the Hackensack Meridian Health Raritan Bay Medical Center—the only hospital located in Perth Amboy. Facilities like the Raritan Bay YMCA, Perth Amboy Municipal Court, and the Police Department which garner a high volume of people who either drive or walk through this street.
6.1 Uneven Sidewalks

Description:

Based on the map above, you will notice the abundance of uneven sidewalks on New Brunswick Ave. This causes frustration for those using wheeled objects on the sidewalks. Due to limited parking around the hospital area, hospital staff, patients and residents are forced to park far distances and walk on these uneven sidewalks.
**Existing Conditions vs Recommendations**

*Picture 6.A*
*East Ave. intersecting New Brunswick Ave.; August 1st, 2018; 11:48 A.M.*

*Existing Conditions:*
In picture 6.A you will recognize large amounts of missing sidewalk on this infamous short blue bridge located on New Brunswick Ave.

*Picture 6.B*

*Picture 6.C*
*Augustine Pl. intersecting New Brunswick Ave.; August 1st, 2018; 12:56 P.M.*

*Recommendations:*
Pedestrians accessing Raritan Bay YMCA would especially benefit from repaired bridge sidewalks.
6.2 Missing Crosswalks

Description:
On New Brunswick Ave. we have identified ten areas where there are missing crosswalks, most of which are near Washington Park. The lack of crosswalks in this area is extremely unsafe because of how frequently youth visit Washington Park. Therefore it deserves proper attention in order to keep the youth safe.
Existing Conditions vs Recommendations

**Existing Conditions:**
This missing crosswalk hinders safe access to the Grace Lutheran Church. In addition, customers of the various stores – Family Dollar, Auto-Zone, All Brands Furniture, and McDonalds would benefit from improvements.

**Recommendations:**
A crosswalk such as the one above would be appropriate for this given intersection.

*Picture 6.E*
Packer Pl. intersecting New Brunswick Ave.; August 1st, 2018; 1:31 P.M.

*Picture 6.F*
6.3 Faulty Pedestrian Crossings

**Description:**
Faulty pedestrian crossings are mostly located near Washington Park, the Raritan Bay Medical Center, and the YMCA. On the other hand, there are many proper pedestrian crossings outside of these isolated areas.

**Existing Conditions vs Recommendations**

*Picture 6.G*
*Packer Pl. intersecting New Brunswick Ave.; August 1st, 2018; 1:31 P.M.*

**Existing Conditions:**
A truncated dome is missing at the end of the sidewalk by Auto-Zone.

*Picture 6.H*

**Recommendations:**
A truncated dome should be placed here because it allows all pedestrians, specifically those with visual impairments, to know that they have met the end of the sidewalk.
6.4 Miscellaneous

Description:

Along this street, there are five faded crosswalks. These crosswalks need to be repainted in order to remain useful for both pedestrians and drivers in order to help prevent accidents on New Brunswick Ave.
Chapter 7

Brace Avenue
Brace Avenue

Audit Time-frame: August 2nd, 2018; 10:40 A.M. – 12:15 P.M.

Legend:
- Missing Crosswalks
- Faulty Pedestrian Crossings
- Potholes
- Uneven Sidewalks

Description:
Brace Ave. is a popular public road in Perth Amboy because it gives residents access to many important streets including Amboy Ave., Route 35, and Florida Grove. Many use this street to get to various schools along Hall Ave. Since this street is in a residential area, many use Brace Ave. to get to Washington Park and Abreu’s Supermarket. It is also an entryway to town from Route 35.
7.1 Uneven Sidewalks

**Description:**

On Brace Ave. we have identified twenty areas where there is a need for sidewalk restoration. The sidewalks in this area are either uneven or too narrow. This is a huge safety issue for those who walk, bike, and push strollers to Washington Park. Since the sidewalks are in poor condition, many people can get injured as they can easily stumble and fall. As a result, residents will avoid these sidewalks and instead walk along the road, leaving them susceptible to oncoming drivers.
Existing Conditions vs Recommendations

**Existing Conditions:**
In this picture, the sidewalk does not continue but ends abruptly. This is a problem for bicyclists, wheelchair users, and those pushing a stroller.

**Recommendations:**
Extending the sidewalk will make commuting easier for wheelchair users and pedestrians, particularly young children and the elderly. This sidewalk extension will prevent tripping and provide a better path for people who want to continue walking.
7.2 Missing Crosswalks

Description:

On Brace Ave. we have identified a few areas where crosswalks are missing. Since it is considered to be a very popular residential area, it is important that there is a clear, designated area for pedestrians. Clearly identified crosswalks will help reduce pedestrian related accidents because drivers will be able to anticipate where pedestrians will cross the street. These crosswalks will also improve the visibility of pedestrians to nighttime drivers.
Existing Conditions vs Recommendations

**Existing Conditions:**
In these pictures there are missing crosswalks. Missing crosswalks increase the chances of pedestrian-related car accidents, putting the safety of Perth Amboy pedestrians at risk.

**Recommendations:**
We recommend a ladder crosswalk to increase the safety of Perth Amboy pedestrians. A high visibility crosswalk like the one above could cost $600 - $5100 dollars depending on the distance, while a low visibility crosswalk can cost $100 - $2100.
7.3 Miscellaneous

Description:

We would like to acknowledge safety concerns that we believe are also significant to mention. On our audit, we noticed that the intersection of Brace Ave. and Route 35 was especially problematic. In this intersection the majority of the sidewalks are uneven and non-ADA compliant. There are some potholes as well.
Chapter 8

Lee Street
Lee Street

Audit Time-frame: August 2nd, 2018; 12:26 P.M. - 1:00 P.M.

Legend:

- Missing Crosswalks
- Faulty Pedestrian Crossings
- Uneven Sidewalks

Description:

Lee St., approximately 0.5 miles long, is a quiet residential street located in Perth Amboy. There are approximately fifty single-family homes located along Lee St. Lee St. residents are within walking distance to various Perth Amboy amenities such as Washington Park—the city’s largest park, the Parkview Senior Center (84 apartment units), the George J. Otlowski Sr. Center for Mental Health Care, McDonalds, and Abreu’s Supermarket. Lee St. intersects with three major roads such as New Brunswick Ave. and Harding Ave. Since Lee St. is primarily located in a residential area, a specific approach is required to address street and traffic safety issues in this area.
8.1 Missing Crosswalks

Description:
We were able to identify six areas on Lee St. lacking crosswalks. All the amenities are essential to consider, especially the George J. Otlowski Sr. Center for mental health care which facilitates approximately 2,000 patients. This is the only community mental health center located in the Middlesex County. It is critical that all patients, Perth Amboy residents or not, are able to access these sidewalks safely without concerns of falling or worse.

Existing Conditions vs Recommendations

Existing Conditions:
As you will notice on the image above, there is no clearly designated area for pedestrians to cross.

Recommendations:
We recommend a ladder-type crosswalk because of Lee St.’s proximity to Washington Park and Parkview, and the surplus of residents it attracts.
8.2 Uneven Sidewalks

**Description:**

We have identified eight areas where there are uneven sidewalks along Lee St. Residents who utilize wheelchairs or strollers will find it difficult to navigate these uneven sidewalks. Furthermore, since many residents travel to Washington Park via these sidewalks, they should be properly maintained to prevent injury.
Existing Conditions vs Recommendations

**Existing Conditions:**
The image 8.C shows how the sidewalk is uneven due to poor maintenance. This sidewalk is frequently used by people with strollers and wheelchairs due to its close proximity to Washington Park.

**Recommendations:**
The given photo suggests an evenly repaired sidewalk which is much more friendly and safe for pedestrians of all ages, as it would reduce the chances of injury.
Chapter 9

Amboy Avenue
Amboy Avenue

Audit Time-frame: August 8th, 2018; 11:02 AM - 2:08 PM

Legend:
- Missing Crosswalks
- Faulty Pedestrian Crossings
- Uneven Sidewalks
- Parking Violations
- Other

Description:
Amboy Ave., one of Perth Amboy’s busiest streets, spans approximately 1.31 miles and runs through the commercial and residential districts, as well as several school zones. Notable businesses in the commercial district include Provident Bank, Hunan Wok, Subway, and Brisa’s Nail Salon. The residential district includes single-family homes; residents who live along Amboy Ave. primarily use this roadway to commute to the Raritan Bay Area YMCA, Perth Amboy Municipal Court, and the Police Department. Amboy Ave. also provides easy access to Route 440. The school zones are comprised of four schools: Edmund Hmieleski Jr. Early Childhood Center (Student pop: 404), Perth Amboy High School (2,071), Samuel E. Shull Middle School (1,469), and the Academy for Urban Leadership Charter School (393).
9.1 Missing Crosswalks

**Description:**

There are eight areas on Amboy Ave. that are missing crosswalks. Clearly designated crosswalks permit safe access to and from the YMCA, the Academy for Urban Leadership Charter School, and other local schools and businesses. Clearly designated crosswalks are crucial to the safety of Perth Amboy residents. Without these crosswalks, there is low pedestrian visibility for oncoming drivers. Clearly designated crosswalks alert drivers to oncoming pedestrians, forcing them to slow down.
Existing Conditions vs Recommendations

![Picture 9.A](image1.jpg)

*Summit Ave. intersecting Amboy Ave.; August 8th, 2018; 1:29P.M.*

**Existing Conditions:**
There is a missing crosswalk in the image above. Many parents and young children cross this intersection to get to Edmund Hmieleski Jr. Early Childhood Center during the school year.

![Picture 9.B](image2.jpg)

**Recommendations:**
Since parents and young children primarily use this route to commute to school, we recommend a ladder type crosswalk.
9.2 Faulty Pedestrian Crossings

**Description:**

On Amboy Ave., there are twelve areas where there are faulty pedestrian crossings. Faulty pedestrian crossings with missing truncated domes adversely affect visually impaired pedestrians.

**Existing Conditions vs Recommendations**

**Picture 9.C**

*Inslee St. intersecting Amboy Ave.; July 11th, 2018; 1:47P.M.*

**Existing Conditions:**

As indicated above, there are two truncated domes missing. Without truncated domes at this intersection, visually impaired pedestrians are at greater risk of traffic accidents.

**Picture 9.D**

**Recommendations:**

Truncated domes should be added at each ends of the sidewalk.
Chapter 10

Washington Street
**Legend:**

- **Faulty Pedestrian Crossings**
- **Blocked Signage**
- **Parking Violation**

**Description:**

Spanning approximately 1.01 miles, Washington St. runs through several school, commercial, and residential districts. Both Middlesex County Vocational Technical School and College and Anthony V. Ceres School are adjacent to this popular street. To many, this street is a primary route for students. Furthermore, the commercial district includes many restaurants and neighborhood businesses such as the Flat Iron Tavern and Torres Cafe.

Additionally, Washington St. intersects eleven roads and residential streets including State St., High St., and Amboy Ave. where you can find multiple single-family and multi-family homes. It later merges with New Brunswick Ave. As you see, this street has numerous aspects that make it unique to Perth Amboy. A specific approach is required to improve street and traffic conditions.
10.1 Faulty Pedestrian Crossing

Description:

During our neighborhood audit on August 9, 2018 we discovered a recurring safety issue on Washington St.—the absence of truncated domes and clearly designated pedestrian crossings. This jeopardizes the walkability of those who benefit from ADA-compliant infrastructure.
Existing Conditions vs Recommendations

**Picture 10.A**  
Division St. intersecting Washington St.;  
August 9th, 2018; 10:39 A.M.

**Picture 10.B**

**Picture 10.C**  
Park Ave. intersecting Washington St.;  
August 9th, 2018; 10:44 A.M.

**Picture 10.D**

**Existing Conditions:**  
As indicated in the image above, there are two truncated domes missing at the end of the sidewalk. Truncated domes alert visually impaired pedestrians to oncoming roadways. This means the sidewalk above is not ADA-compliant.

**Recommendations:**  
Visually impaired residents of the City of Perth Amboy would greatly benefit from two truncated dome mats at the end of this sidewalk. This addition would ensure the safety of Perth Amboy’s vulnerable population.
10.2 Obstructed Signage

Description:

On Washington St., we have identified several blocked and obscured traffic signs. Tree/vegetation overgrowth and vandalism obstruct these traffic signs, limiting safety awareness and increasing the probability of a traffic violation.

Picture 10.E
State St. intersecting Washington St.;
August 9th, 2018; 10:30 A.M.

Picture 10.F
445 State St.;
August 9th, 2018; 10:37 A.M.

Properly maintained greenery and enforcing traffic signs will improve driver visibility and safety awareness.
10.3 Illegal Parking

Description:

We have identified five locations on Washington St. where motor vehicles were parked illegally. Oftentimes, these illegally parked vehicles were at junctions that reduced pedestrian visibility to oncoming traffic and driver visibility to oncoming pedestrians.

Existing Conditions:
The stationary vehicle in 10.H is parked alongside a yellow curb. Yellow curbs are designated loading and unloading areas of the roadway. This stationary vehicle may partially or completely block a pedestrian’s visibility to oncoming traffic and a driver’s visibility to oncoming pedestrians. As a result, the pedestrian must angle themselves outward to check for oncoming traffic, putting themselves in danger; drivers entering the roadway must also angle themselves outward. This greatly increases the risk of a traffic accident.

Recommendations:
We recommend stricter enforcement of the law to reduce the incidence of illegal parking alongside important junctions and entryways. This will improve the overall safety of Perth Amboy residents.

Picture 10.H
Park Ave. intersecting Washington St.;
August 9th, 2018; 10:44 A.M
Chapter 11

Harding Avenue
Harding Avenue

Audit Time-frame: August 15th, 2018; 12:04 P.M. - 1:06 P.M.

Legend:

- Missing Crosswalks
- Faulty Pedestrian Crossings
- Uneven Sidewalks

Description:

Harding Ave. is a designated one family residential area, with neighborhood businesses where it intersects with Convery Blvd. Due to its zoning, Harding Ave. doesn’t get much in the way of traffic. Consequently, pedestrian crossings, street conditions, and sidewalk conditions are adequately in shape. Harding Ave. gets most of its traffic from areas where it merges with Pfeiffer Blvd. The NJ-440 is known to be one of the most heavily trafficked highways in the state of New Jersey, and Harding Ave., from where it merges with Pfeiffer Blvd. until Route 35, receives the bulk of the traffic. During rush hour, this section of Harding Ave. receives major traffic congestion, and becomes the site of numerous vehicle collisions and a hazard for pedestrians.
11.1 Traffic Congestion on Pfeiffer Boulevard/Harding Avenue

The last reported AADT (annual average daily traffic) of the NJ-440 was 85,000, and that was reported in 2005. Since then, it’s been growing steadily. Given this statistic, one can understand why Harding Ave. receives so much traffic congestion. A potential reason why this traffic congestion occurs is the poor design of the merging of the two streets. Cars taking the exit ramp are often still going at highway speeds (40+ MPH) despite the speed limit on the ramp being 35 MPH. Even after leaving the ramp, drivers travel 35+ MPH, eventually merging with Harding Ave., a 25 MPH zone. The probability for a collision increases because three streets merge at a single point: Pfeiffer Blvd., Hanson Ave., and Raritan Ave. Vehicles going down Pfeiffer Blvd. are going at high speeds, while cars taking Harding Ave. through Raritan and Hanson Ave. have to catch up from a full stop. This creates hazardous situations for drivers, and pedestrians crossing the nearby intersections therefore feel unsafe too.
11.1 Traffic Congestion on Pfeiffer Boulevard/Harding Avenue Cont.

The solution to this issue is mostly psychological. The tendency for drivers to want to drive in excess of the speed limit derives from the width of the street, along with the 35 MPH speed limit. In order to resolve this problem, the ramp must be made narrower, and the speed limit must be reduced to 25 MPH as the ramp approaches the merging of the two streets (Harding Avenue and Pfeiffer Boulevard). By doing so, drivers will feel that they are going slower than they actually are, ultimately forcing them to slow down. Also, the drivers coming out of Raritan and Hanson Ave. will no longer be in danger of colliding with the oncoming traffic, because the merging of the two streets will be delayed. If cars coming from Pfeiffer Blvd. wanted to change lanes in order to continue onto Harding Ave., it wouldn’t be an issue; the space to change lanes is sufficient, and cars on Harding Ave. will not be travelling at high speeds.
Chapter 12

Krochmally Avenue
Krochmally Avenue

Audit Time-frame: August 15th, 2018; 11:02 A.M. - 2:08 P.M.

Legend:

- Pedestrian Crossings
- Uneven Sidewalks
- Missing Crosswalks

Description:

Krochmally Ave. is approximately 0.5 miles long. The street includes a Shell gas station, Auto Gallery, Wholesale Kitchen Cabinet Distributors, Inc., The Alpine Cemetery (5,792 memorials), Temple Baptist Church and Living Word Family Church established in 1918. Krochmally Ave. is mainly residential with several single family homes, some even built around the mid 1900’s. There are eleven residential streets that run through Krochmally, such as Lee St., Donald Ave., and Mary St. Along with this, Krochmally Ave. extends from Raritan Ave. to Pfeiffer Blvd. while intersecting the state highway Route 35.
12.1 Uneven Sidewalks

Description:
We have recognized thirteen different areas of uneven sidewalks on Krochmally Ave. Trees growing excessively underground push up on the sidewalks, causing them to become uneven. This makes pedestrians feel inclined to walk out onto the street to avoid uneven sidewalks. These residential areas get its fair share of speeding and it is important to keep the residents on this road safe.

Existing Conditions vs Recommendations

Existing Conditions:
The above picture is a close up image of an uneven sidewalk on Krochmally Ave.

Recommendations:
Residents may struggle to walk around their own neighborhood, however if the sidewalks were repaired, it would prevent them from walking on the street.
12.2 Missing Crosswalks

Description:
There are twenty-two missing crosswalks on Krochmally Ave. Krochmally Ave. has pedestrians crossing the streets daily due to residents having pets. Without the crosswalks, pedestrian-related accidents are more prone to happen.

Existing Conditions vs Recommendation

Existing Conditions:
In the image above one can distinguish a missing crosswalk. There are no safe ways for pedestrians to cross

Recommendations:
With this added crosswalk, a secure intersection crossing will be created for the pedestrians on Krochmally Ave. and Lee St.
Existing Conditions vs Recommendation Cont.

Picture 12.E
Donald Ave. intersecting Krochmally Ave.;
August 15th, 2018; 11:49 A.M

Existing Conditions:
In the image above one may notice that there is a faulty pedestrian crossing because there are no truncated domes and no ramps. One may also notice near the stop sign there is overgrowth.

Recommendations:
With a proper pedestrian crossing, the pedestrians on Krochmally Ave. will be able to walk on the streets and motorists will have clear visibility.

Picture 12.F
Chapter 13

Meredith Street
Meredith Street

Audit Time-frame: August 16th, 2018; 12:37 P.M - 1:00 P.M

Legend:
- Missing Ramps
- Uneven Sidewalks
- Missing Crosswalks
- Blocked Signage

Description:
Meredith St. is a small residential street that runs through a commercial district, a residential district, and a school zone. Meredith St. intersects with Penn St. and Johnstone St., which both lead to Perth Amboy High School. Meredith St. is used by at least 3,540 students from Perth Amboy High School and Samuel E. Shull Middle School. Moreover, Jacques St. traverses Meredith St. and Alta Vista Pl. These streets run alongside the Assumption Catholic School (Student Pop: 169) and the Assumption Ukrainian Catholic Church. In addition, on the corner of Meredith St. and Johnstone St., there is a car service center, which attracts customers from both inside and outside of town.
13.1 Missing Crosswalks, Ramps and Uneven Sidewalks

**Description:**

Since Meredith St. lies within a school zone, crosswalks and ramps must be implemented to promote student safety. There is an area on Meredith St. that is completely missing a sidewalk, hindering pedestrians’ ability to commute, safely. As a result, students must walk on the streets. Moreover, uneven sidewalks inhibit handicapped pedestrians from commuting, safely. There are seven different corners on Meredith St. with no ramps or truncated domes.
Existing Conditions

**Picture 13.A**
Arnold Ave. intersecting Meredith St.;
August 16th, 2018; 11:26 A.M.

Missing crosswalks- As shown in the image to the left, all four corners of this intersection are missing ramps. This can cause many problems for residents, particularly those who have baby strollers or utilize wheelchairs. Not only would it be difficult for these pedestrians to push the stroller, it would also be difficult to bring it back up onto the sidewalk.

**Picture 13.B**
Alta Vista Pl. intersecting Meredith St.;
August 16th, 2018; 1:00 P.M.

Uneven sidewalks- The following picture shows an uneven sidewalk. Problems like this can cause people to trip and fall. Furthermore, it is also difficult for residents who use wheelchairs and strollers to commute via these streets.

**Picture 13.C**
Penn St. Intersecting Meredith St.;
August 16th, 12:46 P.M.

Missing Sidewalks- In this image, there is a sidewalk completely missing. This forces pedestrians to walk on the road, thereby increasing their chances of being in a traffic accident.
Chapter 14

Jacques Street
Jacques Street

Audit Time-frame: August 16th, 2018; 10:21 A.M. - 11:38 A.M

Legend:
- Missing Crosswalks
- Uneven Sidewalks
- Missing Ramps

Description:
Jacques St is a residential area with a 0.381 mile length. Along the beginning, middle, and end there are 3 school zones; these include Samuel E Shull Middle School (student pop: 1,469), Assumption Catholic School (169), and the Perth Amboy High School (2,071). Jacques St. ends at Waters Stadium as well. Due to the highly dense student population in the area, Jacques St can become congested.
14.1 Missing Crosswalks

Legend:
During our neighborhood audit on August 16, 2018 a shortage of crosswalks was apparent. The absence of crosswalks may lead to illegal activity such as jaywalking and other unsafe methods of crossing the street. Due to Jacques St.’s proximity to numerous school zones, students are at high risk of being involved in motor vehicle collisions. The absence of crosswalks may further increase the chances of serious injuries and accidents in the area.
Existing Conditions vs Recommendations:

**Existing Conditions**

Alongside the visibly missing crosswalks there are also missing truncated domes and ramps. In order to cross the street safely and effectively, there must be a pedestrian crosswalk present which meets all federal guidelines.

**Recommendations:**

The above photo illustrates a design which would be most appropriate for the following intersections.
14.2 Uneven Sidewalk

**Description:**

We have identified three locations along Jacques St. in which sidewalks are uneven. Sidewalks which are not in suitable conditions make it harder for city residents to walk comfortably. It is especially difficult for pedestrians who depend on walking aids such as wheelchairs and walkers.
Existing Conditions vs Recommendation

Existing Conditions:
As demonstrated in the above images, the sidewalks are uneven due in part to poorly planted trees.

Recommendations:
Re-paving the sidewalk will improve its condition, allowing pedestrians to walk safely.
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Chapter 2 (from left to right)

2.1

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Chapter 3 (from left to right)

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Chapter 4 (from left to right)

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- 40.5184, -74.27446
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As the first cohort of Emerging Civic Leaders for a Healthier Community, we hope that this report not only sheds light on the various street and traffic safety concerns we’ve noted over the past two months, but galvanizes city officials to consider our recommendations to decrease pedestrian, bicyclist, and motorist casualties, while simultaneously increasing their safety. We hope our efforts inspire future Emerging Leaders to continue to address issues of health, poverty, and inequality. We charge everyone reading this report, including future Emerging Leaders, to make yourself personally responsible for the wellbeing of others.
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