Safe Routes to School Program

Passaic School No. 9 Travel Plan

140 First Street Passaic, NJ 07055

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DISCLAIMER

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Executive Summary

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

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

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

1. Goals

The goals of the Passaic School No. 9 Travel Plan are:

a. Identify any issues that impact safety on the key travel routes used by students
b. Provide a list of suggestions to improve the school travel environment (improve safety, reduce congestion) to encourage more students to walk and bike to school
c. Categorize the suggestions in terms of cost and time needed to make repair
d. Implement solutions to encourage more students to walk and bike to school

2. Task Force

This School Travel Plan is the product of a robust and productive partnership. The Passaic School No. 9 SRTS Task Force came together out of a shared community interest in improving the lives of students and residents. The involvement of local stakeholders is an important part of ensuring the sustainability of the SRTS initiative and the enactment of the Action Plan.

3. Community Barriers to Health

- The rate of children in poverty in Passaic County is 22 percent which is the highest in the state.
- The uninsured rate in Passaic County is 13 percent which is the highest in NJ.
- The rate of those unemployed in Passaic County is 5.1 percent, which is 5th highest in NJ
- In Passaic County, 28 percent of adults over age 20 report no leisure-time physical activity
- Violent crime rates are seven times higher than the NJ state average.

4. School Travel Data

In January 2017, Passaic School No. 9 teachers conducted a School Travel Tally to determine how students travel to and from school. The analysis found that about 78 percent to 85 percent of the children walk. 12 percent to 19 percent of the trips were in personal cars. 2 percent of students carpooled. School bus service accounted for 0.7 percent of the trips. As for bicycles, only 0.2 percent to 0.8 percent of students reported riding bikes to school.

5. Barriers and Opportunities Identified for Safer Walking & Biking

The Safe Routes to School Taskforce and Community Partners conducted a walkability assessment of the road conditions along the main routes used by the students to walk to school on January 5 and January 11, 2017. The major roadway intersections surrounding the school are: First Street and Jefferson Street, and First Street and Hudson Street.

Key opportunities for street improvements around Passaic School No. 9 include: painting new high visibility crosswalk striping, repainting crosswalk striping, painting stop bars, adding or realigning truncated dome pads and curb ramps to meet American with Disabilities Act (ADA) compliance, installing "School Zone" signage or street markings, and concerted efforts to have garbage picked up before school begins.

6. Action Plan

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

<u>Key Actions/Recommendations in Action Plan include:</u>

- Paint/repaint high visibility crosswalks along Third Street, Jefferson Street and Hope Avenue, Jefferson Street and Columbia Avenue, Columbia Avenue and Madison Street, Madison & Rt. 21 off ramp
- Install truncated dome pads at Third & Passaic, Third & Monroe, and Third & Mercer, Mercer & Front, Jefferson & First
- Work with municipality to have garbage removal completed before start of school
- Work with municipality and businesses to not block sidewalks with garbage, signs or work items
- Install curb ramp at mid-block crossing of Jefferson St. & First St.

1. Walking and Cycling to Health

1.1 The Challenge

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

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

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

1.2. The Program

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

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

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

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

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

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

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

1.3. The Team

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

EZ Ride

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

Passaic School No. 9 Travel Plan Task Force

Organization	Role/Responsibility	Contact
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2. District & School Profile

A school profile for Passaic School No. 9 was developed using data from the Passaic District website, the Passaic School No. 9 website, the New Jersey School Performance Report, and the National Center for Education Statistics.

The City of Passaic is a fast-growing city and is the 15th largest municipality in New Jersey based on population. The population has grown almost 20 percent since the 1990 Census. Passaic Public Schools serve approximately 12,000 students from Preschool – Grade 12. The district has 15 elementary schools (Preschool – Grade 4), 1 middle school (Grades 5 – 8), and one comprehensive high school (Grades 9– 12). Student demographics are shown in Table 1 below.

Table 1: Passaic Public Schools – Student Demographics

Ethnicity	# of Students
African-American	664
Hispanic	12,141
Caucasian	120
Asian/Pacific Islander	259
American Indian/Native American	3
Two or More Races	0
Gender	**# of Students**
Male	6,779
Female	6,408
Grade Level	**# of Students**
Primary (Pre-Kindergarten – Grade 4)	6,205
Middle School (Grade 5 - 8)	3,854
High School (Grade 9 - 12)	2,794
Special Needs Students/Individualized Education Program	360

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

2.1 Passaic and Passaic County Health Profile – Community Health Needs Assessment

According to the Centers for Disease Control and Prevention, understanding Social Determinants of Health conditions in the places where people live, learn, work, and play affect a wide range of health risks and outcomes. We know that poverty may limit healthy food access and coincide with unsafe neighborhoods and that more education is a predictor of better health. We also know that differences in health are striking in communities with poor social determinants of health such as unstable housing, low income, unsafe neighborhoods, or substandard education. By applying what we know about social determinants of health, we can not only improve individual and population health but also advance health equity.

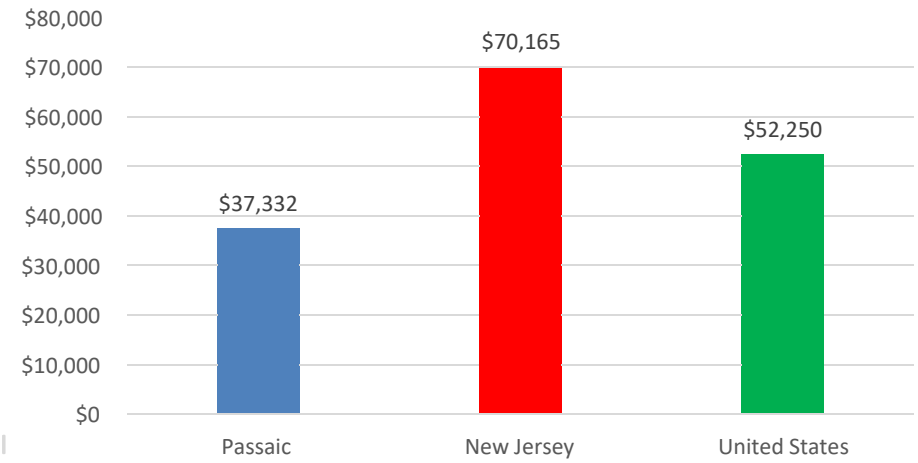
Passaic County is the 5th most populated county in the state of New Jersey with 2,564.1 people per square mile. Due to population density and its proximity to New York City, cost of living is high. There are many different health disparities that exist in the county. According to countyhealthrankings.org, the rate of those uninsured in Passaic County is 13 percent which is the highest in NJ. The rate of those unemployed is 5.1%, 5th highest in NJ. The rate of children in poverty is 22 percent which is the highest in the state. In Passaic County, 28 percent of adults over age 20 report no leisure-time physical activity and the violent crime rates is seven times higher than the NJ state average.

In Partnership with the New Jersey Health Collaborative, as part of their 2016 Community Health Needs Assessment, the Passaic County Committee identified five priority issues:

1. Access to HealthCare
2. Caregiver Health
3. Heroin
4. Diabetes
5. Cardiovascular Disease

Passaic County is ranked 14 out of 21 (where 21 is the worst) for health outcomes in New Jersey according to CountyHealthRankings.com. Passaic County is ranked 19 out of 21 counties (where 21 is the worst) in clinical care according to a 2016 Community Health Needs Assessment.

Chart 1: Median Household Income for Passaic, NJ



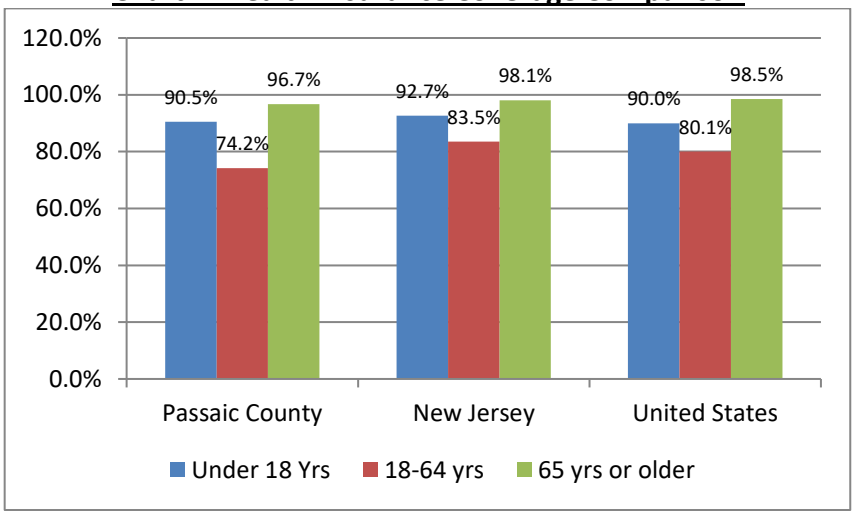
City-Data, 2013

As per the 2016 CHNA for Passaic County, income inequality is at 47% with 13.6 % of the population living below the poverty level. 18% fall beneath the ALICE (asset-limited, income-constrained and employed) survival threshold.

Access to Care

Chart 2 shows the percentage of residents by age who have insurance coverage. This chart shows that youth under 18 and older adults have more access to healthcare (likely due to NJ law providing care for children, Medicare and Medicaid) than adults between the ages of 18-64. Adults in Passaic County have less access to care than adults in NJ and nationally.

Chart 2: Health Insurance Coverage Comparison



American Community Survey-2015

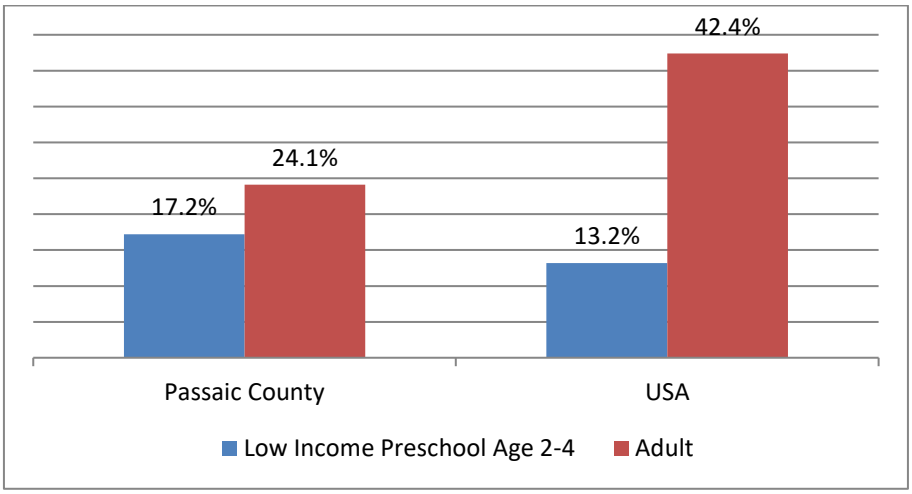
Location of providers, languages spoken, cultural competency, hours of service, and health literacy practices are other factors that influence access to care.

Diabetes

In Passaic County 33.3 % of Medicare Beneficiaries have been treated for diabetes, however only 83.5% of Medicare patients with diabetes had a blood sugar test in the past year. The age-adjusted death rate due to hypertensive heart disease is 11.5 per 100,000. Males are more affected: 13.7 males per 100,000 vs. 9.3 females per 100,000.

Obesity

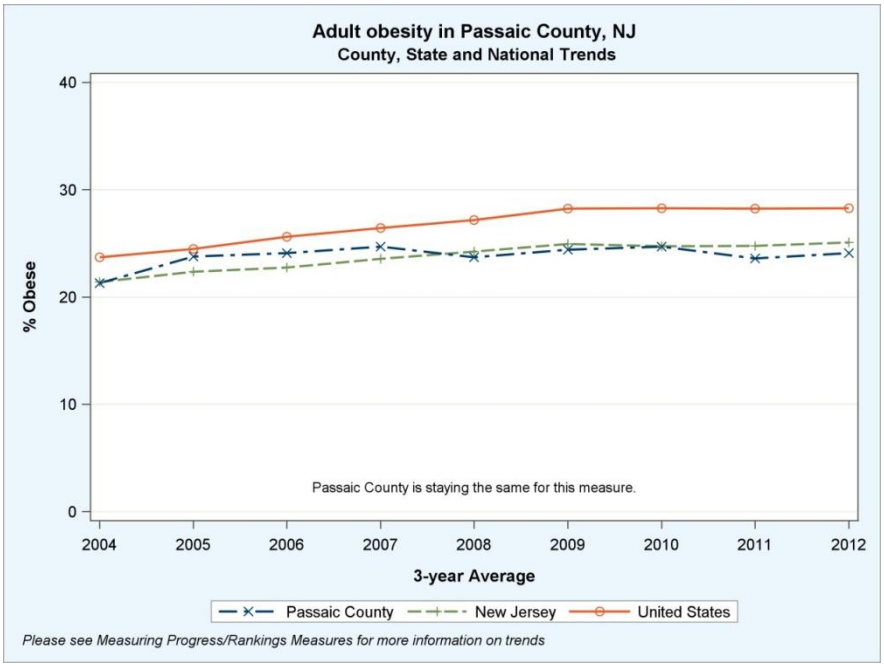
Chart 3: Obesity Rate (%)



CHNA 2016

The adult obesity rate in Passaic County (1 in 4 adults is obese) is significantly better than the U.S average but the low-income preschool obesity rate is among the worst in the nation.

Passaic County is above average on child food insecurity, food insecurity, and food environment index. 24.1 % of Passaic County children live in a household that experienced food insecurity in the past year. Farmers Market density is below the U.S. Average (0.01 markets per 1,000 population)



Physical Activity

The HHS 2008 Physical Activity Guidelines for Americans recommend that adults get at least thirty minutes of moderate to vigorous activity daily and that children get at least sixty minutes of moderate to vigorous physical activity daily.

Media Viewing Habits

The American Academy of Pediatrics recommends that children spend a maximum of two hours per day on entertainment media like television, computers, and video games.

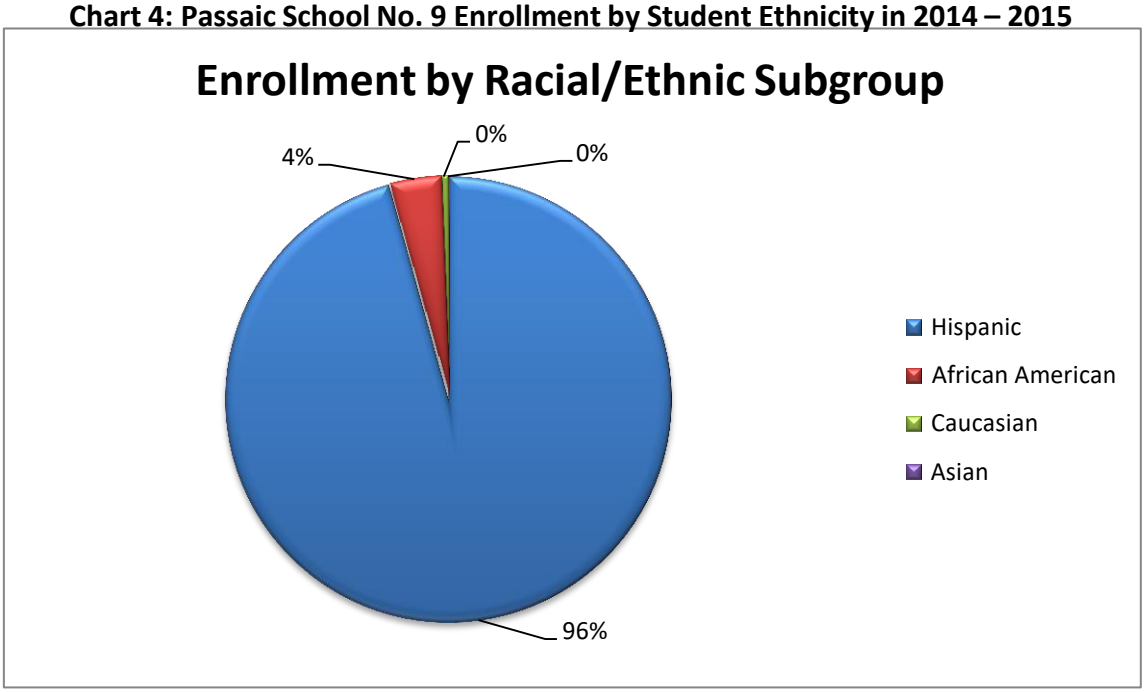
2.2 Passaic School No. 9

According to the school website: “Etta Gero School No. 9 is an elementary school serving students in grades three through six. The school’s vision is to have all stakeholders dedicated to becoming a part of the best urban school district in New Jersey. The learning environment at Etta Gero School No. 9 enables the students to be constructive thinkers, as well as independent learners. It is the mission of Etta Gero School No. 9 to provide all students with a safe, nurturing environment conducive to learning that is enhanced by diversity. Our staff provides a supportive environment so that all students can reach their maximum academic potential to become productive members of the community.”

Walking or biking to school is one way to help children become independent learners. Safe Routes to School activities can help students learn how to safely walk and bike to school and support their physical and mental well-being.

Passaic School No. 9 serves approximately 735 students in Grad Three to Grade Six. As Chart 4 shows below, about 96 percent of the students enrolled are Hispanic, 4 percent are African American, and less than 1 percent of students are Asian or Caucasian.

Chart 4: Passaic School No. 9 Enrollment by Student Ethnicity in 2014 – 2015



New Jersey School Performance Report. 2014-2015. http://www.nj.gov/education/pr/1415/31/313970125.pdf

The number of students has fluctuated from 763 in 2012 to 777 in 2013 and down to 732 in 2014. As shown below in Table 2, Spanish is the dominant language spoken at home by a wide margin at 83.8 percent of the students. English is spoken by 15.7 percent by students in their home. Chinese is spoken by 0.5 percent of students in their homes.

Table 2: Student Language Diversity (2014 – 2015)

Language Diversity	
Percent of students who speak the following languages at home	
Spanish	90.7%
English	9.0%
Chinese	0.1%
Polish	0.1%

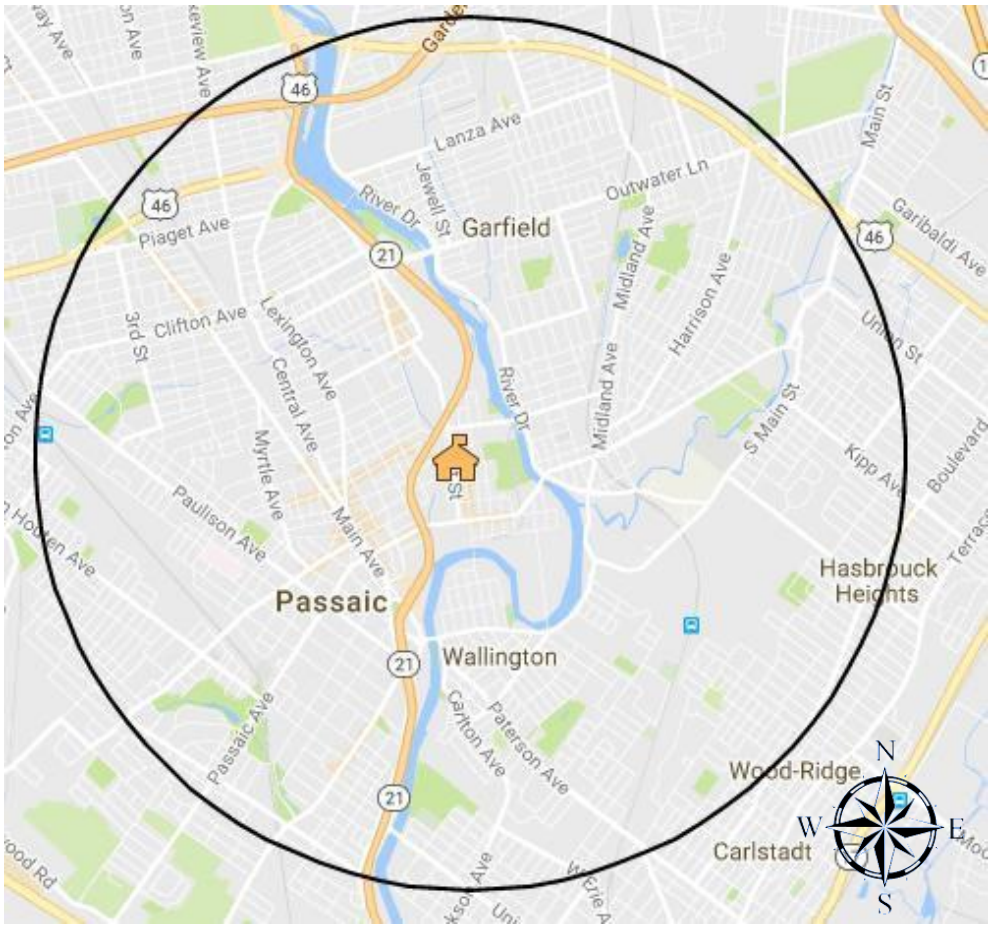
New Jersey School Performance Report. 2014-2015. http://www.nj.gov/education/pr/1415/31/313970125.pdf

3. Journey to School

In the 1960s, about 50 percent of children in the United States walked or bicycled to school. Over the last few decades, concerns about vehicle traffic, safety for children, and longer commutes have resulted in more and more parents who drive their children to school. This results in more traffic on the road and less children who walk to school. Today, on average only about 15 percent of children walk or bike to school.

Map 1: Two Mile Radius around Passaic School No. 9

Map 1 shows a two-mile radius surrounding the school. The neighborhood is in close proximity to Dundee Island Park and Pulaski Park. It is also close to the on and off ramps for State Route 21.



3.1. Current Student Travel Environment

School Hours

The school day for Passaic School No. 9 students starts at 8:20 am and the day ends at 3:05 pm Monday through Friday. Students participate in the K-8 Afterschool Program Monday through Friday until 4:15 pm. There are no late buses provided for students after these programs and there is no busing for any students in the District except for Special Needs students.

Drop-off/Pickup Procedure

Buses drop off and pick up students in the front of the school's entrance. Parents drop off and pick up students at the same location.

Crossing Guards

Crossing guards are stationed at the intersections of Bergen Street and Market Street and Madison Street and First Street.

Student Travel Mode

In January 2017, the teachers at Passaic School No. 9 conducted a SRTS Student Travel Tally Survey to document how the children in their classes get to and from school. Tallies were taken by teachers three times during one week. A total of 1,170 trips were documented and the data was analyzed by the NJ Safe Routes to School Resource Center at the Voorhees Transportation Center, Rutgers University.

As shown in Table 3, the analysis found that about 78 percent to 85 percent of the children walk. 12 percent to 19 percent of the trips were in personal cars. 2 percent of students carpooled. School bus service accounted for 0.7 percent of the trips. As for bicycles, only 0.2 percent to 0.8 percent of students reported riding bikes to school.

Table 3: Current Commute Mode

Mode	Arrival	Dismissal
Walk	78 percent	85 percent
Driven in personal car	19 percent	12 percent
School Bus	0.7 percent	0.7 percent
Carpool	2 percent	2 percent
Bike	0.8 percent	0.2 percent

3.2 Pedestrian Safety

EZ Ride conducted an analysis of the pedestrian-related crashes within a one-mile radius of the school over a 10-year period from 2005 to 2015 based on police incident reports. The reported incidents were plotted on Map 2.

Map 2: Pedestrian Crashes Within One Mile of Passaic School No. 9, 2005-15

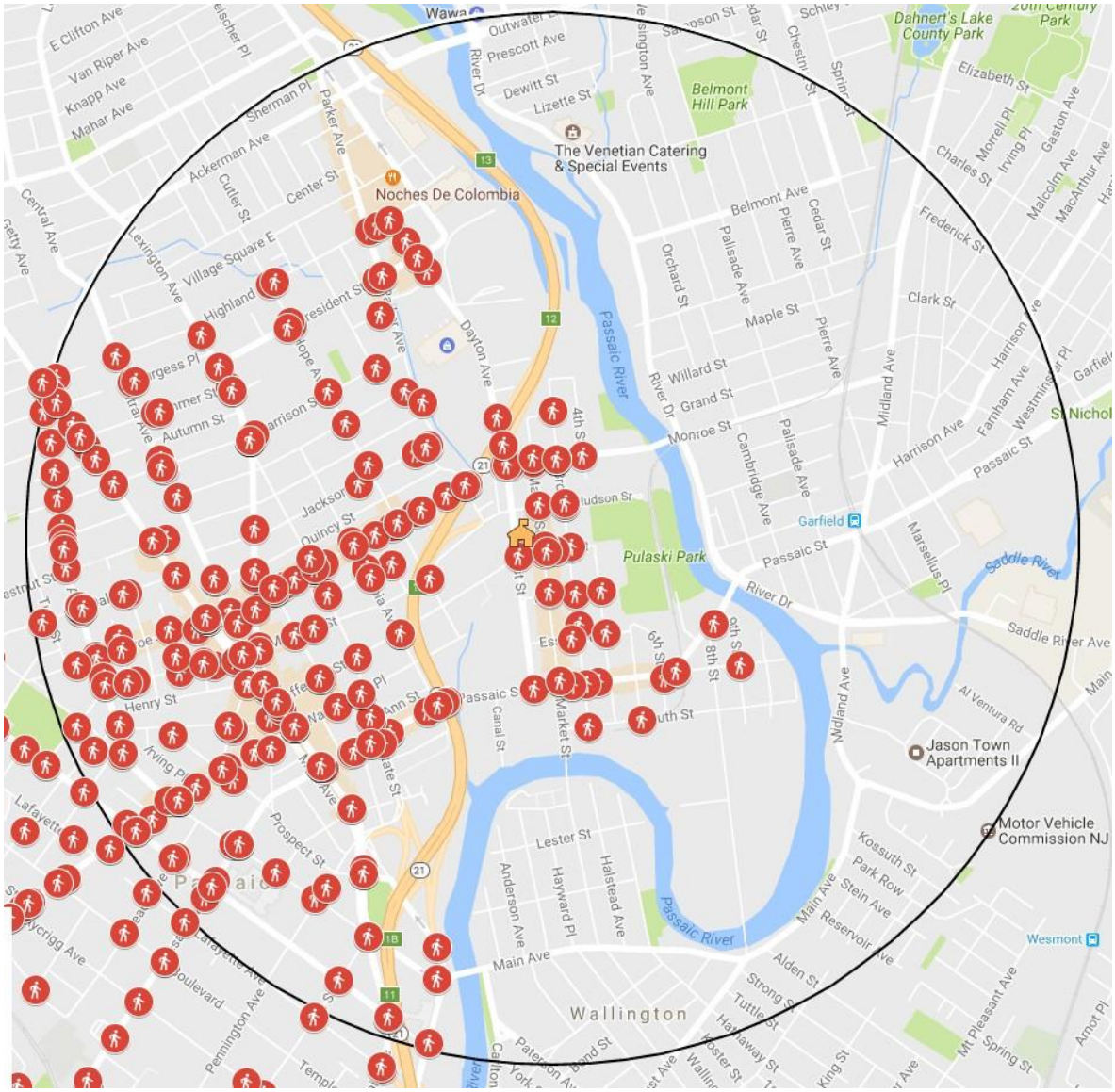


Table 5: Pedestrian Crashes by Age, In City of Passaic (2005-2015)

Age	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Total	Percent
0-10	17	17	16	20	22	9	8	2	2	4	8	125	15%
10-17	15	12	9	12	10	10	6	2	8	9	9	102	12%
18-35	26	30	27	38	44	32	21	6	10	24	20	278	32%
36-60	43	28	26	33	31	26	14	4	10	19	26	260	30%
60-69	7	9	9	15	8	10	5	4	7	7	12	93	11%
Total	108	96	87	118	115	87	54	18	37	63	75	858	100%

For the City of Passaic, there were 858 pedestrian crashes between the years 2005-15. On average, the City of Passaic had 78 pedestrian crashes per year. While the majority of the crashes (73 percent) involved pedestrians aged 18 - 60+, about 27 percent (227) of the total incidents involved children in the 0-17 age group.

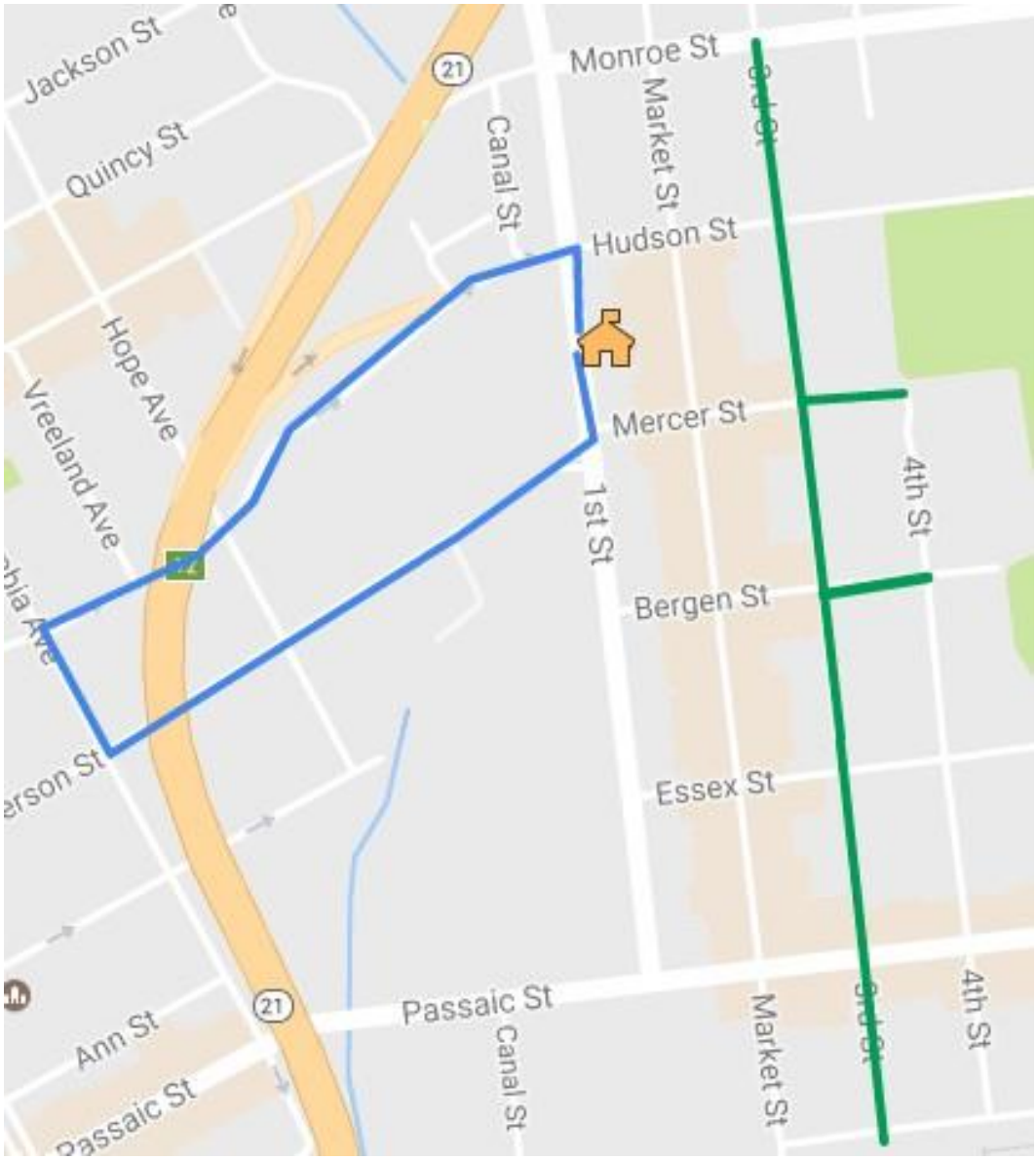
3.3 Walkability Assessment

The SRTS Task Force conducted a walkability assessment of the major routes used by students to get to School 9. School children and residents of all ages and abilities walk in and through the neighborhood. Map 3 below shows the walking routes which were assessed in the audit.

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

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

Map 3: Walking Routes

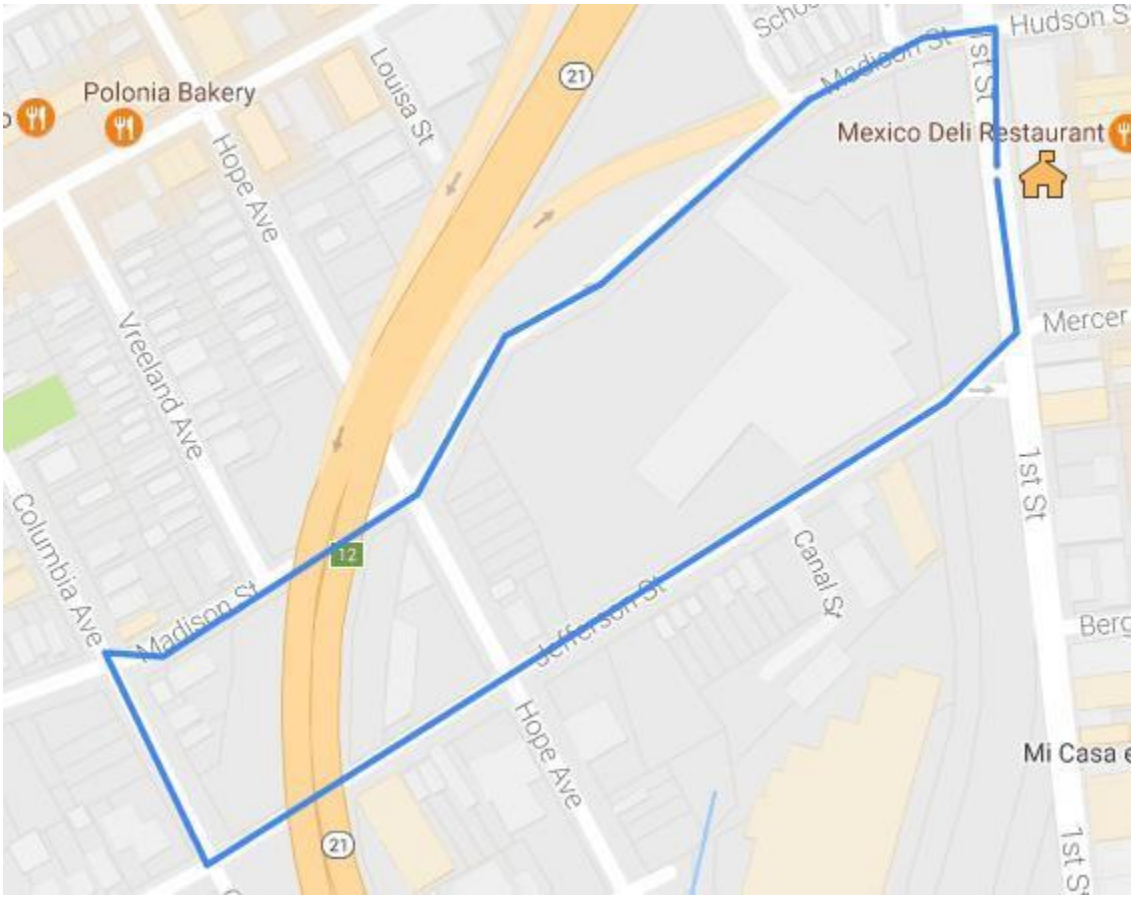


School No. 9

Route 1

Route 2

Map 4: Walking Assessment of Route 1:



School No. 9

Route 1

Photo 1: Intersection of Mercer Street and Front Street

Observations

1. Very busy intersection near the school and the Route 21 On/Off ramps.
2. Sidewalks are in good shape.
3. Street is broken up and cracked.
4. Garbage and litter are strewn about.
5. Low visibility crosswalk present and beginning to fade.
6. Truncated dome pads are missing.
7. Taskforce members relate that speeding and double parking are issues during arrival/dismissal.
8. Poor driver behavior was witnessed as drivers ignored crossing guards.

Photo 2: Intersection of Jefferson Street and First Street

Observations

1. Low visibility crosswalk present and beginning to fade.
2. Very busy intersection.
3. Road is cracked and patched up.
4. Utility manhole cover in crosswalk area.
5. No pedestrian crossing signs present.
6. No “School Zone” signage present.
7. Truncated dome pads missing.
8. Poor driver behavior - driver didn’t yield to pedestrian in crosswalk nor heed crossing guard.

Photo 3: Walking Along Jefferson Street

Observations

1. Asphalt path in very decent shape.
2. Drainage issue becomes apparent by train tracks.
3. Train tracks are not in use.

Photo 4: Walking Down Jefferson Street

Observations

1. Temporary “Rent a Fence” narrows the sidewalk in some places.
2. Some holes and cracks on sidewalks, but overall sidewalk appears to be in decent shape.

Photo 5: Walking Down Jefferson Street

Observations

1. Sidewalk does have holes in various places, but overall appears to be in decent shape.
2. Fence is leaning into the pedestrian walkway.
3. Garbage along the fence.

Photo 6: Intersection Jefferson Street and Hope Avenue

Observations

1. Faded low-visibility crosswalks present.
2. Stop bar is faded.
3. Road is cracked in various places, including along crosswalk lines.
4. Truncated dome pads are missing.
5. Utility pole in the path of the curb cut blocks visibility and decreases access.
6. Driver did not stop for pedestrian attempting to cross street.

Photo 7: Walking Along Jefferson Street

Observations

1. Sidewalk in fairly good shape with some cracks.
2. Overpass is relatively short, but without lights.
3. Pedestrian lighting would greatly enhance the feeling of safety.

Photo 8: Intersection of Jefferson Street and Columbia Avenue

Observations

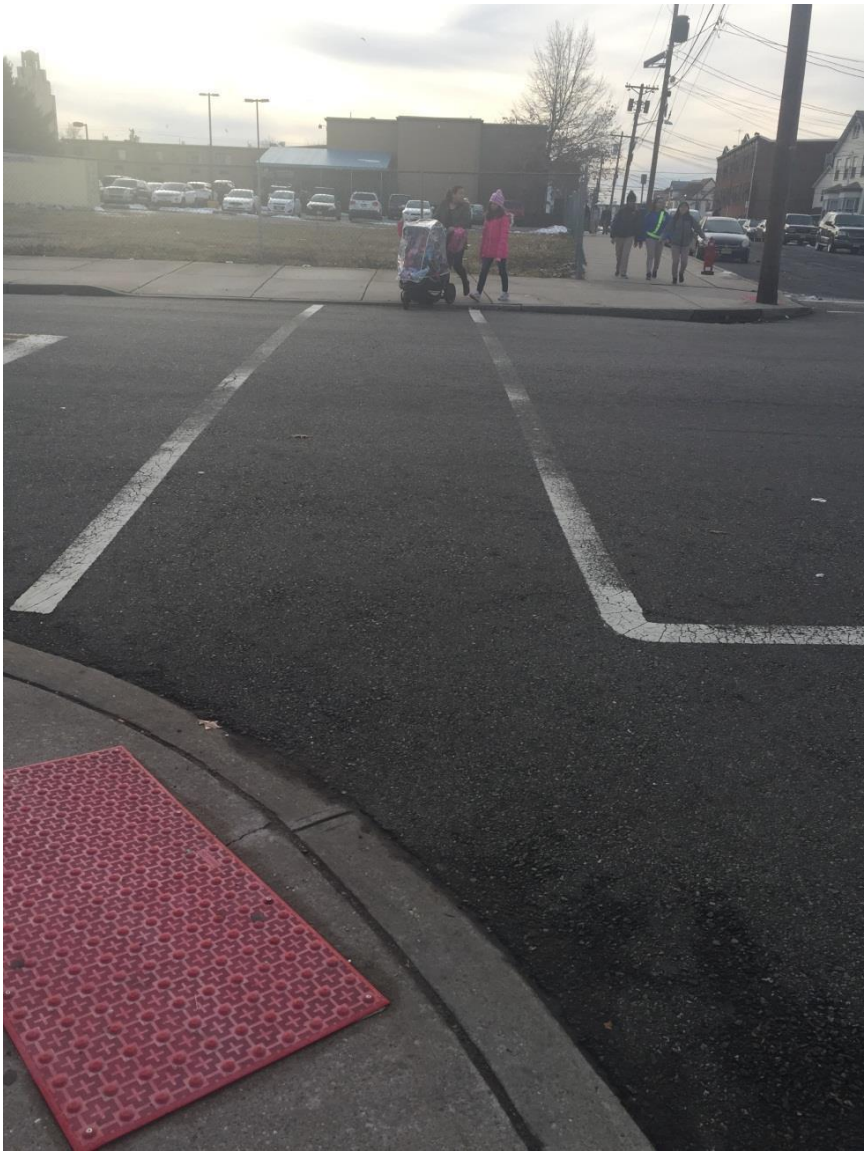
1. Low visibility crosswalks present and faded. Suggest to repaint with cross hatching
2. Sidewalk is in good shape.
3. Wide turning radius and no stop sign may encourage fast turns onto Columbia Avenue.
4. Suggest to add pedestrian lighting on corners
5. School Crossing sign is present but graffiti covers a part of it.

Photo 9: Walking on Columbia Avenue

Observations

1. Sidewalks are in good shape, generally.
2. Tree roots have pushed up a slab of sidewalk, creating tripping hazard and impediment for differently-abled pedestrians and strollers/wheelchairs

Photo 10: Intersection of Columbia Avenue and Madison Street



Observations

1. Low visibility crosswalks present, but faded.
2. Stop bar present but faded badly.
3. Truncated dome pads present but a separate pad for each crossing is helpful
4. Sidewalk is in good shape.
5. Curb ramp and dome pad are missing where pedestrians with strollers wish to cross.

Photo 11: Madison Street and Hope Avenue

Observations

1. No curb ramps or dome pads at any of the corners of this intersection.
2. Low visibility crosswalk striping is present but faded across Madison Street.
3. Students were observed crossing Hope Avenue where there are no crosswalks.

Photo 12: Continuing on Madison Street

Observations

1. Huge empty lot.
2. Fence is broken and unsightly, may be a danger for children
3. Garbage is strewn along the fence.
4. Sidewalk is in decent shape.
5. Sidewalk is only present on one side of the street.

Photo 13: Madison Street

Observations

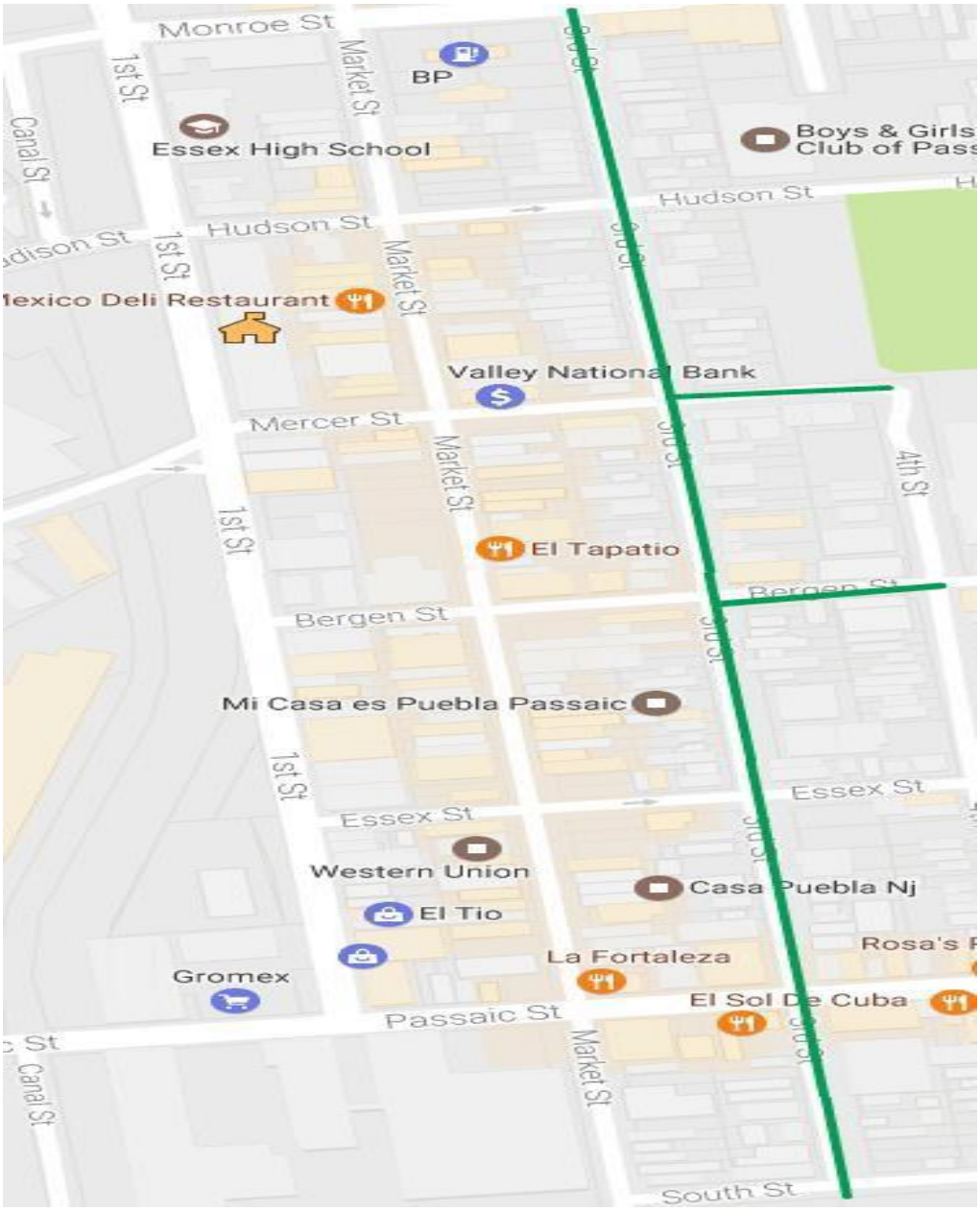
1. Madison Street converges with State Route 21 off ramp.
2. High traffic area.
3. Pedestrian waiting to cross on far right corner of Madison St. No crosswalk is present
4. Drivers would not stop for the pedestrian in the photo to cross
5. No crosswalks, curb ramps, or truncated dome pads are present.
7. There is no safe way to cross Madison Street.

Photo 14: Intersection of Madison Street and First Street

Observations

1. Low visibility crosswalk striping is present.
2. Truncated dome pads are missing.

Map 5: Walking Assessment of Route 2



School No. 9

Route 2

Photo 15: Walking Along Third St.

Observations

1. Sidewalks is in good condition.
2. Parking sign is bent and leaning

Photo 16: Intersection of Third Street and Bergen Street

Observations

1. Low visibility crosswalks are present but faded.
2. Curb ramps are present but some drainage issues are apparent.
3. Curb ramps are present for one direction; but some crosswalks lead to a curb.
4. No truncated dome pads are on any corner.

Photo 17: Walking Along Third Street

Observations

1. Sidewalk in good condition
2. Exposed, jagged utility pipe presents a tripping hazard.

Photo 18: Intersection of Third Street & Hudson Street

Observations

1. Low visibility crosswalks are almost completely faded.
2. Curb ramps are present for one direction and some drainage issues are apparent.
3. No truncated dome pads on all corners
5. Roadway is cracked and patched up in places.

Photo 19: Walking Along Third St.

Observations

1. Good sidewalks.
2. Garbage on sidewalk at 10:00 am – unsightly and makes travel unpleasant
3. Residents' and business' garbage obstructs the sidewalk, attracts pests, and creates tripping hazards

Photo 20: Sidewalk Along Third St.

Observations

1. Sidewalks are generally in good shape, but tree roots have made the sidewalk uneven and a trip hazard

Photo 21: Intersection of Third Street & Monroe Street

Observations

1. Low visibility crosswalks have completely faded away.
2. Curb ramps are present for one direction, but some crosswalks lead to a curb.
3. No truncated dome pads are on any corner.
4. BP gas station entrance on Third Street and Monroe Street exposes pedestrians to increased vehicular traffic.

Photo 22: Walking Along Third St.

Observations

1. Sidewalk is generally in good shape. Volunteers/parents informed us that curbs and sidewalks have recently been installed or updated.
2. Some parts of Third Street have tripping hazards in the form of empty tree pits or utility pipes.

Photo 23: Sidewalk Along Mercer Street

Observations

1. Sidewalk is in good shape.
2. Row of garages present a long driveway area where vehicles will be crossing the sidewalk.
3. Driveways inclined very steeply and make walking, using a wheelchair, or pushing a stroller difficult.

4. Action Plan & Recommendations

The Safe Routes to School Action Plan is organized into the "Five E's": Education, Encouragement, Enforcement, Engineering and Evaluation. Additionally, each element of the Action Plan considers two parameters – time and cost as shown below. Together, they comprise a set of directions to help the community prioritize their action steps to increase safety for students. The tables below identify preliminary recommendations specific to Passaic School No. 9 and its immediate area. To realize the full benefit of the SRTS program, it is suggested that this School Travel Plan be used to apply for SRTS grant funds to fully implement all the action steps.

Timeframe Definition	Cost Definition
Short-term = less than 3 months	**Low** = Less than $2,000
Mid-term = between 3 to 6 months	**Medium** = between $2,000 and $10,000
Long-term = longer than 6 months	**High** = more than $10,000

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

Education Actions	Responsibility	Time Frame	Cost
Circulate Travel Plan Report on school website	Board of Education	Short-term, Mid-term, Long-term	Low
Confirm School Zone signs adequately identify the school area	Board of Education	Short-term, Mid-term, Long-term	Low
Create and update Family Handbook that defines arrival and dismissal procedures with map and text that defines drop-off/pick-up areas, the rules and procedures for driving along local streets within school campus and school driveway	School, School Liaison, PTO	Long-term	Low
Notify parents/guardians and school staff by publishing information/updates in the Parent/Family Handbook, School Newsletters and on the school website	School	Long-term	Low

Invite EZ Ride to help with bicycle and pedestrian safety education with assemblies or Bike Rodeos	School, EZ Ride	Short-term, Mid-term, Long-term	Low
Integrate walking and safety education into classroom curriculum	School, EZ Ride	Short-term, Mid-term, Long-term	Low
Leverage Social Media to spread awareness of school zone and enforcement activities	School Action Team, PTA	Short-term, Mid-term, Long-term	Low
Drop-off line instructions, help to reduce length of car lines and conflicts	School, PTA, Principal	Short-term, Mid-term, Long-term	Low
Cell phone free zone: In school, Outside during arrival and dismissal	Principal	Short-term, Mid-term, Long-term	Low

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

Encouragement Actions	Responsibility	Time Frame	Cost
The City can pass a Complete Streets Policy	City	Mid-term	Low
Hold a student poster or bookmark contest about Walking and Biking to school	School, EZ Ride	Short-term	Low
Circulate Travel Plan Report via the school website	VTC, EZ Ride, School	Short-term	Low
Host Bike/Walk to School Days or Weeks throughout	School, PTA, School Liaison, EZ Ride	Short-term, Mid-term, Long-term	Low
Participate in International Walk/Roll to School Month in October, and NJ Walk and Bike to School Month in May	School Action Team, PTA, EZ Ride	Short-term, Mid-term, Long-term	Low
Utilize the school website to promote Safe Routes to School safety messages	EZ Ride, School Tech Coordinator	Mid-term, Long-term	Low
Establish and organize Bike Trains/Walking School Buses to connect students and families who are already walking or are considering walking/biking	School, EZ Ride	Mid-term, Long-term	Low

3. **Enforcement:** Activities to improve safety and security

Enforcement Actions	Responsibility	Time Frame	Cost
Conduct bicycle registration and helmet giveaways at Back to School night	School, Police	Short-term, Mid-term, Long-term	Low
Ask police to setup radar feedback signs that post drivers' speeds and remind people not to speed in school zones – twice a year	Police, School Liaison	Short-term, Long-term	Low
Discuss property maintenance with owners to keep existing sidewalks free of debris, plants, trees, and brush so as to not impede pedestrians' journey	School, PTA, Police	Short-term, Long-term	Low
Pedestrian Decoy Operation – target unsafe drivers, especially during school commute time	Police, Board of Education	Long-term	Low

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

Engineering Actions	Responsibility	Time Frame	Cost
Install bike racks and skateboard racks near school entrance and by Pulaski Park	School, City Parks & Rec.	Mid-term,	Low
Ensure there are enough "School Zone" signs and paint "SLOW SCHOOL ZONE " on roadways surrounding the school. Consider signs with flashing beacons	County, City, DPW	Short-term Mid-term, Long-term	Low
Paint/repaint High Visibility Crosswalks at Third & Passaic, Third & Essex, Third & Bergen, Third & Monroe, and Third & Hudson, Jefferson & Columbia, Columbia & Madison, Madison & Rt 21 ramp, Hope Ave. & Madison,	County and City, DPW, Engineering	Short-term, Mid-term, Long-term	Low
Implement traffic calming measures such as flashing SLOW signs, radar speed limit	County and City Engineering, Police,	Mid-term, Long-term	Low

signs, or painted shoulder lines	DPW		
Post signs and paint area on roads to define any designated School Bus and Car drop off zones	School and City DPW/Engineering	Short-term, Mid-term, Long-term	Low
Investigate and ensure ADA compliancy of crosswalks and curb ramps, install curb ramp at mid-block crossing of Jefferson St. & First St.	County and City Engineering, DPW	Mid-term, Long-term	Medium
Investigate traffic speeds around the school and post more 25 mph speed limit signs	County Engineering, City Engineering, DPW, Police	Short-term, Mid-term, Long-term	Medium
Investigate installation of light fixtures at key intersections and crosswalks where students walk such as Madison & Hope	County and City Engineering, DPW	Mid-term, Long-term	Medium-High
Install sharrow markings or bike lanes on roads to make biking safer	County and City Engineering, DPW	Mid-term, Long-term	Low - Medium
Extend curbs at intersections and narrow turn radius to slow turning vehicles	County and City Engineering, DPW	Mid-term, Long-term	Medium - High
Investigate driveway inclines on Mercer Street and fix so pedestrians can walk	County and City Engineering, DPW	Mid-term, Long-term	Low - Medium
Install sidewalks on streets that do not have sidewalks	County and City Engineering, DPW	Mid-term, Long-term	High
Install new truncated dome pads at Third & Passaic, Third & Monroe, and Third & Mercer, Mercer & Front, Jefferson & First,	County and City Engineering, DPW	Mid-term, Long-term	Medium

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

Evaluation Actions	Responsibility	Time Frame	Cost
Conduct speed study on roadways to evaluate if speed limit is being complied	City, Police	Mid-term	Low

Continue to conduct student travel tallies to measure how effective the SRTS program has been in increasing the number of students walking, biking or carpooling	District, School, EZ Ride	Short-term, Mid-term, Long-term	Low
Improve communications between school officials and families establishing a convenient mechanism to share information and get feedback	School Action Team, PTA, School Tech Coordinator	Short-term, Mid-term, Long-term	Low

Conclusion

Community priorities should include repainting high visibility crosswalks at almost every intersection the group visited. There is also a need to install curb ramps at some intersections, change the incline of the ramp to alleviate drainage issues, install truncated dome pads and/or properly angle truncated dome pads, repaint stop bars, and to speak with the city and local businesses regarding their trash or signs/items obstructing the path of pedestrians.

The walkability audit demonstrated that Passaic is a very walkable community but is made less pleasant due to the late garbage pick-up and blocked pedestrian walkways. The measures that are recommended in this travel plan will help to improve the city's walkability, help to increase pedestrian safety, and further encourage students and parents to walk or bike to school. Through increased use of active transportation, residents can help to improve their City by reducing air pollution and traffic congestion while improving their own health. EZ Ride is proud to work with the community to improve safety and bring SRTS programming to the schools. It is hoped this School Travel Plan report will be used to apply for an NJDOT SRTS infrastructure grant or other grants to make the intersections, sidewalks, and streets safer for students to walk and bike to Passaic School No. 9.

5. Appendix

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

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

Appendix B: Funding and Building Resources to Build Infrastructure

Source: Together North Jersey (TNJ): Funding and Resources Database
https://togethernorthjersey.com/?page_id=24974#home/

Program Name	Program Description	Eligibility Description	Eligibility	Source
21st Century Redevelopment Program	To provide municipalities and counties with the funding necessary to redevelop "stranded assets," which are underutilized or vacant office or retail spaces, usually located far from transit	New Jersey municipal or county governments, and redevelopment agencies	County, Municipal	New Jersey Economic Development Authority
Biking in New Jersey - Planning Resources	NJDOT offers engineering guidelines, a Master Plan for roadways that are compatible with bicyclists and walkers and a resource center for statewide projects	New Jersey communities	Municipal	New Jersey Department of Transportation
Community Development Block Grants	The Community Development Block Grant (CDBG) program is a flexible program that provides communities with resources to address a wide range of unique community development needs	Larger cities and urban counties	County, Municipal	US Housing and Urban Development
Congestion Mitigation and Air Quality Initiatives Program	To advance readily implementable and innovative projects and services that improve air quality and reduce congestion in the NJTPA's air quality maintenance and non-attainment areas	Local, County, State, and Regional governments	County, Municipal, State	NJTPA
Environmental Workforce Development and Job Training Grants	Eligible entities, including nonprofit organizations, to deliver environmental workforce development and job training programs that recruit, train, and place local, unemployed and under-employed residents with the skills needed to secure full-time employment in the environmental field	Non-profit organizations and local government agencies in communities historically affected by economic disinvestment, health disparities, and environmental	County, Municipal, Non-profit organizations	US EPA Environmental Workforce Development and Job Training Grant Fund

		contamination, including low-income, minority, and tribal communities		
Future in Transportation	NJFIT changed the way NJDOT does business in New Jersey by using a comprehensive and cooperative approach to transportation and land use planning. Working with community planners, we can keep jobs, goods and services within reach of every New Jersey citizen and reinvest in our infrastructure by shaping transportation to fit into the environment of our communities	New Jersey Communities.	Municipal	New Jersey Department of Transportation
Geraldine R. Dodge Foundation	Funds Arts, Education, Environment and Informed Communities initiatives that are innovative and promote collaboration and community-driven decision making	no restrictions	State, County, Municipal, Private, Non-profit organizations, Other	Geraldine R. Dodge Foundation
Local Planning Services	Local Planning Services (LPS), an office within DCA, works with communities to achieve local land use and planning goals. As part of DCA's commitment to provide technical assistance to municipalities, our professional planning staff offers comprehensive planning services at no-cost to local governments. LPS Can provide a variety of planning services: master plans and redevelopment plans, land us land mapping, economic development plans, and special municipal projects	Municipalities	Municipal	New Jersey Department of Community Affairs

Neighborhood Preservation Program	This program provides direct financial and technical assistance to municipalities over a three to five year period to conduct activities associated with the preservation of designated neighborhoods based on strategic revitalization's plans within those municipalities.	Municipalities	Municipal	New Jersey Department of Community Affairs
New Jersey Healthy Communities Network - Community Grants Program	The aim of the initiative is to prevent chronic disease and improve health by advancing environment, policy, and system change; and enhancing the built environment to support healthy eating and active living. Supported projects are creating a culture of health by increasing food access and opportunities for physical activity in communities, schools, places of worship, early care and education, neighborhoods, and municipalities. The Network also facilitates a statewide community of practice to share best practices, provide networking and professional development opportunities, and encourage collaboration. Within this community of practice, grantees will be connected to people and organizations with shared goals and agendas and be recognized as a leader in building healthy communities		Non-profit organizations, Other	New Jersey Healthy Communities Network
Our Town Grants	The Our Town grant program supports creative place making projects that help to transform communities into lively, beautiful, and resilient places with the arts at their core.	Communities	Municipal	National Endowment for the Arts
People for	The People For Bikes	Communities	Municipal	People for

Bikes Community Grants	Community Grant Program provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives	across the US		Bikes - Community Grants
Safe Routes to Schools	Provides federal and state funding to projects that enable children in grades K-8 to walk and bicycle more safely to school.	County, municipal governments, school districts, and schools	County, Municipal	New Jersey Department of Transportation
Safe Routes to Schools	Safe Routes to School (SRTS) is a federal, state and local effort to enable and encourage children, including those with disabilities, to walk and bicycle to school. SRTS facilitates the planning, development and implementation of projects that improve safety and air quality, as well as reduce traffic and fuel consumption around school	Communities in New Jersey	County, Municipal	New Jersey Department of Transportation
Safe Routes to Transit	The Safe Routes to Transit program was established in 2006 with state funding to enable counties and municipalities to improve safety in the vicinity of transit facilities and to make routes to bus stops and rail stations safer for bicyclists and pedestrians	Counties and municipalities.	County, Municipal	New Jersey Department of Transportation
Street Smart Program	Communities that participate in the Street Smart Program work to raise awareness of pedestrian safety laws by hosting events, handing out information, and through social media. Local police step up enforcement during the campaign to ensure motorists	Municipalities and communities in New Jersey	Municipal	North Jersey Transportation Planning Agency

	and pedestrians are obeying the laws. All communities are urged to participate			
Sustainable Jersey Grants and Resources	Sustainable Jersey identifies resources to help municipalities develop a comprehensive sustainable community program. This includes financial resources in the form of grants and incentives, and technical support in the form of trainings, access to support organizations, and guidance material	New Jersey municipalities	Municipal	Sustainable New Jersey