

Safe Routes to School Program

Camden Street Elementary School Travel Plan

281 Camden Street Newark, NJ 07103



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NEW JERSEY
Safe Routes to School



U.S. Department of Transportation
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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 Camden Street 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 Camden Street 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 March 2015, Camden Street 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, about 32 percent of students walk to school, 32 percent of students are driven to school, 30 percent use the school bus, 5.5 percent use public transit and less than 1 percent carpool. Students did not 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. The major intersections surrounding the school are 15th Avenue & Fairmount Avenue and 16th Avenue & Fairmount Avenue.

Key opportunities for street improvement around Camden Elementary School include: repairing uneven and cracked sidewalks and curbs, repainting crosswalk striping and stop bars, installing pedestrian crossing signals, adding safety features like road signs, bicycle lanes and pedestrian islands/refuges, and adding trash receptacles to improve street cleanliness and appearance.

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 the Action Plan include:

- Repair sidewalks especially on Fairmount Avenue and 15th Avenue.
- Install pedestrian crossing signals especially at South 10th Street and 16th Avenue.
- Install speed limit and school zone signs especially on South 10th Street and 16th Avenue, 16th Avenue and Fairmount Avenue, 15th Avenue and Fairmount Avenue.
- Build pedestrian refuges on South 10th St. & 16th Ave., and 16th Ave. & Fairmount Ave.
- Restripe faded crosswalks and stop bars at South 10th Street and 16th Avenue, 16th Avenue and Fairmount Avenue, 15th Avenue and South 7th Avenue, 15th Avenue and South 6th Ave.
- Implement maintenance of abandoned properties on 16th Avenue westward from Bergen Street, and 15th Avenue eastward toward Fairmount Avenue.
- Installing truncated domes on intersections to meet ADA requirements on key routes, but especially 16th Avenue & Fairmount Avenue and 15th Avenue & Fairmount Avenue.

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, teaches and enables children 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.

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. 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 Camden Elementary School was undertaken by three organizations – Meadowlink, Urban League of Essex County, 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.

Urban League of Essex County

The non-profit community based grassroots organization was founded in 1917 and its mission is to serve, assist and enable disadvantaged urban residents to achieve social and economic self-sufficiency. It helps children grow to be self-reliant through the provision of youth and community development programs for residents of Essex County, New Jersey, and serves the community with

special attention to four key areas, Educational Programs, Employment Opportunities, Community Development, and Economic Development.

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 Camden Street 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 Camden Street 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.

Camden Street Elementary School Travel Plan Task Force

Organization	Role/Responsibility	Contact
Camden Street School	Program Activity and Implementation	Samuel Garrison Principal Camden St. Elementary School 281 Camden Street Newark, NJ 07103 973-733-6994 sgarrison@nps.k12.nj.us
SRTS Champion	Program Activity and Implementation	Meredith Foote Camden St. Elementary School 281 Camden Street Newark, NJ 07103 973-733-6994 mfoote@nps.k12.nj.us
Urban League of Essex County	Community Resource, Safety Education, SRTS Program Resource	Rahman D. Karriem* Chief Operating Officer Urban League of Essex County 508 Central Avenue Newark, NJ 07107 973-624-9535 x102 rkarriem@ulec.org

		*New contact is Vivian Fraser, CEO vvfraser@ulec.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, ext. 123 mpatel@ezride.org *Lisa Lee is current contact llee@ezride.org
Alan M. Vorhees 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	Elise Bremer-Nei, AICP/PP

	Resource. SRTS Best Practices	State Safe Routes to School Program Coordinator NJ Department of Transportation Office of Bicycle and Pedestrian Programs P.O. Box 600 Trenton, NJ 08625-0600 609-530-2765 elise.bremer-nei@dot.nj.gov
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2. District & School Profile

A school profile for Camden Street 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. As per the school website, the Newark Public School District's mission is "to develop a productive citizen who is distinguished in all aspects of academic endeavors and willing to challenge the status quo in our society. We are committed to ensuring that our policies and practices will prepare our students for a world that is increasingly diverse and knowledge driven. We expect our schools and classroom environments to be emotionally safe and intellectually challenging. We pledge to partner with parents, groups, and organizations that add support to the mission by Changing Hearts and Minds to Value Education."

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 but positive efforts are being made to improve the schools. In 1995, the state took over management of the city's schools with the intent to 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, like Newark, should be given high priority.

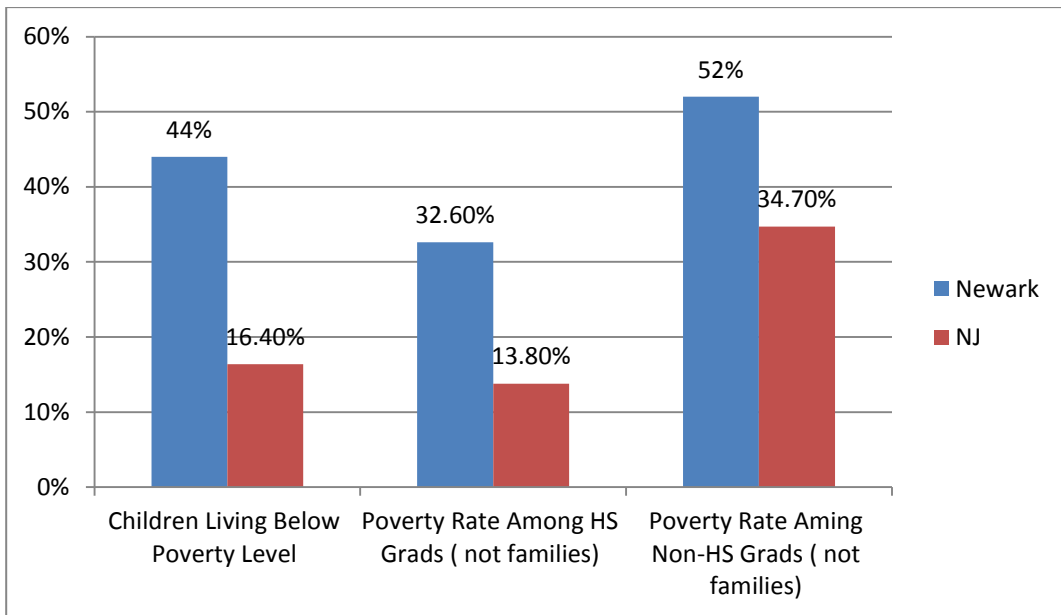
Crime

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 below 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.

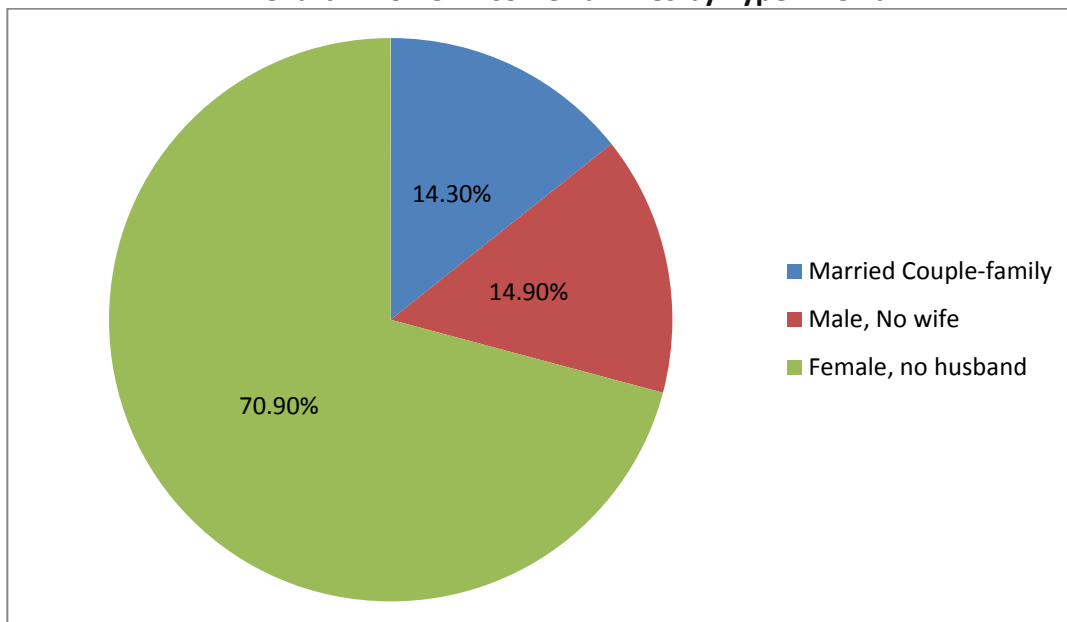
Chart 1: Poverty in Families – Newark



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 below 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 Newark unemployment rate of 14.2 percent is nearly twice as high as the state's 8.4 percent.

Chart 2: Lower Income Families by Type - Newark



Source: City-Data.com, 2000-2013

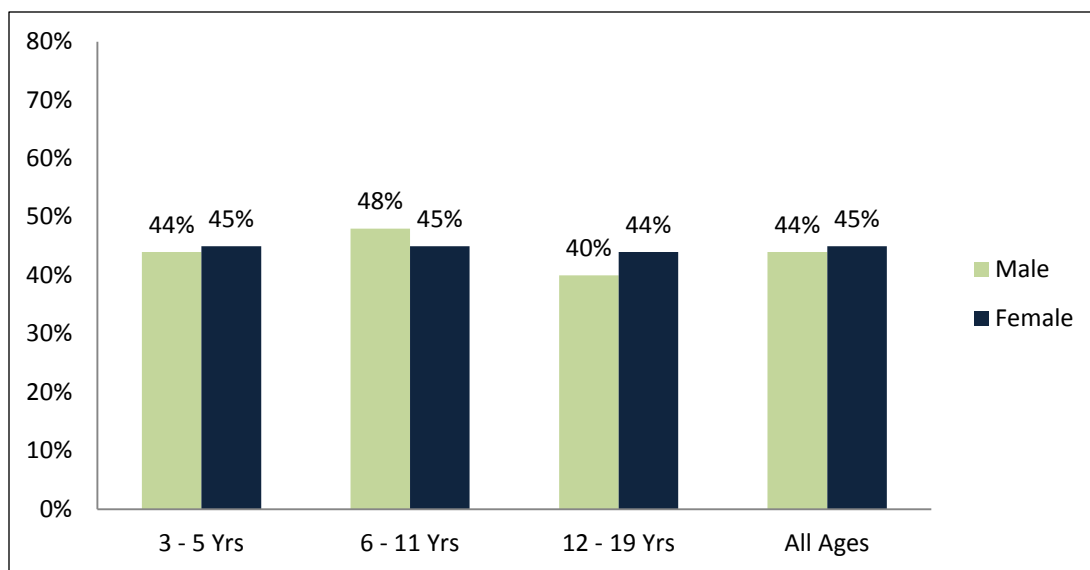
2.1. Newark Health Profile – Rutgers Center for State Health Policy (CSHP)

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.

Weight

The CSHP survey confirms that Newark public school children in all age categories are overweight or obese. Chart 3 shows that 48 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.

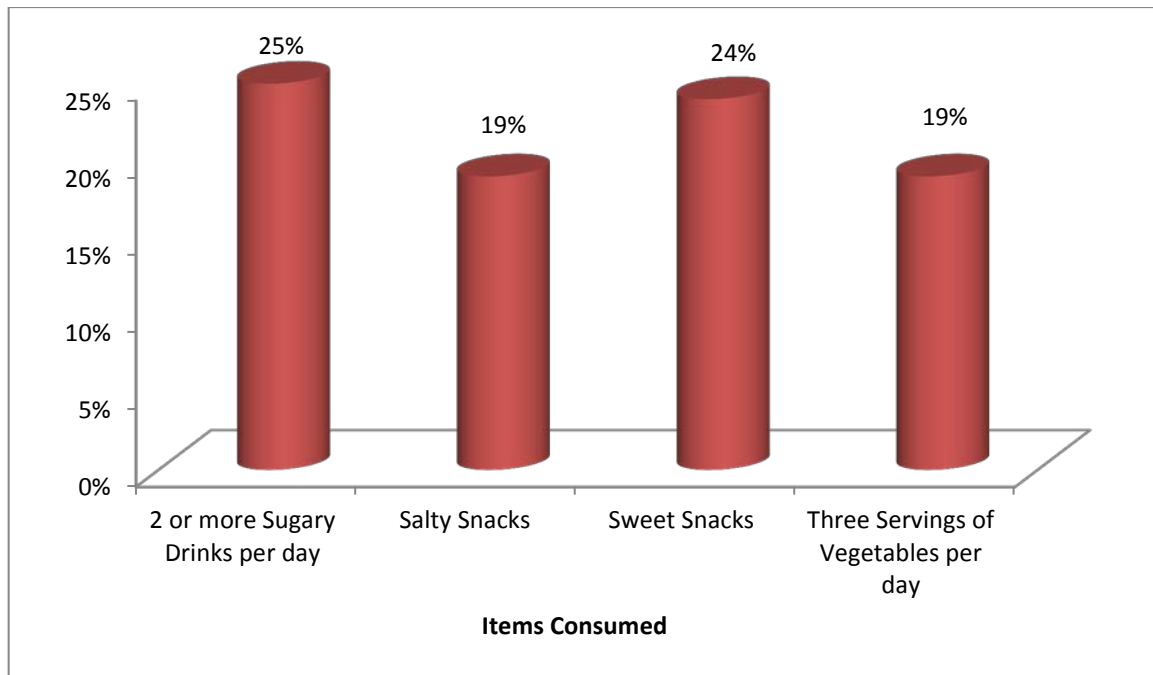
Chart 3: Prevalence of Childhood Overweight & Obesity – Newark



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 shows that daily consumption of sugar-sweetened beverages, sweet snacks and salty snacks is high among children in Newark. 25 percent of children drink 2 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.

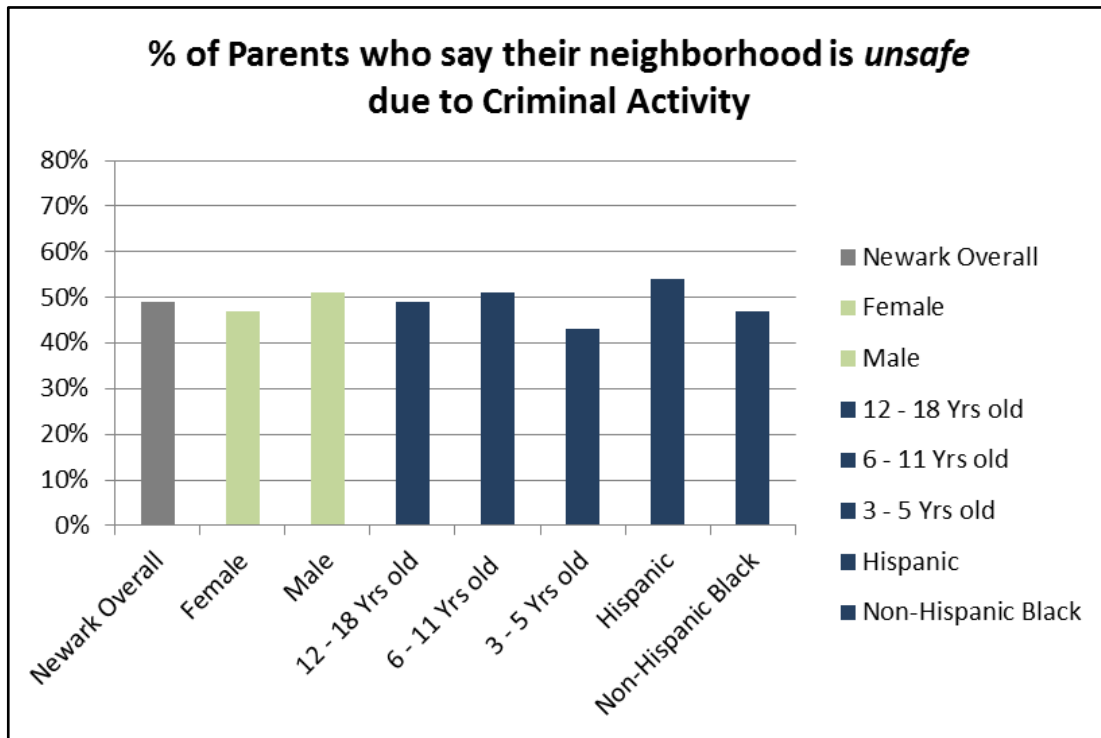
Exercise

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

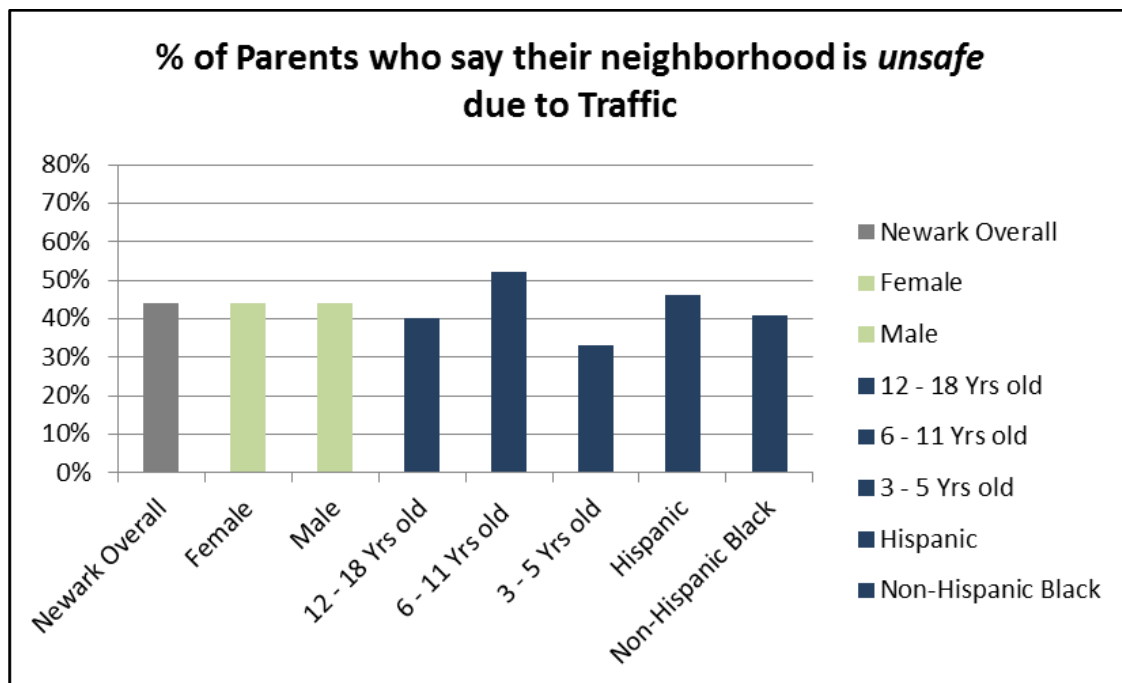
In Chart 5, half of the respondents (49 percent) surveyed believe that their neighborhoods are somewhat unsafe or very unsafe due to criminal activity.

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 Camden Street Elementary School

Camden Street Elementary School is located in Newark's Central Ward. Built in 1968, it houses approximately six hundred students ranging from three to ten years of age. Approximately 44% of children attending Camden Street Elementary School have special needs. The children are classified from the following list: Learning Disabled, Multiple Disabled, Cognitive Disabled, Behavior Disabled, Autism/PDD, Preschool Disabled.

The class size ranges from 8 to 16, so as to allow for closer supervision in the education of the "whole" child. The special needs children are expected to adhere to the core curriculum content standards just as their counterparts in the regular school division. Many special needs classrooms are combined with regular classrooms in subjects such as art, music, gym, and library. There are some special needs children that are instructed in certain subjects in the regular classroom component. These children are beginning to be mainstreamed back into the regular component.

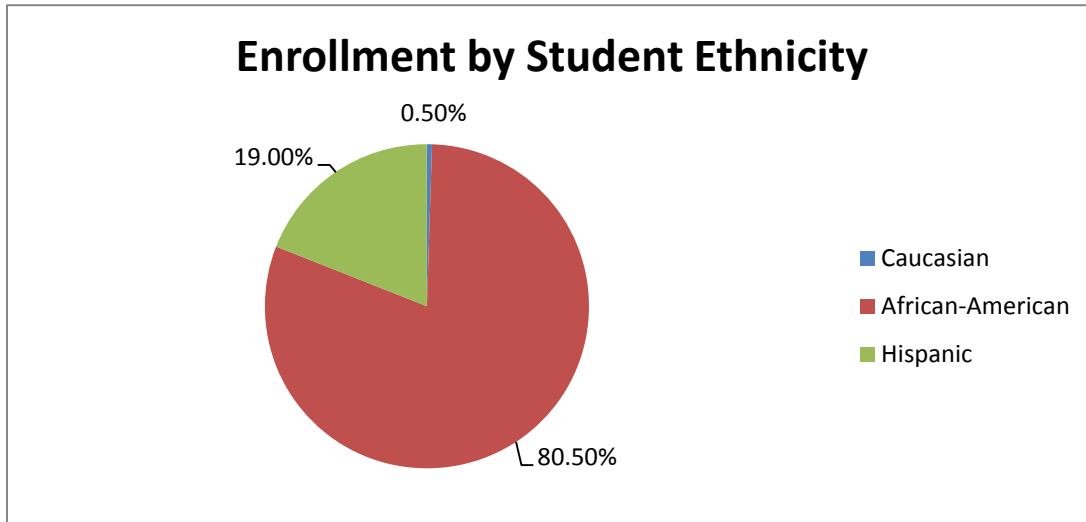
Camden's special needs program houses approximately 280 students. These students live throughout the City of Newark, and are transported to Camden by bus. Opportunities for integrating classified students into a least restrictive environment are accomplished through inclusion and mainstreaming. Our goal is to meet the various needs of all. To accomplish this task, we provide students with whole group and individual learning experiences. Academic success is the mission of Camden Street Elementary School's staff. The strategy used to achieve this goal is through high expectations and realistic goals. High expectations are communicated to the students by the teachers letting them know specifically what they are expected to learn, and that they can learn.

School Vision Statement: Commitment to achievement, making the dream of every child a new reality. All students at Camden Street Renew School will be provided with the skills they need to achieve their dreams and to challenge themselves, and others, to become innovative, high achievers who will use all available resources to positively impact their world as global citizens.

The neighborhood is 98 percent African-American or Latino. The neighborhood is characterized by a recent growth along the major road way, Springfield Ave., where commercial and retail establishments have been built in the last five years (Home Depot, Wendy's, Applebee's, a newly Renovated Newark Cineplex). In addition, although housing in this neighborhood is similar to the adjacent West Ward, this neighborhood does benefit from having one of the few green spaces in Newark, a sprawling 10 plus acre West Side Park which has been improved over the last ten years to include an NFL sponsored track and football field.

As chart 7 shows, about 80.5 percent of enrolled students are Black or African American, 19 percent of the students enrolled are Hispanic or Latino, and 0.5 percent of enrolled students are White.

Chart 7: Camden St. School Enrollment by Student Ethnicity



The number of students has steadily increased over the years from 326 in 2011 to 627 in 2014. As shown in Table 2 below, English is the predominant language spoken at home by 89.6 percent of the students. A smaller percentage of the students speak other languages such as Spanish, Portuguese, French, Haitian Creole and Hindi testifying to the ethnic diversity of the student population.

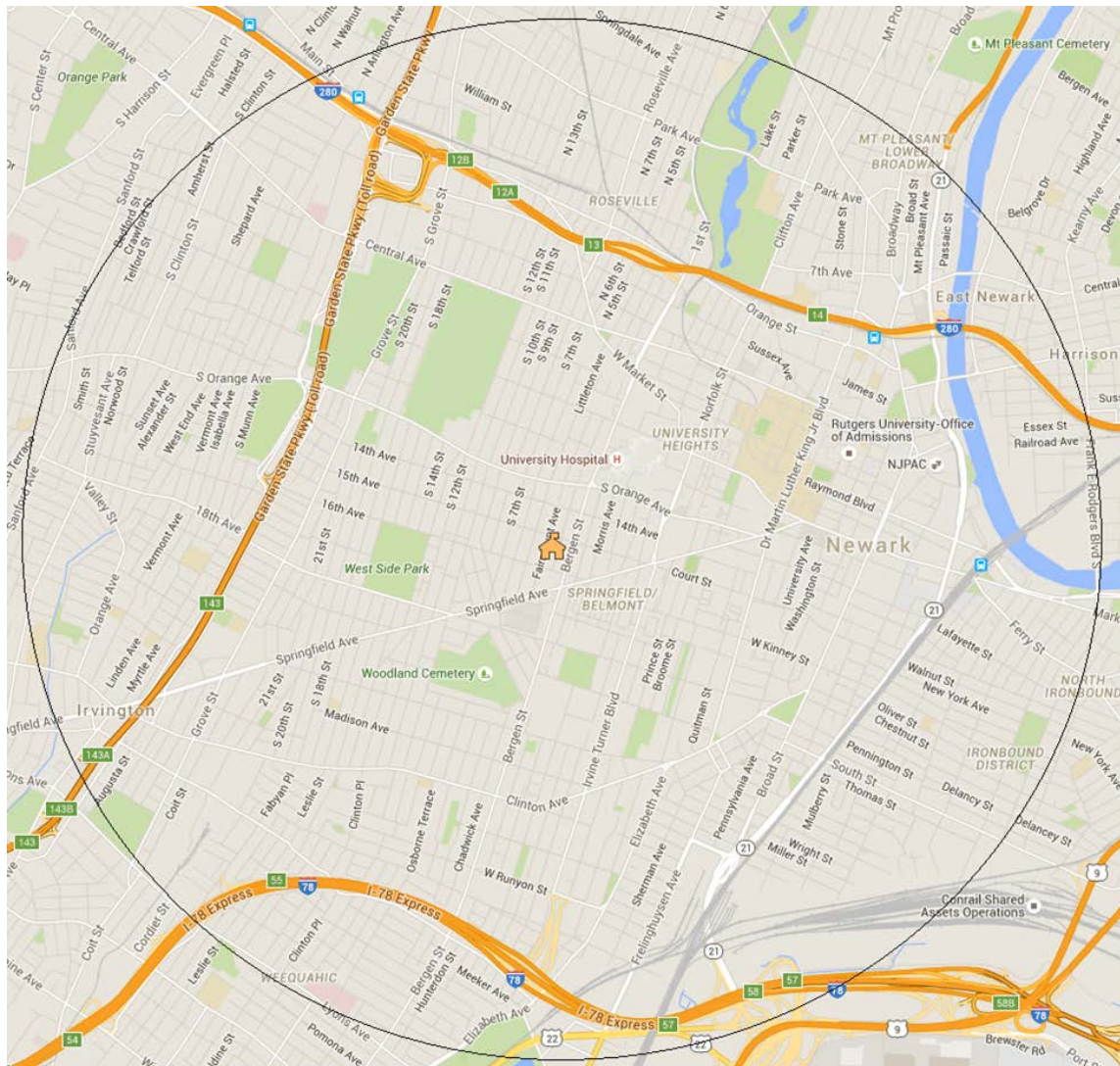
Table 2. Student Language Diversity (2011-12)

Language Diversity	
This table presents the percentage of students who primarily speak each language in their home.	
English	89.6%
Spanish	8.7%
Portuguese	0.9%
French	0.9%
Haitian Creole	0.2%
Hindi	0.2%

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 Camden Street Elementary School.

Map 1: Four Mile Radius around Camden Street Elementary School



Camden Street Elementary School

3.1. Current Student Travel Environment

School Hours

The school day for students starts at 8:25 AM and the day ends at 3:45 PM. There is an afterschool program available called Newark Futures for students in Gr. K-2 from 3:40-5:40 pm.

Drop-off/Pickup Procedure

Buses drop off and pick up at the rear entrance to the school on Camden Street. Parents drop off students in the front of the school.

Crossing Guards

Crossing guards are stationed at the intersections of 15th Ave. & Fairmount Ave. and 16th Ave. & Fairmount Ave.

Student Travel Mode

In March 2015, the teachers at Camden Street Elementary School conducted a survey to document how their children travel to school. Tallies were taken by teachers three times during the week. A total of 1,555 trips were documented and analyzed. As shown in Table 3 below, the analysis found that 32 percent of the trips were by foot, which is more than twice the national average. An equal number of trips were in personal cars. The school bus service accounted for 29-30 percent of the trips. Five to six percent of students use public transit and less than one percent carpool. Five to six percent of students use public transit and less than one percent carpool.

Table 3. Current Commute Mode

Mode	Arrival	Dismissal
Walk	32 percent	32 percent
Driven in personal car	32 percent	32 percent
School Bus	30 percent	29 percent
Carpool	0.7 percent	0.6 percent
Public Transit	5 percent	6 percent
Other	0.3 percent	0.4 percent

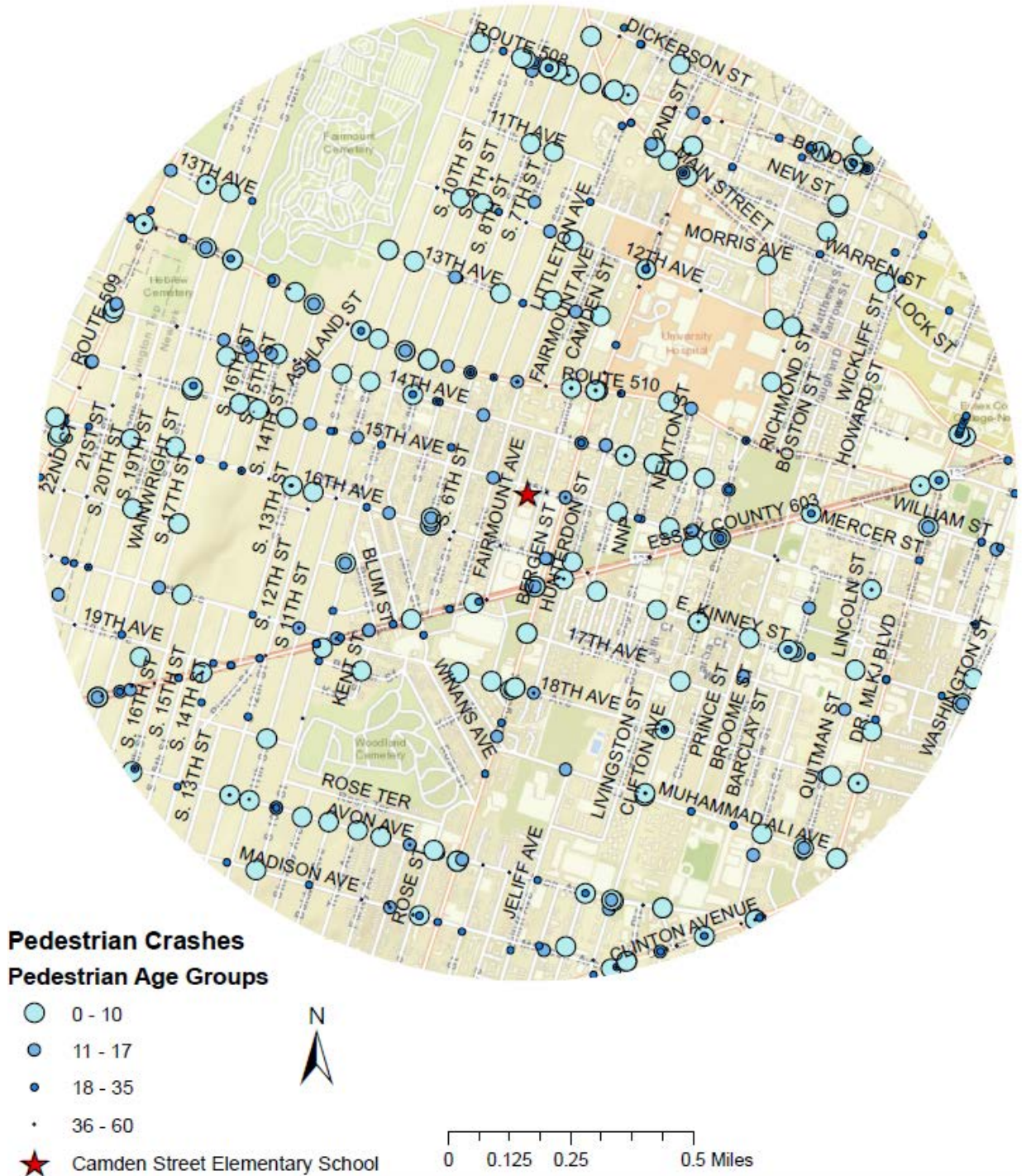


No bicycling trips were reported and this could be attributed to the lack of bike parking, lanes, and/or signage. It is also possible that the children did not have access to a bicycle or to adequate bicycle education.

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 shown below.

Map 2: Pedestrian Crashes Within one mile of Camden Street Elementary School (2003-2014)



As shown in Table 4, the data suggests that the total number of incidents is generally trending down from 78 to 44. The total incidents do not follow a set pattern. For example in 2010 there were 96 incidents. Over the 10-year period a total of 855 incidents were reported. The bulk of the incidents, about 54 percent or 464 incidents involved pedestrians in the 19-60 age range. The Camden Street Elementary School serves the 3-14 age group which accounts for 14 percent or 122 of the total incidents over this time period.

Table 4. Pedestrian Crashes Within a mile of Camden Street Elementary School (2003-2014)

AGE	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	TOTAL	PERCENT
Ages 0-2	30	26	19	4	8	4	6	13	8	13	8	3	142	17%
Ages 3-6	3	2	3	0	4	2	4	1	1	1	1	1	23	14%
Ages 7- 10	2	1	4	5	3	1	8	8	3	3	0	3	41	
Ages 11-14	5	6	6	7	8	3	5	2	5	10	0	1	58	
Ages 15-18	3	2	11	9	5	7	9	10	7	3	3	4	73	9%
Ages 19-23	10	6	9	4	2	6	4	8	14	14	2	9	88	10%
Ages 24-35	4	10	8	10	10	12	11	16	10	13	6	1	111	13%
Ages 35-60	20	20	14	21	20	22	20	31	29	21	29	18	265	31%
Ages 60 +	1	1	4	5	4	7	6	5	3	5	9	4	54	6%
Total	78	74	78	65	64	64	73	94	80	83	58	44	855	

As shown in Table 5 below there were 5,061 pedestrian crashes between the years 2003-14 for the city of Newark. 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.

Table 5. 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	

The SRTS taskforce conducted a walkability assessment of the local roadways that were used by the students to walk to school. As shown in Map 3 below, the two major roadways used to walk to Camden Street Elementary School are along 15th Avenue and 16th Avenue.

As shown in Map 3 below, the three main routes we assessed are:

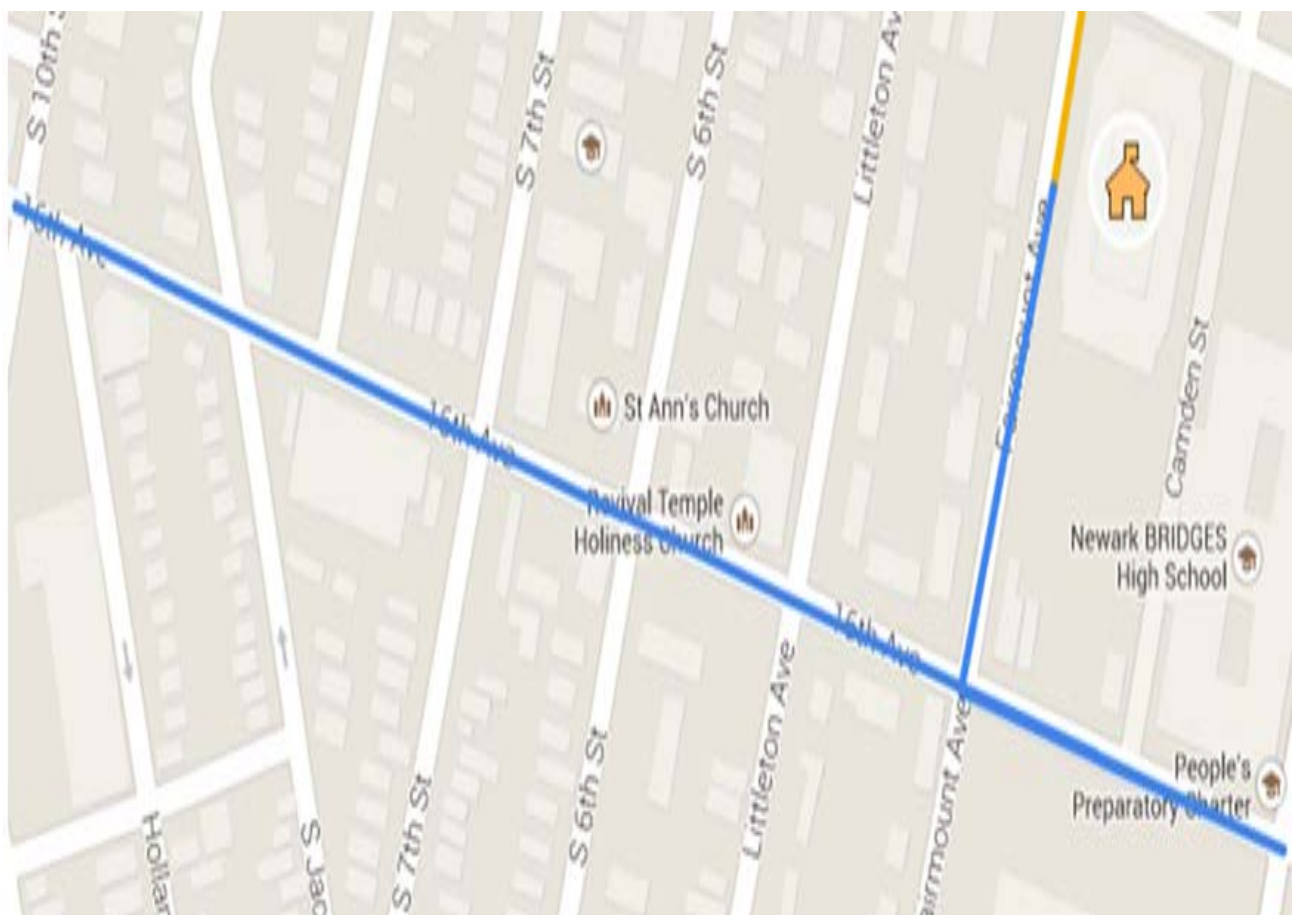
- Yellow Route:
15th Ave. eastward toward Fairmount Ave.
- Blue Route:
16th Ave. eastward toward Fairmount Ave. and 16th Ave. westward toward Fairmount Ave.

The map displays a section of Newark, NJ, with streets including 15th Ave, 16th Ave, Fairmount Ave, Littleton Ave, and various numbered streets (S 5th St to S 10th St). Key locations marked include West Side Deli, Newark Pre School Council, St Ann's Church, Revival Temple Holiness Church, Newark BRIDGES High School, and People's Preparatory Charter. Two routes are highlighted: a yellow route and a blue route, both forming a loop around the central area.

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 Blue Route: 16th Avenue to Fairmount Avenue

Map 4 shows the blue route that was assessed by the SRTS community taskforce. Route includes assessment of 16th Ave. and Fairmount Ave.



Camden Street Elementary School

Intersection of South 10th Street and 16th Avenue

Photo 1: Intersection of South 10th St. and 16th Ave.



Observations

1. Long crossing on north side of 16th Ave. would benefit from a pedestrian refuge/island
2. All crosswalks faded
3. Stop bars faded and in need of repainting
4. High visibility crosswalk striping is recommended
5. Poor/no pedestrian lighting
6. Not ADA compliant - truncated domes are missing on all corners
7. Bike lane installation possible

16th Avenue from South 10th Street toward Littleton Avenue

Photo 2: 16th Avenue from South 10th St. toward Littleton Ave.



Observations

1. Sidewalks are in fair/good condition
2. Not ADA compliant- truncated domes missing on many, if not all, corners along 16th Ave.
3. Crosswalk striping is fair
4. High-visibility striping recommended
5. No "School Zone" or speed limit signs
6. Poor/no pedestrian lighting

Intersection of 16th Avenue and Fairmount Avenue

Photo 3: Intersection of 16th Ave. and Fairmount Ave.



Observations

1. Crosswalks are in good condition
2. Poor/no pedestrian lighting
3. Not ADA compliant - truncated domes missing
4. Stop bar is faded and should be repainted
5. Stop sign flashing beacons should be added
6. No "School Zone" signs – would be helpful

Fairmount Avenue toward Camden Street Elementary School

Photo 4: Fairmount Ave. toward Camden St. Elementary School



Observations

1. Strict enforcement of property maintenance necessary
2. Sidewalk is cracked leading to Camden St. School and needs repair, weeding

Walking west on 16th Avenue from Bergen Street toward Fairmount Avenue

Photo 5: Walking 16th Avenue from Bergen St. toward Fairmount Ave.



Observations

1. Stricter enforcement of property maintenance required
2. Ice and snow on sidewalks pose hazards
3. Empty lots with broken fencing display neglected environment

Walking on 16th Avenue from Bergen Street toward Fairmount Avenue

Photo 6: Walking 16th Avenue from Bergen St. toward Fairmount Ave.

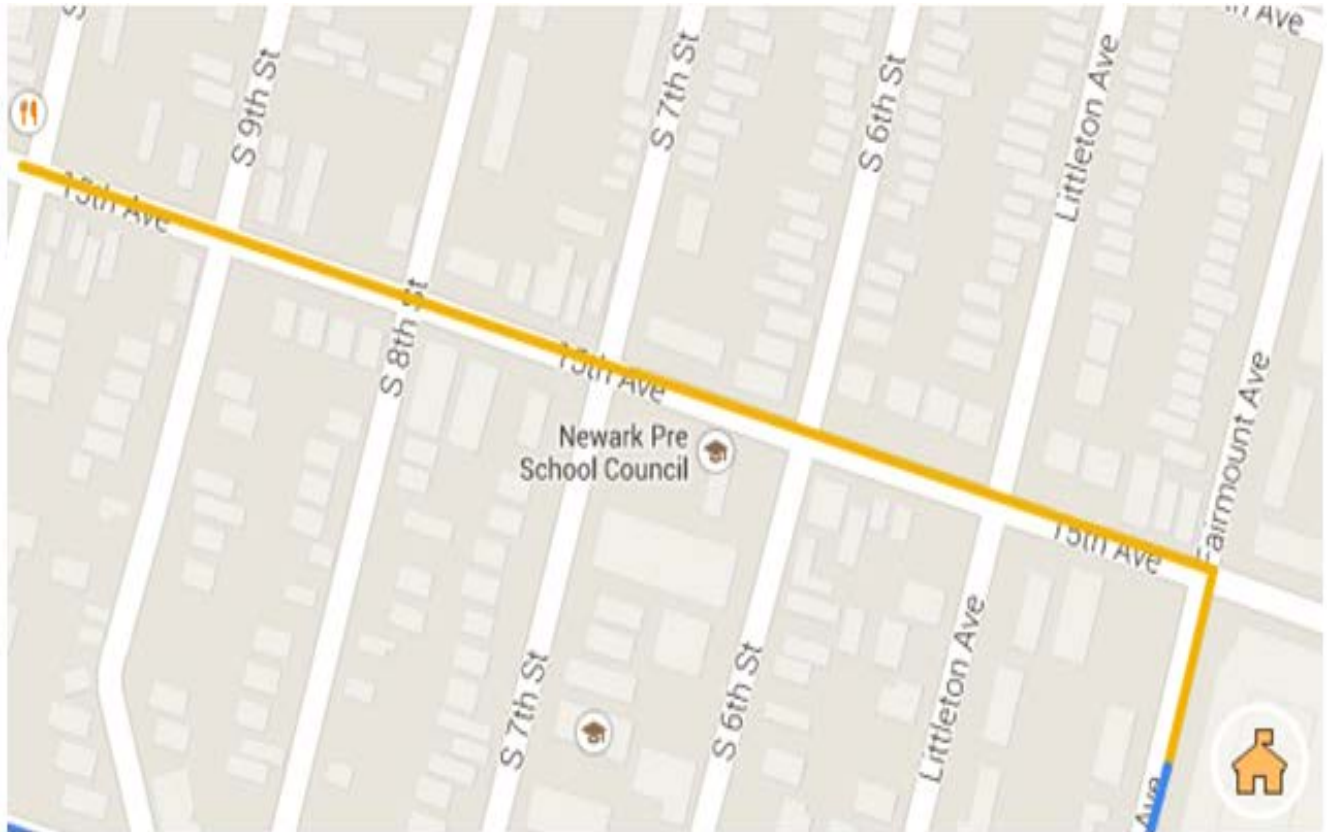


Observations

1. Stricter enforcement of property maintenance required
2. Snow removal required as sidewalks pose slipping/tripping hazards for pedestrians

Map 5: 15th Avenue and Fairmount Avenue

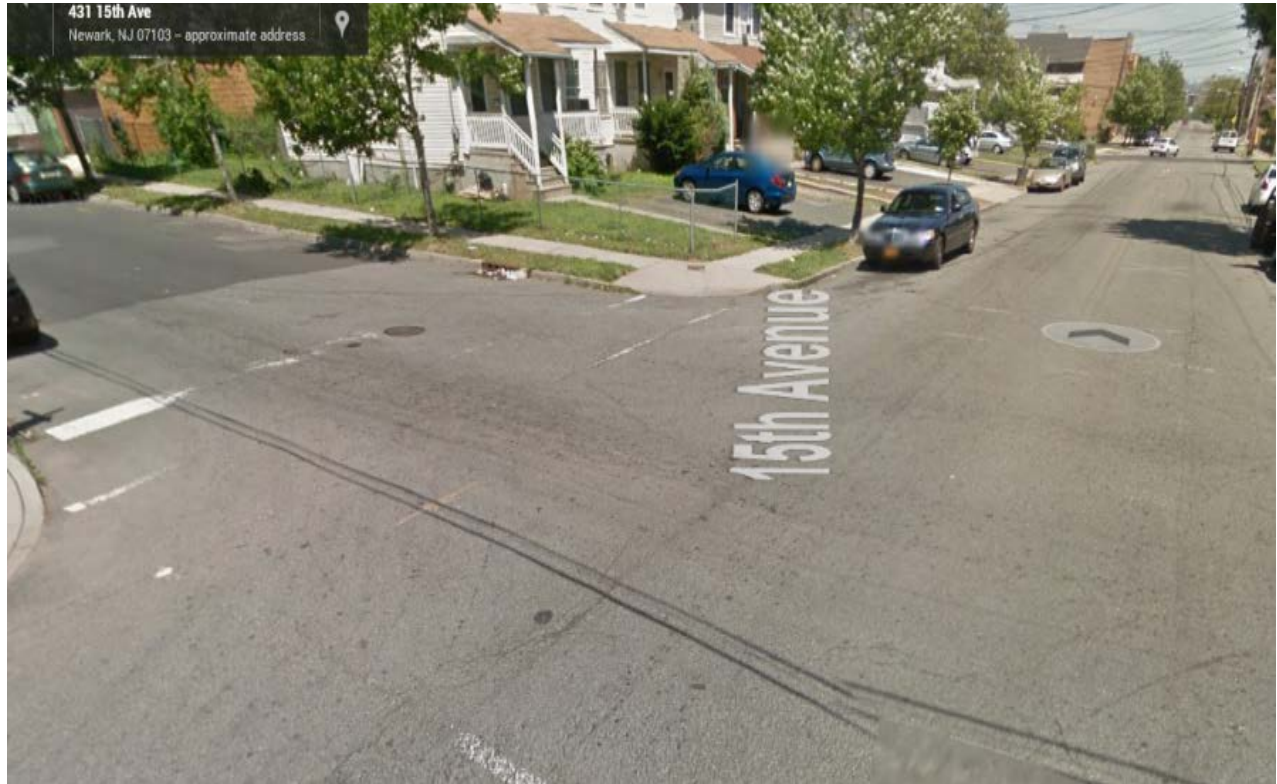
Map 5 shows the yellow route that was assessed by the SRTS community taskforce. Route includes assessment of 15th Ave. and Fairmount Ave.



Camden Street Elementary School

Intersection of 15th Avenue and Fairmount Avenue

Photo 7: Intersection of 15th Ave. and Fairmount Ave.



Observations

1. Abandoned lot between 9th St. and 10th St.
2. Sidewalk extensively damaged
3. Faded crosswalks need restriping at 15th Ave. and South 7th St., and 15th Ave. and South 6th St.
4. Faded stop bars need repainting at 15th Ave. and South 7th St., and 15th Ave. and South 6th St.
5. Sidewalk is littered for long stretches of the route, needs trash bins
6. Not ADA compliant- truncated domes missing from most corners

15th Avenue toward Littleton Avenue

Photo 8: 15th Ave. toward Littleton Ave.



Observations

1. Sidewalk is not level
2. Sidewalk is badly cracked and needs major repairs
3. Sidewalk is not ADA compliant - truncated domes missing on most street corners

15th Avenue toward Littleton Avenue

Photo 9: 15th Ave. toward Littleton Ave.



Observations

1. Sidewalk not cleared of snow and ice and presents a slipping hazard
2. Buildings covered with graffiti
3. Abandoned buildings
4. Boarded up storefronts

15th Avenue between Littleton Avenue and Fairmount Avenue

Photo 10: 15th Avenue between Littleton Ave. and Fairmount Ave.



Observations

1. Abandoned storefronts and lots with snow-covered sidewalks
2. Snow obstructing pedestrian walkways presents slipping hazards
3. Enforcement of property maintenance required

15th Avenue between Littleton Avenue and Fairmount Avenue

Photo 10: 15th Avenue



Observations

1. Brick crosswalks are in good shape
2. Crosswalk lines and stop bars are faded and need to be repainted
3. High visibility striping recommended
4. Crosswalk and sidewalks in front of abandoned lots obstructed with snow
5. Stricter enforcement of property maintenance encouraged

4. Action Plan

The Safe Routes to School program categorizes the Action Plan into the “Five E’s:” Education, Encouragement, Enforcement, Evaluation and Engineering. Additionally, each element of the Action Plan considers two parameters - time and cost as shown below. Together, they help prioritize the action steps to be taken by the community.

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 public about safe walking and biking

Education Actions	Responsibility	Time Frame	Cost
Schedule Annual Pedestrian Safety Events. Promote biking and walking safety.	ULEC, PTO, Meadowlink	On-going	Low
Health & Safety Awareness Day	Camden Staff, ULEC, PTA	On-going	Low
Integrate safety education into curriculum. Use website to promote safety.	Meadowlink, School	Mid-term	Low
Create Family Handbook that defines: <ul style="list-style-type: none"> arrival and dismissal procedures drop-off and pick-up areas driving rules in vicinity of school bike parking areas 	School Action Teams, PTO, ULEC Community Leader, School	Mid-term On-going	Low
Utilize the school website to advance Safe Routes to School safety messages.	Camden Staff, Meadowlink	On-going	Low

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

Encouragement Actions	Responsibility	Time Frame	Cost
Complete “Achievements” as part of the SRTS Recognition Program to reach the Gold Level	Camden School, Meadowlink	On-going	Low
Complete SRTS Recognition Program Yearly	Meadowlink	Long-term	Low
Leverage Social Media to spread awareness of school zone and enforcement activities.	Camden School, PTA, ULEC	On-going	Low
Hold student poster/bookmark contest about walking/biking to school	Camden School, Meadowlink	Short-term	Low
Host Bike/Walk to School Days throughout the school year	Camden School, PTA, ULEC, Meadowlink	Short-term, Mid-term, Long-term	Low
Participate in International Walk to School Day in October and NJ Walk and Bike to School Day in April	ULEC/ PTA/ School Staff	Mid-term Long-term	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 Traffic Bureau (973-733-6000).	Newark PD, Camden School, Community	On-going	Low
Enforce all parking and traffic rules	Newark PD, Camden School	On-going	Low
Safety equipment: for school staff who help during arrival and dismissal.	Camden School, ULEC	Mid-term	Low
Create student safety patrol.	Camden School, ULEC	Mid-term	Low
Neighborhood clean-up day.	ULEC, School Action Team	Mid-term	Low

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

Engineering Actions	Responsibility	Time Frame	Cost
investigate “Park and Walk” locations near the school and providing signage to define drop zone for drivers	PTA, School Advisory Team, Town Engineer, Newark PD	Mid-term Long-term	Medium
Investigate, Install & Enforce “No Parking” & “Speed Limit” signs; confirm School Zone signs adequately identify the school area; Investigate installing school zone signs augmented with flashing beacons	Town Engineer, Newark PD	Mid-term Long-term	Medium
Investigate School Pavement Street Quilt as a traffic calming measure	Town Engineer, Newark PD, Principal, ULEC	Mid-term Long-term	High
Evaluate sidewalk network for potential curb extensions or other traffic calming concepts, as well as ADA Compliance; Investigate and repair damaged sidewalks and Pedestrian Lighting on routes	Town Engineer, Newark PD	Mid-term Long-term	High
Investigate restriping crosswalks and stop bars and installation of crosswalks especially at South 10 th Street and 16 th Avenue, 16 th Avenue and Fairmount Avenue, 15 th Avenue and South 7 th Avenue, 15 th Avenue, and South 6 th Avenue.	Newark Engineering, Newark PD	Short-term, Mid-term, Long-term	Low
Investigate and install bicycle lanes along routes especially at 16 th Avenue and Fairmount Avenue.	Town Engineer	Long-term	High
Implement maintenance of abandoned properties on 16 th Avenue. westward from Bergen Street, and 15 th Avenue eastward toward Fairmount Avenue.	Town Engineer, Newark PD	Mid-term Long-term	High
Install speed limit and school zone signs especially on South 10 th Street. and 16 th Avenue, 16 th Avenue and Fairmount Avenue, 15 th and Fairmount Avenue.	Town Engineer, Newark PD	Mid-term Long-term	Medium
Install truncated domes on all intersections along both routes, but especially 16 th Avenue and Fairmount Avenue, 15 th Avenue and Fairmount Avenue.	Town Engineer	Short-term Mid-term	Medium High

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

Evaluation Actions	Responsibility	Time Frame	Cost
Conduct bi-yearly Student Travel Tally's.	School Staff	On-going	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

Conclusion

Community priorities around the Camden Street School are safety for students, reducing the speed of traffic in the school zone, and improving sidewalks and roads. Sidewalks on Fairmount Avenue and 15th Avenue need repairs. Pedestrian crossing signals, especially at South 10th Street and 16th Avenue, need to be installed. Speed limit and school zone signs are needed on South 10th Street, 15th Avenue, 16th Avenue, and Fairmount Avenue. Crosswalks and stop bars at South 10th Street and 16th Avenue, 16th Avenue and Fairmount Avenue, 15th Avenue and South 7th Avenue, 15th Avenue and South 6th Avenue need to be restriped or repainted.

Meadowlink is proud to work with the Newark community to improve safety and bring SRTS programs to the schools. Meadowlink has provided bike rodeos and pedestrian safety programs in several Newark schools and this is one of six School Travel Plans that have been prepared in Newark. New efforts have recently begun with several charter and parochial schools in Newark. It is hoped this report will be used to apply for SRTS infrastructure grants to make the sidewalks and streets and key travel routes safer for students to walk and bike to the Camden Street School.

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

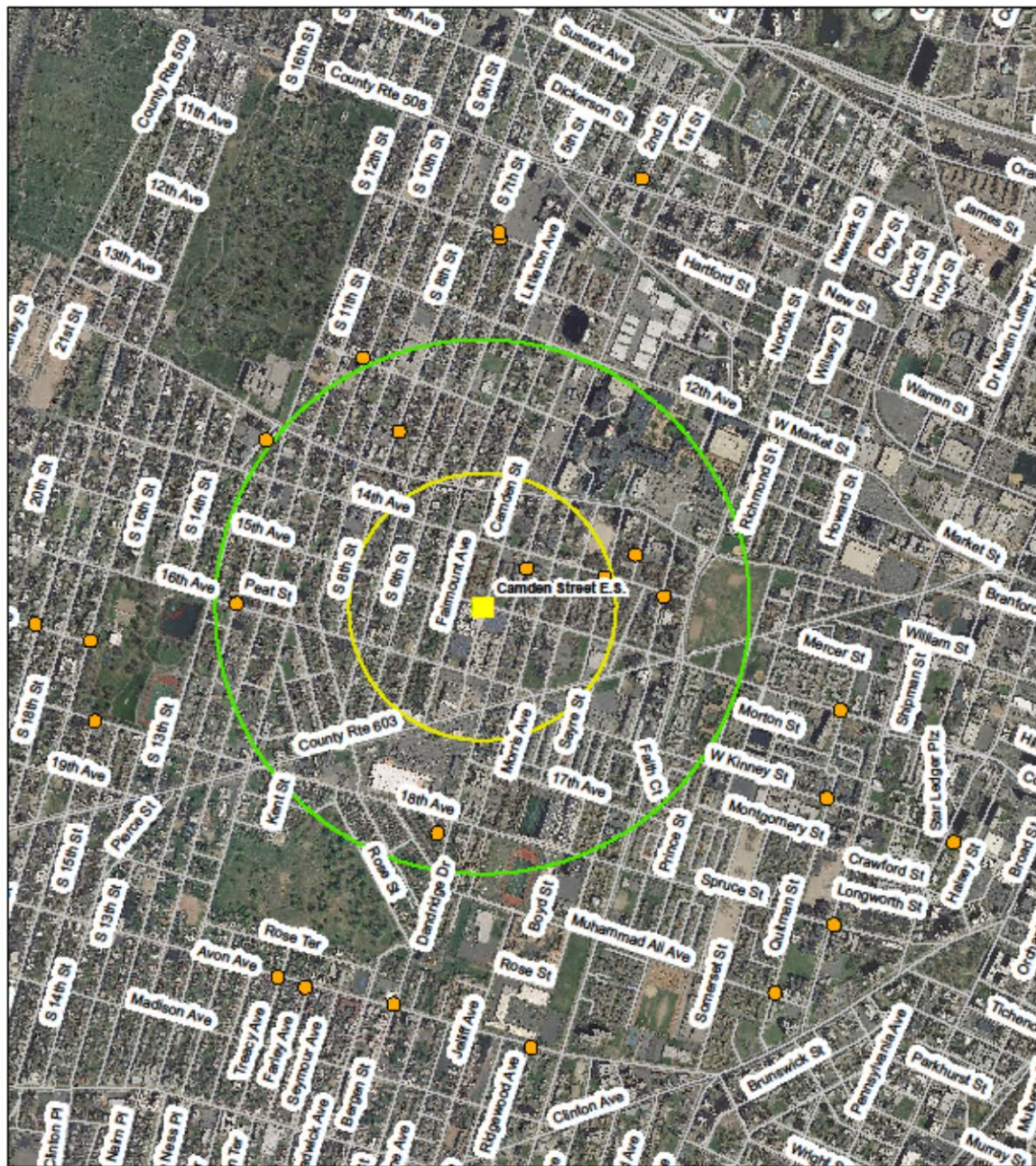
http://www.hcdnnj.org/index.php?option=com_content&view=article&catid=19:site-content&id=605:abandoned-property-list

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/chdocheck.pdf>

Appendix B

Crash Map



Notes:

Legend

- Schools
- Under 18 Pedestrians Injured
- 1/2 Mile From School
- 1/4 Mile from School
- Roads

0 0.1 0.2 0.4 0.6 Miles



Appendix C

Crime Statistics



Luis A. Quintana
Mayor

CITY OF NEWARK POLICE DEPARTMENT

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