

## Safe Routes to School Program

# Sussex Avenue Renew Elementary School

307 Sussex Avenue Newark, NJ 07107



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February 3, 2016



## **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 Sussex Avenue Renew 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 Sussex Avenue Renew 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 January 2015, Sussex Avenue Renew 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 57 percent of students walk to school, 35 percent of students are driven to school, 1 percent carpool, 2 percent use the school bus, 3 percent take public transit, and less than 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 near Sussex Avenue Elementary School include: First St. and Orange St., First St. and Sussex Ave, West Market St. and Bergen St.

Key opportunities for street improvement around Sussex Avenue Renew 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, pedestrian lighting, pedestrian refuges, 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 Sussex Avenue, First Street and Fourth Street.
- Install pedestrian lighting at Fourth St. & Central Ave., Fourth St. & Dickerson St.
- Discourage use of Route 1-A due to the danger of the I-280 off ramp which has heavy car traffic and because parts of the road are isolated and not shoveled or maintained
- Build pedestrian refuges on First Street & I-280 ramps, First Street & Sussex Avenue, Bergen Street & West Market Street, Sussex Avenue and First Street.
- Restripe faded crosswalks at Sussex Ave. & First St., Fourth St. & Dickerson St., Fourth St. & Central Ave., First St. & Sussex Ave., First St. and I-280 ramps
- Implement maintenance of abandoned properties on First St., Orange St., and Fourth St.

# **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.<sup>1</sup>

## **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 transportation. 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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<sup>1</sup> 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 Sussex Avenue Renew 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 Urban League of Essex County's mission is to serve and assist and enable disadvantaged urban residents in the achievement of social and economic self-sufficiency. Founded in 1917, Urban League of Essex County is a non-profit organization which ensures that children grow to be self-reliant through the provision of youth and community development programs for residents of Essex County, New Jersey. Urban League services 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 Sussex Avenue Renew 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 Sussex Avenue Renew 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.

**Sussex Avenue Renew School Travel Plan Task Force**

| <b>Organization</b>  | <b>Role/Responsibility</b>          | <b>Contact</b>   |
|----------------------|-------------------------------------|--|
| Sussex Avenue School | Program Activity and Implementation | Darleen L. Gearhart<br><i>Principal</i><br>Sussex Avenue Renew School<br>307 Sussex Avenue<br>Newark, NJ 07107<br>973-268-5200<br><a href="mailto:dgearhart@nps.k12.nj.us">dgearhart@nps.k12.nj.us</a> |
| SRTS Champion        | Program Activity and Implementation | M. Constantino<br>Sussex Avenue School<br>307 Sussex Avenue<br>Newark, NJ 07107<br>973-268-5200<br><a href="mailto:Mconstantino@nps.k12.nj.us">Mconstantino@nps.k12.nj.us</a>                          |



|   |  |  |
|---|--|--|
| Urban League of Essex County  | Community Resource,<br>Safety Education,<br>SRTS Program<br>Resource                                   | Rahman D. Karriem*<br>Chief Operating Officer<br>Urban League of Essex County<br>508 Central Avenue<br>Newark, NJ 07107<br>973-624-9535 4<br>*Current CEO is Vivian Fraser<br><a href="mailto:vvfraser@ulec.org">vvfraser@ulec.org</a>           |
| Newark City   | Newark Police<br>Department,<br>Enforcement, School<br>Crossing Guard Unit                             | Officer Benito Torres<br>Metro Division, School Crossing Guard<br>Unit<br>36 Park Place<br>Newark, NJ 07102<br>973-733-7909<br><a href="mailto:benitot@ci.newark.nj.us">benitot@ci.newark.nj.us</a>  |
| Newark City   | Engineering Project<br>Implementation  | Jack M. Nata,<br><i>Sr. Administrative Analyst</i><br>Department of Engineering<br>Division of Traffic and Signals<br>255 Central Avenue<br>Newark, NJ 07103<br>973-733-6183<br><a href="mailto:nataj@ci.newark.nj.us">nataj@ci.newark.nj.us</a> |
| Tri-State Transportation<br>Campaign  | Advocacy, Policy<br>Change, Community<br>Resource  | Janna Chernetz, Esq.<br><i>NJ Advocate</i><br>Tri-State Transportation Campaign<br>350 West 31 <sup>st</sup> Street #802<br>New York, NY 10001<br>212-268-7474<br><a href="mailto:Janna@tstc.org">Janna@tstc.org</a>                             |
| Meadowlink -<br>Transportation Management<br>Association  | SRTS Program<br>Assistance,<br>Community Resource,<br>Safety Education                                 | Meeta Patel*<br><i>Safe Routes to School Coordinator</i><br>Meadowlink<br>144 Park Place East<br>Wood-Ridge, NJ 07075<br>201-939-4242<br>*Current contact is Lisa Lee<br><a href="mailto:llee@ezride.org">llee@ezride.org</a>                    |
| Alan M. Voorhees Transportation<br>Center<br><br>Edward J. Bloustein School of<br>Planning and Public Policy, Rutgers | Web- based<br>resources, Technical<br>Assistance, SRTS<br>Recognition Program,<br>Helpdesk assistance, | Leigh Ann Von Hagen, AICP/PP<br><i>Senior Research Specialist</i><br>Alan M. Voorhees Transportation Center<br>Edward J. Bloustein School of Planning<br>and Public Policy   |

|                                    |   |   |
|------------------------------------|---|---|
| The State University of New Jersey | SRTS Tools, Tips and Training                           | Rutgers, The State University of NJ<br>33 Livingston Avenue<br>New Brunswick, New Jersey 08901<br>848-932-2854<br><a href="mailto:lavh@ejb.rutgers.edu">lavh@ejb.rutgers.edu</a>  |
| NJ DOT                             | Grant Funding, State SRTS Resource. SRTS Best Practices | Elise Bremer-Nei, AICP/PP<br><i>State Safe Routes to School Program Coordinator</i><br>NJ Department of Transportation<br>Office of Bicycle and Pedestrian Programs<br>P.O. Box 600<br>Trenton, NJ 08625-0600<br>609-530-2765<br><a href="mailto:elise.bremer-nei@dot.nj.gov">elise.bremer-nei@dot.nj.gov</a> |

## 2. District & School Profile

A school profile for Sussex Avenue Renew 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 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 high priority.

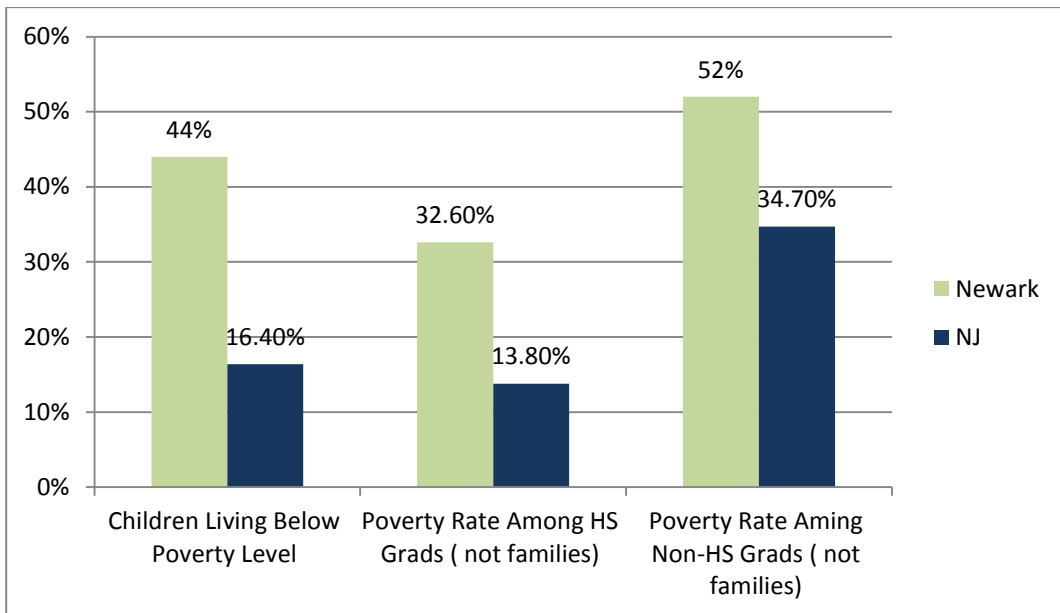
## **Crime**

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 shows that 44 percent of children living in Newark between the years 2000 to 2013 were in families that were living below the poverty level.

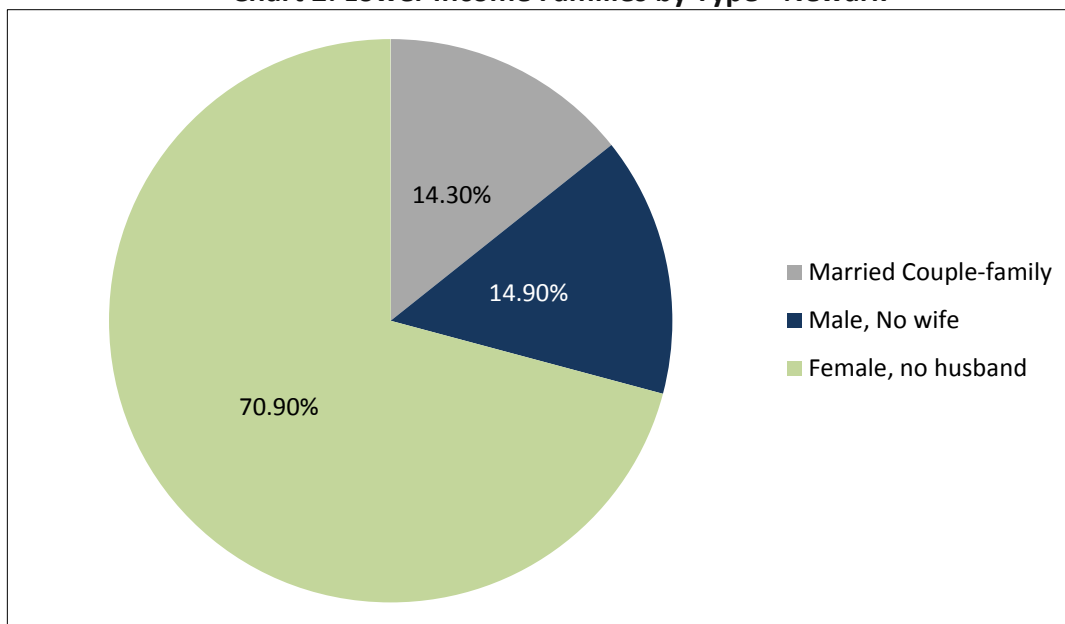
**Chart 1: Poverty in Families – Newark**



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 double that of the state's 8.4 percent.

**Chart 2: Lower Income Families by Type - Newark**



Source: City-Data.com, 2000-2013

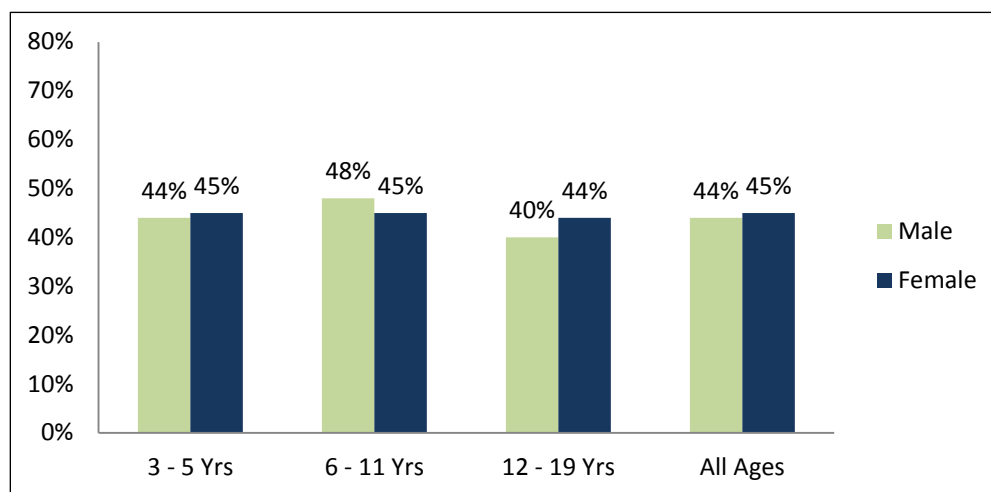
## 2.1. Newark Health Profile – Rutgers Center for State Health Policy (CSHP)

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 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.

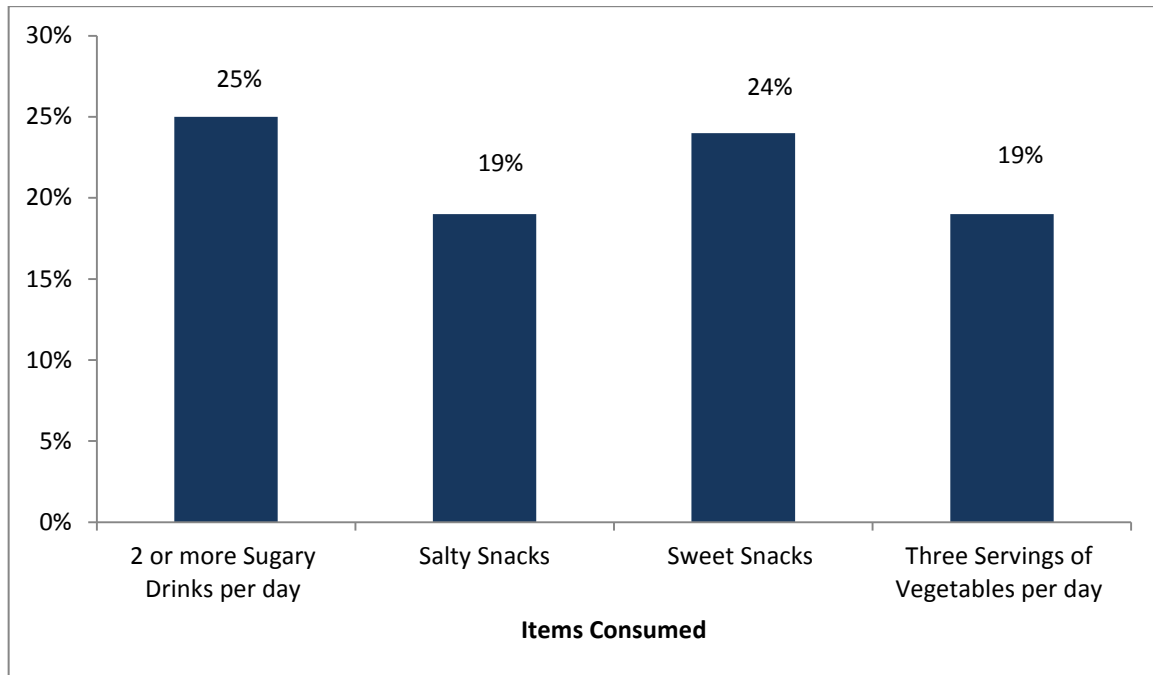
**Chart 3: Prevalence of Childhood Overweight & Obesity – Newark**



### 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 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.

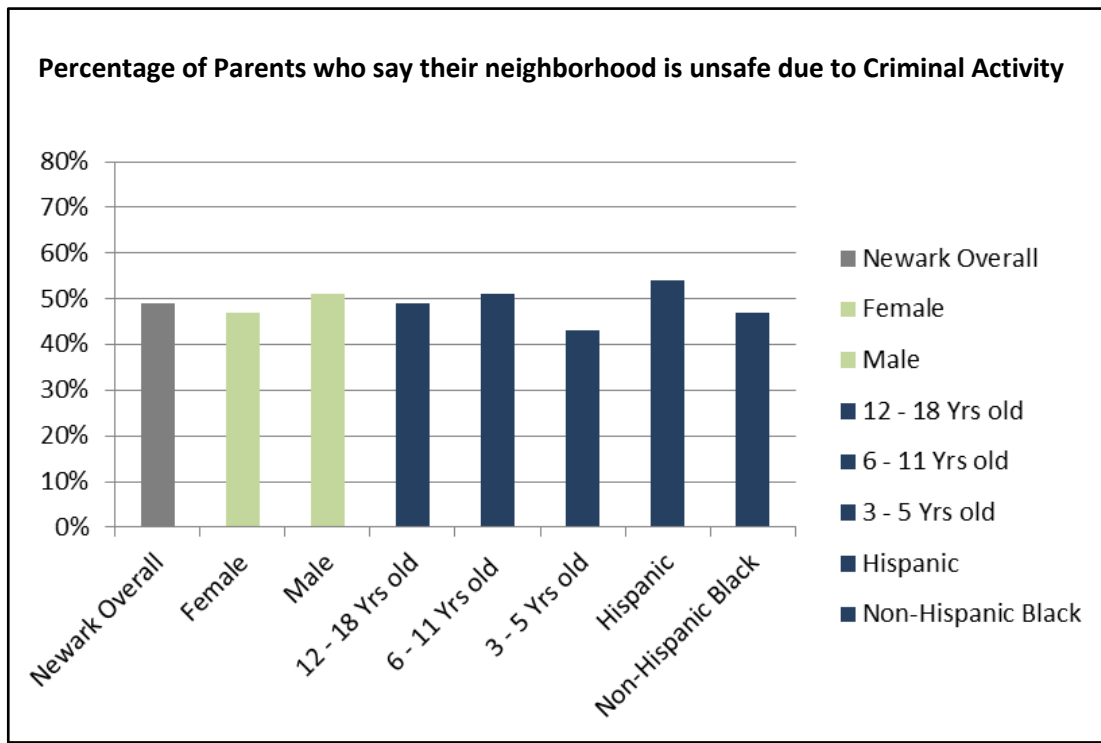
### **Exercise**

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**

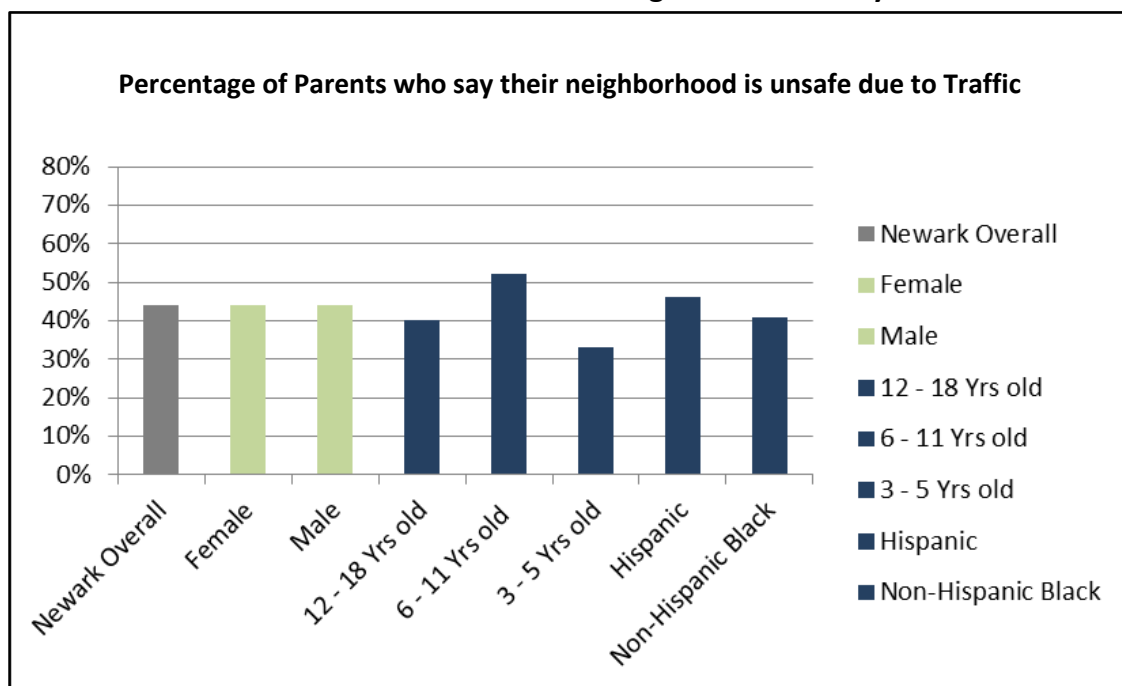
In Chart 5, half of the respondents (49 percent) surveyed believe that their neighborhoods are somewhat unsafe or very unsafe due to criminal activity.

**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 Sussex Avenue Renew School: School of Mathematics**

Sussex Avenue Renew School offers a Pre-Kindergarten through Eighth Grade curriculum designed to meet all mandates of the Newark Public School's Educational Plan and the State of New Jersey's Core Curriculum Content Standards. Sussex Avenue Renew School provides a safe and supportive learning environment with opportunities for each child to develop the skills and knowledge to become a responsible, successful citizen. The school carries an effective teaching staff which ensures that every student in the school is prepared for lifelong education and social involvement. The school's primary focus is on mathematics. Through mathematics, children develop logical and critical thinking skills, recognize and make use of relationships, and creatively solve problems.

Sussex Avenue Renew School empowers students with the acronym, ASPIRE. The school's mission is to instill in their children the following characteristics.

- Achievement
- Social Responsibility and Self-Reliance
- Perseverance
- Integrity
- Respect
- Excellence

The school offers an extended school day program which includes a wide variety of extracurricular activities. By exposing students to many different activities, students are encouraged to appreciate their diverse community, and to make healthy social and emotional choices that would better themselves, their own community, and the world around them.

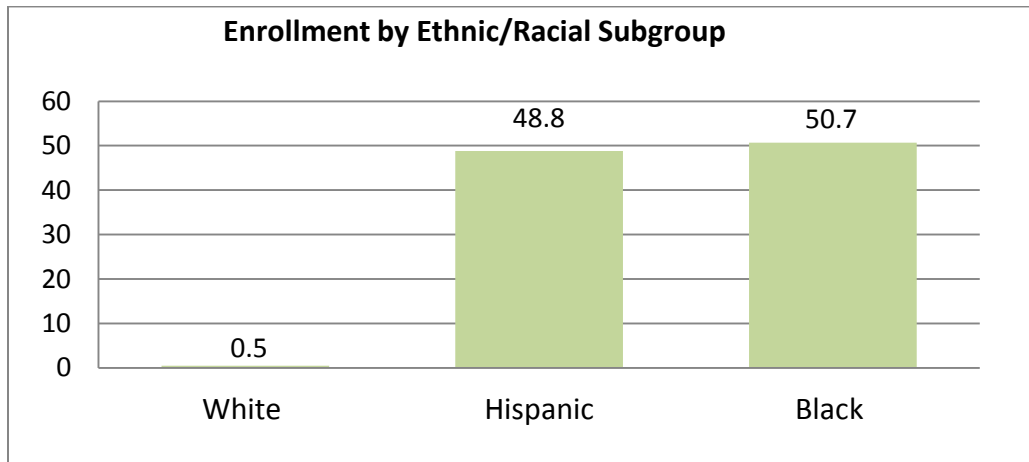
Newark Public Schools proudly identifies Sussex Avenue School as a member of its Renew School plan. The school was opened its doors as a Renew School in September 2012. Renew schools focus on five key strategies, which include:

1. Successful leadership
2. Clear mission and clear vision
3. Safe facilities with flexible resources
4. Excellent teachers
5. Engaged students and families

Sussex Avenue Renew School is located in Newark's Central Ward. The area surrounding Sussex Avenue Renew School includes a major thoroughfare, Interstate 280/Essex Freeway. The freeway runs east and west through the neighborhood. The freeway's on and off-ramps facilitate the flow of vehicles in and out of the city. The neighborhood is further characterized by poverty along the interstate with many vacant lots. There are currently no plans to develop these properties.

The Sussex Avenue Renew School serves approximately 500 students in Pre-Kindergarten to Grade Eight. As chart 7 shows, about 49 percent of the students enrolled are Hispanic or Latino, 51 percent are Black or African America, and less than 1 percent of enrolled students are White.

**Chart 7: Sussex Avenue Renew School Enrollment by Student Ethnicity**



The number of students has steadily increased over the years from 383 in 2011 to 509 in 2013. As shown in Table 2 below, English is the predominant language spoken at home by 68.7 percent of the students at home. Spanish is spoken at home for 29.3 percent of students. A smaller percentage of the students speak other languages at home such as Igbo, Creole, Pidgin, French and Lao. These many languages testify to the ethnic diversity of the student population.

**Table 2. Student Language Diversity (2011-12)**

| Language Diversity  |       |
|---|-------|
| Percent of students who speak the following languages at home |       |
|   |       |
| English   | 68.7% |
| Spanish   | 29.3% |
| Igbo  | 0.8%  |
| Creoles and Pidgins, English based                            | 0.5%  |
| French  | 0.5%  |
| Lao   | 0.5%  |

On October 28, 2013, a joint meeting was held with all the Newark SRTS partners that included staff from NJDOT, Urban League of Essex County, Tri-State Transportation Campaign, Ironbound Community Corporation, 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.

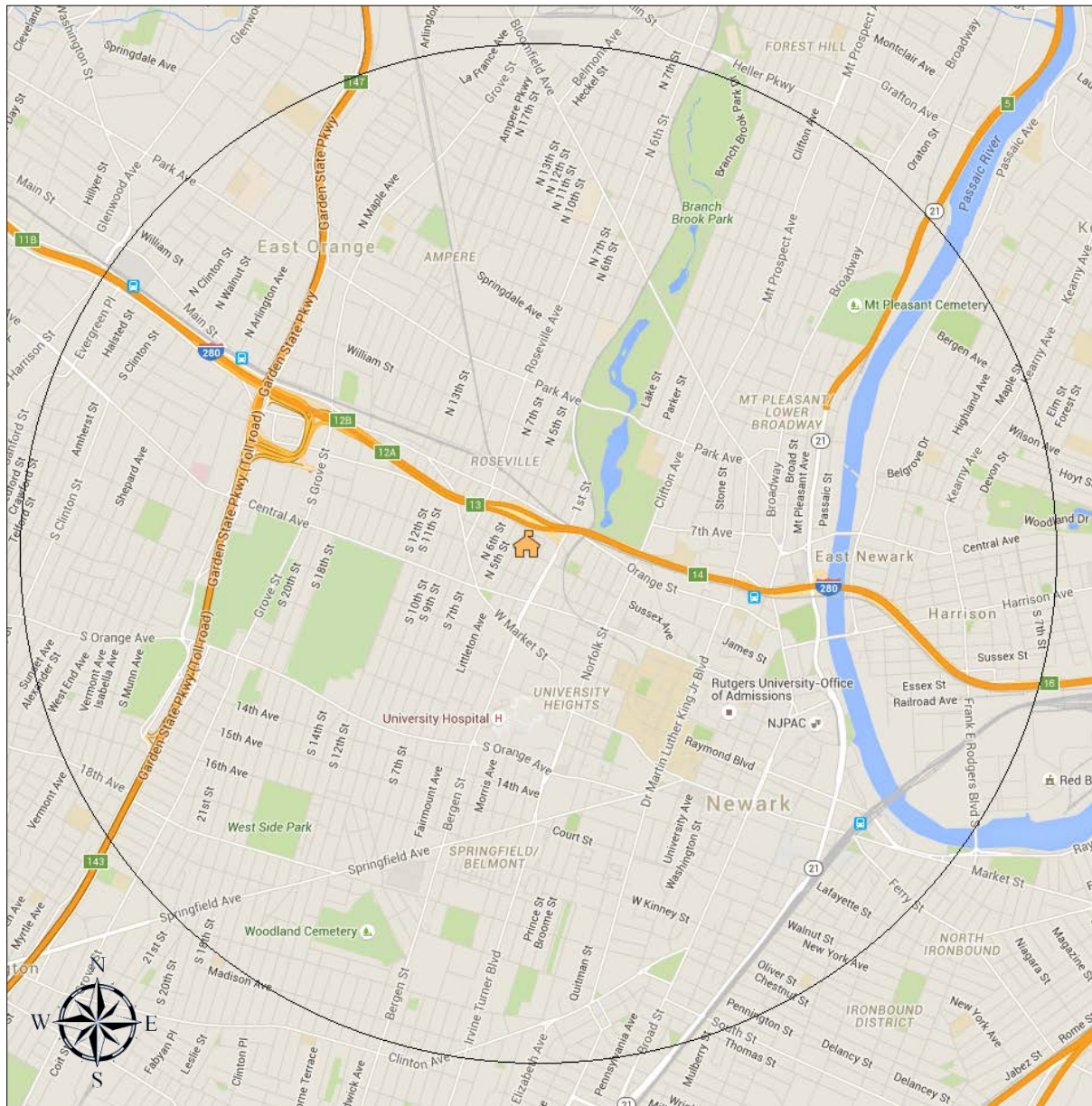
A second meeting was held on November 21, 2013 with key stakeholders that included VTC, TSTC, Ironbound Community Corporation, La Casa De Don Pedro, Urban League of Essex County, and Meadowlink. The local non-profit organizations briefed the stakeholders about the events being organized at the schools, 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 29<sup>th</sup> 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 Sussex Avenue Renew School.

**Map 1: Two Mile Area Surrounding Sussex Avenue School**



Sussex Avenue School

### 3.1. Current Student Travel Environment

#### School Hours

The school day for students starts at 8:00 am and ends at 3:30 pm Monday through Friday. Students can attend two after school programs Monday through Thursday, one ending at 5:30pm and the other at 6:30pm. There are no late buses provided after these programs.

#### Drop-off/Pickup Procedure

There are no buses that come to the school. Families who use personal vehicles drop off students on roads around the school, Fourth St. and Sussex Ave.

#### Crossing Guards

Two crossing guards are assigned to the corners in front of Sussex Avenue Renew School. One is stationed at the corner of Eighth Street and Thirteenth Avenue. The other is stationed at the corner of Ninth Street and Thirteenth Avenue.

#### Student Travel Mode

In January 2015, the teachers at Sussex Avenue Renew School conducted a Travel Tally 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 2,337 trips were documented and the data was analyzed by the NJ Safe Routes to School Resource Center at the Voorhees Transportation Center, Rutgers University.

As shown in Table 3, the analysis found that about 56 to 58 percent of the children walk and 3 to 4 percent take public transit. The study shows 33 to 37 percent of the trips were in personal cars. School bus service accounted for 2 percent of the trips to school, and 3 percent of trips home from school. Less than 1 percent of student's trips were taken by bicycle.

**Table 3. Current Commute Mode**

| Mode                   | Arrival     | Dismissal   |
|------------------------|-------------|-------------|
| Walk                   | 56 percent  | 58 percent  |
| Driven in personal car | 37 percent  | 33 percent  |
| Public Transit         | 3 percent   | 4 percent   |
| School Bus             | 2 percent   | 3 percent   |
| Carpool                | 1 percent   | 1 percent   |
| Bike                   | 0.2 percent | 0.2 percent |

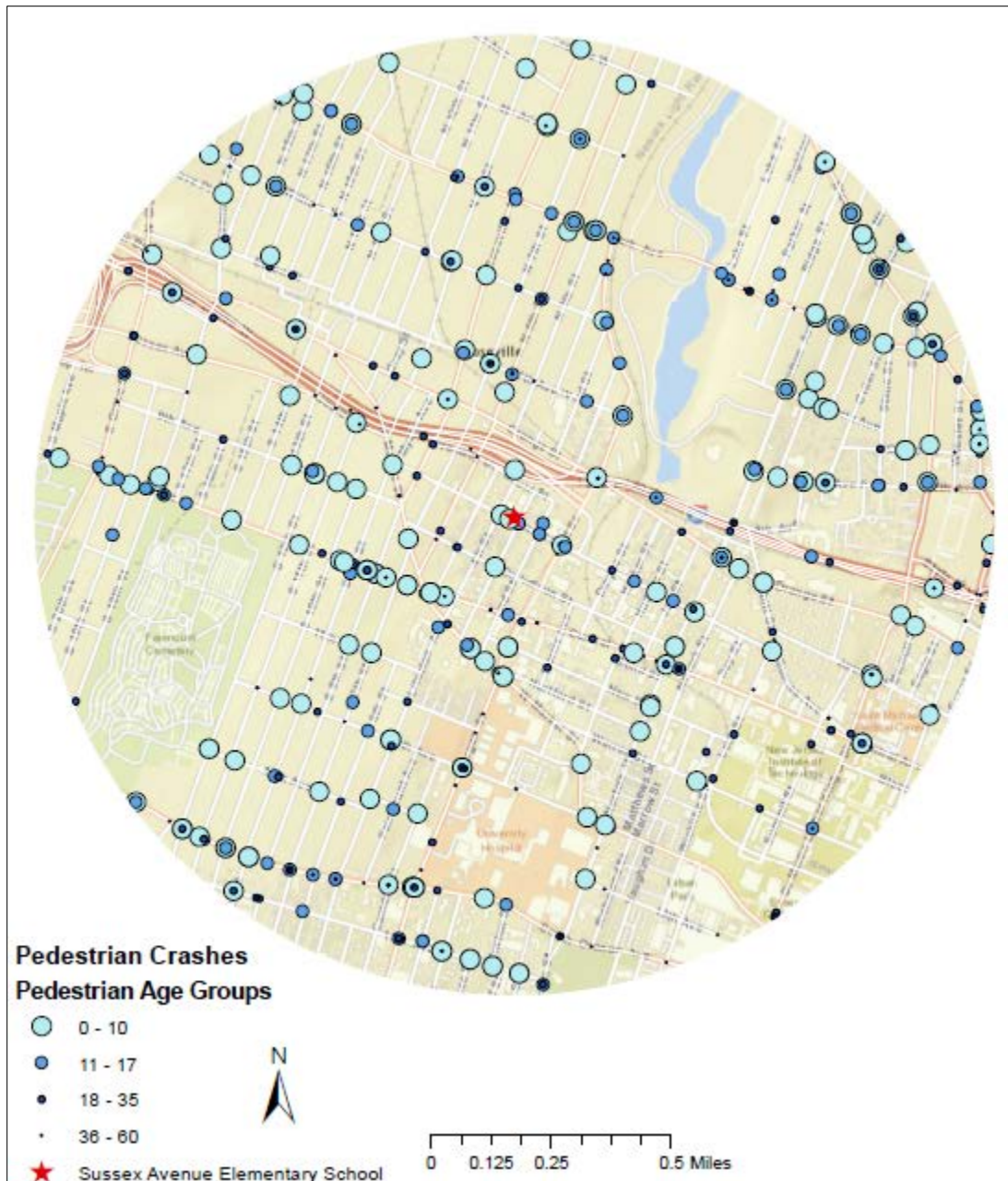




### 3.2 Pedestrian Safety

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 Sussex Avenue Renew School, 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.

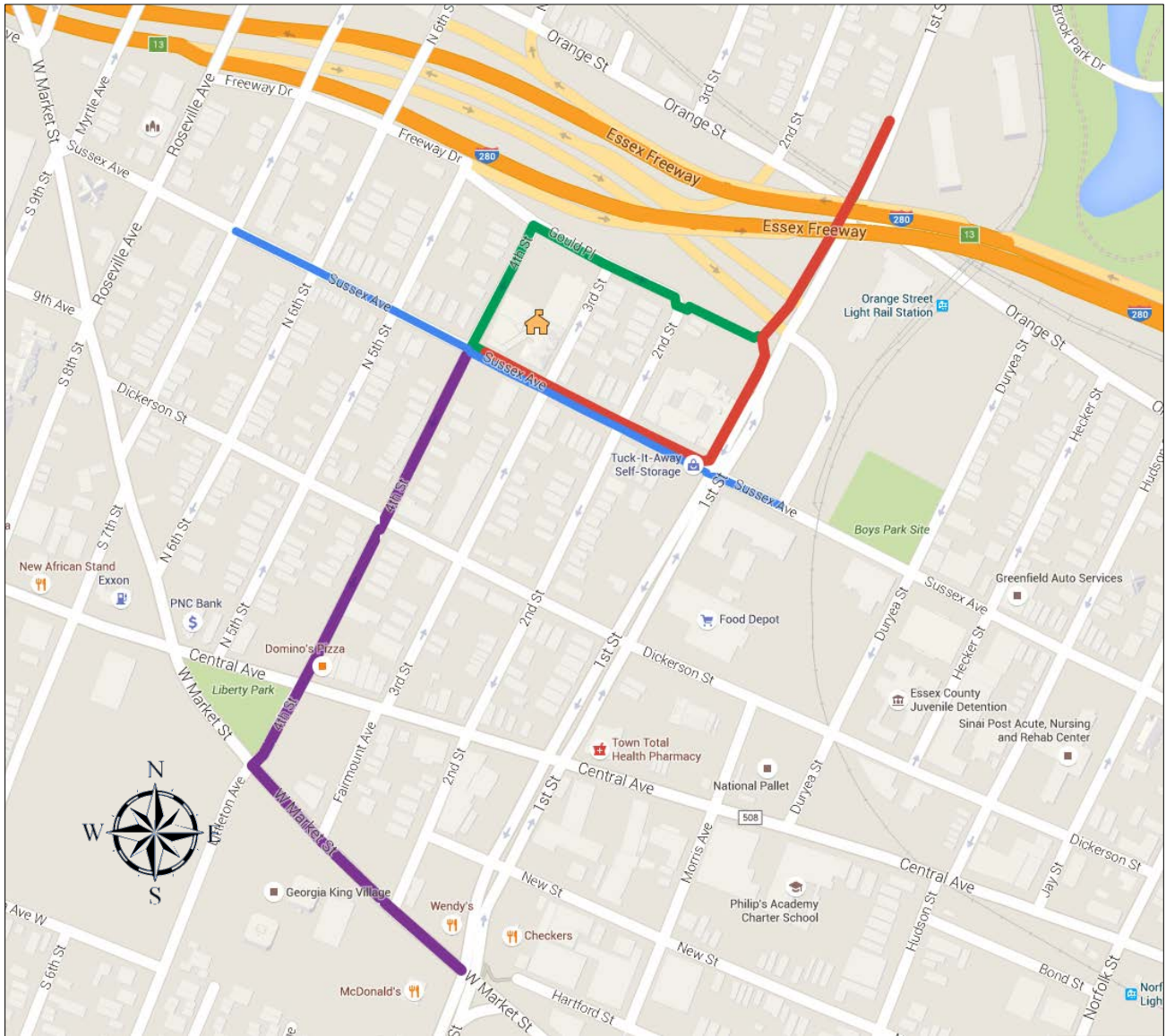
### **3.3 Walkability Assessment**

The SRTS Task Force conducted a walkability assessment of the major routes used by students to get to Sussex Avenue Renew School. School children and residents of all ages and abilities walk in and through the neighborhood. Map 3 below shows the walking routes which were assessed in the audit.

A Walkability Assessment evaluates the sidewalks, roads, crosswalks, lighting, signs, signals, and conditions of the homes, buildings and environment along the walking route. A walkability assessment identifies road improvements that can be made and notes what is currently done well. The SRTS Taskforce took photos of areas on each route. Comments and recommendations are listed with each photo and are summarized in the Action Plan at the end.

Map 3, on the following page, shows all four of the walking routes which were assessed.

**Map 3: Major Roadways to Access Sussex Avenue Renew School**



Sussex Avenue Renew School



Route 1-A



Route 1-B: Recommended Alternative Route



Route 2

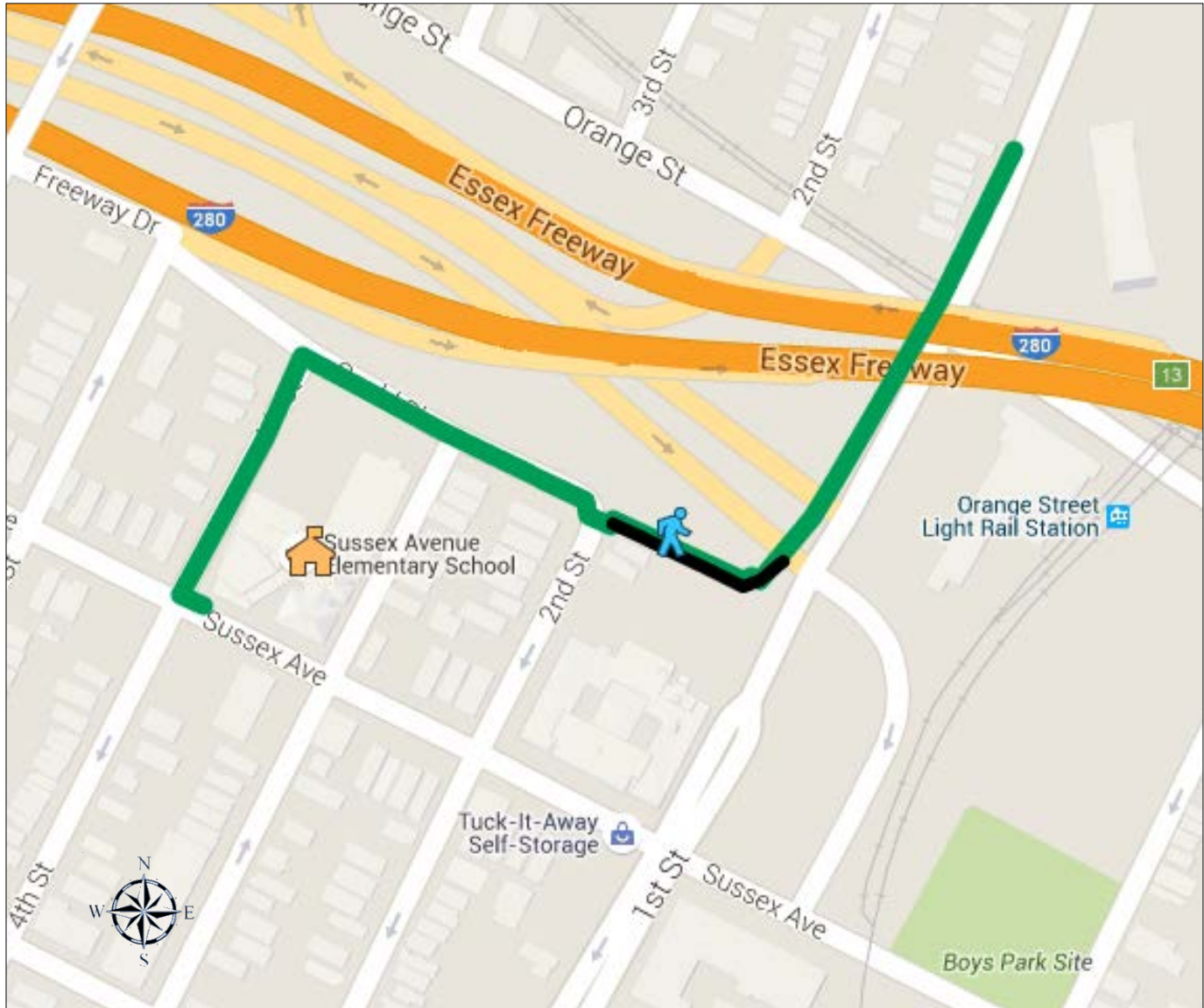


Route 3



#### Map 4: Assessment of Route 1-A

Map 4 shows Route 1-A assessed first by the SRTS community taskforce. Route includes assessment of First St., Gould Pl., Fourth St., and Sussex Ave.



Sussex Avenue Renew School



Route 1-A



Pedestrian Path

## **Intersection of First Street and Orange Street**

Photo 1: Intersection of First St. and Orange St. Northbound



### **Observations**

1. Intersection is extremely busy
2. The width of the road may encourage speeding
3. The length of the crosswalk over First St. is greater than 60 feet
4. Pedestrian island recommended to make crossing safer and easier
5. Poor/no pedestrian lighting
6. Pedestrian Crossing sign and crosswalks are highly visible
7. Large abandoned factory and open yard invite criminals, squatters, and drug users

## Intersection of First Street and Interstate 280 On-ramp & Off-ramp

Photo 2: Intersection of First St. and Interstate 280 on-ramp and off-ramp Westbound



### Observations

1. The intersection is extremely busy
2. Crossing is not recommended for students
3. High visibility crosswalks are recommended
4. No School Zone signs

## **Intersection of First Street and Interstate 280 Off-ramp**

Photo 3: Intersection of First St. and Interstate 280 off-ramp Westbound



### **Observations**

1. The downhill slope of the off-ramp encourages right-turning vehicles to speed onto First St.
2. The crosswalk at the off-ramp intersection is longer than 80 feet
3. Installing pedestrian refuge is recommended



## **Pedestrian Walkway Connecting First Street to Gould Place**

Photo 4: Pedestrian Walkway Connecting First St. to Gould Pl.



### **Observations**

1. Students use this paved walkway as a “short cut” between First St. and Gould Pl.
2. Path is located behind the property of World Impact Incorporated and a single family home
3. Path is not visible from public spaces nor is it well-maintained
4. It is not recommended for students to travel using this route

**Walking on Gould Place toward Fourth Street**

Photo 5: Walking on Gould Pl. toward Fourth St.

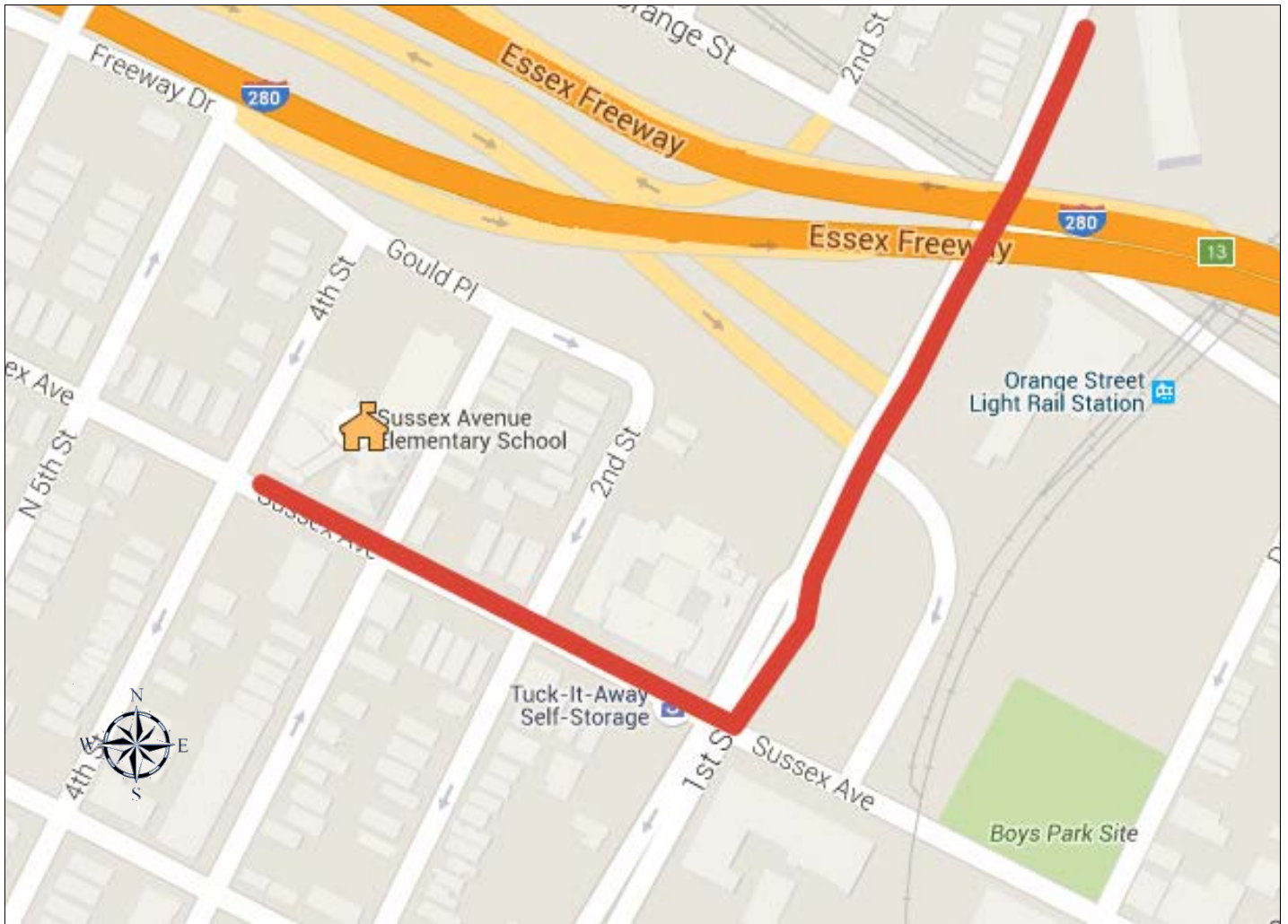


**Observations**

1. Sidewalks are not level
2. Sidewalks are cracked and in disrepair
3. No School Zone signs visible
4. Poor/no pedestrian lighting

### Map 5: Assessment of Route 1-B: Recommended Alternative Route

Map 5 shows Route 1-B assessment by the SRTS community taskforce. Route assessment includes First St. and Sussex Ave.



Sussex Avenue Renew School



Route 1-B: Recommended Alternative Route

## Intersection of Orange Street and First Street

Photo 6: Intersection of Orange St. and First St. Southeast Corner



### Observations

1. Road markings and crosswalks are clearly visible
2. Bicycle road-sharing icons are painted on Orange Street
3. Littered sidewalk beneath the underpass
4. On the Southeast corner of this intersection includes an abandoned factory with broken windows and layers of graffiti
5. The abandoned property's invites squatters and criminal activity intimidating pedestrians



## Western Sidewalk along First Street

Photo 7: First St. and Interstate 280 Off-ramp



### Observations

1. Poor/no pedestrian lighting
2. High visibility crosswalk is recommended
3. Sidewalks are in fair condition
4. This intersection is much easier to cross than the opposite side of First St.

## Intersection of First Street and Sussex Avenue

Photo 8: First St. and Sussex Ave.

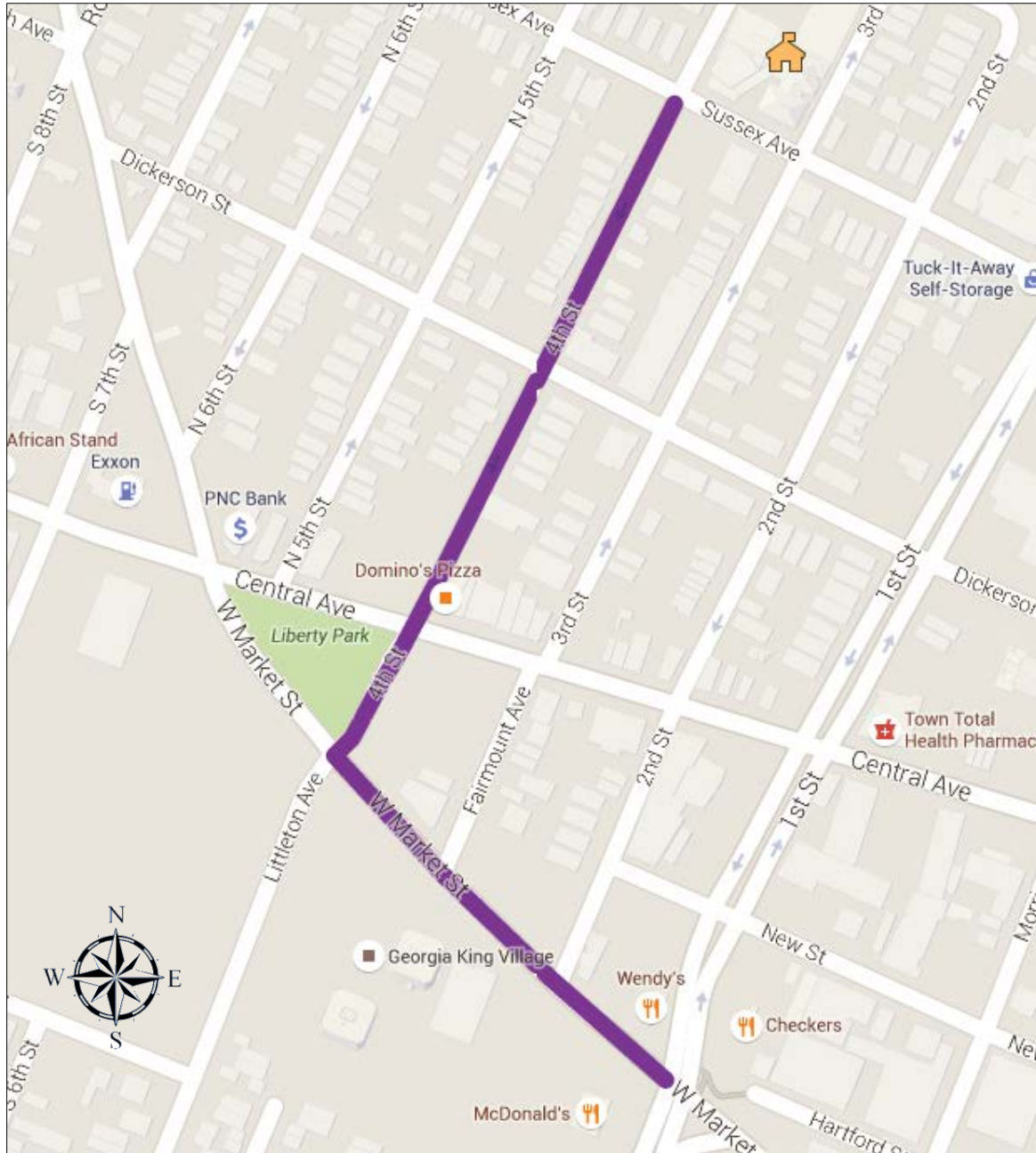


### Observations

1. Crosswalks and road striping are faded
2. Crosswalk high visibility restriping recommended
3. First Street is extensively wide
4. Speeding is a problem
5. The crosswalk over First St. is very long
6. Pedestrian refuge island recommended
7. Pedestrian lighting should be investigated
8. Pedestrian crossing sign is clearly visible

## Map 6: Assessment of Route 2

Map 6 shows Route 2 assessment conducted by the SRTS community taskforce. Route includes assessment of West Market St., Fourth St., and Sussex Ave.



Sussex Avenue Renew School



Route 2



## Intersection of Bergen Street and West Market Street

Photo 9: Intersection of Bergen St. and West Market St. Westbound

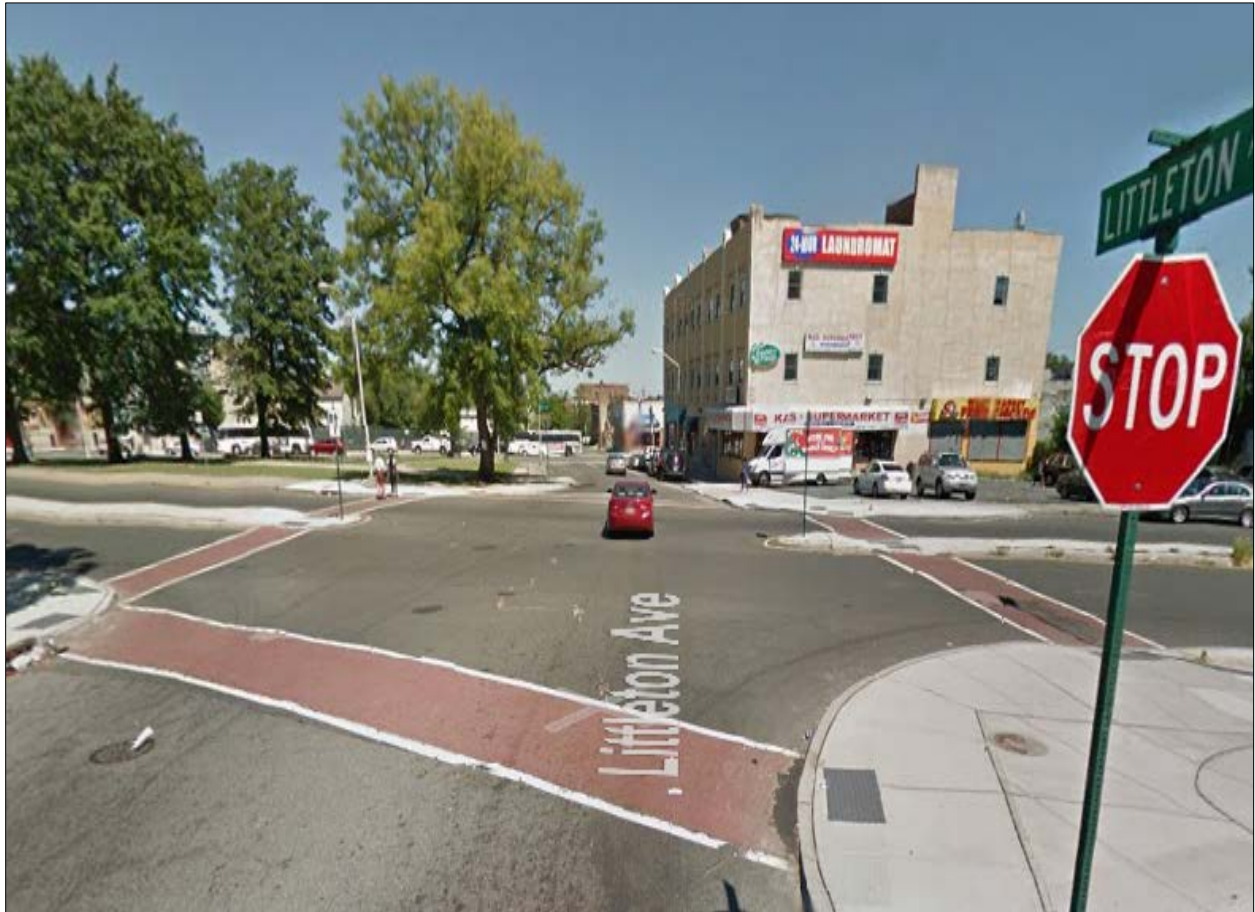


### Observations

1. Large and busy intersection
2. Length of the crosswalk over West Market St. is extensively long
3. Pedestrian refuge recommended
4. The street is wide enough to include bicycle lanes
5. Traffic calming measures needed

## Intersection of Fourth Street and West Market Street

Photo 10: Intersection of Fourth St. and Central Ave.



### Observations

1. Littleton Ave. turns into Fourth St. at the intersection with West Market St.
2. Median and pedestrian refuge have been installed to help pedestrians cross
3. Poor/no pedestrian lighting
4. Pedestrian lighting should be investigated

## Intersection of Fourth Street and Central Avenue

Photo 11: intersection of Fourth St. and Central Ave.



### Observations

1. There is no crosswalk or traffic controls to help students cross Central Avenue
2. Crosswalks over Fourth Street are faded and repainting
3. High visibility crosswalk striping recommended
4. Poor/no pedestrian lighting



## Intersection of Fourth Street and Central Avenue

Photo 12: Northwest Corner of the Intersection of Fourth St. and Central Ave.



### Observations

1. The sidewalk is badly damaged and is a tripping hazard
2. The tree is overgrown and obstructs the stop sign

## Streetscape of Fourth Street

Photo 13: Streetscape Fourth Street



### Observations:

1. An abandoned commercial building resides on the West side of the street
2. Graffiti and litter make this an unattractive place to walk
3. Sidewalks are not maintained in front of the building

## Intersection of Fourth Street and Dickerson Street

Photo 14: Intersection of Fourth St. and Dickerson St.



### Observations

1. Street has an abundance of potholes
2. Cars park too close to the street corners, making it difficult for pedestrians to be seen
3. Littered street and sidewalk
4. Poor/no pedestrian lighting
5. Overgrown trees decreases visibility for cars and pedestrians
6. High visibility crosswalk re-striping necessary



### **Walking on Fourth Street toward Sussex Avenue**

Photo 15: Walking on Fourth St. toward Sussex Ave.

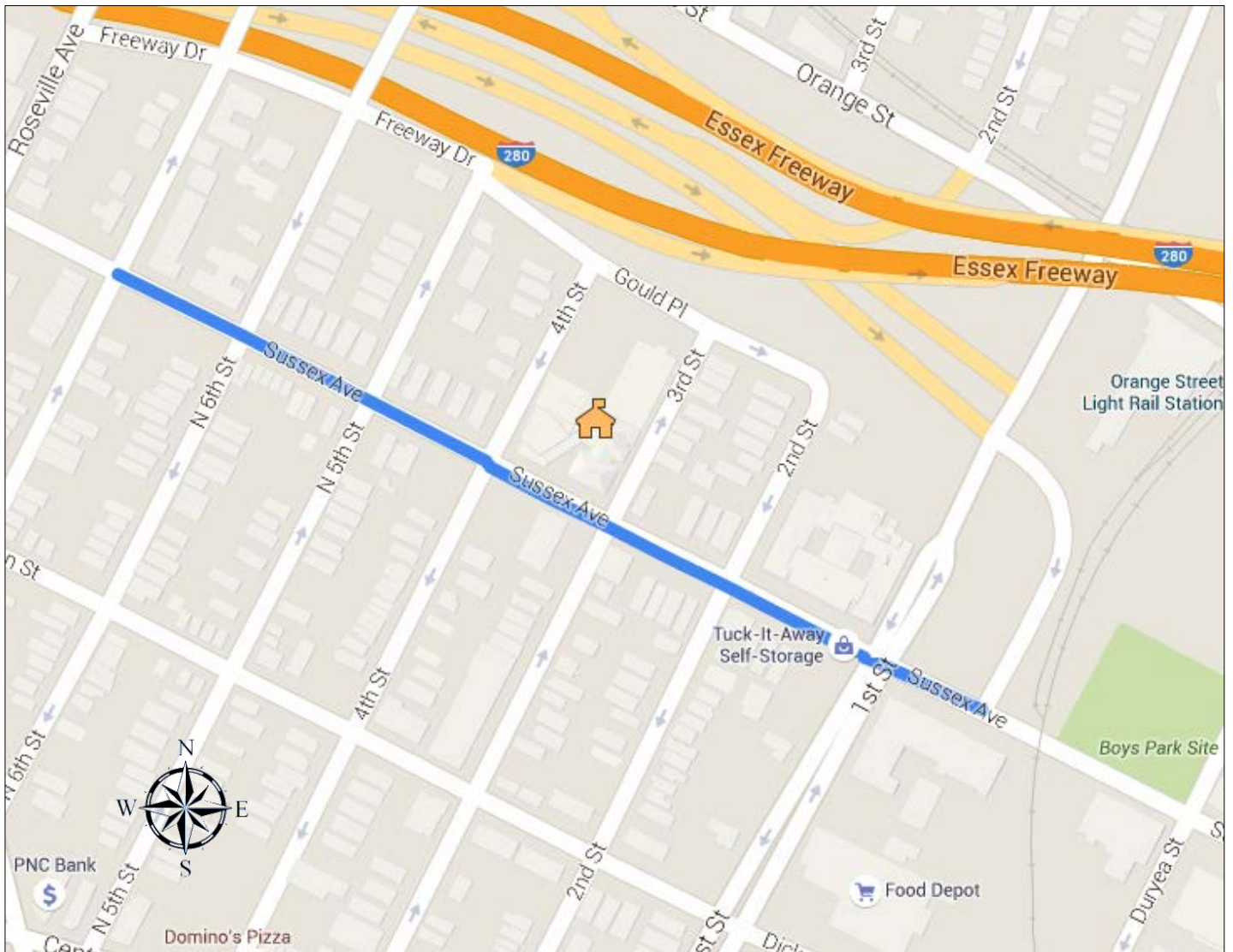


### **Observations**

1. Abandoned properties along Fourth St.
2. Sidewalk not properly maintained
3. Sidewalks not cleared of snow pose slipping hazards for pedestrians
4. Driveway gates left open obstruct pedestrian walkways

### Map 7: Assessment of Route 3

Map 7 shows assessment of Route 3 taken by the SRTS community taskforce. Route assessment includes: North 7<sup>th</sup> St. eastward on Sussex Ave. and First St. westward on Sussex Ave.



Sussex Avenue Renew School



Route 3



## Intersection of Sussex Avenue and First Street

Photo 16: Intersection of Sussex Ave. and First St.



### Observations

1. Crosswalks are faded
2. High visibility crosswalks are recommended
3. Traffic calming measures are recommended to slow speeding vehicles
4. Wide lanes have potential for bike lane installation
5. Pedestrian refuge installation could make crossing safer
6. Open lot may invite criminal activity
7. Poor/no pedestrian lighting

## Intersection of Sussex Avenue and Second Street

Photo 17: Intersection of Sussex Ave. and Second St.



### Observations

1. School Crossing signs and repainted crosswalks are clearly visible
2. Painted shoulders help narrow the road and calm traffic

## Intersection of Sussex Avenue and Fourth Street

Photo 18: Intersection of Sussex Ave. and Fourth St.



### Observations

1. Roadway markings and lines are clearly visible
2. Crosswalks and School Crossing signs are clearly visible
3. Painted shoulders help narrow the road and calm traffic



## Intersection of Sussex Avenue and Fifth Street

Photo 19: Intersection of Sussex Ave. and Fifth St.



### Observations

1. Pedestrian lighting recommended
2. Sidewalk conditions are fair
3. Speed humps and rumble strips help regulate vehicle speed
4. The shoulders help narrow the road to decrease speeds

## Intersection of Sussex Avenue and Sixth Street

Photo 20: Intersection of Sussex Ave. and Sixth St.



### Observations

1. Roadway markings and lines are clearly visible
2. Sections of the sidewalk are broken or missing
3. Crosswalks and School Crossing signs are clearly visible
4. Painted shoulders help narrow the road and calm traffic



## Intersection of Sussex Avenue and Seventh Street

Photo 21: Intersection of Sussex Ave. and Seventh St.



### Observations

1. Roadway markings and lines are clearly visible
2. Sidewalks need repair on both sides of the street.
3. Crosswalks and School Crossing signs are clearly visible
4. Painted shoulders help narrow the road and calm traffic
5. Poor/no pedestrian lighting

## 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 Sussex Avenue Renew 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                              |
|---|--|
| <b>Short-term</b> = less than 3 months  | <b>Low</b> = Less than \$2,000               |
| <b>Mid-term</b> = between 3 to 6 months | <b>Medium</b> = between \$2,000 and \$10,000 |
| <b>Long-term</b> = longer than 6 months | <b>High</b> = 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 & Newark PD to give their Pedestrian Safety Presentation to Students every year.  | Parent Liaison, Meadowlink               | On-going    | None |
| Have a Safety Education Awareness Day   | Sussex School Staff & ULEC               | Short-term  | Low  |
| Integrate walking, and traffic safety education into classroom curriculum   | Meadowlink, Sussex Staff, PTA            | On-going    | Low  |
| Eblast – reinforce bus procedures   | PTA                                      | On-going    | Low  |
| Update the (or create a) Family Handbook that defines arrival and dismissal procedures with map and text that defines drop-off/pick-up areas, the rules and procedures for driving along local streets within school campus and any school driveway access, and areas designated for bike parking | School Action Teams (SAT), PTA           | Short -term | Low  |
| Share updated information and/or Handbook on arrival/ dismissal procedures with the school community  | Sussex Ave School, PTA, Meadowlink, ULEC | Ongoing     | Low  |
| Improve communications between school officials and families establishing a convenient mechanism to share information and get   | Sussex Ave School, PTA, ULEC             | Ongoing     | Low  |

|  |  |         |      |
|--|--|---------|------|
| feedback   |  |         |      |
| Leverage Social Media to spread awareness of school zone and enforcement activities  | Sussex Staff                                       | Ongoing | Low  |
| Utilize the school website to advance Safe Routes to School safety campaign/messages | Sussex Staff, PTA                                  | Ongoing | Low  |
| Invite Meadowlink to help with bicycle assemblies or weekend Bike Rodeos             | Parent Liaison/<br>Urban League of<br>Essex County | Ongoing | None |

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

| Encouragement Actions  | Responsibility                                  | Time Frame | Cost |
|--|---|------------|------|
| Host a Poster Contest about biking/walking to school   | School, Meadowlink                              | Short-term | Low  |
| Monthly "I Walk" activities (Walk2 School Wednesday, Walking School Bus, Walk 2 School Day, etc.)    | ULEC, Sussex School, PTA, Parent Liaison        | Ongoing    | Low  |
| Circulate Time Radius Map and Travel Plan Report via Sussex Avenue School website                    | VTC, Meadowlink, Sussex Ave. School             | Short-term | None |
| Create a Walking School Bus and Golden Sneaker Award program   | Meadowlink, School                              | Ongoing    | Low  |
| Include Crossing guard Appreciation Day with every bike/walk to school event                         | ULEC Community Leader, PTA, Principal           | Long-term  | Low  |
| Continue the SRTS team/group.  | ULEC, PTA                                       | Ongoing    | Low  |
| Complete "Achievements" as part of the SRTS Recognition Program to reach Gold Level                  | Meadowlink, Sussex Staff, ULEC                  | Long-term  | None |
| Participate in International Walk to School Day in October and NJ Walk and bike to School Day in May | Urban League of Essex County, PTA, School Staff | Ongoing    | None |
| Discourage further use of assessed Route 1-A due to dangers of the "short cut" to Gould Place        | School, Meadowlink                              | Ongoing    | Low  |

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

| Enforcement Actions on   | Responsibility              | Time Frame | Cost |
|--|-----------------------------|------------|------|
| Neighborhood clean-up day  | ULEC, PTA                   | Ongoing    | Low  |
| Report any crossing guard issues to Traffic Bureau 973-733-6000              | Principal, Newark PD        | Ongoing    | Low  |
| Include Crossing Guard Appreciation Day with every bike/walk to school event | Principal, Meadowlink, ULEC | Ongoing    | Low  |

|   |                                  |            |     |
|---|----------------------------------|------------|-----|
| Create a student safety patrol utilizing 5 <sup>th</sup> grade students | School Action Team, Staff        | Ongoing    | Low |
| Safety equipment: vests, stop signs for staff who help at curb          | Principal, ULEC Community leader | Short-term | Low |
| Conduct bicycle registration and helmet giveaways                       | Meadowlink, Newark PD            | Ongoing    | 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<br>Long-term | Medium         |
| Investigate driveway circulation   | Town Engineer, Newark PD, Principal    | Short term            | Medium         |
| Investigate installing school zone signs augmented with flashing beacons   | Town Engineer, Newark PD               | Mid-term<br>Long-term | Medium         |
| Confirm School Zone signs adequately identify the school area  | Town Engineer, Newark PD               | Mid-term<br>Long-term | Low            |
| Investigate School Pavement Street Quilt or Crosswalk Design as a traffic calming measure  | Town Engineer, Newark PD, School, ULEC | Mid-term<br>Long-term | High           |
| Evaluate sidewalk network for potential curb extensions or other traffic calming concepts  | Town Engineer, Newark PD               | Mid-term<br>Long-term | High           |
| Investigate and repair damaged sidewalks especially on Sussex Avenue, First Street, and Fourth Street.   | Town Engineer                          | Mid-term              | High           |
| Investigate crossing enhancements such as signal timing, striped crosswalks, curb extensions along intersections that are difficult to cross     | Newark Engineering                     | Mid-term<br>Long-term | Medium<br>High |
| Investigate and install pedestrian lighting especially at Fourth St. and Central Ave., Fourth St. and Dickerson St.                              | Town Engineer, Newark PD, ULEC         | Long-term             | High           |
| Investigate and install bicycle lanes  | Town Engineer                          | Long-term             | Medium         |
| Implement maintenance of abandoned properties on First Street, Orange Street, and Fourth Street.   | Town Engineer, Newark PD               | Mid-term              | Medium         |
| Build pedestrian refuges especially on First St. & I-280 ramps, First St. & Sussex Ave., Bergen St. & West Market St., Sussex Ave. and First St. | Town Engineer, Newark PD               | Mid-term              | High           |

|   |               |          |     |
|---|---------------|----------|-----|
| Restripe faded crosswalks at Sussex Ave. & First St., Fourth St. & Dickerson St., Fourth St. & Central Ave., First St. & Sussex Ave., First St. and I-280 ramps | Town Engineer | Mid-term | Low |
|---|---------------|----------|-----|

**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 to measure how effective the SRTS program has been. | ULEC, PTA, Meadowlink TMA | Long-term  | Low  |
| Continue to conduct the parent attitudinal surveys   | ULEC, PTA, Meadowlink     | Long-term  | Low  |
| Conduct Student Travel Tally's on a bi-yearly basis  | Sussex Ave, ULEC          | Ongoing    | Low  |
| Revisit and update School Travel Plan  | Meadowlink                | Longterm   | Low  |

## Conclusion

Community priorities around the Sussex Avenue Renew School are safety for students, reducing the speed of traffic in the school zone, installing pedestrian islands to protect walkers, and improving sidewalks. Sidewalks on Sussex Avenue, 1<sup>st</sup> Street, and 4<sup>th</sup> Street need repairs. Pedestrian lighting needs to be installed at the intersections of Fourth St. & Central Ave. and Fourth St. & Dickerson St. Crosswalks and stop bars at Sussex Ave. & First St., Fourth St. & Dickerson St., Fourth St. & Central Ave., First St. & Sussex Ave., First St. and I-280 ramps need to be restriped and repainted.

Meadowlink is proud to work with the Newark community to improve safety. Meadowlink has provided SRTS bike rodeos and pedestrian safety programs in several Newark schools and this is one of six School Travel Plans that have been prepared. New efforts have begun with several charter schools in Newark. It is hoped this report will be used to apply for an SRTS



infrastructure grant to make the sidewalks and key travel routes safer for students to walk and bike to the Sussex Avenue Renew 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

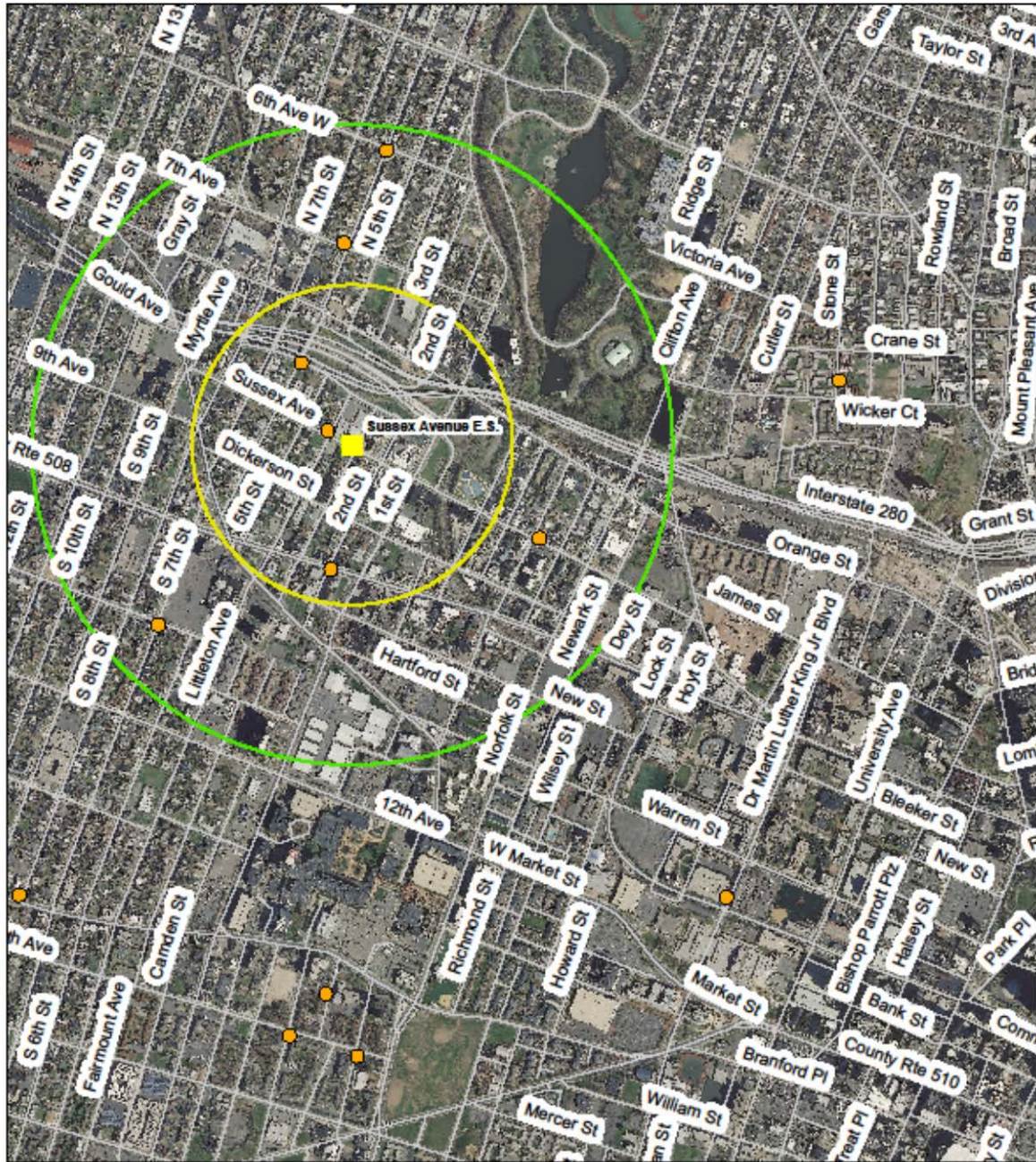
[http://www.hcdnnj.org/index.php?option=com\\_content&view=article&catid=19:site-content&id=605:abandoned-property-list](http://www.hcdnnj.org/index.php?option=com_content&view=article&catid=19:site-content&id=605:abandoned-property-list)

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
- 1/4 Mile from School
- 1/2 Mile From School
- Roads

0 0.075 0.15 0.3 0.45 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