

Safe Routes to School Program Grover Cleveland Middle School Travel Plan

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January 30, 2020



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NEW JERSEY
Safe Routes to School



U.S. Department of Transportation
Federal Highway Administration

Table of Contents

Executive Summary	4
1. Walking and Cycling to Health	6
1.1 The Challenge.....	6
1.2 The Program.....	6
1.3 The Team and Task Force.....	10
2. District & School Profile	12
2.1 Caldwell and Essex County Health Profile.....	12
2.2 Grover Cleveland Middle School.....	14
3. Journey to School	20
3.1 Current Student Travel Environment.....	23
3.2 Pedestrian Safety.....	25
3.3 Walkability Audit	26
4. Action Plan & Recommendations	60

Appendices

Appendix A: Typical Opportunities for Improvement	66
Appendix B: Funding Resources	72

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. The New Jersey Safe Routes to School (SRTS) infrastructure funding program encourages applicants to have an approved School Travel Plan in order to apply for a grant.

1. Goals

The goals of the Grover Cleveland 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 Grover Cleveland 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 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.
- Traffic and speeding are common along Bloomfield Ave. and Central Ave. and parents are reluctant to let children walk and bike to school

4. School Travel Data

In September 2019, Grover Cleveland Middle School's teachers conducted a School Travel Tally 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 (AM)	Dismissal (PM)
Walk	20%	51%
Bike	2%	2%
School Bus	1%	1%
Family Vehicle	63%	37%
Carpool	13%	10%
Transit	0%	0%
Other	0.1%	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 April 10, 2019. The major roads and intersections surrounding the school include: Bloomfield Ave. & Central Ave., Academy Rd. & Prospect St., Westville Ave. (Rt 632) & Prospect St., Westville Ave. & Runnymede St.(Rt. 633).

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:

- Install pedestrian-scale level lighting at corners where pedestrians cross frequently
- 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 to reduce speeding
- Protect cyclists by painting bike lanes where space permits
- Realign incorrectly installed ADA truncated dome pads on curb ramps

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.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.

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

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

The Safe Routes to School program was initiated at the Grover Cleveland Middle School in the winter of 2019. EZ Ride kicked off the initial partnership with the Borough of Caldwell's Director of Human Services, Traffic Sergeant, City Councilwoman, and Health Department Inspector at the Caldwell Community Center on February 1, 2019. During this meeting we reviewed crash maps of the areas surrounding the Grover Cleveland Middle School and discussed the need for bicycle lanes and the importance of conducting a bike and walk audit.

Prior to visiting the school, the Bike and Pedestrian team developed four comprehensive routes to be used for the bike and walk audits. In April 2019, EZ Ride's Bike and Pedestrian team visited the Grover Cleveland Middle School twice. On April 4, 2019, Grover Cleveland hosted a bicycle safety presentation for 600 of their students.



At bicycle safety presentations, students learn the importance of wearing a proper fitting helmet, how to stop and scan the areas before crossing, to understand and use hand signals, and how to dress for optimal visibility. On April 10, we conducted a Bike and Walk Audit along with members of the community and the Borough of Caldwell Administrators. There were 2 bike routes and 2 walk routes. The school also conducted travel tallies in September 2019 to measure the percent of students who walk or bike to school as a baseline measure to compare future measurements. The Middle School is striving to earn a 2019 Gold SRTS recognition award for their efforts to promote SRTS.

The Borough of Caldwell

The Borough of Caldwell Human Services Department, Health Department, Department of Public Works, and the Traffic Police were instrumental in providing support, staff, and

requesting the assistance of EZ Ride and Grover Cleveland Middle School in their efforts to create a safer walking and biking environment in Caldwell. The Borough used their NJ Healthy Communities grant to provide water, fruit, and healthier snacks for those conducting the audit and provided string bags, pens, and notepads for participants to document the issues seen during the assessment.



To recognize the Borough's effort to improve pedestrian safety, Caldwell received the 2018 Silver Safe Routes to School Award.

Caldwell West Caldwell School District

The Safe Routes to School program garnered the support of the Caldwell- West Caldwell Board of Education and Superintendent Dr. James G. Heinegg.

Background to Bike and Walk Assessment

The SRTS team agreed to do a bike and walk audit in Caldwell to assess safety and walkability for students, resident pedestrians and cyclists. In April the team chose Grover Cleveland Middle School based on the crash statistics around 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 Wednesday, April 10, 2019.



Members of the group then conducted a SRTS bike and walk audit to assess the neighborhood walking routes that students use.



Fig: The task force member ready for the bike and walk audit with bikes, walker and stroller

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

Grover Cleveland Middle School Travel Plan Task Force

Organization	Role/Responsibility	Contact
Caldwell West Caldwell Board of Education	Superintendent of Schools	Dr. Christopher Conklin 104 Gray Street West Caldwell, NJ 07006 973-228-6979

		cconklin@cwcboc.org
Grover Cleveland Middle School	Principal	John Bertollo 36 Academy Rd. Caldwell, NJ 07006 973-228-9115 jbertollo@cwcboc.org
Borough of Caldwell	Councilwoman	Christine Schmidt 1 Provost Square Caldwell, NJ 07006 cschmidt@caldwell-nj.com
Borough of Caldwell	Director of Human Services and registrar of Vital Statistics	Maria Burak 1 Provost Square Caldwell, NJ 07006 mburak@caldwell-nj.com
Grover Cleveland Middle School	Parent, Resident	Tracy Voca Caldwell, NJ 973-978-9053 tmrvoca@msn.com
Caldwell DPW	Foreman	John Hamer 201-9540-3704 jhamer@caldwell-nj.com
Caldwell Fire Department	Fire Inspector	Brian Maclay Caldwell, NJ brianmaclay.yahoo.com
Caldwell Health Department	Senior RENS	Gina Behre gbehre@bloomfieldtwpnj.com
Caldwell School District	Employee/Daily Cyclist	Michael Bogdanowicz 923-907-0158
Caldwell Police Department	Officer-In-Charge Traffic Bureau	Sgt. Mike Pellegrino 973-403-6733 mpellegrino@caldwellpd.org
Alan M. Voorhees Transportation Center/SRTS Resource Center Edward J. Bloustein School of Planning and Public Policy, Rutgers The State University of New Jersey	Web-based resources, Technical Assistance, SRTS Recognition, Helpdesk, SRTS Tools, Tips and Training	Sean Meehan Senior Research Specialist Voorhees Transportation Center Bloustein School 33 Livingston Avenue New Brunswick, New Jersey 08901 (848)-932-2376 smeehan@ejb.rutgers.edu

EZ Ride - Transportation Management Association	SRTS Program Assistance, Community Resource, Safety Education	Lisa Lee Manager, Bike & Pedestrian Programs/ Safe Routes to School Coordinator EZ Ride 144 Park Place East Wood-Ridge, NJ 07075 201-939-4242 ext. 123 llee@ezride.org
EZ Ride - Transportation Management Association	SRTS Program Assistance, Community Resource, Safety Education	Eric Angeles Safe Routes to School Asst. Coordinator EZ Ride 144 Park Place East Wood-Ridge, NJ 07075 201-939-4242 ext. 122 eangeles@ezride.org
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EZ Ride - Transportation Management Association	SRTS Program Assistance, Community Resource, Safety Education	Priti Dhungel EZ Ride 144 Park Place East Wood-Ridge, NJ 07075 201-939-4242 ext. 130 pdhungel@ezride.org

2. District & School Profile

A school profile for Grover Cleveland Middle School was developed using data from the Caldwell-West Caldwell School District Website, the Grover Cleveland website, the New Jersey School Performance Report, and the National Center for Education Statistics.

Caldwell West-Caldwell School District serves approximately 2,627 students from Pre-Kindergarten – Grade 12 from 2017-2018. The district has 7 schools in total; one high school grade (grades 9-12), 1 middle school (grades 6-8), four elementary schools

(Grades K-5), and one preschool /kindergarten. Student demographics are shown in Table 2 below.

Table 2: Caldwell West-Caldwell School District– Student Demographics
Total Students in District: 2,627

Ethnicity*	# of Students
White	2124
Hispanic	308
Black or African American	43
Asian	162
Native Hawaiian	5
Two or more Races	18
Sex*	# of Students
Male	1321
Female	1306
Grade Level*	# of Students
Primary (Pre-Kindergarten – Grade 4)	957
Middle School (Grade 5 - 8)	862
High School (Grade 9 - 12)	808

Source: NJ School Performance Report, 2017-18

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 Caldwell-West Caldwell School District is classified by the NJ Department of Education as District Factor Group “I.”

2.1 Borough of Caldwell & 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, the cost of living is relatively high.

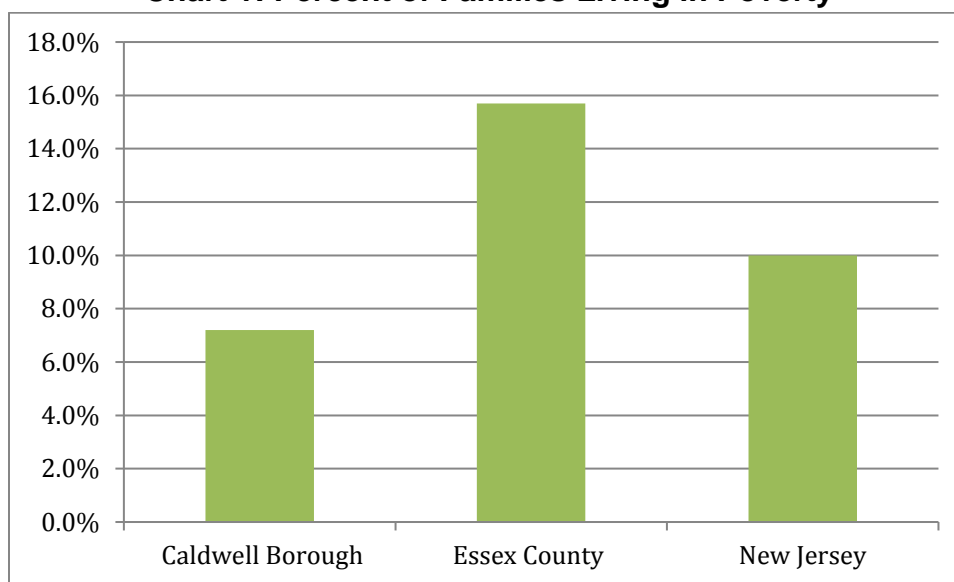
There are many different health disparities that exist in the county. According to countyhealthrankings.org, rates of uninsured, unemployed, and children in poverty are higher than state averages. Individuals in Essex County have unusually high rates of physical inactivity and exposure to violent crime. 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

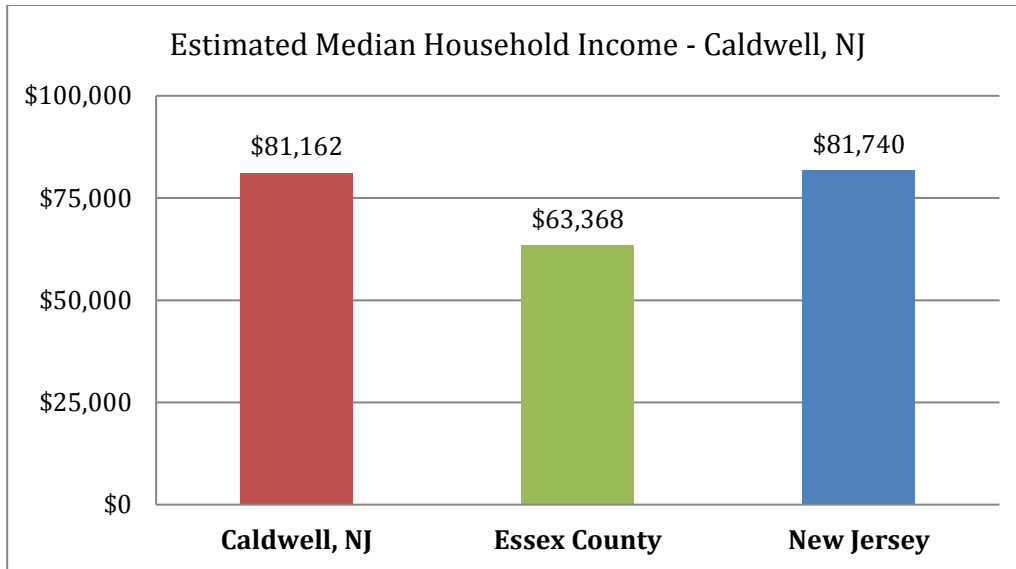
Chart 1: Percent of Families Living in Poverty



Source: Census.gov, 2017

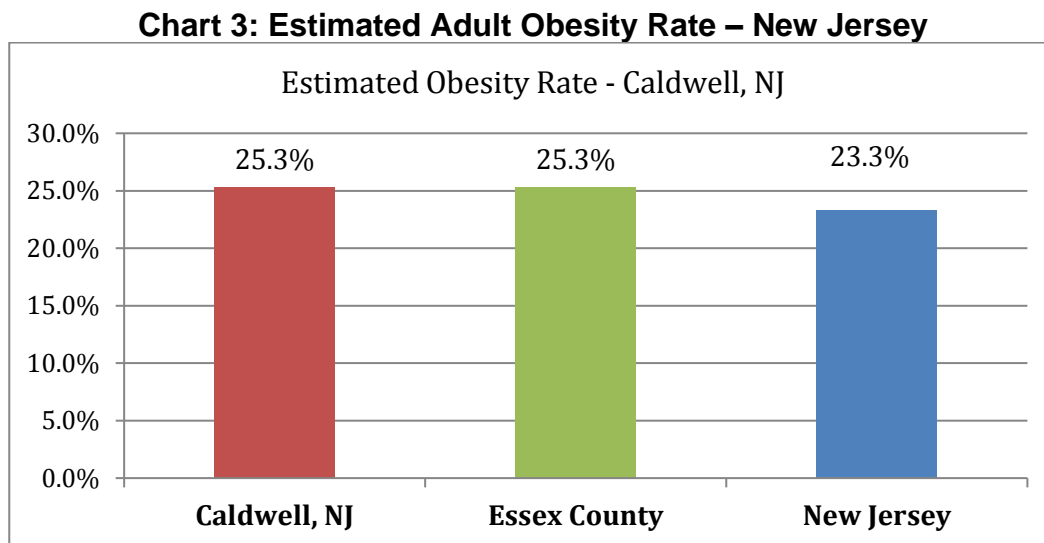
Caldwell Borough has a considerably lower percentage rate of families living in poverty compared to the County and state of NJ. While Essex County has a much higher rate of impoverished families as compared to the rest of the state, Caldwell Borough has lower rates than both the County and State.

Chart 2: Estimated Median Household Income – New Jersey



Source: datausa.io

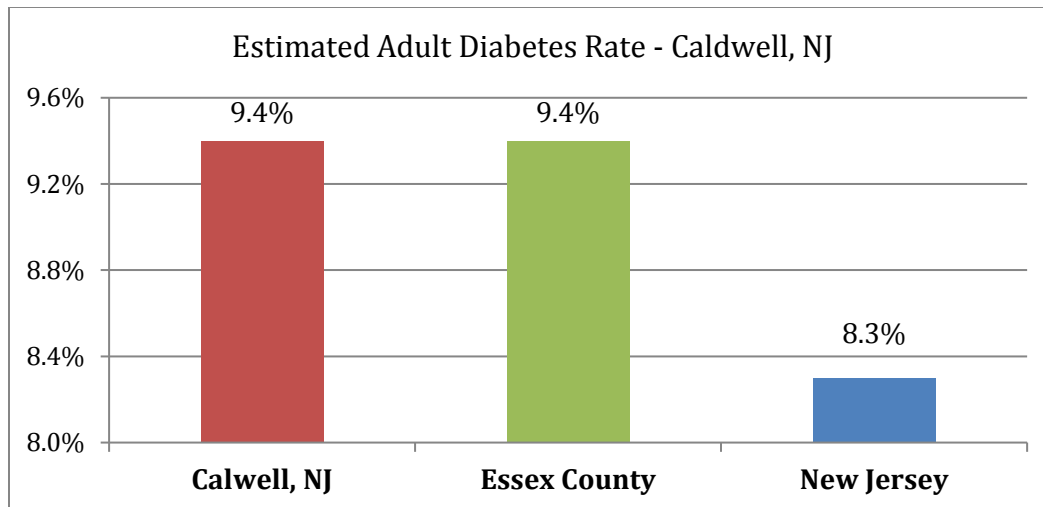
Caldwell Borough has an estimated median income about 22% higher than the county and on par with NJ.



Source: city-data.com

Caldwell NJ estimated adult obesity rate is the same as Essex County and just slightly higher than the state of New Jersey. As of 2019, New Jersey has the third lowest rate of obesity (25.6%) across the nation as compared to West Virginia and Mississippi, which are tied with the highest rate of obesity at 39.5% (americashealthrankings.org).

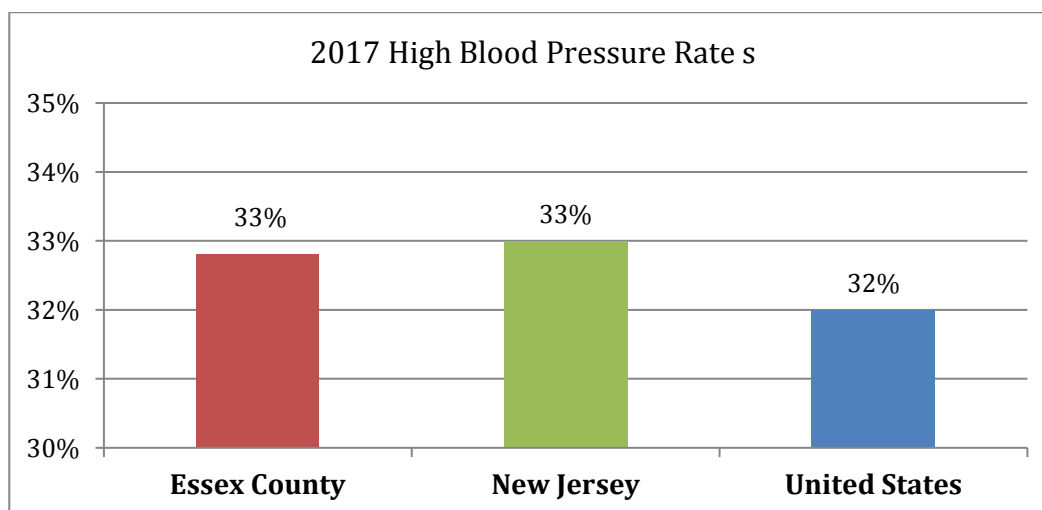
Chart 4: Estimated Adult Diabetes Rate - New Jersey



Source: city-data.com

Caldwell and Essex County have a slightly higher rate of diabetes than the state of New Jersey. According to the New Jersey State Health Assessment Data of 2017, when comparing all age groups diagnosed with diabetes, New Jersey rates were similar to the entire U.S (9.9% vs. 10%).

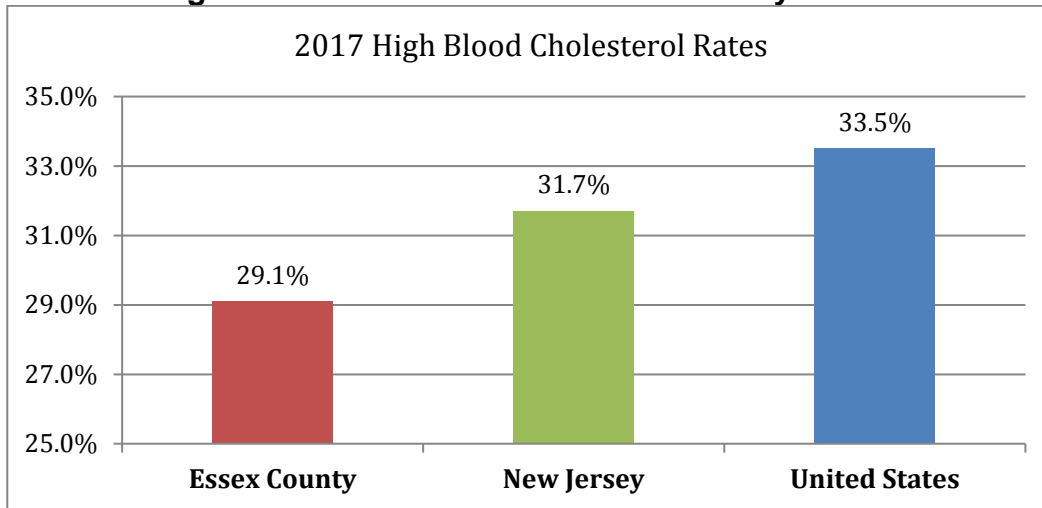
Chart 5: High Blood Pressure Rates New Jersey & United States



Source: doh.state.nj.us & cdc.gov

According to the CDC, about 75 million American adults (32%) have high blood pressure - that's 1 in every 3 adults. Unhealthy behaviors can also increase your risk for high blood pressure, especially for people who have one of the medical conditions listed above. Unhealthy behaviors include: smoking tobacco, eating foods high in sodium and low in potassium, not getting enough physical activity, being obese, drinking too much alcohol.

Chart 6: High Blood Cholesterol Rates New Jersey & United States



Source: doh.state.nj.us & cdc.gov

High cholesterol has no symptoms; so many people don't know their cholesterol is too high. Doctors can do a simple blood test to check levels. The National Cholesterol Education Program recommends that adults get their cholesterol checked every five years (cdc.gov).

U.S. Department of Health & Human Services Physical Activity Guidelines

- Preschool-aged children (ages 3 through 5 years) should be physically active throughout the day to enhance growth and development.
- Children and adolescents ages 6 through 17 years should get 60 minutes (1 hour) or more of moderate-to-vigorous physical activity daily.
- For substantial health benefits, adults should do at least 150 minutes (2 hours and 30 minutes) to 300 minutes (5 hours) a week of moderate-intensity, or 75 minutes (1 hour and 15 minutes) to 150 minutes (2 hours and 30 minutes) a week of vigorous-intensity aerobic physical activity, or an equivalent combination of moderate to vigorous intensity aerobic activity. Preferably, aerobic activity should be spread throughout the week.
- As part of their weekly physical activity, older adults should do multi-component physical activity that includes balance training as well as aerobic and muscle-strengthening activities.

- Women should do at least 150 minutes (2 hours and 30 minutes) of moderate-intensity aerobic activity a week during pregnancy and the postpartum period. Preferably, aerobic activity should be spread throughout the week.
- Adults with chronic conditions or disabilities, who are able, should do at least 150 minutes (2 hours and 30 minutes) to 300 minutes (5 hours) a week of moderate-intensity, or 75 minutes (1 hour and 15 minutes) to 150 minutes (2 hours and 30 minutes) a week of vigorous-intensity aerobic physical activity, or an equivalent combination of moderate and vigorous intensity aerobic activity. Preferably, aerobic activity should be spread throughout the week.

Media Viewing Habits

The American Academy of Pediatrics (AAP) recommends that parents and caregivers develop a family media plan that takes into account the health, education and entertainment needs of each child as well as the whole family. For school-aged children and adolescents, the idea is to balance media use with other healthy behaviors.

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.

Physical Activity

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

2.2 Grover Cleveland Middle School

Excerpt from the school's website:

"The years from ten through fourteen represent a period of fascinating and complex transitions: A time of growth; a time of expanding horizons, self-discovery and emerging independence; a time of metamorphosis from childhood to adulthood. In these often tumultuous years, a youngster experiences much growth and joy, as well as doubt and confusion. At the same time, it is an age when individuals still need special nurturing and adult guidance.

With the above in mind, the primary goal of Grover Cleveland Middle School is to help students achieve their physical, intellectual, social, and emotional potential. Opportunities are provided for each student to interact in a positive way with adults and peers. Small group learning activities, guidance services, and a variety of special interest club programs all serve to encourage creative expression in an environment that is supportive and caring. Training in interpersonal, decision-making, and coping skills which stress conflict resolution and tolerance, help students to resist pressures from peers and develop healthy life styles.

The curriculum in the middle school takes into consideration the student's need to develop his/her self-esteem and self-responsibility. A variety of teaching methods and a balanced curriculum of core subjects with an emphasis on depth and quality of understanding of the major concepts in each subject area, as well as the connections between them help to create a meaningful interdisciplinary curriculum where students can cultivate their intellectual curiosity.

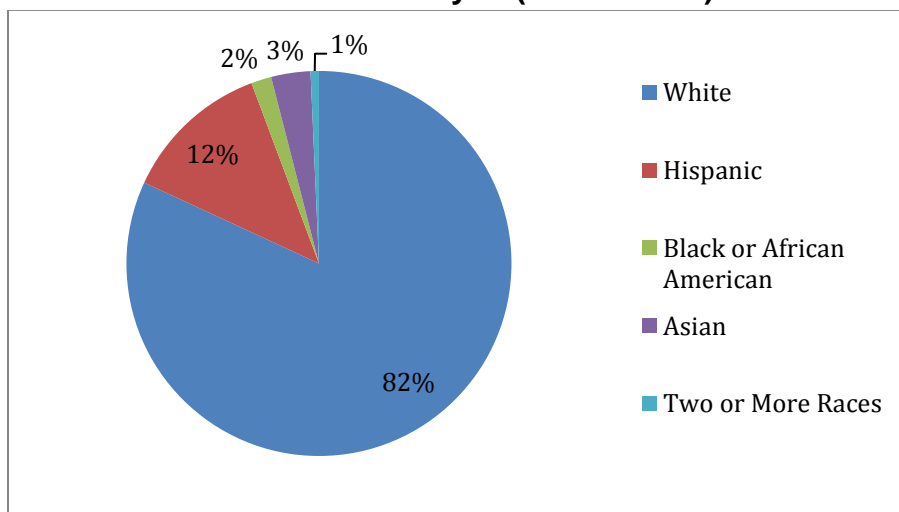
Common planning time and flexible scheduling enable teachers to work and plan collaboratively. This organization provides an intellectually challenging program that helps students to recognize the complexity of knowledge and ideas while being supportive of their need for individual attention.

Field trips, museum visits, guest speakers, and assembly programs add another dimension to students' learning experiences in the middle school. The library, which has been completely renovated and computerized, continues to serve as the hub of the middle school's learning environment. A network of computers in the library as well as three computer labs helps to facilitate each student's ability to access information quickly and effectively. The renovation of the third floor classrooms, including the addition of two new science labs and a MIDI music lab have resulted in a better organizational structure for the middle school. Each grade level is now 'housed' on one of the three floors in the building.

Grover Cleveland Middle School teachers continue to grow professionally and improve their teaching skills by taking graduate courses and attending conferences and workshops. In addition, the teachers are working on aligning the middle school curriculum with New Jersey core curriculum content standards.

The cooperative efforts of parents, the school and the community help to build a supportive and caring environment for students in the middle school. This infrastructure helps to sustain students through these difficult transitional years.”

Chart 8: Grover Cleveland Middle School Enrollment by Student Ethnicity in (2017 – 2018)



Source: NJ School Performance Report, 2017-18

The number of students in 2017-18 totaled 631. This is same as the previous academic year 2016-2017.

Table 3. Student Language Diversity (2017 – 2018)

Language Spoken at Home	
English	95.7%
Spanish	2.7%
Other	1.6%

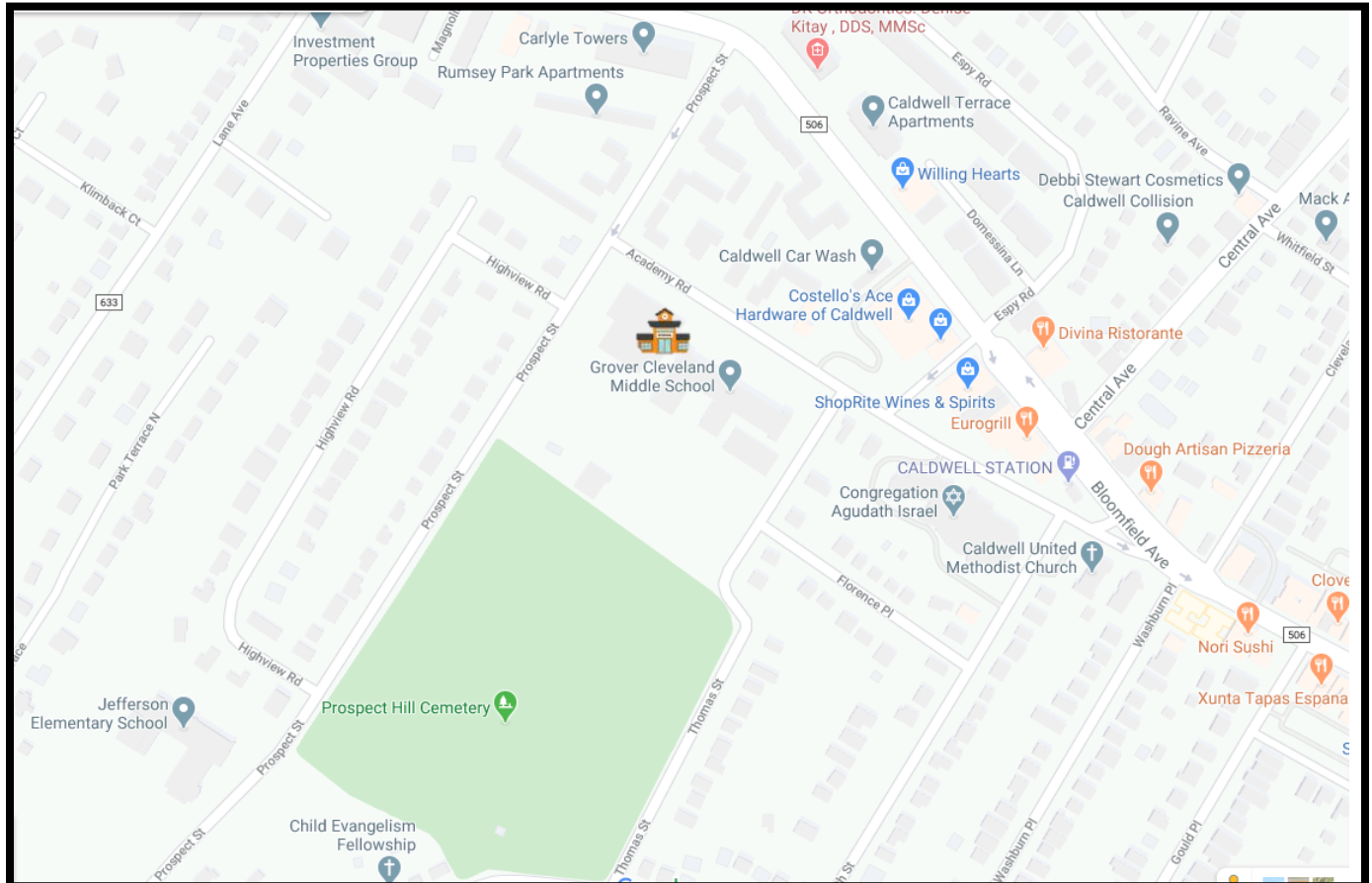
The main language spoken at home by students and their parents is English followed by Spanish.

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 and downtown area near Grover Cleveland Middle School. The neighboring area around the school is hilly with the Jefferson

Elementary School .4 miles away on prospect street. There is a ShopRite liquor store and gas station across from the school on Academy Road. Bloomfield Avenue and Central Avenue are also busy roads near the school which have a lot of traffic and which many students have to cross to get home.

Map 1: Two Mile Area Around Grover Cleveland Middle School

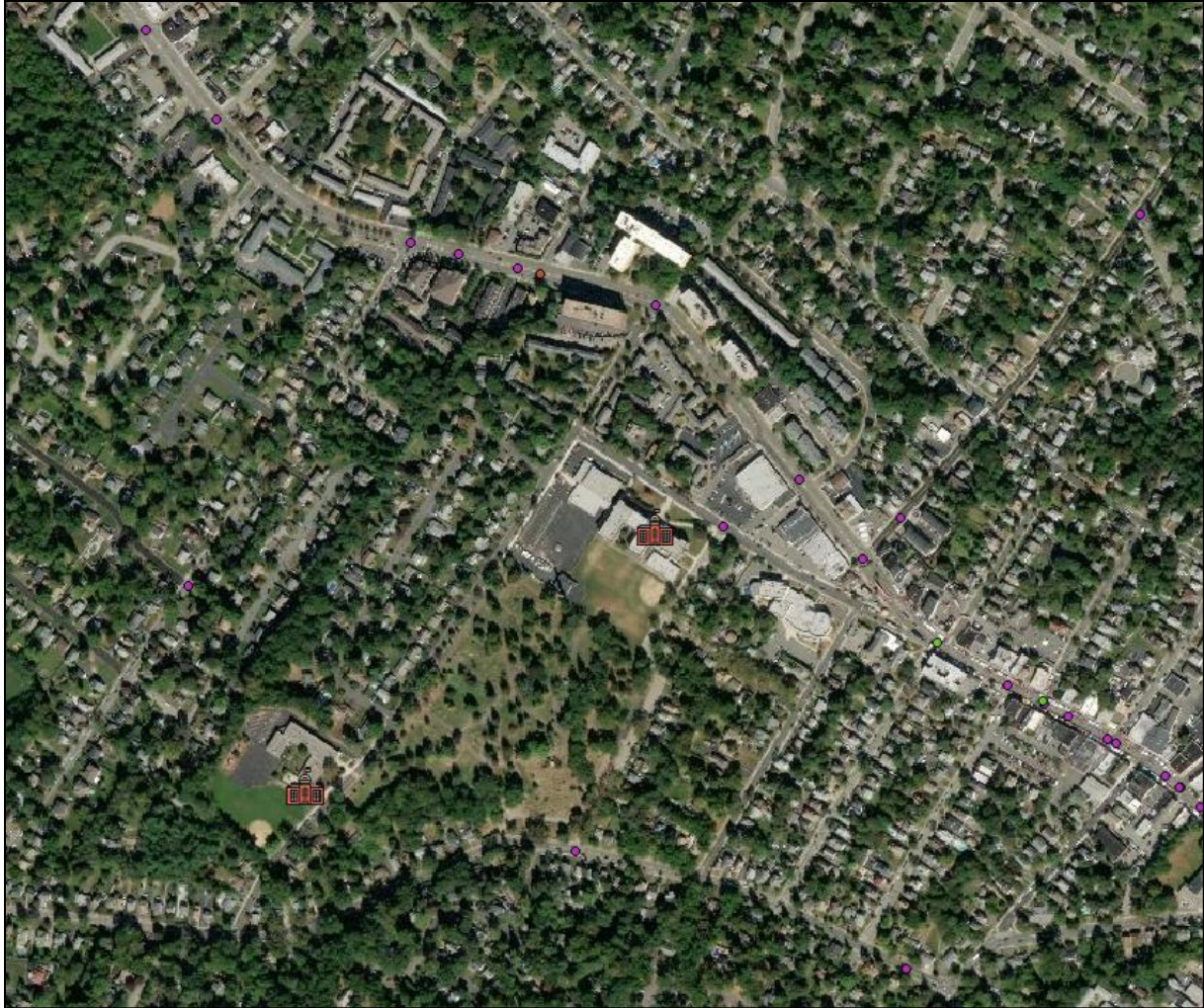


Source: Google Maps



Grover Cleveland Middle School

Map 2: Satellite Map of Area Around Grover Cleveland Middle School



Source: NJ Safety Voyager, 2019

Legend

 School

3.1. Current Student Travel Environment

School Hours

Grover Cleveland Middle school begins their school day at 8:35 am and ends at 2:50 pm. This includes breakfast, lunch and special programs during school hours. Grover Cleveland does not have an afterschool program.

Pick-up/drop off procedure

School busses are available for all students and they are then dropped off and picked up in front of Grover Cleveland, on Academy Road, between Prospect & Thomas Street.

Crossing Guards

Crossing guards are stationed at the intersection of Academy Rd. & Thomas St., Academy Rd. & Prospect St., Bloomfield Ave. & Central Ave., Ravine Ave. & Whitfield St., Thomas St. and Westville Ave., Bloomfield Ave. & Lane Ave., and Bloomfield Ave. & Forest Avenue.

Student Travel Mode

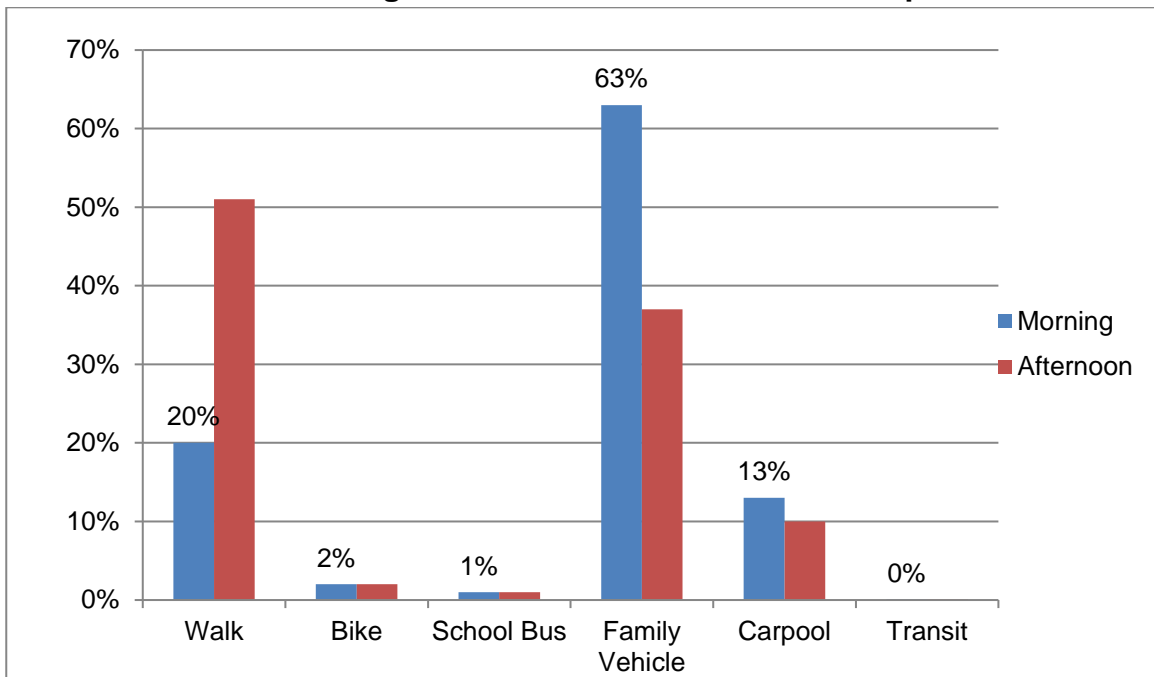
In September 2019, 27 teachers conducted a SRTS Student Travel Tally Survey to document how the children in their classes get to and from school. A total of 3,050 trips were documented and the data was analyzed by the NJ Safe Routes to School Resource Center at the Voorhees Transportation Center (VTC), Rutgers University.

The Travel Tally report was processed by Voorhees Transportation Center (VTC) and received in November 2019. The percent of students and travel mode are shown in Table 4.

Table 4: Current Commute Mode

Mode	Arrival (Morning)	Dismissal (Afternoon)
Walk	20%	51%
Bike	2%	2%
School Bus	1%	1%
Family Vehicle	63%	37%
Carpool	13%	10%
Transit	0%	0%
Other	0.1%	0.1%

Chart 9: Morning and Afternoon Travel Mode Comparison



The number of students being driven is fairly high at 63% (arrival) and 37% (pickup). It's suggested to encourage carpools or walking/biking to school to improve safety and reduce the amount of traffic congestion and air pollution around the school at arrival and dismissal times.

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 2014 to 2018 based on police incident Reports via NJ Safety Voyager. The reported incidents were plotted on Map 3.

**Map 3: Pedestrian and Bicycle Crashes within
One Mile of Grover Cleveland 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.

Table 5: Pedestrian Crashes by Age in Borough of Caldwell (2012-2018)

Age	2012	2013	2014	2015	2016	2017	2018	Total	Percent
0-10	0	0	0	0	0	0	0	0	0%
11-17	4	0	1	1	3	0	0	9	16.9%
18-35	2	2	4	1	3	2	2	16	30.2%
36-60	1	2	3	4	4	2	1	17	32.1%
60+	1	3	1	0	5	1	0	11	20.8%
Total	8	7	9	6	15	5	3	53	100%

Source: Numetric (2012-2018)

Table 5 shows crash data obtained from a mapping and crashing analysis training tool called Numetric. From 2012-2018 there were 53 pedestrian crashes. On average, the Borough of Caldwell had 7.8 pedestrian crashes per year. While 83.1 percent of crashes occurred within the age range of 18-60 years old, 17 percent of crashes (9) involved children under the age of seventeen and 21 percent of crashes (11) involved seniors over age 60 which is a concern.

3.3 Walkability Assessment

The SRTS Task Force conducted a walkability and bikeability assessment of the major routes used by students to get to Grover Cleveland Middle School on April 10, 2019. School children and residents of all ages and abilities walk in and through the neighborhood.



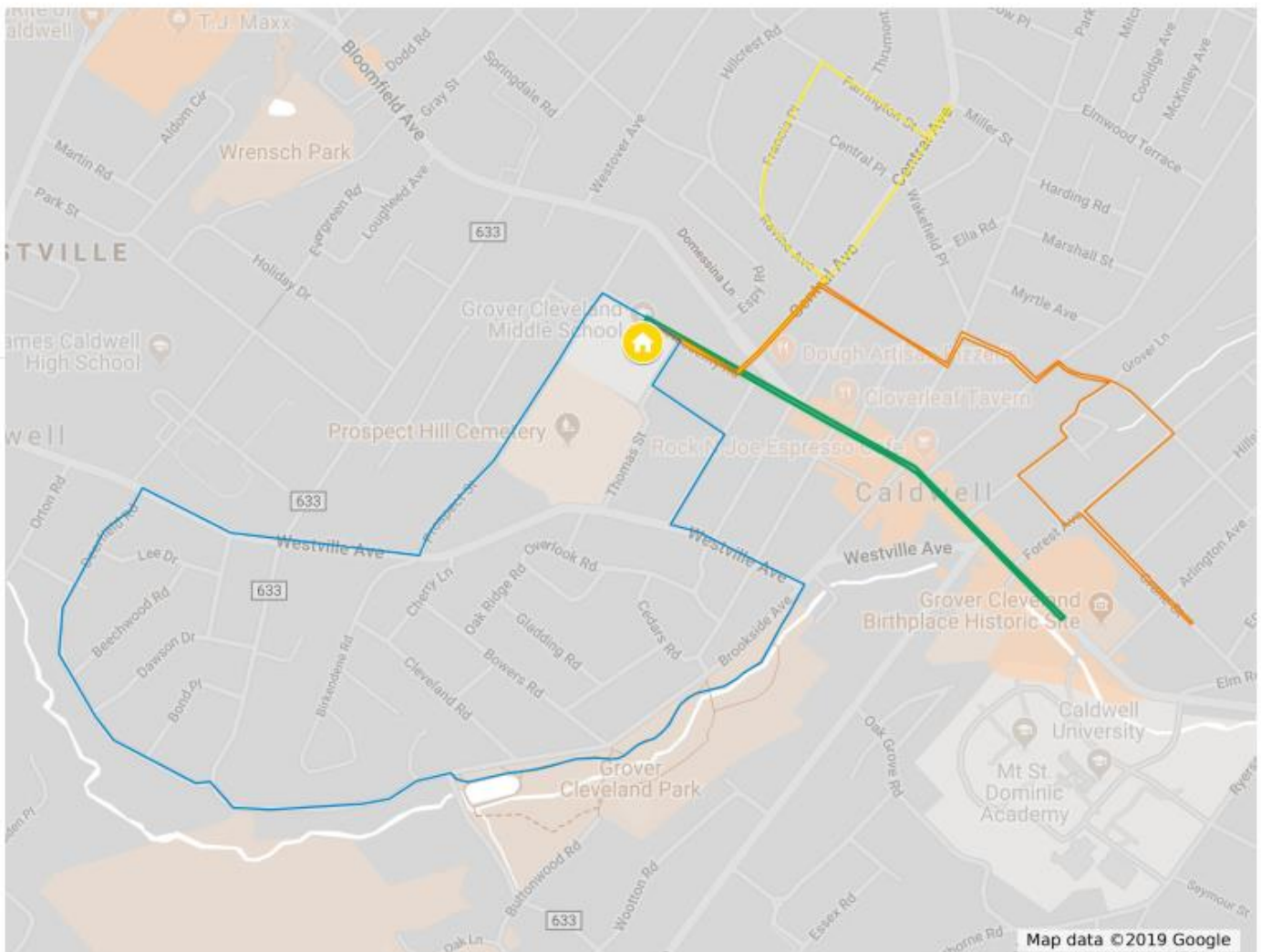
A walkability and bikeability assessment evaluates the sidewalks, roads, crosswalks, lighting, signs, signals, and the walking environment along a predetermined route. We divided into four groups: two walking groups, one with a stroller and the other used a senior walker. The other two teams were cycling teams. Our audits started as the dismissal bell rang so that we could observe students as they made their way home and see the issues they face.








A bikeability/walkability assessment identifies issues that can make walking and biking unsafe. It also identifies road improvements that can be made and 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 routes which were assessed.

Map 4: Assessed Walk and Bike Routes



All Route

-  Bike Route 1 - 3 mi
-  Bike Route 2 - 2.5 mi
-  Walk Route 1 - 1.2 mi
-  Walk Route 2 - 1.4 mi
-  Grover Cleveland Middle School

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.

Two bike racks in front of Middle School promote cycling and provide safe parking



Bright signs alert drivers to walking students in the area



Pedestrian-scale lighting help walkers see sidewalks and drivers see pedestrians



Crossing guards help students cross safely on busy roads



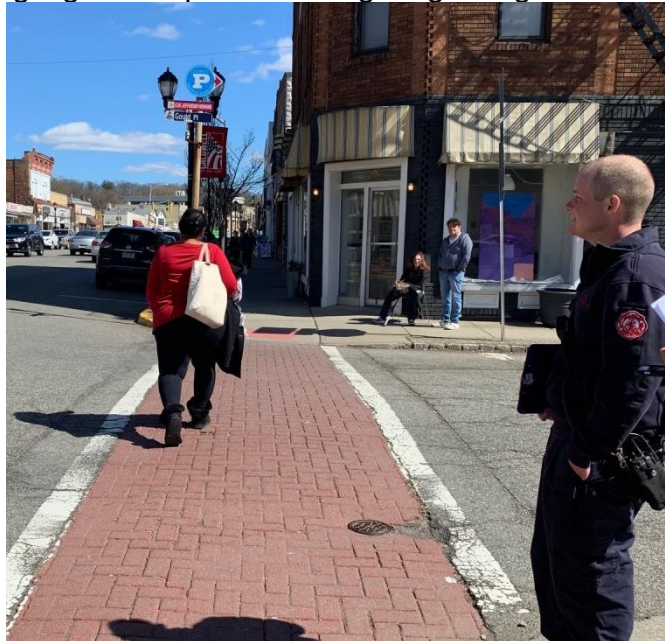
High visibility painted crosswalks help slow traffic and alert drivers to pedestrians



Attractive trash receptacles along Bloomfield Avenue



Wayfinding signs and pedestrian lighting along Bloomfield Avenue



General Areas Needing Improvement



Misaligned dome pads direct the vision-impaired into the intersection rather than towards the crosswalks



Low visibility and faded crosswalks



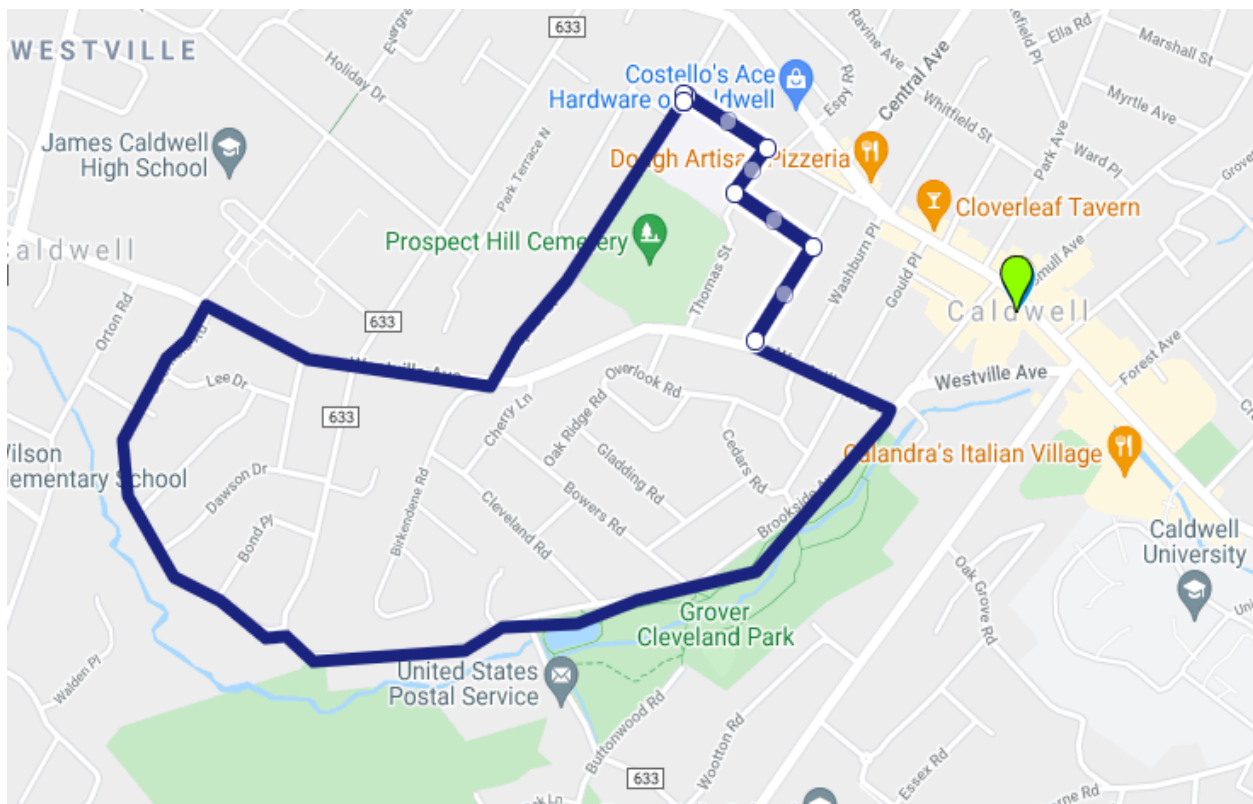
Jefferson School – Prospect Street
Crosswalk surface treatment is peeling.
Surface is uneven and a challenge for



Essex County does not allow kids to ride bikes on paved paths in Grover

those on wheels or in heels	Cleveland Park which would be a safer route for kids to get to school
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Caldwell Audit – Blue Bike Route 1



3.0 Mile route: School – left on Academy Rd. Left on Prospect St. Right on Westville Ave (Rt 632). Left on Rt 633 to Runnymede Rd to Brookside Ave. Left on Westville Ave. Right on Elizabeth St. Left on Florence Pl. Right on Thomas St. Left on Academy Rd back to School.

Blue Bike Route 1



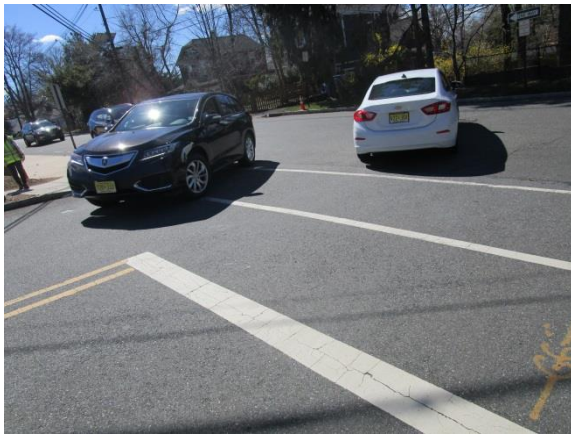
Front of School - Academy Rd

Add no-idling signs at front of school,
Add signs that alert drivers to kids walking and
biking in area and to slow speed and be alert



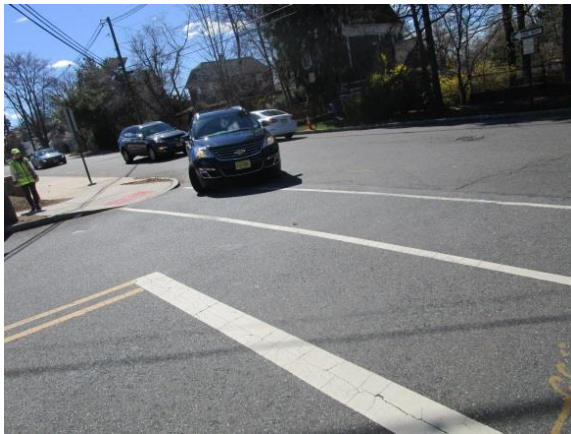
Academy Rd & Prospect St.

Repaint high visibility crosswalks.
Add ped crossing signs where drivers can see
Add lighting at corners with frequent crossings



Academy Rd & Prospect St.

Repaint high visibility crosswalks to make drivers
more aware of pedestrians crossing



Academy Rd & Prospect St.

Add school zone sign and ped crossing sign at
corner shown. There is a sign on opposite
corner that is too far for drivers to see



Prospect Street

Add bike lane on one side of road or sharrow signs



Highview Rd & Prospect St.

Add high visibility crosswalk at where students may cross (within 2 blocks of two schools)



Prospect Street

Landscaper vehicle obstructing road afterschool and forcing cyclists to ride in middle of road



Jefferson School–Prospect Street

Crossing Guard at post in front of school notes many parents double park along road in front of and near school and drop off kids on other side of road and kids cross not using crosswalk



Jefferson ES – Prospect Street

Develop space for passenger pickup/dropoff that does not obstruct road, add ped level lighting over crosswalk, Cars in front of school idling and



Prospect Street & Westville Avenue

Add high visibility crosswalk, ped crossing sign, ped level lighting at corner

waiting for students in front of no-idling sign



Westville Ave. & Rt 633

Add pedestrian level lighting at corner



Westville Ave. & Rt 633

Repaint high visibility crosswalks at intersection.
Add "Stop" behind stop bar.



County Rt. 633

Cyclists are using shoulder area as a bike lane



County Rt 633

Sidewalk ends. Suggest borough ask County to
continue sidewalk for pedestrians.



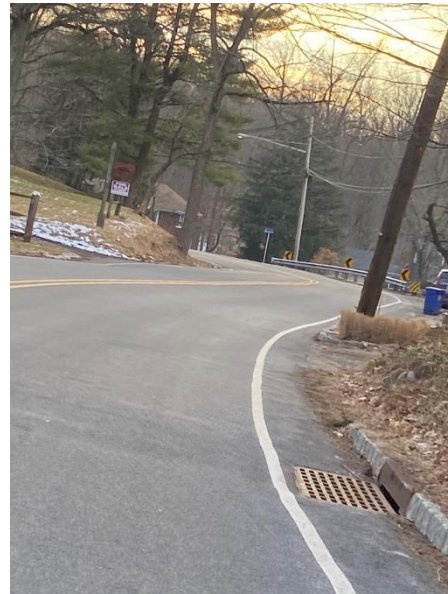
Rt. 633

There is no safe place for students to walk as sidewalk ends at this sign on Rt. 633. When snow is on ground, students are forced to walk in street



Rt. 633

Shoulder area narrows and there is no more sidewalk for pedestrians to walk safely





Runnymede Rd (Cty Rt 633)



Deerfield Rd & Runnymede Rd (Cty Rt 633)
Add crosswalk



Rt. 633 towards Grover Cleveland Park
There is no more shoulder for bicyclists or pedestrians to travel safely

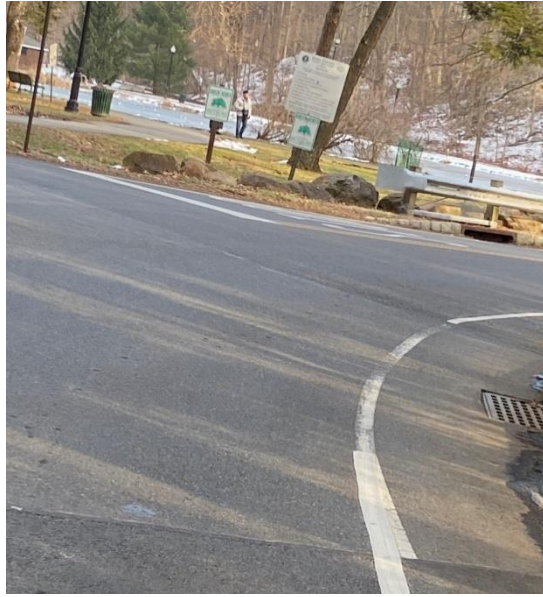


Cty Rt. 633 leading to Grover Cleveland Park
Many residents may want to visit park but there is little space for pedestrians or cyclists to safely walk or bike to Park



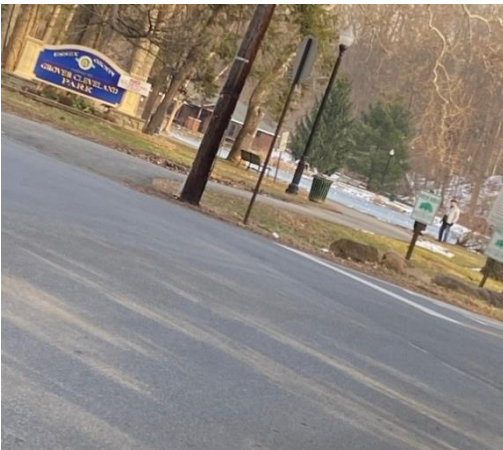
County Rt. 633

Shoulder widens again but is not safe for cyclists when snow on Cty. Rt 633



Rt. 633 (Runnymede Rd.) & Brookside Ave.

There is no crosswalk across Rt.633 to access the park



Runnymede Rd & Brookside Ave.

Entrance into Grover Cleveland Park would benefit from crosswalks



Brookside Ave

The parking along Grover Cleveland Park forces cyclists into roadway. Cyclists could ride safely in the park on paved paths if it was allowed.



Gould Place & Brookside Ave.
Crosswalk is faded and is very hard for drivers to see. Suggest to repaint with thicker lines



Gould Place & Brookside Ave.
Repaint faded crosswalk



Elizabeth St.
Elizabeth St. is wide enough to paint a bike lane.
Suggest to paint high visibility crosswalks at Westville Ave & Elizabeth St., Westville & Gould Pl., and Westville and Washburn Pl.



Florence Place between Elizabeth St. & Thomas St.
Repave Florence Place which leads to Middle School. Many potholes and cracks make cycling unsafe. Sidewalks are uneven and dangerous for those walking due to tree roots

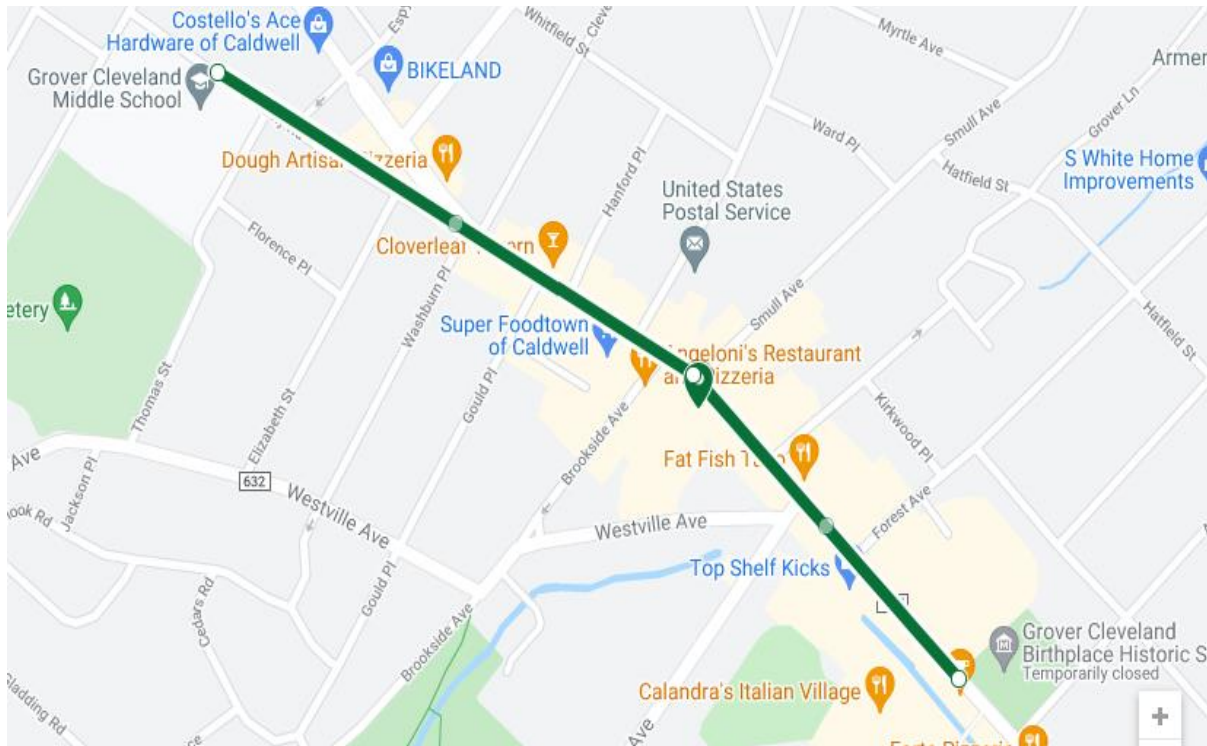


Thomas St. & Florence Ave.
Paint high visibility crosswalk on Thomas St. & Florence Ave. near school



Thomas St. & Academy Rd.
Paint high visibility crosswalks on Thomas St. and Academy Rd.

Caldwell Audit – Green Walking Route 2



1.4 mile route: Middle School and Academy Rd. to Borough Hall/Community Center along Bloomfield Avenue to Downtown Area and back on Bloomfield Ave.

4. Green Walk Route



Academy Rd near Elizabeth St

Gas station has wide driveways – suggest to paint crosswalk across driveway so cars are aware of students walking in the area



Academy Rd near Elizabeth St

Many students cross here towards gas station, but there is no painted crosswalk



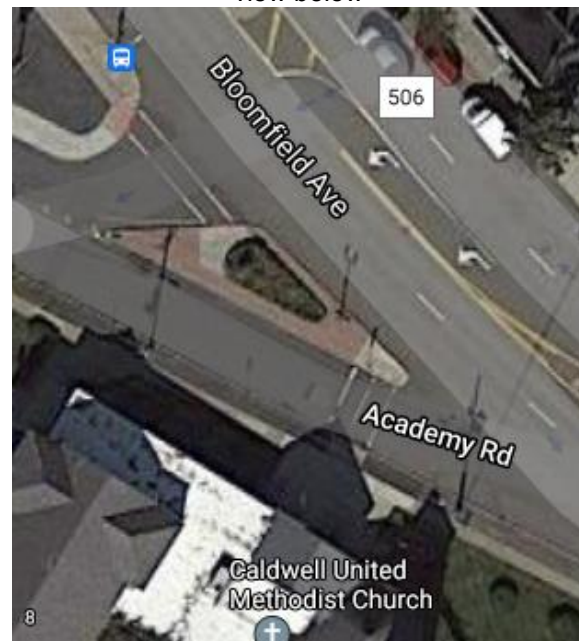
Bloomfield Avenue
Chipped sidewalk



Academy Rd. & Bloomfield Ave.
Suggest to make this a high visibility ladder crosswalk



Academy Rd. and Bloomfield Ave.
Crosswalk leads to island with no continuation of crosswalk across Bloomfield Avenue – aerial view below





Bloomfield Avenue

Large crack in sidewalk and uneven edge are a tripping hazard for pedestrians



Bloomfield Avenue

Student riding on sidewalk because there are no bike lanes on busy Bloomfield Avenue



Bloomfield Ave. & Washburn Pl.

Turning Car (red) did not stop or yield for Pedestrian in Crosswalk (member of our audit team). Need to educate drivers and add signage



Bloomfield Avenue

Uneven sidewalk in front of local barber shop. Business signs also out on sidewalk partly obstructing the walkway



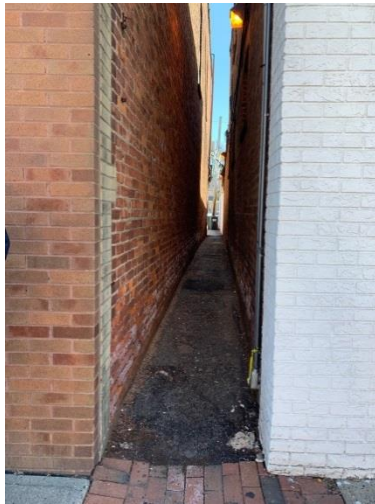
Bloomfield Avenue

A member of the audit team using a walker had a difficult time walking along Bloomfield Avenue because the sidewalk had so many large cracks and gaps



Bloomfield Ave. & Gould Pl.

Nice looking crosswalk with pedestrian light on corner of Gould Place; however dome pad is misaligned and directs the blind into the intersection, not straight into the crosswalk



Bloomfield Avenue

Narrow walkway leads to lot in back-add more lighting



Bloomfield Ave. & Park Ave.

Repaint as high visibility crosswalk



Bloomfield Ave. & Park Ave.

Pole obstructs view of pedestrians and prevents drivers from seeing kids waiting to cross



Bloomfield Ave. & Park Ave.

Pedestrian Signal heads with timers would help students waiting to cross. Add high visibility crosswalks to slow drivers.



Bloomfield Avenue

Signs are evidence that cars are trying to make u-turns on Bloomfield Ave.

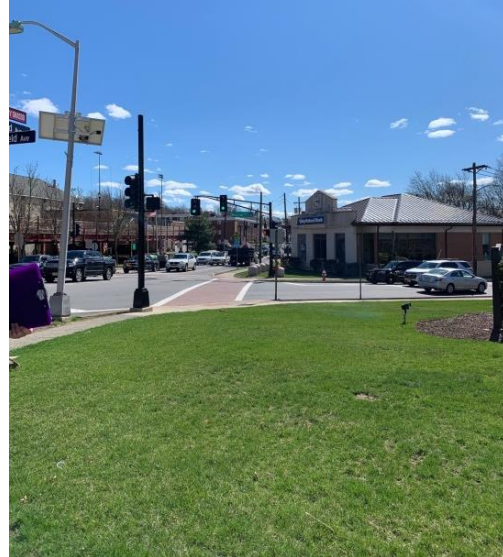


Bloomfield Avenue

Heavy traffic makes cycling on Bloomfield Ave a dangerous prospect



Roseland Ave. & Bloomfield Ave.
Misaligned dome pads



Westville Ave. [Rt 632] & Roseland Ave. [Rt.527]
Misaligned dome pads and corners need pedestrian level lights.



Bloomfield Ave. & Roseland Ave.
Wide turning radii on corner of encourages speeding across from Community Center



Bloomfield Ave
Tree roots are starting to uproot the brick tree wells and sidewalk



Bloomfield Ave.& Forest Ave.

High Visibility crosswalk leading to First Baptist Church. Dome pads are not correctly aligned and direct the blind into the road, not the crosswalk

Caldwell Audit – Orange Bike Route 2



2.5 Mile route

Academy Rd. Cross Bloomfield Ave. at Central Ave. Right on Whitfield St. Left on Park Ave. Right on Ward Place. Left on Smull Ave. Right on Hatfield St. Right on Orchard Square to Personnette St. Left on Kirkwood. Left on Forest, Right on Crane St to Lincoln School. Return on Crane St. Right on Forest. Left on Hatfield. Left on Smull, right on Ward. Left on Park. Right on Winfield. Left on Central and cross Bloomfield Ave. to Academy.

5. Orange Bike Route 2 - Towards Lincoln Elementary School



Academy Rd. & Thomas St.
Repaint higher visibility crosswalks



Academy Rd. & Thomas St.
(looking across Bloomfield Ave at Caldwell Station)
Misaligned dome pads, suggest to paint high visibility crosswalks



Bloomfield Ave. & Central Ave.
(looking across Central Ave)
Faded crosswalk. Suggest to repaint as high visibility crosswalks. Good signage and ped signals

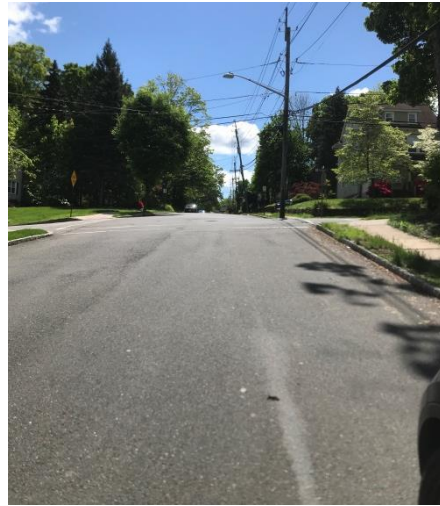


Bloomfield Ave. & Central Ave.
(looking across Bloomfield Ave at Eurogrill)
Wide turning radii promotes fast turns. Repaint high visibility crosswalks that cross all along Bloomfield Ave. Consider to add an island to aid seniors and young pedestrians



Central Ave & Whitfield St.

Repaint High Visibility crosswalks, dome pad alignment is not correct- should direct blind into crosswalk, not intersection



Whitfield St. & Cleveland St.

Low Visibility crosswalks are hard to see for drivers- repaint at intersection



Whitfield St. & Hanford Pl.

Add sharrow symbols or bike lanes if road width allows, repaint high visibility crosswalks



Ward Place

Fill potholes, cracks, and resurface road as hard for bicyclists to ride on



Personette St & Kirkwood Pl.

Missing crosswalks. Consider painted road markings to direct drivers on Personette to turn left onto Kirkwood Place as it changes from 2 way to 1 way road.



Kirkwood Place



Kirkwood Place

Need to repair uneven sidewalks



Kirkwood Place

Suggest to repave road for cyclists to ride safely



Kirkwood Place & Forest Ave.
Add high visibility crosswalks



Arlington Ave. & Crane St.
Misaligned dome pad. Add high visibility crosswalks



Crane St. & Arlington Ave.
Add high visibility crosswalks. Pole obstructs view of pedestrians. Suggest to add pedestrian lighting at corner.



Crane St. & Arlington Ave.
Misaligned dome pad directs blind into intersection instead of crosswalks. Add lighting at corner as shaded



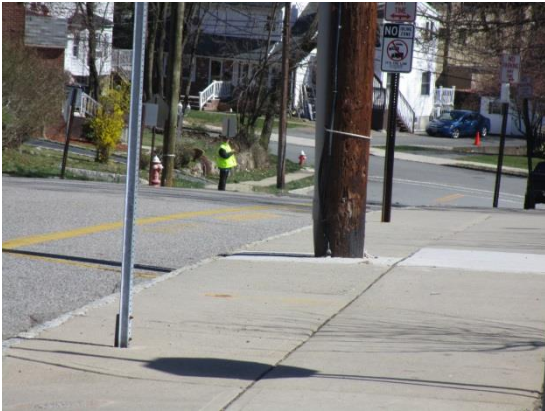
Hatfield St. & Orchard Square

Need high visibility crosswalks/ Part of crosswalk has been paved over a. There is no crosswalk going one direction



Arlington Ave. & Crane St.

Intersection with crossing guard needs high visibility crosswalks and ped level lights to slow drivers and alert them to students crossing



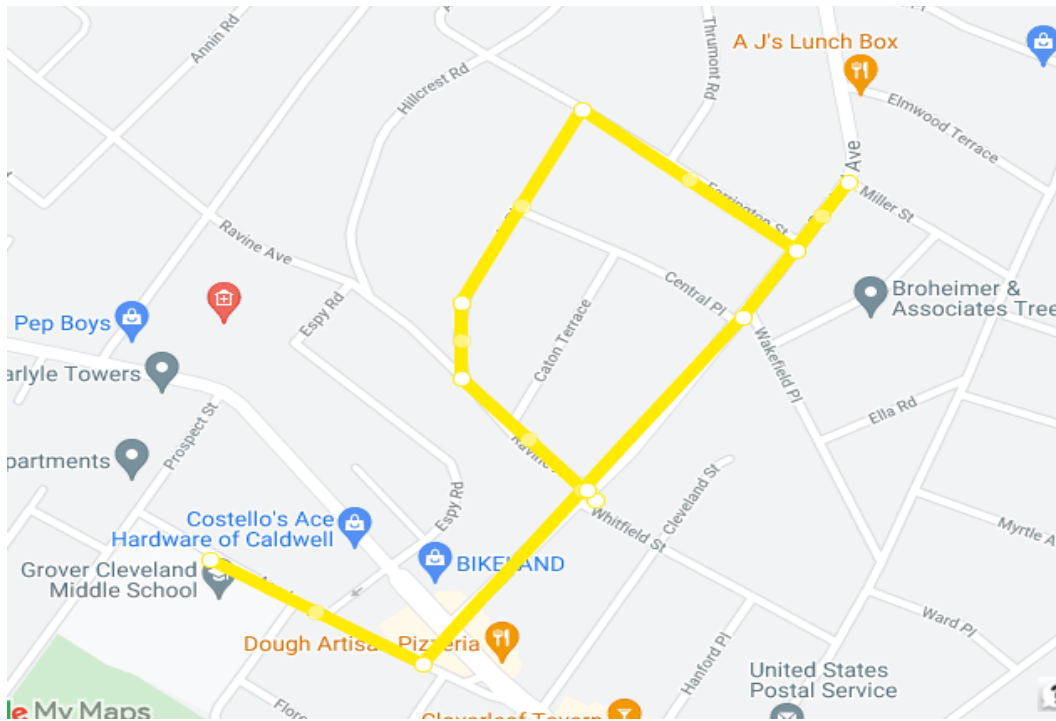
Crane Ave.

Huge pole obstructs part of sidewalk



Nice bike racks in front of Lincoln Elementary School

Caldwell Audit – Walking Route 1



1.2 Miles

6. Yellow Walking Route 1 towards Washington Elementary School



Academy Rd. & Thomas St.
Paint high visibility crosswalks



Bloomfield Ave. & Central Ave.
Paint high visibility crosswalk crossing
Bloomfield Avenue to alert drivers to
pedestrians



Bloomfield Ave. & Central Ave.

Consider widening the crosswalk to accommodate large groups of kids crossing after school – also paint high visibility crosshatch marks



Bloomfield Ave. & Central Ave.

Dome pads along Bloomfield Ave. are damaged



Bloomfield Ave. & Central Ave.

Dome pad is misaligned and directs blind towards the intersection rather than into the crosswalk



10 Central Ave

Dome pad is misaligned and directs blind towards the intersection rather than across driveway. Consider painting a crosswalk across driveway to alert drivers to pedestrians



Central Avenue
Tripping hazards



Weeds growing in cracks are unsightly and may damage sidewalk eventually



Central Ave.& Whitfield Ave.
Misaligned dome pads and lack of high visibility crosswalks



Central Ave.& Whitfield Ave.
Need higher visibility crosswalks across busy County road, Central Ave. to slow traffic and alert drivers to pedestrians crossing



Central Ave
Posted speed limit is 25 mph but cars are driving much faster. Suggest to paint shoulders to

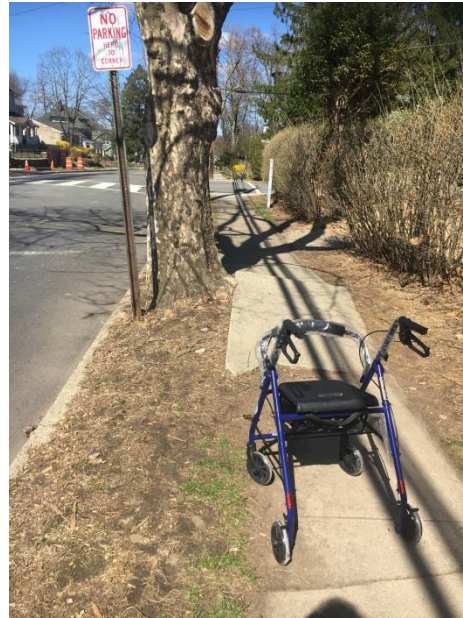


Wide lanes on Central Ave. do not have shoulders and encourage speeding beyond the posted limit of 35 mph. Investigate if bike lane or shoulder can be added to slow traffic

narrow lane and slow traffic



Rocky surface makes it hard for walkers and those with strollers to roll easily



Tree uprooting the sidewalk



Central Ave. & Wakefield Place
New crosswalk missing ADA dome pads



Central Ave. & Wakefield Place
Need high visibility crosswalk at intersection



Central Avenue

Very uneven sidewalk makes it hard to roll the walker



Central Ave & Farrington St

Need high visibility crosswalk to cross Central Avenue and Farrington St.



Walker wheels got stuck in large crack



Central Ave & Farrington St

Misaligned dome pads. Need high visibility crosswalks



Loose electrical wire on sidewalk and in roadway



Thrumont Rd & Farrington St.

Faded crosswalk at and misaligned dome pads



Frances Pl. & Central Pl.

Large shrub needs to be pruned back from sidewalk



Frances Place & Farrington St.

Roads are wide enough to add painted bike lanes, crosswalk is totally faded



Kids are riding their bikes in the neighborhood and can benefit from bike lanes or sharrows symbols on road



Ravine Ave. & Frances Pl.

Long crosswalk at needs high visibility paint. Curb ramp deteriorating, lacks ADA dome pads



Caton Terrace & Ravine Ave.

Need high visibility crosswalk, misaligned painted dome pad



Central Ave. & Ravine Ave.

Paint high visibility crosswalk and the words STOP in front of stop bar so cars don't stop in the crosswalk



Central Ave. & Bloomfield Ave.
Crosswalk should be painted with a high visibility pattern



Central Ave. & Bloomfield Ave.
Signal post and signal box both obstruct sidewalk



Academy Rd. & Thomas St.
Crosswalks right next to school should be painted with high visibility pattern

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/TransOptions to provide SRTS bike and ped safety education at Caldwell/West Caldwell schools annually.	School, EZ Ride, TransOptions	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 in August and January	School	Short-term, Mid-term, Long-term	No cost
Create or update Family Handbook that defines arrival and dismissal procedures with map and text that defines drop-off/pick-up areas, the rules such as no u-turns on Academy Rd, approved parking area, no idling for more than 3 minutes, and 25 mph speed limit in school zone	School, PTO	Short-term, Mid-term, Long-term	No cost
Integrate walking and safety education into classroom education using available curriculum.	School, Health/PE teacher	Short-term, Mid-term, Long-term	No Cost
Leverage Social Media to spread awareness of school zone, speed limits, and enforcement activities	School/District, PTO, City, Police	Short-term, Mid-term, Long-term	No cost
Perform annual crossing guard training to ensure guards are up to date with best practices	NJ SRTS Resource Center, Municipal Traffic 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
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District can pass a SRTS, Walking or Biking Policy to encourage walking and biking to school for exercise, to reduce CO2, reduce traffic	District	Short-term, Mid-term, Long Term	No cost
Encourage municipality and County to implement Complete Streets Policy passed to support pedestrians and cyclists	Borough, County	Short-term, Mid-term	No cost
Provide 3 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/Biking to school	School, EZ Ride	Short-term	No cost
Hold annual Bike/Walk to School or Work Days on International Walk to School day/month (Oct.), National Bike to School day, NJ Walk & Bike month (May)	School, PTO, 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 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 in groups to decrease traffic at arrival and dismissal	School, PTO	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 (Caldwell schools), TransOptions (West Caldwell schools)	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	City DPW and School can remind parents, residents to shovel	Winter	Low
Trim overgrown bushes on obstruct sidewalks.	DPW, Homeowner(s)	Short-term	None

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

Engineering Actions	Responsibility	Time Frame	Cost
Repaint/paint crosswalks as noted in Observation section (see photos)	Borough, County, Engineering	Short-term	Low
Realign or fix truncated dome pads on curb ramps as noted in Observation section (see photos)	Borough, County, Engineering	Mid-term, Long term	Low to Medium
Improve pedestrian level lighting on corners where pedestrians and students frequently wait to cross	Borough, County, Engineering	Long term	Medium -High
Install 25 mph speed limit signs and ‘Slow School Zone” signs within and around school zone	Borough, County, Engineering	Short-term, Mid-term	Low
Use leading pedestrian intervals at signalized intersections to allow pedestrians to walk, for 3-4 seconds, before vehicles get a green signal to turn left or right	Borough, County, Engineering	Short-term, Mid-term	Medium
Investigate traffic speeds around the school and post speed limit signs/ radar signs as traffic calming concepts	Borough, County, Engineering, Police	Short-term, Mid-term	Low

Install additional School Zone signs outside the school perimeter; install signs with augmented flashing beacons	Borough, County, Engineering	Mid-term	Medium
Install “No Right Turn On Red” signs on Bloomfield Ave. where there is pedestrian traffic (can limit time period)	Borough, County	Short-term, Mid-term, Long term	Low
Add rectangular rapid flashing beacons or pedestrian hybrid beacons at crossings on Central Ave where there is no intersection or signal	Borough, County	Short-term, Mid-Term	Low cost
Add pedestrian signal heads at intersections where many pedestrians cross	Borough, County, Engineering	Short-term	Low
Consider making a Road Diet with bike lanes on Bloomfield Avenue	Borough, County Engineering	Medium to Long Term	Medium to High
Consider how to slow traffic on main roads (Bloomfield Ave, Central Ave., Westville Rd.) using infrastructure changes such as narrowing lanes, painting bike lanes on one side	Borough, County, Engineering, Police	Short-term, Medium-term, Long-term	Medium to High

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

Evaluation Actions	Responsibility	Time Frame	Cost
Conduct student travel tallies every 2 years to measure how effective the SRTS program has been at increasing the number of students walking, biking or carpooling	Schools, District, EZ Ride	Short-term, Mid-term, Long-term	No cost
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 roads to assess if speed limits are being obeyed.	Borough, Police	Short-Term, Mid-Term	Medium

Conclusion

The walk and roll audit demonstrated the area around Grover Cleveland Middle School is a beautiful bikeable and walkable community but is made less safe due to faded or low visibility crosswalks, speeding on Bloomfield Avenue (Rt. 506), Roseland Avenue (Rt.527), and Central Avenue (Rt.631), and lack of bike lanes.

Community priorities around Grover Cleveland Middle School and Lincoln Elementary School should include painting/repainting high visibility crosswalks and stop bars, installing pedestrian level lighting on corners at intersections near the schools, and reducing speeding by installing radar speed limit signs on Central Avenue and Bloomfield Avenue (at Lane Avenue and Arlington Avenue) and on Roseland Avenue at Oak Grove Road. This will slow traffic in the business and school zone area and encourage more students to walk and bike to school by making it safer to walk and easier to cross.

Traffic congestion in the school zone can be reduced by implementing staggered dismissal times to allow walkers and bicyclists to leave earlier, and installing bike lanes near school on one side of Academy Road, Thomas Street and Prospect St. Increased use of active transportation practices like walking and biking will make Caldwell a more appealing community to live and visit by reducing air pollution and 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 incentives to students to walk to school. This is the first School Travel Plan prepared for Grover Cleveland Middle 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, City 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

	<p>LONG CROSSING DISTANCES</p> <p>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.</p>
	<p>PEDESTRIAN OBSTRUCTIONS</p> <p>Obstructions in the pedestrian right-of-way impede pedestrian movement and safety.</p>
	<p>LACK OF CURB CUTS</p> <p>Sidewalks without curb cuts are an obstacle to parents with baby carriages as well as people with disabilities.</p>
	<p>POOR MAINTENANCE</p> <p>Without maintenance pedestrians can trip, it can be a liability issue, and people with disabilities can have trouble negotiating the area.</p>

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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