

Safe Routes to School Program Leonia Middle School Travel Plan

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February 26, 2021



DISCLAIMER

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NEW JERSEY
Safe Routes to School



U.S. Department of Transportation
Federal Highway Administration

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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.

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 Leonia Middle School Travel Plan are:

- a. Identify any issues that impact safety on the key travel routes used by students
- b. Provide suggestions to improve the safety of the travel environment around school
- c. Prioritize the suggestions in terms of cost and time needed to make improvement.
- d. 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 Leonia Middle School SRTS Task Force came together out of a shared community interest in improving the health of students and residents by encouraging more walking and biking. 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 and housing is high in Bergen County
- 9.6% of Bergen County residents under age 65 do not have health insurance
- NJ and Bergen County residents have high rates of physical inactivity
- According to the American Lung Association 2017 report, Bergen County received a grade of F, with 22 "orange alert" days because of bad air quality
- Traffic and speeding are common along Broad and Grand Avenue and parents are reluctant to let children walk and bike to school

4. School Travel Data

In June 2018, Leonia Middle School's teachers conducted a School Travel Tally in each classroom to determine how students travel to and from school. Tallies were submitted to the Voorhees Transportation Center (VTC). Results are shown in the table below.

Table 1: Current Student Commute Mode

Mode	Arrival (Morning)	Dismissal (Afternoon)
Walk	36%	61%
Bike	0%	0%
School Bus	22%	17%
Family Vehicle	41%	13%
Carpool	0.8%	8%
Transit	0%	0.8%
Other	0%	0%

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 November 21, 2019. The major roads and intersections surrounding the school include: Broad Avenue and Grand Avenue, Vreeland Avenue & Lakeview Avenue, Hillcrest Avenue & Christie Heights Street.

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 action items 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 pedestrian and bicycle improvements.

Key Actions/Recommendations in Action Plan include:

- Paint/repaint high visibility crosswalks and stop bars in school route area.
- Install radar speed limit signs, SLOW School Zone signs, pavement markings and narrow lanes where possible to reduce speeding. Add pedestrian lights on corners.
- Hold a “Drive 25 on Broad Avenue” campaign to slow traffic.
- Protect cyclists and slow traffic by painting bike lanes where space permits.

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 2009. 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 fewer 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.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.

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

¹ 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 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.

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

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

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

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

1.3. The Team

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

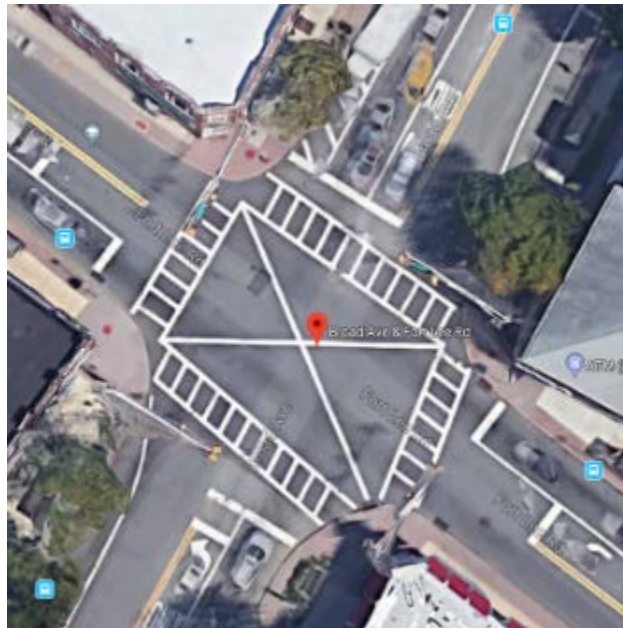
EZ Ride and SRTS

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 serves Bergen, Essex, Monmouth, Passaic and Union counties.

Borough of Leonia

In 2017, EZ Ride was contacted by a resident member of the Leonia Pedestrian Safety and Traffic Committee and asked to provide assistance in making their roads safer for walking and biking. The Regional SRTS Coordinator attended the Borough Council meeting on Nov. 20, 2017 to make a presentation about SRTS and services we provide. We encouraged the Borough and school district to work on SRTS recognition and provided the SRTS Recognition criteria. Leonia was awarded a 2018 Silver SRTS Recognition Award and a 2019 Gold SRTS Recognition Award. The Leonia Police Department provided pedestrian safety talks at the schools, conducted a study of five busy crossing guard posts and annual Crossing Guard training. The municipality also installed a “Barnes Dance” or pedestrian scramble signal at the intersection of Broad Ave and Ft. Lee Road in 2016 after a 60 year old resident was struck and killed. This signal stops traffic in all four directions and allots time for only pedestrians to cross and prevents vehicles from turning – this qualified them for the Gold award.

<https://www.washingtonpost.com/news/tripping/wp/2017/07/18/everybody-stop-n-j-finds-simple-way-to-cut-crashes-involving-pedestrians/>



Home School Association (HSA)

The Safe Routes to School program was initiated at several schools in Leonia in 2017. The police provided Pedestrian Safety Workshops at Anna C. Scott Elementary School and Leonia Middle School. The Middle School's SRTS activities also included a jog-a-thon in 2017. In 2018, the Anna C. Scott Elementary School and Leonia Middle School received the Bronze Safe Routes to School Recognition Award. On March 8, 2019, EZ Ride was invited to host a table on walking and biking safety at the Leonia Middle School Health Fair where we provided bike and pedestrian safety information such as

biking and walking safety tips, Street Smart tip cards, and helmet fitting guidelines. In 2019 both schools received the Silver Award along with the municipality. In 2020, the municipality and Leonia Middle School received the Gold Safe Routes to School Award. This community has been consistent in supporting Safe Routes to School and working to create safer streets for the children and members of their community. The PTO has held several activities to promote walking and biking and student health and wellness.

Mayor's Advisory Committee on Bike/Pedestrian Safety and Traffic

The Mayor's Advisory Committee on Pedestrian Safety and Transportation in Leonia started January 9, 2017. The Committee worked with the City Council to pass a Complete Streets policy in July 2018 and worked with the Borough Planner/Engineer to apply for a 2018 Transportation Alternatives Set-Aside Grant entitled "Broad Avenue Complete Streets Improvement Project". Leonia was successful in applying for this grant and received \$920,000.00 in May 2019. The project will be constructed on Broad Avenue from Hillside Avenue north to the Englewood border and from Crescent Avenue south to Oakdene Avenue.

Some of the improvements include:

- Adding 5 foot bicycle lanes on both sides of Broad Avenue
- Installing a center median with pedestrian crossing island, as well as LED warning signs, at the Christie Heights St. intersection by Leonia Middle School
- Adding new pedestrian warning signs throughout the area
- Adding 380 feet of sidewalk connecting the bus stop at Van Orden Avenue
- Installing a center median with pedestrian crossing island, as well as flashing beacon signals, at the Crescent Ave. intersection by Anna C. Scott School
- Installing raised gateways at the entrance to Leonia from Palisades Park, as well as the entrance to Leonia from Englewood.

Leonia Green Team

Members of the Green Team participated in the Walk/Bike audit done Nov. 21, 2019.

Background to the Walkability Assessment at Leonia Middle School

EZ Ride was asked by the Leonia HSA to conduct a walk audit around the Leonia Middle School in spring 2019. The Bike and Pedestrian team worked with the HSA and school to develop four routes frequently used by students to travel to school and towards the elementary and high school. Routes also included the downtown area and senior housing area.

EZ Ride conducted a presentation entitled "How to Conduct a Walk Audit" to the Task Force group including several students who gathered to do the walk audit on Thursday

November 21, 2019. The walk audit began after the presentation and as the school dismissal bell rang.

“How to Conduct a Walk Audit” Presentation with Students, Parents”



The Walk Audit Task Force



A list of the Task Force who attended the Walk Assessment and who are crucial to the implementation of the project are included in the table below.

Leonia Middle School Travel Plan Task Force

Organization	Role/Responsibility	Contact
Leonia School District	Superintendent of Schools	Ed Bertolini 570 Grand Ave. Leonia, NJ 07605 (201)-302-5200
Leonia Middle School	School Principal	David Saco 500 Broad Ave. Leonia, NJ 07605 (201)-302-5231 saco@leoniaschools.org
Borough of Leonia	Mayor & Chief Executive Officer	Judah Zeigler 312 Broad Ave. Leonia, NJ 07605 (201)-446-4603 Jzeigler@leonianj.gov
Bergen County Traffic Engineering Department	Bergen County Traffic Engineer	Eugene Murphy 1 Bergen County Plaza Hackensack, NJ 07601 (201)-336-6822 emurphy@co.bergen.nj.us
New Jersey Department of Transportation	NJ Safe Routes to School Coordinator	William Riviere Trenton, NJ (609)-963-2230 William.riviere@dot.nj.gov
Leonia Board of Education, Transportation Committee	Board of Education and member of Transportation Committee	Roland P. Heimer 329 Moore Ave. Leonia, NJ 07605 (201)-592-7430
Leonia Bike & Pedestrian Safety & Traffic Committee	Chair	Alec Melman 172 Highwood Ave. Leonia, NJ 07605 (917)287-3575 Alec.melman@gmail.com
Leonia Middle School HSA	Co-Chair	Kim Queren 175 Highwood Ave.

		Leonia, NJ 09605 (201)-424-4395 kmqueren@msn.com
Leonia Middle School HSA, Leonia Transportation Committee	Leonia Parent, HSA Co- Chair, Member of Transportation Committee	Jamie Sclafane 254 Glenwood Ave. Leonia, NJ 07605 (917)-757-7129
Leonia Green Team	Leonia Middle School Parent	Shehrina Tabassom (585)-309-4305 Shehrinat@yahoo.com
Leonia Middle School	Student	John Young
Leonia Middle School	Student	Tiffany Bello
Leonia Middle School	Student	Youmna Hajjam
Leonia Middle School	Student	Lauren Sailer
EZ Ride Safe Routes to School Team	Deputy Director Bike & Pedestrian Program	Lisa Lee 144 Park Place East Wood-Ridge, NJ 07075 (201)-939-4242 ext. 123 llee@ezride.org
EZ Ride Safe Routes to School Team	Assistant Coordinator of Bike & Pedestrian Team	Latoya Howard 144 Park Place East Wood-Ridge, NJ 07075 (201)-939-4242 ext. 122

2. District & School Profile

A school profile for Leonia Middle School was developed using data from the Leonia, NJ School District Website, and the Leonia Middle School website. As well as the Leonia School District webpage and also Great Schools webpage.

Leonia NJ school district serves approximately 1,823 students from Pre-Kindergarten – Grade 12. The district has 3 schools in total. One high school grade 9-12 and one

middle school grade 6-8th grade. The district has one elementary school servicing students grades pre-kindergarten – grade 5. The student demographics are displayed in the table below.

Table 2: Leonia School District – Student Demographics
Total Students in District: 2,038

Ethnicity*	# of Students
White	550
Hispanic	468
Black or African American	81
Asian	815
American Indian or Alaska Native	4
Native Hawaiian or Pacific Islander	4
Two or more Races	81
Sex*	# of Students
Male	1,080
Female	957
Non-Binary/ Undesignated Gender	Less than 20
Grade Level*	# of Students
Primary (Pre-Kindergarten – Grade 5)	729
Middle School (Grade 6 - 8)	527
High School (Grade 9 - 12)	782
Special Needs Students/Individualized Education Program/Ungraded	

Source: 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 Leonia Middle School District is classified by the NJ Department of Education as District Factor Group “GH”.

2.1 Borough of Leonia & Bergen County Health Profile – Community Health Needs Assessment

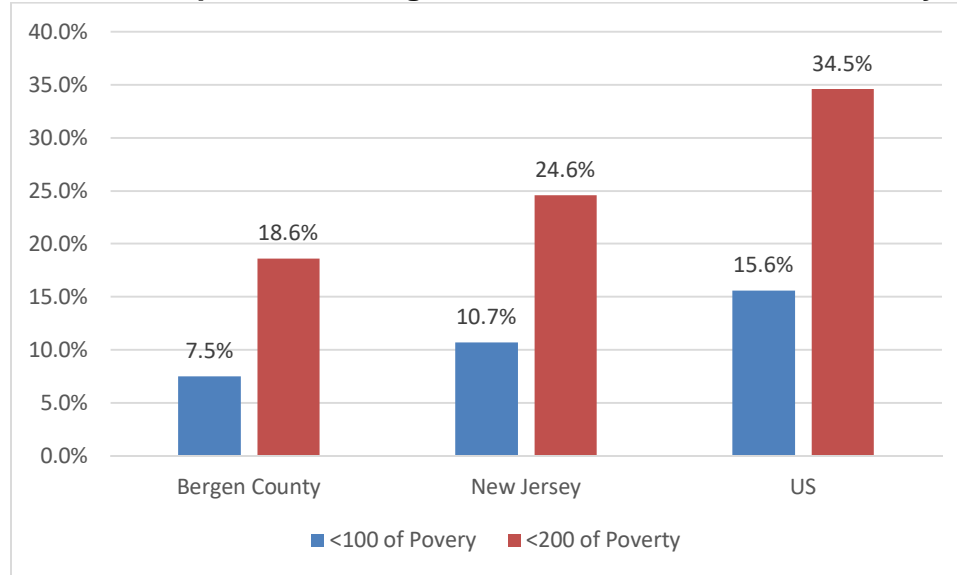
The Bergen County Department of Health Services wrote a five year strategic plan that has an outlook on the county from 2018 until 2023. This strategic plan included a number of facts about the county and its population. In the plan it stated that Bergen County is comprised of 70 municipalities. It is the most populous county in New Jersey, with a 2016 U.S Census population estimate of 939,151 persons. Almost 73.6% of residents identify as White; 16.7% as Asian or Asian-American, and 7.1% as Black or African-American. Nearly 20% of residents identify as being of Hispanic or Latin origin. Sixteen percent of county residents are 65 years of age or older. Among those under 65 years of age, 9.6% are without health insurance. As of 2010, the population per square mile was 3885. Between 2011 and 2015, nearly 39.1% of the population over five years of age spoke a language other than English at home.

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.

Centers for Disease Control and Prevention

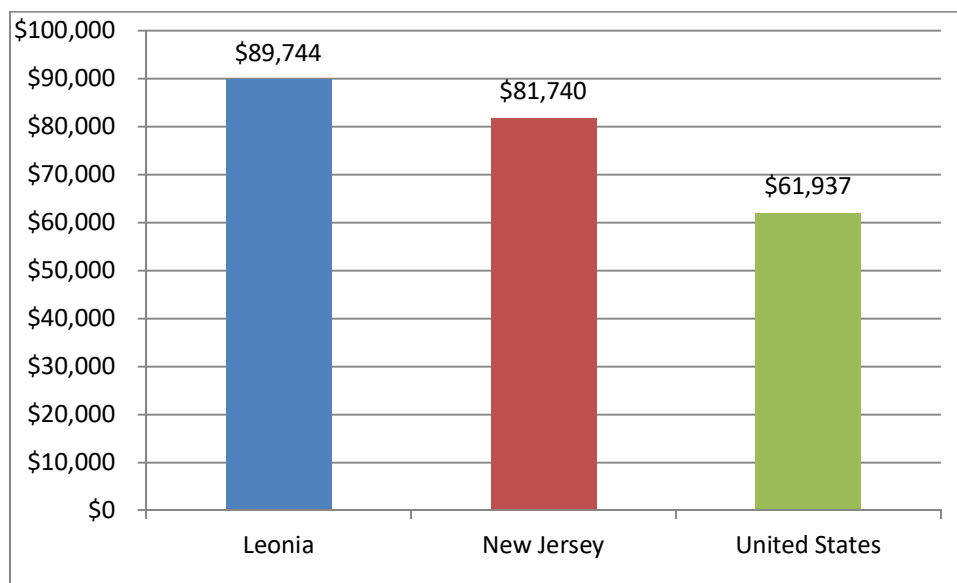
Chart 1: Percent of Population Living Below 100% and 200% of Poverty Level



US Census Bureau American Community Survey 5-year estimates. Retrieved April 2016 from Community Commons at <http://www.chna.org>

- The latest census estimate shows 7.5% of Bergen County population living below the federal poverty level.
- Lower than state and national percentages
- 18.6% of Bergen County residents (est.169,353 individuals) live below 200% of the federal poverty level.

Chart 2: Estimated Median Household Income – Leonia, NJ

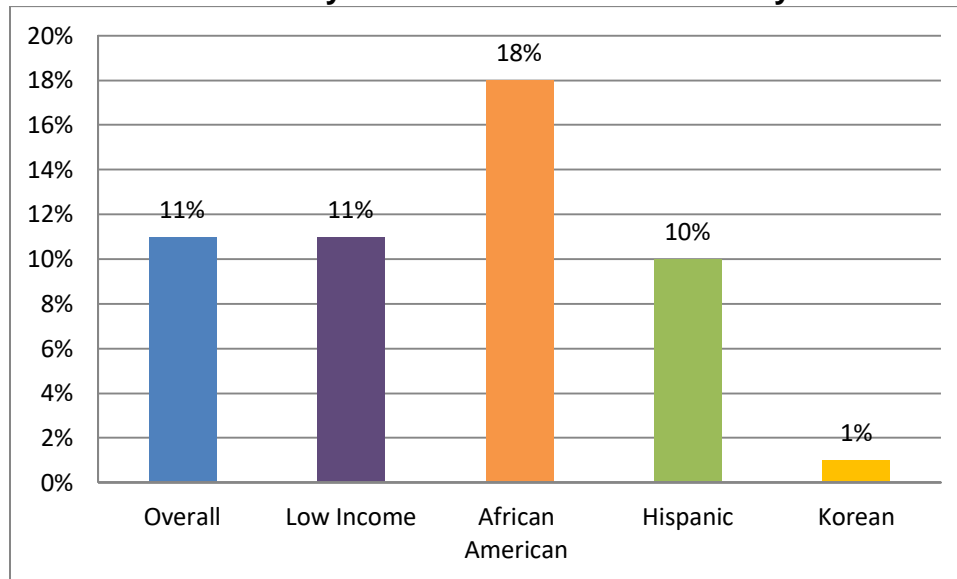


Source: Datausa.io, 2017

- Leonia families earned over \$20,000 more than the average U.S. household in

2017, however Bergen County cost of living is also higher

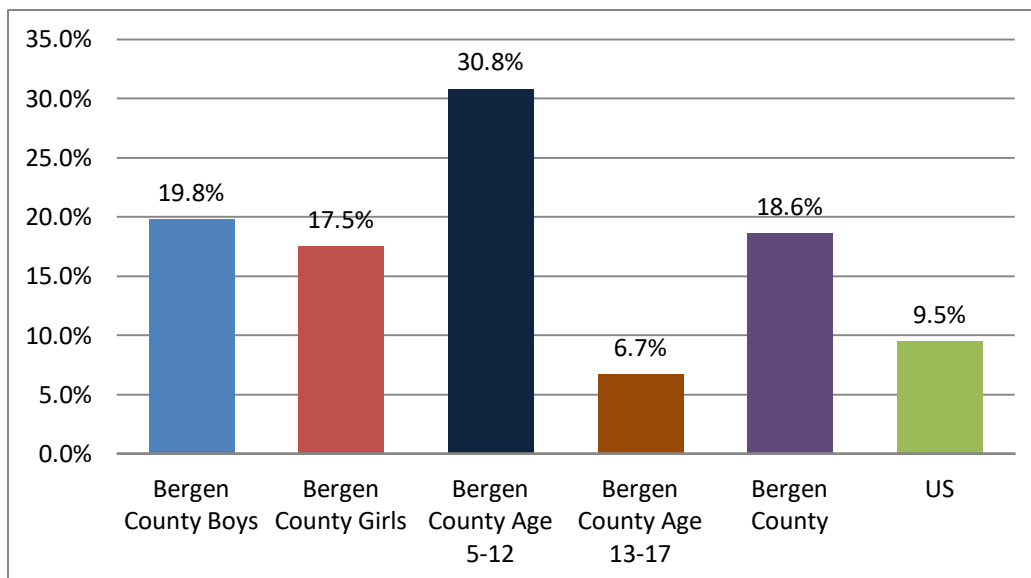
Chart 3: Percent Surveyed Who Have Been Told They Have Asthma



2013 Community Health Needs Assessment

- As of 2013, 11 percent of Bergen County residents have ever been told by their doctors that they have asthma which is comparable to the state rate of 13%.
- African Americans are nearly twice as likely to report their doctor told them they have asthma.

**Chart 4: Child Obesity Prevalence
(Children 5-17 who are Obese; BMI in 95th Percentile of Higher)**



2016 Community Health Needs Assessment

Child Obesity in Bergen County is:

- Nearly twice the national percentage
- Statistically similar by child's gender
- More prevalent among children age 5 to 12 than teenagers

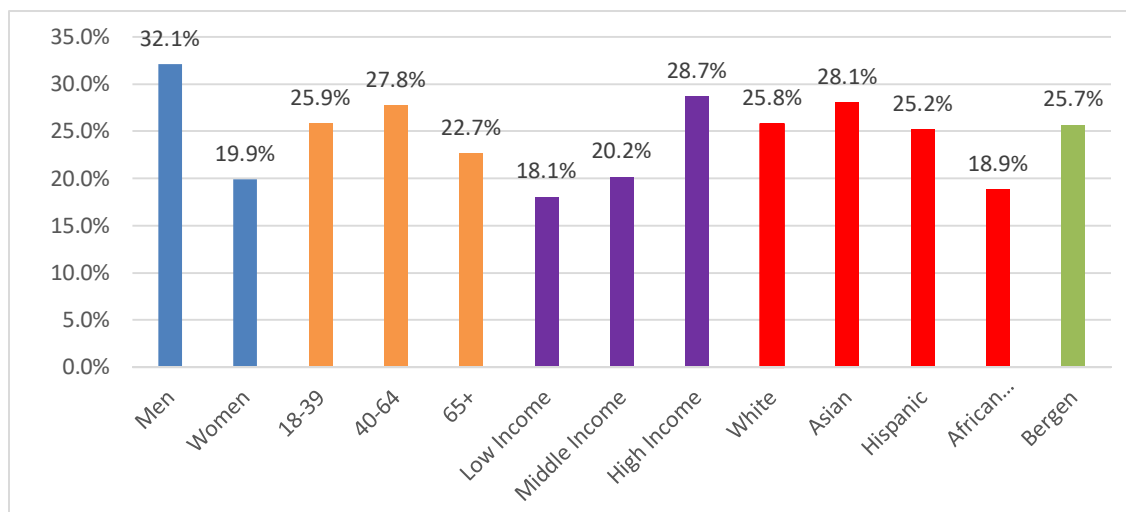
Media Viewing Habits

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.

Physical Activity/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. Chart 5 below indicates the percentage of Bergen County residents that meet physical activity recommendations.

Chart 5: Percentage of Population that Meets Physical Activity Recommendations

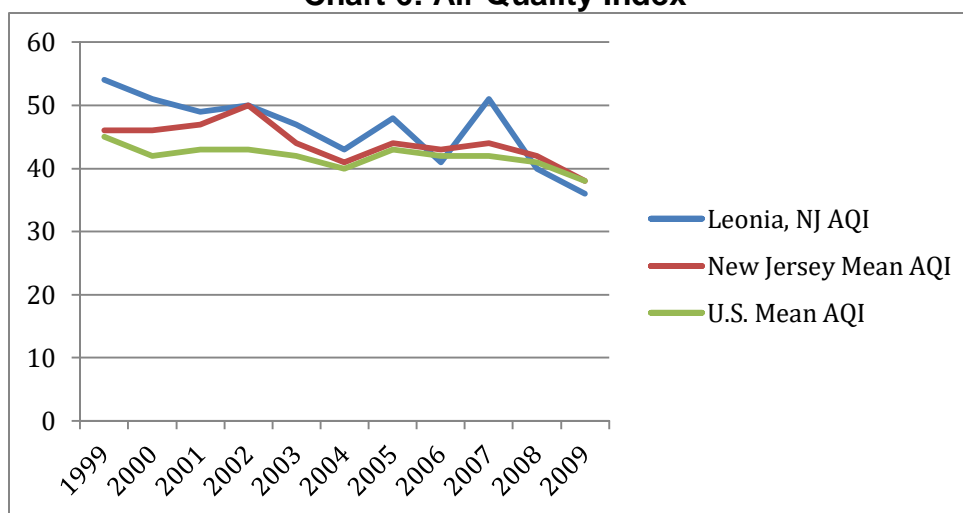


2016 PRC Community Health Survey, Professional Research Consultants, Inc. [Item 174] US Department of Health and Human Services. Healthy People 2020. December 2010. <http://www.healthypeople.gov> [Objective PA-4]

Those less likely to meet physical activity requirements include:

- Women
- Low and middle-income residents (positive correlation with income)
- African Americans

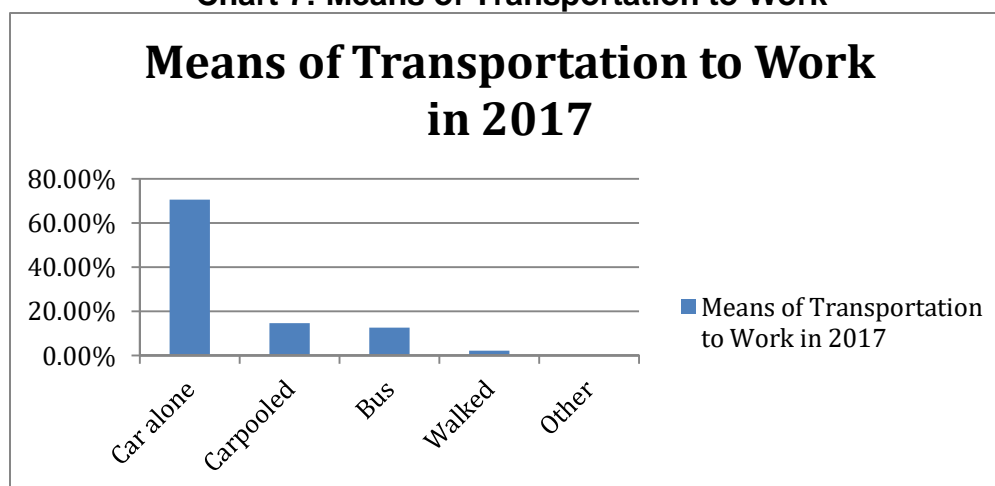
Chart 6: Air Quality Index



Source: USA.com

- The Air Quality Index is measured for cleanliness and possible health affects to the population.
- A higher index average is associated with a greater chance of health disparities/illnesses.
- Moderate air quality may range from 50 to 100 AQI (Air Quality Index), however Leonia tested for a 102 average, placing Leonia in a considerably worse place in comparison to the rest of the United States which was noted as a 74 average in 2018.

Chart 7: Means of Transportation to Work



Source: City-data.com, 2017

- As shown in in Chart 7, more than half of the Leonia population surveyed drive in their cars alone, and less than 30% use other modes of transportation approach that reduce air pollution (carpool, public transportation, walk, and other).

Air Pollution

Air pollution is a risk factor for developing illnesses such as respiratory infections and asthma. Choosing to use “cleaner” modes of transportation (carpool, reduced trips, public transportation, walking or biking), conserving energy (ENERGY STAR label), and using clean products (house cleaning solutions & paint) may lower the air quality index and protect individuals from later developing an illness.

2.2 Leonia Middle School

Excerpt from the school’s website:

Cultural and Social Impact on Educational Equity

Leonia Middle School (LMS) was entered into New Jersey Focus Status monitoring in 2012. This drew attention to the achievement gaps among various sub groups at that time. LMS faculty, staff, and administration have done remarkable work since being identified as a Focus School. Test score differences among Asian, White, and Hispanic populations have been minimized, and in June of 2017 the NJ Department of Education saw fit to exit LMS from Focus Status.

LMS offers Portfolio Program courses in each of the four Core subject areas. Students who opt into the application process, and are scheduled for Portfolio courses will experience a class best differentiated for advanced rigor and a deeper dive into content that the student may intrinsically seek.

The LMS Leadership Team is composed of students, faculty, parents, and administration. This committee meets throughout the school year, and discusses a broad array of issues including school safety, academic programing, professional development, school climate, cultural issues, and community involvement. The goal of the team is to identify areas of need of examination, and to make recommendations for growth to the larger school community.

LMS students participate annually in the Peace Project sponsored by the Leonia Organization for Peace.

Organizational Support

LMS has many school structures in place to insure smooth operation of the school that fosters Teacher and PLC, accountability, respect, and academic growth for all students.

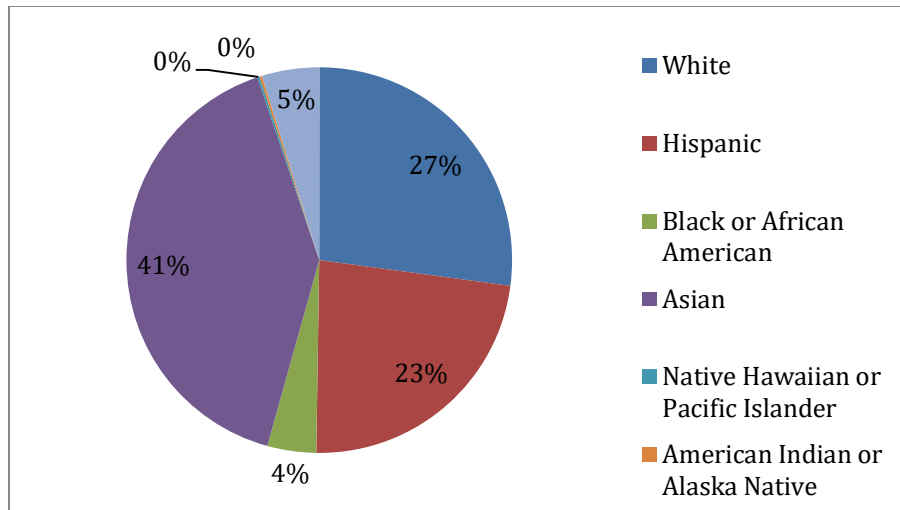
LMS is organized into teams. Each teacher team member participates in our Intervention and Referral Services for students who are identified as being socially or academically at-risk. I&RS meetings are held with the entire team of teachers during common planning periods that are built into the master schedule.

LMS has Team Leaders in place to facilitate meaningful discussions about student work and student progress. Team Leaders manage all I&RS meetings and action plans. LMS is entering Year 3 of a 3-year project to develop and implement a new master schedule. The goal for the new schedule will be to maximize our time and provide flexible scheduling that permits student choice and provides opportunities for enrichment, innovation, and support.

Over the past three years LMS has installed Chrome Books in virtually every classroom. Having 1:1 student access to Chrome Books has allowed us to grow in our effective use of Google Apps for Education, Google Docs, and Google Classroom. The additional efficiencies have improved our faculty meetings, PLC meetings, and instructional learning activities.

LMS has a very active Home and School Association (HSA) which supports many initiatives within the school. Most recently, HSA has focused on workshop-style, performance-based assemblies that show the children the power of words, and demonstrate what distinguished relationships, are like in person and on Social Media.

**Chart 8: Leonia Middle School Enrollment by
Student Ethnicity in (2019 – 2020)**



Source: NJ School Performance Report, 2019-20

The number of students in 2019-20 totaled 527. We have seen a decrease in population compared the previous report from year 2017-18.

Table 3 - Student Language Diversity (2017 – 2018)

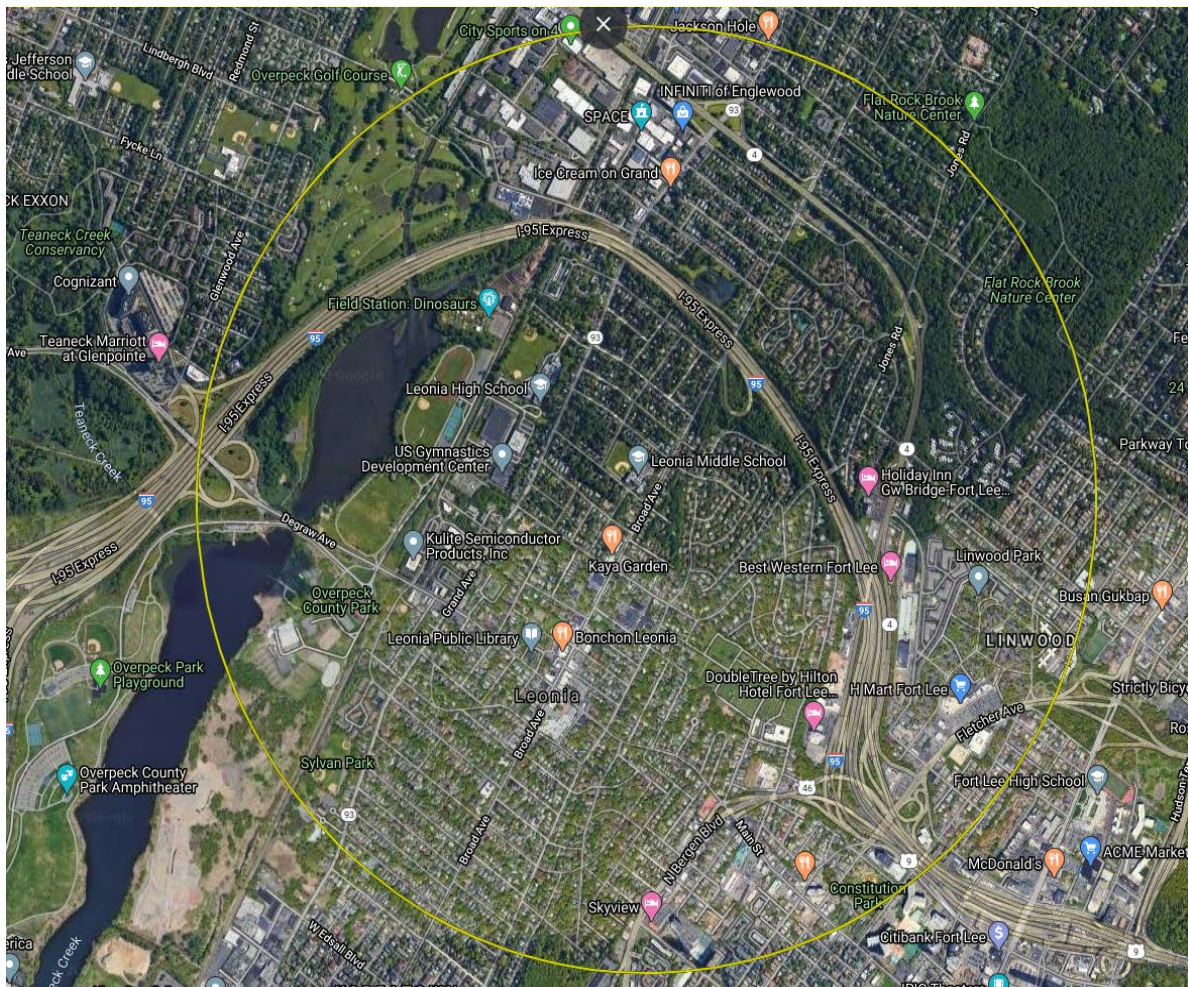
Language Spoken at Home	
English	54.5%
Spanish	9.9%
Chinese	2.5%
Russian	2.1%
Korean	20.7%
Other	10.4%

The main language spoken at home by students and their parents is English. The next most frequently spoken language is Spanish. The category described as other, includes any other languages spoken at school which stands at 1.6% have a presence at Leonia Middle School have a comparatively smaller presence.

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 fewer 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 Leonia Middle School.

Map 1: One Mile Radius Around Leonia Middle School



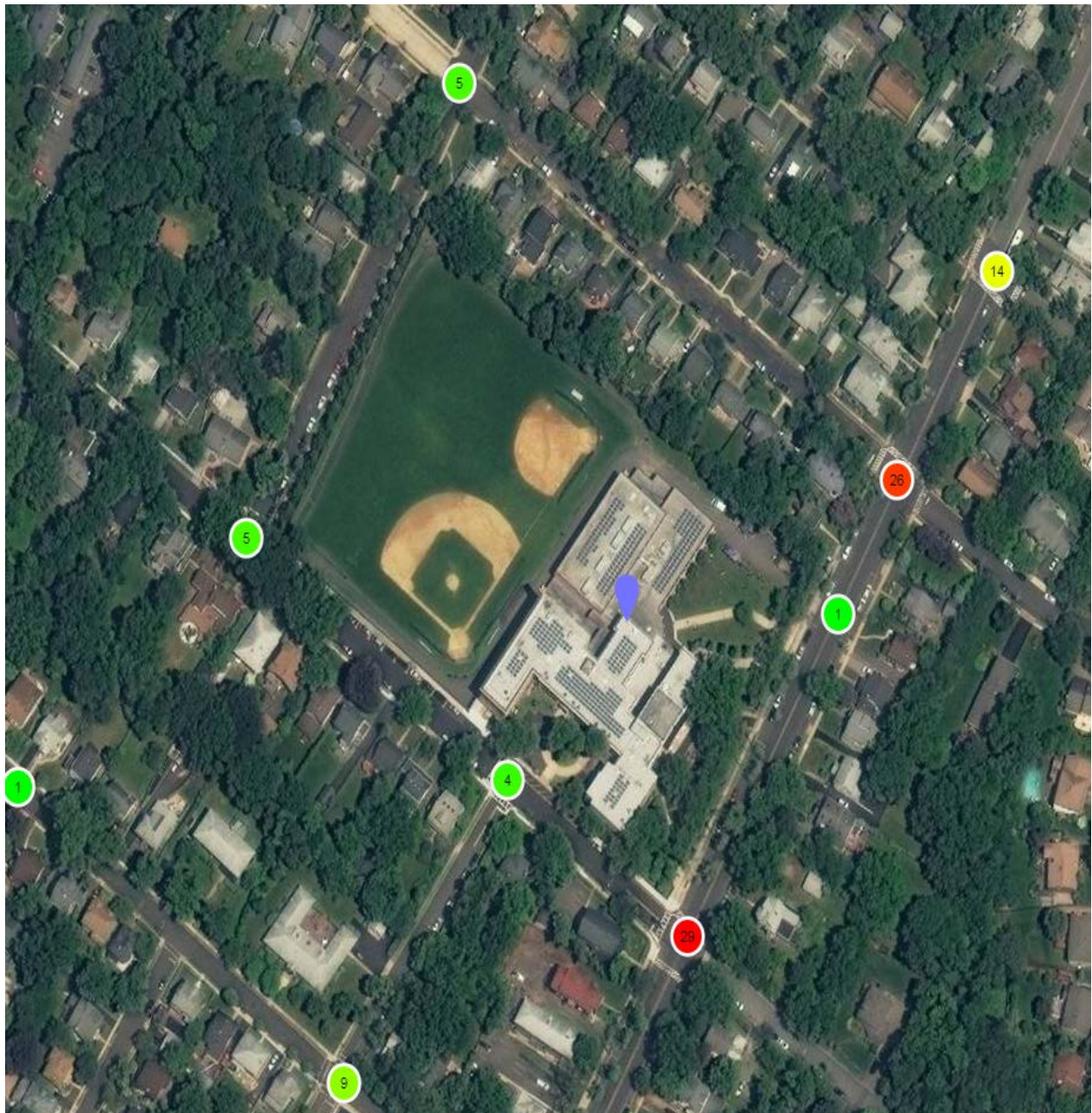
Source: NJ Safety Voyager, 2019

EZ Ride analyzed all crashes within a one-mile radius of Leonia Middle School, over a 10-year period. Based on police incident Reports via Safety Voyager, from 2009 to 2019

most crashes happened on Grand and Broad avenues. The reported incidents were plotted down below on Map 2.

Map 2: Leonia Middle School – Vehicle Crash Map

Map 2 displays all vehicle to vehicle crashes in Leonia. Each colored circle indicates the number of crashes, green indicating a low number. Circles turn yellow as number of crashes increase and then turn red to indicate the highest number of crashes.



3.1. Current Student Travel Environment

School Hours

The school day for Leonia Middle School starts with zero period (honors or extra classes) at 7:50 am. Homeroom which is required begins at 8:22 am and the last bell rings at 2:51 pm, afterschool detention is held from 3:00 pm until 3:30 pm, Monday through Friday.

Drop-off/Pick-up Procedure

Parents who drop off students make a left or right from Broad Ave onto Christie Heights Street. Cars pull over to the right and drop off and then proceed to Kingsley Street and make a left to exit the area. Pick up by car is the same. There is no official drop-off or pickup procedure in the Student/Parent Handbook. A PTO leader shared that about 20-25 cars pick up students after school. The number of cars that drop off students in the AM is about four times that number in the morning as per the Travel Tally data.

Buses

Leonia is a walking district and does not provide bussing for Leonia students except for sports and field trips. Leonia and Edgewater have a regional school system starting at Middle School and bussing is provided for about 80-110 students from Edgewater in the morning and after school. Bussed Edgewater students arrive and enter the Middle School at 8:00 am and must be on the bus promptly at 2:55 pm after school. Late buses are provided only for students who provide the bus driver with a late pass.

Crossing Guards

Crossing guards are stationed at intersections throughout the Leonia community near the three schools as follows:

- Glenwood Ave. & Fort Lee Rd.
- Glenwood Ave. & Crescent Ave.
- Broad Ave. & Crescent Ave.
- Broad Ave. & Fort Lee Rd. (two guards at this location)
- Broad Ave. & Hillside Ave.
- Broad Ave. & Christie Heights
- Grand Ave. & Fort Lee Rd.
- Grand Ave. & Christie Heights St.

Anna C. Scott School is located on Highland Avenue, Leonia Middle School is located on Broad Avenue, and Leonia High School is located on Christie Heights Street.

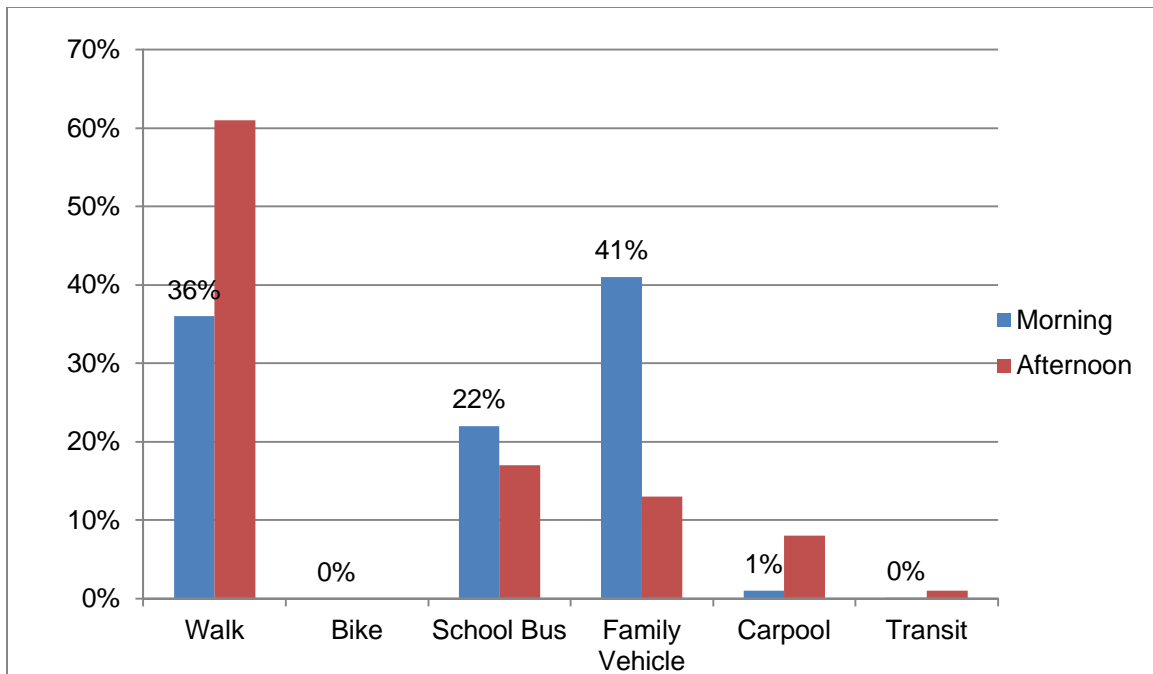
In June, 2018, Leonia Middle School's teachers conducted a School Travel Tally in each classroom. It was done to determine how students travel to and from school. Tallies were submitted to the Voorhees Transportation Center (VTC). Results are shown in the table below.

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Walk	36%	61%
Bike	0%	0%
School Bus	22%	17%
Family Vehicle	41%	13%
Carpool	0.8%	8%
Transit	0%	0.8%
Other	0%	0%



Chart 9: Morning and Afternoon Travel Mode Comparison

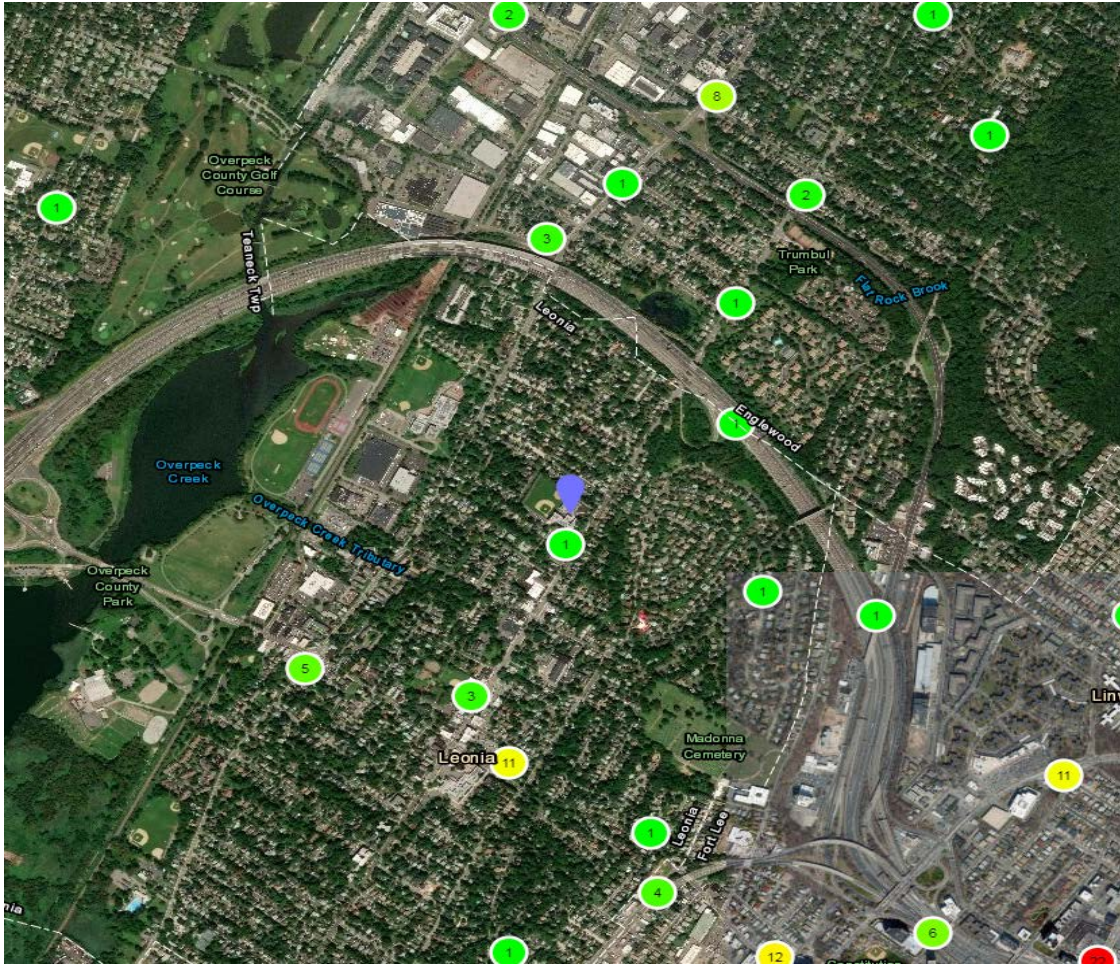


The number of students being driven to school in the morning is 41% and 13% in the afternoon. It's suggested to encourage carpools or walking and biking to school in the morning to reduce the amount of traffic at arrival. Fewer students being driven to school can help to reduce the idling and air pollution around the schools and will help increase the alertness and test scores of students during school.

3.2 Pedestrian Safety

EZ Ride conducted an analysis of the pedestrian and bicycle related crashes within a one-mile radius of the school over a 4-year period from 2015 to 2019 based on police incident reports and NJ Safety Voyager mapping system. The reported incidents are shown in Map 3.

**Map 3: Pedestrian and Bicycle Crashes within
One Mile of Leonia Middle School**



Source: NJ Safety Voyager, 2013-2018



= Approximate site of pedestrian/bicycle crash

NJ Safety

Voyager is a crash map data program created by the NJ Department of Transportation. The numbered circles on the map show the number of pedestrian and bicycle crashes that have occurred in that general area. Green circles indicate the lowest number of crashes at each location. Circles turn yellow as the number of crashes increases and to orange and red to indicate the highest number of crashes.

Table 5: Pedestrian & Bicyclist Crashes by Age in Leonia (2009-2019)

<u>Age of Victim</u>	<u>Number of Crashes</u>
0-9	2
10-19	12
20-29	12

30-39	10
40-49	10
50-59	11
60-69	14
70+	12
Unknown	16
<u>TOTAL:</u>	99

Source: Safety Voyager, (2009-2019)

Using the program Safety Voyager, pedestrian crashes by age were determined for the Borough of Leonia, and from 2009-2019 there were 99 pedestrians hit by cars. There were 14 crashes that involved children and teens under the age of nineteen. Another 26 crashes involved seniors from 60+ which is a serious concern. 16 crashes did not record the age of the victim. It's suggested for the municipality and the School District to work with EZ Ride and Safe Routes to School to educate seniors and students about bike and pedestrian safety.

3.3 Walkability Assessment

The SRTS Task Force conducted a walkability and bikeability assessment of the major routes used by students to get to Leonia Middle School on November 21, 2019. School children and residents of all ages and abilities walk in and through the neighborhood. Map 4 below shows the walking and biking routes which were assessed in the audit.

A walkability and bikeability assessment evaluates the sidewalks, roads, crosswalks, lighting, signs, signals, and walking environment along a predetermined route.

We divided into three groups: one walking group, one with a stroller and the other used a senior walker. Our audit started as the dismissal bell rang at 2:51 pm so that we could follow students as they made their way home and see the issues they face.

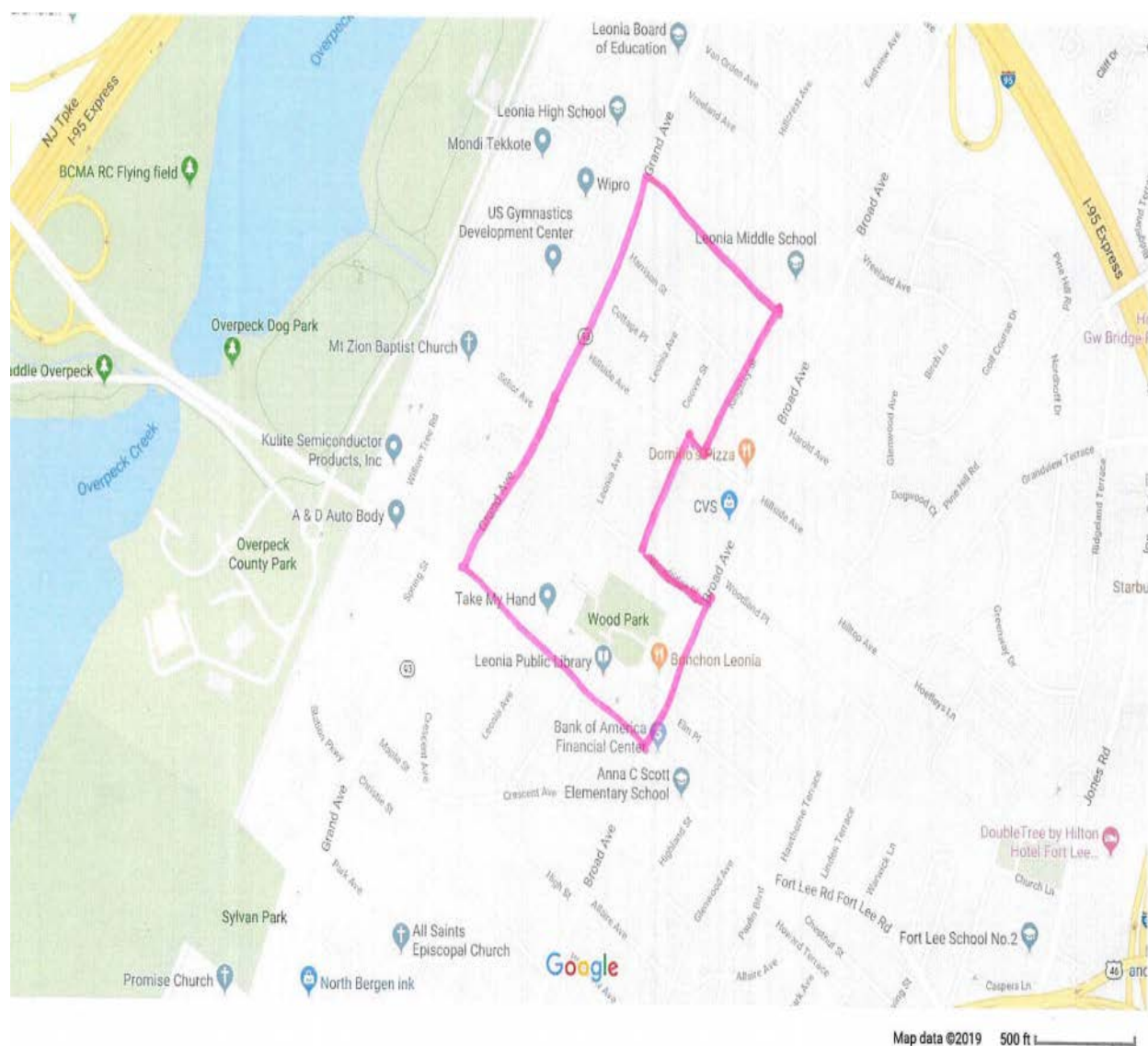


A walkability assessment identifies road improvements that can be made and notes what is currently done well and what improvements can be made. The SRTS Task force took photos of areas on each route. Comments and recommendations are listed with each photo and are summarized in the Action Plan at the end.



The following 3 pages will show all three of the walking routes which were assessed.

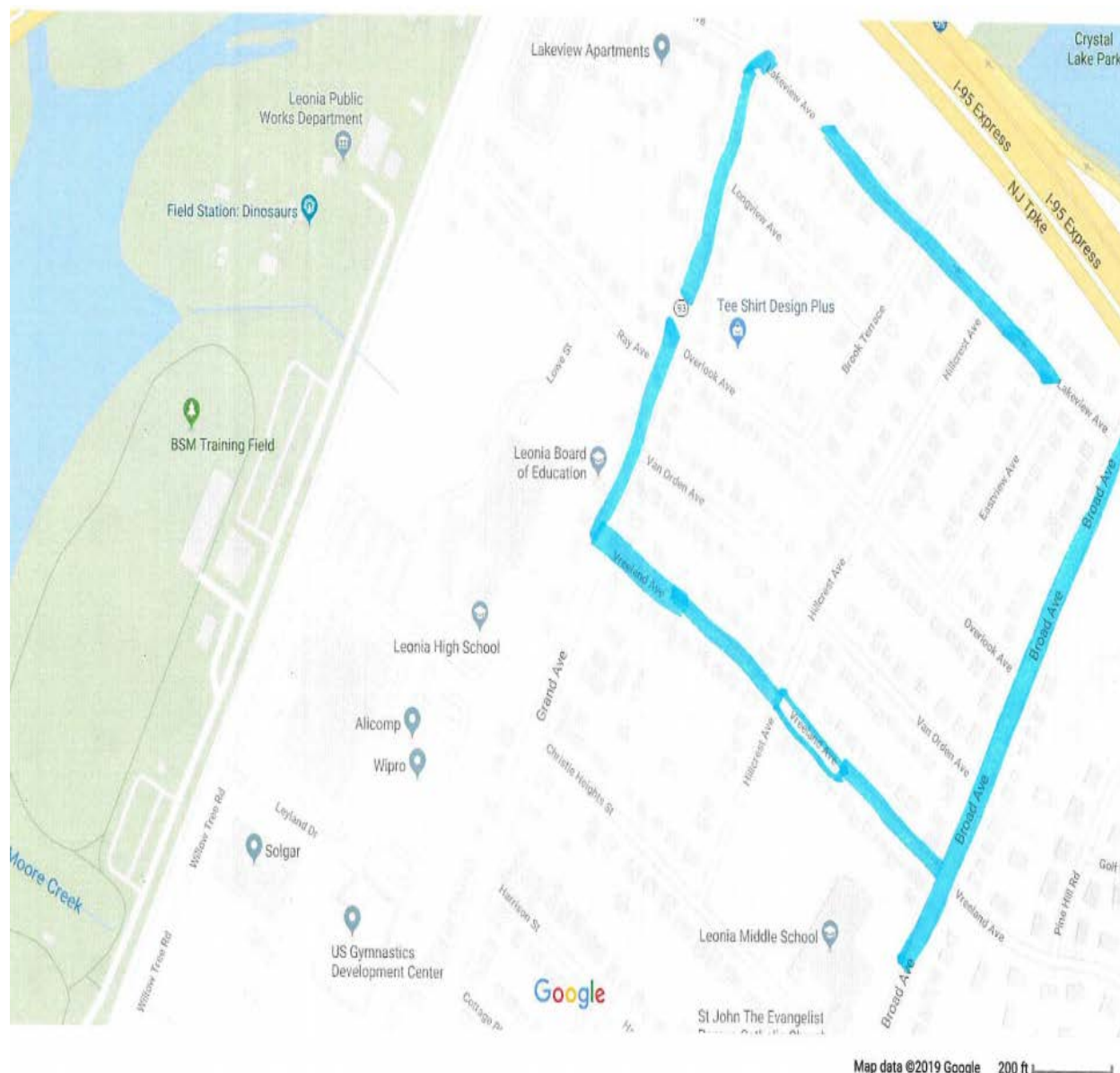
Route 1 Map



Route

Right on Vreeland
Left on Grand
Left on Ft. Lee Rd.
Left on Broad Ave
Left on Woodridge Place
Rt on Wood Terrace
Rt on Hillside
Left on Kingsley St. to School

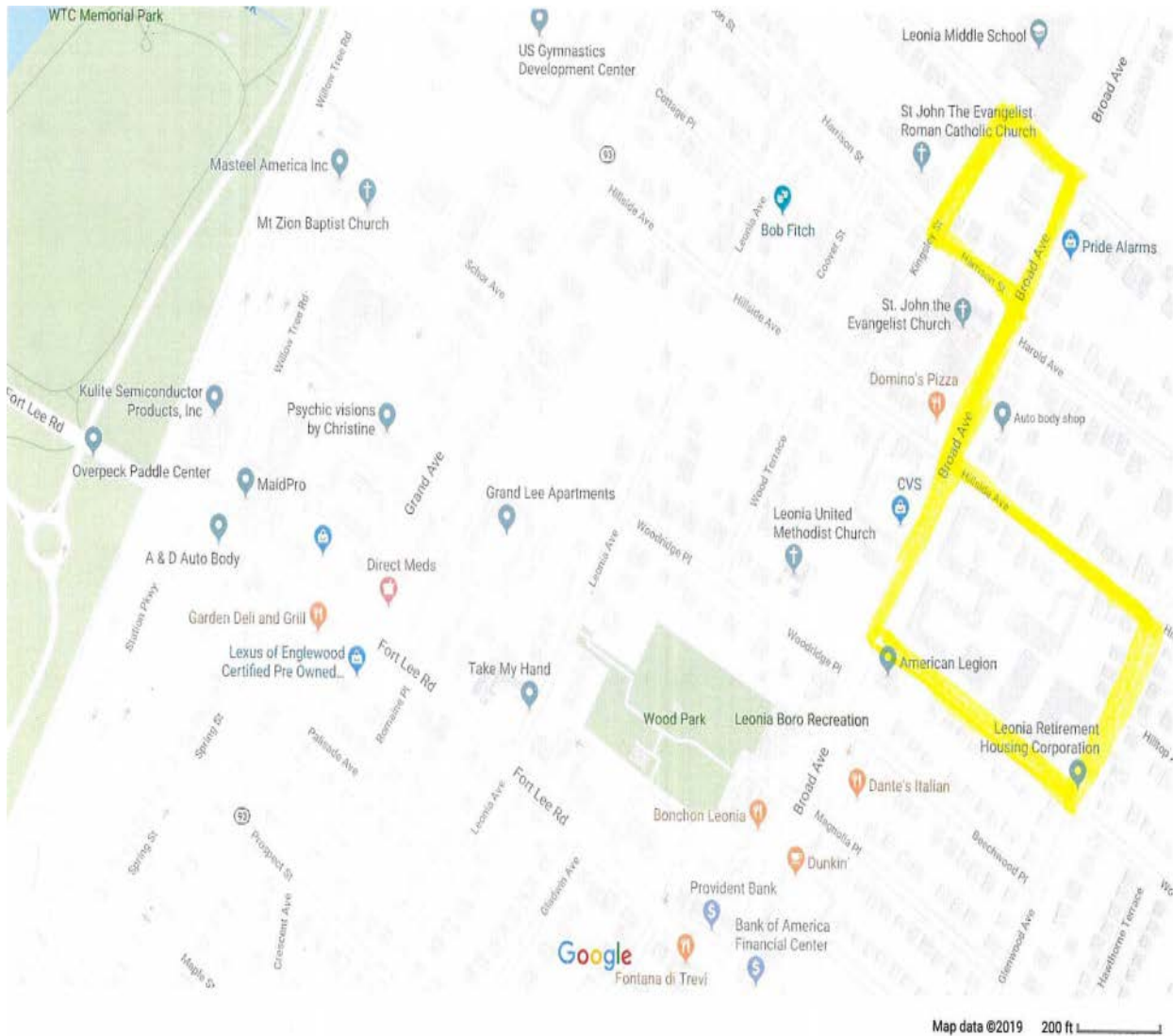
Route 2 Map



Route 2

School - Left on Broad Ave.
Left on Lakeview Ave.
Left on Grand Ave.
Left on Vreeland Ave.
Right on Broad Ave. to School

Route 3 Map



Route

School – Right on Broad Ave.
Left on Woodland Place
Left on Glenwood Ave.
Left on Hillside Ave.
Right on Broad Ave.
Left on Harrison Ave.
Right on Kingsley St.
Right on Christie Heights St.
Left on Broad Ave. to School

1. Good Practices

The following pictures show good safety practices we observed during the walk and roll assessment. These should be encouraged in the school vicinity, near parks, libraries, businesses, and along the routes where students/residents walk, bike, study and play.

Three large bike racks in front of school promote cycling and provide safe parking



Bright signs alert drivers to watch out for walking students in the area



Bus shelter protects commuters from bad weather and provides seating



Crossing guards help students cross safely on busy roads



High visibility crosswalks help to slow traffic and alert drivers to pedestrians



Sidewalks and street are in great condition on Grand Ave, free of large potholes



Grassy area separates vehicle traffic from the sidewalk protecting pedestrians



2. General Areas Needing Improvement

Misaligned dome pad directs the vision-impaired into the intersection rather than into the crosswalk



Crosswalks not painted on Grand Ave. Low visibility crosswalks need cross hatches to be more visible



Dome pad in bad condition and has lifted off of the sidewalk



Sidewalks cracked and tree roots lifting them out of place - hard to use strollers



Individual Routes Assessments

Suggest to paint high visibility ladder crosswalks here. Investigate to see if painted shoulder can be used for bike lanes.



High visibility crosswalk and crossing guard in heavy traffic area is good.



Suggest to make these high visibility ladder crosswalks to slow traffic – dome pad angled to lead blind into intersection



There should be two dome pads on the curb ramps to assist visually impaired pedestrians. While the installation is allowed by NJDOT, it is not helpful for the blind.



Crosswalk can be painted with ladder design to be visible and slow traffic

Low visibility crosswalks on the corner of Harrison St. where St. Hon church is located one block away from the school.
Dome pad missing on curb ramps



Stop bar needs repainting.
Restripe the crosswalk for greater visibility

High visibility crosswalk near Leonia Middle School, with a good pedestrian sign located at the crosswalk.



Move signs and sawhorses so people can use the crosswalks

Cracked sidewalks make it hard for strollers, walkers, and wheelchairs. Can also be a pedestrian tripping hazard



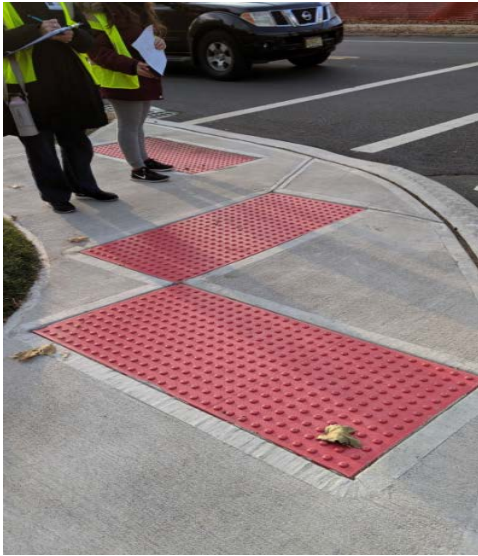
Repaint yellow curbs at corner to prevent parked cars from blocking view of pedestrians at corner

Trees and shrubs obstruct the sidewalk and prevent pedestrian access to full sidewalk.



Trim bushes back so they do not block sidewalk

Multiple dome pads are installed incorrectly and are confusing for visually impaired walkers.



Blue Route

High visibility crosswalks need to be painted along on Grand Avenue.



Cars idling in front of the school and waiting for students and obstructing the lane



Only two low visibility crosswalks painted at intersection, third should be painted



Lighting on pedestrian sign near school not working

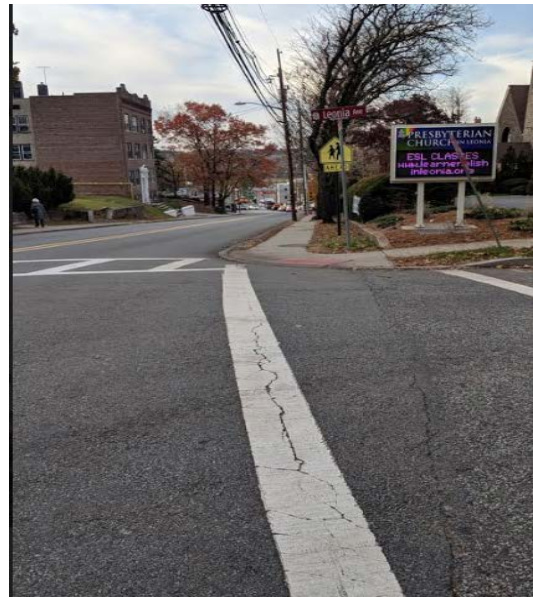


Yellow Route

Dome pad is placed correctly and is a safety tool for blind or visually impaired individuals.



Low visibility crosswalk at the corner of Leonia Ave at the Presbyterian Church.



Dome pads have broken edges and need to be secured to sidewalk.



Sidewalk cut due to the size of the tree making it hard for wheelchairs and scooters.



Corners are widely curved making it easy for drivers to speed around corners. Recommend to reduce turning radius at corners to slow traffic.



Sharp turning radius corners slow traffic which is good. Repaint short crosswalk with high visibility stripes approaching Leonia Public Library. Realign dome pads.



Sidewalks in some areas are in excellent condition along Grand Avenue.



High visibility crosswalks, pedestrian warning sign and a crossing guard right outside of the school.



Wayfinding sign is helpful for drivers and pedestrians traveling through the community.



Glenwood Dr. outside Senior Living development. Truncated dome pad missing on one curb ramp.



More views from Glenwood Ave.
Suggest painting high visibility
crosswalk across driveway



Suggest adding more pedestrian
lighting at crossings near senior and
student housing areas to improve
community safety



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 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
Invite EZ Ride to provide bicycle and pedestrian safety education presentations, and bicycle rodeos for students and community (seniors, library, etc)	School, EZ Ride, Borough, Senior Center	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	School	Short-term, Mid-term, Long-term	No cost
Create and/or update Student/Parent Handbook that defines arrival and dismissal procedures with map of area and text that defines drop-off/pick-up areas, the rules such as no U-turns, parking, no engine idling, and 25 mph speed limit within the school zone	School, HSA	Long-term	No Cost
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, Borough, Police	Short-term, Mid-term, Long-term	No Cost
Perform a crossing guard training in town	NJ SRTS Resource Center/VTC, Police	Short-term, Mid-term, Long-term	No Cost

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

Encouragement Actions	Responsibility	Time Frame	Cost
Work with Twp. to designate a safe drop-off and pickup area 2-3 blocks from the school for cars/busses. This will encourage kids to walk a short distance, keep the area near school traffic-free for cyclists and walking students, and eliminate air pollution in the school building from cars/buses idling outside and waiting for students.	BOE, Borough, HSA	Short Term, Mid-Term	No 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 City and County to pass and	Borough, County	Mid-term	No cost

implement a Complete Streets Policy to provide safety for all road users, not just drivers, but pedestrians and cyclists			
Provide 5 minute earlier dismissal for those who walk or bike home, so they can avoid traffic from cars/buses.	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 (Oct.), National Bike to School Day (May), NJ Walk and Bike to School Day in Spring	School, HSA, EZ Ride	Short-term, Mid-term, Long-term	No cost
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 carpool to decrease traffic at arrival and dismissal	School, HSA	Short-term, Mid-term, Long-term	No cost
Be sure to provide space for bike racks and for students to store bike helmets	School, HSA	Short-term	Low cost
Establish and organize Walking School Buses to connect students and families who can walk together to decrease traffic at arrival and dismissal	School, HSA	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 nights	School, Police, EZ Ride	Short-term	Low
Investigate training Walking School Bus volunteers to do crossing guard training	School Liaison, Police	Mid-term, Long-term	Low
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	Borough, DPW and School can 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: Broad Ave and Vreeland Ave., all along Grand Ave., where a lot of crosswalks are unpainted and low visibility.	Borough, County, Engineering	Short-term	Low
Repair/Reinstall sidewalks On Broad Avenue., Vreeland Ave., Hill Crest Ave., and Christie Heights St.	Borough, County, Engineering	Mid-term, Long term	High
Install and paint speed bumps on Broad Ave., and Grand Ave., to help slow traffic.	Borough, Engineering	Mid-term, Long term	Medium
Add pedestrian level lighting on corners of Broad Ave. and Grand Ave. as current street lights are not producing enough light for drivers to see pedestrians/cyclists at corners and crossing.	Borough, County, Engineering	Long term	High
Identify areas where most senior and student pedestrian crashes are occurring. Add pedestrian signal heads and lengthen time on countdown signal timers. Add more and brighter pedestrian lighting.	Borough, County Engineering	Short-term, Mid-term	Medium for lighting, ped signals, no cost to adjust signal timer
Install 25 mph speed limit signs and ‘Slow School Zone’ signs (if applicable) on Broad Ave., Grand Ave., Christie Heights St., and Hillcrest Ave.	Borough, County, Engineering	Short-term, Mid-term	Medium
Investigate traffic speeds around the	Borough, County,	Short-term, Mid-	Medium

school and post speed limit signs/ speed radar as traffic calming concepts	Engineering, Police	term	
Install additional School Zone signs outside the school perimeter; install more signs with augmented flashing beacons	Borough, County, Engineering	Mid-term	Medium
Install signs that say "No U-Turns" on Broad Ave.	Borough, Engineering	Short-term	Low
Trim bushes and tree branches obstructing sidewalks on Vreeland Ave.	DPW, Homeowner(s)	Short-term	None
Consider how to slow traffic on Grand Avenue. Using infrastructure changes such as a road diet, narrowing lanes, painting bike lanes on one side	Borough, County, Engineering, Police	Long-term	High
Install "No turn on red" signs during the timeframe when students are walking to and from school	Borough	Short-term	Low
Consider having a pedestrian only interval for all pedestrians and cyclists to cross and cars at intersection are not allowed to turn.	Borough, County	Short-term, Mid- term	No cost

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 , HSA, School Tech Coordinator	Short-term, Mid- term, Long-term	Low
Conduct speed study on roadways to evaluate if speed limit is being complied with.	Borough, Police	Short-Term, Mid- Term	Medium

Conclusion

The walk audit that was conducted showcased the different neighborhoods surrounding the Leonia Middle School. The task force found that it is a beautiful and walkable community but is made less pleasant and safe due to faded and/or non-existent crosswalks mainly along Grand Avenue, as well as a lack of pedestrian signal heads and good lighting on both Broad and Grand Avenues.

Community priorities around Leonia Middle School should include tasks such as painting/repainting high visibility crosswalks and stop bars, setting up a pickup/dropoff zone a few blocks away from the school for all buses and students older than 2nd grade, and installing street lighting at or near areas where students and seniors frequently walk. The city can reduce the number of drivers who are speeding by installing radar speed limit signs and narrowing lanes. This can help to stop speeding of cars coming to the school from both directions on Broad Avenue. This plan could stop many cars from speeding, increase the alertness of drivers and encourage more students to walk and bike to school. Parents may also decide that it is safe to allow their children to walk to school and reduce the amount of pollution caused by driving by not dropping off and picking up their children every day.

Traffic congestion in the school zone can be greatly reduced by implementing staggered dismissal times to allow walkers and bicyclists to leave earlier. This will create more safety for walkers and bikers since they will not have to maneuver around so much vehicle traffic. There is a bike rack already placed at the school, so installing bike lanes near school on one side of the road would be a great and helpful resource for students biking to school. This could also motivate other students to begin riding their bikes to school making them feel safer riding along Broad Avenue. Through increased use of active transportation practices like walking and biking, residents can help to make Leonia a more appealing community to live in and visit by reducing air pollution and heavy traffic congestion.

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 important information and incentives for students to walk to school. This is the first School Travel Plan prepared for Leonia Middle School and EZ Ride hopes that Leonia Middle School will continue to educate their students on walking and biking safety, as it is vital that the students have this information. This report should be used by the District, Borough 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 programs.

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

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 use land mapping, economic development plans, and special municipal projects	Municipalities	Municipal	New Jersey Department of Community Affairs
Neighborhood	This program provides direct	Municipalities	Municipal	New Jersey

Preservation Program	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.			Department of Community Affairs
New Jersey Healthy Communities Network - Community Grants Program	<p>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.</p> <p>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>		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 Bikes Community Grants	The People For Bikes Community Grant Program provides funding for important and influential	Communities across the US	Municipal	People for Bikes - Community

	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			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 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
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