

## SCHOOL NEIGHBORHOOD CHARACTERISTICS

### **School Student Travel Mode Tally** Summary

A Student Travel Mode Tally tracks how students travel to and from school. Classroom teachers use a form to record specific information about how children arrive to and depart from school on three days during a given week. Teachers conduct counts by asking students to first raise their hands to indicate how they arrived at school that day, and secondly how they plan to leave for home after school. The students can choose from "walk," "bike," "school bus," "family vehicle" (defined as riding only with children from your family), "carpool" (riding with children from other families), "transit" (city bus, subway, etc.), and "other" (skateboard, scooter, etc.).

During spring of 2016, tallies were collected from Maxson Middle School, Plainfield Academy for the Arts and Advanced Studies (PAAAS), and 6 elementary schools - Cedarbrook, Cook, Evergreen, Stillman, Woodland and Washington.

	Number of AM Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
Cedarbrook	1791	их	0.1%	7%	6%	15%	0.3%	0.2%
Cook	556	11%	e%.	7%	76%	<b>15%</b>	e%	æ
Evergreen	1663	15%	0.4%	156	47%	36%	0.2%	0.2%
Sillman	<b>826</b>	46%	e%	4%	34%	17%	0.1%	0.1%
Washington	1411	27%	156	10%	38%	24%	0.7%	0.3%
Woodend	961	24%	0.Z%	7%	50%	15%	0.5%	456
Marson	256	29%	0.4%	18%	44%	9%	e%	0.6%
PAAAS	<b>B</b> 2	7%	0.4%	40%	36%	<b>e%</b>	0.5%	4.7%

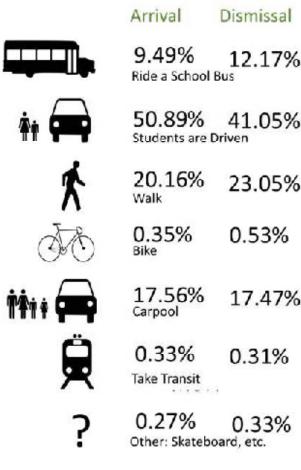
Table 10: Morning In-class Student Travel Tally Results by School

	Number of PM Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
Cedarbrook	1791	23%	0.4%	9%	51%	16%	0.1%	0.5%
Cook	549	их	e%.	2%	72%	7%	e%	æ
Evergreen	1661	16%	e%.	5%	42%	36%	0.3%	0.1%
Sülman	738	43%	e%.	13%	28%	16%	e%	0.1%
Washington	1407	25%	1%	14%	31%	24%	0.7%	0.3%
Woodland	556	28%	e%	206	46%	17%	0.6%	a%
Masse	154	40%	1%	15%	36%	H%	e%	0.5%
PAAAS	642	G%.	0.5%	52%	32%	æK	0.5%	0.5%

Table 11: Afternoon In-class Student Travel Tally Results by School

In total, students made 10,940 trips to and from those Plainfield public schools during this time period.

As shown in Table 10 and 11 above, approximately 20% of the students sampled indicated that they walk to and from school – a little bit above the national average. Although not the highest mode of travel, the results of this tally indicate that the idea of walking to and from school is well accepted in Plainfield. Very few children reported bicycling to and from school in Plainfield. This may be the result of several factors such as a lack of bike parking or lack of bicycle infrastructure, including bike lanes and signage. It is also possible that children in Plainfield do not have bicycles of their own that they can use to ride to and from school or that there is not adequate bicycle education present in the area to get children cycling.



#### Figure 16: Student Travel Mode by percentage

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
Morning	5461	29.16%	0.35%	5.45%	50.05%	17.56%	0.33%	0.27%
Afternoon	5479	3. <b>6%</b>	0.53%	12.17%	41.05%	17.47%	0.31%	0.33%

Table 12: Typical Students Travel Mode by Percentage

Surprisingly, there was a relatively large percentage of students reporting that they carpool to school. About 18% of the students sampled indicated that they were driven to school, with children from other families.

Figure 16 shows the typical Student Travel Mode by percentage.

The number of students already walking to and from school in Plainfield is encouraging. As the SRTS program in Plainfield continues to develop, it should focus on projects, programs, and strategies that take advantage of the neighborhood's inherent walkability while increasing safety and encouraging even more children throughout the City to walk and bike to school.

#### **School Walkability Route Maps**

(See Figure 17)

#### **Photo Inventory / Common Problems**

Walkability assessments are tools to help schools, parents, students, and the community identify barriers that may make it difficult or dangerous for children to walk or bike to school. These assessments evaluate the sidewalk, road and neighborhood conditions in school neighborhoods, and will help to identify key safety improvements that can make walking and biking a safer and easier way to get to school.

The school walkability assessments were conducted on five different days in March and April in 2016. The routes for each assessment were assembled

after review of crossing guard location and with close consideration of pedestrian and cyclist crash data within the school catchment areas. The walkability assessments were conducted by project team members who were tasked with walking the routes while taking notes and photographing conditions to document barriers to walkability. The team also placed a priority on identifying existing facilities and conditions that are currently working well that could serve as models for future improvements throughout the City.

A photo Inventory documents various challenges and opportunities related to walking and biking to school that have been identified by the project team while conducting walkability assessments. The following photo inventory provides a record of observations made through both photos and descriptions, noting each location where issues or good practices were noted. The photo inventory identifies a list of common problems that can impair the walkability/bikeability of a school zone and put students' safety and health at risk. Some of these problems are caused by people's behavior, while others are caused by deteriorated infrastructure and facilities. This photo inventory also notes the common problems frequently occurring during school arrival and dismissal times. The photo inventory also identifies some existing actions and practices that enhance the walkability/ bikeability of a school zone, and can serve as model good practices that can be replicated throughout the City.

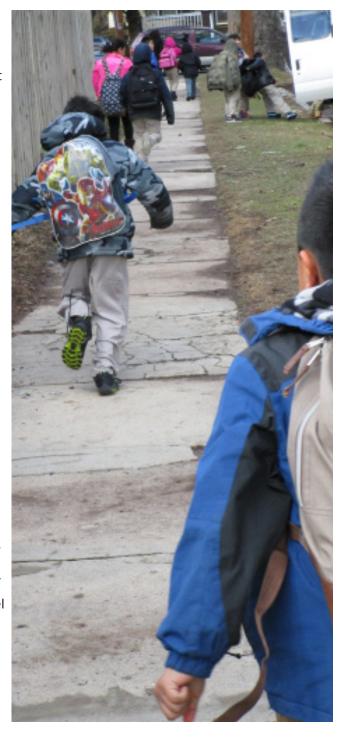








Figure 17: School Walkability Route Map

#### 1.1 Drivers



Drivers do not yield to pedestrians in crosswalk.

Woodland Elementary School

- E 7th St
- Woodland Ave

**Emerson Elementary School** 

Intersection of George St and **Emerson Ave** 

**Evergreen Elementary School** 

Edgewood Ave

Plainfield High School

- Intersection of W 7th and Arlington Ave
- Intersection of Kenyon Ave and W 9th St



Speeding.

Woodland Elementary School

- E 7th St
- Woodland Ave

**Emerson Elementary School** 

Leland Ave

**Evergreen Elementary School** 

Carnegie Ave

Washington Elementary School

- W 4th St
- W 7th St

Plainfield High School

Intersection of W 7th and Central Ave



Roll over stop bar and blocking crosswalk.

**Emerson Elementary School** 

Intersection of George St and **Emerson Ave** 

**Evergreen Elementary School** 

Carnegie Ave

Stillman Elementary School

- Intersection of W 4th St and Madison Ave
- Intersection of W 5th St and Arlington Ave



Illegal parking.

**Emerson Elementary School** 

Intersection of Emerson and E 3rd St

**Washington Community School** 

Darrow Ave

Plainfield High School

Central Ave between W 6th and W 7th





### 1.2 Pedestrians



Cross at mid-block.

**Emerson Elementary School** 

- Emerson Ave

Plainfield High School

- Kenyon Ave between Stelle Ave and W 9th
- Central Ave between W7th and W 8th St

Maxson Middle School

- Intersection of North Ave and Leland Ave

### 1.3 Other Problems



6 Scary dogs.

Woodland Elementary School

Woodland Ave

Plainfield High School

Central Ave between W 6th and W 7th St



People loitering.

Stillman Elementary School

- Madison Ave, between 3rd St and 4th St
- W Front St, between Madison Ave and Park Ave





### 1.4 Sidewalk



8 No sidewalk.

**Evergreen Elementary School** 

- Evergreen Ave
- Prospect Ave

Stillman Elementary School

Madison Ave, between 2nd St and 3rd St



Sidwalk is broken or cracked.

**Woodland Elementary School** 

- E 7th St
- E 3rd St

Evergreen Elementary School

- Edgewood Ave
- Park Ave

Stillman Elementary School

- Madison Ave
- Intersection at W 9th and Madison Ave

Plainfield High School

- W 9th Street
- Arlington Ave
- Intersection at Central and W 7th
- Stelle Ave

Maxson Middle School

E 7th St



Sidewalk is blocked.

**Emerson Elementary School** 

E 3rd St between Emerson Ave and Leland Ave

Washington Community School

West End Ave

Plainfield High School

Central Ave between W 6th and W 7th

Maxson Middle School

- E 7th St





### 1.5 Intersection



No marked crosswalk.

**Woodland Elementary School** 

Intersection of Berckman St and E 7th St

**Emerson Elementary School** 

T intersection at Leland Ave and Columbian Ave

Washington Elementary School

- Intersection of W 4th St and Spooner Ave
- W 7th St and Spooner Ave
- Darrow Ave and W 4th St
- Grant Ave and W 4th St
- W 7th St and Grant Ave
- Darrow Ave and W 4th St

Plainfield High School

Intersection of W 9th St and Kenyon Ave



Crosswalk is too long.

**Woodland Elementary School** 

Intersection of Central St and Woodland Ave

Stillman Elementary School

Intersection of Park Ave and Front St



Crosswalk is faded.

Woodland Elementary School
- Intersection of Berckman St and E 7th St

**Emerson Elementary School** 

- Sumner Ave and George St
- Sumner Ave and E 3rd St

**Evergreen Elementary School** 

Čarnegie Ave

Stillman Elementary School
- W Font St and Madison Ave

- W 5th St and Madison Ave
- **Washington Community School** Route 28 and West End Ave
- W 4th St and Spooner Ave
- W 7th St and Spooner Ave Darrow Ave and W 4th St
- Grant Ave and W 4th St
- W 7th St and Grant Ave

Plainfield High School

- W 7th and Central Ave
- W 9th and Kenyon Ave
- Stelle Ave and Kenyon Ave



Curb ramp or ADA bumpy pad is broken.

Woodland Elementary School

Intersection of Central St and E 7th St

**Emerson Elementary School** 

Intersection of Sumner Ave and George St

Plainfield High School

- Intersection of Park Ave and W 7th
- Kenyon Ave and W 9th St
- Arlington Ave and W 7th
- W 9th and Madison Ave



### 1.5 Intersection



Unsignalized intersections.

Woodland Elementary School

Intersection of Central St and E 7th St

**Emerson Elementary School** 

Intersection of George St and **Emerson Ave** 

**Evergreen Elementary School** 

Carnegie Ave

**Washington Community School** 

Intersection of Route 28 and West End Ave (Grant End)

Plainfield High School

Intersection of W 9th and Kenyon Ave



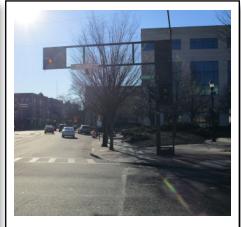
No pedestrian signal.

Woodland Elementary School

Intersection of Berckman St and E 7th St (two of four corners have no ped signals)

**Evergreen Elementary School** 

Park Ave



Pedestrian signal not working.

**Emerson Elementary School** 

Intersection of Leland Ave and E 3rd St

Stillman Elementary School

- Intersection of Front St and Park
- Intersection of Park Ave and W 9th St



Sweeping curb radii that allow fast turns.

Woodland Elementary School

Intersection of Central St and Woodland Ave

**Evergreen Elementary School** 

Carnegie Ave and Watchung







#### 1.6 Street or Traffic Lane



Street is too wide.

Woodland Elementary School

- Central St between E 7th St and Woodland Ave
- Woodland Ave

**Evergreen Elementary School** 

- Carnegie Ave
- Watchung Ave

Stillman Elementary School

Park Ave between W Front St and W 2nd St



Faded road median center lines.

**Woodland Elementary School** 

Woodland Ave



21 Potholes.

Stillman Elementary School

- Intersection of Front St and Park Ave
- Madison Ave between 3rd St and 4th St

## 1.7 Signage



22 Sign is faded / tilted sign pole

**Emerson Elementary School** 

- 'No Parking This Side' at Sumner Ave
- 'Speed limit' at George St
- 'No Parking Anytime' at E 3rd St

**Evergreen Elementary School** 

Evergreen Ave

**Washington Community School** 

- Intersection of Essex St and Spooner Ave
- Darrow Ave

Plainfield High School

- Central Ave between W 6th and W 7th St
- W 9th St between Park and College Pl







#### 1.8 Other



23 Tilted phone pole.

Stillman Elementary School

Madison Ave, between 3rd St and 4th St



Overgrown bushes.

**Emerson Elementary School** 

Southeast corner of intersection of Leland Ave and George St

Plainfield High School

W 9th St between Central Ave and Madison Ave



25 High fences.

**Emerson Elementary School** 

- George Ave
- E 3rd St

**Evergreen Elementary School** 

- Evergreen Ave
- Crescent Ave

Maxson Middle School

E 7th St



26 Abandoned property.

**Emerson Elementary School** 

Leland Ave

Stillman Elementary School

- Madison Ave between 2nd St and 3rd St
- 2nd St between Madison Ave and Park Ave

Washington Community School

- Spooner Ave
- W 4th St
- **Grant Ave**







#### 1.8 Other



27 Graffiti.

Stillman Elementary School

- Intersection of Madison Ave and 4th St
- Madison Ave, between 3rd St and 4th St



28 Trash.

Woodland Elementary School

- Berckman St and E 7th St
- Signal pole at Berckman St and E 7th S

Emerson Elementary School

E 3rd St between Emerson and Leland

Evergreen Elementary School

Crescent Ave

Stillman Elementary School

Intersection of Madison Ave and 4th St



29 Drainage issues.

Woodland Elementary School

- E 7th St

**Emerson Elementary School** 

E 3rd St between Emerson and Leland

**Evergreen Elementary School** 

Prospect Ave

Plainfield High School

Arlington Ave between 8th and 9th St



## 2. Problems During School Arrival/ Dismissal Time





Illegal parking.



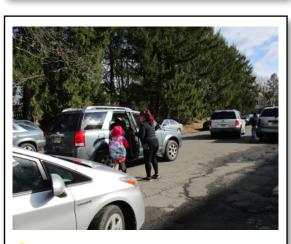
Idling.



Parents and students crossing street between cars.



**Crossing guards** overwhelmed.



Parents drop off/ pick up in the middle of the street.





## 3. Good Practices



Flashing lights installed in school zone to warn speeding.

Woodland Elementary School

E 7th St

#### Maxson Middle School

- Intersection of Rt 28 (South Avenue) and Berckman St
- Intersection of Rt 28 (South Avenue) and Woodland Ave
- Intersection of Rt 28 (South Avenue) and Belvidere Ave
- Intersection of Rt 28 (South Avenue) and Leland Ave



Highly-visible paint or crosswalk applied to enhance school zone.

**Woodland Elementary School** 

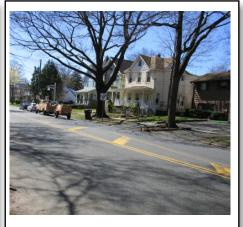
- E 7th St
- Intersection of Emerson Ave and E 2nd St
- Intersection of Emerson Ave and E 3rd St
- Intersection of Emerson Ave and George St

#### Plainfield High School

- T intersection of Park Ave and Evergreen Ave
- Intersections on Park Ave, from 4th St to 9th St

#### Maxson Middle School

Intersections on Rt 28 (South Avenue), between Leland Ave and Berckman St



Flush center median is used in school zone to slow traffic.

Stillman Elementary School

- Intersection of Front St and Park Ave
- Madison Ave between 3rd St and 4th St



Bold school zone signage.

Woodland Elementary School

- E 7th St
- Sidewalk near school entrance

**Washington Community School** 

Darrow Avenue and W 4th St

Stillman Elementary School

W 5th St between Arlington Ave and Madison Ave



## 3. Good Practices



Bike rack is installed in school parking lot.

**Emerson Elementary School** Inside school parking lot



Road stripe is applied near the intersection to prevent parking.

**Emerson Elementary School** 

Intersection of Leland Ave and North Ave



Good play spaces.

Stillman Elementary School

- Intersection of W 2nd St and
- Madison Ave
- W 2nd St, between Madison Ave and Park Ave
- Intersection of W Front St and Park Ave

Plainfield High School

Liberty Park

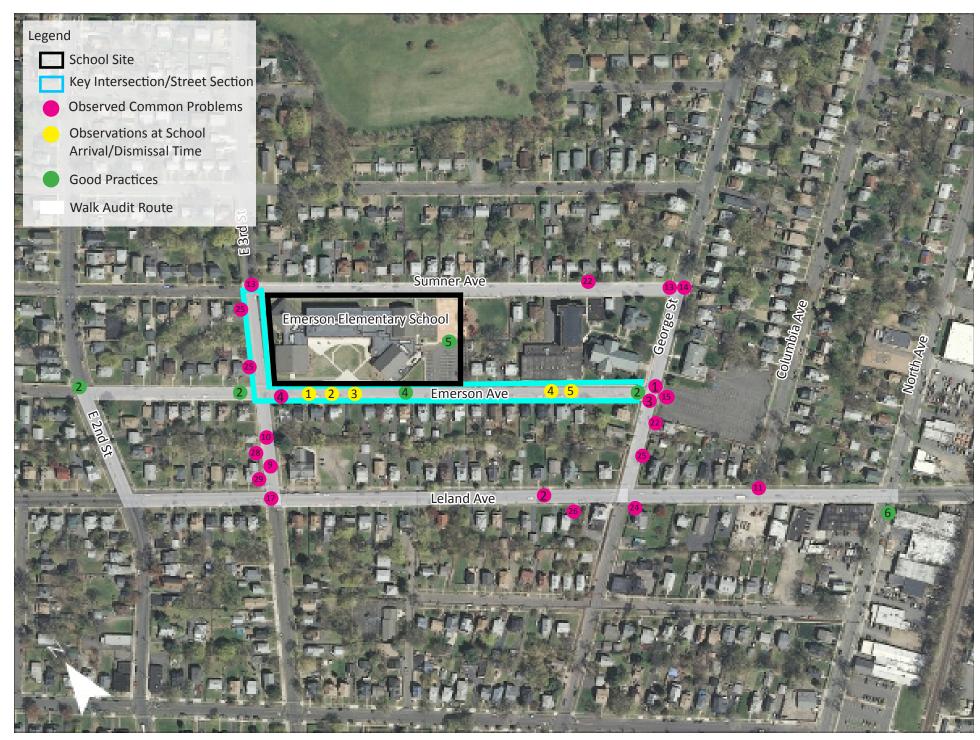






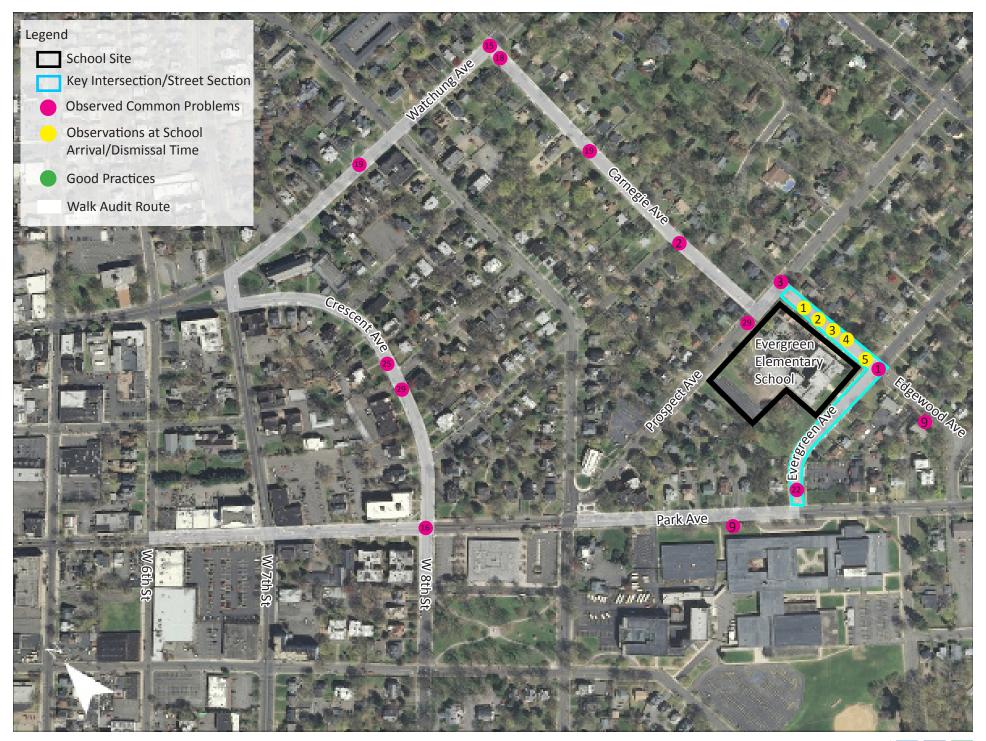


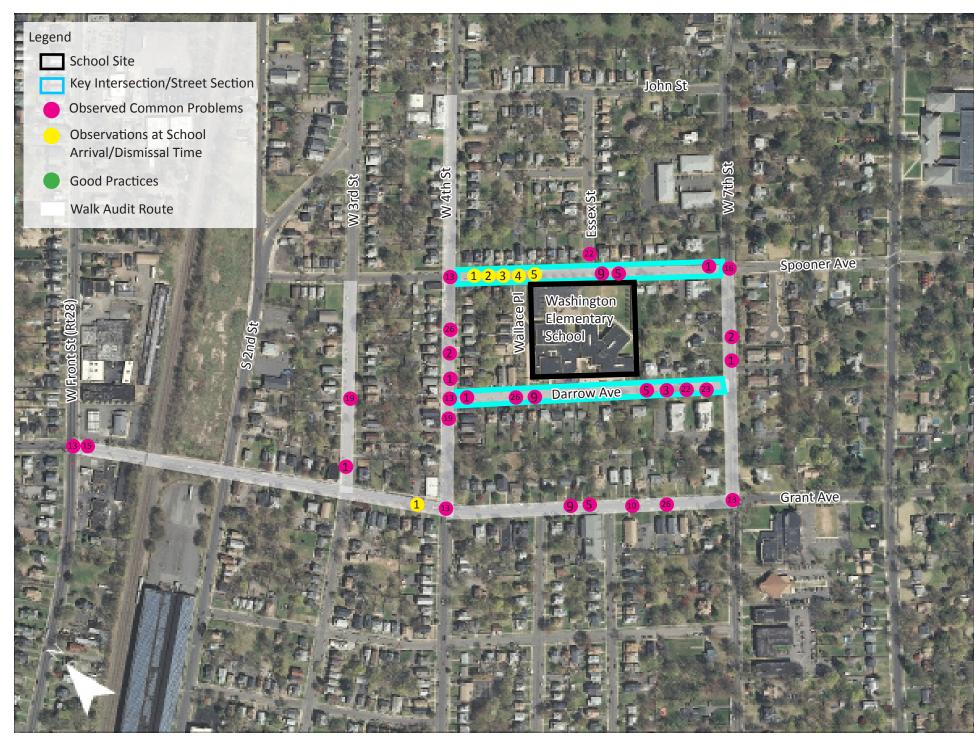






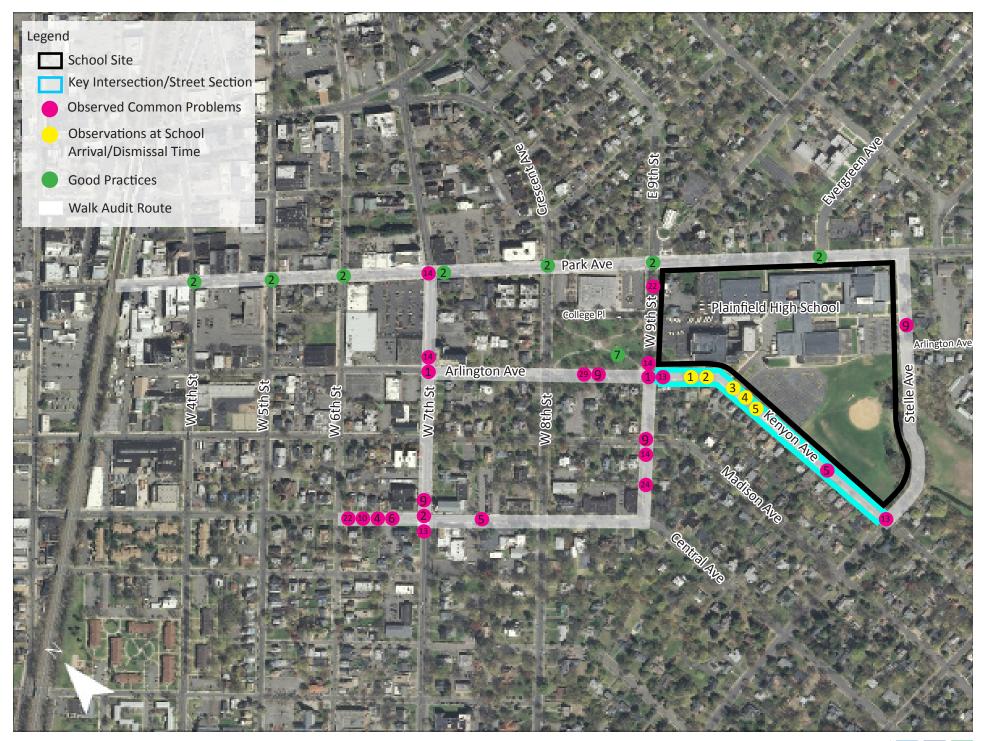




















# CARNEGIE AVE. & WATCHUNG AVE.





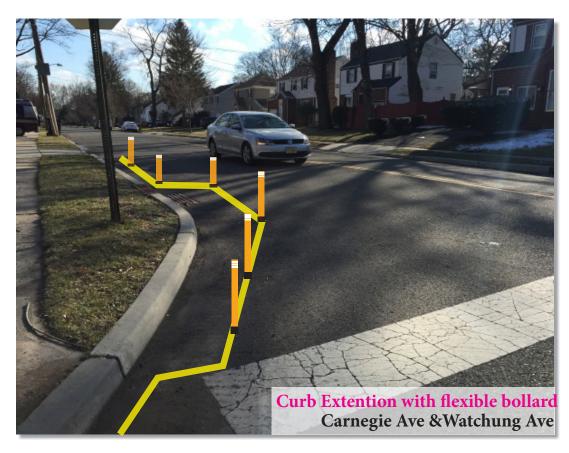


# CARNEGIE AVE. & WATCHUNG AVE.

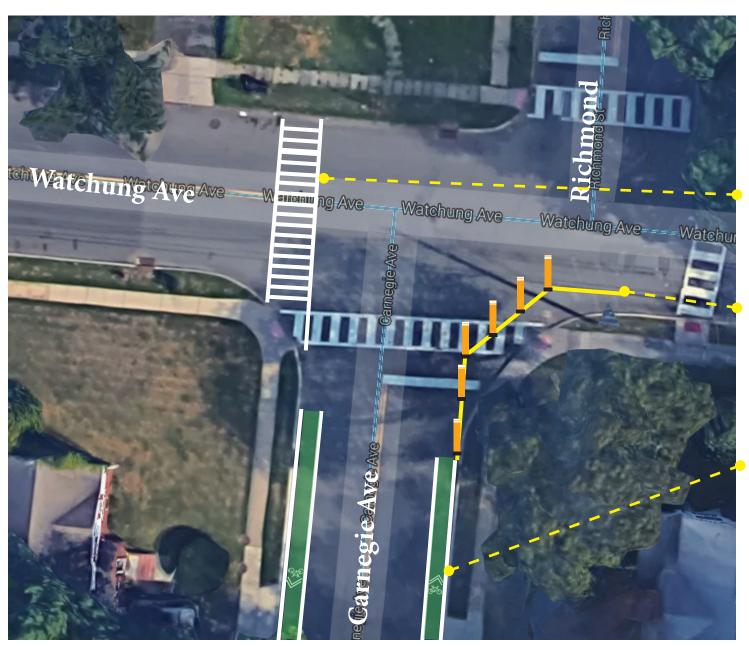
**Potential Solutions** 







# CARNEGIE AVE. & WATCHUNG AVE.



New Crosswalk on Watchung Avenue.

Add chicane to lower the speed when drivers turning right.

Add bike lanes to reduce speeding.



# Rt. 28 & GRANT AVE.



# Rt. 28 & GRANT AVE.

**Potential Solutions** 

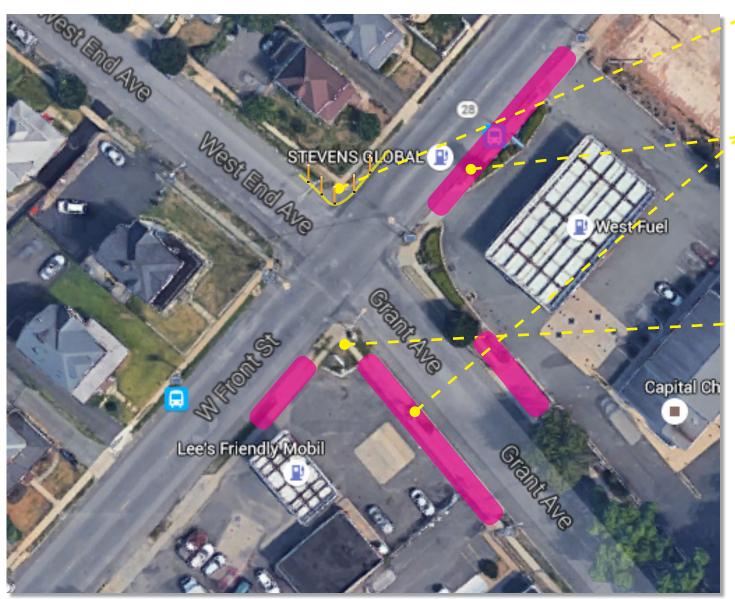








## Rt. 28 & GRANT AVE.



Tighten radii.

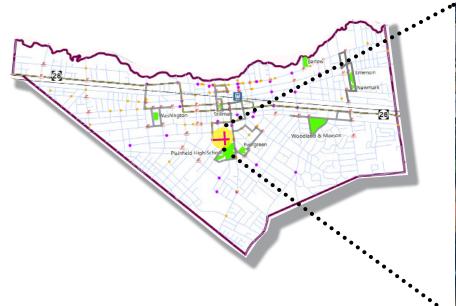
We suggest to perform a complete access management study.

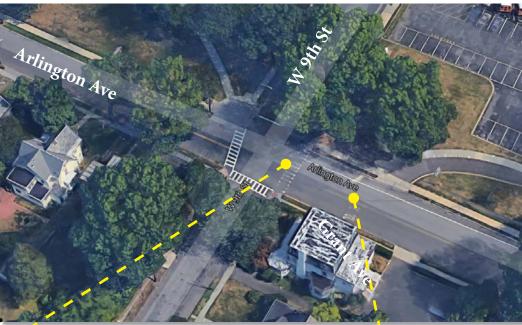
Repaint crosswalk, add ADA pad, push button and countdownn signal



# ARLINGTON AVE. & 9th ST.

**Current Conditions** 









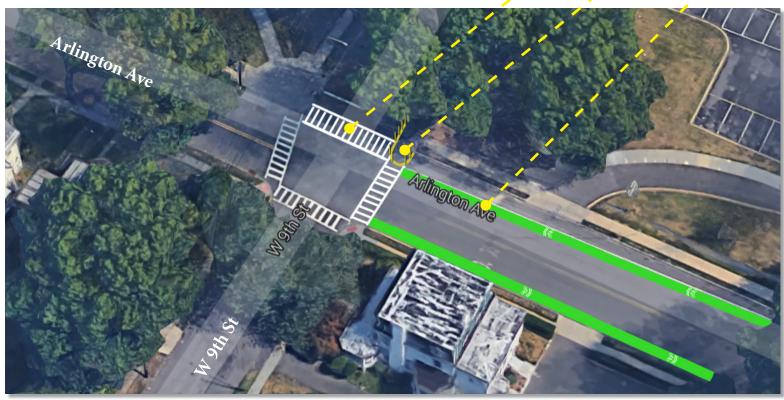


## ARLINGTON AVE. & 9th ST.

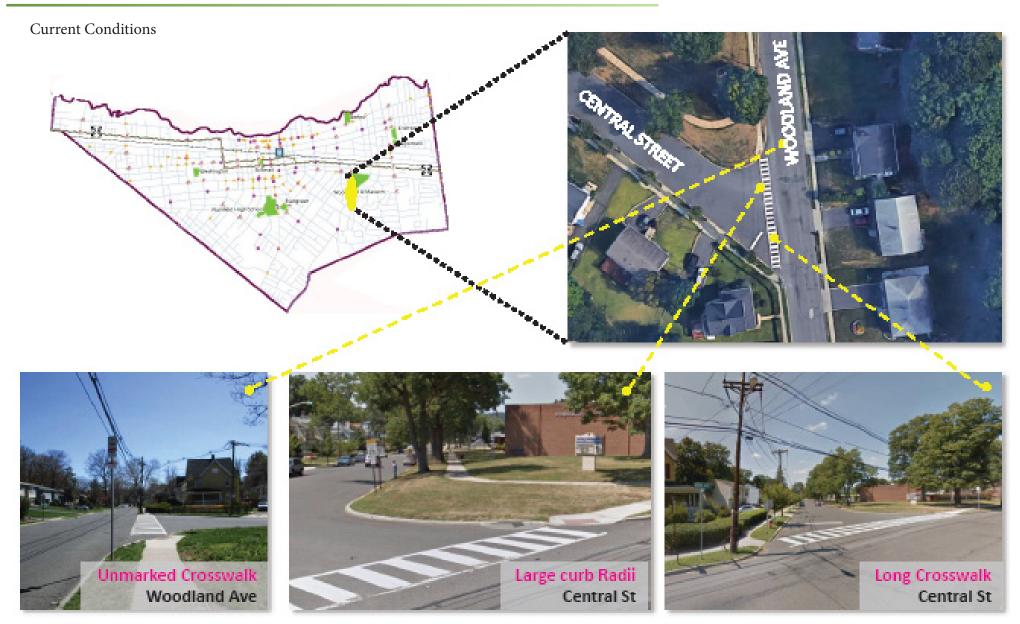
**Potential Solutions** 



- Add marked crosswalk
- Curb Extension with flexible bollard
- Narrow driving lane with bike lane



# CENTRAL ST. & WOODLAND AVE.







# CENTRAL ST. & WOODLAND AVE.

**Potential Solutions** 







# CENTRAL ST. & WOODLAND AVE.





# WEST FRONT AVE. & PARK AVE.

**Current Conditions** 



## WEST FRONT AVE. & PARK AVE.

**Potential Solutions** 



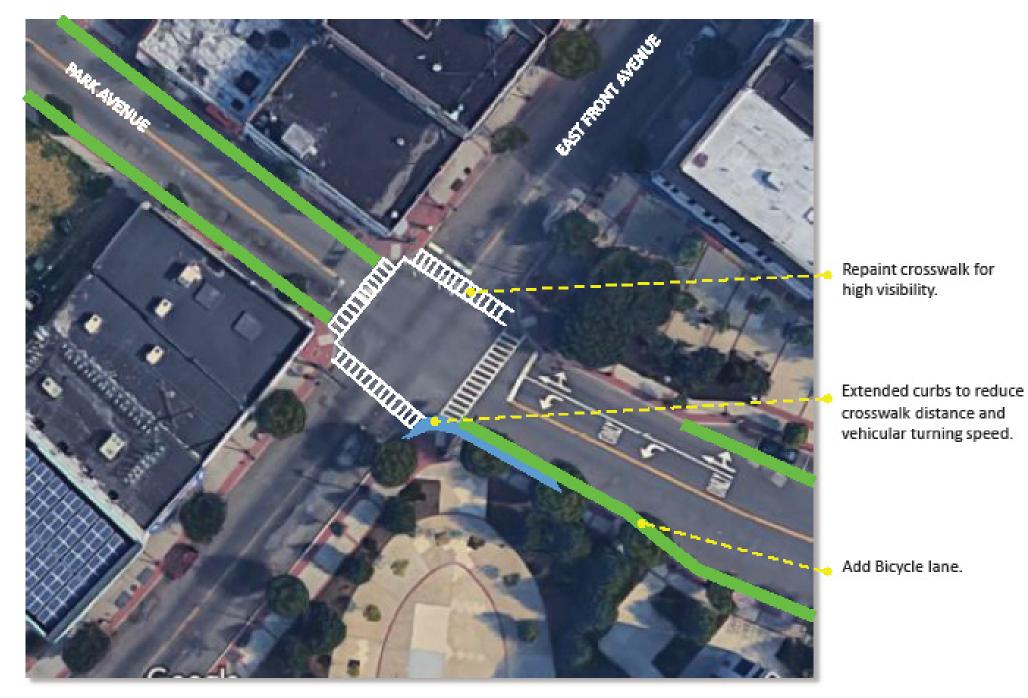








# WEST FRONT AVE. & PARK AVE.





## 05 | PUBLIC INPUT AND COMMUNITY PRIORITIES

#### **Public Meeting Description**

The Parent Teacher Association (PTA) is an existing organization that helps parents and teachers work together as a team to improve the welfare and education for all of students within the City of Plainfield. It offers assistance by facilitating student enrichment courses, coordinating volunteers when needed and providing funds for school programs or items that are not included in the school's annual budget. This provides social opportunities to connect with other parents and teachers as well as to simply enrich the Plainfield Public School District community spirit.

On April 11, 2016, the project team participated in a meeting of the PTA to meet with parents and other members of the public to meet with the project team to discuss the conditions observed as part of the walkability assessments, discuss and prioritize their their concerns, and present potential improvements for their opinion. Using an open-house format, members of the public were invited to view, discuss and react to exhibits including an Existing Condition Map with crossing guard locations, elementary school catchment, crash type data (2010-2014) and all school locations; and poster stations with photos and descriptions displaying existing safety behavior issues, engineering issues, and potential recommendations.

#### **Summary of Concerns**

During this public PTA Roundtable Meeting, attendees were encouraged to view the exhibits, offer comments, and generate discussions amongst their fellow participants to express their concerns. Many parents and several middle school students commented on the existing conditions around schools and ideas for improvements during the meeting. A summary of common concerns is presented below:

- 1. Areas where additional crossing guards are needed were identified. In addition, parents recommended more crossing guard training.
- There are too many trucks going through Route 28 within the catchment area of Jefferson Elementary School.
- Additional speeding sites were pointed out, including Clinton Ave, West 7th St, and Route 28.
- Bike racks and bike lanes are needed at all schools
- More educational programs are encouraged and advised.
- Safety concerns specific to individual schools were identified.









## 06 ACTION PLAN

Timeframe Definition	Cost Definition
Short-term = between 3 to 6 months	Low = Less than \$2,000
Mid-term = less than 1 year	Medium = between \$2,000 and \$10,000
Long-term = between 1 to 5 years	High = more than \$10,000

Table 13: Definition of Action Timeframe and Cost

#### **Education**

Education efforts are an important component of developing a sustainable Safe Routes to School Program. These actions can help change community expectations about how children should travel to school and ensure that children receive proper education on walking and biking safely.

#### **Encouragement**

Encouragement actions promote walking and biking to school through programs such as walking school buses, Golden Sneaker Awards and other strategies that generate excitement around walking and biking. These programs are essential to build the momentum necessary to significantly change school travel habits and create a sustained, successful SRTS program.

#### **Enforcement**

Enforcement strategies are aimed at changing the drivers' behavior and are intended to reinforce greater participation and make the neighborhood safer and more secure for students walking and bicycling to and from school.

#### **Engineering**

There are various issue observed in the City of Plainfield. Most of these issues concern maintenance of the existing infrastructure (including street lights, signal posts, pedestrian signal lights). Certain roads and sidewalks require maintenance as well such as broken curbs and sidewalks, long crosswalks, etc.. Other issues include vehicular behavior which can be improved by installation of certain road infrastructure. For these purpose it is required to take actions to improve the existing conditions.

#### **Evaluation**

The success of the Plainfield Safe Routes to school Program will be measured in a number of ways including; increases in children who walk or bike to school after the implementation of the 5 Es, a reduction of pedestrian crashes (specifically that of children) on routes that lead to school, and a reduction in driver speeds and problematic pick up and drop off behaviors. In order to measure the success of the Safe Routes to School program several tools can be used including, Student Arrival and Dismissal Tally Sheets to determine how children travel to and from school, before and after speed studies, and monitoring of crash data.





Education Actions	Lead Organization	Time Frame	Cost
Work with the Plainfield Police Department and EZ Ride to organize safety presentations to students and parents	Schools, School District, Plainfield Police Department, EZ Ride	Short-term, Mid- term, Lon <del>g-ter</del> m	Low
Work with EZ Ride to organize bicycle and pedestrian education events and assemblies and/or weekend bibe rodeos	Schools,School District, EZ Ride, City of Plainfield	Short-term, Mid- term, Long-term	Low
Work with EZ Ride to bring safety education into classroom curriculum	Schools, School District, EZ Ride	Short-term, Mid- term, Long-term	Low
Provide public anti-idling law education to parents, community members, and delivery trucks/commercial vehicles	Schools, School District, City of Plainfield, Plainfield Police Department, EZ Ride	Short-term, Mid- term, Long-term	Low
Leverage school and municipal websites and school and community Social Media to spread awareness of school zone and enforcement activities, including information on "Stop and Stay Stopped" law.  Table 14: Education Action Plan	Elementary Schools, School District, City of Plainfield	Short-term, Mid- term, Long-term	Low



Encouragement Actions	Lead Organization	Time Frame	Cost
Sponsor student poster contests, walking mileage clubs, guiden sneaker awards, etc. centered on walking and biking to school activities	Schools, School District, City of Plainfield, EZ Kide	Short-term	Low
Circulate the School Travel Plan Report and publicize SRTS programs for Plainfield Schools	VTC, EZ Ride, Schools, School District, City of Plainfield	Short-term	Low
Host Bile/Walk to School Days throughout the school year	Schools, EZ Ride, City of Plainfield, VTC	Short-term, Mid- term, Long-term	Lone
Participate in International Walk to School Day in October and National Bike to School Day in May, as well as NJ Walk and Bike to School month in April	Schools, EZ Ridle, City of Plainfield	Short-term, Mid- term, Long-term	Low
Leverage school and municipal websites and school and community Social Media to spread awareness of and to advance Safe Routes to School safety messages, especially in advance of events	Schools, EZ Ridle, City of Plainfield.	Mid-term, Long- term	Low
Create walking school bus programs for elementary schools	Schools, EZ Ride, City of Plainfield	Short-term, Mid- term, Long-term	Low
Table 15: Encouragement Action Plan			

Enforcement Actions	Lead Organization	Time Frame	Cost
Signage should be posted at all intended drop-off and pick-up locations at each school to better define and support the drop off and pick-up procedures. This will help to decrease driver confusion in the school zone and help to create a safer walking environment without excessive police presence.	City of Plainfield, Plainfield PD, Schools, School District	Mid-term	Medium
Enhance police presence in areas of loitering, undesirable behavior, potential drug activities and vacant buildings or properties in school neighborhoods during school commute times.	City of Plainfield, Plainfield PD	Short-term	Medium
Increase enforcement for stop sign and speed limit compliance.	City of Plainfield, Plainfield PD	Mid-term	Medium
Plainfield Police Department should work with the School District to investigate and implement opportunities to close certain roads to vehicular traffic during school arrival and dismissal periods.	School District, Plainfield PD	Short-tesm	Low
Reach out to property owners with high fences or untrimmed bushes/overgrown trees, which may block drivers' view in the intersections, make it difficult for pedestrians to walk, or make pedestrians feel insecure.  Table 16: Enforcement Action Plan	City of Plainfield	Mid-term	LEW





Engineering Actions	Lead Organization	Time Frame	Cost
Provide curb extension / offset curb extension (bulb-outs) where there are long crosswalks through paintings, raised curbs or bibe corrals. This helps narrow the crosswalk by extending the curb to the parking lane, enhances pedestrian visibility and slows down the turning vehicles.	City of Plainfield	Short-term to Medium-term	Low - medium
Provide median refuge islands at intersections where there are long crosswalls and an absence of on street parking (which would not allow for curb extension).	City of Plainfield	Lang-term	High
Provide raised crosswalls where there is an observed issue of high vehicular speeds and pedestrian conflicts. These raised crosswalls raise motor vehicles to the pedestrian level, forcing vehicles to slow down and providing pedestrians an easier crossing.	City of Plainfield	Long-term	High
Use "road diets" to narrow excessively wide roads that encourage speeding. Road diets include utilizing tools such as restriping the narrower lanes, adding parking lanes, adding bibe lanes, and adding flush medians to reduce the road width.	City of Plainfield	Short-term to Medium-term	Low
Install secure bicycle racks at all schools in Plainfield.	Plainfield School District, City of Plainfield	short -team	medium
Install School Zone signage that better defines the school area; install signs with augmented flashing beacons	City of Plainfield	mid-term	medium



Engineering Actions	Lead Organization	Time Frame	Cost
Add bite lanes within the City, especially within proximity to schools, to encourage biking to school.	City of Plainfield	Short-term	Low
Provide radar feedback signs within school aunes	City of Plainfield	mid-term	High
Install countdown pedestrian crossing signals with ADA compliant push buttons starting with intersections with high pedestrian and traffic valume within school zones.	City of Plainfield	Long-term	High
Add traffic calming devices such as speed humps and/or raised intersections and signage within school agnes to slow down traffic.	City of Plainfield	Short-term	Low
Add highly visible "School Zone" road paintings to define school zone.	City of Plainfield	Short-term	Low
Add crosswalks or re-paint faded crosswalks at all intersections with high visibility thermoplastic markings; add or maintain curb ramps and truncated domes at street corners.	City of Plainfield	Short-term	Low
Add sidewalk where there is no sidewalk or where there are sidewalk gaps.	City of Plainfield	Long-term	High
Encourage property owners to maintain sidewalks against dilapidation.	City of Plainfield	Short-term	Low
Table 17: Engineering Action Plan			





Evaluation Actions	Lead Organization	Timeline	Approx. Cost
Conduct speed studies prior to and after implementation of infrastructure improvements	City of Plainfield	Short-term	Low
Continue to annually conduct the student arrival and departure travel mode survey to determine how children travel to and from school. Results can indicate mode change over time as a result of improvements	Plainfield School District, EZ Ride, VTC	Short-term, Mid- term, Long-term	Low
Continue to monitor crash data to observe changes over time	City of Plainfield	Lon <del>g-ter</del> m	Low
Create a committee to maintain and encourage increases in public involvement of SRTS programs	Plainfield School District, Schools, City of Plainfield	Short-term, Mid- term, Long-term	Low

Table 18: Evaluation Action Plan



## POLICY AND FUNDING OPPORTUNITIES

#### **Municipal Policy Adoption**

Adopt a Municipal Complete Streets Policy

A Complete Streets policy ensures that a community's roadways are designed to enable safe access for pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. It can help to create more livable communities and save money by incorporating sidewalks, bike lanes, safe crossings and transit amenities into project design from the beginning to avoid expensive retrofits. An adopted Complete Streets policy earns a municipality an extra point when NJDOT grant applications are scored. An ideal Complete Streets Policy for Plainfield would:

- Include a vision for how and why the community wants to complete its streets
- Specify that the policy is for "all users" -II. including pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles.
- Cover all roads, applying to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
- Encourage street connectivity and an integrated network for all transportation

modes.

Make any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.

For more information, visit: http://njbikeped.org/complete-streets-2/

Implement a Comprehensive Crossing Guard Policy

School crossing guards play an important role in helping children travel to and from school safely. A school crossing guard policy can establish uniform standards and procedures related to hiring, training and supporting crossing guards, as well as assessment of crossing guard performance. In addition, training regulations should also be included in the crossing guard policy to ensure high working efficiency of crossing guards. The crossing guard policy can also address uniform standards and outline expectations, duties, and performance protocols. An ideal municipal crossing guard policy would include:

- **Crossing Guard duties**
- II. Hiring
- Compensation
- Training and Retraining IV.
- V. **Uniform and Equipment**
- Performance review/Evaluation
- Reporting Absences
- VIII. Reporting Incidences, violations, and

hazardous conditions

Crossing Guard placement

For more information, visit http://www.njcrossingguards.org/

#### **School District Policy Adoption**

Implement a Comprehensive Walking to School Policy and a Bicycling to School Policy

Although individual schools have policies that address staff supervision at arrival and dismissal times and remind parents of proper places to park, drop off and pick up students, the school district should establish clear regulations related to walking and biking to school. Policies establish direction for the district and its schools, set the goals, assign authority, and are the means by which educators are accountable to the public. Adopting a school bicycling or walking policy standardizes the transportation safety rules for the district. A positive and comprehensive walking and bicycling to school policy earns a municipality an extra point when NJDOT grant applications are scored. Policies should include:

- A description of the benefits of walking and bicycling to school,
- A list of conditions explaining the rules and expectations of the student, guardian and school, and
- III. A disclaimer that states that walking or NJ Safe Routes to School





bicycling is an "assumption of responsibility by guardians and students."

The policy should be incorporated into the student handbook to encourage the students and their parents to follow recommended walking and bicycling policies.

For more information and for sample policy language, visit: http:// www.saferoutesnj.org/resources/tips-tools-and-more/

Adopt a Comprehensive School Wellness Policy

The Plainfield School District Wellness/Nutrition policy includes text about the importance of nutrition education and physical education to foster lifelong healthy habits. Children need access to healthy foods and opportunities to be physically active in order to grow, learn and thrive. Plainfield could benefit by enhancing their wellness policy to include support of Safe Routes to School and how supporting active travel to school such as walking and bicycling can help children meet daily physical activity goals. An adopted Comprehensive School Wellness policy earns a municipality an extra point when NJDOT grant applications are scored. A comprehensive Wellness Policy would include the minimum requirements from the mandated wellness nutrition policy as well as additional components including:

- Establish a School Wellness Council or School Green Team or equivalent team
- II. Extend nutrition requirements outside the school hours (school fundraisers, after school activities and events -- no candy, etc.)
- Extend physical education beyond what's

- mandated -- more recess, more physical ed which includes movement, more physical activity during the school day, incorporate the suggested 60 mins of physical activity a day
- Support for Safe Routes to School
- V. Keep school facilities open outside of school hours (playgrounds, gyms, sports fields)
- Incorporate nutrition, physical activity, etc into school curriculum -- marketing and communications to students, staff and parents about the importance of good nutrition, physical activity etc.
- VII. Disciplinary measures tied to physical activity shall not be used (i.e. no recess, no physical education, etc.)

For examples of School Wellness Policies that incorporate Safe Routes to School, visit: http://www.saferoutesnj.org/resources/tips-tools-andmore/

### **Funding Opportunities**

The New Jersey Department of Transportation and the NJ Metropolitan Planning Organizations currently administer Federal Aid Programs that can be used to help fund bicycle and pedestrian improvements.

Safe Routes to School:

The Safe Routes to School Program provides federal-aid highway funds for infrastructure projects that enable and encourage children in grades K-8, including those with disabilities, to safely walk and bicycle to school. Bonus points on the grant are given to applicants with School Travel Plans, a Complete Street Policy and Transit Village Designation.

Transportation Alternatives Program:

The Transportation Alternatives Program provides federal funds for community based "nontraditional" transportation projects designed to strengthen the cultural, aesthetic and environmental aspects of the nation's intermodal system. Bonus points on the grant are given to municipalities that have an adopted Complete Street Policy and Transit Village Designation.

In addition to federal funding, The State Aid Program is another method by which the NJDOT can work with county and municipal governments.

#### Municipal Aid:

Each year NJDOT invites municipalities to apply for funds for road improvement projects such as resurfacing, rehabilitation or reconstruction and signalization. Plainfield should include pedestrian and bicycle improvements like striping as part of municipal aid applications.

#### County Aid:

County Aid funds are used for the improvement of public roads and bridges under county jurisdiction. Public transportation and other transportation projects are also included.

#### Bikeways:

This program provides funds to promote bicycling as an alternate mode of transportation in New







Jersey with priority given to construction of new bike paths.

Bicycle and Pedestrian Planning Assistance:

The City of Plainfield should also apply for NJDOT Local Technical Assistance (LTA) funding through the Office of Bicycle and Pedestrian Programs. Under this program, on – call consultants are paired with communities to complete a variety of projects including bicycle and pedestrian circulation studies, pedestrian safety assessments, trail feasibility studies, bikeway plans, and crosswalk improvement plans. Plainfield should seek funding to complete a bicycle master plan that prioritizes schools, the Green Brook Greenway, parks, and the Transit Village district.

Health and environment funding programs can also be a great way to fund bicycle and pedestrian improvement. Options may include:

#### Get Active NJ:

New Jersey Prevention Network offers financial assistance to communities to help them evaluate their current policies and educate stakeholders on potential policy changes.

#### Sustainable Jersey:

The Sustainable Jersey Small Grants program provides capacity building awards to municipalities to support local green teams and their programs, and is not project specific.

#### Sustainable Jersey for Schools:

Sustainable Jersey for Schools grants are intended to help districts and schools make progress toward Sustainable Jersey for Schools certification.







## Safe Routes to School







www.saferoutesnj.org



Edward J. Bloustein School of Planning and Public Policy







CONTACT: Leigh Ann Von Hagen, AICP/PP

Title: Senior Research Specialist

Phone: 848-932-2854

Eamil: lavh@ejb.rutgers.edu

Alan M. Voorhees Transportation Center

Edward J. Bloustein School of Planning and Public Policy

33 Livingston Avenue

New Brunswick, NJ 08901

Rutgers, The State University of New Jersey





















# Safe Route to School Plainfield School District Travel Plan