Safe Routes to School Program

McKinley Elementary School Travel Plan

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DISCLAIMER

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Executive Summary

A Safe Routes to School (SRTS) Travel Plan is a resource to encourage and increase the number of students walking or bicycling to school. It provides directions for schools, students, families and the city to build a safer walking and biking environment for residents.

School Travel Plans are site specific and describe the needs of each particular school being studied. The plan includes observations, ideas and an action plan to address issues and problem areas. The Plan covers five aspects of the Safe Routes to School program – Education, Encouragement, Enforcement, Evaluation, and Engineering.

The School Travel Plan outlines the timeframe and funding priorities to support a coordinated schedule of streetscape improvements. In fact, the New Jersey Safe Routes to School (SRTS) infrastructure funding program requires applicants to have an approved School Travel Plan in order to apply for a grant.

1. Goals
The goals of the McKinley Elementary School Travel Plan are:
   a. Determine and label the key travel routes used by students
   b. Identify any issues that impact safety
   c. Provide a list of suggestions to improve the travel environment around the school
   d. Categorize the suggestions in terms of cost and time needed to make repair
   e. Detect and describe ways to reduce traffic congestion and car emissions around the school
   f. Implement solutions to encourage more students to walk and bike to school

2. Task Force
This School Travel Plan is the product of a robust and productive partnership. The McKinley Elementary School SRTS Task Force came together out of a shared community interest in improving the lives of students and residents. The involvement of local stakeholders is an important part of ensuring the sustainability of the SRTS initiative and the enactment of the Action Plan.

3. Community Barriers to Health
According to a 2010 survey conducted by the Rutgers Center for State Health Policy (CSHP), many children in the Newark school district do not meet federal standards for healthy eating and physical activity. Parents of Newark children, age three to eighteen, were surveyed to identify their top concerns. The top three concerns identified by parents include:

   a. Criminal activity   49 percent
   b. High volume of traffic   44 percent
   c. Unpleasant neighborhoods   30 percent

4. School Travel Data

In May 2014, McKinley Elementary School teachers conducted a School Travel Tally to determine how students travel to and from school.

Despite parental concerns regarding criminal activity, traffic and unpleasant neighborhoods, approximately 53.5 percent of students walk to school, 27 percent of students are driven to school, 2 percent carpool, 16 percent use the school bus, and another 0.1 percent of students ride bicycles to school.

5. Barriers and Opportunities Identified for Safer Walking & Biking

The Safe Routes to School Taskforce and Community Partners conducted a detailed walkability assessment of the road conditions along the main routes used by the students to walk to school in December 2013. The major intersections surrounding the school are Clifton Ave. & 6th Ave., Summer Ave. & Park Ave., Park Ave. & MLK Jr. Blvd., and MLK Jr. Blvd. and 7th Ave.

Key opportunities for street improvement around McKinley School include: repairing uneven and cracked sidewalks and curbs, adding trash receptacles, repainting crosswalk striping, removing threatening graffiti, and adding safety features like road signs and bicycle lanes.

6. Action Plan

The Safe Routes to School program categorizes the Action Plan into the "Five E's:" Education, Encouragement, Enforcement, Evaluation and Engineering. This is a useful tool because it helps the school prioritize next steps. In a particular community, some of the E's may be more urgently needed than others, so the school can execute the recommendations in any order they choose. This School Travel Plan recommends a number of improvements that can be made to encourage safe walking and biking. The action plan can be used to support SRTS and other Federal or State grant applications to fund municipal roadway improvements.

Key Actions/Recommendations in Action Plan include:
- Repair sidewalks especially on Clifton Ave., 6th Ave., Park Ave., Garside St., and Stone St.
- Install pedestrian crossing signals especially at: Colonnade Pl. and 7th Ave., 7th Ave. and Clifton Ave., Clifton Ave. and Park Ave., Garside St. and Park Ave., 6th Ave. and Clifton Ave., Summer Ave. and Park Ave., and MLK Jr. Blvd. and Park Ave.
- Install speed limit and school zone signs especially on: Park Ave., 7th Ave., and MLK Jr. Blvd.
- Build pedestrian refuges on Summer Ave. and Park Ave., & Park Ave. and MLK Jr. Blvd.
- Restripe faded crosswalks at: Cutler St. and 6th Ave., Clifton Ave. and Park Ave. Park Ave. and MLK Jr. Blvd.
- Implement maintenance of abandoned properties on Stone St., 7th Ave., Park Ave. and MLK Jr. Blvd
- Add bike lanes, curb extensions to calm traffic especially on: 6th Ave., Clifton Ave., Park Ave., Mt. Prospect Ave., 7th Ave., Summer Ave., and MLK Jr. Blvd.

1. Walking and Cycling to Health

1.1 The Challenge

Over the past few decades, a number of societal and environmental changes have limited children's access to safe places where they can walk, bike and play. For example, increased traffic, neighborhoods that lack sidewalks and urban sprawl have contributed to a sharp decline in the number of students who walk or bike to school. Nationally, while 42 percent of children walked or biked to school in 1969, only 13 percent of children did so in 2001. Additionally, the popularity of television and video games as a means to entertain children has contributed to a more sedentary lifestyle. As a result, children and adolescents are less physically active than they were several generations ago.

The decrease in walking and biking to school and less physical forms of play has resulted in an alarming increase in childhood obesity. During the past four decades, the obesity rate for children ages 6 to 11 has more than quadrupled (from 4.2 to 17 percent), and the obesity rate for adolescents ages 12 to 19 has more than tripled (from 4.6 to 17.6 percent).

Developing policies and practices to address these environmental and social barriers to daily physical activity are critical to reducing and preventing obesity among children. Supporting "active transport" (or walking and bicycling) to school presents an excellent opportunity to increase daily physical activity among youth.[1]

1.2. The Program

Safe Routes to School (SRTS) is a federal program that encourages and teaches children how to safely bicycle and walk to school. The program aims to help children be more physically active with the intent to reduce chronic disease and prevent and reduce obesity. SRTS focuses on increasing the number of children walking and bicycling to school by building and repairing infrastructure such as sidewalks, crosswalks, and bicycle lanes. The program also encourages changes in travel behavior, supports increased enforcement of traffic laws around schools, and educates communities on the benefits and safety aspects of active transport. This report summarizes research on active transport to school, physical activity levels and health outcomes. It also explores the factors that influence walking and biking to school, including the impact of SRTS programs.

The SRTS Program is a collaborative effort of multiple stakeholders that include community members, elected officials, city planners, and police departments. SRTS brings a community closer together by implementing programs such as walking school buses, walkability audits, bicycle rodeos and pedestrian safety presentations. The benefits of SRTS extend far beyond the schools into the community as a whole.

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[1] Walking and Biking to School, Physical Activities and Health Outcomes, Robert Wood Johnson Foundation

A SRTS School Travel Plan "maps out" specific ways to improve pedestrian and bicycle travel to increase the number of students who walk and bike to school and to improve safety. A School Travel Plan identifies the following:

- Where students currently walk and bike?
- Where students would walk and bike if they could?
- What changes need to be made so that students can and will walk and bike to school?

The School Travel Plan identifies short term solutions for immediate action and implementation as well as long term solutions that may require planning and additional funds. The benefits of developing a School Travel Plan include:

- Creating partnerships between the school and surrounding community
- Generating ideas and actions so walking and bicycling is safer
- Building community excitement and support
- Making an application for a SRTS grant more competitive by demonstrating a connection between goals, actions and targets.

1.3. The Team

The New Jersey Department of Transportation (NJDOT) funds and administers the SRTS program in New Jersey, and the Voorhees Transportation Center (VTC) at Rutgers' University provides technical and administrative support.

The actual implementation of the SRTS program at McKinley Elementary School was undertaken by three organizations – Meadowlink, La Casa de Don Pedro, and Tri-State Transportation Campaign (TSTC).

Meadowlink

In New Jersey, Transportation Management Associations (TMAs) have taken the lead in coordinating the implementation of the SRTS programs. TMAs are non-profit organizations whose mission is to implement transportation programs and services like carpools, vanpools, shuttles, biking and walking that reduce congestion and improve air quality. Meadowlink is one of eight Transportation Management Associations (TMAs) in New Jersey and primarily serves Bergen, Essex, Monmouth, Passaic and Union counties.

La Casa de Don Pedro

La Casa de Don Pedro is a community-based development corporation that has been serving residents of greater Newark, since 1972. La Casa's community organizing roots serve as a powerful foundation for its programs that promote family well-being, educational achievement, employment opportunities, homeownership, and neighborhood revitalization to name a few. Its strong links to the community, comprehensive service programs, and collaborations within a defined neighborhood are powerful assets that will continue to ensure the agency's relevance to future generations.

Tri-State Transportation Campaign (TSTC)

Tri-State Transportation Campaign is a non-profit transportation policy advocacy organization working for a more balanced and equitable transportation system in New Jersey, downstate New York and Connecticut. In the 20 plus years since their founding, the Campaign has enjoyed a strong record of accomplishment. Among their notable victories are encouraging smart growth approaches at state departments of transportation, and calling for millions of dollars of investment in public transportation, pedestrian, bicycle, and transit-oriented development initiatives. Tri-State provided legal advocacy to promote the SRTS program at the McKinley Elementary school.

A key element of the SRTS program is to engage community groups and local stakeholders to support and sustain the SRTS program after the travel plan is completed. Their role is to implement the School Travel Plan within the community. A McKinley Elementary School Travel Plan Task Force was established and a series of meetings was held to collect information and build support for the program. A list of the members of the Task Force and their roles are included in the table below.

McKinley Elementary School Travel Plan Task Force

Organization	Role/Responsibility	Contact
McKinley Elementary School	Program Activity and Implementation	Carolyn Granto *Principal* McKinley Elementary School 1 Colonnade Place Newark, NJ 07104 973-268-5270 cgranto@nps.k12.nj.us
SRTS Champion	Program Activity and Implementation	Jennifer Cook (2014 – Present) Ron Fazio (2013-14) McKinley Elementary School 1 Colonnade Place Newark, NJ 07104 973-268-5270 jricadela@nps.k12.nj.us
La Casa de Don Pedro	Community Resource, Safety Education, SRTS Program Resource	Krystyna Soljan *Community Organizer* La Casa de Don Pedro 317 Roseville Avenue Newark, NJ 07107 973-485-0701 x4619 ksoljan@lacasanwk.org
Newark City	Newark Police Department, Enforcement, School Crossing Guard Unit	Officer Benito Torres Metro Division, School Crossing Guard Unit 36 Park Place

		Newark, NJ 07102 973-733-7909 benitot@ci.newark.nj.us
Newark City	Engineering Project Implementation	Jack M. Nata, *Sr. Administrative Analyst* Department of Engineering Division of Traffic and Signals 255 Central Avenue Newark, NJ 07103 973-733-6183 nataj@ci.newark.nj.us
Tri-State Transportation Campaign	Advocacy, Policy Change, Community Resource	Janna Chernetz, Esq. *NJ Advocate* Tri-State Transportation Campaign 350 West 31st Street #802 New York, NY 10001 212-268-7474 Janna@tstc.org
Meadowlink - Transportation Management Association	SRTS Program Assistance, Community Resource, Safety Education	Meeta Patel *Safe Routes to School Coordinator* Meadowlink 144 Park Place East Wood-Ridge, NJ 07075 201-939-4242 mpatel@ezride.org
Alan M. Voorhees Transportation Center Edward J. Bloustein School of Planning and Public Policy, Rutgers The State University of New Jersey	Web- based resources, Technical Assistance, SRTS Recognition Program, Helpdesk assistance, SRTS Tools, Tips and Training	Leigh Ann Von Hagen, AICP/PP *Senior Research Specialist* Alan M. Voorhees Transportation Center Edward J. Bloustein School of Planning and Public Policy Rutgers, The State University of NJ 33 Livingston Avenue New Brunswick, New Jersey 08901 848-932-2854 lavh@ejb.rutgers.edu
NJ DOT	Grant Funding, State SRTS Resource. SRTS Best Practices	Elise Bremer-Nei, AICP/PP *State Safe Routes to School Program Coordinator* NJ Department of Transportation

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2. District & School Profile

A school profile for McKinley Elementary School was developed using data from the Newark School District and their website. Additional site-specific information was collected from parent surveys, interviews and on-site visits.

The Newark School District has been in existence since 1676. It is one of the largest school systems in New Jersey with 66 schools, 5,595 employees, and a student population of 35,043. Student demographics are shown in Table 1 below. The different ethnicities of students provide a diverse educational experience for pre-kindergarten to secondary school students as well as a challenge for its teaching staff. The district continues to revise its services to meet the changing language needs of students in each school.

Table 1. Newark Public Schools – Student Demographics

Ethnicity	
African-American	22,048
Hispanic	14,036
Caucasian	2,955
Asian	340
Native American	52
Pacific Islander	8
Gender	
Male	20,243
Female	19,196
Grade Level	
Primary (Pre-Kindergarten – Grade 4)	16,130
Middle School (Grade 5 - 8)	10,345
High School (Grade 9 - 12)	9,546
Special Needs Students	3,419

Academic Performance
Academically, Newark's public schools are among the lowest-performing in the state. In 1995, the state government took over management of the city's schools with the intention to improve the schools and provide a better education for the District's students.

The district is classified by the NJ Department of Education as District Factor Group "A," the lowest of eight groupings. A District Factor Group (DFG) is an indicator of the socioeconomic status of citizens in school districts of New Jersey. DFGs were first developed by the New Jersey Department of Education in 1975 for the purpose of comparing student performance on statewide assessments across demographically similar school districts.

The Newark Public Schools have been designated as a "disadvantaged urban school system" by the State of New Jersey. This rating is based on neighborhood criteria such as poverty rate, incidence of crime and violence, and limited municipal resources due to low tax revenues. Crime and poverty are a major problem in Newark. NJDOT has directed that SRTS programs in disadvantaged communities should be given higher priority.

Crime

Based on 2013 data prepared by Neighborhood Scout, which is based on FBI crime statistics, the national crime index in Newark is 9 out of a possible score of 100. This means Newark is only safer than 9 percent of all other US cities or it's safer to live in 91 percent of other US cities. The annual neighborhood crime rate looks at the total number of property and violent crimes (murder, rape, robbery and assault) committed per 1000 residents. Newark had the highest neighborhood crime rate in New Jersey in 2013 with 46.9 incidents per 1000 residents. Another way to think about that is that a person's chance of becoming a crime victim in Newark is 1 in 77; whereas a person's chance of becoming a crime victim in the state of New Jersey is 1 in 347.

Poverty

In 2012-2013, Newark received federal funds to support the operation of its Title I Program. Title I funding is allocated to schools where the percentage of children from low-income families is 35 percent or higher. Newark's poverty rate is also one of the highest in the state. Chart 1 shows that 44 percent of children living in Newark between the years of 2000 to 2013 were in families that were living below the poverty level.

Chart 1: Poverty in Families – Newark
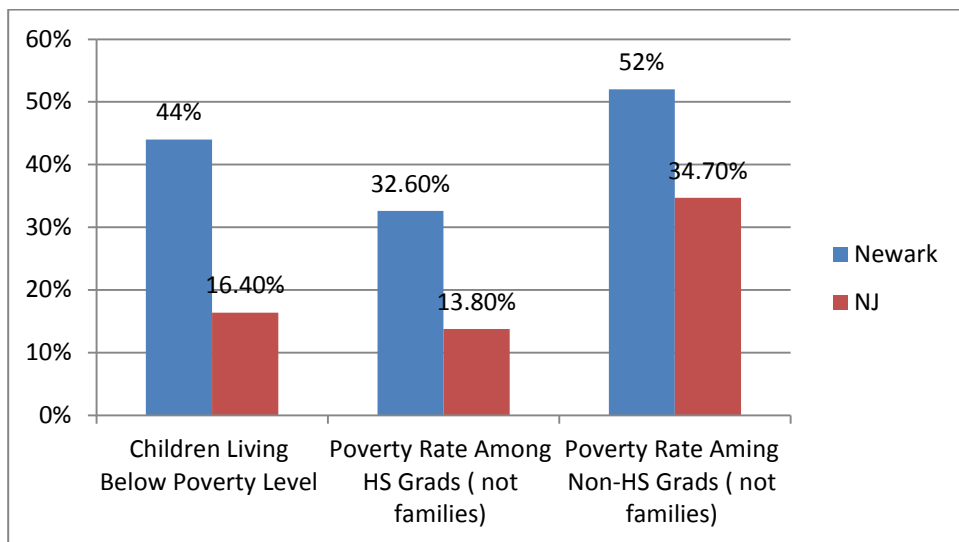
Source: City-Data.com, 2000-2013

An annual report done by Legal Services defines poverty in New Jersey as a family of three making less than $37,060. Chart 2 shows that 71 percent of poor families in Newark are headed by single females. It should be noted that only about 14 percent of lower income families in Newark are headed by married couples.   The New Jersey unemployment rate of 14.2 percent is nearly twice that of the state's 8.4 percent.

Chart 2: Lower Income Families by Type - Newark
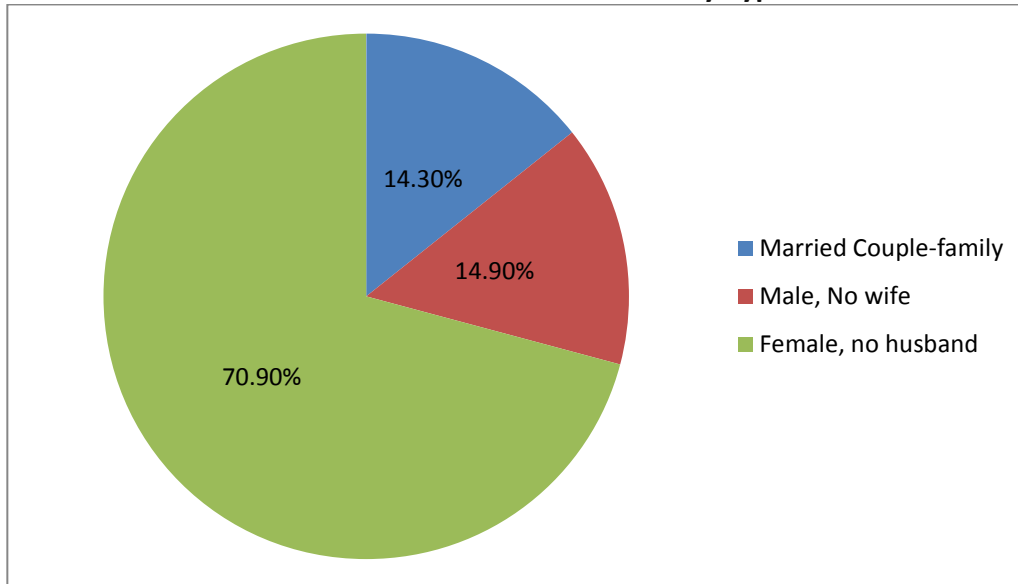

Source: City-Data.com, 2000-2013

2.1. Findings – Rutgers Center for State Health Policy (CSHP)

In 2010, the Rutgers Center for State Health Policy (CSHP) conducted a survey of Newark parents of children ages three to 18. The results of that survey form the basis for this section of the report.

Obesity

The CSHP survey confirms that Newark public school children in all age categories are overweight or obese. Chart 3 shows that forty-eight percent of males and 45 percent of females six to eleven years old are overweight or obese compared to a national average of thirty-six percent.

Chart 3: Prevalence of Childhood Overweight & Obesity – Newark
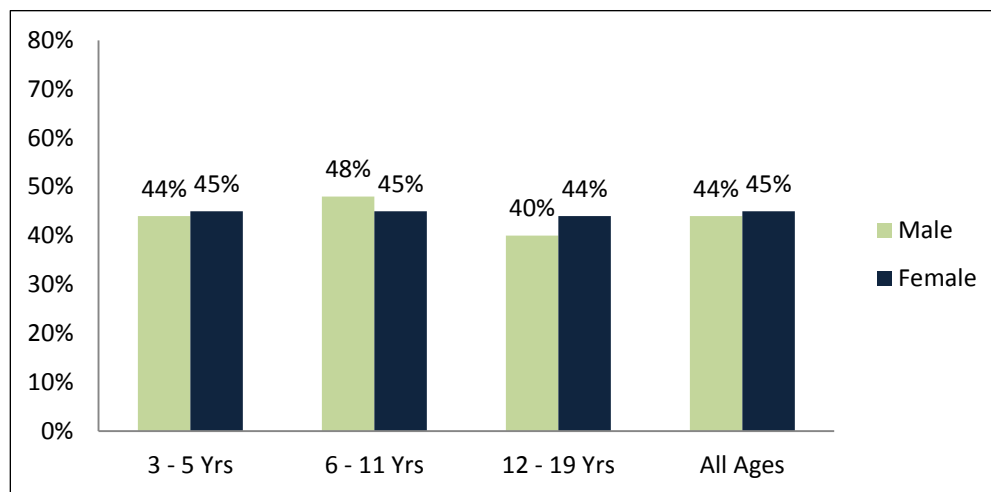
Diet

More than 25 percent of adolescents in Newark do not eat breakfast on a regular basis, and 81 percent of Newark children do not eat three servings of vegetables per day as recommended by the U.S. Department of Health and Human Services (HHS) Healthy People 2010 Guidelines. Chart 4 on the following page shows that daily consumption of sugar-sweetened beverages, sweet snacks and salty snacks is high among children in Newark. 25 percent of children drink two or more sugary beverages per day, 24 percent of children consume sweet snacks, and 19 percent of children eat salty snacks.

Chart 4: Daily Consumption by Newark Children
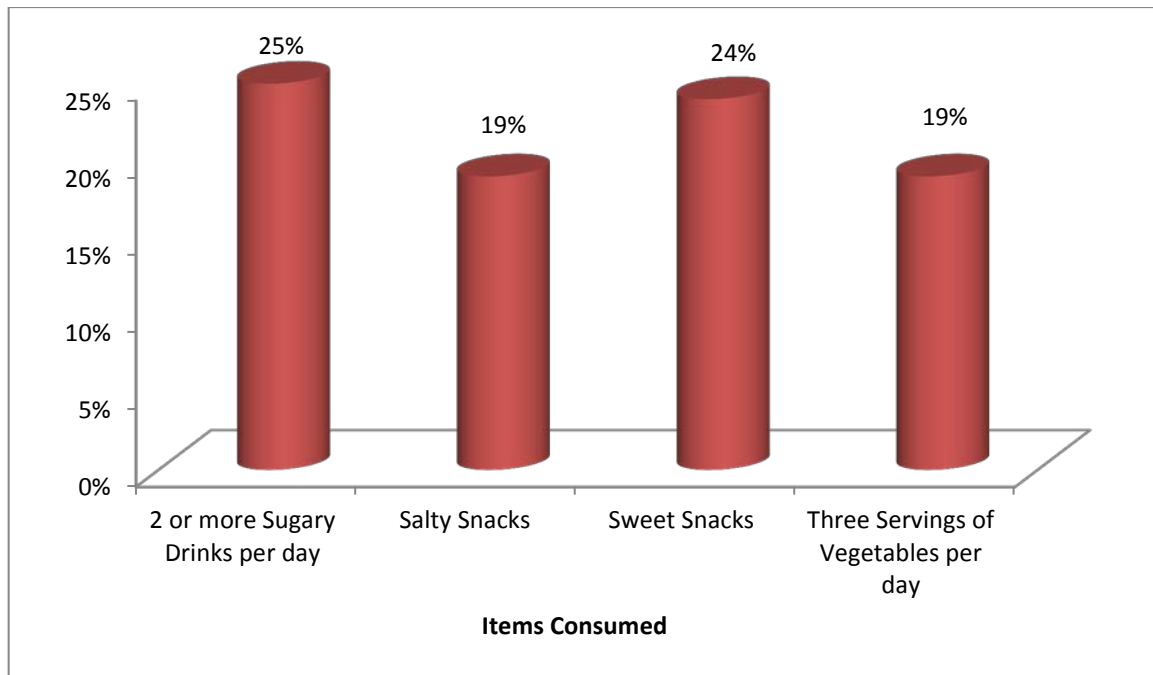
Media Viewing Habits

The American Academy of Pediatrics recommends that children spend a maximum of two hours per day on entertainment media like television, computers, and video games. However, the survey revealed that 29 percent of Newark children, age 6-11, spend more than two hours per weekday on these sedentary activities.

Exercise

The HHS 2008 Physical Activity Guidelines for Americans recommend that adults get at least thirty minutes of moderate to vigorous activity daily and that children get at least sixty minutes of moderate to vigorous physical activity daily. In Newark, 72 percent of children, age 6-11, do not meet this recommendation. In addition, 43 percent of children in that age range never walk, bike, or skateboard to school.

Safety

As shown in Chart 5 on the following page, half of the respondents (49 percent) surveyed believe that their neighborhoods are somewhat unsafe or very unsafe due to criminal activity.

Chart 5: Criminal Activity as Factor in Neighborhood Safety
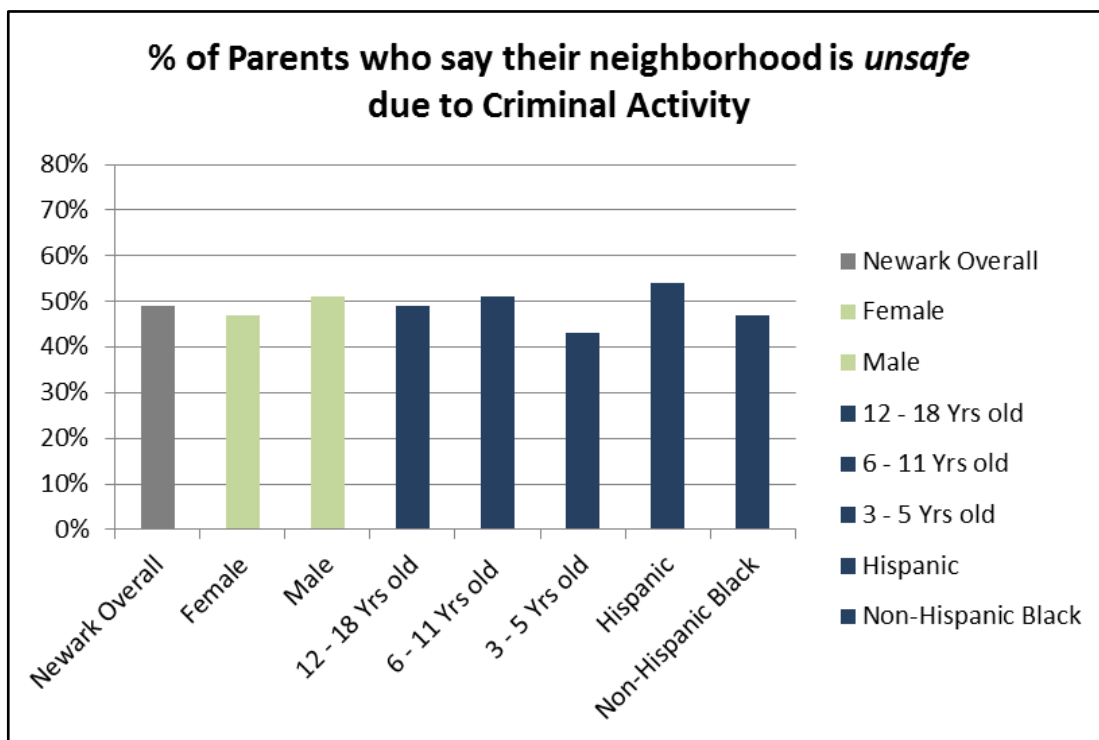
In Chart 6, almost half (44 percent) of the respondents said the neighborhood is unsafe due to the amount of traffic. Additionally, about thirty percent of the respondents reported that their neighborhoods are somewhat or very unpleasant for walking, running, biking, or playing.

Chart 6: Traffic as Factor in Neighborhood Safety
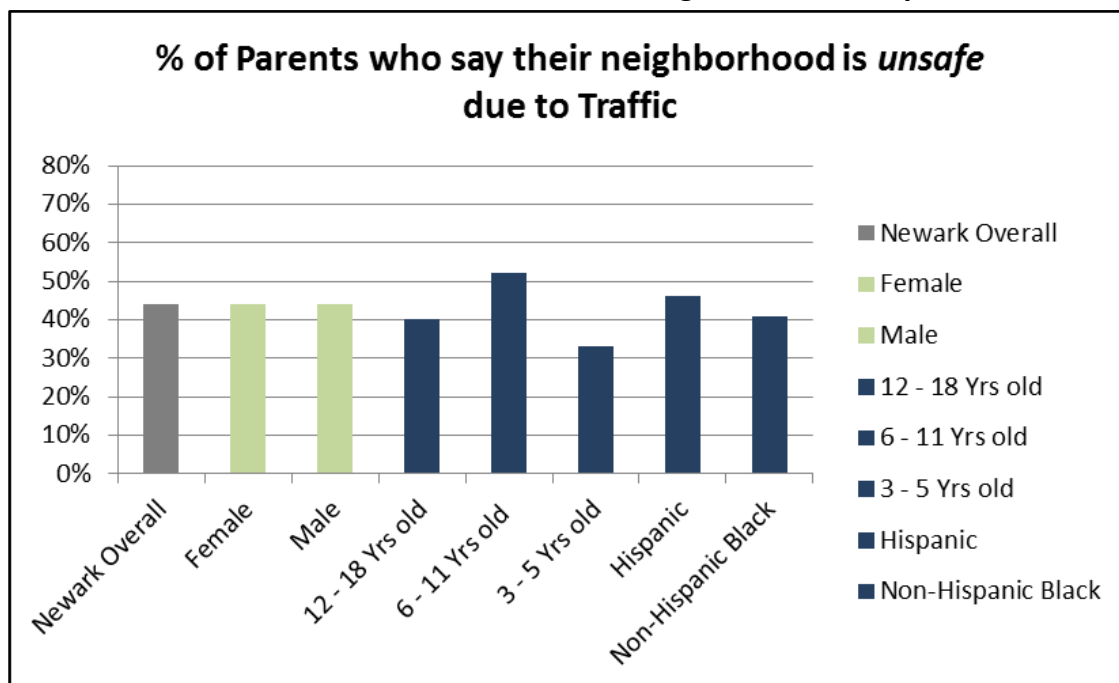
2.2 McKinley Elementary School

The McKinley Elementary School is a pre-kindergarten through eighth grade school. The McKinley Elementary School is an Inclusive Public School which prides itself on the belief that all children can overcome obstacles and excel with the help of the right teachers, accommodations and resources. McKinley serves as a city wide program; students are transported daily to receive highly specialized instruction at the school. The programs the school uses incorporate research based on strategies that address the diverse population.

A multi-faceted school structure has been designed at McKinley to create a school environment that allows students to grow academically, socially, and emotionally. This strategically planned structure includes an early childhood program, a standards-based elementary and middle school program, special education classes, and bilingual program. All of these programs are infused with state of the art technology instruction. A common thread woven throughout all programs is the infusion of the New Jersey Core Curriculum Content Standards. These standards guide the entire instructional program and prepare students for future success in High School and beyond.

The Standards Based Elementary and Middle School Program at McKinley provide students in third through eighth grade with an academically and emotionally rich setting that is sensitive to the needs of children during this critical stage of development. Support services provided by the guidance counselor, administrative team and staff ensure that youngsters receive the foundation and character education necessary to grow and develop strong positive personalities.

McKinley Elementary is located in lower Broadway which is a 1.2 square mile neighborhood on the northern fringe of Newark, New Jersey's central business district. Its natural borders include Branch Brook Park to the west, the Passaic River to the east, Interstate 280 to the south and 4th Avenue/Bloomfield Avenue to the North. With over 14,000 residents, Lower Broadway is one of the most diverse neighborhoods in the City. The community has excellent transportation linkages by bus, rail, light rail and car. It is also located within walking distance of Rutgers University, NJ Institute of Technology and Essex County College. The commercial district is home to a diverse mix of more than 100 businesses. Over 70,000 cars and over 43,000 bus riders pass through the corridor every week, making the Lower Broadway Commercial District the busiest traffic artery leading into downtown Newark.

As Chart 7 below shows, about 57.5 percent of the students enrolled are Hispanic or Latino, 40.6 percent are Black or African America, 0.5 percent of students are Asian, and 1.4 percent of students are White.

Chart 7: McKinley School Enrollment by Student Ethnicity

Enrollment by Ethnic/Racial Subgroup

0.50% — 1.40%

57.50%

40.60%

- White
- Black
- Hispanic
- Asian
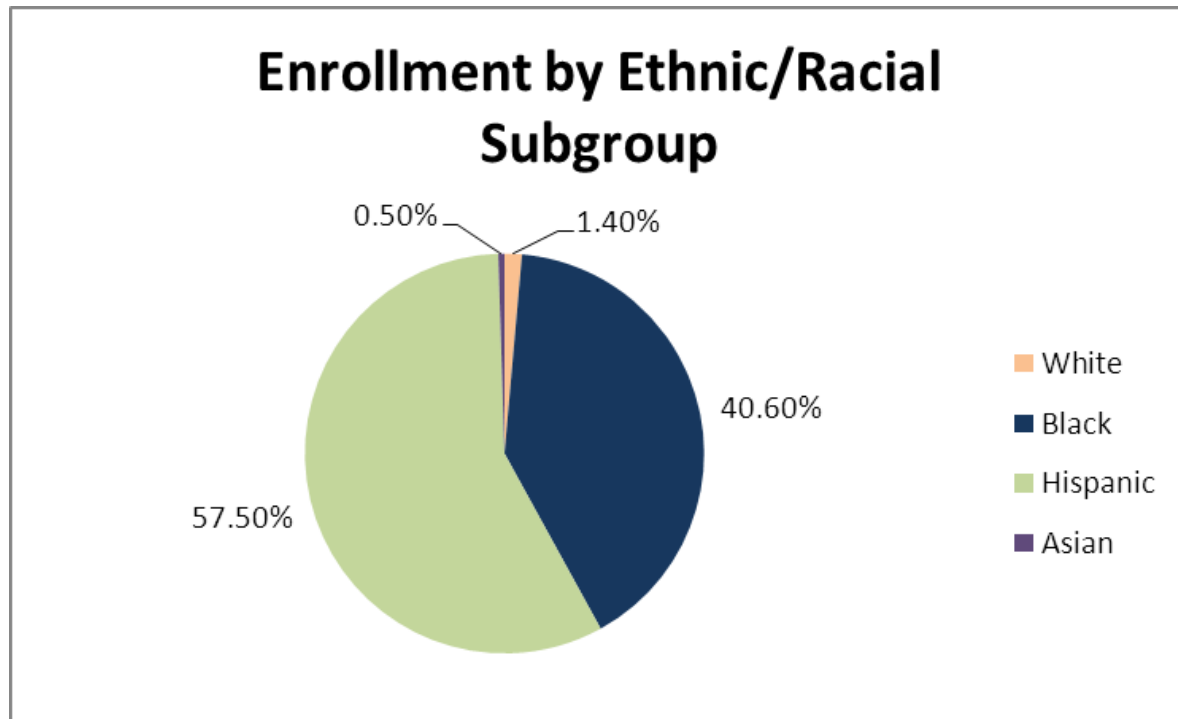
The number of students has fluctuated over the years from 792 in 2010 to 830 in 2011 to 365 in 2012. As shown in Table 2 below, English is the predominant language spoken at home by 77.8 percent of the students at home. A smaller percentage of the students speak other languages at home such as Spanish, French, Creole and Pidgins, Twi and Portuguese, testifying to the ethnic diversity of the student population.

Table 2. Student Language Diversity (2011-12)

Language Diversity	
This table presents the percentage of students who primarily speak each language in their home.	
2011/2012	Percentage
English	77.8%
Spanish	21.3%
French	0.4%
Creoles and Pidgins, English Based	0.1%
Twi	0.1%
Portuguese	0.1%
Other	0.1%

On March 14, 2013, a joint meeting was held with all the Newark SRTS partners that included staff from NJDOT, Tri-State Transportation Campaign, La Casa De Don Pedro, and Meadowlink. The meeting was held at the NJTPA in Newark to provide an overview of the program, identify stakeholders, and establish a preliminary schedule to launch the program at seven different schools in Newark.

A second meeting was held on November 21, 2013 with key stakeholders that included VTC, TSTC, , La Casa De Don Pedro, and Meadowlink. The local non-profit organizations briefed the stakeholders about the events being organized at the schools, walkability audits, stakeholder meetings and their efforts to gather data for the travel plans.

On November 7, 2014, Meadowlink hosted a bike rodeo with help from the Newark police department, La Casa De Don Pedro, Major Taylor Bicycling Club, New Jersey Ambassadors in Motion, and Grace Spencer, Assemblywoman for the 29th District. The Newark Bike Exchange donated 10 bikes for the event. Unfortunately, attendance was limited and only a few students attended the event.

3. Journey to School

In the 1960s, about 50 percent of children in the United States walked or bicycled to school. Over the last few decades, concerns about vehicle traffic, safety for the children, and longer commutes have forced more and more parents to drive their children to school. This results in more traffic on the road and less children who walk to school. Today, on average only about 15 percent of children walk or bike to school. Map 1 provides a broad overview of the residential area near McKinley Elementary School.

Map 1: Two Mile Radius around McKinley Elementary
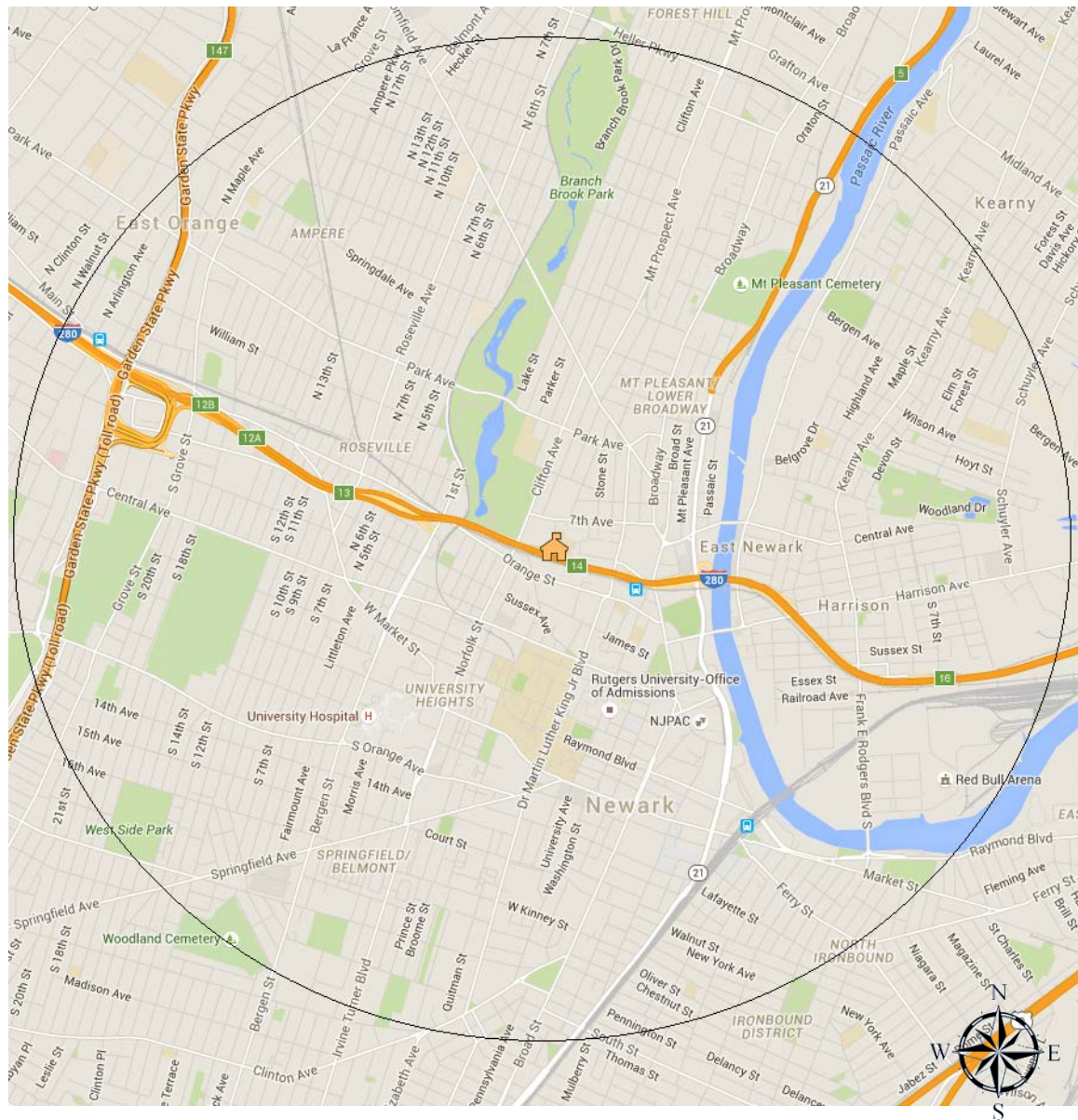
 McKinley Elementary School

3.1. Current Student Travel Environment

School Hours
The school day for students starts at 8:05 am and the day ends at 3:25 pm Monday through Friday. Students can attend after school programs at the school which end at 6:00 pm Monday through Friday. There are no late buses provided for students participating in the after school programs.

Drop-off/Pickup Procedure

Buses drop off and pick up students at the school playground which is located on 8th Ave. Parents drop off kids from vehicles in the front of the school or at the school playground.

Crossing Guards

Crossing guards are stationed at the intersection of Colonnade Pl. and 7th Ave.

Student Travel Mode

In May 2014, the teachers at McKinley Elementary School conducted Travel Tallies to document how the children in their classes get to and from school. Tallies were taken by teachers three times during one week. A total of 3,696 trips were documented and the data was analyzed by the Voorhees Transportation Center.

As shown in Table 3, the analysis found that about 53 percent of the children walk. Between 22-27 percent of the trips were in personal cars and 2 percent take public transit. School bus service accounted for 16 percent of the trips. As for bicycles, less than half a percent of students reported riding bikes to school.

Table 3. Current Commute Mode

Mode	Arrival	Dismissal
Walk	52 percent	55 percent
Driven in personal car	27 percent	22 percent
School Bus	16 percent	16 percent
Carpool	2 percent	3 percent
Bike	0.1 percent	0.2 percent
Public Transit	2 percent	2 percent

3.2 Pedestrian Safety

Meadowlink conducted an analysis of the pedestrian-related accidents within a one-mile radius of the school over a 10-year period from 2003 to 2014 based on police incident reports. The reported incidents were plotted on Map 2.

Map 2: Pedestrian Crashes Within One Mile of McKinley Elementary, 2003-14
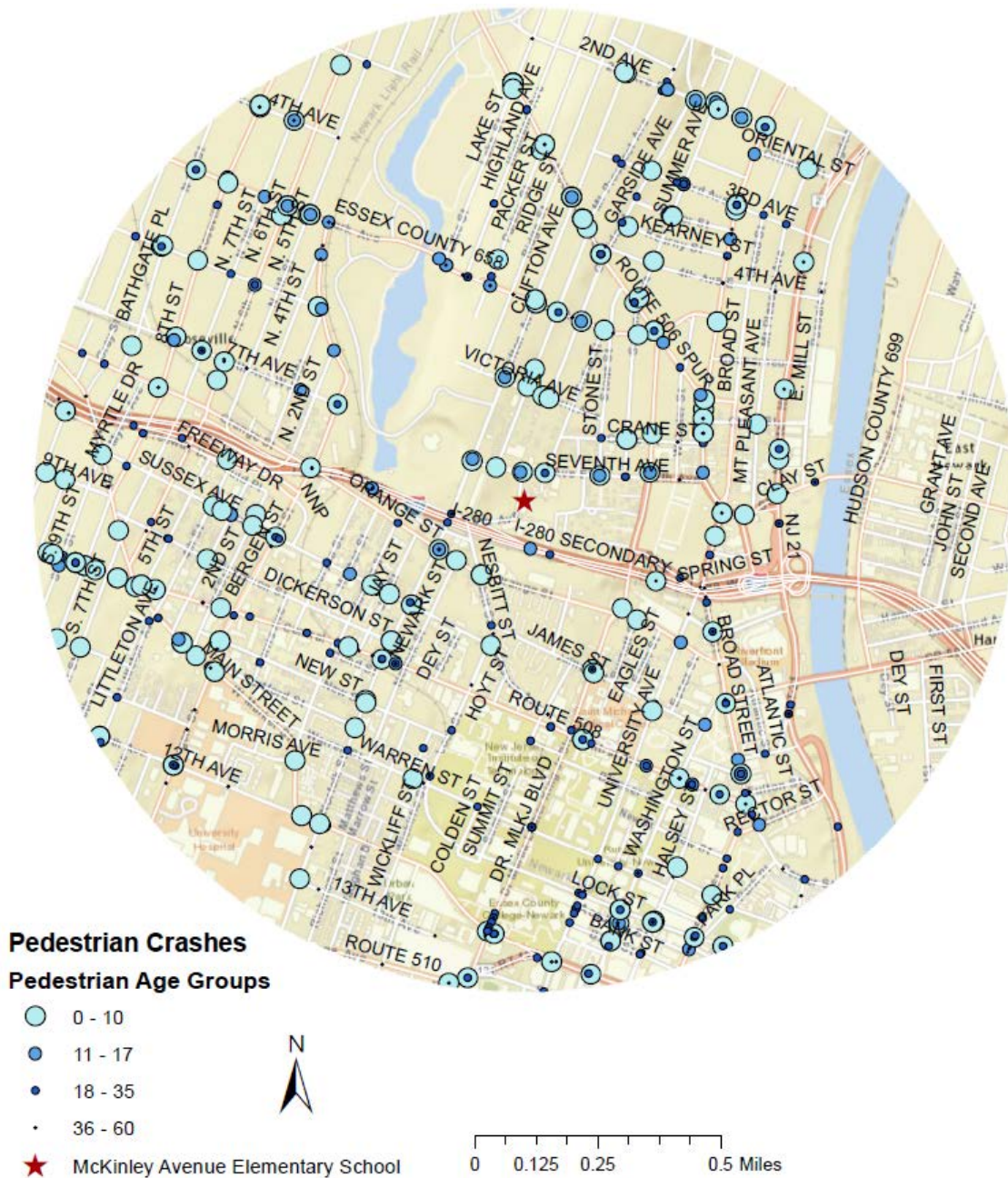
Table 4. Pedestrian Crashes by Age, In the City of Newark (2003-2014)

AGE	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	TOTAL	PERCENT
Ages 0-10	67	70	64	39	29	51	64	52	30	43	33	38	580	11%
Ages 10-17	69	59	72	43	42	77	64	67	56	53	41	52	695	13%
Ages 18-35	145	122	133	77	62	136	104	128	125	157	145	132	1466	29%
Ages 36-60	158	158	141	123	77	178	126	156	164	164	185	172	1802	35%
Ages 60+	43	38	35	33	14	48	37	68	42	53	65	42	518	10%
Total	482	447	445	315	224	490	395	471	417	470	469	436	5061	

For the city of Newark, there were 5,061 pedestrian crashes between the years 2003-14. On average there was one pedestrian crash per day per year except in 2006-07. While the majority of the crashes (64 percent) involved pedestrians aged 18-60, about 24 percent (1275) of the total incidents involved children in the 0-17 age group.

3.3 Walkability Assessment

Meadowlink and the SRTS Task Force conducted a walkability assessment of the major routes used by students to get to McKinley Elementary School on December 3, 2013.
As shown in Map 3 below, the three main routes we assessed were:

- Red Route:
  Colonnade Pl. to 7th Ave.; Clifton Ave. to Park Ave.; Mt. Prospect Ave. back to 7th Ave.

- Light Blue Route:
  Ruggerio Plaza to 7th Ave.; Stone St. to Park Ave.; Garside St. to 6th Ave.; 6th Ave. to Cutler St.; 7th Ave. to Colonnade Pl.

- Dark Blue Route:
  Ruggerio Plaza through Wynona Lipman Gardens; MLK Jr. Blvd. to Bloomfield Ave.; Summer Ave. to 7th Ave.

Map 3: Major Roadways to Access McKinley Elementary School

Walkability assessment conducted on December 3, 2013

 McKinley Elementary School

Map 3 shows the main walking routes to school. All of the streets examined during the audit are local roadways traversed by vehicular, pedestrian and bicycle traffic. School children and residents of all ages and abilities walk in and through the neighborhood, which is equipped with sidewalks, but many are in poor or fair condition. In general, Newark school children walk to school and there is little busing.

Map 4: Walking Assessment of Red Route

Map 4 shows the red route that was assessed first by our SRTS community taskforce. Route includes assessment of Colonnade Pl., Clifton Ave., Park Ave., Mt. Prospect Ave., and 7th Ave
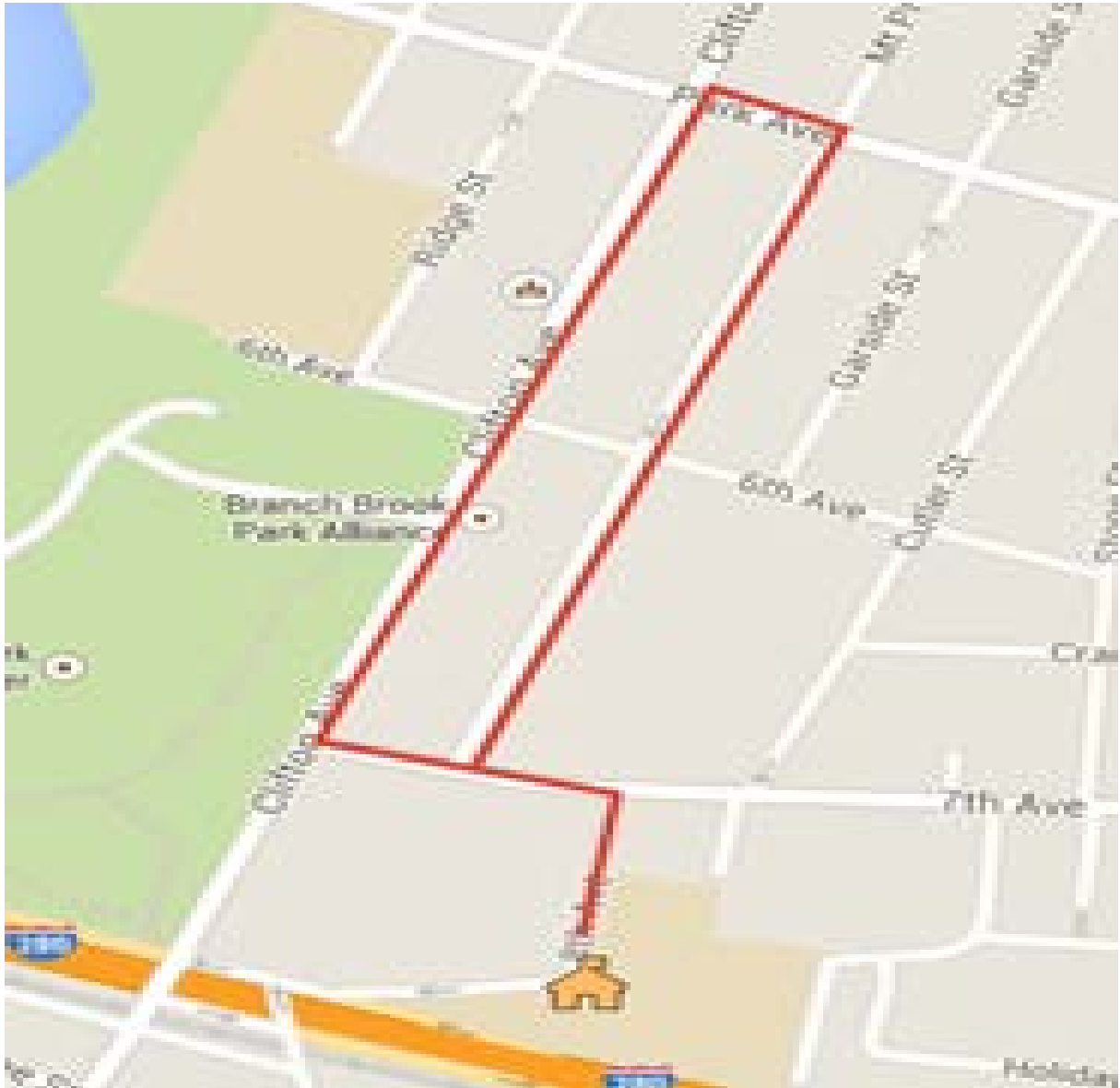
Intersection at Colonnade Place and 7th Avenue

Observations

1. ADA compliancy investigation recommended
2. Truncated domes do not exist
3. Crosswalk striping is in good condition.
4. No/poor pedestrian lighting
5. Pedestrian lighting installation recommended

7th Avenue towards Clifton Avenue

Photo 2: 7th Ave. towards Clifton Ave.

Observations

1. Traffic congestion up 7th Ave. toward Clifton Ave. during school pick up and during rush hour, also due to proximity of Highway 280
2. Poor/no pedestrian lighting
3. No pedestrian push button
4. Pedestrian signal installation recommended

Sidewalk on Clifton Avenue

Photo 3: Sidewalk on Clifton Ave. towards Park Ave.

Observations

1. Route is littered with trash
2. Overflowing garbage cans
3. Sidewalk not properly maintained
4. Leaves left on sidewalk pose a tripping/slipping hazard

Sidewalk on Clifton Avenue

<u>Photo 4: Sidewalk on Clifton Ave. towards Park Ave.</u>

Observations

1. Route is littered with trash
2. Tree roots pushing up and/ or cracking sidewalk at: 97, 103 and 107 Clifton Ave.
3. Sidewalk inconsistent and cracked

Intersection of 6th Avenue and Clifton Avenue

Photo 5: 6th Ave. and Clifton Ave.

Observations

1. Poor/no pedestrian lighting
2. Pedestrian signal installation recommended
3. No curb
4. Addition of curbs on both side recommended
5. Crosswalk has clear high visibility striping

Intersection of 6th Avenue and Clifton Avenue

<u>Photo 6: 6th Ave. and Clifton Ave.</u>

Observations

1. 131-139 Clifton Ave. have planting strips filled with litter
2. Incomplete planting strip
3. Sidewalk is poorly maintained
4. Sidewalk inconsistent
5. Sidewalk cracked
6. Sidewalk littered

Intersection of Clifton Avenue and Park Avenue

Photo 7: Intersection of Clifton Ave. and Park Ave.

Observations

1. Poor/no pedestrian lighting
2. High volume of traffic
3. Repainting high visibility crosswalks with striping is recommended
4. Lanes are wide enough for inclusion of bike lane
5. Traffic calming measures required

Intersection of Clifton Avenue and Park Avenue

Photo 8: Intersection of Clifton Ave. and Park Ave.

Observations

1.   Poor/no pedestrian lighting
2.   Inoperable pedestrian signals on SW and SE corners

Sidewalk of Park Avenue towards Mt. Prospect Avenue

Photo 9: Sidewalk of Park Ave. towards Mt. Prospect Ave.

Observations

1. Sidewalks are inconsistent and cracked
2. Sidewalks are poorly maintained, creating obstacles for pedestrians
3. Open gates obstruct pedestrian walkway
4. Poor/no pedestrian lighting
5. Planting strip narrows sidewalk

Park Avenue and Mt. Prospect Avenue Corner

Observations

1. ADA compliancy required – sidewalks missing truncated domes
2. High visibility crosswalk re-striping recommended
3. Traffic calming measures required
4. Vehicles parked on sidewalk obstruct pedestrian walkway
5. Bike lanes could be installed
6. Poor/no pedestrian lighting

Intersection of Mt. Prospect Avenue and 7ᵗʰ Avenue

Photo 11: Intersection of Mt. Prospect Ave. and 7ᵗʰ Ave.

Observations

1. Poor/no pedestrian lighting
2. No Stop signs
3. Better Lighting recommended for pedestrians
4. Flashing stop signs could be useful to alert drivers to stop
5. Crosswalk has high visibility striping

Map 5. Walking Assessment of Light Blue Route

Map 5 shows the light blue route that was assessed first by our SRTS community taskforce. Route includes assessment of Ruggerio Plaza, 7th Ave., Stone St., Park Ave.; Garside St., 6th Ave., Cutler St., and Colonnade Pl.

Cutler Street towards 7th Avenue

Photo 12: Cutler St. towards 7th Ave.

Observations

1. The road has ample room to install bike lanes
2. Planting strips overcome with tree roots and in disrepair
3. Uneven sidewalks
4. Owner obstructing sidewalk by leaving gate open

Cutler Street towards 7th Avenue

Photo 13: Cutler St. towards 7th Ave.

Observations

1. Crosswalks are faded
2. High visibility re-striping recommended
3. Uneven sidewalks
4. Sidewalks are littered
5. Poor/no pedestrian lighting
6. Pedestrian level lighting installation recommended

6th Avenue between Garside Street and Cutler Street

Photo 14: 6th Ave. between Garside St. and Cutler St.

Observations

1. The road has ample room to install bike lanes
2. Traffic calming measures recommended
3. Inoperable, rusting fire hydrant
4. Gaping holes filled with litter

Garside Street between Park Avenue and 6th Avenue

Photo 15: Garside St. between Park Ave. and 6th Ave.

Observations

1. Poor/no pedestrian lighting
2. Pedestrian lighting installation recommended
3. Wide street crossing
4. Crosswalk has clear high visibility striping
5. Bike lane installation investigation recommended
6. Uneven, inconsistent sidewalks

Garside Street between Park Avenue and 6th Avenue

Photo 16: Garside St. between Park Ave. and 6th Ave.

Observations

1. Uneven, inconsistent sidewalks
2. Sidewalks poorly maintained
3. Sidewalk in need of major repair
4. Leaves are potential slipping/falling hazards
5. Trees uprooted sidewalk

Garside Street between Park Avenue and 6th Avenue

Observations

1.   Electrical lines tangled among trees
2.   Uneven, inconsistent sidewalks in need of major repair
3.   Large hole presents tripping hazard
4.   Sidewalks littered

Garside Street between Park Avenue and 6th Avenue

Photo 18: Garside St. between Park Ave. and 6th Ave.

Observations

1. Planting strip dips at least 6" from sidewalks; incomplete planting strips
2. Electrical lines tangled among trees
3. Uneven, inconsistent sidewalks in need of major repair
4. Sidewalks littered
5. Gates left open obstruct pedestrian walkway

Park Avenue between Garside Street and Stone Street

Observations

1. ADA compliant truncated domes absent
2. Sidewalk striping not visible; installation of high visibility striping recommended
3. In roadway light fixtures investigation
4. Poor/no pedestrian lighting
5. Inoperable Fire hydrants
6. Sidewalks and driveways "spill" into roadway

Stone Street between Park Avenue and 7th Avenue

Photo 20: Stone St. between Park Ave. and 7th Ave.

Observations

1. Sidewalk inconsistent
2. Sidewalk littered
3. Sidewalk broken and cracked
4. Sidewalk in need of major repair
5. Abandoned lots invite squatters and drug use, safety hazard

Stone Street between Park Avenue and 7th Avenue

Observations

1. ADA compliant truncated domes absent
2. Installation of high visibility crosswalk striping recommended
3. Poor/no pedestrian lighting
4. Pothole repair necessary before bike lane installation

Stone Street between Park Avenue and 6th Avenue

Photo 22: Stone St. between Park Ave. and 6th Ave.

Observations

1. ADA compliant truncated domes absent
2. Installation of high visibility crosswalk striping recommended
3. Sidewalks have incomplete planting strips, are heavily littered
4. Open driveway gate obstructs pedestrian walkways

Stone Street between Park Avenue and 6th Avenue

Photo 23: Stone St. between Park Ave. and 6th Ave.

Observations

1. Sidewalks have incomplete planting strips, are heavily littered
2. Sidewalk section missing and becomes a gravel path
3. Open driveway gate obstructs pedestrian walkways
4. Garbage pile obstructs pedestrian walkway
5. Observed drug use in abandoned lots
6. Observed residents not curbing dogs

Map 6: Walking Assessment of Dark Blue Route

Map 6 shows the dark blue route which was assessed also by the SRTS Community taskforce. Route includes assessment of 7th Ave, Summer Ave., Park Ave, and Dr. Martin Luther King Jr. Blvd.

7th Avenue and Summer Avenue

Photo 24: 7th Ave. and Summer Ave.

Observations

1. Road generally has high speed traffic
2. No Speed Limit signs
3. Abandoned buildings along route
4. Wide travel lanes that could be used to install bike lanes
5. Intersection of Crane and Summer Ave. is well-striped

7th Avenue and Summer Avenue

Photo 25: 7th Ave. and Summer Ave.

Observations

1. Generally a road with high speed traffic
2. No Speed Limit signs
3. No countdown signal where a high volume of students use this route
4. Wide lanes could be used to install bike lanes
5. No ADA truncated domes

Intersection of Summer Avenue and Park Avenue

Photo 26: Intersection of Summer Ave. and Park Ave.
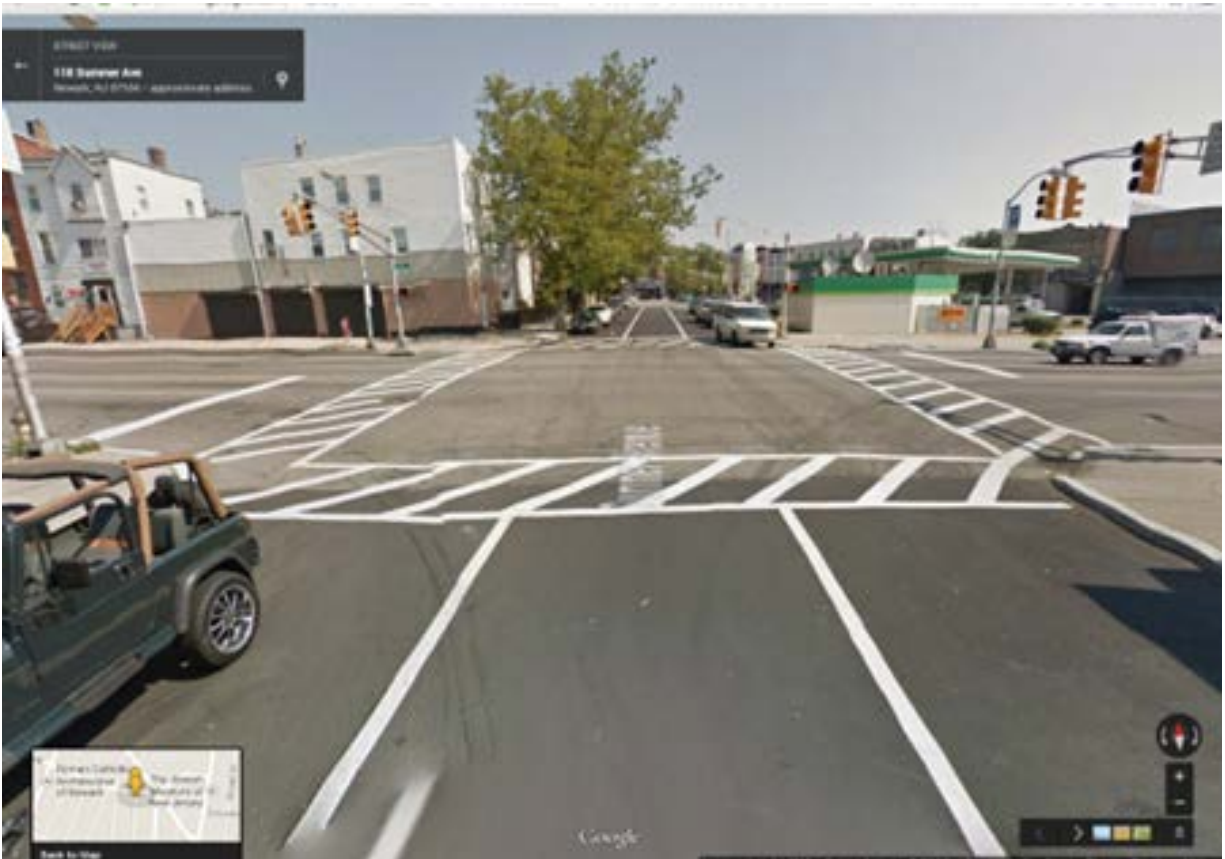
Observations

1. Long crossing distance across Park Ave
2. Pedestrian refuge/island absent
3. Wide lanes
4. Bike lane installation should be investigated
5. No ADA truncated domes

Park Avenue toward MLK Jr. Boulevard

<u>Photo 27: Park Ave. toward MLK Jr. Blvd.</u>

Observations

1.   Poor pedestrian lighting
2.   Sidewalk cracked, uneven
3.   School Zone signs visible
4.   Excessive speeding requiring traffic calming measures
5.   Bike lane installation should be investigated

Intersection of Park Avenue and MLK Jr. Boulevard

Photo 28: Intersection Park Ave. and MLK Jr. Blvd.

Observations

1. Confusing 5-way intersection with large turning radii
2. Long crosswalks without pedestrian refuge/island
3. High visibility crosswalk striping recommended
4. Sidewalks are littered and in disrepair
5. Many abandoned lots and foreclosed homes
6. Poor/no pedestrian lighting

Intersection of MLK Jr. Boulevard and 7ᵗʰ Avenue

Observations

1.   No pedestrian signal crossing countdown or button
2.   High visibility striping is recommended for this crosswalk
3.   No "No Turn on Red" signs
4.   No "School Zone" signs

4. Action Plan & Recommendations

The Safe Routes to School Action Plan is organized into the "Five E's": Education, Encouragement, Enforcement, Engineering and Evaluation. Additionally, each element of the Action Plan considers two parameters – time and cost as shown below. Together, they comprise a set of directions to help the community prioritize their action steps to increase safety for students. The tables below identify preliminary recommendations specific to the McKinley Elementary School and its immediate area. To realize the full benefit of the SRTS program, it is suggested that this School Travel Plan be used to apply for SRTS grant funds to fully implement all the action steps.

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

1. **Education**: Programs to educate students, parents and the public about safe walking and biking

Education Actions	Responsibility	Time Frame	Cost
Invite Meadowlink, La Casa de Don Pedro, & Newark PD to provide Pedestrian Safety Presentation to Students every year.	La Casa de Don Pedro/ Parent Liaison/ Meadowlink	Short-term, Mid-term, Long-term	Low
Invite NJ Transit to provide their SAFETY RULES! Presentation Assembly.	Principal/ Parent Liaison	Short-term, Mid-term, Long-term	Low
Circulate Travel Plan information via PTA.	PTA	Short-term	Low
Promote Biking/Walking Safety.	Principal/ Staff/ Parent Liaison/ La Casa de Don Pedro	Long-term	Low
Continue the SRTS team/group.	La Casa de Don Pedro/ PTA	On-going	Low
Incorporate classroom activities on safety/ Incorporate safety into curriculum	School Staff/ Meadowlink	Short-term, Mid-term, Long-term	Low
Invite Meadowlink to help with bicycle assemblies or weekend Bike Rodeos	Parent Liaison/ La Casa de Don Pedro/ School	On-going	Low

2. **Encouragement:** Programs to encourage or promote walking and biking

Encouragement Actions	Responsibility	Time Frame	Cost
Hold a student poster contest about on Walking and Biking to school	School/ Meadowlink	Short-term	Low
Monthly Walk to School activities (Walking Wednesday, Walk to School Day etc.)	La Casa de Don Pedro/ McKinley School/ PTA	Short-term, Mid-term, Long-term	Low
Create a Walking School Bus and Award program with PTA and Community Members	Meadowlink/ School/ PTA	Mid-term Long-term	Low
Health & Safety Awareness Day (school wide)	PTA/ Principal	Long-term	Low
Complete SRTS Recognition Program Yearly	Meadowlink	Long-term	Low
Participate in International Walk to School Day in October and NJ Walk and bike to School Day in May	La Casa de Don Pedro/ PTA/ School Staff	Mid-term Long-term	Low
Include Crossing Guard Appreciation Day with every bike/walk to school event	Principal/ Meadowlink/ School	Fall 2014	Low

3. **Enforcement:** Activities to improve safety and security for those walking and biking to school

Enforcement Actions	Responsibility	Time Frame	Cost
Report any crossing guard issues to Newark Traffic Bureau (973) 733-6000	Principal/Newark PD	On-going	Low
Create "thank you" tickets to reward drivers/walkers/bicyclists for safe behavior	Principal/ Parent Liaison	Mid-term Long-term	Low
Promote Bike & Walk Courteous Driving Pledge	Principal/ Parent Liaison/ La Casa de Don Pedro	Mid-term Long-term	Low

4. **Engineering:** Infrastructure upgrades that improve walking and biking environment

Engineering Actions	Responsibility	Time Frame	Cost
Investigate, Install & Enforce "No Parking" signs	Town Engineer, Newark PD	Mid-term Long-term	Medium
Restripe faded crosswalks at: Cutler St. and 6th Ave., Clifton Ave. and Park Ave. Park Ave. and MLK Jr. Blvd.	Town Engineer	Mid-term Long-term	Low
Investigate installing school zone signs augmented with flashing beacons	Town Engineer, Newark PD	Mid-term Long-term	Medium
Install speed limit and school zone signs especially on: Park Ave., 7th Ave., and MLK Jr. Blvd.	Town Engineer, Newark PD, Principal	Mid-term Long-term	Medium
Investigate school pavement Street Quilt painting to identify school zone to drivers as a traffic calming measure	Town Engineer, Newark PD, Principal,	Mid-term Long-term	Low
Build pedestrian refuges on Summer Ave. and Park Ave., & Park Ave. and MLK Jr. Blvd.	Town Engineer, Newark PD	Mid-term Long-term	High
Investigate and repair damaged sidewalks especially on Clifton Ave., 6th Ave., Park Ave., Garside St., and Stone St.	Town Engineer	Mid-term	High
Investigate Pedestrian Lighting on routes	Town Engineer, Newark PD	Long-term	Medium
Install pedestrian crossing signals especially at: Colonnade Pl. and 7th Ave., 7th Ave. and Clifton Ave., Clifton Ave. and Park Ave., Garside St. and Park Ave., 6th Ave. and Clifton Ave., Summer Ave. and Park Ave., and MLK Jr. Blvd. and Park Ave.	Town Engineer, Newark PD	Long-term	High
Investigate installation of raised intersections to calm speeding drivers	Town Engineer, Newark PD	Mid-term Long-term	High
Implement maintenance of abandoned properties on Stone St., 7th Ave., Park Ave. and MLK Jr. Blvd	Town Engineer, Newark PD	Mid-term Long-term	High
Add bike lanes, curb extensions to calm traffic especially on: 6th Ave., Clifton Ave., Park Ave., Mt. Prospect Ave., 7th Ave., Summer Ave., and MLK Jr. Blvd.	Town Engineer	Long-term	High

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5. **Evaluation:** Efforts to monitor and evaluate progress towards the achievement of SRTS goals

Evaluation Actions	Responsibility	Time Frame	Cost
Continue to conduct student travel surveys.	School Staff	Long-term	Low
Include information on crossing bicyclists during annual crossing guard training	Newark PD	Mid-term Long-term	Low
Revisit and update School Travel Plan	Meadowlink	Long-term	Low

Appendix A
Abandoned Properties Tool Kit

The National Vacant Properties Campaign (NVPC) defines vacant properties as residential, commercial, and industrial buildings and vacant lots that exhibit one or both of the following traits:

- The site poses a threat to public safety (meeting the definition of a public nuisance), or
- The owners or managers neglect the fundamental duties of property ownership, for example:
    - failure to pay taxes or utility bills
    - default on mortgages
    - carry liens against the property

Abandoned and foreclosed properties generate a host of interrelated problems. Higher rates of crimes occurring in these areas are common, utilizing municipal resources. These homes become crime magnets, resulting in illegal use by prostitutes, drug dealers, squatters, and property criminals. These homes become a fire hazard, with arson and accidental fires causing harm to surrounding properties. Some homes become dumping grounds which strain municipalities and their services. This results in lower standards throughout the community/neighborhood, and lost confidence in future. It takes years for a neighborhood to "come back" as abandoned property deescalates a community.

Communities can take action against vacant properties

The following Internet links provide information and tools that a community can use to deal with vacant properties that are a public nuisance

Resources:
Creating an Abandoned Property List (Housing and Community Development Network of New Jersey
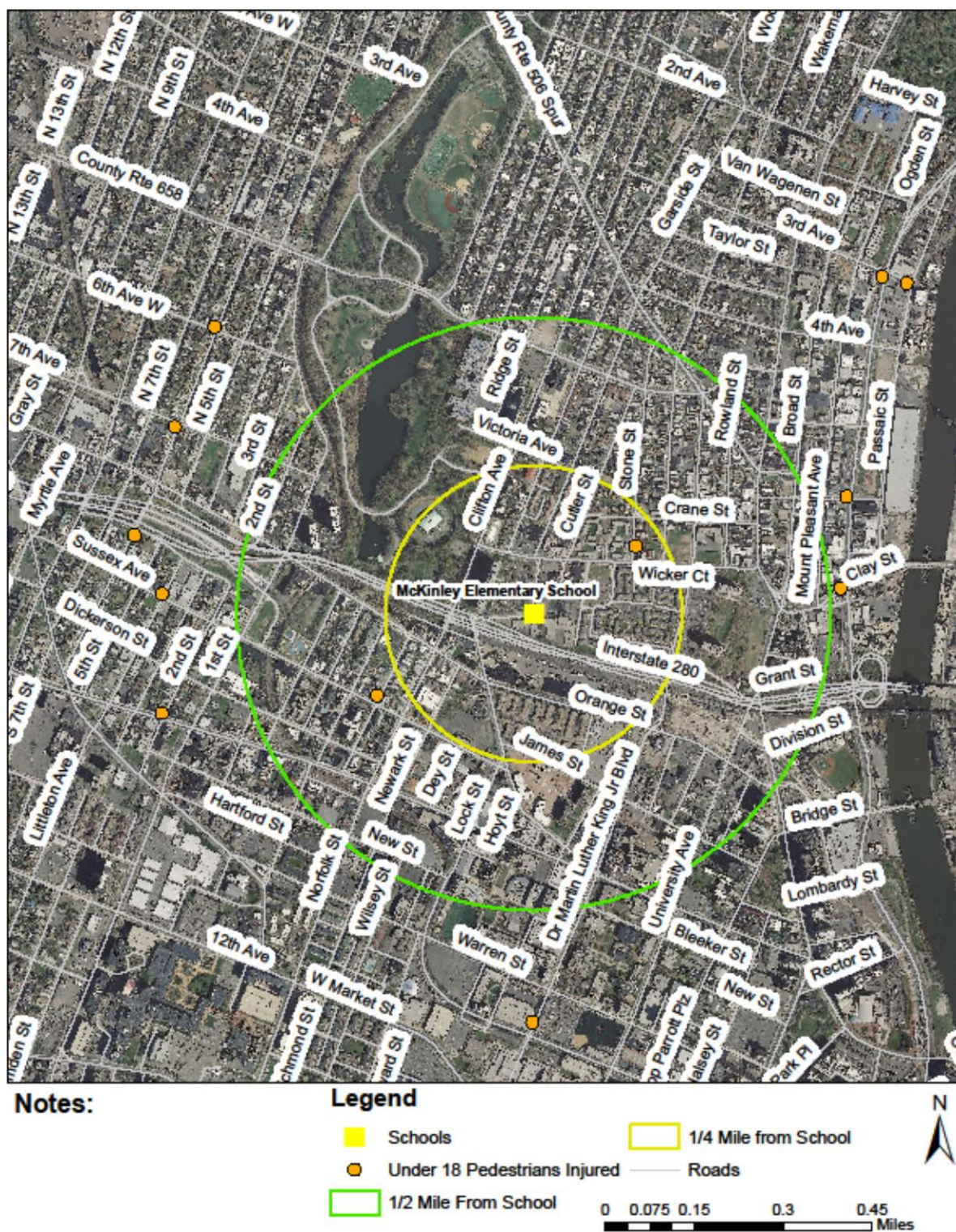http://www.hcdnnj.org/index.php?option=com_content&view=article&catid=19:site-content&id=605:abandoned-property-list

Community Housing Development Organization (CHDO) Checklist: This checklist should be used as a tool to educate participating jurisdictions about the documents they must receive from a nonprofit before it may be certified as a CHDO
http://www.hud.gov/offices/cpd/affordablehousing/training/web/chdo/characteristics/chdochec.pdf

Appendix B
Crash Map

Notes:

Legend

- 🟨 Schools
- 🟠 Under 18 Pedestrians Injured
- 🟩 1/2 Mile From School
- ▭ 1/4 Mile from School
- — Roads

0   0.075   0.15   0.3   0.45 Miles

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CITY OF NEWARK
POLICE DEPARTMENT

Luis A. Quintana
Mayor

Week Ending: February 2, 2014

Samuel A. DeMaio
Police Director

COM-STAT

3RD

CRIME COMPLAINTS

	Week to Date			28 Day Period			Year to Date		
	2014	2013	% Chg	2014	2013	% Chg	2014	2013	% Chg
Murder	1	0	#DIV/0!	1	1	0%	1	1	0%
Rape	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!
Robbery	5	13	-62%	20	50	-60%	20	60	-67%
Agg. Assault	5	0	#DIV/0!	16	4	300%	20	10	100%
Burglary	2	6	-67%	20	18	11%	27	22	23%
Theft	16	28	-43%	66	103	-36%	71	114	-38%
Auto Theft	12	16	-25%	42	53	-21%	52	64	-19%
Totals	41	63	-35%	165	229	-28%	191	271	-30%

Crime statistics reflect New Jersey Penal Law definitions and differ from the crime categories to the F.B.I. Uniform Crime
Reporting System. All figures are subject to further analysis and revision.

Prepared by: NPD Comstat Unit

COM-STAT