

# Safe Routes to School Program Kelly Elementary School Travel Plan

555 Pleasant Valley Way West Orange, NJ 07052



Prepared By:

**Meadowlands Transportation Brokerage Corporation**

d/b/a EZ Ride

144 Park Place East

Wood-Ridge, NJ 07075

(201) 939-4242

[www.ezride.org](http://www.ezride.org)

February 26, 2021



## **DISCLAIMER**

This publication was prepared with funding from the New Jersey Department of Transportation (NJDOT) and the Federal Highway Administration (FHWA). This document is disseminated under the sponsorship of NJDOT and FHWA in the interest of information exchange. NJDOT and FHWA assume no liability for its contents or use thereof.



**NEW JERSEY**  
**Safe Routes to School**



U.S. Department of Transportation  
**Federal Highway Administration**

## Table of Contents

<b>Executive Summary</b> .....	4
<b>1. Walking and Cycling to Health</b> .....	6
1.1 The Challenge.....	6
1.2 The Program.....	6
1.3 The Team and Task Force.....	7
<b>2. District &amp; School Profile</b> .....	11
2.1 West Orange and Essex County Health Profile.....	12
2.2 Kelly Elementary School.....	17
<b>3. Journey to School</b> .....	19
3.1 Current Student Travel Environment.....	21
3.2 Pedestrian Safety.....	23
3.3 Walkability Audit .....	24
<b>4. Action Plan &amp; Recommendations</b> .....	37
Conclusion .....	42

## Appendices

<b>Appendix A: Typical Opportunities for Improvement</b> .....	43
<b>Appendix B: Funding Resources to Build Infrastructure</b> .....	49

## **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 municipality to build a safer walking and biking environment.

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 Kelly Elementary School Travel Plan are:

- Identify any issues that impact safety on the key travel routes used by students.
- Provide suggestions to improve the safety of the travel environment around school.
- Prioritize the suggestions in terms of cost and time needed to make improvement.
- Propose 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 Kelly Elementary School SRTS Task Force came together out of a shared community interest in improving the lives of students and residents. The involvement of local stakeholders is an important part of ensuring the sustainability of the SRTS initiative and the enactment of the Action Plan.

### **3. Community Barriers to Health**

- Cost of living is high in Essex County. Individuals have high rates of physical inactivity & increased violent crime rates.
- Rates of uninsured, unemployed, and children in poverty are higher than state averages (CountyHealthRankings.org).
- Air quality in the county is slightly lower compared to the state average.

#### 4. School Travel Data

In November 2018, Kelly Elementary School teachers conducted a Travel Tally to determine how students travel to and from school. Results are shown below.

**Table 1: Current Student Commute Mode**

Mode	Arrival (AM)	Dismissal (PM)
<b>Walk</b>	11%	11%
<b>Bike</b>	0%	0%
<b>School Bus</b>	44%	42%
<b>Family Vehicle</b>	41%	42.9%
<b>Carpool</b>	4%	4%
<b>Transit</b>	0%	0.1%

#### 5. Barriers and Opportunities Identified for Safer Walking & Biking

The Safe Routes to School Taskforce and Community Partners conducted a detailed walkability assessment of the road conditions along the main routes used by the students to walk to school on December 10, 2018. The major roads and intersections surrounding the school include:

- Pleasant Valley Way & Alisa Drive
- Pleasant Valley Way & Stanford Avenue
- Pleasant Valley Way & Eagle Rock Avenue
- Pleasant Valley Way & Greenwood Avenue

#### 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 to help the school prioritize next steps. In a particular community, some of the action items may be more urgently needed, so the school can execute the recommendations in any order they choose. This Travel Plan recommends a number of improvements to encourage safe walking and biking and can be used to support SRTS and other grant applications to fund pedestrian and bicycle improvements.

Key Actions/Recommendations in Action Plan include:

- Paint/repaint high visibility crosswalks and stop bars in school route area
- Install traffic calming measures to reduce speeding
- Install radar speed limit signs and SLOW School Zone signs or pavement markings
- Make a safe walkway through the High School property and parking lot
- Hold a “Drive Slow and Safe on Pleasant Valley Way ” campaign to slow traffic
- Assist pedestrians by installing pedestrian countdown or signal heads

# **1. Walking and Cycling to Health**

## **1.1 The Challenge**

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

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

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

## **1.2. The Program**

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

In the 2013 book, Designing Healthy Communities, Dr. Richard Stockton and Stacey Sinclair note that "walking to school is good for children's cognitive health and learning

---

<sup>1</sup> Walking and Biking to School, Physical Activities and Health Outcomes, Robert Wood Johnson Foundation

ability. It improves children's concentration, boosts moods and alertness, and enhances memory, creativity and overall learning".

The SRTS Program is a collaborative effort of multiple stakeholders that includes community members, elected officials, municipality 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.

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

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

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

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

### **1.3. The Team**

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

### **EZ Ride and SRTS**

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

The Safe Routes to School program has been active in the West Orange Public School system going as far back as 2012 with 11 interactions to date. We first began our partnership with the Municipality in 2012 with a Walking School Bus at Gregory Elementary School. In 2013, EZ Ride collaborated with West Orange for their municipality-wide Walk to School Day.

In May of 2015, the Bike and Pedestrian team met with administrators at West Orange School District. This meeting served as a catalyst for collaboration in coming years. On June 14, 2016 Kelly Elementary hosted a Bike Rodeo at their school with 27 students who received free helmets from EZ Ride. Kelly Elementary held a Walk to School Day event in the fall of 2016 with 200 students participating, and 64 students participated in a poster contest at Gregory Elementary School. The Walk to School Day and Bike Rodeo helped Kelly Elementary achieve Silver SRTS Achievement in 2017. In addition, we provided technical assistance for the municipality in the same year to earn SRTS Recognition.

In 2017, EZ Ride's Bike and Pedestrian team visited Kelly Elementary twice. In June of 2017, Kelly Elementary participated in their second Bike Rodeo. In October of the same year, 100 students participated in a Walk to School Day. In April of 2018, Kelly Elementary hosted a pedestrian safety presentation for 446 students. During the same month, West Orange Middle School held the same presentations for 273 students. A walkability audit was done and the results are documented in this Travel Plan Report. To recognize the School District and Municipality's effort to improve pedestrian safety, Kelly Elementary will be receiving the Gold Safe Routes to School Award in 2019. On August 11, 2020, a bike safety talk, safe skills course, and community ride was held for a Girl Scout troop at Kelly Elementary School's faculty parking lot.

### **The Municipality of West Orange**

The Municipality of West Orange's Department of Public Works, West Orange Police Department, and the West Orange Pedestrian Safety Advisory Board have been instrumental in working with EZ Ride and Kelly Elementary School to create a safer walking and biking environment.

### **West Orange School District**

The Safe Routes to School program has garnered the support of the West Orange Board of Education, Acting Superintendent Mrs. Eveny de Mendez, and Kelly Elementary School Principal, Dr. Joanne Pollara.



## **Background to Walkability Assessment**

The SRTS team agreed to do a walk audit in West Orange to assess safety and walkability for students, resident pedestrians and cyclists. The team chose Kelly Elementary School based on the crash statistics around the school and because a teacher was struck in early 2018 crossing Pleasant Valley Way near the school.

EZ Ride made a presentation entitled “How to Conduct a Walk Audit” to the Task Force group below who gathered to do the walk audit on Monday, December 10<sup>th</sup>, 2018. Members of the group then conducted a SRTS walk audit to assess the neighborhood walking routes that students use.



A list of the Task Force who attended or gave input into the Walkability Assessment and who are crucial to the implementation of the project are included in the table below.

## Kelly Elementary School Walk Audit Task Force

Organization	Role/Responsibility	Contact
Kelly Elementary School	Principal, Kelly Elementary School	Dr. Joanne Pollara 555 Pleasant Valley Way West Orange, NJ 07052 973-669-5452 <a href="mailto:jpollara@westorangeschools.org">jpollara@westorangeschools.org</a>
West Orange Pedestrian Safety Advisory Board	Parent, Resident	Lori Kapferer West Orange, NJ lorikapferer@gmail.com
Kelly Elementary School	Student	Natalie Kapferer West Orange, NJ lorikapferer@gmail.com
Kelly Elementary School	Parent, Resident	Janice Morillo West Orange, NJ <a href="mailto:jvmorillo@gmail.com">jvmorillo@gmail.com</a>
Kelly Elementary School	Student	Sofia Morillo West Orange, NJ <a href="mailto:jvmorillo@gmail.com">jvmorillo@gmail.com</a>
West Orange Pedestrian Safety Advisory Board /Pleasant Valley Civic Association	Member, President	Roz Moskowitz Bielski West Orange, NJ <a href="mailto:ROZ3464@gmail.com">ROZ3464@gmail.com</a>
West Orange Dept. of Public Works	Assistant Director, DPW	Nick Salese 25 Lakeside Ave West Orange, NJ 07052 973-325-4067 <a href="mailto:nsalese@westorange.org">nsalese@westorange.org</a>
West Orange Police Department	Sergeant, WOPD Traffic	Patrick Matullo 60 Main Street West Orange, NJ 07052 973-325-4045/4038 <a href="mailto:pmatullo@wopd.org">pmatullo@wopd.org</a>
West Orange Police Department	Lieutenant, WOPD Traffic	Michael Cassidy West Orange, NJ 07052 973-325-4045/4038 <a href="mailto:mcassidy@wopd.org">mcassidy@wopd.org</a>
NJTPA	Street Smart NJ Coordinator	Will Yarzab 17 <sup>th</sup> floor; 1085 Raymond Blvd Newark, NJ 07102
EZ Ride -	Deputy Director, Bike &	Lisa Lee

Transportation Management Association SRTS Program Assistance, Community Resource, Safety Education	Pedestrian Programs/ Safe Routes to School Coordinator	EZ Ride 144 Park Place East Wood-Ridge, NJ 07075 201-939-4242 ext. 123 <a href="mailto:llee@ezride.org">llee@ezride.org</a>
EZ Ride - Transportation Management Association SRTS Program Assistance, Community Resource, Safety Education	Asst. Coordinator, Bike & Pedestrian Programs	Eric Angeles EZ Ride 144 Park Place East Wood-Ridge, NJ 07075 201-939-4242 ext. 122 <a href="mailto:eangeles@ezride.org">eangeles@ezride.org</a>
EZ Ride - Transportation Management Association SRTS Program Assistance, Community Resource, Safety Education	Asst. Coordinator, Bike & Pedestrian Programs	Victoria Alizo EZ Ride 144 Park Place East Wood-Ridge, NJ 07075 201-939-4242 ext. 121 <a href="mailto:valizo@ezride.org">valizo@ezride.org</a>
EZ Ride - Transportation Management Association SRTS Program Assistance, Community Resource, Safety Education	Asst. Coordinator, Bike & Pedestrian Programs	Priti Dhungel EZ Ride 144 Park Place East Wood-Ridge, NJ 07075 201-939-4242 ext. 130 <a href="mailto:pdhungel@ezride.org">pdhungel@ezride.org</a>

## 2. District & School Profile

A school profile for Kelly Elementary School was developed using data from the West Orange Public Schools District website, the Kelly Elementary School website, the New Jersey School Performance Report, and the National Center for Education Statistics.

West Orange Public Schools serve approximately 6,628 students from Pre-Kindergarten – Grade 12 from 2018-2019. There are 12 schools in the District from Preschool – Grade 12: one preschool, seven elementary schools gr.K-5, three middle schools (Edison MS only has Grade 6 and two have grades 7-8), one high school (grades 9-12). Student demographics are shown in Table 2 below.

**Table 2: West Orange Public Schools– Student Demographics**  
**Total Students in District: 6,628**

<b>Ethnicity*</b>	<b># of Students</b>
African-American	2,479
Hispanic	2,128
Caucasian	1,319
Asian/Pacific Islander	358
American Indian/Native American	66
Two or More Races	266
<b>Sex*</b>	<b># of Students</b>
Male	3,453
Female	3,174
<b>Grade Level*</b>	<b># of Students</b>
Primary (Pre-Kindergarten – Grade 5)	3,002
Middle School (Grade 6 - 8)	1,525
High School (Grade 9 - 12)	2,101
Special Needs Students/Individualized Education Program/Ungraded	1,246

*Source: 2018-2019 NJ School Performance Report*

### **Academic Performance**

A District Factor Group (DFG) is an indicator of the socioeconomic status of citizens in school districts of New Jersey. DFGs were first developed by the New Jersey Department of Education in 1975 for the purpose of comparing student performance on statewide assessments across demographically similar school districts. The school district is then given a letter rating between A-I (A indicating the most disadvantaged). The West Orange School District is classified by the NJ Department of Education as District Factor Group “GH.” This means that West Orange is classified closer to districts that have a DFG score of I and J, these are typically suburban districts with generally higher income.

## **2.1 West Orange & Essex County Health Profile – Community Health Needs Assessment**

Essex County is the third most populated county in the state of New Jersey. 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

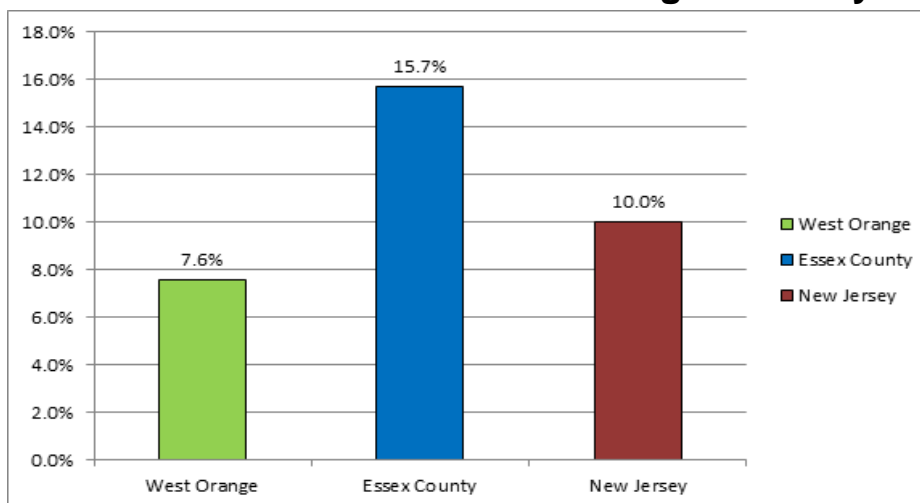
countyhealthrankings.org, rates of uninsured, unemployed, and children in poverty are higher than state averages. Essex County often has high rates of physical inactivity and violent crime rates. Furthermore, air quality throughout the county is slightly lower compared to the state average.

### 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. These conditions are known as social determinants of health. 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.

*Source: Centers for Disease Control and Prevention*

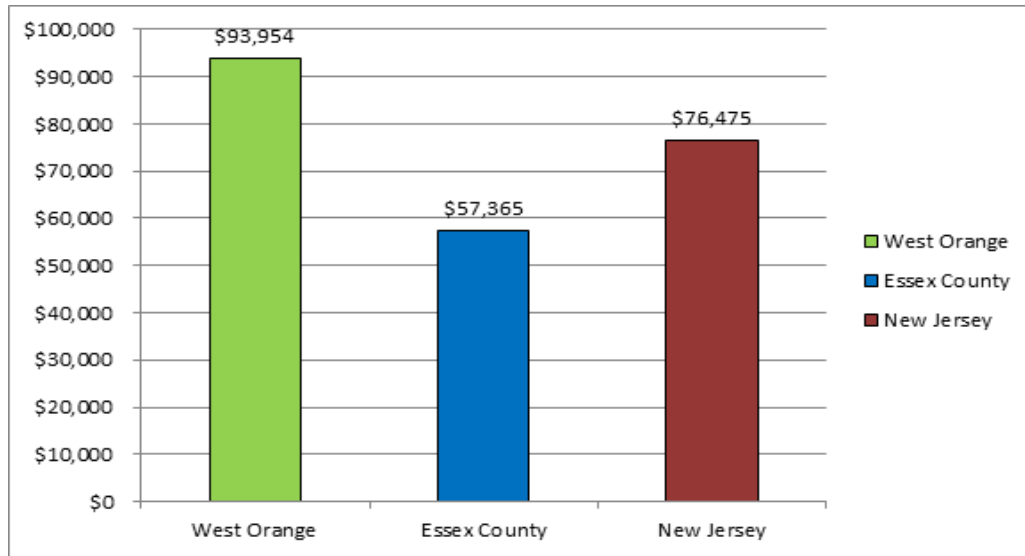
**Chart 1: Percent of Families Living in Poverty**



*Source: Census.gov, 2017*

West Orange has a slightly lower percentage of families living in poverty compared to the state of NJ. While Essex County has a higher rate of impoverished families compared to the state, West Orange Township has about half the rate of families living in poverty compared to the County.

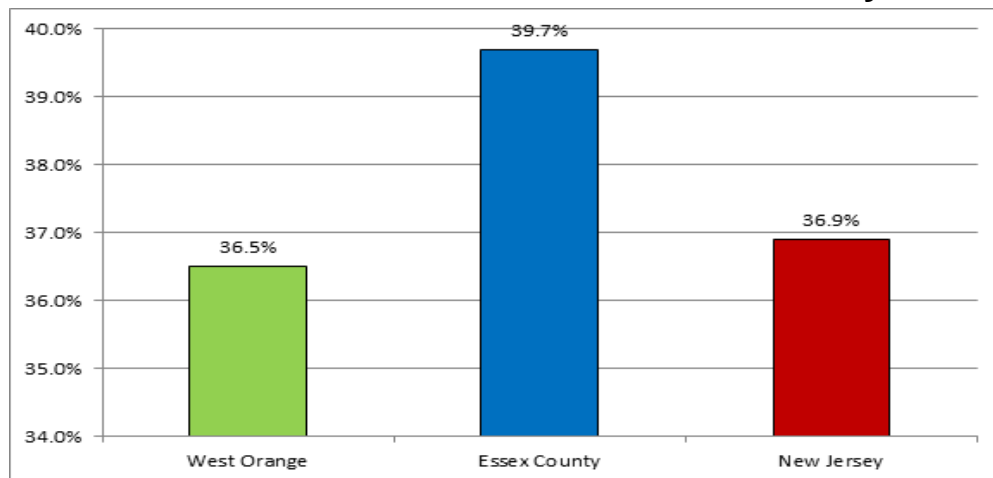
**Chart 2: Estimated Median Household Income - West Orange, NJ**



Source: Census.gov, 2017

West Orange has a median household income higher than both the county and state, averaging \$93,954 annually. In Essex County, median household incomes are lower than the state average.

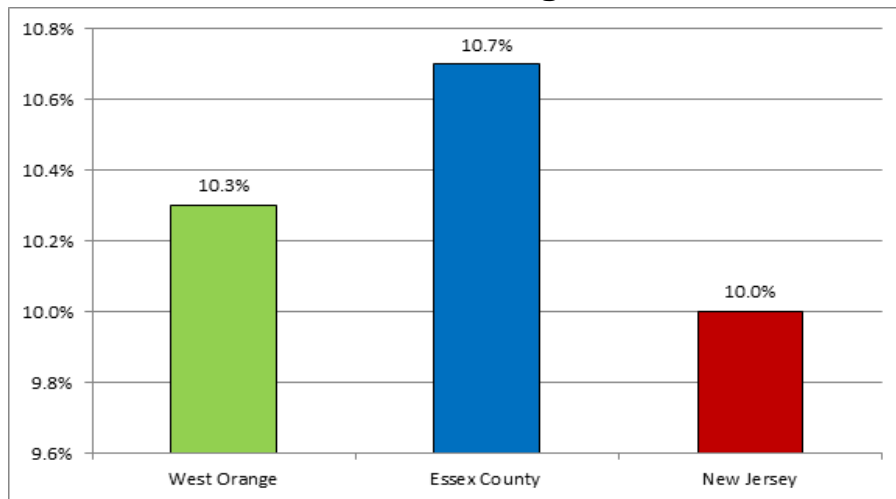
**Chart 3: Percent of Residents with Obesity**



Source: city-data.com, 2018

Thirty six and a half percent of people living in West Orange are obese which is about the same as the NJ state average. The percentage of residents who are obese in Essex County is a few percentage points higher than the township and the NJ rate of obesity.

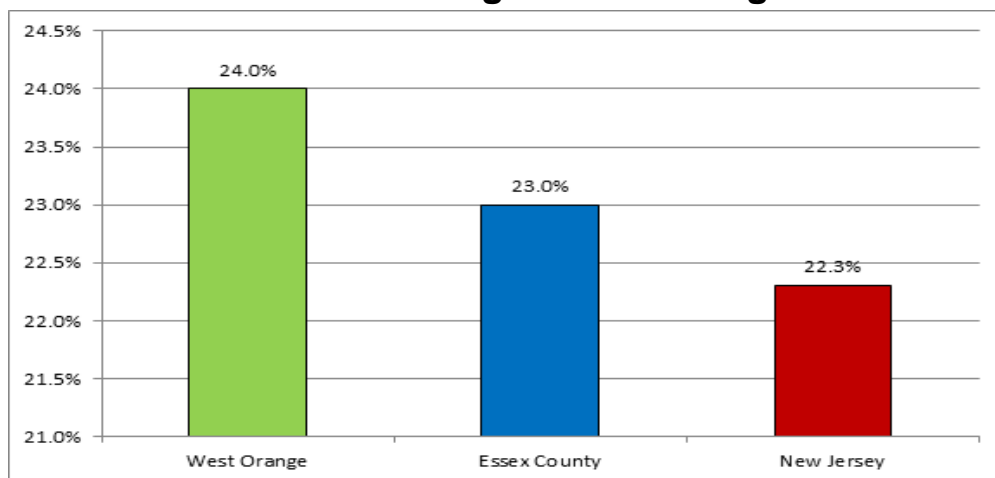
**Chart 4: Percent Residents Diagnosed with Diabetes**



Source: city-data.com, 2018

This chart shows that the percent of residents in West Orange diagnosed with diabetes is very similar to the overall New Jersey and Essex County data.

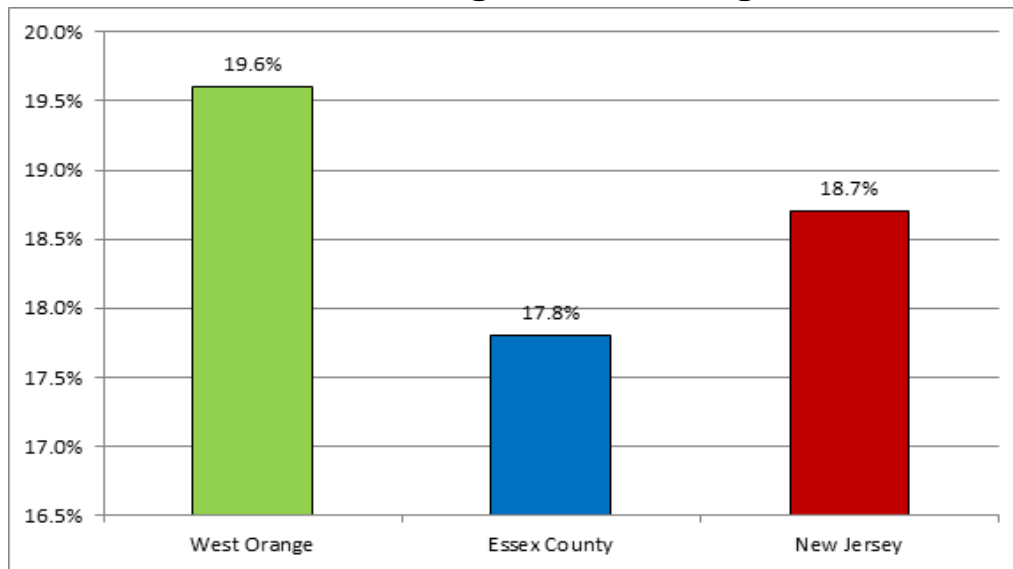
**Chart 5: Percent Residents Diagnosed with High Blood Pressure**



Source: city-data.com, 2018

Twenty four percent of people living in West Orange have been told by a doctor or health professional that they have hypertension (high blood pressure). This is slightly above the County and State rate of hypertension.

**Chart 6: Percent Residents Diagnosed with High Blood Cholesterol**



Source: *Municipality-data.com, 2018*

About twenty percent of people in West Orange have been told by a doctor or other health professional that their blood cholesterol level is high. The County rate is about eighteen percent and the state rate is about nineteen percent.

Increasing levels of physical activity and encouraging activities such as walking and biking can help students and residents lose or maintain weight and lower their blood sugar, blood pressure, and blood cholesterol levels. Promoting walking and biking can potentially help residents and students with long term health outcomes.

### **Exercise**

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

### **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 Kelly Elementary School

Excerpt edited from the New Jersey Academic Report school narrative:

*“The faculty and staff at Kelly Elementary School are committed to providing our children with the means to reach their stars! We offer an exciting, challenging academic experience in a safe nurturing environment. We foster a community of lifelong 21st century learners by encouraging collaboration, relationship building, creativity and critical thinking skills. We believe that all children can succeed. We celebrate diversity, foster mutual respect and citizenship. We Learn Like Astronauts!”*

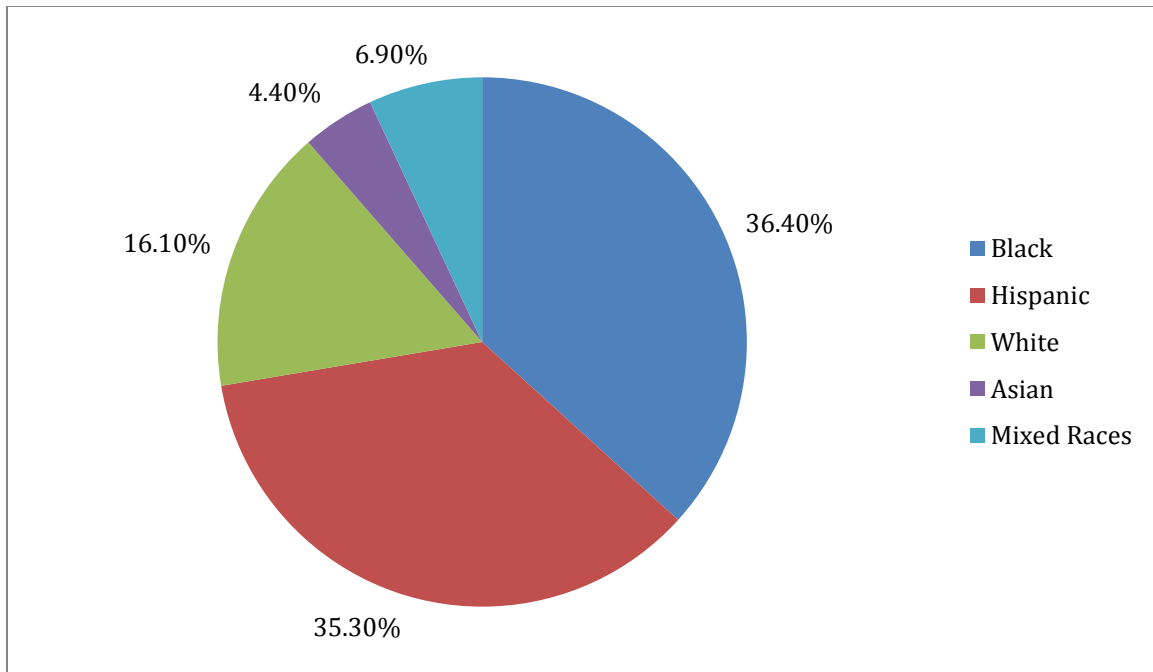
**Table 3. Kelly Elementary Enrollment (2018-19)**

Grade	# of Students
<b>Pre-K</b>	0
<b>Kindergarten</b>	73
<b>1<sup>st</sup></b>	77
<b>2<sup>nd</sup></b>	83
<b>3<sup>rd</sup></b>	82
<b>4<sup>th</sup></b>	67
<b>5<sup>th</sup></b>	85
<b>Total</b>	467

*Source: NJ School Performance Report, 2018-19*

Kelly Elementary School has a total of 467 students spanning from grades K-5. Kelly Elementary also has a high population of special needs students at 34%, with approximately 95% of the population using busses to get to school as a related service provided in their Individualized Education Programs (IEPs).

**Chart 8: Kelly Elementary Enrollment by Student Ethnicity**



Source: NJ School Performance Report, 2018-19

There is a diverse student population at Kelly Elementary School with more than 70 percent of students identifying as Black or Hispanic.

**Table 4. Student Language Diversity (2018 – 2019)**

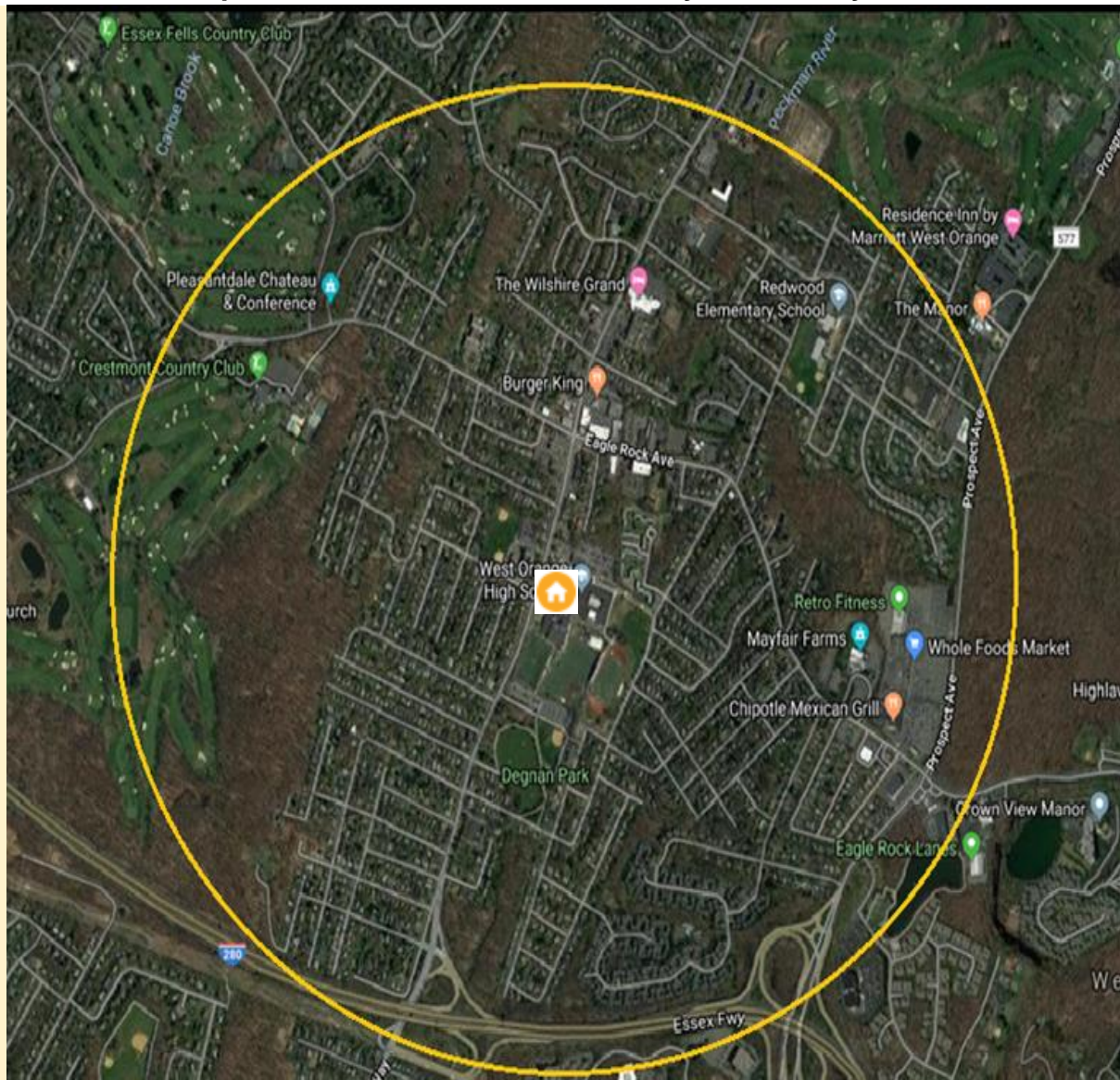
Language Spoken at Home	
English	79.9%
Spanish	16.9%
Other	3.2%

The main language spoken at home by students and their parents is English. The next most frequently spoken language is Spanish. Other languages have a small presence at Kelly Elementary School.

### 3. Journey to School

In the 1960s, about 50 percent of children in the United States walked or biked to school. Over the last few decades, concerns about vehicle traffic, safety for the children, and longer commutes have forced more and more parents to drive their children to school. This results in more traffic on the road and less children who walk to school. Today, on average only about 15 percent of children walk or bike to school. Maps 1 and 2 provide a broad overview of the residential area near Kelly Elementary School.

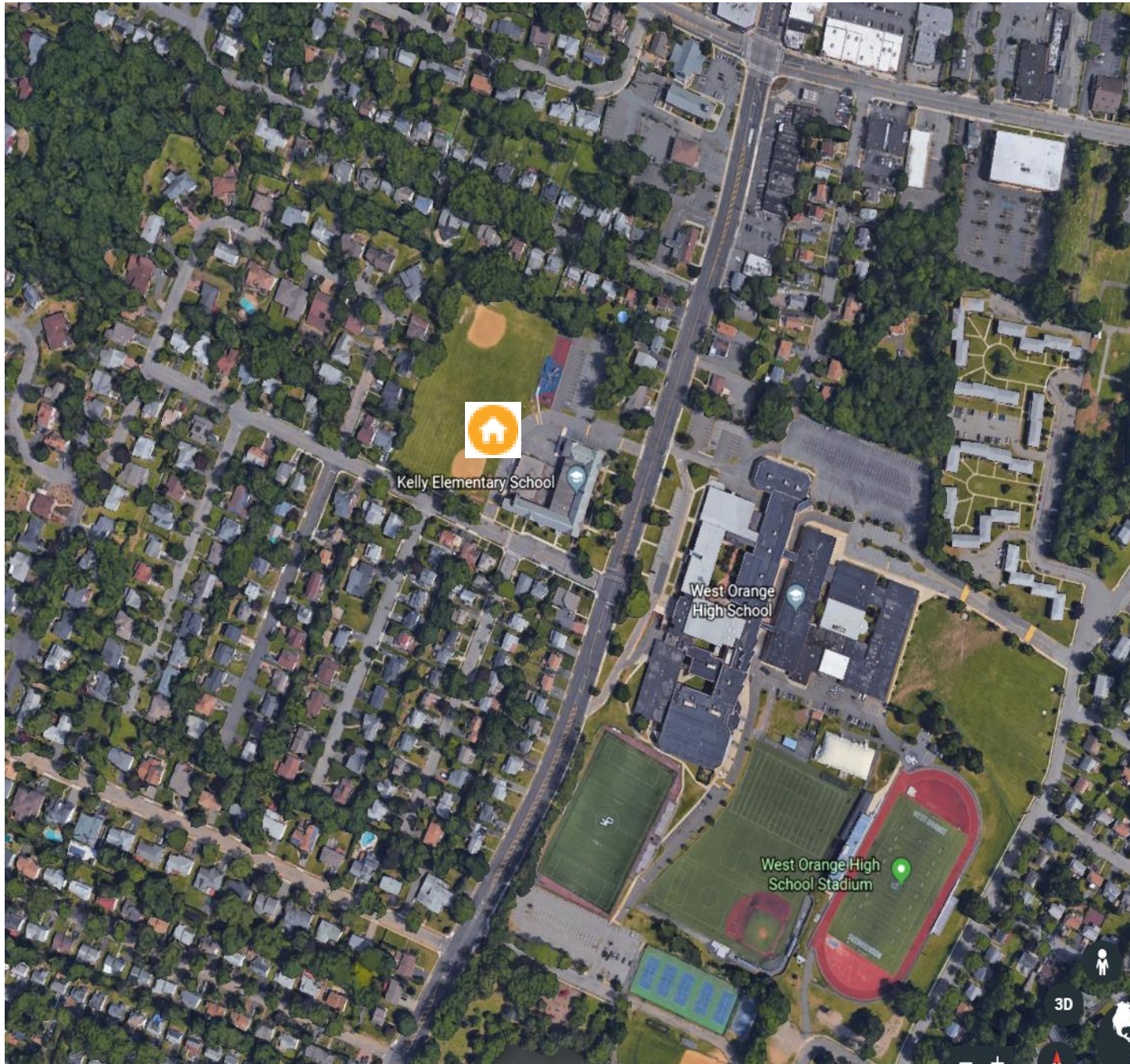
**Map 1: One Mile Radius around Kelly Elementary School**



Source: Google Maps, 2018



**Map 2: Area Around Kelly Elementary School**



Source: Google Maps, 2018

### 3.1. Current Student Travel Environment

#### School Hours

The school day for Kelly Elementary School students starts at 8:45 AM and ends at 3:23 pm Monday through Friday. Kelly Elementary has a before school breakfast program which starts at 8:15 AM and an afterschool program which runs from 3:23 - 6:00 PM.

#### Drop-off/Pick-up Procedure

School buses drop off students in an area behind the school and teacher parking lot. Parents are to drop students off on Stanford Ave using a Kiss and Go Lane. Students enter the building at 8:40 AM if not going to before care or the breakfast program. No bussing is provided for afterschool program students. School buses are provided for students with special needs and for students who live more than 2 miles from school.

#### Crossing Guards

Crossing guards are stationed at the intersection of Stanford Avenue & Pleasant Valley Way, Eagle Rock Ave & Pleasant Valley Way, and Lakeview Drive & Pleasant Valley Way at the beginning of the day and after dismissal.

#### Student Travel Mode

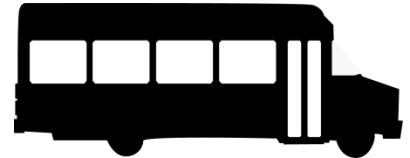
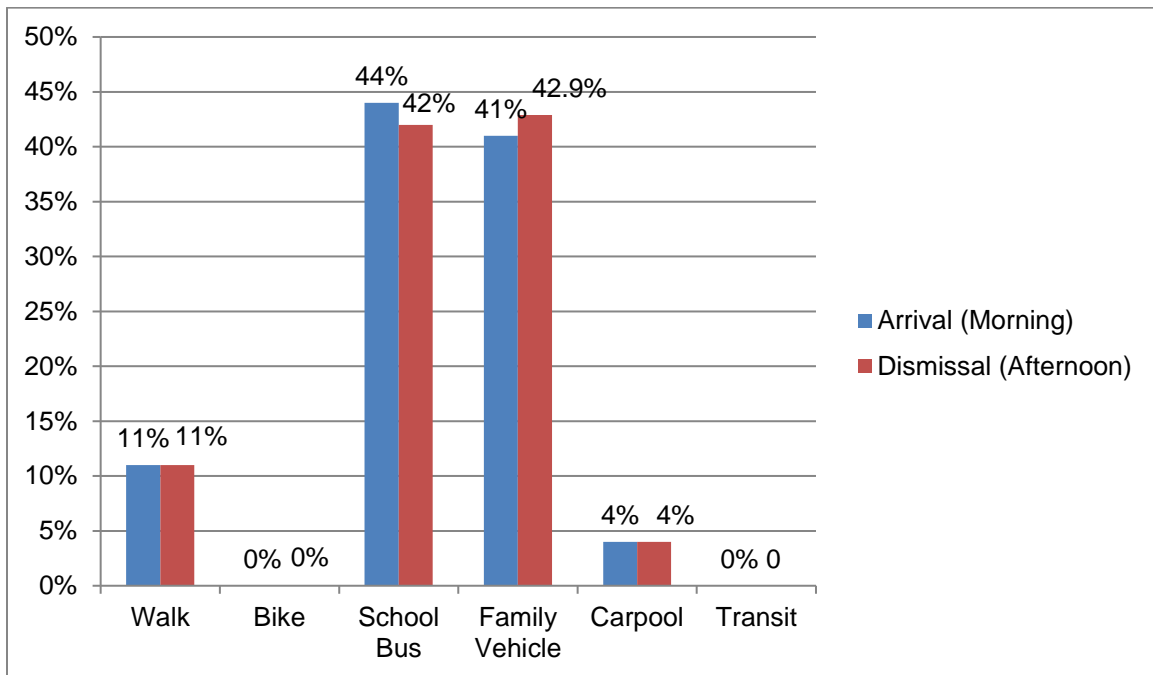
In November 2018, the teachers conducted a SRTS Student Travel Tally Survey to document how the children in their classes get to and from school. A total of 1,671 trips were documented and the data was analyzed by the NJ Safe Routes to School Resource Center at the Voorhees Transportation Center (VTC), Rutgers University.

The Travel Tally Report was processed by Voorhees Transportation Center (VTC) and received in February 2019.

**Table 5: Current Commute Mode**

Mode	Arrival (Morning)	Dismissal (Afternoon)
<b>Walk</b>	11%	11%
<b>Bike</b>	0%	0%
<b>School Bus</b>	44%	42%
<b>Family Vehicle</b>	41%	42.9%
<b>Carpool</b>	4%	4%
<b>Transit</b>	0%	0.1%

**Chart 9: Morning and Afternoon Travel Mode Comparison**



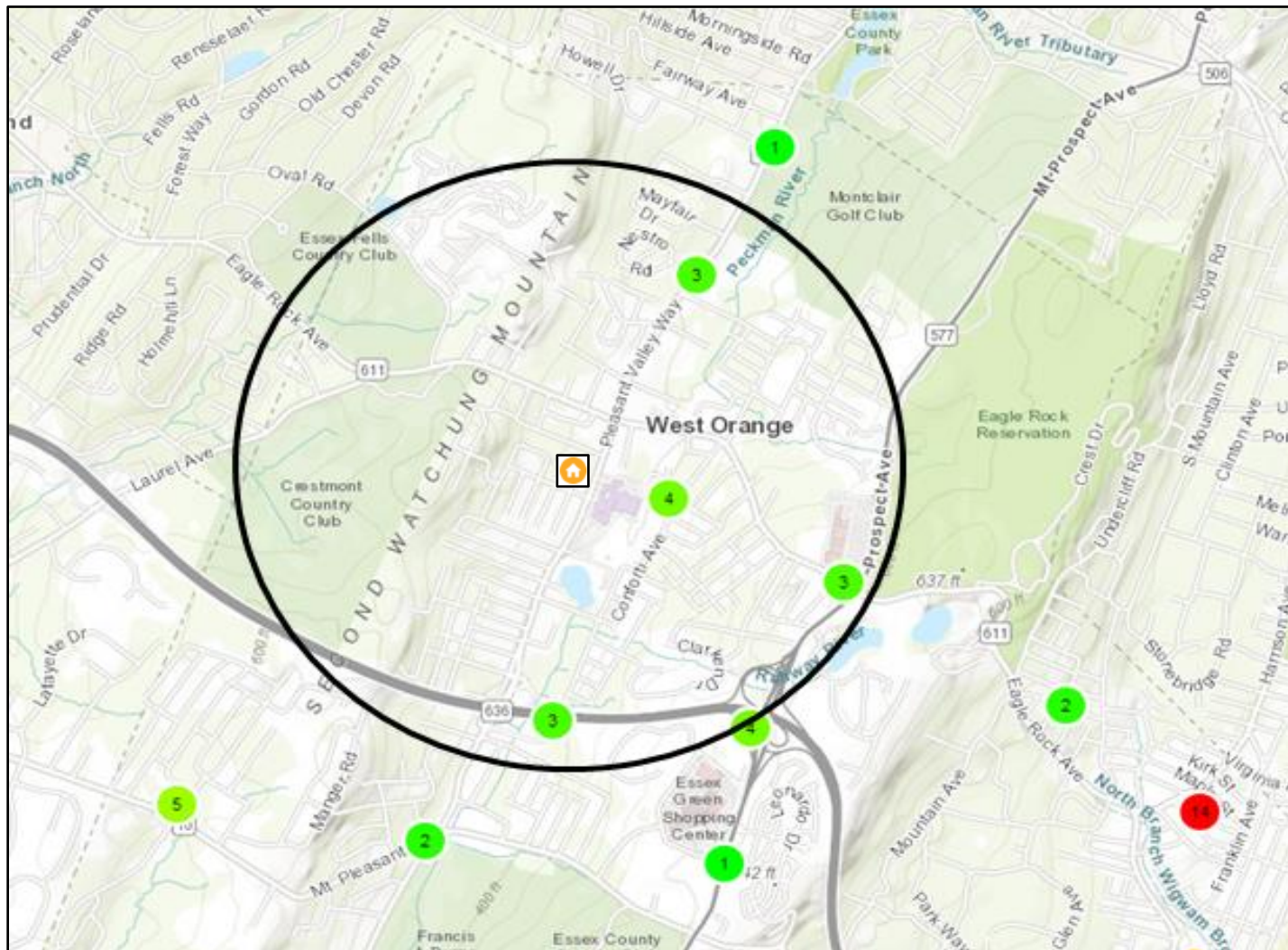
The number of students being driven to school is fairly high at 41-43%. Encouraging increased walking and bicycling to school as well as more carpooling would help to reduce the amount of traffic, idling vehicles, and vehicle emissions during arrival and dismissal.



### 3.2 Pedestrian Safety

EZ Ride conducted an analysis of the pedestrian-related crashes within a one-mile radius of the school over a 4-year period from 2014 to 2018 based on police incident reports using NJ Safety Voyager. NJ Safety Voyager is a crash map data program created by the NJ Department of Transportation. The reported incidents were plotted on Map 3. The numbered circles on the map show the number of pedestrian crashes that have occurred in that general area.

**Map 3: Pedestrian Crashes Within One Mile of Kelly Elementary School**



Source: Google Maps, Data from NJ Safety Voyager, 2014-18



= Kelly Elementary School



= Approximate site of pedestrian/bicycle crash

**Table 6: Pedestrian Crashes by Age, In Municipality of West Orange**

Age	2014	2015	2016	2017	2018	Total	Percent
<b>0-10</b>	0	1	0	2	0	3	2.7%
<b>10-17</b>	4	2	2	3	1	12	10.9%
<b>18-35</b>	10	7	6	8	7	38	34.2%
<b>36-60</b>	13	8	7	5	3	36	32.4%
<b>60+</b>	6	4	6	3	3	22	19.8%
<b>Total</b>	33	22	21	21	14	111	100%

*Source: Numetric, (2014-2018)*

Using the Numetric program, pedestrian crashes by age were determined for West Orange. From 2014-2018 there were 111 pedestrian crashes. On average, the Municipality of West Orange had 22.2 pedestrian crashes per year. While the majority of crashes occurred within the age range of 18-60 years old (66.6%), there were 15 crashes that involved children under the age of seventeen and 22 crashes involved seniors over age 60 which is a concern.

### **3.3 Walkability Assessment**

The SRTS Task Force conducted a walkability assessment of the major routes used by students to get to Kelly Elementary School. School children and residents of all ages and abilities walk in and through the neighborhood.

A Walkability Assessment evaluates the sidewalks, roads, crosswalks, lighting, signs, signals, and walking environment along a predetermined route. A walkability assessment identifies road improvements that can be made and notes what is currently done well. The SRTS Task force 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.

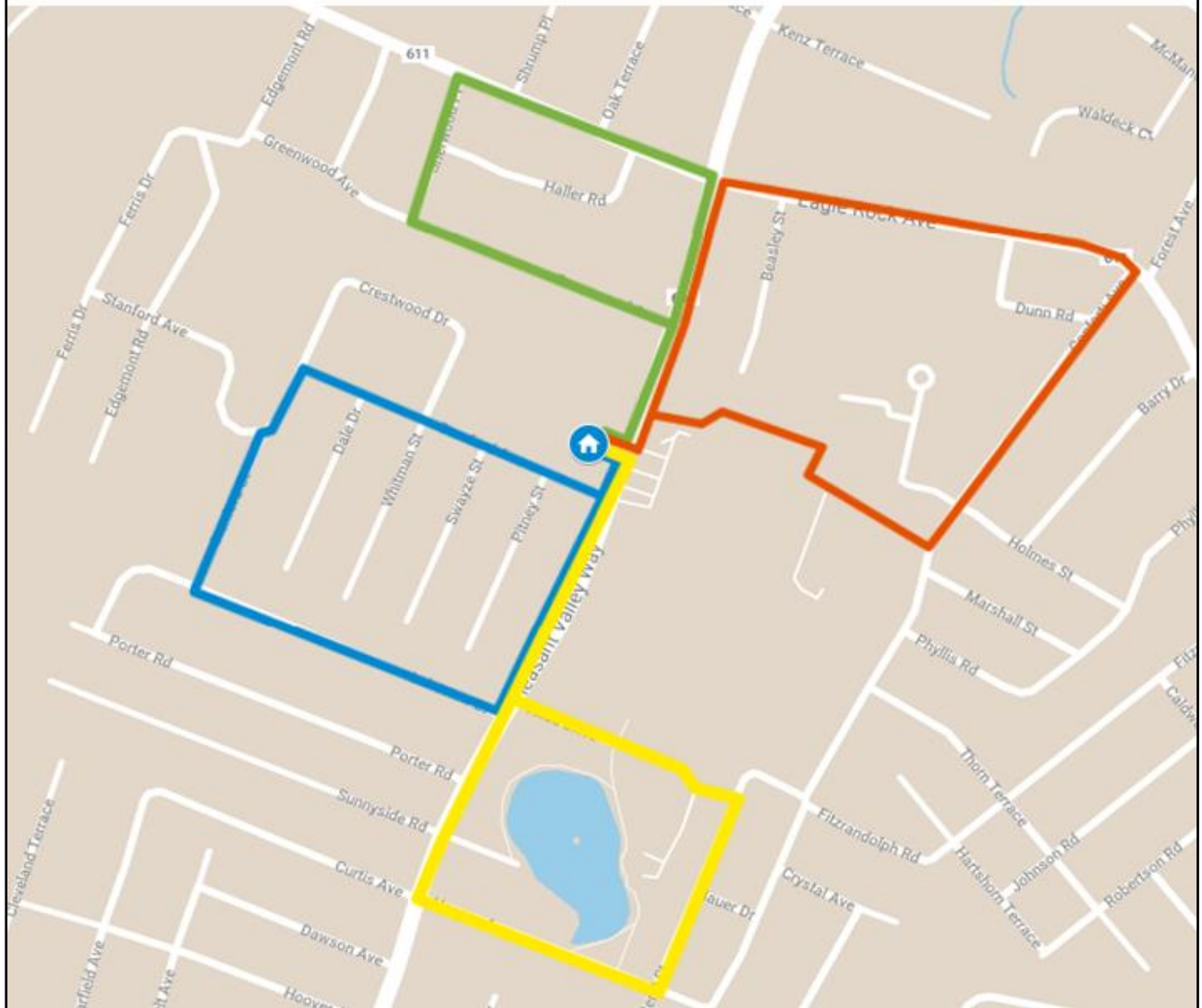
Map 4, on the following page, shows all four of the walking routes which were assessed.



## Map 4: Main Walking Routes

### Walk Audit Kelly Elementary School, West Orange NJ

Route – Red (1 mile), yellow (.9 mile), Blue (.9 miles) and Green (.7 miles)



## 1. Good Practices

The following pictures show good safety practices we observed during the walkability assessment. These types of infrastructure improvements should be encouraged in the school vicinity as well as along the routes where students walk.



**Crossing Guards**

### **Red Route**

- Pleasant Valley Way & Eagle Rock Ave.

### **Blue Route**

- Pleasant Valley Way & Lakeview Drive

### **Blue and Yellow Routes**

- Pleasant Valley Way & Stanford Ave.



**Crosswalks**

### **Blue and Yellow Routes**

- Pleasant Valley Way & Stanford Ave.

### **Red Route**

- Pleasant Valley Way & Eagle Rock Ave.
- Eagle Rock Ave. & Beasley Street
- Eagle Rock Ave. & Conforti Ave.

### **Yellow Route**

- Pleasant Valley Way & Alisa Dr.
- Pleasant Valley Way & Cecil Lane Pl.
- Pleasant Valley Way & Hooper Ave.
- Hooper Ave. & Carteret St.

### **Blue Route**

- Pleasant Valley Way & Lakeview Dr.
- Lakeview Dr. & Stanford Ct.
- Stanford Ave. & Whitman St.
- Stanford Ave. & Swayze St.
- Stanford Ave. & Pitney St.

### **Green Route**

- Pleasant Valley Way & Greenwood Ave.
- Pleasant Valley Way & Eagle Rock Ave.



**Bright Yellow Bollards Prevent Car Access**

**Red Route**

- Pleasant Valley Way & Eagle Rock Ave.



**School Zone Signage is Present and Visible**

**Red Route**

- Dunn Road & Conforti Ave.



**Designated Kiss and Go Drop Off area**

- Two designated zones on Stanford Ave for family vehicles.
- Vehicles are supposed to drop/pick-up students and continue up Stanford Ave.



**New Traffic Light, Pedestrian Signal, & Crosswalk**

- Newly installed on Lakeview Drive & Pleasant Valley Way.
- Pedestrian signals with countdowns, high visibility crosswalks, truncated domes.



### **One Way Traffic - School Parking Lot**

- One way traffic leaving school parking lot during dismissal.
- Minimizes traffic problems/ dangerous situations in parking lot.



## 2. Common Problems

### 2.2 Missing Crosswalks & Faded Paint



**No Crosswalks/Faded/Low Visibility  
Crosswalks painted across driveway**

#### **Red Route**

- No crosswalks on West Orange HS driveway.
- Eagle Rock Ave. & Mann Ave.
- Conforti Ave. & Dunn Rd.
- Conforti Ave. & Holmes St.
- Conforti Ave. & Marshall St.
- Conforti Ave. & Eagle Rock Ave.
- Conforti Ave & West Orange High School main entrance and exit (parking lot)

#### **Blue Route**

- Stanford Ave. & Stanford Ct.
- Stanford Ave. & Crestwood Dr.
- Stanford Ave. & Dale Dr.

#### **Green Route**

- Greenwood Ave. & Sherwood Pl.
- Sherwood Pl. & Haller Rd.
- Sherwood Pl. & Eagle Rock Ave.
- Eagle Rock Ave. & Haller Rd.
- Suggest repainting crosswalks.



**Paint crosswalk across driveway to  
increase awareness of pedestrian  
sidewalk**

#### **Red Route**

- Eagle Rock Ave. & Pleasant Valley Way

#### **Blue Route**

- Lakeview Dr.
- Stanford Ct.

#### **Green Route**

- Greenwood Ave.
- Sherwood Pl.

#### **Yellow Route**

- Hooper & Cartaret St. (short section)
- Consider repainting or installing sidewalks.



**Repaint High Visibility Crosswalk**

**Red Route**

- Conforti Ave. and Eagle Rock Ave.
- Conforti Ave.



**Low visibility speed bumps**

**Red Route.**

- Conforti Ave.
- Use more high visibility paint on speed bumps to slow traffic



**Not Enough Speed Limit or School Zone Signs**

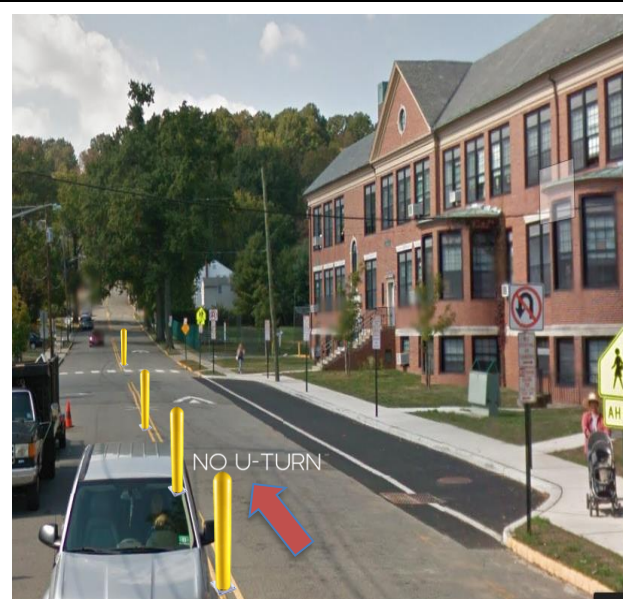
**Red Route**

- Conforti Ave. and Eagle Rock Ave. need speed limit signs
- Only county route signs are installed.
- Consider installing speed limit signs.
- A speed limit sign on Pleasant Valley Way heading north at Stratford is very difficult to see due to other signs/obstructions in this area.
- Add school zone signs & school zone paint along Pleasant Valley Way



**Poor Lighting In West Orange**

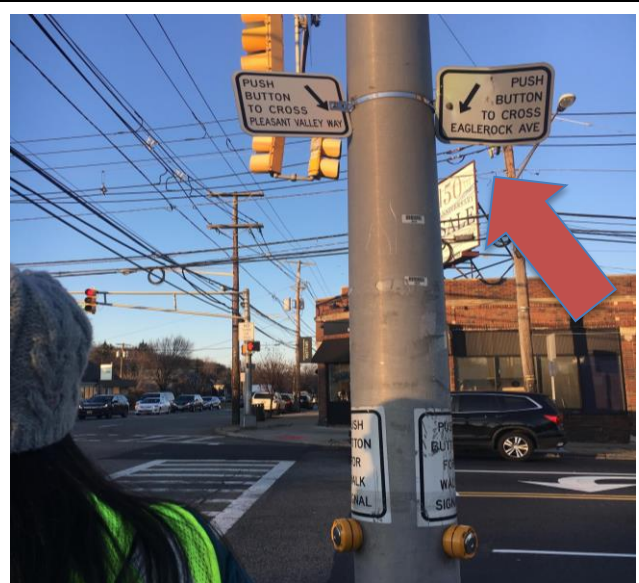
- Sparse street lighting on Stanford Ave. Students and sign in picture illuminated by camera flash.
- Install streetlights by crosswalk and corner to help peds see and be seen by cars as they wait to cross at night.
- Add street lighting to Pleasant Valley Way, Conforti Ave, and Eagle Rock Ave, especially at intersection corners.



**No U-turn Needs Enforcement**

#### **Blue Route**

- Parents make U-turns out of drop off area, endangering students in crosswalk.
- Multiple signs placed on Stanford Ave. regarding illegal U-turns.
- Individuals at Walk Audit reported parents disregarding signs.
- Suggest to add bollards on double yellow line to prevent u-turns and paint "No U-Turn" road marking



**Push Button Signs Too High & Not Readily Seen**

#### **Red Route**

- Signs are not visible due to high placement at the intersection of Pleasant Valley Way & Eagle Rock Ave





**No Left Turn Being Disregarded**

**Red Route**

- Drivers are disobeying "No left turn" sign, endangering students. They are turning left out of the West Orange High School Driveway onto Pleasant Valley Way.
- Suggest increased traffic police enforcement.



**Overgrown Bushes on Stanford Ave.**

- The sidewalk is blocked by overgrown bushes on Stanford Ave.
- Suggest cutting back bushes.
- This is also an issue on Pleasant Valley Way just north of Hooper.



### 3. Proposed Engineering Improvements

**Add proposed Crosswalks at Conforti Ave. & Holmes St. and at HS Back Entrance**



**Before**

- No crosswalks present in the intersections near Conforti Avenue and Holmes Street to access the rear entrance to West Orange High School.
- No streetlights present – recommend to add on corners



### After

- Add a painted refuge to reduce crossing distance – this could be made into a dropoff zone if desired.
- Add high visibility crosswalks at both intersections to help students cross to school
- Add streetlights and/or pedestrian level lighting to the corners at intersection to help drivers see students waiting to cross
- Consider adding a crosswalk on Holmes to Conforti

## Proposed Safe Passage Via Crosswalks in High School Parking Lot



### Before

- No crosswalks present in the West Orange High School Parking Lot
- Students walk through the high school parking lot towards Pleasant Valley Way and cross to get to Kelly Elementary



### After

- Add high visibility crosswalks in West Orange HS parking lot to enable students to walk safely through parking lot where yellow circles are noted



#### 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 this school and its immediate area. To realize the full benefit of the SRTS program, it is suggested that this School Travel Plan be used to apply for SRTS infrastructure grant funds to fully implement all the action steps.

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

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

Education Actions	Responsibility	Time Frame	Cost
Invite EZ Ride to provide SRTS bicycle safety education presentations, pedestrian safety education presentations, and bicycle rodeos at schools annually.	School, EZ Ride	Short-term, Mid-term, Long-term	No Cost
Remind parents where and when to pick up and drop off students via Robo Call twice a year annually, and no U-turns on Stanford Avenue.	School	Short-term, Mid-term, Long-term	No cost
Create and/or update Family Handbook that defines arrival and dismissal procedures with a map and text that defines drop-off/pick-up areas, the rules such as no U-turns, parking, no idling, and 25 mph within the school zone. Also include rules and procedures for walking and bicycling.	School, PTO	Long-term	Low
Investigate conducting “Drive Slow and Safe” or “25 Saves Lives” campaign on Pleasant Valley Way.	School, Students, Police, County	Short-term	Low
Ask Police to give a talk at Back to School Night or PTO meetings to educate parents on the importance of driving safely in school zone and the health, safety and	Police, School, PTO,	Short-term, Mid-term, Long-term	No cost

environmental benefits of walking/biking to school			
Integrate walking and safety education (wear helmets, use crosswalks) into classroom education	School, Health/PE teacher	Short-term, Mid-term, Long-term	No Cost
Leverage Social Media to spread awareness of school zone and enforcement activities.	School/District, PTO, Municipality, Police, West Orange Ped Safety Advisory Board, Nikhil Badlani Foundation's Youth Advisory Board.	Short-term, Mid-term, Long-term	Low
Perform a crossing guard training	VTC, Police	Short-term, Mid-term, Long-term	Low

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

Encouragement Actions	Responsibility	Time Frame	Cost
School or District can pass a SRTS, Walking or Biking Policy to encourage walking and biking to school.	School, District	Short-term, Mid-term	No cost
Encourage Municipality and County to <u>implement</u> Complete Streets Policy. Both have passed policies, but can make more efforts to build a bike network and allow biking in County parks.	Municipality, County, West Orange Ped Safety Advisory Board, Nikhil Badlani Foundation's Youth Advisory Board.	Mid-term	No cost
Provide 5 minute earlier dismissal for those who walk or bike home, so they can avoid traffic and bus departures	School, District	Short-term, Mid-term	No cost
Hold a student poster or bookmark contest about Walking and Biking to school	School, EZ Ride	Short-term	No cost
Hold annual Bike/Walk to School or Work Days throughout the year - on International Walk to School Day	School, PTO, EZ Ride	Short-term, Mid-term, Long-term	No cost

(Oct.), National Bike to School Day (May), NJ Walk and Bike to School Day in Spring			
Utilize the school website and newsletters to promote walking/biking to school or carpools annually	School Tech Coordinator	Short-term, Mid-term, Long-term	No cost
Establish and organize carpools to connect students and families who could car pool to decrease traffic at arrival and dismissal	School, PTO	Short-term, Mid-term, Long-term	No cost
Establish and organize Walking School Buses to connect students and families who can walk or are already walking to decrease traffic at arrival and dismissal	School, PTO	Short-term, Mid-term, Long-term	No cost
Setup a Kiss and Drop Zone 3 blocks away from school to reduce congestion around school	School, Municipality	Short-term, Mid-term, Long-term	No cost

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

Enforcement Actions	Responsibility	Time Frame	Cost
Conduct bicycle registration and helmet giveaways at Back to School night	School, Police, EZ Ride	Short-term	Low
Investigate training Walking School Bus volunteers.	School Liaison, Police	Mid-term, Long-term	Low
Conduct speed and traffic study on Pleasant Valley Way, Eagle Rock Ave. or other local roads where speeding is an issue	Police, County, DOT	Short-term, Mid-term, Long-term	Low – High
Ask police to set up radar signs that post driver speeds and remind people to not speed in school zone	Police, School Liaison	Short-term, Long-term	Low
Pedestrian Decoy Operation – target unsafe drivers, especially during school commute time	Police, Board of Education	Long-term	Low
Conduct Street Smart campaign near school at hot spot intersections	Police, NJTPA, EZ Ride	Short-term, Mid-term, Long-term	Low
Ensure sidewalks are shoveled and cleared of snow on school days	Municipality, DPW, and School remind parents, residents to shovel	Winter	Low

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

Engineering Actions	Responsibility	Time Frame	Cost
Repaint/paint crosswalks at: Eagle Rock Ave. & Mann Ave., Conforti Ave. & Dunn Rd., Conforti Ave. & Holmes St., Conforti Ave. & Marshall St., Conforti Ave. & Eagle Rock Ave., Conforti Ave & West Orange High School entrance and exit (Parking lot), Pleasant Valley Way entrance and exit (into and exiting HS parking lot), Carteret St. & Degnan Park, Stanford Ave. & Stanford Ct., Stanford Ave. & Crestwood Dr., Stanford Ave. & Dale Dr., Greenwood Ave. & Sherwood Pl., Sherwood Pl. & Haller Rd., Sherwood Pl. & Eagle Rock Ave., Eagle Rock Ave. & Haller Rd.	Municipality, County, Engineering	Short-term	Low
Repair/Reinstall sidewalks Eagle Rock Ave. & Pleasant Valley Way, Lakeview Dr., Stanford Ct., Greenwood Ave., Sherwood Pl.	Municipality, County, Engineering	Mid-term, Long term	High
Repair/ Repave/ Repaint speed bumps on Conforti Ave.	Municipality, Engineering	Mid-term, Long term	Medium
Improve pedestrian light push button response time at intersection of Pleasant Valley Way and Stanford.	County, Police	Short-Term, Mid-Term	Medium
Improve street lighting on Conforti Ave., Eagle Rock Ave. & Conforti Ave., as well as Stanford Ave.; pedestrian level lighting on Pleasant Valley Way	Municipality, County, Engineering	Long term	High
Install 25 mph speed limit signs and 'Slow School Zone' signs (if applicable) on Conforti Ave., Eagle Rock Ave. & Conforti Ave., and Pleasant Valley Way	Municipality, County, Engineering	Short-term, Mid-term	Medium
Investigate traffic speeds around the school and post speed limit signs/ speed radar as traffic calming concepts on Pleasant Valley Way	Municipality, County, Engineering, Police	Short-term, Mid-term	Medium
Install additional School Zone signs outside the school perimeter; install signs with augmented flashing beacons	Municipality, County, Engineering	Mid-term	Medium



Install bike racks at the front of school to promote biking to school & security	School	Short-term	Low
Install bollards or pavement markings that say "No U-Turns" on Stanford Ave.	Municipality, Engineering	Short-term	Low
Install "Right Turn Only" signs and right arrow pavement markings on West Orange High School driveway onto Pleasant Valley Way	School, District	Short-term, Mid-term, Long term	Low
Trim overgrown bushes on school side of Stanford Ave.	DPW, Homeowner(s)	Short-term	None
Ensure that all Crosswalk Signs at the intersection of Pleasant Valley Way & Eagle Rock Ave. Meet the required height of 5 feet as stated in the Manual on Uniform Traffic Control Devices (MUTCD).	Municipality, County, Engineering	Short-term	Low
Slow traffic on Pleasant Valley Way using infrastructure changes such as a road diet, narrowing lanes, painting bike lanes on one side	Municipality, County, Engineering, Police	Long-term	High

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

Evaluation Actions	Responsibility	Time Frame	Cost
Continue to conduct student travel tallies to measure how effective the SRTS program has been in increasing the number of students walking, biking or carpooling	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 , PTO School Tech Coordinator	Short-term, Mid-term, Long-term	Low
Conduct speed study on roadways to evaluate if speed limit is being complied with.	Municipality, Police	Short-Term, Mid-Term	Medium

## **Conclusion**

The walkability audit demonstrated that the area around Kelly Elementary School is a beautiful and walkable community but is made less pleasant and safe due to faded or non-existent crosswalks, lack of school zone and speed limit signs, and speeding on Pleasant Valley Way.

Community priorities around Kelly Elementary School should include painting/repainting high visibility crosswalks and stop bars, installing more street and pedestrian lighting and bike lanes, and reducing speeding by installing radar speed limit signs as drivers approach the school from both directions on Pleasant Valley Way. This will hopefully slow traffic near the school and encourage more students to walk and bike to school by making it safer to walk and easier to cross.

Another recommendation is to place a bike rack near the school front entrance in case students want to ride a bike in the morning and ride home after school. Many students walk through the High School parking lot and then cross Pleasant Valley Way to get to Kelly Elementary. It is suggested that the crosswalks by the back of the High School be repainted, that there be well-marked and lighted crosswalks for children to use to walk from the rear of the High School, through the parking lot, and to the front of the High School. Traffic congestion and idling in the school zone can be reduced by implementing staggered dismissal times to allow walkers and bicyclists to leave earlier, and installing a kiss and drop off zone 3 blocks away from school. Through increased use of active transportation practices like walking, biking, walking school busses for students with special needs, and by decreasing the percentage of children driven to school or creating carpools, West Orange will be a safer and more appealing community to live in and there will be reduced air pollution, idling, and traffic congestion around Kelly Elementary School.

EZ Ride is proud to work with the community to improve safety and bring SRTS programs to the schools. EZ Ride's Safe Routes to School team has provided incentives to students to walk to school. This is the first School Travel Plan prepared for Kelly Elementary School and it is hoped the school will schedule biking and pedestrian safety programs for students in the coming years. This report should be used by the District, Municipality and County to apply for SRTS infrastructure and TAP grants to make the sidewalks and neighborhood safer for students, residents and seniors to walk and bike to the school and community locations.

## Appendix A

### Typical Opportunities for Improvement



#### **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





### **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 CROSSWALK**

- 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



### **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/](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	Local, County, State, and Regional governments	County, Municipal, State	NJTPA

	areas			
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 contamination, including low-income, minority, and tribal communities	County, Municipal, Non-profit organizations	US EPA Environmental Workforce Development and Job Training Grant Fund
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 use 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;		Non-profit organizations, Other	New Jersey Healthy Communities Network



	<p>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</p>			
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 Bikes Community	The People For Bikes Community Grant Program	Communities across the US	Municipal	People for Bikes - Community Grants

Grants	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			
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	Counties and municipalities.	County, Municipal	New Jersey Department of Transportation

	vicinity of transit facilities and to make routes to bus stops and rail stations safer for bicyclists and pedestrians			
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 and pedestrians are obeying the laws. All communities are urged to participate	Municipalities and communities in New Jersey	Municipal	North Jersey Transportation Planning Agency
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