

Safe Routes to School Program

Newell Elementary School

27 High Street, Allentown, NJ 08501



Prepared By:

EZ Ride

144 Park Place East
Wood-Ridge, NJ 07075
(201) 939-4242
www.ezride.org

September 7, 2018



DISCLAIMER

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



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.....	7
2. District & School Profile	11
2.1 Upper Freehold Township, Allentown Borough and Monmouth County Health Profile.....	13
2.2 Newell Elementary School.....	15
3. Journey to School	17
3.1 Current Student Travel Environment.....	21
3.2 Pedestrian Safety.....	23
3.3 Walkability Assessment	26
4. Action Plan & Recommendations	37
Appendix A: Typical Opportunities for Improvement	42
Appendix B: Funding and Building Resources to Build Infrastructure	48

Executive Summary

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

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

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

1. Goals

The goals of the Newell Elementary 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 Newell Elementary School SRTS Task Force came together out of a shared community interest in improving the lives of students and residents. The involvement of local stakeholders is an important part of ensuring the sustainability of the SRTS initiative and the enactment of the Action Plan.

3. Community Barriers to Health

Monmouth County residents are slightly healthier than others in NJ. Top concerns identified include:

- a. Less students are walking or biking to school now due to safety concerns in NJ. More NJ students are overweight or obese due to lack of physical activity and a more sedentary lifestyle.
- b. Obesity: 20.4% of adults in Monmouth County are obese. Statewide the rate of obesity is 23.3%. Obesity is a precursor to chronic disease such as diabetes, cardiac disease, high cholesterol and high blood pressure. City-Data.com (2016)
- c. Diabetes Mortality Rate: The percentage of adults with diabetes in Monmouth County is 7.6%, slightly lower than the state average of 8.3%. City-Data.com (2016)

4. School Travel Data

In June 2018, Newell Elementary School teachers conducted a School Travel Tally to determine how students travel to and from school. Typically 54 percent of children ride the school bus to school, 40 percent carpool to school, 4 percent are driven by their families, 3 percent walk to school and no children bike to school or use public transit. With regard to after school, the study showed 54 percent of children ride the school bus home, 41 percent are driven home, 2 percent carpool, 3 percent walk home and no children bike home or use public transit.

5. Barriers and Opportunities Identified for Safer Walking & Biking

The EZ Ride Bike & Pedestrian team and Community Partners conducted a walkability assessment of the road conditions along one main route used by students to walk to and from school on July 19, 2018. The major roads and intersections surrounding the school include:

- a. South Main St. and High St.
- b. South Main St. and Rt. 524
- c. Old York Rd. and Ellisdale Rd.

Key opportunities for street improvement around Newell Elementary School include: building sidewalks and bike lanes along Ellisdale Rd. and Old York Rd., paving a path from the school campus to Ellisdale Rd. where students typically walk across the grass, building a pedestrian bridge on Old York Rd. near the ravine, adding sidewalk along South Main Street from Old York Rd to High Street, and holding a campaign to slow drivers on Old York Rd.

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 a sidewalk, bike lane, and street lights along Ellisdale Rd. from the High School parking lot to Old York Rd.
- Install sidewalk, bike lane, and street lights along Old York Rd. for youth to get to the Mark Harbourt Soccer Field and to connect to Hankins Farm Rd.
- Install a pedestrian bridge to help students cross over the ravine on Old York Rd.
- Install sidewalk along South Main Street between Ellisdale Rd. to High Street in Allentown
- Install sidewalk on school campus so kids can walk safely through bus parking lot to track area and access Byron Johnson Park
- Slow traffic speeds on Old York Rd. and install a traffic and pedestrian signal at Old York Rd. & Ellisdale Rd.

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.

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."

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

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 and Task Force

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 began its partnership with the Township on July 19, 2018 by conducting a walkability assessment at the request of the township’s planner. EZ Ride contacted both the NJDOT and Monmouth County Planning and Engineering departments to join the walk assessment. EZ Ride then wrote this Travel Plan report.

Figure 1: Audit Training at Newell Elementary School



The Township of Upper Freehold

The township planner was tasked to pursue Safe Route to School grant funding for improvements with pedestrian safety. The planner contacted EZ Ride, the BOE and school representatives to perform travel tallies. A parent liaison for the townships Sidewalk Project was asked to participate and EZ Ride was asked to help coordinate a walkability assessment.

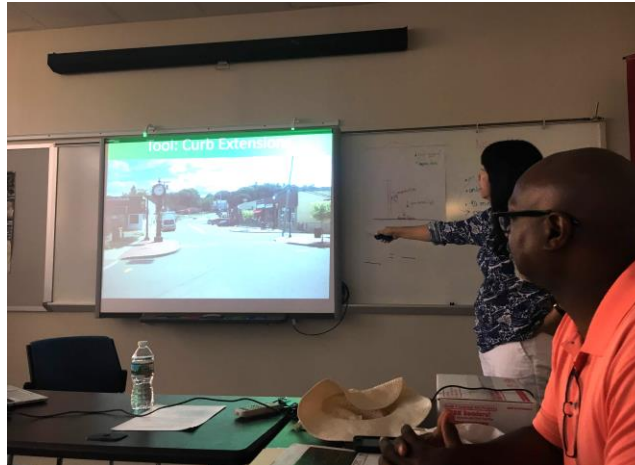
Background to Walkability Assessment

Upper Freehold Township has a committee of residents working on a “Sidewalk Project” which focuses on adding more sidewalks to improve walkability and safety. This committee has already been successful by installing new sidewalks on High Street. A walk assessment and plan would be instrumental to this committee’s effort of building more sidewalks.

There are also two potential City Council candidates overseeing the website “Allentown First” (www.allentownfirst.com) that have community goals of ensuring pedestrian safety by obtaining grants for sidewalk installation where there are currently none and placement of mid-street pedestrian crossing signs at designated crosswalks.” A walk assessment would also complement these goals and provide appropriate data and feedback for next steps.

As part of their commitment to improving walking and biking safety for students, EZ Ride agreed to support the Township’s efforts and provided a presentation to the task force/walk audit team entitled “How to Conduct a Walkability Assessment”.

Figure 2: Audit Training at Newell Elementary School



Members of the group then conducted a SRTS walk audit to assess the key walking route that many of the Upper Freehold Township students use.

Figure 3: Audit Taskforce behind Newell School



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

Newell Elementary School Travel Plan Task Force

Organization	Role/Responsibility	Contact
T & M Associates	Community Resource, NJ Grant Writing	Gerald Paige NJ Grants Manager T and M Associates Tindall Road Middletown, NJ 07748 gpaige@tandm.com 932-671-6400
Monmouth County Engineering	Planning	Ryan Gajdzisz Traffic Engineer Monmouth County 1 East Main Street Freehold Borough, NJ ryan.gajdzisz@co.monmouth.nj.us 732-431-7760

Monmouth County Planning	Planning	James Bonanno Transportation Planner Monmouth County 1 East Main Street Freehold Borough, NJ james.bonanno@co.monmouth.nj.us 732-431-7460 x 7463
New Jersey Department of Transportation (NJDOT)	Planning	William Riviere Principal Planner Transportation NJDOT 1035 Parkway Ave Trenton, NJ william.riviere@dot.nj.gov 609-530-4646
Upper Freehold Twp	Community Resource	Armmel Kane Upper Freehold Township resident & parent armmelrosa@yahoo.com 609-223-2321
Upper Freehold Twp	Community Resource	Emma Rauscher Upper Freehold Twp. resident & student rauschel@miamioh.edu 925-785-7054
Upper Freehold Twp	Community Resource	Megan Rauscher Upper Freehold Twp. resident & student Newell ES student
Upper Freehold Twp	Community Resource	Deborah Rauscher Resident of Grande at Olde York - Upper Freehold Twp. Liaison to Upper Freehold Twp. Sidewalk project deb.rauscher@optimum.net 925-708-4758 (c) 609-223-2449(h)
Upper Freehold Twp	Community Resource	Julia D'Ovidio Yorksville Terrace resident Stonebridge MS student
Upper Freehold Twp	Community Resource	Sophia D'Ovidio Yorksville Terrace resident Allentown HS student
EZ Ride - Transportation Management Association	SRTS Program Assistance, Community Resource, Safety Education	Lisa Lee Manager, Bike & Ped. Program Safe Routes to School Coordinator EZ Ride 144 Park Place East Wood-Ridge, NJ 07075 llee@ezride.org 201-939-4242 ext. 123
EZ Ride - Transportation Management	SRTS Program Assistance,	Victoria Alizo Asst. Coordinator, Bike & Ped. Program

Association	Community Resource, Safety Education	EZ Ride 144 Park Place East Wood-Ridge, NJ 07075 valizo@ezride.org 201-939-4242 ext. 121
EZ Ride - Transportation Management Association	SRTS Program Assistance, Community Resource, Safety Education	Eric Angeles Asst. Coordinator, Bike & Ped. Program EZ Ride 144 Park Place East Wood-Ridge, NJ 07075 eangeles@ezride.org 201-939-4242 ext. 122

2. District & School Profile



The Upper Freehold Regional School District is a regional public school district in Monmouth County, New Jersey which provides educational services to students in pre-kindergarten through twelfth grade. The district serves students from Allentown Borough and Upper Freehold Township, as well as those from Millstone Township, which sends students to the high school as part of a sending/receiving relationship.

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 Upper Freehold Public School district is classified by the NJ Department of Education as District Factor Group “GH,” between the third and fourth highest ratings.

Table 1: Upper Freehold Regional School District

Grade Level	# of Students
Newell Elementary School (Pre-Kindergarten – Grade 4)	521 (6 ungraded)
Stonebridge Middle School (Grade 5 - 8)	529 (0 ungraded)
Allentown High School (Grade 9 - 12)	1,241 (3 ungraded)
Ungraded	9
Total Students	2,294

Source: NJ School Performance Report, 2016-17

Table 2: Newell Elementary School – Student Demographics

Ethnicity	# of Students
White	428
Hispanic	42
Asian/Pacific Islanders	24
African American	17
Multiracial	10
Native American	0
Gender	# of Students
Female	261
Male	260

Source: NJ School Performance Report, 2016-17

2.1. Allentown, Upper Freehold Township and Monmouth County Health Profile – Monmouth County Community Health Assessment

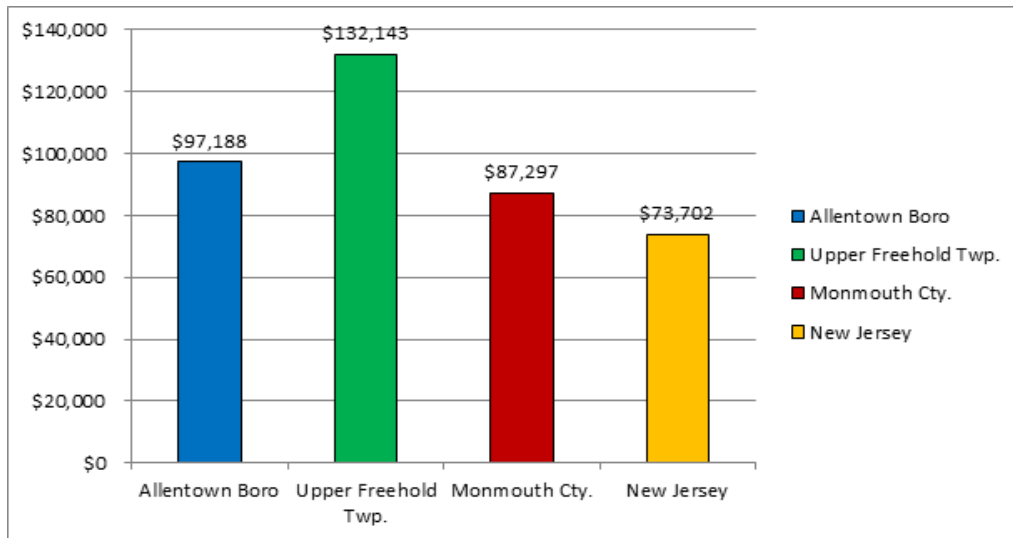
In 2017, the Health Improvement Coalition of Monmouth County worked with Hackensack Meridian Health to conduct a Community Health Assessment of Monmouth and Ocean Counties. The Coalition invited representatives of health care providers, local health departments, nonprofit organizations and community members to participate in conducting the Community Themes and Strengths Assessment. Discussion groups identified the following themes affecting the communities within Monmouth County where they live or work:

- Cost of living is high in Monmouth County. Some families struggle with paying for food, housing, caring for parents and lack of affordable insurance. This disparity is particularly pronounced with the undocumented population.
- There are distinct communities of “have and have-nots”. For affluent communities in the county, access to healthcare is much more available and convenient. In socioeconomically-disadvantaged communities, health care may not be accessible or available and is therefore viewed as less important as people may not be aware they have health issues.
- Community should provide the proper environment and promote policies that encourage health behaviors.
- Physical fitness is limited for kids (neighborhood safety in some areas, limited access to fitness activities, overuse of TV and electronics).

Understanding Social Determinants of Health

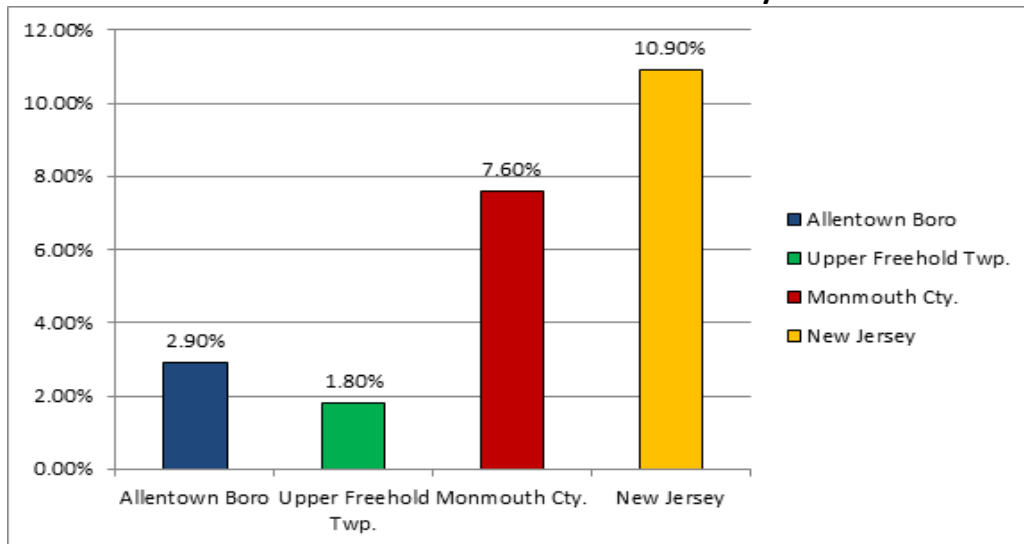
Conditions in the places where people live, learn, work, and play affect a wide range of health risks and outcomes. These conditions are known as social determinants of health. We know that poverty may limit healthy food access and coincide with unsafe neighborhoods and that more education is a predictor 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: Median Household Income



Source: Census.com (Surveys from 2012-2016)

Chart 2: Percent of Persons in Poverty



Source: Census.com (Surveys from 2012-2016)

The 2016 Census report indicated that 2.9 percent of Allentown residents and 5 percent of Upper Freehold Township/Cream Ridge residents live in poverty.

Transportation

According to City-Data.com, 44 percent of Allentown residents have access to two vehicles and 26 percent of residents have access to 3 or more vehicles. For Upper Freehold Township residents, 52 percent have access to two vehicles, and 39 percent have access to 3 or more vehicles. (Census.gov)

Housing

Of the 717 total housing units in Allentown, 677 are occupied. Of those, 523 are owned and 154 are rented. Of the 4,528 housing units available in Upper Freehold Township, 3,782 were owner occupied and 476 were renter-occupied.

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.

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.

Many students at Newell elementary School could be encouraged to walk or bicycle to school as means to get more daily exercise.

2.2 Newell Elementary School Profiles



Newell Elementary School Redbirds

A school district profile for Upper Freehold Regional School and school profile for Newell Elementary was developed using data from the School District website, the Elementary School Website, the National Center for Education Statistics, and the New Jersey State Education Department website. According to the New Jersey Performance Report, the total number of students in the Upper Freehold Regional School district is 2,294. There are three schools: Table 1 shows more detailed information on the demographics of the district.

Excerpt edited from 2017-2018 the New Jersey School Performance (Academic) Report school narrative and the Newell Elementary School website:

The mission of Newell Elementary School is: *All Learners Welcomed - Accepted As They Are - Nourished, Nurtured, and Challenged - Rooted in Community Inspired to Excellence - Forming Wings, Realizing Dreams - Able to Contribute - To the Waiting World.*

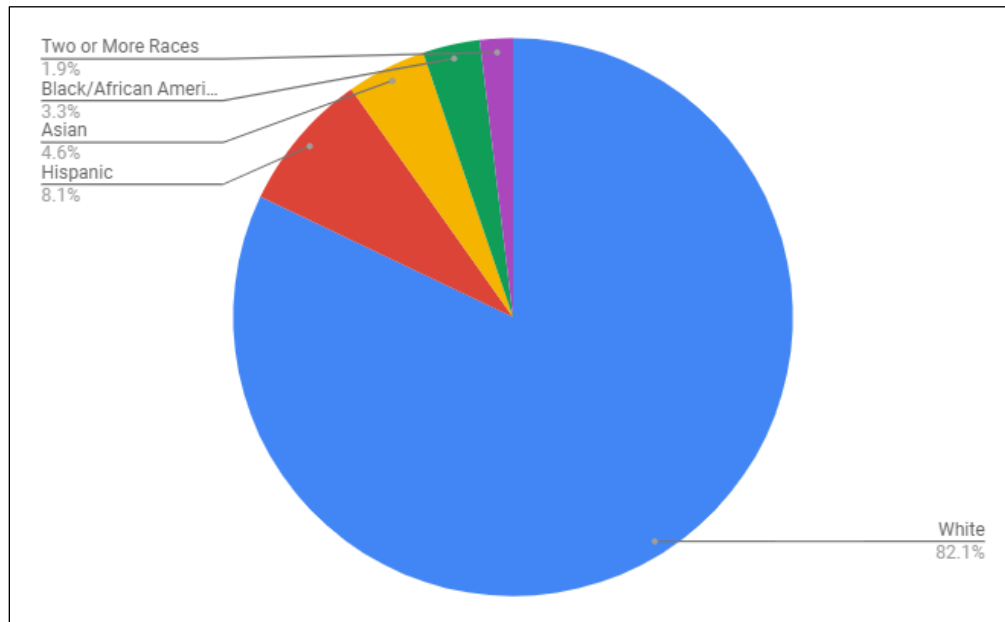
“We encourage our children to explore, take risks, and work together to build a foundation for all future learning. While on this journey, we celebrate every step students take toward becoming successful readers, effective communicators, thoughtful problem-solvers, and responsible, caring members of our school community.

We celebrate academic accomplishments and good deeds at Newell Elementary School. We incorporate Mindfulness and a caring approach to learning and growing. Soaring High Redbirds are selected monthly to recognize high performing Artists, Musicians, Readers, and Athletes. Our CARES initiative focuses on anti-bullying & efforts to inspire students to do their personal best. Newell Elementary School was Best in State in the past 3 yrs for Scholastic Reading Challenge. NES offers rigorous learning opportunities to challenge students throughout their K-4 school journey. Daily lessons integrate technology, reading, writing, math and science.

Through our physical education and wellness programs, students are actively involved in learning how to live a healthy, active lifestyle. Our children participate in daily recess and NES offers a walking club and students participate in an annual Walk-a-Thon. Students receive daily physical education opportunities including P.E. classes and recess. Our health curriculum addresses important topics pertaining to outdoor activities and a healthy lifestyle. Our school nurse hosts walking clubs in the fall and spring with students in 3rd and 4th grades. “

Newell Elementary School serves approximately 521 students in Kindergarten to Grade Four in the Upper Freehold Regional School District. As Chart 3 below shows, 82.1 percent are White, 8.1 percent of the students enrolled are Hispanic, 4.6 percent of students are Asian, 3.3 percent of students are Black or African American, and 1.9 percent identifies as Two or More Races.

Chart 3: Newell Elementary Enrollment by Student Ethnicity in 2016 – 2017



Source: NJ School Performance Report, 2016-17

As shown in Table 2 below, English is the dominant language spoken at home by a wide margin at 98.3 percent of the students.

Table 3: Student Language Diversity (2016 – 2017)

Language Diversity	
Percent of students who speak the following languages at home	
English	98.3%
Spanish	1.5%
Other	0.2%

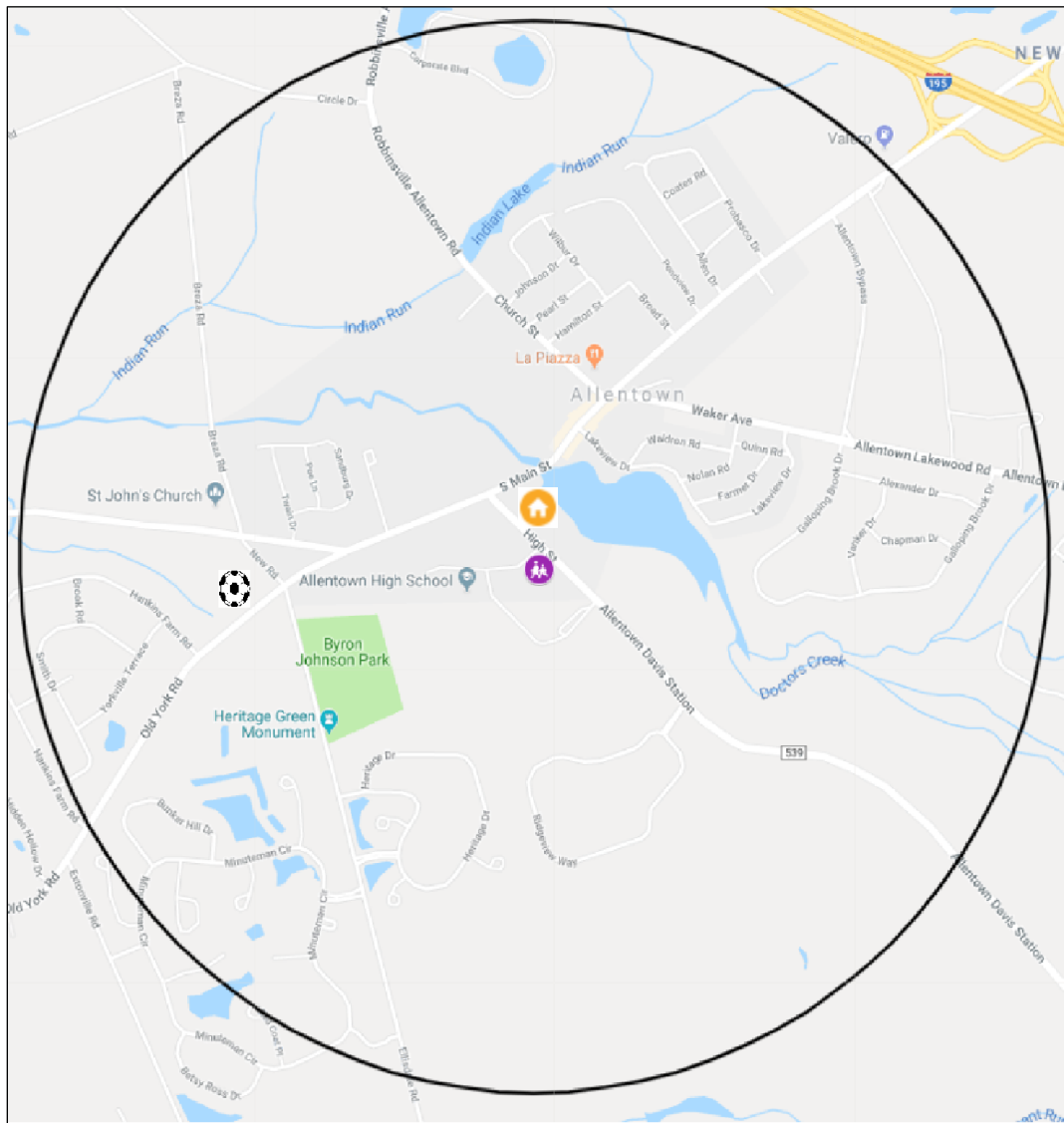
Source: NJ School Performance Report, 2016-17

3. Journey to School

In the 1960s, about 50 percent of children in the United States walked or cycled to school. Over the last few decades, concerns about vehicle traffic, safety for the children, and longer commutes have led to more and more parents driving 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, 2 and 3 provide a broad overview of the area near Newell Elementary School.



Map 1: One Mile Radius around Newell Elementary School

The school is close to Byron Johnson Park and Marc Harbourt Soccer Complex.



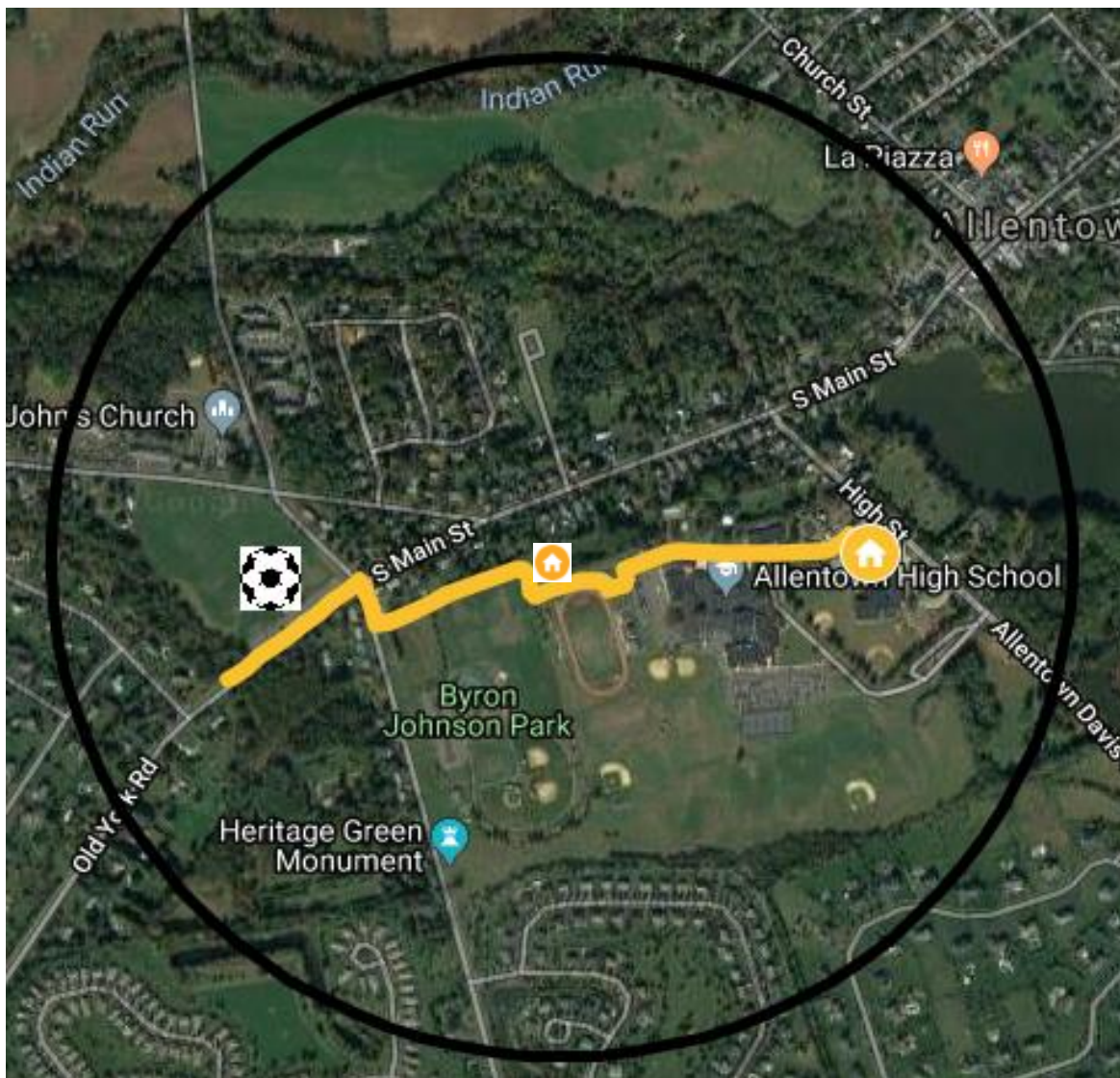
Source: Google Maps, 2018

Legend

-  **Newell Elementary School**
-  **Mark Harbourt Park**



Map 2: One Half Mile Radius Satellite View around Newell Elementary School



Source: Google Maps, 2018

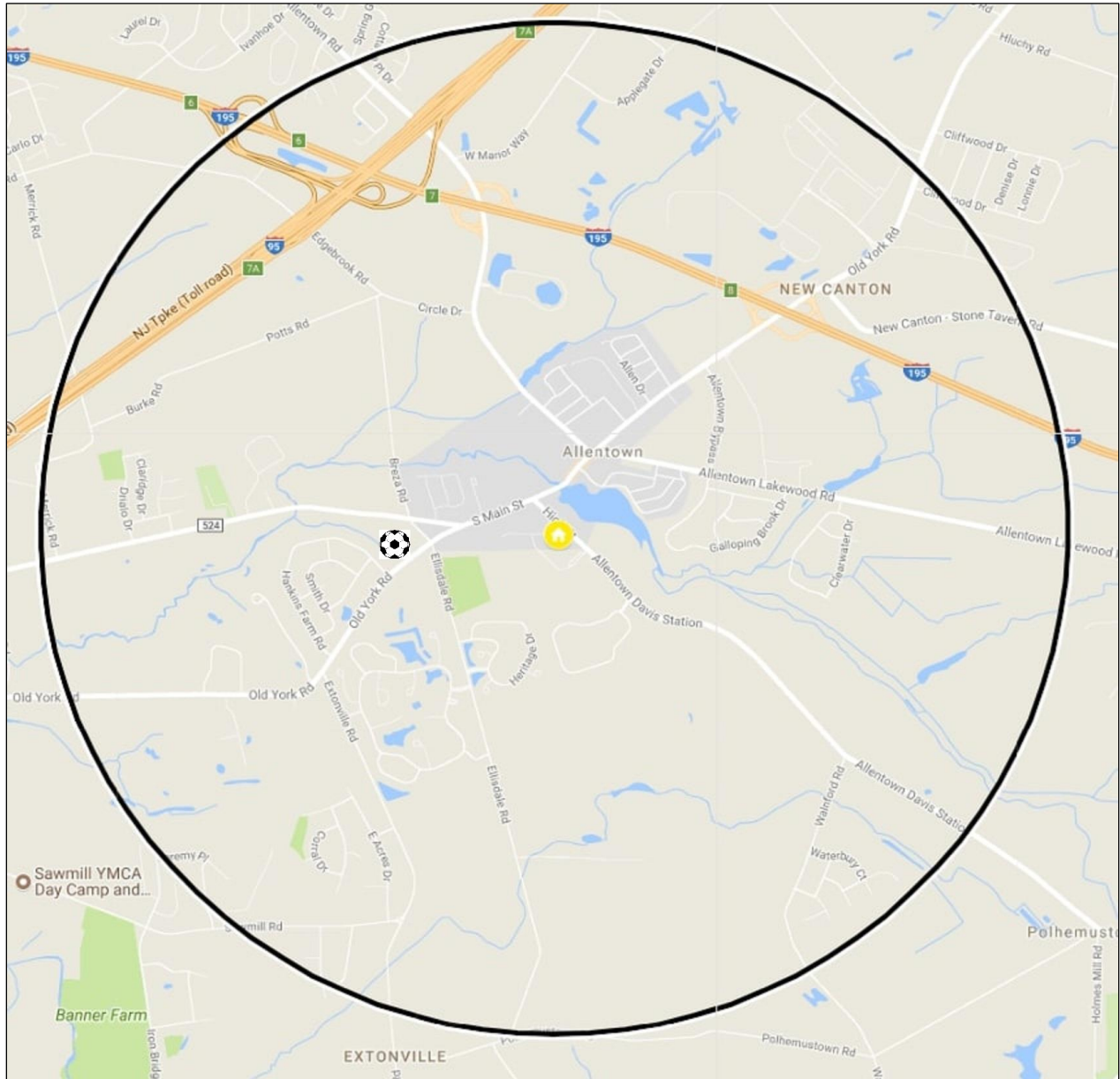
Legend

 Newell Elementary School

 Mark Harbourt Park



Map 3: Two Mile Radius around Newell Elementary School



Source: Google Maps, 2018

Legend



Newell Elementary School



Mark Harbort Park



3.1. Current Student Travel Environment

Drop-Off Procedures

The Drop-off Procedure is listed on the Newell Elementary School website:

<http://nes.ufrsd.net/home/parent-information/drop-off-pick-up-procedures>

Figure 4a, 4b, 4c, 4d: Drop-off and Dismissal



There is a designated Bus Drop off and Pickup area in front of the school. Parents are to pull up to the curb and drop their children off at the sidewalk and then leave. Cones have been placed along the opposite side of the curb to discourage parents from using the “drive through” lane as a drop off area as the area is an active roadway. As shown in Figure 4a, youth are walking across two lanes of traffic to get to school. Because of the volume of traffic, the area is hazardous to pedestrians. While parents are not supposed to drop their youth off in the “through lane”, many still do. The bus area is not designed as a drop-off area for parents. As per the Student Handbook, bussing is only provided for students who live farther than 2 miles from the Elementary School. Travel Tallies show that 53 percent of students arrive by bus, 44 percent arrive in cars, and only 3 percent walk to and from school. Pre-School children have their own designated bus. As a result of the number of vehicles, there is a large amount of traffic and congestion at pickup and drop off. This poses a risk to walking students.

Pick-Up/Dismissal Procedure

Students who walk home are allowed to leave 5 minutes earlier to allow them to get safely away before bus and car traffic begins. This is an SRTS active transport best practice. Children who are picked up meet parents outside. This is the case for the Elementary School and High School, as well as for students taking the bus.

School Hours

The school day for Newell Elementary School students starts at 9:00 AM and ends at 3:40 PM Monday through Friday. Allentown High School's hours are 7:20 AM - 2:00 PM so there is no overlap in drop off or pick up traffic between the two schools which are located on the same school campus. Before school childcare service is available from 6:30 AM until the beginning of classes. After school childcare service is available from dismissal until 6:30 PM.

Crossing Guards

Two (2) crossing guards are employed by Allentown Borough and are stationed at the corner of South Main St. & High St. and North Main St. & Church St. School staff members are stationed as crossing guards around the campus to facilitate the safety of the students and to maintain smooth traffic flow. At this time, Upper Freehold Township does not employ any crossing guards to help students cross safely at the intersection of Old York Rd. & Ellisdale Rd.

Student Travel Mode

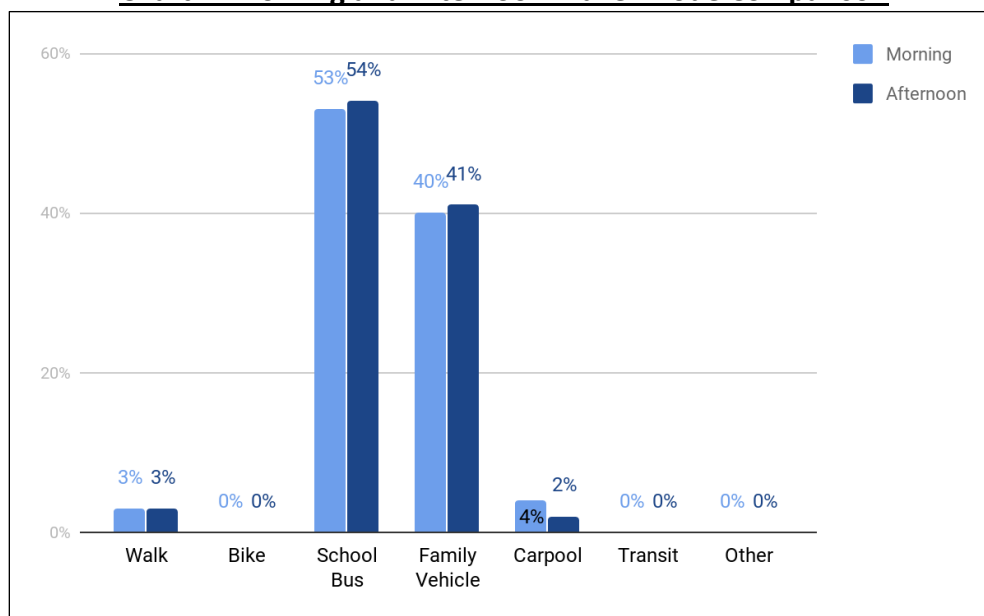
In June 2018, the teachers conducted a SRTS Student Travel Tally Survey to document how the children in their classes get to and from school. A total of 2,717 trips were documented and the data was analyzed by the NJ Safe Routes to School Resource Center at the Voorhees Transportation Center, Rutgers University.

As shown in Table 3, the analysis found that 53 percent of children rode the school bus to school, 40 percent were driven to school by their families, 4 percent carpooled to school, 3 percent walked, and no children biked or used public transit to get to school. With regard to dismissal, the study showed 54 percent rode the school bus to get home, 41 percent were driven home, 3 percent walked home, 2 percent carpooled home, and no children biked or used public transit to go home.

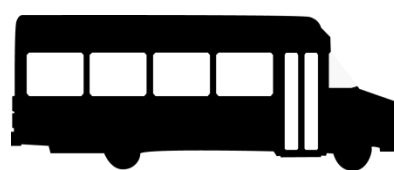
Table 3: Current Commute Mode

Mode	Arrival (Morning)	Dismissal (Afternoon)
Walk	3%	3%
Bike	0%	0%
School Bus	53%	54%
Family Vehicle	40%	41%
Carpool	4%	2%
Public Transit	0%	0%

Chart 4: Morning and Afternoon Travel Mode Comparison



Source: SRTS Tally Report, 2018



3.2 Pedestrian Safety

EZ Ride conducted an analysis of the pedestrian-related crashes within a one-mile radius of the school over a 15-year period from 2002-2017 based on police incident reports. The reported incidents are plotted on Map 4.

Legend



Table 5: Pedestrian Crashes by Age - Upper Freehold Township

Age	0-10	10-17	18-35	36-60	60+	Unknown	Total
2006	0	1	0	2	0	0	3
2007	0	0	0	0	0	0	0
2008	0	0	0	0	0	0	0
2009	0	0	0	0	0	0	0
2010	0	0	0	0	0	1	1
2011	0	0	0	1	0	0	1
2012	0	0	0	0	0	0	0
2013	0	0	0	0	0	0	0
2014	0	0	0	0	0	0	0
2015	0	0	0	1	0	1	2
2016	0	0	0	0	0	0	0
Total	0	1	0	4	0	2	7
Percent	0%	14%	0%	57%	0%	29%	100%

Source: Numetric, 2006-2016

Pedestrian crashes by age were determined for the Township of Upper Freehold by utilizing the program Numetric. From 2006-2016 there were 7 pedestrian crashes. On average, the Township of Upper Freehold had 0.7 pedestrian crashes per year. While 86% of the crashes (which is 6 incidents) involved pedestrians aged 18 - 60+, 14 percent (1 incident) involved a child in the 0-17 age group.

Table 4: Pedestrian Crashes by Age - Borough of Allentown

Age	0-10	10-17	18-35	36-60	60+	Unknown	Total
2006	0	1	0	2	1	0	4
2007	0	0	0	0	0	0	0
2008	0	0	0	0	0	0	0
2009	0	0	0	0	1	0	1
2010	0	1	0	1	0	0	2
2011	0	0	0	0	0	0	0
2012	0	1	0	0	0	0	1
2013	0	0	0	0	0	0	0
2014	0	0	0	1	0	2	3
2015	0	0	0	0	0	0	0
2016	0	0	0	0	1	0	1
Total	0	3	0	4	3	2	12
Percent	0%	25%	0%	33%	25%	17%	100%

Source: Numetric, 2006-2016

Using the program Numetric, pedestrian crashes by age were determined for the Borough of Allentown. From 2006-2016, there were 12 pedestrian crashes. On average, the Borough of Allentown had 1.2 pedestrian crashes per year. While 75 percent of the crashes (9 incidents)

involved pedestrians aged 18 - 60+, 25 percent (3 incidents) of the total 12 incidents involved children in the 0-17 age group.

3.3 Walkability Assessment

The SRTS Task Force conducted a walkability assessment of the major route used by many Upper Freehold Township students to get to and home from Newell Elementary School. School children and residents of all ages and abilities walk in and through the neighborhood especially since Byron Johnson Park is located next to the High School on Ellisdale Rd. and the Mark Harbourt Soccer Fields are located on Old York Rd.

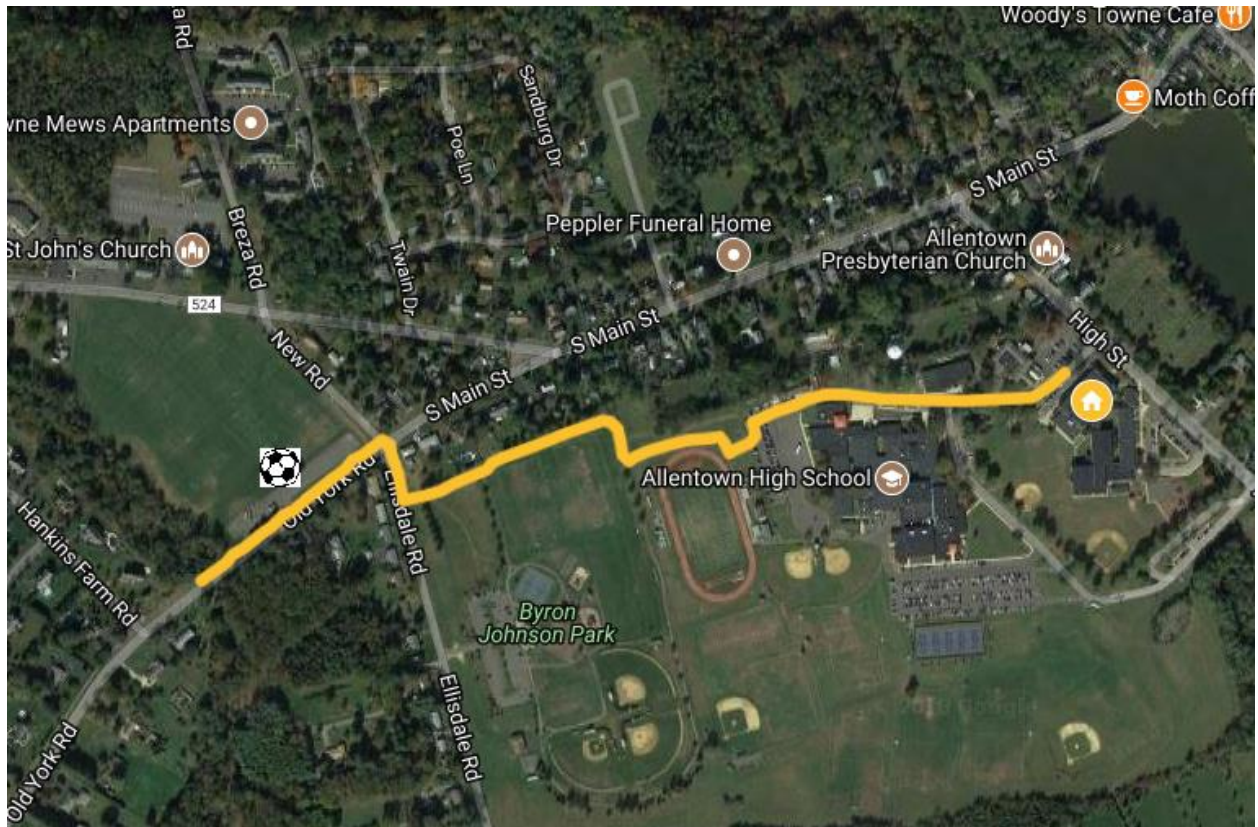
Figure 5: Walk Audit



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

Map 5 clearly shows the walking route which was assessed. There is a large housing development that is accessible via Hankins Farm Rd. which is located off of Old York Rd. Many HS kids walk from the development to and from school along the route as noted below. If there were sidewalks to help them travel safely, many elementary school students could walk too.

Map 5: Main Walking Route



Legend



Newell Elementary School



Walking Route



Mark Harbort Park

1. Good Practices

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



School Campus - Photo 1

- There are many pedestrian crossing signs



School Campus - Photo 2

- “Stop” signs and “Slow Pedestrian Crossing” signs are present



School Campus - Photo 3

- 15 mph pavement marking is helpful reminder to slow traffic on campus



Ellisdale Road & Old York Road - Photo 4

- High visibility crosswalks, ramps, and truncated dome pads help walkers

SRTS Walkability Assessment

2.1. Campus



School Campus - Photo 1

- Main entrance into Newell Elementary School.
- Students that are bussed and driven by parents enter into school



School Campus - Photo 2

- Sidewalk installed next to Newell Elementary School leading to Allentown High School and Byron Johnson Park



School Campus - Photo 3

- Sidewalk installed next to Newell Elementary School is in good condition



School Campus - Photo 4

- There are many pedestrian crossing signs to warn drivers on campus to be cautious around students



School Campus - Photo 5

- The crosswalk here is faded - needs restriping



School Campus - Photo 6

- 15 mph pavement marking is helpful reminder to slow traffic around the campus as cars can drive next to the Elementary School and to the High School



School Campus - Photo 7

- No crosswalk present where many students cross from HS area to Newell Elementary area



School Campus - Photo 8

- No crosswalk or sidewalk present from High School leading to the Byron Johnson Park and track area.
- This area leads to the Bus Parking lot



School Campus - Photo 9

- Students who walk home have to cut through the middle of the bus/staff parking lot as there is no sidewalk in this area
- Add sidewalk around parking lot for students leading from campus school buildings



School Campus - Photo 10

- Path leads to track area and then ends outside fence
- Cannot access concrete path inside fence due to padlocked fence
- Students walk outside the fence on the grass towards Byron Johnson Park and Ellisdale Rd. to get home



School Campus- Photo 11

- Paved path is not accessible behind locked fence for students
- Suggest to unlock gate or pave another path outside fence for students to walk to and from school



School Campus- Photo 12

- Paved path is not accessible behind locked fence for students
- Grass is worn where students travel daily to walk to and from Newell

2.2 Byron Johnson Park



Byron Johnson Park - Photo 13

- The path parallel to Ellisdale Road
- The path leads to the Park parking lot where 11th grade students park



Byron Johnson Park - Photo 14

- At a point, we took a shortcut through grass and Byron Johnson Park to get to Ellisdale Rd.
- Students at both Newell and the High School use this shortcut to walk to school. There is no paved path



Byron Johnson Park - Photo 15

- Walked through grass to cut through Byron Johnson Park straight towards Ellisdale Rd.
- High School students use this route to walk to school, no paved path



Byron Johnson Park - Photo 16

- Walked through grass to cut through Byron Johnson Park.
- High School students use this route to walk to school, no paved path

2.3 Ellisdale Rd.



Ellisdale Road - Photo 17

- Pick up truck parked in the middle of grass in Byron Johnson Park
- Install sidewalks for students and residents
- Prohibit cars from parking on park property as obstructs students walking route



Ellisdale Road - Photo 18

- Long straight road encourages speeding
- Install sidewalk for pedestrians
- Walkers who walk on Ellisdale Rd. are in an area with inexperienced HS drivers
- Add bike lanes to slow drivers and promote biking to school



Ellisdale Road - Photo 19

- Install sidewalk
- Poor or no pedestrian lighting



Ellisdale Road - Photo 20

- Shortcut from Park path ends at Ellisdale Rd.
- Install sidewalk along Ellisdale Rd. for students/residents to walk safely
- There is no pedestrian lighting - install lights and sidewalk

2.4 Intersection of Ellisdale Rd. & Old York Rd.



Ellisdale Rd. & Old York Rd. - Photo 21

- Accessible ramps are isolated
- There are no sidewalks leading up to ramps or crosswalk
- Recommend to install traffic signals with pedestrian heads to aid walkers



Ellisdale Rd. & Old York Rd. - Photo 22

- Consider installing traffic signal (vs. stop signs) with pedestrian heads to help walkers as fast moving traffic
- Install Light Fixture on corner for pedestrians to be visible to traffic



Ellisdale Rd. & New Rd. - Photo 23

- Great new high visibility crosswalks
- Add sidewalks in all directions
- Add street light to improve visibility
- Wide turn radius promotes fast turns



New Road - Photo 24

- Other side of Ellisdale Rd. is New Rd.
- Add a sidewalk on New Rd.
- Install bike lane
- This is the way students could walk to Stonebridge MS if there was a sidewalk

2.5 Old York Road



Old York Road - Photo 25

- The Harbort Soccer Complex borders Old York Road
- No sidewalks on Old York Rd.
- Add sidewalk, bike lane and bike rack to help youth access fields safely



Old York Road - Photo 26

- No sidewalk on Old York Road for students to walk home or access Mark Harbort soccer Fields
- Install sidewalks & lighting
- Add sharrow or bike lane if space



Old York Road - Photo 27

- Team observed the speed limit is 35 mph on Old York Road heading towards Hankins Farm Road, Mark Harbort Soccer Fields and the ravine



Old York Road - Photo 28

- There is no sidewalk or pedestrian bridge to cross the ravine on Old York Road
- Students need to decide to walk next to cars or inside guard rail up to the Ravine
- Install sidewalk with bridge to allow students to cross ravine and avoid road traffic



Old York Road - Photo 29

- There is no sidewalk or lighting on Old York Road
- Install sidewalk with a bridge and lighting to assist walkers to get to Hankins Farm Rd. neighborhood



Old York Road - Photo 30

- There is no shoulder next to the ravine on Old York Road (a student shared her story of having to decide between a rabid racoon & traffic!)
- Install sidewalk with a bridge to cross ravine



Old York Road - Photo 31

- There is no safe way to cross the ravine behind the safety guard rail
- Install sidewalk with a pedestrian bridge to cross ravine



Old York Road - Photo 32

- Speed limit changes after ravine to 50 mph
- Sidewalk begins leading to Hankins Farm Rd. development but is obstructed by large untrimmed shrub
- Trim shrubs back to allow pedestrians to use sidewalk

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 Newell Elementary 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.

Time Frame 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

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

Education Actions	Responsibility	Time Frame	Cost
Invite EZ Ride to provide SRTS bicycle and pedestrian safety education programs annually to students	School, EZ Ride, PE	Short-term, Mid-term, Long-term	No Cost
Create or update Parent Handbook/website arrival and dismissal procedures with map and text to defines drop-off/pick-up areas, the rules and speed limit for driving and parking in school campus	School	Long-term	Low
Coordinate a “Drive Slow and Safe” campaign on Old York Rd. Notify parents/guardians and school staff by publishing information/updates in the Parent/Family Handbook, School Newsletters and on the school website	County., Local police	Long-term	Low
Ask Police Department to give a talk about driving safety to parents at Back to School Night or PTO meetings	Police, School, PTO	Short-term, Mid-term, Long-term	No Cost
Integrate walking and safety education into PE/health curriculum	School, PE, Health teachers	Short-term, Mid-term, Long-term	No Cost
Leverage Social Media to spread awareness of	School/District,	Short-term, Mid-	Low

school zone and enforcement activities	PTO, City, Police	term, Long-term	
--	-------------------	-----------------	--

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

Encouragement Actions	Responsibility	Time Frame	Cost
Encourage Twp. and Borough to pass and implement Complete Streets Policy	Township, Borough	Mid-term	Low
Hold a student poster or bookmark contest about Walking and Biking Safety	School, EZ Ride	Short-term	No Cost
Host Walk/Bike to School Days throughout the school year to promote walking and biking to school	School, PTO, EZ Ride	Short-term, Mid-term, Long-term	No Cost
School and District can pass a SRTS walk and bike policy to promote more walking and biking for students as a means to health and to reduce traffic	School, BOE, EZ Ride has policy template	Short-term, Mid-term, Long-term	No Cost
Organize Bike Trains/Walking School Buses to connect students and families who are already walking or biking to travel together	School, PTO, EZ Ride	Mid-term, Long-term	Low

2. 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 Bike Safe Skill courses (aka rodeos)	School, Police, EZ Ride	Short-term, Mid-term, Long-term	Low
Investigate hiring/training people to serve as crossing guards at Old York Rd. & Ellisdale Rd. if no signal is installed	School Liaison, Police	Mid-term, Long-term	Low
Ask police to setup electric signs that display driver speeds and remind drivers to not speed in school zone twice a year	Police, School Liaison	Short-term, Long-term	Low
Post staff to monitor drop off zones at school and enforce drop off policy for cars	School	Short-term, Mid-term	Low
Pedestrian Decoy in the crosswalk Operation – ticket speeding and unsafe drivers, especially during school commute time	Police, Board of Education	Long-term	Low

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

Engineering Actions	Responsibility	Time Frame	Cost
Install paved paths from school campus and through Byron Johnson Park to make a walkway for students to get to Ellisdale Rd.	BOE and Township Parks Department	Short-term, Mid-term, Long-term	Medium
Install sidewalks along Ellisdale Rd., Old York Rd., New Rd., and South Main Street.	Township, County, Engineering, Borough of Allentown	Short-term, Mid-term, Long-term	High
Install lighting along Ellisdale Rd., Old York Rd., New Rd., and South Main Street.	Township, County, Engineering, Borough of Allentown	Short-term, Mid-term, Long-term	Medium
Investigate traffic speeds on Old York Rd. and make speed limit and signage consistent from either direction - consider solar radar speed signs and shorten curb radii at intersection of Old York Rd and New Rd. to calm traffic and turning cars.	Upper Freehold Township, Allentown Borough, County Engineering, Police	Short-term, Mid-term	Medium
Install sidewalks next to campus faculty/bus parking lot for students to safely walk to Byron Johnson Park.	Township, BOE	Mid-term, Long-term	High
Install bike racks on campus, at Byron Johnson Park and Mark Harbourt Soccer Complex to promote biking to school and local parks.	BOE, Township, Parks Department	Short-Term	Low
Install Traffic Signals with Pedestrian Signal Heads at intersection of Old York Rd., Ellisdale Rd., and New St.	Township, County, Engineering	Mid-term, Long-term	Medium
Add painted bike lanes on school campus, along Ellisdale Rd., Old York Rd., and New St. to promote biking to school.	Township & County Engineering	Short-term, Medium-term	Low
Add SLOW School Zone signs and pavement markings along Ellisdale Rd. and Old York Rd.	Township DPW and Engineering	Short-term	Low

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

Evaluation Actions	Responsibility	Time Frame	Cost
Redo student travel tallies to measure the number of students walking and biking to school after new measures implemented to encourage walking/biking	School, EZ Ride	Short-term, Mid-term, Long-term	Low
Improve communications between school officials and families establishing a convenient mechanism to share information and get feedback	School , PTO School Tech Coordinator	Short-term, Mid-term, Long-term	Low
Conduct speed study to evaluate if speed limit is being complied with.	City, Police	Short-Term, Mid-Term	Medium

Conclusion

The walkability audit demonstrated that Upper Freehold Township and Newell Elementary School are in a beautiful community but there is a lack of sidewalks, lighting and the infrastructure needed to help students safely walk and bike to school. Someone in a wheelchair or pushing a stroller would find it extremely difficult to get around the community safely as they would be forced to walk along roads with fast moving traffic and no barriers to protect them.

Community priorities around Newell Elementary School should include installing sidewalks and bike lanes around the staff/bus parking lot to enable students to walk/bike to Byron Johnson Park, building a path that students can use before and after school to walk through Byron Johnson Park to the school campus and Ellisdale Rd, installing sidewalks and bike lanes on Ellisdale Rd. and Old York Rd., building a pedestrian bridge over the ravine on Old York Rd. to allow students to walk safely, and installing sidewalks and bike lanes on New Rd. and South Main St. This will encourage more students to walk and bike to school by making it safer.

Another recommendation is to aim to reduce the amount of drop off/pick up traffic and congestion on the school campus by adopting a policy to promote walking and biking and to install bike racks for students. The school should also enforce their arrival procedures to ensure children are not crossing through traffic or install a crosswalk for kids to safely cross. It's very positive that the school has a policy to dismiss students who walk home five minutes earlier than other students; however it is clear from looking at the drop off situation that the majority of students are being driven or bussed to school. Painting bike lanes, building sidewalks and

encouraging active transportation practices like walking and biking will make both Upper Freehold Township and Allentown a more appealing residential community , reduce air pollution and traffic congestion, and enable youth to get around and to local parks safely.

EZ Ride is proud to work with the community to improve safety and bring SRTS programs to the schools. This is the first School Travel Plan prepared for Newell Elementary School and it is hoped the school will schedule biking and pedestrian safety programs for students soon. This report should be used by the District, Township of Upper Freehold and Borough of Allentown, and County to apply for SRTS infrastructure and TAP grants to build sidewalks and make the neighborhood safer for students, residents and seniors to walk and bike in the community.

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
---	--	---------------------------	-----------	------------------------