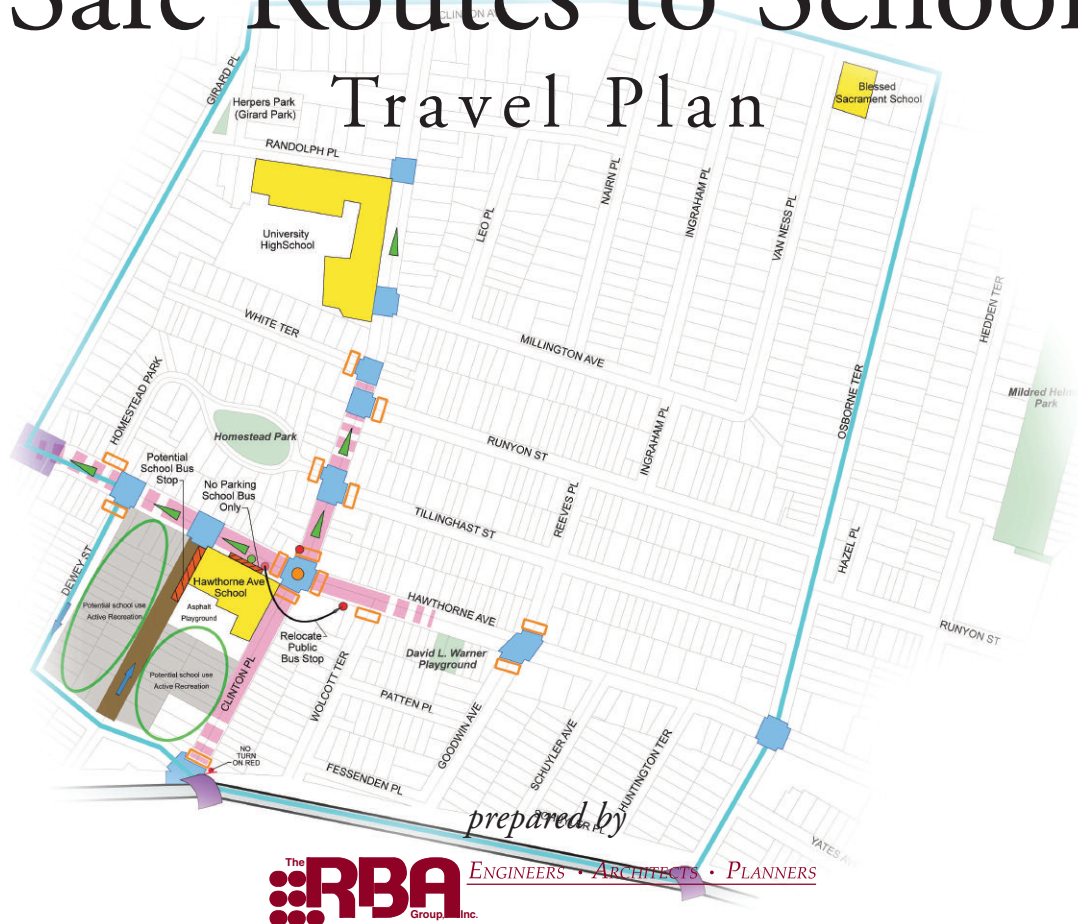


# NJ SRTS URBAN DEMONSTRATION PROGRAM

## Hawthorne Avenue Elementary School

# Safe Routes to School Travel Plan



*in association with*  
The National Center for Bicycling and Walking  
The Alan M. Voorhees Transportation Center



*September 2008*



# HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ

## SAFE ROUTES TO SCHOOL TRAVEL PLAN

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# HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ

## SAFE ROUTES TO SCHOOL TRAVEL PLAN

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### INTRODUCTION

Hawthorne Avenue Elementary School is one of 6 schools in Newark, Trenton and Camden that participated in the New Jersey Department of Transportation's Safe Routes to School (SRTS) Urban Demonstration Program in 2008. This program aims to empower inner city school communities with tools and strategies to overcome barriers to walking and bicycling to school by addressing the needs that are important and specific to them. Through this program, the NJDOT provided Hawthorne Avenue School and the City of Newark with a project team led by The RBA Group (RBA) and including the National Center for Bicycling and Walking (NCBW) and the Voorhees Transportation Center (VTC) at Rutgers University. Each of the 6 school communities that participated in the Urban Demonstration Program took part in a collaborative problem solving approach to identifying their community's specific issues and assets, which include what they as individuals bring to the table. An important aspect of Hawthorne Avenue School's SRTS Program is that it enables the school community to take ownership and achieve the goals specific to getting their kids to school safely on foot or bicycle.

Utilizing the NJDOT's New Jersey SRTS Travel Plan Guide, Hawthorne Avenue School's SRTS Travel Plan contains the six required elements of a "complete" travel plan:

1. School Description
2. SRTS Task Force and Partnerships
3. Barriers & Opportunities to Walking and Bicycling
4. Map of the School Neighborhood
5. Action Plan
6. Program Evaluation and Monitoring

This Safe Routes to School Travel Plan is a working document intended to set priorities for increasing the number and safety of students walking and bicycling to school. In so doing, this Travel Plan will serve as a basis for the organizing and funding of those priorities and will (hopefully) be replicated across Newark and in other areas of New Jersey.





# HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ

## SAFE ROUTES TO SCHOOL TRAVEL PLAN

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### SCHOOL DESCRIPTION



#### Hawthorne Avenue Elementary School

**Location:**

428 Hawthorne Avenue (between Clinton Place and Demarest Street)

**School District:**

Newark City

**Grade Levels:**

Kindergarten – 8<sup>th</sup> grades

**Student Population:**

366

**Percentage of students living within 2 miles of the school:**

100%

#### Student Travel Mode

The school catchment area for students attending Hawthorne Avenue Elementary is approximately .18 square miles, where all students live within 2 miles of the school. There is no district busing except for special needs students.

There is one crossing guard currently assigned to the school who is posted at the intersection of Hawthorne Avenue and Clinton Place to assist children with arrival and dismissal. The official hours of instruction at the school are 8:35am – 2:55pm. According to the Principal, the majority of the students arrive between 8:00am – 8:20am. The school's breakfast program begins at 8:15am and ends at 8:32am while their afterschool program runs from 3:00pm – 6:00pm.

Driven:	26%
Walk:	67%
Bike:	0%
School Bus:	3%
Public Transit or Car Pool:	5%

*Percentage of current  
student travel to and  
from school*

# HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ

## SAFE ROUTES TO SCHOOL TRAVEL PLAN

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### SRTS TASK FORCE AND PARTNERSHIPS

A key element in the process was to conduct outreach efforts to the city and school communities and establish a Task Force for each school. The aim was to engage active community groups and local organizers who will support and sustain the SRTS program over time. In Newark, the Task Force is comprised of the Mayor's Office, Engineering Department, and Police Department, Meadowlink Transportation Management Agency, the University of Medicine and Dentistry of NJ



(UMDNJ), the Pedestrian Injury Prevention Partnership (PIPP), the Tri-State Transportation Campaign, the Ironbound East Family Success Center, School Leadership Team III Parent Leaders Executive Council, One Newark Education Coalition (ONEC), the Newark Public School District. The key contact for the Hawthorne Avenue School is Principal Lashawn Gibson-Burney.

Task force members attended a program awareness meeting to receive an overview of SRTS and the Urban Demonstration Program while helping the project team gather insight to specific issues/concerns within the school community. This insight helped to facilitate the development of the program at each school as each representative identified issues that they believe compromise the safety of their students on their way to and from school.

These awareness meetings served as the catalyst for building the framework of the school community's task force. School representatives and community members became actively engaged in the process and became shared resources in carrying out the program's goals within the school community.

UMDNJ is supporting the SRTS program in Newark as a tie-in to their Pedestrian Injury Prevention Partnership (PIPP). The PIPP is a community coalition that consists of members from the New Jersey Trauma Center at The University Hospital in Newark, and representatives from the New Community Corporation, the New Jersey Division of Highway Traffic Safety, the New Jersey Department of Transportation, the American Automobile Association, the Newark Mayor's Office, the Newark Engineering Department, Newark Public School District, the Newark Police Department, and the Greater Newark Conservancy.<sup>1</sup>

Specifically, UMDNJ will support the SRTS Program by introducing their pedestrian injury prevention education curriculum into the classroom and in the community, increasing "awareness and knowledge about street safety among urban minority children ages 5-12."<sup>2</sup>

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<sup>1</sup> [http://www.umdj.edu/about/news\\_events/releases/07/r040507\\_MultiAgency\\_Coalition.htm](http://www.umdj.edu/about/news_events/releases/07/r040507_MultiAgency_Coalition.htm)

<sup>2</sup> [http://www.umdj.edu/about/news\\_events/releases/07/r040507\\_MultiAgency\\_Coalition.htm](http://www.umdj.edu/about/news_events/releases/07/r040507_MultiAgency_Coalition.htm)

## HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ

### SAFE ROUTES TO SCHOOL TRAVEL PLAN

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They will also be active in seeking various grant funding to sustain this education element. The City of Newark supports the SRTS program through the implementation of engineering improvements around the school neighborhoods. According to the City's Engineering Department, as informal policy, when the primary roadways around a school are resurfaced, two stages of traffic-calming techniques are automatically introduced on those roadways. The first stage consists of the placement of rumble strips, advanced school crossing signs and zebra striped crosswalks in the school neighborhood. The second stage consists of the placement of textured crosswalks and advanced school crossing flashers. These changes in the physical improvement fall under the umbrella of the city's School Zone Safety Program.

One Newark Education Coalition (ONEC) supports the program in Newark by helping to organize parents in the school community. ONEC is part of the Statewide Education Organizing Committee, which is made up of "public school parents and community leaders from urban and low-income school districts who have come together to work and fight for improvements in the education system."<sup>3</sup>

#### Partner Organizations

Organization	Role/Responsibility	Contact
Hawthorne Avenue School	Programmatic Activity and Implementation	Lashawn Gibson-Burney <i>Principal</i> Hawthorne Avenue School 428 Hawthorne Avenue Newark, NJ 07112 973-705-3960 <a href="mailto:lgibson@nps.k12.nj.us">lgibson@nps.k12.nj.us</a>
Newark City	Engineering Project Implementation	Margarita Muniz <i>Deputy Mayor</i> City Hall 920 Broad Street, Room 221 Newark, NJ 007102 973-733-4310 <a href="mailto:munizm@ci.newark.nj.us">munizm@ci.newark.nj.us</a>
Newark City	Engineering Project Implementation	Jack M. Nata, <i>Sr. Administrative Analyst</i> Department of Engineering Division of Traffic and Signals 255 Central Avenue Newark, NJ 07103 973-733-6183 <a href="mailto:nataj@ci.newark.nj.us">nataj@ci.newark.nj.us</a>

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<sup>3</sup> <http://seocnj.org/>

# HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ

## SAFE ROUTES TO SCHOOL TRAVEL PLAN

Organization	Role/Responsibility	Contact
Newark City	Enforcement	Chris Weber <i>Detective</i> Newark Police Department 714 Hunterdon Street Newark, NJ 07108 973-733-7909 <a href="mailto:gasavagek@ci.newark.nj.us">gasavagek@ci.newark.nj.us</a>
UMDNJ	Safety Education	David Livingston, MD <i>Director of the Trauma Center</i> UMDNJ Department of Surgery Medical Science Building, G-506 185 S. Orange Avenue Newark, NJ 07101-1709 <a href="mailto:livinsgst@umdnj.edu">livinsgst@umdnj.edu</a>
UMDNJ	Safety Education/ SRTS Program Resource	Sharon Clancy <i>Coordinator, Grant Development and Communication</i> UMDNJ Department of Surgery 30 Bergen Street, ADMC 1110 Newark, NJ 07101-1709 973-972-9272 <a href="mailto:clancysf@umdnj.edu">clancysf@umdnj.edu</a>
UMDNJ	Safety Education	Bob Lavery <i>WalkSafe Program Coordinator</i> UMDNJ 30 Bergen Street, ADMC 1110 Newark, NJ 07101-1709 <a href="mailto:lavery@umdnj.edu">lavery@umdnj.edu</a>
Ironbound East Family Success Center	Community Resource	Luciana Lyde <i>Site Supervisor</i> Ironbound East Family Success Center 29-31 Cortland Street Newark, NJ 07105 973-344-5949 <a href="mailto:llyde@ironboundcc.org">llyde@ironboundcc.org</a>

# HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ

## SAFE ROUTES TO SCHOOL TRAVEL PLAN

Organization	Role/Responsibility	Contact
One Newark Education Coalition (ONEC)	SRTS Program Assistance/ Community Resource	Johnnie R. Lattner <i>Organizer/School Safety Committee Coordinator</i> One Newark Education Coalition (ONEC) 317 Roseville Avenue Newark, NJ 07107 973-485-0701 x141 <a href="mailto:j.lattner@seocnj.org">j.lattner@seocnj.org</a>
United Community Partners	Community Resource	Lucious Jones United Community Partners 134 Evergreen Place East Orange, NJ 07018 973-414-0111 <a href="mailto:loujones07018@verizon.net">loujones07018@verizon.net</a>
School Leadership Team III/Parent Leaders Executive Council	Community Resource	Paulette Jones, <i>President</i> School Leadership Team III/Parent Leaders Executive Council 144 Ridgewood Avenue Newark, NJ 07108 973-623-0650 <a href="mailto:paulettej144pta@yahoo.com">paulettej144pta@yahoo.com</a>
Meadowlink - Transportation Management Agency	SRTS Program Assistance/ Community Resource	Rich Felsing <i>Transportation Planner</i> Meadowlink 201 Route 17 North Rutherford, NJ 07070 201-939-4242 <a href="mailto:richard.felsing@meadowlink.org">richard.felsing@meadowlink.org</a>
Tri-State Transportation Campaign	Community Resource	Zoe Baldwin <i>NJ Coordinator</i> Tri-State Transportation Campaign 350 West 31 <sup>st</sup> Street New York, NY 10001 212-268-7474 <a href="mailto:zoe@tstc.org">zoe@tstc.org</a>



# HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ

## SAFE ROUTES TO SCHOOL TRAVEL PLAN

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### BARRIERS & OPPORTUNITIES TO WALKING AND BICYCLING

The information gathering process for the Hawthorne Avenue School followed a series of steps conducted by the project team including stakeholder interviews, data collection, student travel surveys and neighborhood mapping, visual preference surveys, a “walk-about” and a community workshop. Together, these steps allowed the project team to list of preliminary recommendations to the school neighborhood to improve conditions for students on their way to and from school.

#### Stakeholder Interviews

On January 16, 2008, the Hawthorne Avenue School participated in a Newark Task Force SRTS program awareness meeting jointly with the Ivy Hill Elementary School – another NJDOT SRTS Urban Demonstration Program School in Newark. The purpose of the meeting was to provide the participants with background on the NJ SRTS Urban Demonstration Program and to interview key stakeholders who might provide valuable insight to the issues students face during their trip to school and potential resources that might be available to address those issues.



Through the interviews, we discovered that there are existing programs in Newark that can be supportive of Hawthorne Avenue’s SRTS program. For instance, UMDNJ’s Walk Safe Education Program is looking to “adopt” schools in which to provide pedestrian safety education courses. In addition, through UMDNJ’s Pedestrian Injury Prevention Program, the University Hospital’s ambulance service can provide pedestrian safety education as well.

Some significant concerns revealed by stakeholders were the almost daily exposure of kids to bullying, theft, propositioning, drugs, shootings and speeding traffic on their journey to school. Most parents walk their kids to school to avoid these potential pitfalls. Admittedly, Principal Burney says these pitfalls are a part of life and the school community has had to adapt in ways such as employing a “duck down” policy that directs kids to duck under their desks when faced with violent threats.

Some areas of concern (“hot spots”) within the school neighborhood were identified. They include:

- Hawthorne Avenue and Osbourne Terrace
- Hawthorne Avenue and Goodwin Avenue

# HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ

## SAFE ROUTES TO SCHOOL TRAVEL PLAN

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- Hawthorne Avenue and Clinton Place
- Hawthorne Avenue and Wolcott Terrace
- Wolcott Terrace

### **Data Collection**

Using readily available data, the project team was able to collect demographic information, school district mapping, school enrollment, crime and crash data/statistics and crossing guard locations. Key sources of information gathered included a Geographic Information Systems (GIS) base map of Newark from the City's Engineering Department, crash and crime data/statistics for the area surrounding the school from the City's Police Department, crash data/statistics from Plan4Safety at the Transportation Safety Resource Center at Rutgers University and a map of the school catchment area as defined by the Newark Board of Education. This information will help to clearly describe the physical and demographic characteristics of the school and to identify where solutions to safe walking and bicycling are needed. Summaries of demographic, crime and crash data are as follows:

### ***Demographic Information***

The Hawthorne Avenue School is located in Newark, New Jersey. Newark is a dense, urban city with a diverse population located in Essex County. It is the County Seat and, with an estimated 2006 population of 281,402, the largest municipality in New Jersey.<sup>4</sup> Newark City is a designated urban center under the New Jersey State Redevelopment Plan. It is also an "Abbott District"<sup>5</sup> and qualifies for both municipal and urban aid funding. According to the data from the Tri-State Transportation Campaign, twelve (12) out of NJ's 25 most dangerous intersections are located in Newark. Ironically, 44% of Newark's population does not have access to a car.<sup>6</sup>

Hawthorne Avenue School is located in the Upper Clinton Hill neighborhood of Newark's South Ward. This section of Newark has approximately 55,202 residents and its ethnic neighborhoods are primarily comprised of African Americans and Hispanics.<sup>7</sup> This primarily residential area is surrounded by many older multi- and single-family residences but is also experiencing an influx of new housing development.

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<sup>4</sup> U.S. Census Bureau, American Fact Finder, GCT-T1 Population Estimates Table, [www.factfinder.census.gov](http://www.factfinder.census.gov)

<sup>5</sup> The term "Abbott" is used to distinguish the 31 school districts in New Jersey selected by the Court and the Legislature to receive financial assistance from the State to implement Court-mandated remedies for equal educational practices in disadvantaged communities.

<sup>6</sup> Tri-State Transportation *Mobilizing the Region* #542, <http://www.tstc.org>

<sup>7</sup> City of Newark, New Jersey website – [www.ci.newark.nj.us](http://www.ci.newark.nj.us)

# HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ

## SAFE ROUTES TO SCHOOL TRAVEL PLAN

### Student Demographics

Ethnicity	Hawthorne	State Average
Black	95%	17%
Hispanic	5%	19%

Source: [www.greatschools.net](http://www.greatschools.net), NJ Department of Education, 2006-2007

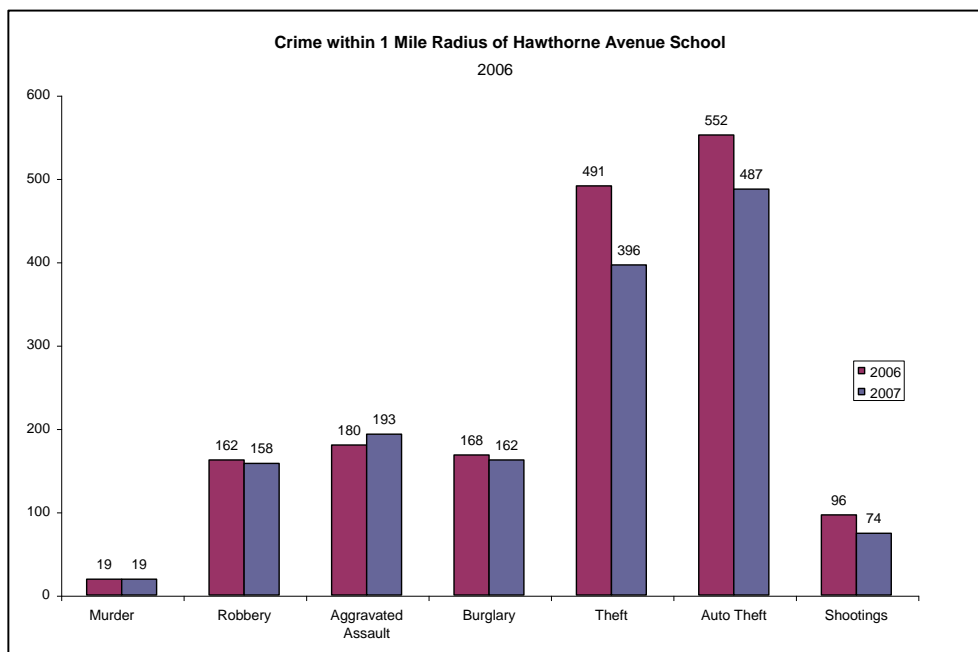
### Student Subgroups

	Hawthorne	State Average
Enrolled in the free or reduced-price lunch program	78%	27%
Individualized Education Program (IEP)	7%	12%
Limited English Proficient (LEP)	N/A	4%

Source: [www.greatschools.net](http://www.greatschools.net), NJ Department of Education, 2006-2007

### Crime Data

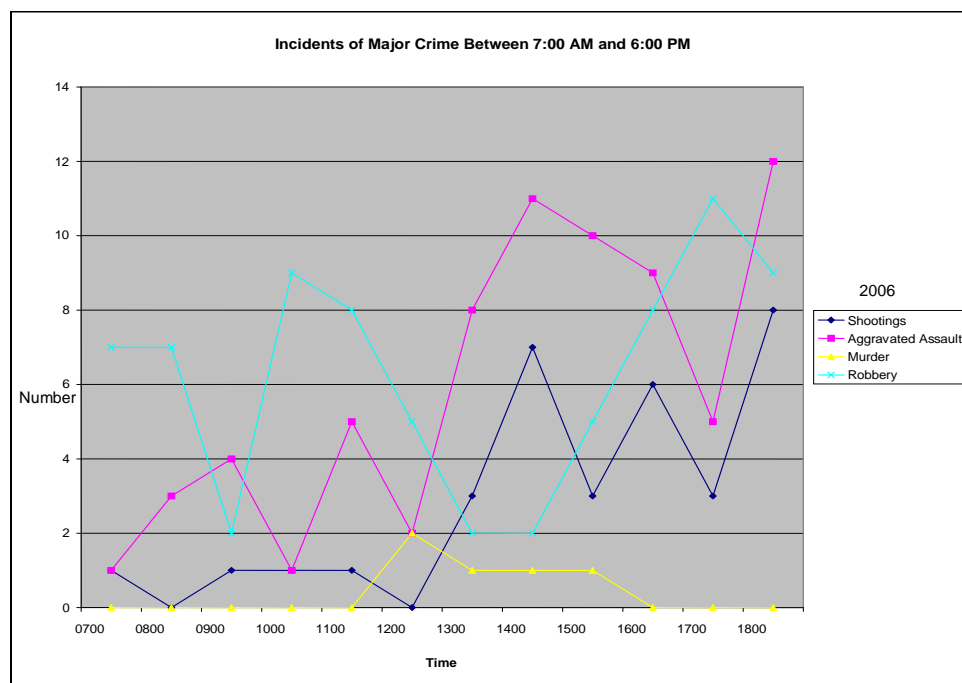
The project team reviewed crime data provided by the City Police Department for the two year period covering January 2006 – December 2007. For the 1-mile square area surrounding the school, the location of incidents and types of crime were noted to identify what crimes are being committed during hours when children may be in the school neighborhood.



# HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ

## SAFE ROUTES TO SCHOOL TRAVEL PLAN

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Although crime has been identified as a key concern and a significant risk for children walking and bicycling, the City of Newark has seen a 20% decrease in crime during the first year of Mayor Cory Booker's Administration (July 2006 – July 2007).<sup>8</sup> The City has continued to address these concerns by placing crossing guards at key intersections, such as Hawthorne Avenue and Clinton Place. The Hawthorne Avenue School SRTS program aims to address crime and the related risks along designated routes to school through education and enforcement strategies.

### *Crash Data*

The project team reviewed crash data provided by the Plan4Safety<sup>9</sup> program at the Transportation Safety Resource Center at Rutgers University for the three year period covering January 2004 – December 2006. For the 2-mile square area surrounding the school, the review was conducted where incidents of crashes involving either a pedestrian or a bicyclist were occurring and the type of action that the pedestrian or bicyclist was performing prior to being hit. The same data was analyzed by the number of accidents that

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<sup>8</sup> Newark Police Department Public Information Office Press Release July 6, 2007 <http://www.newarkpd.org/NewsPdf/CrimeYear.pdf>

<sup>9</sup> Plan4Safety is a NJDOT sponsored program that offers a tool to transportation professionals to filter and analyze Statewide Crash Records for more detailed and place-based analysis

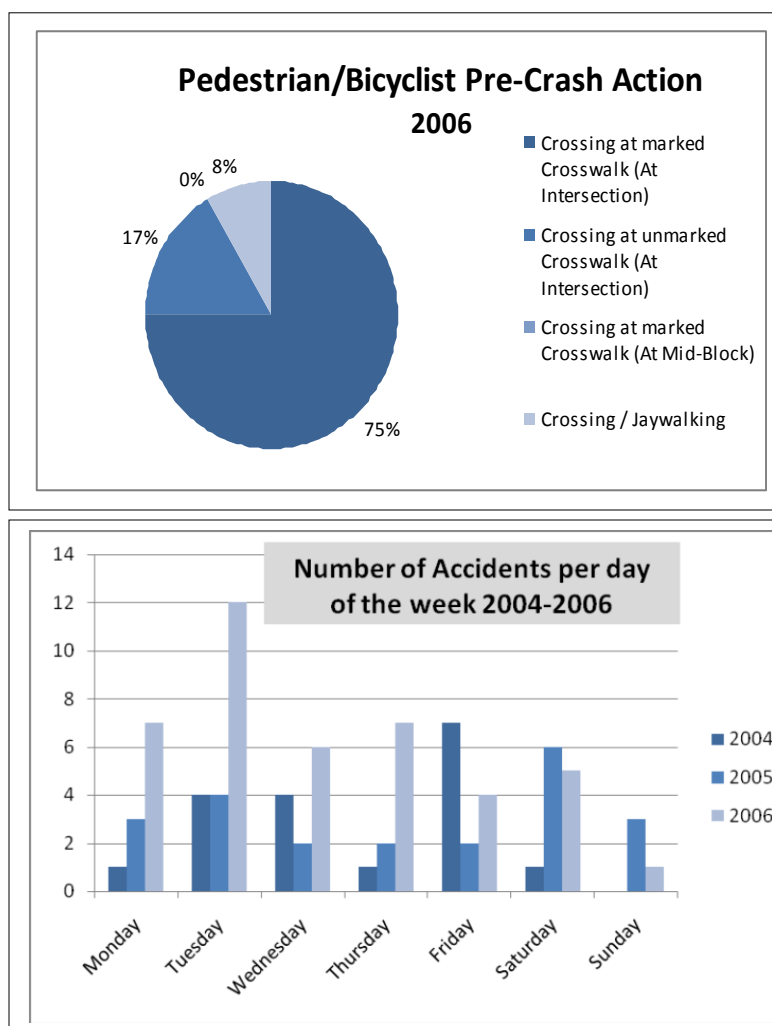
## HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ

### SAFE ROUTES TO SCHOOL TRAVEL PLAN

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occurred each day of the week, to determine the number of crashes that are occurring around the school area on days when children may be in school.

A total of 81 accidents occurred within the 2-mile radius surrounding the Hawthorne School during the years 2004-2006. 71 of the 81 accidents involved an injured pedestrian, none of which were fatal.



Crash data was also obtained through the Newark Police Department, which gave general insight to the number of accidents and where they occurred within the 1-mile radius surrounding the Hawthorne School during the years of 2006-2007. This information was vital in determining where infrastructure improvements might be needed. During this time period, there were 2,418 accidents that occurred within the 1-mile school neighborhood radius. A significant amount of these accidents occurred along both Hawthorne Avenue and Clinton Place, as well as on Goodwin Avenue. The crash data substantiates the “hot spot” areas as identified through stakeholder interviews.



# **HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ**

## **SAFE ROUTES TO SCHOOL TRAVEL PLAN**

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### **Student Travel Surveys**

The project team also gathered information from classroom surveys using a student travel tally form developed by the National Center for Safe Routes to School. The student travel tally form is intended to help track the number of children walking and biking to and from school through the use of a “hands-up” classroom survey. These student travel tally forms were handed out to each Principal at the program awareness meeting on January 16, 2008. Students in each classroom of the Hawthorne Avenue School were asked how they got to school each morning, and how they will get home after school. After the teacher read each mode of travel, students raised their hand for the teacher to count which mode they used or intend to use. These surveys were conducted on Tuesday and Thursday during the week of January 28, 2008. On Tuesday morning, the weather conditions presented clear skies and an average temperature of 29° while the afternoon was partly cloudy with an average temperature of 43°. On Thursday morning, the weather conditions presented rain and an average temperature of 47° while the afternoon was clear skies with an average temperature of 43°.

The data from each classroom was tallied and analyzed, using the National Center for Safe Routes to School’s “Data Tools” System<sup>10</sup>, to reveal the number and average/percentage of students that traveled by each mode. A morning and afternoon comparison was also done to compare whether students are using the same mode of travel to arrive and depart from school.

On average, 67% of students walk, 26% are driven and the remaining 8% travel by public transit, school bus or carpool.

A summary of results from these surveys are noted on the following pages:

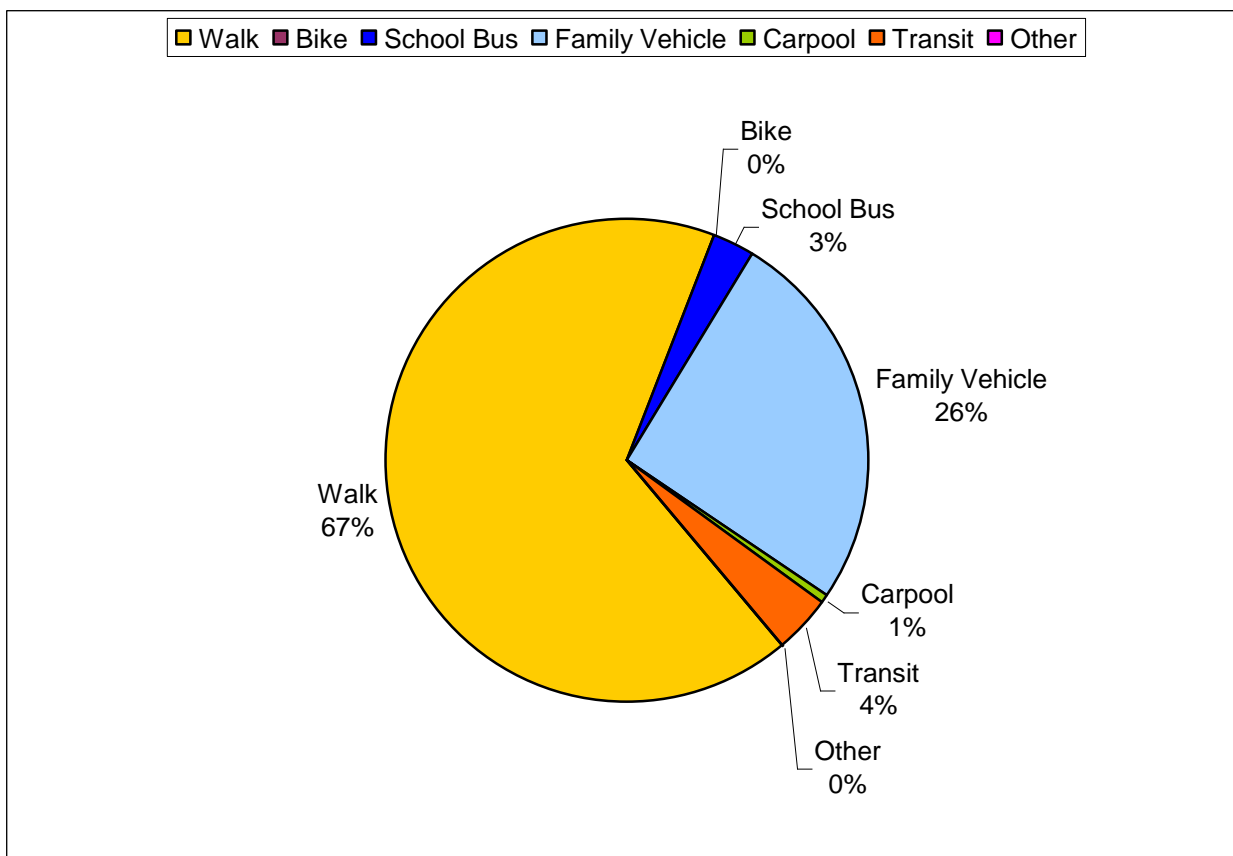
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<sup>10</sup> [www.saferoutesinfo.org/tracking](http://www.saferoutesinfo.org/tracking)

# HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ

## SAFE ROUTES TO SCHOOL TRAVEL PLAN

### Students Traveling by each Mode (averaged across all reported days)



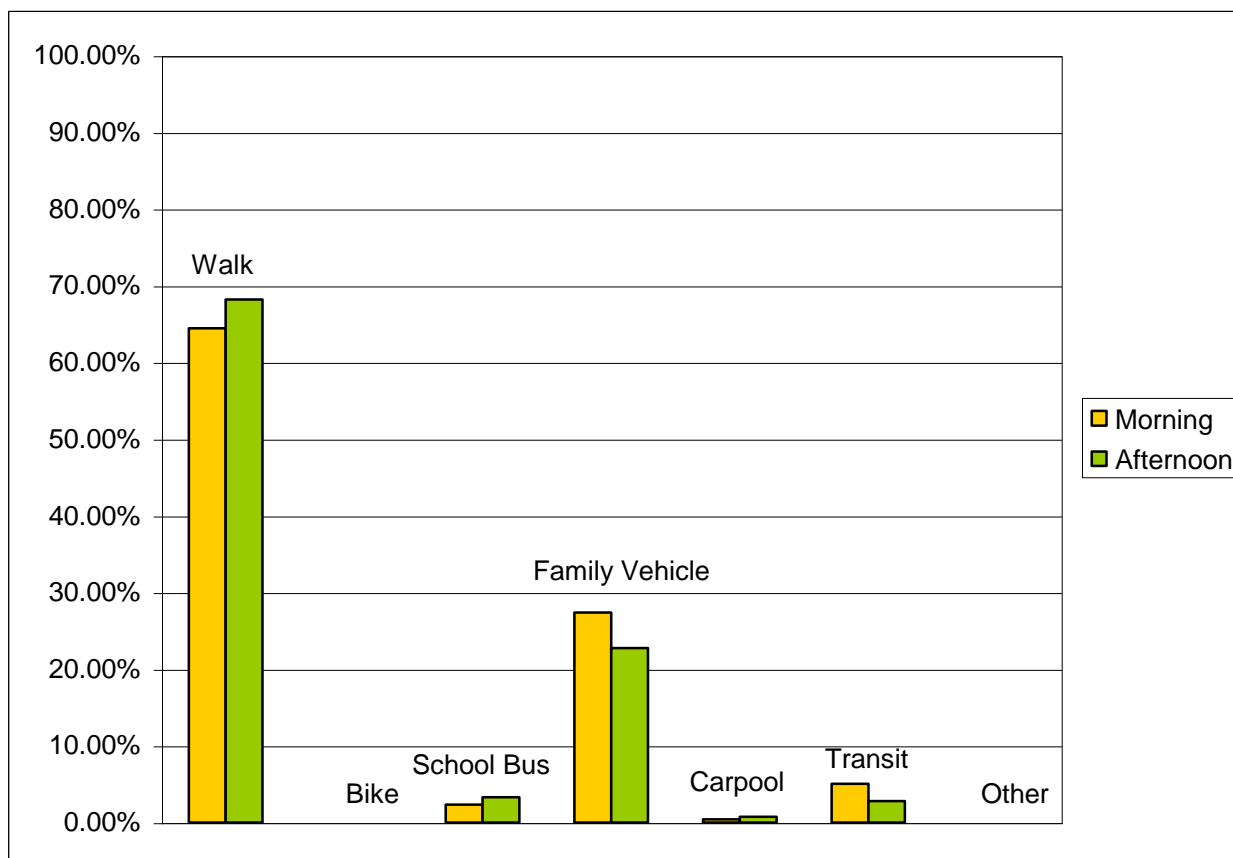
	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Average</b>	144.00	0.00	6.00	55.00	1.25	8.75	0.00
<b>Percent</b>	66.98%	0.00%	2.79%	25.58%	0.58%	4.07%	0.00%

Average daily number of students: 218.25

# HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ

## SAFE ROUTES TO SCHOOL TRAVEL PLAN

**Morning to Afternoon Travel Mode Comparison (by percent)**



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Morning</b>	64.42%	0.00%	2.32%	27.37%	0.42%	5.05%	0.00%
<b>Afternoon</b>	68.18%	0.00%	3.28%	22.73%	0.76%	2.78%	0.00%

# HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ

## SAFE ROUTES TO SCHOOL TRAVEL PLAN

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**Summary Table (Totals)**

	<b>Number of Students</b>	<b>Walk</b>	<b>Bike</b>	<b>School Bus</b>	<b>Family Vehicle</b>	<b>Carpool</b>	<b>Transit</b>	<b>Other</b>
Tues AM	235	152	0	5	65	1	10	0
Tues PM	189	130	0	6	43	2	3	0
Thur AM	240	154	0	6	65	1	14	0
Thur PM	207	140	0	7	47	1	8	0

**Summary Table (Percentages)**

	<b>Number of Students</b>	<b>Walk</b>	<b>Bike</b>	<b>School Bus</b>	<b>Family Vehicle</b>	<b>Carpool</b>	<b>Transit</b>	<b>Other</b>
Tues AM	233	65.24%	0.00%	2.15%	27.90%	0.43%	4.29%	0.00%
Tues PM	184	70.65%	0.00%	3.26%	23.37%	1.09%	1.63%	0.00%
Thur AM	240	64.17%	0.00%	2.50%	27.08%	0.42%	5.83%	0.00%
Thur PM	203	68.97%	0.00%	3.45%	23.15%	0.49%	3.94%	0.00%

# **HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ**

## **SAFE ROUTES TO SCHOOL TRAVEL PLAN**

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### **Neighborhood Mapping**

Following the data collection, the project team arranged to meet any available members of the Task Force at the Hawthorne Avenue School to perform a field investigation around the school. This field investigation was conducted on March 12, 2008 from 1:30pm to 3:30pm to observe dismissal at the Hawthorne Avenue School. Summaries and results of these collection efforts and field investigation are as follows:

The weather conditions on this day were clear, partially sunny, temperature in the 40's.

### ***Observations of the Physical Conditions/Built Environment***

Observations were made of the physical conditions (built environment) all around the school campus and surrounding neighborhood; parking patterns and restrictions; auto and foot traffic and circulation.

The school campus consists of the main school building which faces Hawthorne Avenue and a paved, fenced-in play area. Temporary annex buildings are currently occupying the playground space awaiting completion of a school expansion project thus limiting the space students have for outdoor play. Beyond the campus, the remainder of the block, as well as the entire adjacent block, are vacant city-owned properties. There is no on-site parking facility for faculty and staff.

Special note was taken of the traffic/crossing hot spots noted by the Principal at the program awareness meeting:

- Osborne Terrace and Hawthorne Avenue
- Goodwin Avenue and Hawthorne Avenue
- Clinton Place and Hawthorne Avenue
- Wolcott Terrace and Hawthorne Avenue

While all of the above crossings were busy due to the traffic on Hawthorne Avenue and the traffic crossing Hawthorne Ave., what was very noticeable was the area along Hawthorne Avenue a few blocks north of the school. Here Hawthorne Avenue:

- Widens and bends between Girard Place and South 20<sup>th</sup> street.
- At Leslie Street there is a (very unnatural) 3-way stop.
- In the middle of Hawthorne Avenue there is a painted median. This area appears to be well-suited for a hard-scaped median or some treatment to forcibly narrow the road, direct and calm the traffic. Done well this could create an attractive gateway like treatment for the neighborhood and school zone.
- There are several newly constructed homes in the area and large tracts of undeveloped land along both Dewey and Demarest Streets. A gateway treatment with traffic calming could re-enforce a sense of neighborhood and closure that could help to reduce travel speeds along this portion of Hawthorne.



## HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ

### SAFE ROUTES TO SCHOOL TRAVEL PLAN

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There is not the same width and bend in the road east of the school; however, gateway treatments like medians/pedestrian refuge islands starting at Osborne Terrace with school zone markers could help slow traffic and re-enforce a sense of enclosure around the school and new neighborhood.

There are various parking restrictions on the blocks around the school, however, none that restrict parking outright. This is only located at the no parking bus zone right in front of the school which seems to be ignored.

There is no school drop off/pick up zone at the school.

There is one school crossing guard assigned to the Hawthorne School. The crossing guard is posted at Clinton Place and Hawthorne Ave. When asked about the behavior by motorists and pedestrians at this corner the guard reported that:

- Speeding is an issue on Hawthorne Avenue
- Motorists don't always pay attention to:
  - the traffic light
  - the crossing guard
  - the "No Turn On Red" signs

The crossing guard has to be firm with the students to get them to cross when told and has a hard time getting students to pay attention to the traffic.

When asked what could be done to improve conditions (make it safer) at the corner, the crossing guard recommended:

- Implementing wider, better painted crosswalks
- Adding cameras to catch speeders
- Providing more enforcement from police patrol cars.

*Note* – there is a "No Turn On Red" sign for vehicles traveling south on Clinton Place that would be turning onto Hawthorne Ave.

*Note* – there is a "No Turn On Red" for vehicles traveling east on Hawthorne Avenue that would turn onto Clinton Place.

#### ***Observations Noted at Dismissal***

Dismissal was observed from the corner of Hawthorne Avenue and Clinton Place, revealing a good vantage point. This dismissal was fairly orderly. The area in front of the school on Hawthorne Avenue was the most congested with cars and people.

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School dismissal occurs at 3:05 pm. As told, many children are met by parents and caretakers in front of the school on foot, and this seemed to be the case. Adults on foot began to queue up around 2:55 pm at the front of the school as well as the exit on Clinton Place. It was observed that some waiting adults parked in front of the school including in the bus zone and on Clinton Place. In addition, there was double parking on Hawthorne Avenue.

It was observed during dismissal (3:08 pm) that it was not busy along Demarest Street, which is located just west of the school. Students did cross the street but there were no lines of waiting cars.

Enforcement of the no parking zone bus stop in front of the school should be (re)enforced. Movable cones may help in this endeavor.

#### ***Additional Observations Around Hawthorne Avenue School***

- School is in the middle of a very mixed area – multi-family residential homes including apartment buildings, new 2-family homes, religious establishments, convenience stores, auto-centric businesses, and more.
- Streets surrounding the school are of varying width but mainly narrow.
- Green/yellow fluorescent school signs are present in the area, as recently updated by the City of Newark Engineering Department.
- Rumble strips are on the side streets, as recently updated by the City of Newark Engineering Department.
- Crosswalks are striped parallel lines and many are faded.
- The sidewalk in front of the school is very wide greater than 8 feet; while the condition of the sidewalk varies.
- Sidewalks along side streets vary in width and condition. Some sidewalks are only 4 feet wide and others are in very bad repair.
- Hawthorne Avenue is a main artery so traffic on the Avenue is constant and mixed – cars, buses, trucks along with a fair amount of cross traffic in this area.
- Trees are scant in the area immediately surrounding the school, as are any green treatments.
- Streets are lit by overhead cobra lights.
- No bicycle accommodations are located at the school or in the neighborhood.
- Several of the homes are surrounded by metal (iron) fences, which have gates that swing out onto the sidewalk. Several gates were left open and blocked the sidewalk.
- Because there is no on-site parking at the school, faculty and staff park on surrounding streets.

#### **Community Workshop**

The final step in Hawthorne's information-gathering process was a community workshop, sponsored by the New Jersey Department of Transportation. The workshop took place at the Hawthorne Avenue School, Newark, NJ on May 22, 2008 from 4 to 7 pm and included

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parents/caregivers, teachers, police and community leaders, each taking part in a hands-on brainstorming process about resources to make students' trips to school safer and one that they might prefer to make on foot instead of in a car.

Although the three-hour community workshop was held late in the day, the project team got an early start and spent the entire school day with students, observing arrival and dismissal and in a classroom session getting their perspective on their trip to school. The student perceptions set the context for the evening's discussion.

### ***Student Arrival***

The project team met at Hawthorne Avenue School at 7:45 am on Thursday, May 22, 2008 to observe arrival of Hawthorne's students. The purpose was to observe potential safety hazards, to interview the school's crossing guard (posted at the intersection of Hawthorne & Clinton), and to document with photos and video the arrival of students. The photographs and video were utilized in that afternoon's Safe Routes to School community workshop.

Many safety hazards posed to pedestrians – students and adults alike – were noted. Hawthorne Avenue and Clinton Place border the school. They form an extremely busy intersection, and each road carries speeding traffic – Hawthorne Avenue being the worse of the two. The intersection has a crossing guard who reports daily near misses with cars, and frequent red light running and violations of the No Turn on Red ordinance. Traffic congestion around the school at arrival and dismissal is the second major concern. Parents illegally park, double park, and discharge their children into traffic. There is a very busy bus stop at the location which adds to the congestion and confusion. Finally, the Hawthorne Avenue corridor on which the school is located is known for gang activity, drug buying and usage, robbery, and violent crime. Loitering is common on any corner and along the street.

The above should be of concern in any neighborhood; 60 percent (or more) of Hawthorne's K-8 students walk, making the need to address these safety concerns especially pressing.

### ***Classroom Session***

By 8:30 am all the students were inside the building. At 9 am Principal Burney arranged for the project team to meet with four students from Ms. Kahiga's 4<sup>th</sup> grade class. Their participation was enthusiastic.

After giving the students a brief background of Safe Routes to School, the project team asked them to participate in a visual preference survey of about 20 slides. To get them engaged in the subject, they were asked to look out the window, take a look at the Mayor's house, which just so happened to be across the street, and then asked them to think like a

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mayor. It was their job to redesign the sidewalks, neighborhoods, bikeways, intersections, and streets in a way that would work for them. The project team recorded their ideas.

Following that exercise the students led the project team on a walk around their neighborhood. The walk lasted about an hour, making frequent stops to discuss problem locations (dangerous crosswalks, streets where speeding was a problem, spots where they felt unsafe). Our session finished with the students setting priorities for the changes they would like to see.

Here are their ideas:

1. "The neighborhood needs to be more beautiful." Students want to see more trees and less trash.
2. Flowers. They liked the ideas of planters with flowers on the sidewalks.
3. Community gardens. The vacant lot next to the church was mentioned as a possible location.
4. Bike racks. All four students rode their bikes around the neighborhood, but not to school. Bike theft was their worry. They want bike racks that will be safe.
5. Bus stops with a shelter, bench, and garbage can. The stop on the corner of the school was mentioned specifically (it has none of these amenities).
6. Demolish vacant houses and add new houses to take care of the homeless.
7. Kids want a real playground. Currently their outdoor time is spent in the small paved space between the main building and annex buildings behind it. They said, "Our playground is boring. We need basketball hoops, a jungle gym, hopscotch courts, and mats for doing flips."

Note: The topic of personal safety was a recurring theme of the students' observations. When asked about how they stay safe, they reported following two simple rules: 1) never walk after dark, and 2) always walk with a buddy when going to and from school. They were very savvy.

The students were so interested in making the above-mentioned improvements that they insisted on writing a letter to the Mayor with their ideas. They signed it, and then asked the project team to pass it on to him! They also asked the Team to share their ideas at the workshop that afternoon. The session with the students lasted approximately two hours.

### *Community Workshop*

The afternoon's community meeting was scheduled to start at 4 pm. The meeting had a "soft start" as people trickled in over a 30-minute period. Approximately 20 people attended the meeting. Present were: several teachers, the school's principal and vice principal; parents; numerous professionals from local and regional social services, conservation organizations, transportation organizations, and public health advocacy; the

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Newark Police Department's crossing guard supervisor; and a representative from the office of the neighborhood's city councilor.

The project team gave a brief introduction to Safe Routes to School, and reviewed the State of New Jersey's efforts to date – including mention of the Urban Demonstration Program. Next, the Team gave an hour-long interactive PowerPoint presentation on best practices for Safe Routes to School programs. There was particular interest in traffic calming on Hawthorne Avenue (using painted lines and/or chicanes accomplished with hardscape, parking, or paint); improved crosswalk marking; and street closure during arrival/dismissal of students. At the conclusion of the presentation, a video, 5 minutes in length, was shown to the audience. The video was a montage of Hawthorne's students arriving, the walking audit we performed with the four 4<sup>th</sup> graders, and the interview with them after the walk. The purpose of the video was to stimulate discussion of local barriers to walking and bicycling. Despite the room not being set up to incorporate audio into the presentation, many of the audience members were moved by the students' words – even as heard through small laptop speakers.

Workshop participants identified numerous deficiencies in personal safety and security in the environment around Hawthorne Avenue School. Underlying their myriad concerns were three root causes that must be addressed:

1. Parking and traffic management in front of Hawthorne Avenue School  
During morning and afternoon observation at the school, it quickly became apparent that illegal parking in front of the school was creating significant problems. Cars were double-parking – throughout the day, not just during arrival/dismissal; parents and children were not using the crosswalks, and were, instead, emerging from between illegally parked vehicles; and the NJ Transit bus stop was often blocked, requiring the driver to stop in the street.

School officials, when questioned about the illegal parking, noted the lack of secure parking for teachers. More to the point, any vehicle not covered by security cameras, will be burglarized or vandalized within a short period of time. Teachers' vehicles are often ticketed for blocking crosswalks within the purview of the security cameras – choosing to accept the parking ticket, as it is (comparatively) cheaper than replacing a broken window or lost valuables.

Demarest has parking restrictions due to street sweeping. Faculty reports that the street is no longer swept, but parking tickets continue to be issued. If the area were (somehow) secured, there would be ample parking on both sides for teachers. The project team suggested the following action to address this: Call the Sanitation Department and request that street sweeping cease on Demarest. Sanitation will then call the PD and inform them of the change so no more parking tickets will be issued.



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A number of faculty members present for the workshop noted that other schools in Newark allow teachers to park on the school playground, as that allows the school to secure the parking area. The suggestion was made that Hawthorne should follow suit. (This suggestion was categorically rejected, as the students had already noted severe deficiencies in their playground, and adults – at the workshop – felt that children's health – not parking – should be the school's higher priority.)

A more palatable alternative is the reconfiguration of adjacent streets and land usage. Hawthorne is surrounded by large, empty lots, which are fenced-in, and overgrown with grass. The land is owned by the City of Newark. The suggestion is that the school approach the City to gain use of the land. The land could be converted into football, soccer, or baseball fields.

Secure parking for school faculty should be created on Demarest Street. It was noted – nearly unanimously – by those present for the workshop that Demarest Street is bad in many ways. The street is wide, one way, and lined by abandoned properties and vacant lots. None of the students felt safe walking down that street, and the street has been identified as “hot spot” for crime – drug-related activities, specifically.

The street needs rehabilitation; parking spots are needed for the school's faculty. A careful reconfiguration of Demarest Street could accomplish both goals. The street should be striped for reverse angle parking (a variant of angled parking). This will accomplish the goal of visually narrowing the street. In addition, improved pedestrian scale street lighting (halogen) should be installed, along with coverage by security cameras. The adjacent land should be converted to a playground.

2. The school's students and neighborhood children need safe places to play. The school's playground is asphalt, not very large, and has only one basketball hoop. Nearby Homestead Park is nice, but completely lacks amenities. The school is surrounded by unused land owned by the City. The school and neighborhood association should immediately contact the City to get the land, then contact KaBoom! – a Washington DC-based non-profit that builds playgrounds in low-income communities. The playgrounds are built in a day, and only a minimal local match is required.
3. Neighborhood beautification. More trees, less litter, more green space, community gardens.

In conclusion, the streets adjacent to Hawthorne Avenue School have a tremendous influence on quality of life in the neighborhood. Hawthorne Avenue is an extremely wide road that encourages speeding; engineering changes are required for the road.

# **HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ**

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### **Improvements and Resources suggested during the Community Workshop**

#### *Wish List and Resources:*

- Experiment with a street closure. This has been tried successfully in other parts of Newark. (Robert Treat Academy in the North Ward and another school on 15th do this.)
- Secured parking for teachers
- Secured bike parking for students
- Green space for play
- Louder (more visible) wider crosswalks – like on Littleton & West Market
- More time to cross the street (signalized intersections).
- Enforce loitering laws
- Get a Walk Safe program at Hawthorne
- Newark Police Department has a bike unit. (Bring them here!)
- University Heights has a Corner Captains program.
- NJ Tree Foundation has a free tree program. They will be working on Hawthorne (Outlaw Motorcycle Club is the local contact) this fall.
- Getting qualified crossing guards is a problem. The shifts are 7-9 am and 2-4 pm. Most applicants fail the background check. The Principal liked the idea of a student safety patrol. She mentioned that there were vests and sashes in the basement from past student safety patrols. She is working on getting the student council involved.

#### *Other Resources/Campaigns:*

- Greater Newark Conservancy runs a community gardens program.
- The Trust for Public Lands works to install playgrounds.
- Meadowlink TMA has mapped the 25 most dangerous intersections in Newark for pedestrians. The City will be addressing these hot spots in various ways.
- Boys & Girls Club: Has a gang prevention and juvenile delinquency prevention program. If it does not provide the needed resource, it will refer a person to the appropriate one. B&GC has in school programs.
- Councilman James sent a legislative aide to the workshop. He spoke on behalf of the Councilman to say that he supports anything to do with youth and the schools.
- The school should look into Green Acres for purchasing non-city owned property.

### **Preliminary Recommendations**

Recommendations, where appropriate, are provided as options for the Hawthorne Avenue School to consider while implementing its Safe Routes to School plan.

# **HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ**

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### *Engineering*

- Median or Roadway Narrowing should be implemented at various locations in the school neighborhood along Clinton Place, between Hawthorne Avenue and Randolph Place and on Hawthorne Avenue between Clinton Place and Leslie Street.
- Provide Gateway Treatments on Hawthorne Avenue at Girard Place.
- Pedestrian Safety and Traffic Calming improvements should be implemented in the school neighborhood such as:
  - Speed tables/raised intersections
  - Shoulder striping/coloring
  - Landscaping
- Clearly define and enhance school zones along Hawthorne Avenue and Clinton Place with reduced speed limit and strong yellow-green school advance warning signs.
- There should be dedicated school bus zone in front of the Hawthorne Avenue School that should be designated through the use of signage. This area can also be designated through the use of striping.
- Provide high visibility crosswalks along the school zone.
- Install a “No Turn on Red” sign at the signalized intersection of Clinton Place & Nye Avenue.
- Trees & Plantings:
  - Coordinate with Newark Tree Management Plan, NJ Tree Foundation, and Greater Newark Conservancy to improve the greenery around the school.
- Enhance/designate school routes with signs, pavement markings or in-ground medallions/wayfinding markers.

### *Education*

- Identify and Map designated Safe Routes to School. Distribute to the school community in welcome back to school mail prior to the start of the school year.
- Approach local businesses about not selling junk food to the students during the school day.

## HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ

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- Approach homeowners along Homestead Park about relieving sidewalk obstruction by closing gates.
- Conduct community wide outreach, possibly with flyers detailing SRTS programs and benefits. This could help to reach both school families and the general population.
- The neighborhood should be informed of any designated school routes, and priority given to helping those who need assistance with snow removal or other sidewalk maintenance.
- The health benefits of conducting a SRTS program should be included in teacher training programs and in the student curriculum.
- Parents and students should be educated about the established drop off and pick up procedures.
- Walking school bus options should be distributed to school families.
- School walking event information could be circulated with municipal utility or tax bills. This would help to reach all residents, not just the families with students currently in the school system. The school newspapers could also be utilized as a means to circulate information about major events.

#### *Encouragement*

- Revive Hawthorne's Safety Patrol utilizing members of the student council.
- The City should define recommended walking routes between major residential areas and the school. This would passively encourage families to have the students walk more often. The recommended walking routes could be displayed both on paper maps that can be easily shared with the school community and installed physically on the ground with pavement markings, and/or with signs.
- Conduct a bicycle rodeo. This could include stations about bicycle safety, helmet and bicycle fit, rules of the road, handling skills and numerous other safety topics.
- Develop a Safe Routes to School Committee that will lead the effort to expand school access safety and coordinate preparing any grant applications and administering the SRTS program.



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- Prepare for and participate in the International Walk to School Days.
- Conduct a preference survey to determine what families would like to see and have available as choices for their school commute.
- Establish walking school buses. (Safety in numbers! Walk with family and other students.)
- Establish “Frequent Walker Card” system. This is similar to “Frequent Flyer Mile” programs, and can be a great motivator.
- Consider establishing a “Golden Sneaker” award that would be circulated between the classrooms that achieve the highest participation rates for walking or bicycling to school. This will require ongoing travel mode surveys. Some schools opt for a “stinky sneaker” alternative – students should choose what will be a better motivator.
- The City could consider taking on snow removal responsibility along identified routes to school.



### *Enforcement*

- Enforcement of “No Parking” zone in front of school (with moveable cones).
- Clear parking regulation signs should be posted at all intended drop-offs and pick-up locations at each school to better define and support the drop off and pick up procedures. This helps to keep motorists self enforced, without excessive police presence required or misunderstanding or confusion in the school area roadways.
- Consider issuing warnings, rather than citations for first offenses once routes are established and shared with the community. Include education materials about the dangers of speeding or other violations, especially in the school area.





## HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ

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- Police could conduct a series of pedestrian stings, to strongly reinforce that Newark takes its motor vehicle laws and pedestrian rights seriously. This should be considered to be repeated approximately every six weeks until driver behavior is perceived to be more respectful of pedestrian's right to travel safely.
- Police presence should continue to be maintained at major pedestrian crossing locations such as Hawthorne Avenue and Clinton Place. This will help to passively encourage drivers to obey the laws, and expect that they are being monitored.
- Police should also work within the school system to educate students on bicycle and pedestrian safety.
- Prioritize/enhance police presence in areas of loitering and undesirable behavior in the school neighborhood during school commute times. Encourage police to walk or bike these routes.



#### *Evaluation*

- Conduct a survey to define mode choice (number and percentage of students who walk or bicycle to school) so that there is a base line to reference when assessing the success of future efforts.
- Conduct school commute time parking studies to evaluate effectiveness of SRTS programs.
- Conduct a preference survey to determine what families would like to see and have available as choices for their school commute.
- Conduct tracking exercises for distances students walk both on-line and in the classroom.

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### Photo Documentation

#### HAWTHORNE AVENUE ELEMENTARY SCHOOL



Hawthorne Avenue and Clinton Place is a dangerous intersection for crossing

Vacant lot adjacent to school property along Clinton Place

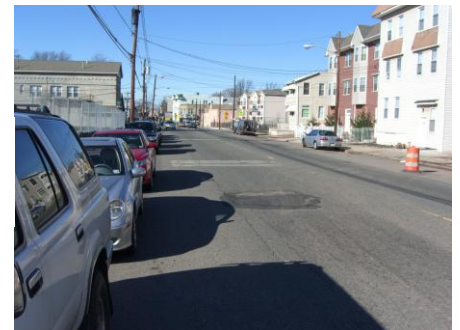


Vacant lot along Hawthorne between Demarest Street and Dewey Street



Sidewalk along Clinton Place in need of replacement

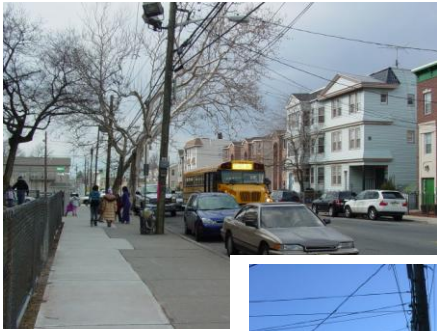
Width of Hawthorne Avenue encourages speeding by motorists



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Cars parked where the school bus and public bus drop-off/pick-up



Open gates along Homestead Park block the sidewalk



Traditionally striped crosswalk at the intersection of Hawthorne Avenue and Clinton Place

Corner of Hawthorne Avenue and Clinton Place is a “hangout”



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Pedestrians stand in the street as they wait to cross Hawthorne Avenue at the intersection of Clinton Place

Intersection at Nye Avenue and Clinton Place dangerous crossing for pedestrians



Guard dog is a hazard for pedestrians and school children

# **HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ**

## **SAFE ROUTES TO SCHOOL TRAVEL PLAN**

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### **MAPS OF THE SCHOOL NEIGHBORHOOD**

The maps in this section illustrate the existing conditions in the neighborhood of the Hawthorne Avenue Elementary School, the Barriers and Opportunities students face walking to school, and some Neighborhood Recommendations to improving facilities so their trips are safer.

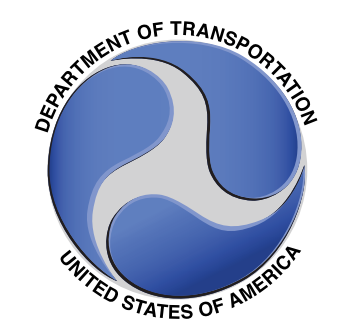
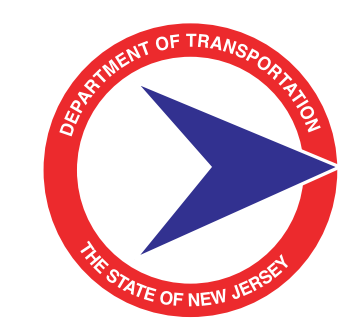
Map 1. Barriers and Opportunities

Map 2. Neighborhood Recommendations



NJ SRTS Urban Demonstration Program  
Hawthorne Avenue School, Newark NJ  
Barriers & Opportunities

August 2008



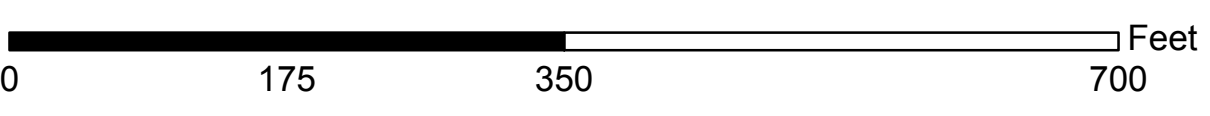
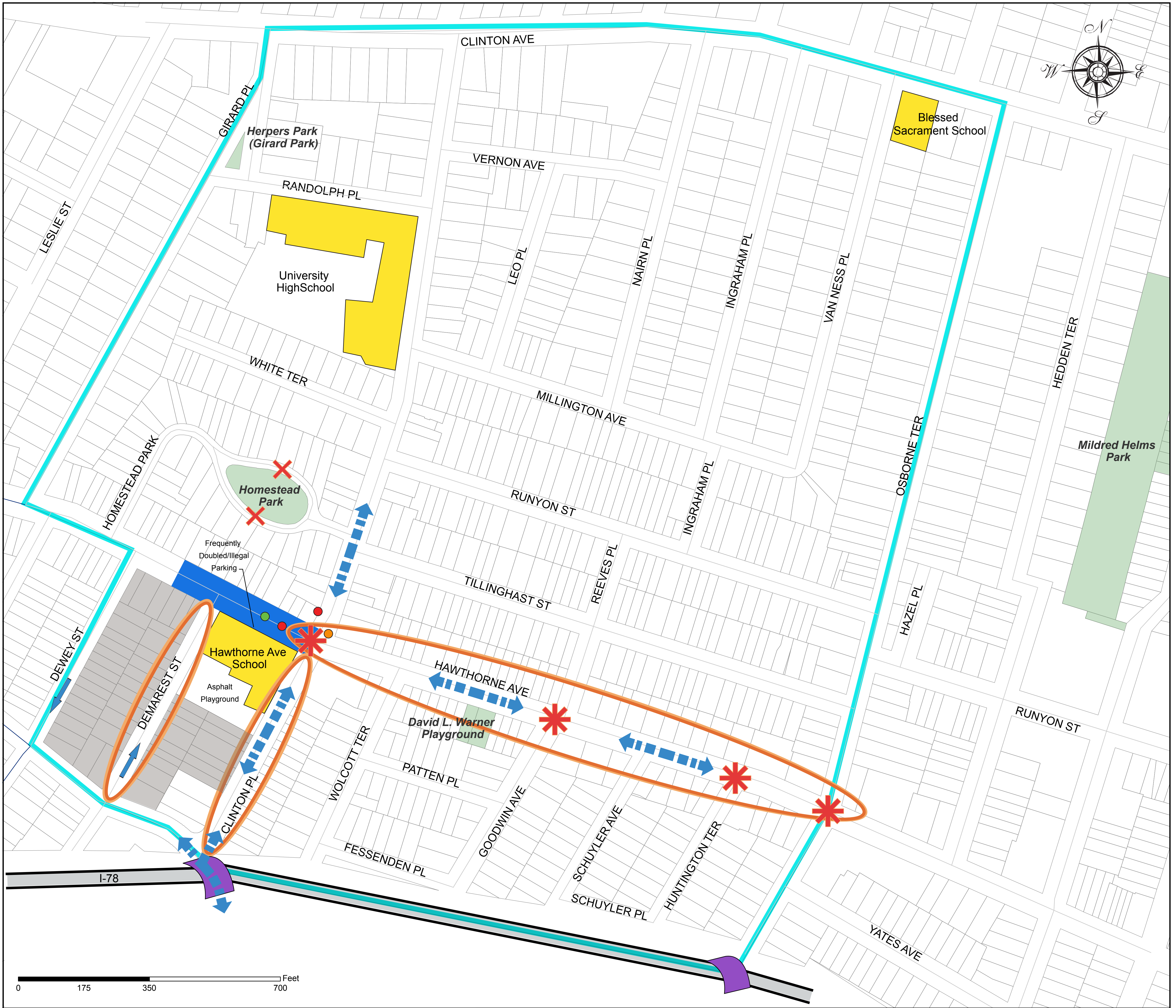
LEGEND

Existing Conditions

- School
- Park
- Vacant Lot
- Public Bus Stop
- School Bus Stop
- Crossing Guard
- One Way Street
- Catchment Area
- Unofficial Drop-Off & Pick-Up Zone
- Overpass

Barriers & Opportunities

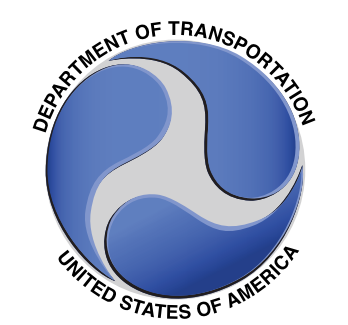
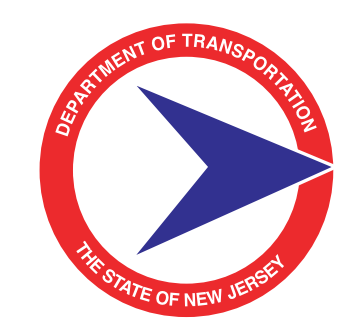
- Loitering/Undesirable Behavior Hotspot
- Difficult Crossing
- Sidewalk Obstruction
- Perceived Speeding





NJ SRTS Urban Demonstration Program  
Hawthorne Avenue School, Newark NJ  
Neighborhood Recommendations

August 2008



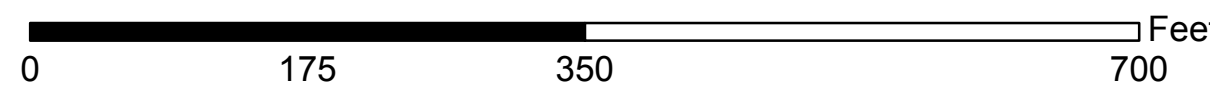
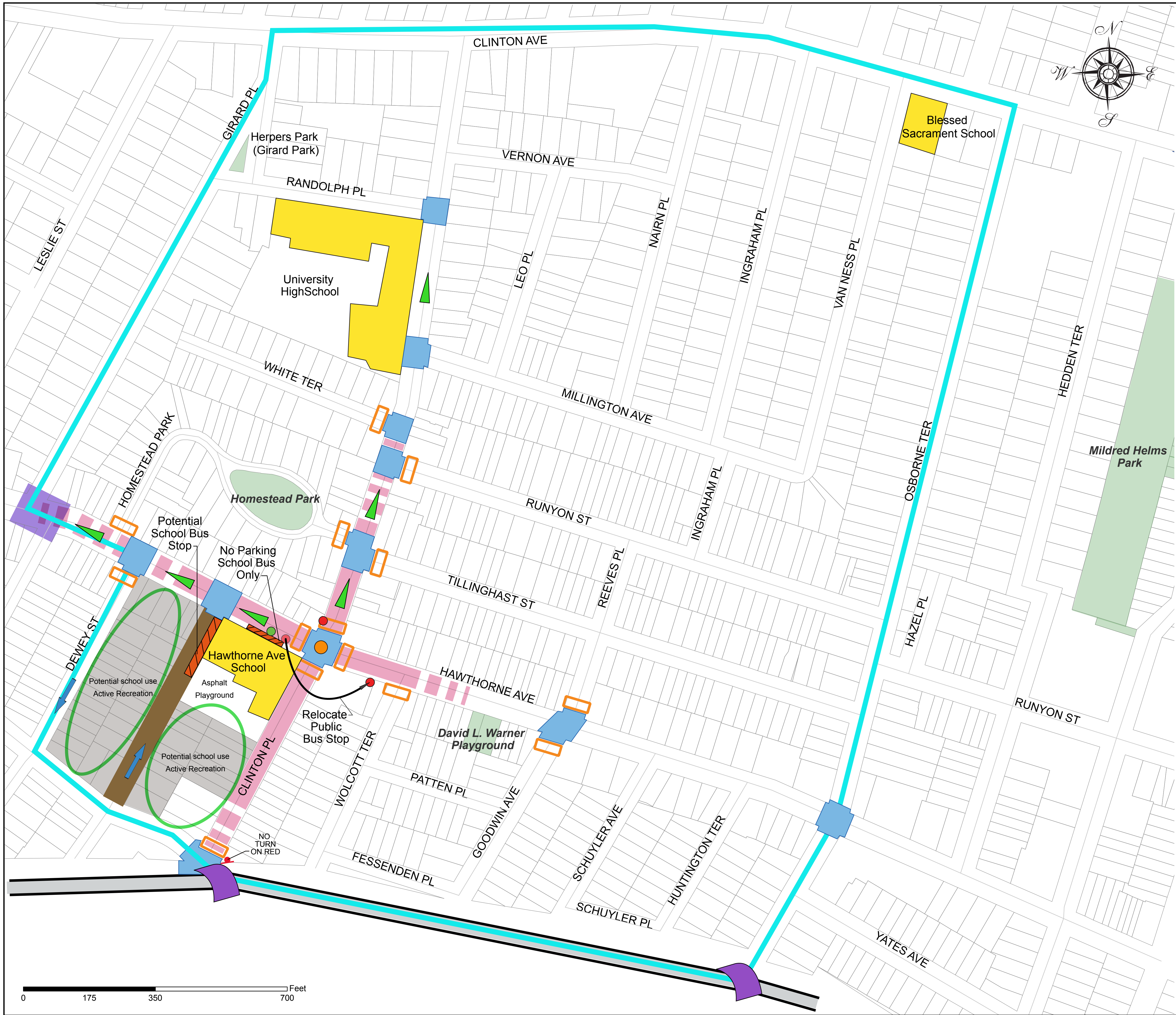
LEGEND

Existing Conditions

- School
- Park
- Vacant Lot
- Public Bus Stop
- School Bus Stop
- Crossing Guard
- One-Way Street
- Highway
- Catchment Area
- Unofficial Drop-Off & Pick-Up Zone
- Overpass

Neighborhood Recommendations

- High Visibility Crosswalk
- Pedestrian Safety and Traffic Calming
- Enhanced School Zone
- Gateway Treatment
- Median or Road Narrowing
- Secure Faculty Parking/Surveillance





# HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ

## SAFE ROUTES TO SCHOOL TRAVEL PLAN

### ACTION PLAN

This plan of action for implementing the Hawthorne Avenue Elementary School SRTS program is intended to increase safety for students on their walk to and from school and when appropriate, encourage more students to walk. The table below identifies those actions, a responsible party for implementing them, a time frame and a level of cost.

#### *Engineering*

Action	Responsibility	Time Frame	Cost
<ul style="list-style-type: none"> <li>Median or Roadway Narrowing should be implemented at various locations in the school neighborhood along Clinton Place, between Hawthorne Avenue and Randolph Place and on Hawthorne Avenue between Clinton Place and Leslie Street.</li> </ul>	Municipality	Short-Term	Medium
<ul style="list-style-type: none"> <li>Provide Gateway Treatments on Hawthorne Avenue at Girard Place.</li> </ul>	Municipality	Short-Term	Low
<ul style="list-style-type: none"> <li>Pedestrian Safety and Traffic Calming improvements should be implemented in the school neighborhood such as:               <ul style="list-style-type: none"> <li>Speed tables/raised intersections</li> <li>Shoulder striping/coloring</li> <li>Landscaping</li> </ul> </li> </ul>	Municipality	Short-Term	Medium
<ul style="list-style-type: none"> <li>Clearly define and enhance school zone along Hawthorne Avenue and Clinton Place with reduced speed limit and strong yellow-green school advance warning signs.</li> </ul>	Municipality	Short-Term	Low
<ul style="list-style-type: none"> <li>There should be dedicated school bus zone in front of the Hawthorne Avenue School that should be designated through the use of signage. This area can also be designated through the use of striping.</li> </ul>	School/ Municipality	Short-Term	Low
<ul style="list-style-type: none"> <li>Provide high visibility crosswalks along the school zone.</li> </ul>	Municipality	Short-Term	Low
<ul style="list-style-type: none"> <li>Install a "No Turn on Red" sign at the signalized intersection of Clinton Place &amp; Nye Avenue.</li> </ul>	Municipality	Short-Term	Low

## HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ

### SAFE ROUTES TO SCHOOL TRAVEL PLAN

Action	Responsibility	Time Frame	Cost
<ul style="list-style-type: none"> <li>Trees &amp; Plantings: <ul style="list-style-type: none"> <li>Coordinate with Newark Tree Management Plan, NJ Tree Foundation, and Greater Newark Conservancy to improve the greenery around the school.</li> </ul> </li> </ul>	School/PTO	Short-Term	Low
<ul style="list-style-type: none"> <li>Enhance/designate school routes with signs, pavement markings or in-ground medallions/wayfinding markers.</li> </ul>	Municipality	Short-Term	Low

#### *Education*

Action	Responsibility	Time Frame	Cost
<ul style="list-style-type: none"> <li>Identify and Map designated Safe Routes to School. Distribute to the school community in welcome back to school mail prior to the start of the school year.</li> </ul>	School/Municipality	Short-Term	Low
<ul style="list-style-type: none"> <li>Approach local businesses about not selling junk food to the students during the school day.</li> </ul>	School/PTO	Short-Term	Low
<ul style="list-style-type: none"> <li>Approach homeowners along Homestead Park about relieving sidewalk obstruction by closing gates.</li> </ul>	School/PTO	Short-Term	Low
<ul style="list-style-type: none"> <li>Conduct community wide outreach, possibly with flyers detailing SRTS programs and benefits. This could help to reach both school families and the general population.</li> </ul>	School/Municipality	Short-Term	Low
<ul style="list-style-type: none"> <li>The neighborhood should be informed of any designated school routes, and priority given to helping those who need assistance with snow removal or other sidewalk maintenance.</li> </ul>	Municipality	Short-Term	Low
<ul style="list-style-type: none"> <li>The health benefits of conducting a SRTS program should be included in teacher training programs and in the student curriculum.</li> </ul>	School/PTO	Short-Term	Low
<ul style="list-style-type: none"> <li>Parents and students should be educated about the established drop off and pick up procedures.</li> </ul>	School/Municipality	Short-Term	Low

## HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ

### SAFE ROUTES TO SCHOOL TRAVEL PLAN

Action	Responsibility	Time Frame	Cost
<ul style="list-style-type: none"> <li>Walking school bus options should be distributed to school families.</li> </ul>	School/PTO	Short-Term	Low
<ul style="list-style-type: none"> <li>School walking event information could be circulated with municipal utility or tax bills. This would help to reach all residents, not just the families with students currently in the school system. The school newspapers could also be utilized as a means to circulate information about major events.</li> </ul>	School/Municipality	Short-Term	Low

#### *Encouragement*

Action	Responsibility	Time Frame	Cost
<ul style="list-style-type: none"> <li>Revive Hawthorne's Safety Patrol utilizing members of the student council.</li> </ul>	School/PTO	Short-Term	Low
<ul style="list-style-type: none"> <li>The City should define recommended walking routes between major residential areas and the school. This would passively encourage families to have the students walk more often. The recommended walking routes could be displayed both on paper maps that can be easily shared with the school community and installed physically on the ground with pavement markings, and/or with signs.</li> </ul>	School/Municipality	Short-Term	Low
<ul style="list-style-type: none"> <li>Conduct a bicycle rodeo. This could include stations about bicycle safety, helmet and bicycle fit, rules of the road, handling skills and numerous other safety topics.</li> </ul>	PTO/School/Municipality	Mid-Term	
<ul style="list-style-type: none"> <li>Develop a Safe Routes to School Committee that will lead the effort to expand school access safety and coordinate preparing any grant applications and administering the SRTS program.</li> </ul>	School/PTO	Short-Term	Low
<ul style="list-style-type: none"> <li>Prepare for and participate in the International Walk to School Days.</li> </ul>	PTO/School/Municipality	Short-Term	Medium
<ul style="list-style-type: none"> <li>Conduct a preference survey to determine what families would like to see and have available as choices for their school commute.</li> </ul>	School	Short-Term	Low

## HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ

### SAFE ROUTES TO SCHOOL TRAVEL PLAN

Action	Responsibility	Time Frame	Cost
<ul style="list-style-type: none"> <li>Establish walking school buses. (Safety in numbers! Walk with family and other students.)</li> </ul>	School/PTO	Mid-Term	Low
<ul style="list-style-type: none"> <li>Establish "Frequent Walker Card" system. This is similar to "Frequent Flyer Mile" programs, and can be a great motivator.</li> </ul>	School/PTO	Short-Term	Low
<ul style="list-style-type: none"> <li>The City could consider taking on snow removal responsibility along identified routes to school.</li> </ul>	Municipality	Mid-Term	Medium
<ul style="list-style-type: none"> <li>Consider establishing a "Golden Sneaker" award that would be circulated between the classrooms that achieve the highest participation rates for walking or bicycling to school. This will require ongoing travel mode surveys. Some schools opt for a "stinky sneaker" alternative – students should choose what will be a better motivator.</li> </ul>	School	Short-Term	Low

#### *Enforcement*

Action	Responsibility	Time Frame	Cost
<ul style="list-style-type: none"> <li>Police presence should continue to be maintained at major pedestrian crossing locations such as Hawthorne Avenue and Clinton Place. This will help to passively encourage drivers to obey the laws, and expect that they are being monitored.</li> </ul>	Police	Short-Term	Low
<ul style="list-style-type: none"> <li>Clear parking regulation signs should be posted at all intended drop-offs and pick-up locations at each school to better define and support the drop off and pick up procedures. This helps to keep motorists self enforced, without excessive police presence required or misunderstanding or confusion in the school area roadways.</li> </ul>	School/ Municipality	Mid-Term	Low

## HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ

### SAFE ROUTES TO SCHOOL TRAVEL PLAN

Action	Responsibility	Time Frame	Cost
<ul style="list-style-type: none"> <li>Consider issuing warnings, rather than citations for first offenses once school routes are established and shared with the community. Include education materials about the dangers of speeding or other violations, especially in the school area.</li> </ul>	Municipality/ Police	Short-Term	Low
<ul style="list-style-type: none"> <li>Police should also work within the school system to educate students on bicycle and pedestrian safety.</li> </ul>	Police/ School	Short-Term	Low
<ul style="list-style-type: none"> <li>Enforcement of "No Parking" zone in front of school (with moveable cones).</li> </ul>	Police/ School	Short-Term	Low
<ul style="list-style-type: none"> <li>Police could conduct a series of pedestrian stings, to strongly reinforce that Newark takes its motor vehicle laws and pedestrian rights seriously. This should be considered to be repeated approximately every six weeks until driver behavior is perceived to be more respectful of pedestrian's right to travel safely.</li> </ul>	Police	Short-Term	Medium
<ul style="list-style-type: none"> <li>Prioritize/enhance police presence in areas of loitering and undesirable behavior in the school neighborhood during school commute times. Encourage police to walk or bike these routes.</li> </ul>	Police/ School	Short-Term	Low

#### *Evaluation*

Action	Responsibility	Time Frame	Cost
<ul style="list-style-type: none"> <li>Conduct a survey to define mode choice (number and percentage of students who walk or bicycle to school) so that there is a base line to reference when assessing the success of future efforts.</li> </ul>	School/PTO	Short-Term	Low
<ul style="list-style-type: none"> <li>Conduct a preference survey to determine what families would like to see and have available as choices for their school commute.</li> </ul>	School/PTO	Short-Term	Low



## HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ

### SAFE ROUTES TO SCHOOL TRAVEL PLAN

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Action	Responsibility	Time Frame	Cost
<ul style="list-style-type: none"><li>Conduct school commute time parking studies to evaluate effectiveness of SRTS programs.</li></ul>	School/PTO	Short-Term	Low
<ul style="list-style-type: none"><li>Conduct tracking exercises for distances students walk both on-line and in the classroom.</li></ul>	School/PTO	Short-Term	Low

*Note: Engineering projects defined as "short-term" are generally high priority, critical connections, or projects that do not require an intensive design effort. "Long-term" projects are either lower priority or will require additional design efforts to prepare construction documents and bid the projects. Programmatic actions may require target dates for implementation. Projects estimated to be "low cost" are generally "short term" projects that may include signing and striping or other low-impact construction activities. A "high cost" project would generally be considered "long term" and would include activities like roadway reconstruction, utility relocation, and projects that have right-of-way impacts.*

*Non-engineering projects costs are based on the anticipated labor effort and are generally defined as: Low = less than 2 days, Medium = 2-5 days, High = More than one week.*

# **HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ**

## **SAFE ROUTES TO SCHOOL TRAVEL PLAN**

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### **PROGRAM EVALUATION AND MONITORING**

Utilizing the NJDOT SRTS Toolbox Fact Sheet, “EVALUATING YOUR SRTS PROGRAM” as a guide, Hawthorne Avenue Elementary School will conduct classroom/student hands-up travel pattern surveys and parent/caregiver take-home attitudinal surveys to evaluate its SRTS Program over time.

Travel Mode Surveys – Hawthorne Avenue Elementary School will measure the number of children walking and bicycling to school by conducting Travel Mode Surveys once a year. For younger aged children, the teacher could incorporate the survey in the lesson plan and by asking for raised hand responses and tabulating the overall classroom results with the students in a bar chart. The results will be evaluated yearly to show if there has been a shift in the number of children walking and bicycling to school.

Parent/Caregiver Survey – The Hawthorne Avenue Elementary School will administer a take-home survey to determine, from a parent/caregiver perspective, the overall environment for walking and biking, why children do not walk or bike to school, and how attitudes change as a result of SRTS Programs.

Other program evaluation methods can include monitoring the timing of drop-off dynamics around the school, parking studies, and distance tracking exercises. These methods are described further in the ACTION PLAN section of this Plan.

- \* Hawthorne Avenue Elementary School will utilize the services of the Voorhees Transportation Center at Rutgers University to tabulate survey data.

## APPENDIX A

# SAMPLE JOINT RESOLUTION BETWEEN CITY AND BOARD OF EDUCATION

# **HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ**

## **SAFE ROUTES TO SCHOOL TRAVEL PLAN**

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### **RESOLUTION SUPPORTING THE HAWTHORNE AVENUE ELEMENTARY SCHOOL SAFE ROUTES TO SCHOOL PROGRAM**

**WHEREAS**, the Hawthorne Avenue Elementary School participated in a Safe Routes to School Urban Demonstration Program sponsored by the New Jersey Department of Transportation and an Action Plan was developed, and

**WHEREAS**, the City, School Board and the Safe Routes to School Task Force have reviewed and support the Action Plan elements, and

**WHEREAS**, the Safe Routes to School Program will support and encourage students to walk and bike to school through on-going programs, and through improvements to the walking and biking environment, and

**WHEREAS**, the Safe Routes to School Program will support and encourage increased parent education and community involvement, decrease the amount of traffic near the schools, and encourage children to be independent and healthy, and

**WHEREAS**, the Safe Routes to School Program provides a means to pursue public policy goals related to:

- Reducing traffic congestion around schools
- Creating safer, calmer streets and neighborhoods
- Improving air quality and providing a cleaner environment
- Increasing physical activity for children
- Fostering a healthier lifestyle for the whole family, and

**WHEREAS**, the Safe Routes to School Program will support objectives such as:

- Teaching age-appropriate walking and bicycle traffic safety skills routinely in school and offering special events such as Walk and Bike to School Days, and other encouragement models including classroom participation and contests
- Providing opportunities for the community to participate in developing plans for making streets, sidewalks, pathways, trails, and crosswalks safe, convenient and attractive for walking and bicycling to school
- Enforcing all traffic laws near schools and on school routes, and in other areas of high pedestrian and bicycle activity
- Applying the use of human and technological resources, including volunteers, to provide routes to school that feel secure to both parents and children alike, and

**WHEREAS**, there will be participation by school and district administrators, teachers, students parents, and municipal and community representatives to implement the Safe Routes to School Program; now therefore, be it

**RESOLVED**, the Hawthorne Avenue Elementary School Council and Hawthorne Avenue Elementary School Board of Education jointly endorse the Safe Routes to School Program for the Hawthorne Avenue Elementary School.

# APPENDIX B

## SAFE ROUTES TO SCHOOL PLEDGE TO STUDENTS

# HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ

## SAFE ROUTES TO SCHOOL TRAVEL PLAN

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### Safe Routes to School

### Pledge to Hawthorne Avenue Elementary School Children

#### Take the Pledge

In the last 30 years, our children have lost a lot of the freedom and independence they once had to explore our neighborhoods. As we have designed our communities around automobiles, activities like walking or bicycling to school have declined dramatically. *We believe it's time for a change. We pledge that by the time the kindergarten class of 2008 graduates high school, the majority of school trips will once again be made safely by foot or bicycle.*<sup>1</sup>

To our children, we pledge to make your health and safety our number one priority, including to:

- Make the streets safe, convenient and attractive enough to let you walk or bicycle to schools.
- Ensure the streets around your schools have frequent, safe places to cross.
- Drive slowly through school zones.
- Enforce traffic laws in school zones and neighborhoods to slow down motor vehicle traffic.
- Locate schools within walking and bicycling distance of as many pupils as possible.
- Reduce the amount of traffic around your schools.
- Provide secure bicycle parking at your schools.
- Teach traffic safety skills routinely throughout your school career: first as a pedestrian, next as a bicyclist, and then as a motorist.
- Encourage staff and students at your schools to walk and bicycle more often.

Signed (any combination of the following),

Mayor  
City Council  
City Manager/Administrator  
City Engineer/Public Works  
City Police

School District Board of Education  
School Principal  
School Teacher(s)  
School Nurse  
PTA/Parents/Caregivers

Community Liaison  
Other community groups

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<sup>1</sup> Pledge to Children is based on the Active Living Resource Center's SRTS Pledge.



# APPENDIX C

## SCHOOL SAFETY TIPS

# HAWTHORNE AVENUE ELEMENTARY SCHOOL, NEWARK, NJ

## SAFE ROUTES TO SCHOOL TRAVEL PLAN

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### SCHOOL SAFETY TIPS...

...to help keep your children, your school and your neighborhood safe.<sup>1</sup>

#### **Create and Maintain a School Safety Zone:**

Police enforcement helps to ensure that criminal activities don't occur in or around schools, in part by increasing the penalties for such activities. But "School Zone" signs alone aren't enough; parents and other community residents need to be actively involved in creating safety zones.

#### **Parent Patrols:**

Parent patrols are an effective way of ensuring that the areas around our schools are free from crime. Parents, community residents and school staff monitor and observe all activities in and around schools and can serve as a powerful deterrent to criminal activity. Many schools now have Walking Schools Buses -- groups of children that walk to school under the care of a responsible adult -- to complement the activities of the Parent Patrols.

Get involved with your school's Parent Patrol or Walking School Bus or help organize one. Also, find out about your school district's court process. Parent groups can help ensure that the court system imposes stiff penalties for violations of School Zone laws.

#### **Check Your Children's Route to School for Hazards:**

Abandoned buildings, abandoned cars and uncleared vacant lots can pose a danger to your children. Not only can these seem to your children to be exciting places to play, they can often become centers for criminal activity. Another benefit of a Walking School Bus is that it can help to identify such conditions on your children's route to and from school and report them to the local police. Working together with the Police and other City agencies, you can ensure that these kinds of hazards are removed from your neighborhood.

#### **Make Sure Your Children Are in School Every Day:**

Youngsters are most likely to get into trouble when they are not in school when they should be. Try to sit down and have a 10-minute conversation with your children every day about what they did in school. Not only will this help you to ensure that your children are going to school, it can help you identify problems or challenges that your children may be facing and help them to address those problems. Also make sure that your children's school has a well-developed anti-truancy policy that can help you address truancy problems should they occur.

#### **Ensure that Your Children Have Something to do and Somewhere to go After School:**

There are a variety of activities available to broaden your children's interests and abilities as well as provide a safe place to be after school. Many New Jersey Public Schools offer after-school programs and activities, in areas such as art, music and sports. In addition, local YMCA's or community recreation departments sponsor a wide range of activities at facilities throughout the city.

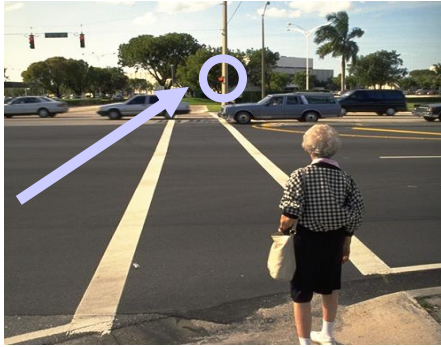
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<sup>1</sup> Adopted from City of Chicago School Safety Tips, [CityofChicago.org](http://CityofChicago.org)

# APPENDIX D

## TYPICAL OPPORTUNITIES AND TREATMENTS

## Typical Opportunities for Improvements



### LONG CROSSING DISTANCES

Long crossing distances prolong the exposure time of pedestrians to motorists and make it difficult to see the pedestrian signal head on the other side of the road.



### PEDESTRIAN OBSTRUCTIONS

Obstructions in the pedestrian right-of-way impede pedestrian movement and safety.



### LACK OF CURB CUTS

Sidewalks without curb cuts are an obstacle to parents with baby carriages as well as people with disabilities.



### POOR MAINTENANCE

Without maintenance pedestrians can trip, it can be a liability issue, and people with disabilities can have trouble negotiating the area.

## Typical Bicycle/Pedestrian Treatments



### SHARED-USE ROADWAY

Can be a safe for bicyclists when:

- Width is sufficient
- Speeds are low
- Traffic volumes are low



### BICYCLE LANE

- Provides a safe and comfortable environment for bicyclists
- An area that is delineated, but not separated from the roadway
- Typically 4' wide with a bicycle stencil



### SHARED USE PATH (TRAIL)

- Offers connections and opportunities not provided in the roadway system
- Can provide valuable connections and recreational opportunities
- Typically 8'-10' wide



### OTHER FACILITIES

- Bicycle Lockers
- Bicycle Racks on Transit
- Bicycle Racks
- Bicycle Safety Programs



## Typical Bicycle/Pedestrian Treatments



### SIDEWALKS

- A portion of the road ROW for the preferential or exclusive use of pedestrians
- Typically at least 5' wide
- Should be free of obstructions along its width and 80" high



### CROSSWALKS

- Provides a designated crossing point
- Helps provide more predictable pedestrian movements
- Alerts drivers to pedestrian areas



### SIGNAGE AND STRIPING

- Can help define pedestrian realm
- Provide visual cues for pedestrians and motorists
- Can augment other facilities



### AMENITIES AND AESTHETICS

- Lets pedestrians know area was designed for their use
- Helps provide a safe and comfortable environment
- Helps provide sense of "place"



## Typical Bicycle/Pedestrian Treatments



### CURB EXTENSION

- Reduces Vehicle Speeds
- Reduces Pedestrian Crossing Distance
- Increases Pedestrian Visibility
- Protects Parking Area & Prevents Parking Close to Intersection



### FULL CLOSURE

- Can be used to eliminate neighborhood cut-throughs
- Eliminates vehicular access
- Allows pedestrian and bicycle access and egress



### MID-BLOCK CROSSING

- Reduces Vehicle Speeds
- Increases Pedestrians Visibility
- Reduces Pedestrian Crossing Distance
- Connects Pedestrian Generators



### RAISED MEDIAN GATEWAY

- Provides Defined Entry
- Provides Cue to a Transition Area
- Aesthetically Pleasing
- Provides Pedestrian Refuge
- Reduction in Vehicle Speeds

## Typical Traffic Calming Devices



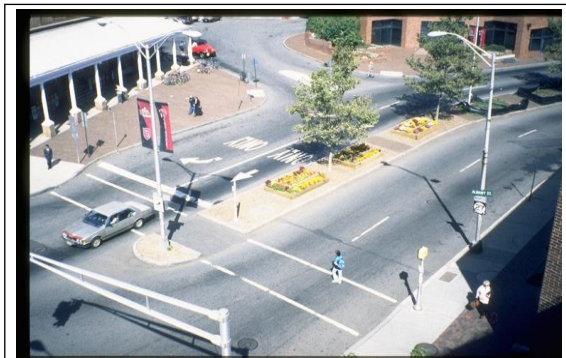
### GATEWAY

- Provides Defined Entry
- Provides Cue to a Transition Area
- Aesthetically Pleasing



### CURB EXTENSION REDUCED TURNING

- Reduces Vehicle Speeds
- Reduces Pedestrian Crossing Distance
- Increases Pedestrian Visibility
- Protects Parking Area & Prevents Parking Close to Intersection



### RAISED

- Reduces Vehicle Speeds
- Increases Pedestrians Visibility
- Reduces Pedestrian Crossing Distance
- Provides Pedestrian Refuge



### BIKELANE

- Reduces Vehicle Speeds
- Produces Designated Lane for Bicyclists
- Provides Additional Buffer for Pedestrians



## Typical Traffic Calming Devices



### RAISED MEDIAN

- Provides Defined
- Provides Cue to a Transition
- Aesthetically
- Provides Pedestrian
- Reduction in Vehicle



### PUBLIC

- Provides Identifiable
- Identifies Entry/
- Can Contribute to
- Aesthetically



### TEXTURED

- Better Defines the Crossing Location for the Pedestrian
- May Reduce Pedestrian-Vehicle Conflicts
- Aesthetically Pleasing



### TEXTURED

- Better defines parking
- Provides Consistency to linear
- Aesthetically

## Typical Traffic Calming Devices



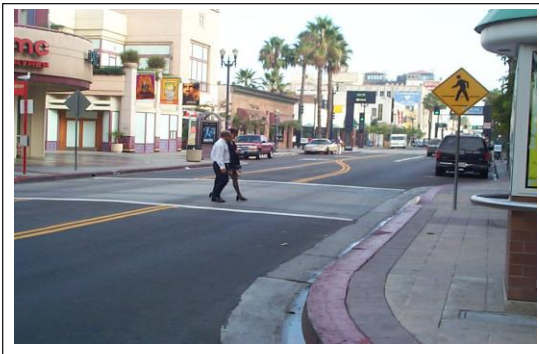
### CURB EXTENSION

- Reduces Vehicle Speeds
- Reduces Pedestrian Crossing Distance
- Increases Pedestrian Visibility
- Protects Parking Area & Prevents Parking Close to Intersection



### MEDIAN REFUGE

- Reduces Vehicle Speeds
- Reduces Pedestrian- Vehicle Conflict
- Reduces Pedestrian Crossing Distance
- Improves Aesthetics if well-maintained



### MID-BLOCK CROSSING

- Reduces Vehicle Speeds
- Increases Pedestrians Visibility
- Reduces Pedestrian Crossing Distance
- Connects Pedestrian Generators



### Sidewalks and Access

- Simplifies Crossing Movement
- Reinforces pedestrian priority
- Improves visibility
- Provides safe accessibility

The preparation of this School Travel Plan was developed as part of the New Jersey Department of Transportation's Safe Routes to School (SRTS) Urban Demonstration Program.

For more information contact:  
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