

Safe Routes to School Program

Cresskill School District Travel Plan

Edward H. Bryan School

51 Brookside Avenue
Cresskill NJ 07626



Merritt Memorial School

1 Dogwood Lane
Cresskill NJ 07626



Cresskill Middle School

1 Lincoln Drive
Cresskill NJ 07626



Prepared By:

EZ Ride

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

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DISCLAIMER

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Table of Contents



NEW JERSEY
Safe Routes to School



U.S. Department of Transportation
Federal Highway Administration

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 Taskforce.....	7
2. Community Profile.....	12
2.1 Bergen County Health Profile – 2015 Community Health Assessment.....	12
2.2 School District & School.....	16
3. Journey to School	18
3.1 Current Student Travel Environment.....	20
3.2 Pedestrian Safety.....	23
3.3 Walkability Audit	24
4. Action Plan & Recommendations.....	52
5. Appendix A: Typical Opportunities for Improvements	56
6. Appendix B: Funding Resource Guide.....	62
7. Appendix C: Idling Tracking Forms for Student Monitors	66

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.

1. Goals

The goals of the Cresskill District School Travel Plan are:

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

2. Task Force

This School Travel Plan is the product of a productive partnership. The District SRTS Task Force came together out of a request from the borough to create a safe path for students and residents to be able to travel through the local streets to get to school in a safer manner. 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

As per the Community Health Needs Assessment Survey done in 2013 by the Christian Health Care Center, Englewood Hospital and Medical Center, Hackensack University Medical Center, Holy Name Medical Center, and The Valley Hospital, Bergen County's population is much older relative to NJ and the US. Residents are generally well-educated, less likely to be unemployed and more likely to have access to healthy foods and recreation. However, there are still areas with low income and minority populations that face significant health disparities and inequities. Obesity, Fitness, Nutrition and Chronic Disease were identified as the top priority areas to focus on for community health.

4. School Travel Data

In fall 2019, the Bryan Elementary School, Merritt Memorial School and Cresskill Middle School teachers conducted School Travel Tallies to determine how students travel to and from school. Page 21-22 have specific results for each school. 70 to 80 percent of students are driven to and from the elementary schools (Bryan and Merritt). 12 to 23 percent walk to and from school,

and 3-6 percent carpool. Even though they are older, 56 to 80 percent of Middle School students are driven by parents, but 35 percent walk home. Less than one percent of students bike to or from school at all three schools even though the borough is only 2.07 square miles.

5. Barriers and Opportunities Identified for Safer Walking & Biking

The Safe Routes to School Task Force, and Community Partners from the Borough of Cresskill conducted a walkability assessment of the road conditions along main roads such as Brookside Avenue, Madison Avenue, Grant Avenue and Lexington Avenue on December 11th. The major intersections near the three school which students use include:

- a. Brookside and Grant Avenue
- b. Traffic Circle on Madison Avenue
- c. Union Avenue and Piermont Road
- d. Grant Avenue and Cresskill Avenue
- e. Dogwood Lane and Margie Avenue

Key opportunities for street improvement include:

- Painting or repainting high visibility crosswalks
- Pedestrian crossing signs and speed limit signs are needed to increase driver awareness
- Cracked and uneven sidewalks pose a danger to strollers, small children, and elderly
- Water pools at some corners cover dome pads, freeze during winter and are hazards
- Incomplete sidewalks or no sidewalks force pedestrians to walk in the street which can lead to pedestrian crashes

6. Action Plan

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

Key Actions/Recommendations in Action Plan include:

- Install pedestrian level lights and sidewalks on roads such as Knickerbocker Rd & Lexington Ave.
- Repaint and add high visibility crosswalks and sidewalks in areas such as Madison Ave., Cresskill Traffic Circle, Piermont Rd., Margie Avenue
- Correct uneven, cracked and missing sidewalks on Knickerbocker Road and Piermont Road
- Promote walking & biking to school to reduce traffic, air pollution, the number of parents driving kids, and to increase health and fitness of students. The borough is walkable and 2 square miles.
- Adjust schedule to allow kids time to walk/bike to Merritt Memorial for afterschool activities
- Correct truncated dome pad alignment as seen on Madison Ave. and other street corners
- Minimize water collection points at corners and on sidewalks

1. Walking and Cycling to Health

1.1 The Challenge

Over the past few decades, a number of societal and environmental changes have limited children's access to safe places where they can walk, bike and play. For example, increased traffic, neighborhoods that lack sidewalks and urban sprawl have contributed to a sharp decline in the number of students who walk or bike to school. Nationally, while 42 percent of children walked or biked to school in 1969, only 13 percent of children did so in 2009. Additionally, the popularity of television and video games as a means to entertain children has contributed to a more sedentary lifestyle. As a result, children and adolescents are less physically active than they were several generations ago.

The decrease in walking and biking to school and 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) in the United States.

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" (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, physical activity levels and health outcomes. It also explores the factors that influence walking and biking to school, including the impact of SRTS programs.

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

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

In addition to keeping residents physically active and healthy, community spaces that promote walking can draw people together safely and provide more opportunities for people of all ages and abilities to stay socially connected and engaged. Local areas with good pedestrian networks can also have substantial economic and environmental benefits to a local area.

Towns and cities that develop recreational programming that encourages the use of pedestrian networks, infrastructure, trails, or walkable facilities can help revitalize a downtown, increase private investment, increase property values, promote tourism, and support the development of a good business climate. A growing body of research connects higher property values and economically sound communities to better walkability and closer proximity among certain neighborhood destinations, including houses, parks, schools, businesses, services, and social venues. Main streets can benefit economically from good sidewalks and the ability to easily and safely peruse shops, restaurants, and local services.

An SRTS Walkability Assessment and 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 is a report about the Walkability Assessment and 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.

The actual implementation of the SRTS walkability audit around the schools was undertaken by a group of organizations and individuals: the regional SRTS team at EZ Ride, Borough of Cresskill Council and administrators, Voorhees Transportation Center staff, the Superintendent and School District staff, school staff, parents and students, the Borough DPW, and Cresskill Traffic Police.

EZ Ride

In New Jersey, Transportation Management Associations (TMAs) have taken the lead in coordinating the implementation of the SRTS programs. TMAs are non-profit organizations whose mission is to implement transportation programs and services like carpools, vanpools, shuttles, 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. On October 25, 2019, Edward H. Bryan Elementary School hosted a Walk to School Day to promote walking to school. On November 6, 2019, a Pedestrian Safety Presentation was delivered by the SRTS team to 458 K-5th grade students at Edward H. Bryan Elementary School. In addition, on January 30th, 2020, the SRTS team spoke with 221 Cresskill High School students on pedestrian safety, and 293 Cresskill Middle School students on bike safety.

Background to the Walkability Assessment at Bryan Elementary School and Merritt Memorial

The effort to improve walking and biking safety in Cresskill around the schools was initiated by a resident and municipal group who had concerns. The group setup a meeting with EZ Ride's SRTS Coordinator. Their objective was to apply for an SRTS infrastructure grant to improve roadway conditions in the vicinity of Edward H. Bryan Elementary School, the Middle School and Merritt Memorial School.

The SRTS Coordinator at EZ Ride offered to do a walk and bike assessment and assist the Borough to write a School Travel Plan to identify problems and develop an action plan which could be submitted with grant applications. This work was initiated by Steve McAnulty, a resident who connected with the SRTS team at EZ Ride, because a family member was involved in a fatal pedestrian crash in Cresskill. The team enlisted the District, Borough, and schools to participate and achieve a Gold SRTS Recognition award.

School Travel Tallies were done in October 2019 to provide a baseline measure of how students travel to school. Reports were generated by Voorhees Transportation Center in December and January of 2019 and sent to EZ Ride.

A key element of the SRTS program is to engage community groups and local stakeholders to support and sustain the SRTS program after the travel plan is completed. Their role is to implement the School Travel Plan within the community. A group of residents and stakeholders formed the Cresskill Safe Streets coalition to work on improving pedestrian safety for students and residents.

On Wednesday December 11, 2019 a walkability team composed of the Edward Bryan School's Principal, Assistant Principal, Superintendent, PTA members, City Council representatives, members of the Cresskill Police and Fire Departments, SRTS Coordinators and several parents and students met to review a presentation on how to conduct a walk audit and what to look for

in the streetscape. After the final bell rang, the team moved outdoors to conduct an assessment and departed with students at dismissal.



The School Task Force:

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

School Travel Plan Task Force

Organization	Role/Responsibility	Contact
Cresskill School District	Superintendent	Michael Burke 201-277-7791 mburke@cboekiz.org
Cresskill	Cresskill Safe Streets Coordinator	Steve McAnulty stevemcanulty@yahoo.com 40 Florence Avenue Cresskill, NJ 07626 212-758-2702
Edward H. Bryan School	Principal	Erik W. Roth 51 Brookside Avenue Cresskill, NJ 07626 201-659-1191 ext. 2054 eroth@cboek12.org
Edward H. Bryan School	Assistant Principal	Paul Wyka 51 Brookside Avenue Cresskill, NJ 07626 201-659-1191 ext. 2013 pwyka@cboek12.org
Edward H. Bryan School PTA	School PTA President	Kim Semenor 201-417-1188 78 Heatherhill road Cresskill, NJ 07626
Merritt Memorial School	Principal	Sean Conlon Dogwood Lane Cresskill, NJ 07626 201-569-8381 sconlon@cboek12.org
Cresskill Middle School /High School	Principal	John Massaro One Lincoln Drive Cresskill, NJ 07626 201-227-7791 jmassaro@cresskillnj.net
Cresskill Council Member	Council Member	Simone Tsigounis 10 Smith Pond Rd. Cresskill, NJ 07626 201-575-5400 stsigouns@alum.mit.edu
Cresskill Council Member	Council Member	James Cleary 201-567-9069
Cresskill Council Member	Council Member	Greg Mueller 201-894-0286
Cresskill Council Member	Council Member	Kathleen Savas 201-894-0286

		Ksavas@cresskillboro.org
Cresskill Council Member	Council Member	Greg Mueller 201-567-4969
Cresskill Police Department	Detective Patrolman/ Firearms/ Juvenile Officer/ Bear Mgt. Coordinator	John Birnie 201-568-1400 jbirnie@cresskillpd.org
Cresskill Police Department	Lieutenant/ Supervisor of Traffic Bureau & Dispatchers/ Discovery Request Officer & OPRA	Theodore (Ted) Cebulski 201-568-1400 tcebulski@cresskillpd.org
Cresskill Police Department	Patrolman/ Traffic Bureau/ T.A.C.	Seth Grubecki 201-568-1400 sgrubecki@cresskillpd.org
Cresskill Fire Department	Chief of Fire Department	Christopher Ulshoefer 201-568-0030 culshoefer@cresskillboro.oeg
Cresskill	Parent	Rotem Zaidenberg 646-438-4567
Cresskill	Parent	Karla Lozana 49 Palisade Ave Cresskill, NJ, 07626 646-418-6299
Cresskill	Parent	Steve Mehlbrech smelbrech@gmail.com
Cresskill	Parent	Heiddy Martin heiddya@yahoo.com
Cresskill	Resident	Jeannette McAnulty 40 Florence Avenue Cresskill, NJ 07626
Cresskill	Student	Svettana Faynneilbet
Cresskill	Student	Lianna Tai
Cresskill	Student	Naya Wiezel
EZ Ride - Transportation Management Association	SRTS Program Assistance, Community Resource, Safety Education	Lisa Lee EZ Ride SRTS Reg. Coordinator & Deputy Director 144 Park Place East Wood-Ridge, NJ 07075 201-939-4242, x 123 llee@ezride.org
EZ Ride - Transportation Management Association	Assistant Coordinator, Bike & Pedestrian Programs	Latoya Howard, BA EZ Ride Assistant Coordinator 144 Park Place East Wood-Ridge, NJ 07075 Tel : (201) 939-4242 Ext.122 lhoward@ezride.org

2. Community Profile

2.1. Cresskill and Bergen County Health Profile – Bergen County Community Health Assessment

According to the US Census 2018 American Community Survey, in Cresskill, 4% of those under age 18 and 6% of those over age 65 are living below the poverty line. The per capita income in Cresskill is \$63,585, about 1.5 times the amount in New Jersey (\$40,895). Total annual household earnings are generally high with 10.4% earning less than \$30 K, 8.1% earning \$30 to 50K, and 81.5 % earning over \$50K. Race and ethnicity in Cresskill is 0.4% Black/African American, 6.6% Hispanic, 66.2% White, 31.9% Asian and 1.1% Multi-race.

Bergen County is ranked 4th in NJ for Health Outcomes according to the County Health Rankings & Roadmaps. The data shows that Bergen County has more primary care physicians, mental health providers, and dentists per capita than is typical of New Jersey. Additionally, there is a higher rate of diabetic monitoring which may indicate a higher incidence of disease. As per the 2016 Community Health Needs Assessment (CHNA) for Bergen County, Two-fifths of Bergen County adults (40.7%) report some type of difficulty or delay in obtaining healthcare services in the past year.

The CHNA also revealed that 61.2 % of Bergen County adults are overweight and 23.4 % of adults report no leisure –time physical activity in the past month.

In 2013, representatives from Christian Health Care Center, Englewood Hospital and Medical Center , Hackensack University Medical Center , Holy Name Medical Center, the Valley Hospital, Bergen County Department of Health Services(BCDHS), the Community Health Improvement Partnership of Bergen County worked collaboratively to conduct a Community Health Needs Assessment and Improvement Plan for Bergen County. Marla Klein, Partnership Coordinator at BCDHS and Coordinator of the CHIP managed the project and was the main liaison between the advisory committee and John Snow INC, the consulting company hired to assist with the assessment.

Discussion groups identified the following themes affecting the communities within Bergen County where they live or work:

- Cost of living is high in Bergen County. According to a 2018 report from the Economic Policy Institute, a family of four with two school-age children needs \$8,754 a month, or \$105,042 annually, to live comfortably. Included in these costs are housing, food, child care, and transportation to work, health care, taxes, and other necessities. According to a 2017 report, for a single adult, the income needed to reasonably afford a one bedroom apartment is \$46,619.
- Some families struggle with paying for food, housing, caring for parents and lack of affordable insurance. 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.

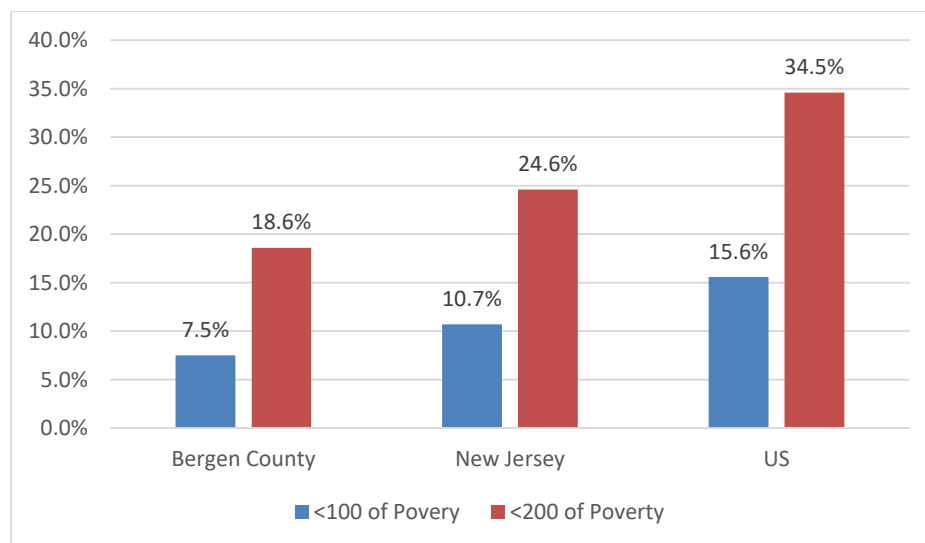
- Community should provide the proper environment and promote policies that encourage physical activity and healthy behaviors.
- Physical fitness is limited for kids (limited access to fitness activities, overuse of TV and electronics).

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.

Centers for Disease Control and Prevention

Chart 1. Percentage of Populations Living Below 100% and Below 200% of the Poverty Level; 2010-2014)

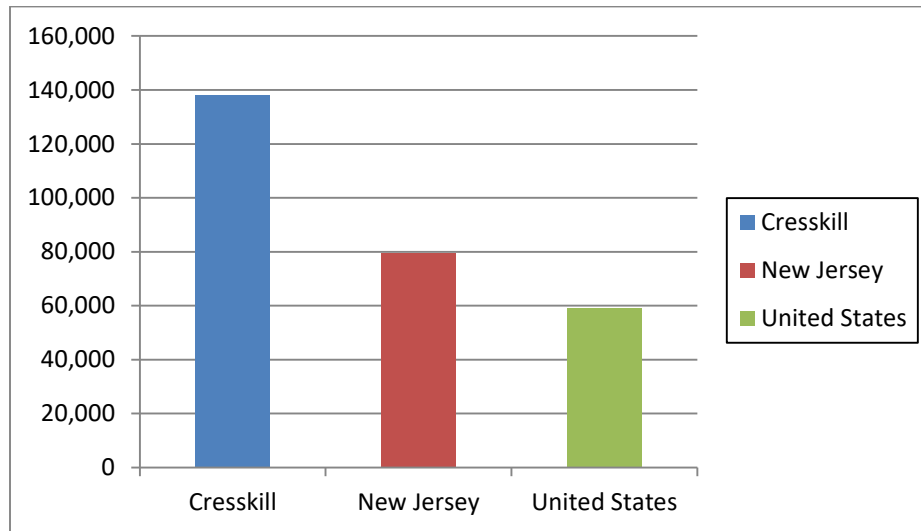


US Census Bureau American Community Survey 5-year estimates. Retrieved April 2016 from Community Commons at <http://www.chna.org>

- The latest census estimate shows 7.5% of Bergen County population living below the federal poverty level.
- Lower than state and national percentages

- In all, 18.6% of Bergen County residents (an estimated 169,353 individuals) live below 200% of the federal poverty level.

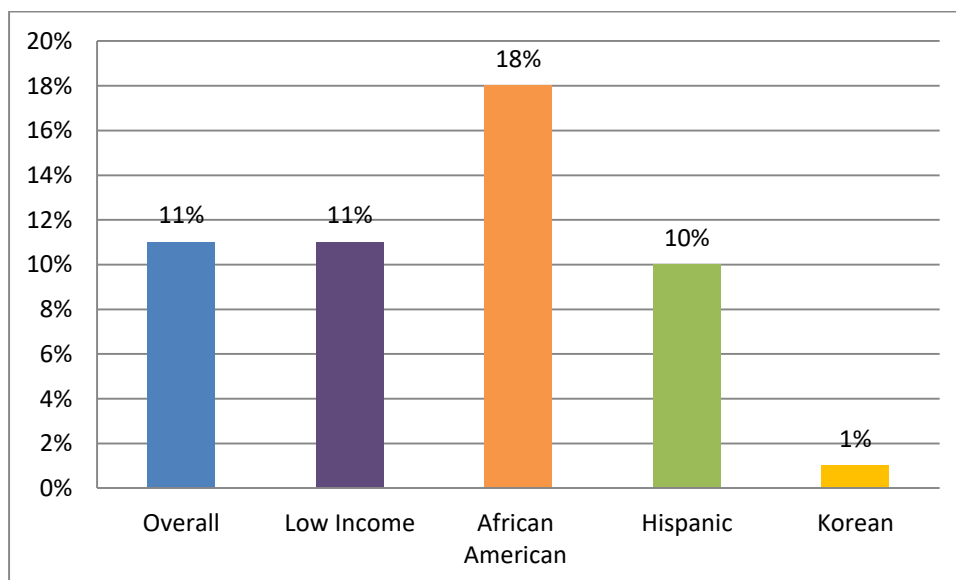
Chart 2. Estimated Median Household Income - Cresskill, NJ



Census, 2017

- Data suggests that Cresskill families earned almost \$60,000 more than the average American Household in 2017.

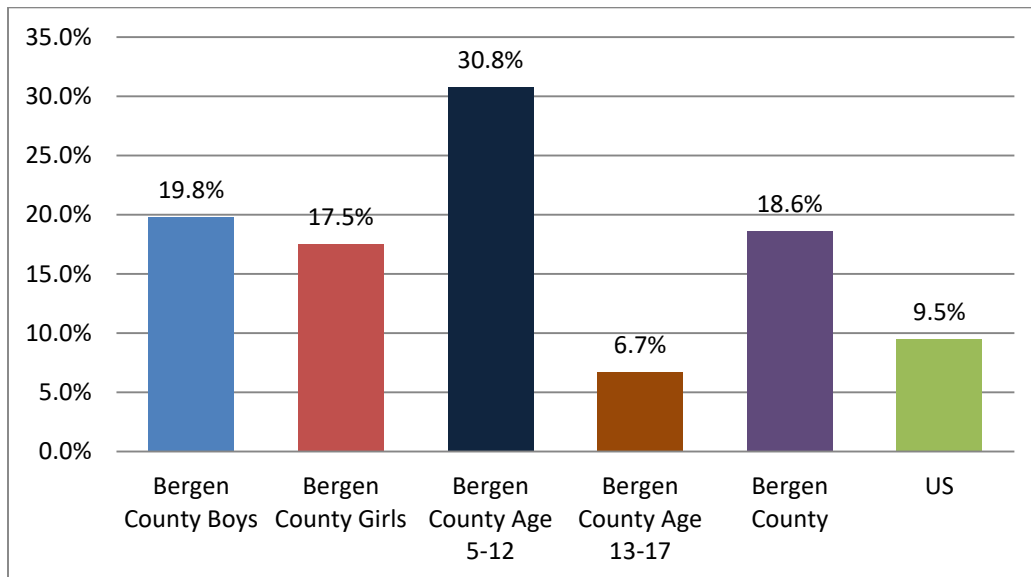
Chart 3: Percent of Those Surveyed Who Have Ever Been told They Have Asthma



Source: 2013 Community Health Needs Assessment

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

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



Source: 2016 Community Health Needs Assessment

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

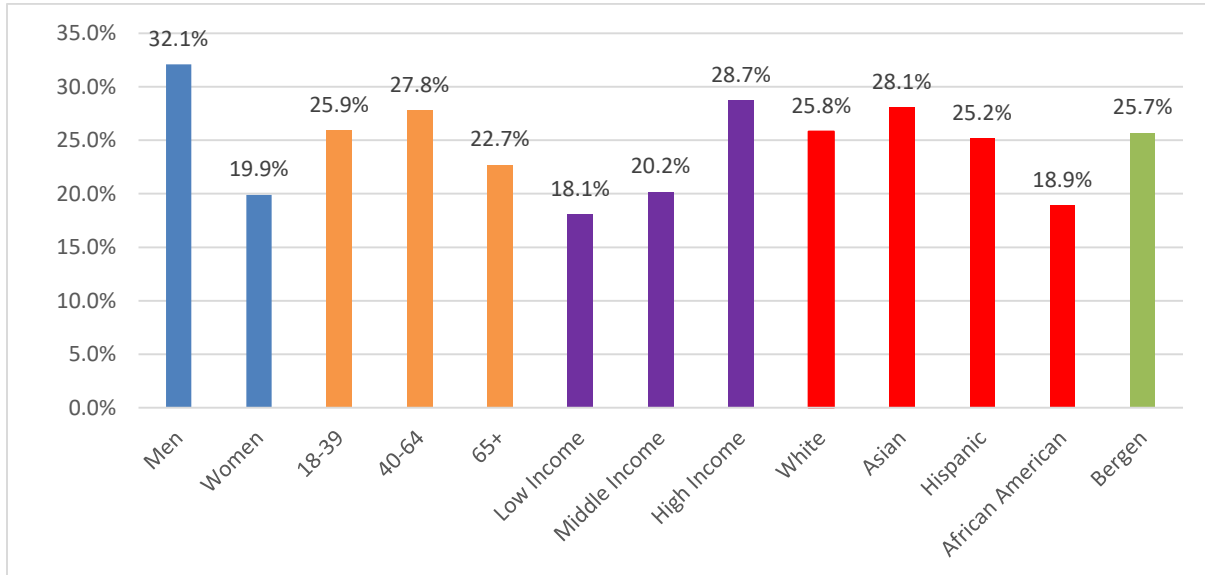
Media Viewing Habits

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

Exercise

The HHS 2008 Physical Activity Guidelines for Americans recommend that adults get at least thirty minutes of moderate to vigorous activity daily and that children get at least sixty minutes of moderate to vigorous physical activity daily. Chart 5 below indicates the percentage of Bergen County residents that meet physical activity recommendations.

Chart 5. Percentage of Population that Meets Physical Activity Recommendations



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

Those less likely to meet physical activity requirements include:

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

2.2 District and School Profile

Cresskill School District

The Cresskill Regional School District serves the Borough of Cresskill (population 8,935). This community is located approximately fifteen miles northwest of midtown Manhattan. Such proximity provides incomparable educational, cultural, and recreational opportunities, while preserving the charm and lifestyle of a small suburban town. The majority of parents are engaged in professional and managerial occupations with incomes in the middle and upper-middle brackets.

Cresskill Regional School District serves approximately 1,767 students and includes two PK-5 neighborhood elementary schools, a gr. 6-8 Middle School, and a gr. 9-12 High School. The Middle School is located adjacent to the High School and they share a campus and parking lot. Student demographics are shown in Table 1 below. The different ethnicities of students provide a diverse educational experience for kindergarten to secondary school students

Table 1. Cresskill District – Student Demographics

Ethnicity	
Caucasian	57.1%
Hispanic	6.3%
African-American	0.5%
Asian/Pacific Islander	34.7%
American Indian	0.1%
Two or more races	1.4%
Gender	
Male	51%
Female	49%
Grade Level	
Preschool	22
Elementary (Kindergarten – Grade 5)	824
Middle School (Grade 6-8)	428
Senior High School (Grade 9-12)	515

Source: NJ School Performance Report, 2017-18

Academic Performance

The Cresskill School District has been classified by the NJ Department of Education as District Factor Group “I”, the second-highest of eight groupings.

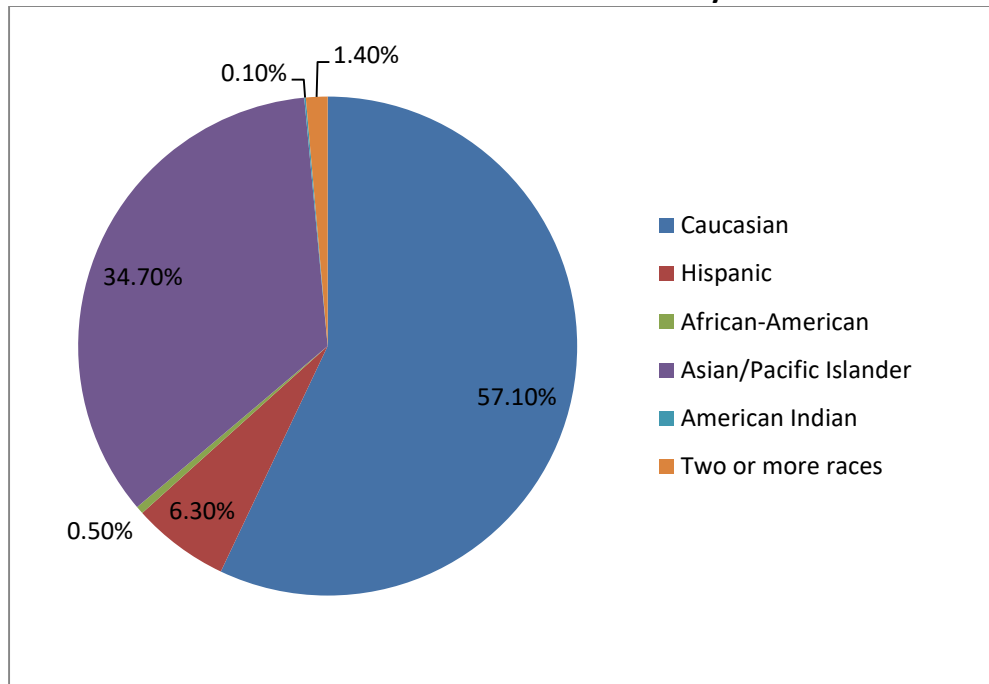
The District Factor Groups (DFGs) provide a systematic approach for classifying New Jersey school districts based on the socioeconomic status (SES) observed within the communities served by the district. The department first developed the DFGs in 1975 utilizing data from the 1970 Decennial Census. Since then, the department has updated the DFGs two times to 1) incorporate current data from the Census Bureau and 2) make improvements to the methodology employed. This report represents the fourth version of the DFGs.

(NJ Department of Education)

School Profile

According to the NJ School Performance Report, the Edward H. Bryan Elementary School educates 478 students in gr. K-5. Merritt Memorial serves 346 gr. K-5 students and 22 PK students, and the Middle School serves 428 gr. 6-8 students. In 2020, the PK students will be moving to Edward H. Bryan Elementary School which is building a new preschool wing. The mission of all the Cresskill Public Schools is to promote academic excellence, to foster self-esteem in a dynamic and caring environment, and to prepare students to be life-long learners and contributors in an evolving and ever-changing world.

Chart 6. District Student Ethnicity



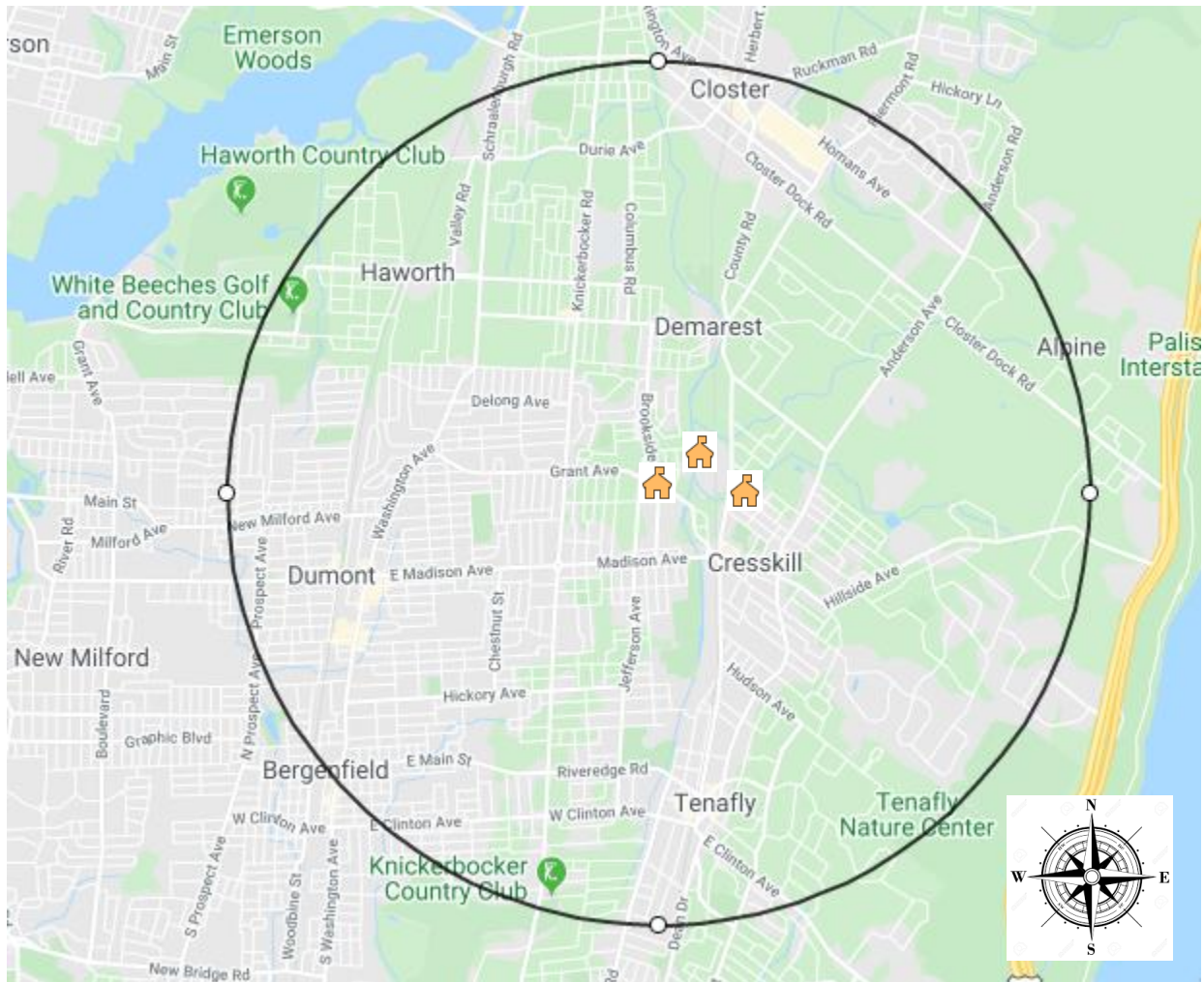
Source: NJ School Performance Report, 2017-18

3. Journey to School

In the 1960s, about 50 percent of children in the United States walked or bicycled to school. Over the last few decades, concerns about vehicle traffic, safety for the children, and longer commutes have resulted in 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.

Cresskill is a suburb of New York City. Located in Bergen County, Cresskill has been called one of the best places to live in New Jersey, both for its proximity to the city and its tightknit community. Cresskill is home to many restaurants, coffee shops, and parks, especially on Union Avenue, where a plethora of shops are located. Map 1 provides a two-mile area of the residential area surrounding Cresskill Middle School, Bryan Elementary School, Merritt Memorial School. Bryan and Merritt are grade K-5 schools and the Middle School serves gr. 6-8.

Map 1: Two Mile Radius around Schools



Edward H. Bryan School



Merritt Memorial School



Cresskill Middle School

3.1. Current Student Travel Environment

School Hours: Monday – Friday

Edward H. Bryan School

Start Time: 8:30 a.m.

Lunch: 11:20 a.m. – 12:55 p.m.

End Time: 3:10 p.m.

Step By Step Preschool: 8:45 a.m. – 2:45 p.m.

Merritt Memorial

Start Time: 8:30 a.m.

Lunch: 12:05 p.m. – 12:50 p.m.

End time: 3:10 p.m.

Cresskill Middle School

Start Time: 8:29 a.m.

Lunch: 11:48 a.m. – 12:33 p.m.

End Time: 3:00 p.m.

Drop-off/Pick up Procedure

There are no school busses that service the families of Edward H. Bryan Elementary School. Families who use personal vehicles or carpools must drop off students on Berkeley Avenue.

Crossing Guards

Edward H. Bryan Elementary School has guards from 7:30 am- 9:00 am and 2:45 pm- 4 pm at the following posts:

- Mezzine Drive & Brookside Avenue
- Madison Avenue & Sixth Street
- Jefferson & Lexington Avenues
- Knickerbocker Road & Pershing Street
- Bryan School entrance
- Jefferson & Madison Avenues
- Grant & Brookside Avenues
- Lexington & Brookside Avenues

Merritt Memorial School has four crossing guards from 7:30 am- 9:00 am and 2:45 pm- 4 pm at the following posts:

- Crossing guards on Dogwood Lane (in front of the school)
- Union & Ackerman Place (in front of Kings Supermarket)
- Park & County Road

Cresskill Middle School has crossing guards from 7:30 am- 9:00 am and 2:45 pm- 4 pm at these posts:

- Piermont Road & Union Ave
- Piermont Road & W Morningside Ave
- Grant Ave over Tenakill Brook

Student Travel Mode

In October 2019, the teachers at Edward H. Bryan Elementary School conducted a Travel Tally to document how the children in their classes get to and from school. Tallies were taken by teachers three times during one week in 24 classrooms. A total of 2,567 trips were documented and the data was analyzed by the NJ Safe Routes to School Resource Center at the Voorhees Transportation Center, Rutgers University. At Cresskill Middle School, a total of 2,350 trips were documented and analyzed.

As shown in Table 3a, the analysis showed that, on average, about 22 percent of the children walk to Bryan Elementary School and 23 percent walk home from school. The study shows approximately 74 percent of the trips were in personal cars and about 3 percent carpool. Very few students take public transit, the school bus or ride bikes to school.

Table 3a. Current Commute Mode for Bryan Elementary School

Mode	Arrival	Dismissal
Walk	22 %	23 %
School Bus	0.8 %	0.9 %
Driven in personal car	74 %	69 %
Public Transit	0 %	0.4 %
Carpool	3 %	6 %
Bike	0.6 %	0.6 %

Table 3b. Current Commute Mode for Cresskill Middle School

Mode	Arrival	Dismissal
Walk	13 %	35 %
School Bus	0 %	0.1 %
Driven in personal car	79 %	56 %
Public Transit	0 %	0 %
Carpool	8 %	8 %
Bike	0.7 %	0.6 %

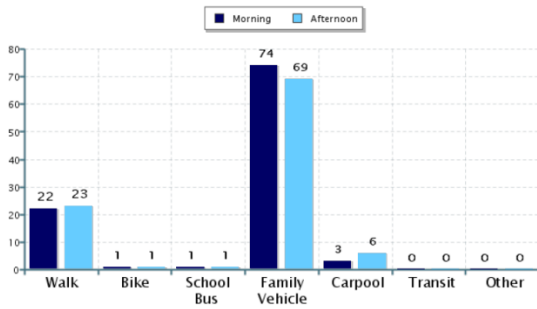
Table 3c. Current Commute Mode for Merritt Memorial School

Mode	Arrival	Dismissal
Walk	12 %	17 %
School Bus	0.2 %	4 %
Driven in personal car	84 %	73 %
Public Transit	0 %	0.3 %
Carpool	3 %	4 %
Bike	0.5 %	0.5 %



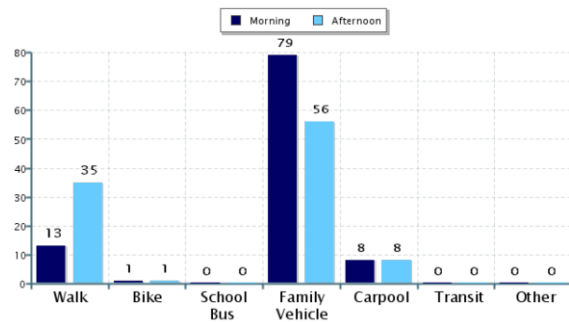
Bryan Elementary

Morning and Afternoon Travel Mode Comparison



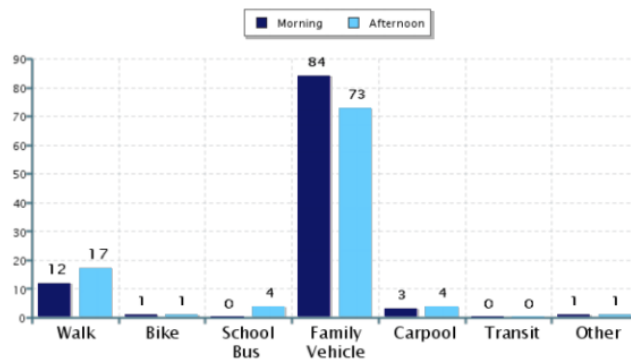
Cresskill Middle School

Morning and Afternoon Travel Mode Comparison



Merritt Memorial School

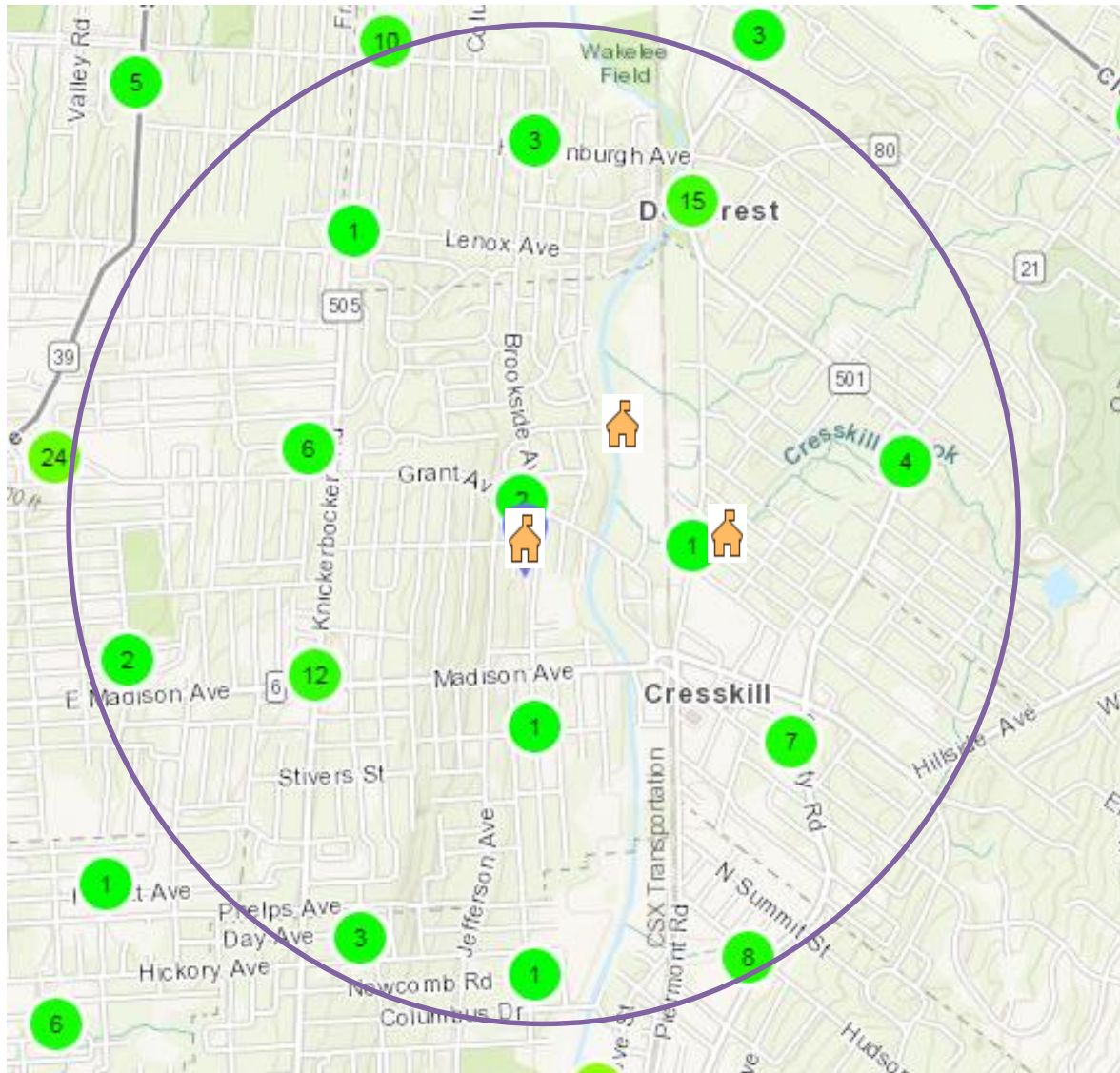
Morning and Afternoon Travel Mode Comparison



3.2 Pedestrian Safety

EZ Ride conducted an analysis of the pedestrian-related crashes within a one-mile radius of the school over a 17-year period from 2002 to 2019 based on police incident reports.

Map 2: Pedestrian Crashes within 1 Mile of Edward H. Bryan Elementary School, 2002-2019



Source: NJ Voyager

Legend:

- 1 Mile Radius
-  Schools
- Aggregate Crash Points



Table 4. Pedestrian Crashes by Age, Cresskill (2013-2019)

Age	Total	Percent
<16	1	20%
16-25	0	0%
26-40	1	0%
41-64	2	40%
65+	1	20%
Total	5	100%

Source: NJ Safety Voyager, 2013-present

For Cresskill, there were 5 pedestrian crashes between the years 2013-2019. On average there were approximately 1.2 pedestrian crashes per year. While the majority of the crashes (approximately 40% percent) involved pedestrians aged 41-64, approximately 20 percent of the total incidents involved children in the 0-17 age group. The amount of crashes within the past years is surprisingly low, and is in part due to the small population that Cresskill has (less than 9,000 residents). However, there are still high traffic, dangerous areas in Cresskill that must be addressed.

3.3 Walkability Assessment

The SRTS Task Force conducted a walkability assessment of three routes around Edward H. Bryan Elementary School, Cresskill Middle School, and Merritt Memorial School on December 11th. The routes were assessed by the Principal, Vice Principal, PTA President, Borough Grant Writer, Fire Department members, Police, Department of Public Works, parents, students, EZ Ride's SRTS Coordinator, and VTC staff.

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

Parents waiting at dismissal time- Edward H. Bryan School

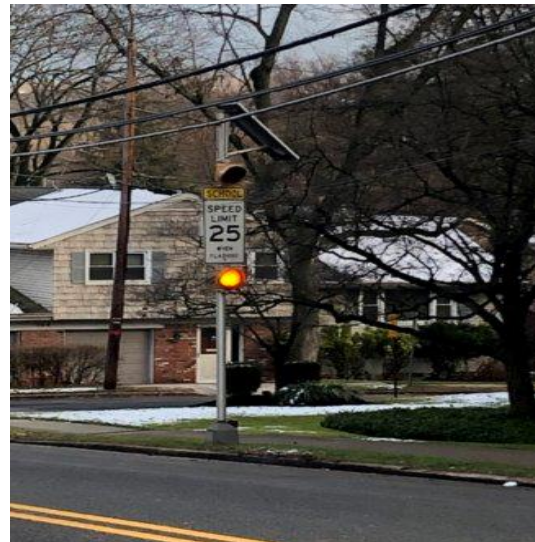


1. Good Practices

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



- High visibility crossing guard with sign to help pedestrians cross in heavy traffic areas.
- Bus stop shelter with bench available to protect riders during bad weather while they wait



Easily visible signage can alert drivers to slow down and watch for pedestrians walking in the area

2. General Areas Needing Improvement



Lack of sidewalks force pedestrians to walking in the streets



Crosswalks not painted on nearby school streets



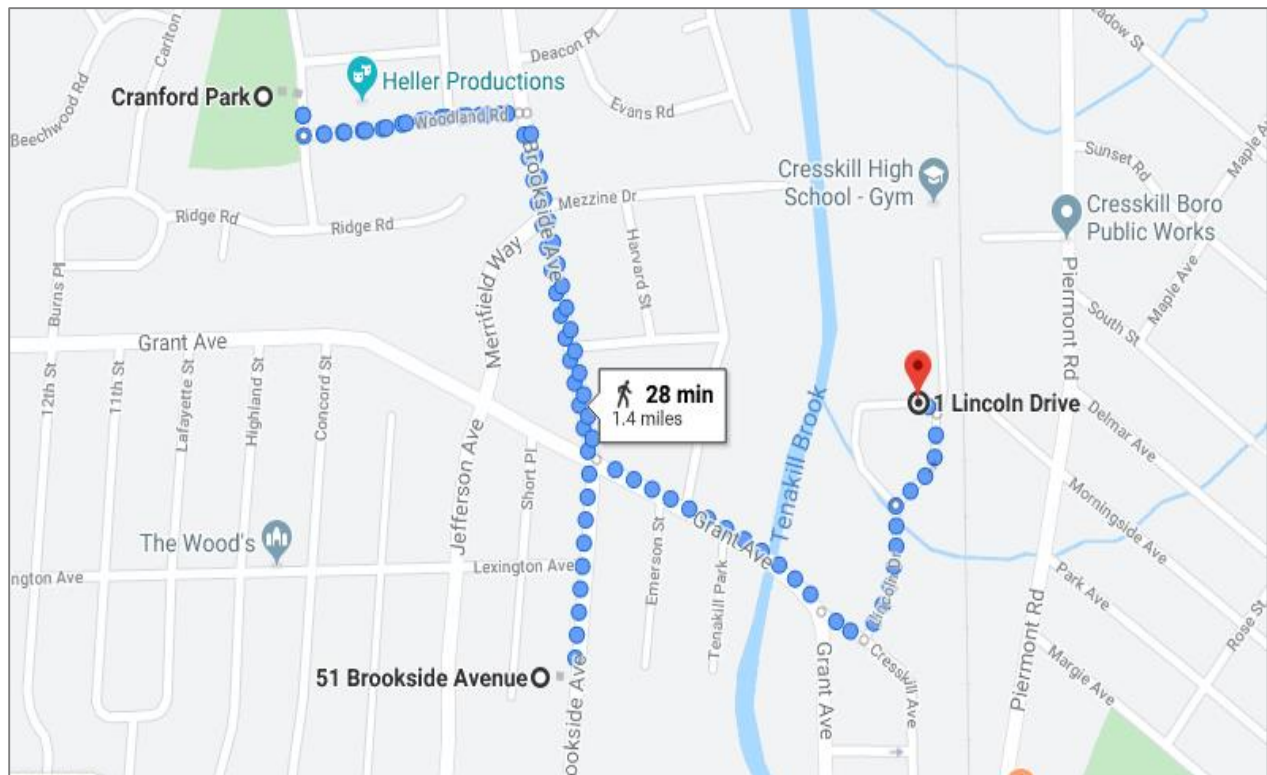
Damaged sidewalks can lead to accidents when walking with strollers and small children



Water collection points makes crossing difficult and can lead to ice during winter months

Route 1 Walkability Assessment

Blue Walk Route 1 – The team went from Edward H. Bryan School and headed north on Brookside Avenue, where they turned left on Woodland Rd. toward Cranford Park on Cranford Place. The team then walked back towards Edward H. Bryan School on Brookside Avenue and made a left on Grant Ave until they reached Cresskill Avenue. They continued on Cresskill until they made a left at Lincoln Dr. which led them to Cresskill High School & Middle School which are contained in the same building.





- Water collection point near corner crosswalk covering truncated dome pad, on Grant Avenue and Brookside Avenue.



- No crossing guard present at busy intersection and safety cones placed on grass where there is no wrap around sidewalk on Grant Avenue.



- Water collection point accumulating leaves and debris
- Sidewalk paint beginning to crack and wear down on Grant Avenue



- No painted crosswalk at stop sign
- No sidewalk present on either side of the street at Emerson St. and Grant Avenue



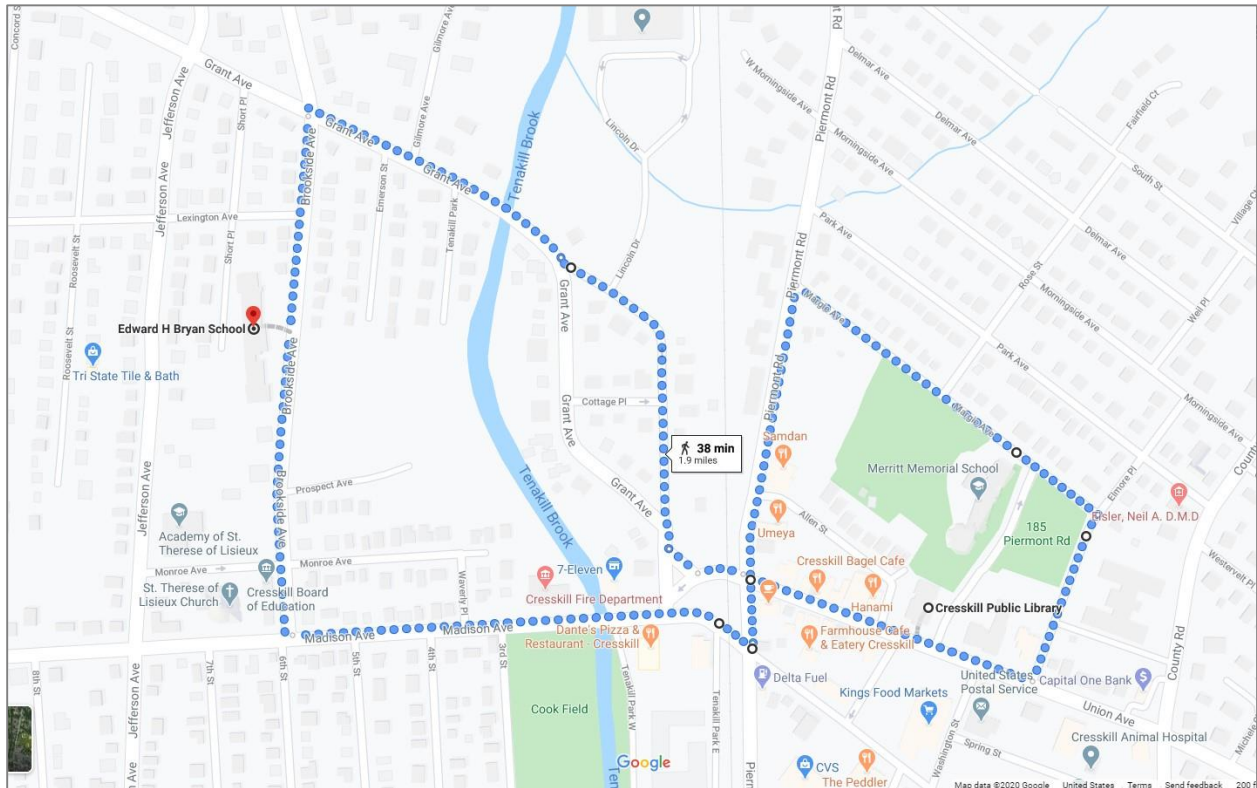
- Limited high visibility signage can be seen to alert driver of pedestrians crossing on Grant Avenue



- No sidewalk for pedestrians to walk on, this is Grant Avenue heading towards Creskill Ave.

Route 2 Walkability Assessment

Walk Route 2 – From Edward H. Bryan School the team walked south on Brookside Avenue and turned left onto Madison Avenue until they made a right on Margie Avenue past Merritt Memorial Elementary School. They then made a right on Ackerman Place, followed by a right on Union Ave, until they reached Cresskill Avenue where they made another right leading them back to Grant Avenue, before making a left on Brookside Avenue and heading back to Edward H. Bryan School.





Edward H. Bryan School Entrance

- Walk audit team and parents outside of Bryan School waiting for the dismissal bell.



Edward H. Bryan School Entrance

- Parents outside of Bryan School waiting for the dismissal bell.



Brookside Avenue

- Crosswalk outside of Edward H. Bryan Elementary School with crossing guard



Brookside Avenue

- Dismissal time at Edward H. Bryan Elementary School
- Good signage in front of the school letting cars know to stop at the crosswalk



Brookside Avenue

- No ramp next to stairs to get to entrance
- Temporary one way traffic makes crossing easier for students and families.
- Many cars idling, leading to lower air quality and large amounts of air pollution around Bryan School



Brookside Avenue

- High foot traffic and vehicle traffic makes school dismissals dangerous for parents and children



Edward H Bryan School at Dismissal

- After the dismissal bell at Edward H. Bryan Elementary School.
- Consider adding some benches for waiting parents



Brookside Avenue

- Students and Parents leaving Edward H. Bryan school after dismissal
- Wide sidewalk outside of school is safer for walkers



Brookside Avenue

- Low speed limit makes it safer for students crossing and walking outside the school.
- However, sign is low and should be raised to see when cars are parked.



Brookside Avenue and Lexington Avenue

- Visible crosswalk, correctly angled truncated dome pad, crossing guard makes this a good example of good practices.



Brookside Avenue and Lexington Avenue

- Crossing guard crossing a mother and her son.
- Cracked paint on crosswalk could be repainted



Brookside Avenue and Lexington Avenue

- Sidewalk ends at the corner, not allowing students to walk safely



Brookside Avenue

"Slow School" pavement marking is a good practice, but partially covered by crossing guard's parked car. Guard should not park car so close to intersection as it obstructs view of kids crossing



- Good signage letting drivers know to stop for pedestrians
- Low visibility crosswalk is tough to see for cars



- Guards crossing students in middle of intersection
One crosswalk missing high visibility hashmarks



- Students crossing between intersection
Suggest that all signals light at same time to allow all pedestrian crossing phase (and stop traffic from all 4 ways)



- Low visibility crosswalk is tough to see for oncoming cars
Paint high visibility hash marks in crosswalk



Piermont Road

- Shrubs need to be trimmed back.
- Sloping ground (between the sidewalk and curb) and uneven sidewalk is a tripping hazard for pedestrians, however the planted area between road and sidewalk is a good barrier between road and sidewalk



- Water collecting on sidewalk is a tripping hazard for pedestrians and can lead to slippery ice during winter months



Piermont Road

- Incomplete sidewalk and missing crosswalk section near old railroad track



Piermont Road

- Piermont Road walking route



Piermont Road

- Good Practice: Crosswalk painted across driveway and sidewalk at parking lot entrance warns drivers to watch for pedestrians



Dogwood Lane

- No crosswalk or pedestrian crossing signage at curb close to school



Dogwood Lane

- No idling sign is a good practice to reduce emissions around Merritt Memorial School. Consider to use student safety monitors to enforce no idling and/or measure idling time. See Idling Chart in Appendix.



Dogwood Lane

- Walking route to Merritt Memorial School: Some Bryan School students come for afterschool activities here
- Consider adding pedestrian lighting at corners and by crosswalks



Dogwood Lane

- Missing tile in sidewalk is dangerous hazard for pedestrians and bicyclists.
- Power pole is obstructing sidewalk



Dogwood Lane and Margie Avenue

- No crosswalk for pedestrians at vehicle stop line –should be painted here to assist students to cross safely



Margie Avenue

- No sidewalk for children alongside school leading to playground area and fields



Margie Avenue & Piermont Road

- No crosswalk to cross Piermont Rd and get to the apartments and sidewalk along Piermont Rd.
- No pedestrian crossing signs or School Zone signs to alert drivers that students may cross here to access Merritt Memorial School



- Crosswalk paint is faded
- No sidewalk for pedestrians



Piermont Road

- Uneven sidewalk and no bike lane or sharrows for cyclists



Piermont Road

- Low hanging tree over sidewalk may bother taller pedestrians
- Sidewalk ends here and path to corner is covered by grass and pine needles which are both slippery



Madison Avenue

- Water collection points makes crossing difficult and can lead to ice during winter months
- Truncated dome pad, but no crosswalk painted to cross the street



Madison Avenue

- Dangerous hole on the grass near street
- No crosswalk to cross Madison Avenue and reach 7-Eleven
- Crosswalk can be added across parking lot entrance



Madison Avenue

- High visibility crosswalk and pedestrian crossing signs needed at intersection to enhance safety. This is main entrance to a large apartment complex where many students live.



Madison Avenue

- No crosswalk to cross Madison Avenue and reach 7-Eleven
- Pedestrian crossing signs should be visible for drivers in the area surrounding 7-Eleven and residential building



Madison Avenue and 3rd Street

- Vehicle stop bar needed for drivers and wider crosswalk for pedestrians. Lighting and a signal here would be helpful
- Signage and crosswalk line up on grass so there is no place for students to wait to cross



Madison Avenue and Brookside Avenue

- Good Practice: Closing one lane of traffic to make crossing easier for students and parents during pick up and drop off.



Brookside Avenue

- Add Pedestrian crosswalk sign, pedestrian level lighting, and higher visibility striping to ensure safety and awareness for drivers

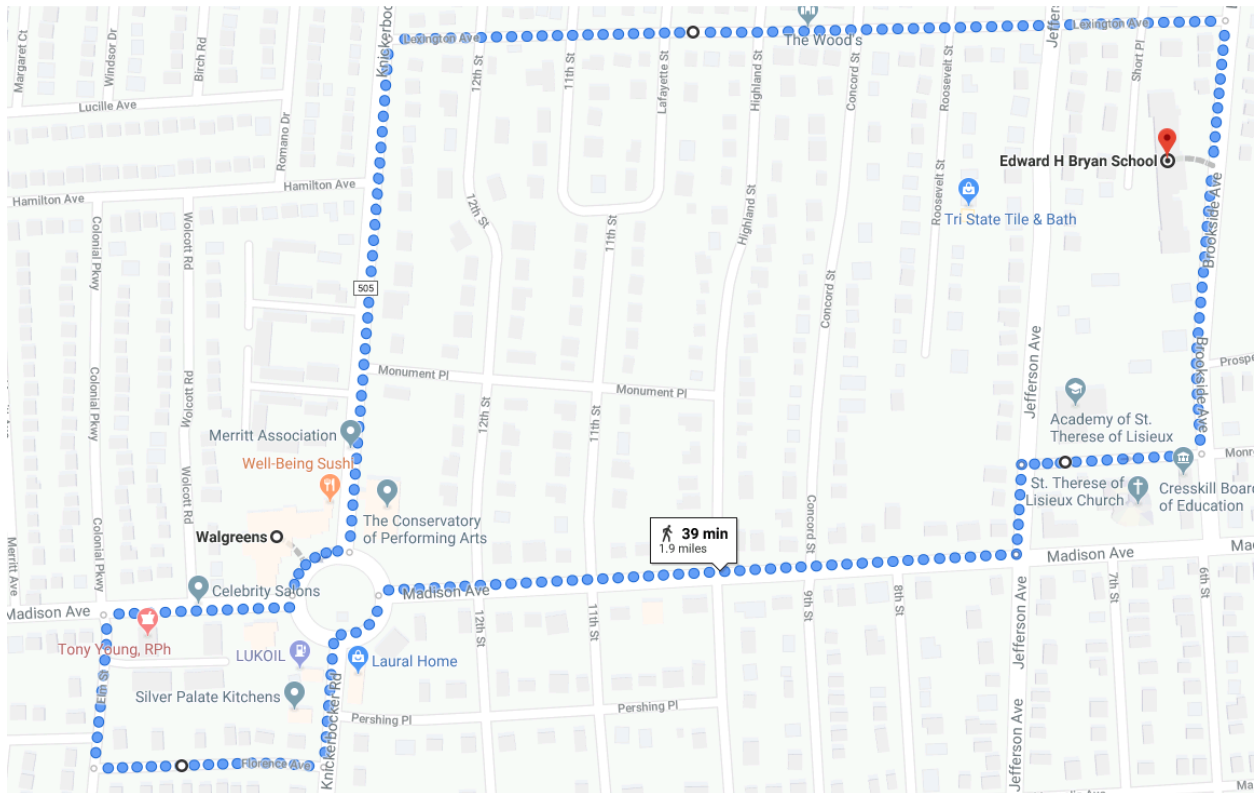


Brookside Avenue

- Cracked sidewalk creates tripping hazards for pedestrians

Route 3 Walkability Assessment

Walk Route 3 - The team went from Edward H. Bryan School and walked up Brookside Avenue and left onto Lexington Avenue. The team then turned onto Knickerbocker Road, and wrapped around the circle and onto Madison Avenue. The team turned left onto Jefferson Ave, right onto Monroe Ave, and back onto Brookside Avenue.





Entrance/Exit of Bryan School Addition

- No curb ramp to access school doorway with strollers or wheelchairs, suggest a crosswalk be painted across wide driveway to alert drivers to watch for pedestrians
- No safe passage for pedestrians, as they are forced to walk in the street for pickup



Bryan School Parking Exit

- Crosswalk is partially covered by new pavement, making it a low-visibility crosswalk., repaint other side
- Crosswalk is long, making it more dangerous to walk accross



Entrance/Exit Bryan School Parking Lot

- Traffic approaching from multiple directions.
- Paint crosswalk and delineate designated walking area to make it safer for students



Madison Ave and Brookside Ave

- Uneven cracked sidewalk is a tripping hazard for pedestrians



Madison Ave and 12th St

- Low visibility crosswalk should be striped.
- Truncated dome pad is not facing the correct direction.



Madison Avenue

- Low hanging bushes need to be trimmed to allow taller individuals to walk on the sidewalk



Madison Avenue

- Low visibility crosswalks on both streets should be striped
- Truncated dome pad is not facing the correct direction and there should be two pads to indicate direction into crosswalk for the blind.



Madison Avenue

- Construction garbage dangerous for walkers/bikers and should be roped off or consolidated



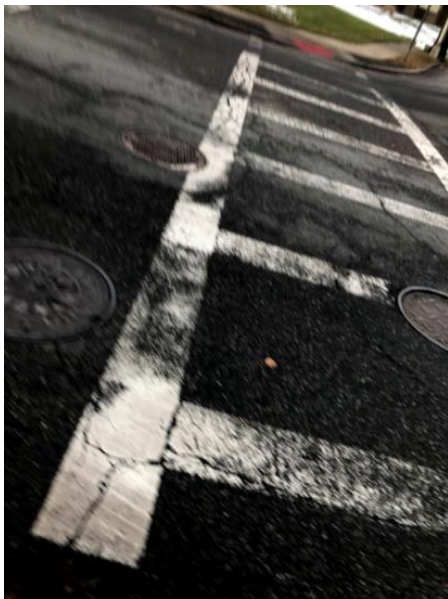
Lexington Avenue and Concord Street

- Lack of sidewalk forces pedestrians to walk in the street



Lexington Avenue and 12th Street

- Lack of sidewalk forces pedestrians to walk in the street



Traffic Circle

Crosswalk paint is faded, making it a low visibility crosswalk



Traffic Circle

- Low visibility crosswalk at traffic circle. Repaint worn down lines and make them thicker
- Adding flashing lights at the corners of the pedestrian sign can make drivers pay closer attention.



Traffic Circle

- A closer look at the low visibility crosswalk present in the traffic circle



Traffic Circle

- Cresskill Traffic Circle: Heavy traffic makes it tough for pedestrians crossing without traffic signals



Traffic Circle

- Crosswalk paint is faded, making it a low visibility crosswalk
- Repaint and make lines thicker
- Add pedestrian lighting



Traffic Circle

- Crosswalk paint is faded, making it a low visibility crosswalk
- Cars potentially turning too close to the crosswalk curb
- Need to add better pedestrian lighting



Knickerbocker Road

- Sidewalk is too narrow for pedestrians or individuals with strollers
- Car is parked on sidewalk, blocking pedestrians



Elm Street

- No sidewalks present, options are to walk in the street or on private property



Knickerbocker Road

- No sidewalk available on busy road makes walking dangerous for pedestrians



Florence Avenue and Elm Street

- No sidewalks, crosswalks, pedestrian level lighting, pedestrian crossing signs, or signals



Knickerbocker Road and Monument Place

- No sidewalk present on either side of the road
- No crosswalk painted to help pedestrians to cross



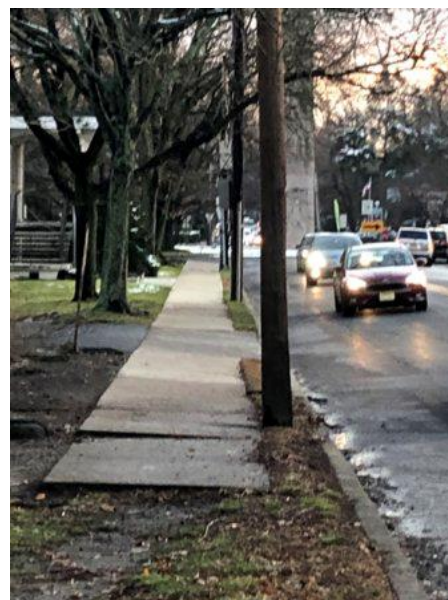
Lexington Avenue

- No sidewalk present on either side of the road
- No crosswalk, lighting or safety signs visible



Lexington Avenue and Roosevelt Avenue

- Suggest high visibility crosswalk be painted for increased safety



Knickerbocker Road

- Incomplete and uneven sidewalk is a tripping hazard for elderly, small children, and strollers especially at night



Lexington Avenue

- No sidewalk present on either side, forcing pedestrians to walk in the street.



Knickerbocker Road and Monument Place

- Sidewalk ends before the end of the street, forcing pedestrians to walk on snow covered grass or in a busy road.
- Also need pedestrian lighting at corners.



Lexington Avenue

- No crosswalk painted crossing Lexington Avenue
- No sidewalk present on either side, forcing pedestrians to walk in the street.



Lexington Avenue

- No lights or crosswalk painted across Lexington Avenue
- No sidewalk present on either side, forcing pedestrians to walk in the street.



Lexington Avenue

- No sidewalk present on either side of the street, forcing pedestrians to walk in the street



Lexington Avenue

- No crosswalk forces pedestrians to walk through grass. This is particularly challenging for pedestrians during rain or snowfall.



Lexington Avenue

- Low visibility crosswalk is not that visible to more visible to drivers. Repaint as high visibility crosswalk.



Brookside Avenue

- Good practice: 20 mph school zone sign visible to drivers.
- Good practice: "Idle-Free Zone" sign

1. 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 the Bryan 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.

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

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

Education Actions	Responsibility	Time Frame	Cost
Invite EZ Ride to provide SRTS Bicycle and pedestrian SAFETY Presentations annually	School, EZ Ride	Short-term, Mid-term, Long-term	No Cost
Create and update Family Handbook that defines arrival and dismissal procedures with map and text that defines drop-off/pick-up areas, the rules and speed limit for driving along local streets within school zone	School,	Long-term	No Cost
Integrate walking and safety education (wear helmets, use crosswalks) into classroom	School	Short-term, Mid-term, Long-term	No Cost
Leverage Social Media to spread awareness of school zone and enforcement activities	School/District Webmaster PTO, Boro, Police	Short-term, Mid-term, Long-term	No Cost
Conduct a “Drive Slow and Safe” Campaign on busy streets twice a year. Notify parents/guardians and school staff by publishing information/updates in the Parent/Family Handbook, School Newsletters and on the school website	School, Boro, Police	Short-term, Mid-term, Long-term	Low
Ask Police Department to give a talk and distribute driving safety tip cards to parents at Back to School Night or PTO meetings	Police, School, PTO	Short-term, Mid-term, Long-term	Low

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

Encouragement Actions	Responsibility	Time Frame	Cost
Hold a student poster contest on Safe Walking and Biking to school	School, EZ Ride	Short-term	No Cost
Utilize the school website to advance Safe Routes to School safety messages	School Tech Coordinator, Health Champion	Mid-term, Long-term	No Cost
Circulate School Travel Plan Report via School and City website and PTO meetings	School, PTO, Boro	Short-term	Low
Host Bike/Walk to School/Work Days throughout the year	School Health Council, PTO, Boro	Short-term, Mid-term, Long-term	Low
Participate in International Walk to School Day in October and National Bike to School Day in May, as well as NJ Walk and Bike to School Day in Spring	School Health Council, District Parent Center, PTO, EZ Ride	Short-term, Mid-term, Long-term	Low

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

Enforcement Actions	Responsibility	Time Frame	Cost
Conduct bicycle registration at Back to School night	School, Police	Short-term, Mid-term, Long-term	Low
Investigate training parent volunteers to do Walking School Bus or crossing guard training to have more adults who can watch out for kids' safety	School Liaison, PTO, Police, Boro	Mid-term, Long-term	Low
Ask County/City to conduct speed and traffic study on Knickerbocker and Piermont Road	County/City traffic, Police	Short-term, Long-term	Medium
Ask police to set up electric signs that post drivers speeds and remind people to not speed as its school zone – do this 2x a year	Police Department, School Safety Liaison	Short-term, Long-term	Low
Ask town to post more police in the vicinity of schools to reduce speed in the area	Police, School, Boro	Short term Mid term Long Term	Low

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

Engineering Actions	Responsibility	Time Frame	Cost
Install bike racks and skateboard racks near school entrance	School	Mid-term,	Low
Ensure there are enough "School Zone" signs and painted "SLOW SCHOOL ZONE " on roadways surrounding the school	County, Boro, DPW	Short-term Mid-term, Long-term	Low
Install a pedestrian traffic signal shown in pictures above	County, Boro, Engineering	Short-term Mid-term, Long-term	Low
Paint High Visibility Crosswalks at major seen in pictures above	County and Boro, DPW, Engineering, Police	Short-term, Mid-term, Long-term	Low
Implement traffic calming measures such as flashing SLOW sign or painted bike lanes as seen in pictures above	County and Boro Engineering, Police	Mid-term, Long-term	Low
Post signs and paint area on roads to define any designated Bus and Car drop off zones	School and Boro DPW/Engineering, Police	Short-term, Mid-term, Long-term	Low
Investigate and ensure ADA compliancy of crosswalks and curb ramps	County and Boro Engineering, Police	Mid-term, Long-term	Medium
Investigate traffic speeds around the school and post more 25 mph speed limit signs	County Engineering, Boro Engineering, Police	Short-term, Mid-term, Long-term	Medium
Investigate installation of light fixtures around key intersections and crosswalks	County and Boro Engineering, Police	Mid-term, Long-term	Medium
Install sharrow markings on wider roads to make biking safer	County and Boro Engineering, Police	Mid-term, Long-term	Medium-High
Extend curb at intersections and narrow turn radius to slow turning vehicles	County and Boro Engineering, Police	Mid-term, Long-term	Medium-High
Install sidewalks on streets that do not have sidewalks (see above)	County and Boro Engineering, Police	Mid-term, Long-term	High

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

Evaluation Actions	Responsibility	Time Frame	Cost
Continue to conduct student travel tallies every year to measure how effective the SRTS program has been to increase the number of students walking, biking or carpooling	School, EZ Ride,	Mid-term, Long-term	No Cost
Improve communications between school officials and families establishing a	School Administrators, PTO, Parent Center	Short-term, Mid-term, Long-term	No Cost

convenient mechanism to share information and get feedback	Webmasters, District leaders and newsletter		
Conduct regular speed and traffic studies in area	Borough, Police	Short-term, Mid-term, Long-term	Low

Conclusion

Community priorities around Edward H. Bryan Elementary School, Merritt Memorial and the Middle School are to improve safety for students and residents, reduce the speed of traffic near School Zones, and encourage students to walk and bike more for their health and to reduce traffic and air pollution. Key engineering recommendations include installing sidewalks on heavily trafficked roads, repainting and adding high visibility crosswalks, adding lighting at corners, correcting uneven and cracked sidewalks, adding Pedestrian Crossing or School Zone signs, correcting truncated dome pads that are not facing the correct direction, and working to minimize water collection points on sidewalks and at curb ramps. The Borough should consider the places where residents and students are frequently walking (library, parks, schools, 7-11, sports fields, downtown) and ensure there are sidewalks, that shrubs are trimmed back to allow for visibility, that leaves and snow are cleared on roads and sidewalks to allow pedestrians to walk or bike, and that signs alert drivers to pedestrians' presence. We suggest the District adjust the afterschool activity schedule to allow kids time to walk or bike to Merritt Memorial School for afterschool activities so parents do not need to drive them there or speed to get children there on time.

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 safety education and incentives for students to walk to school. This is the first District School Travel Plan prepared for the Borough of Cresskill and it is hoped the schools will schedule additional SRTS biking and walking safety programs for students in the coming years at other schools in the District. This report should be used by the District or Borough to apply for SRTS infrastructure grants to make the sidewalks and neighborhood safer for students to walk and bike to Edward H Bryan Elementary School, Merritt Memorial and the Middle School to get to local parks and playgrounds, and to travel to community afterschool programs.

5. Appendix A

Typical Opportunities for Improvements



LONG CROSSING DISTANCES

Long crossing distances prolong the exposure time of pedestrians to motorists and make it difficult to see the pedestrian signal head on the other side of the road.



PEDESTRIAN OBSTRUCTIONS

Obstructions in the pedestrian right-of-way impede pedestrian movement and safety.



LACK OF CURB CUTS

Sidewalks without curb cuts are an obstacle to parents with baby carriages as well as people with disabilities.



POOR MAINTENANCE

Without maintenance pedestrians can trip, it can be a liability issue, and people with disabilities can have trouble negotiating the area.

Typical Bicycle/Pedestrian Treatments



SHARED-USE ROADWAY

Can be a safe for bicyclists when:

- Width is sufficient
- Speeds are low
- Traffic volumes are low



BICYCLE LANE

- Provides a safe and comfortable environment for bicyclists
- An area that is delineated, but not separated from the roadway
- Typically 4' wide with a bicycle stencil



SHARED USE PATH (TRAIL)

- Offers connections and opportunities not provided in the roadway system
- Can provide valuable connections and recreational opportunities
- Typically 8'-10' wide



OTHER FACILITIES

- Bicycle Lockers
- Bicycle Racks on Transit
- Bicycle Racks
- Bicycle Safety Programs

Typical Bicycle/Pedestrian Treatments



SIDEWALKS

- A portion of the road ROW for the preferential or exclusive use of pedestrians
- Typically at least 5' wide
- Should be free of obstructions along its width and 80" high



CROSSWALKS

- Provides a designated crossing point
- Helps provide more predictable pedestrian movements
- Alerts drivers to pedestrian areas



SIGNAGE AND STRIPING

- Can help define pedestrian realm
- Provide visual cues for pedestrians and motorists
- Can augment other facilities



AMENITIES AND AESTHETICS

- Lets pedestrians know area was designed for their use
- Helps provide a safe and comfortable environment
- Helps provide sense of "place"

Typical Bicycle/Pedestrian Treatments



CURB EXTENSION

- Reduces Vehicle Speeds
- Reduces Pedestrian Crossing Distance
- Increases Pedestrian Visibility
- Protects Parking Area & Prevents Parking Close to Intersection



FULL CLOSURE

- Can be used to eliminate neighborhood cut-throughs
- Eliminates vehicular access
- Allows pedestrian and bicycle access and egress



MID-BLOCK CROSSING

- Reduces Vehicle Speeds
- Increases Pedestrians Visibility
- Reduces Pedestrian Crossing Distance
- Connects Pedestrian Generators



RAISED MEDIAN GATEWAY

- Provides Defined Entry
- Provides Cue to a Transition Area
- Aesthetically Pleasing
- Provides Pedestrian Refuge
- Reduction in Vehicle Speeds

Typical Traffic Calming Devices



GATEWAY

- Provides Defined Entry
- Provides Cue to a Transition Area
- Aesthetically Pleasing



CURB EXTENSION REDUCED TURNING

- Reduces Vehicle Speeds
- Reduces Pedestrian Crossing Distance
- Increases Pedestrian Visibility
- Protects Parking Area & Prevents Parking Close to Intersection



RAISED

- Reduces Vehicle Speeds
- Increases Pedestrians Visibility
- Reduces Pedestrian Crossing Distance
- Provides Pedestrian Refuge



BIKELANE

- Reduces Vehicle Speeds
- Produces Designated Lane for Bicyclists
- Provides Additional Buffer for Pedestrians

Typical Traffic Calming Devices



CURB EXTENSION

- Reduces Vehicle Speeds
- Reduces Pedestrian Crossing Distance
- Increases Pedestrian Visibility
- Protects Parking Area & Prevents Parking Close to Intersection



MEDIAN REFUGE

- Reduces Vehicle Speeds
- Reduces Pedestrian- Vehicle Conflict
- Reduces Pedestrian Crossing Distance
- Improves Aesthetics if well-maintained



MID-BLOCK CROSSING

- Reduces Vehicle Speeds
- Increases Pedestrians Visibility
- Reduces Pedestrian Crossing Distance
- Connects Pedestrian Generators



Sidewalks and Access

- Simplifies Crossing Movement
- Reinforces pedestrian priority
- Improves visibility
- Provides safe accessibility

6. Appendix B: Funding & 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	Non-profit organizations and local government agencies in communities historically affected by economic disinvestment, health disparities,	County, Municipal, Non-profit organizations	US EPA Environmental Workforce Development and Job Training Grant Fund

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

	land mapping, economic development plans, and special municipal projects			
Neighborhood Preservation Program	This program provides direct financial and technical assistance to municipalities over a three to five year period to conduct activities associated with the preservation of designated neighborhoods based on strategic revitalization's plans within those municipalities.	Municipalities	Municipal	New Jersey Department of Community Affairs
New Jersey Healthy Communities Network - Community Grants Program	<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	Municipal	National Endowment for the Arts

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

	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			
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

7. Appendix C: Idling Tracking Forms for Student Monitors



IDLING TRACKER

Directions: Student monitor can count the number of vehicles idling during pick up/drop off time. Student can describe the car type under the car #, and circle idling time. See Car 1 example. (Every minute idled = 1.6 oz of CO2 produced)

Date: _____ Total # Idling Vehicles: _____ Total Idling Time: _____ Total CO2 Produced: _____

Car #	Idling Time (Circle One)	Car #	Idling Time (Circle One)	Car #	Idling Time (Circle One)
1 Ex: Green SUV	3-5 minutes 6-10 minutes 11-15 minutes 15-20 minutes 20+ minutes	2	3-5 minutes 6-10 minutes 11-15 minutes 15-20 minutes 20+ minutes	3	3-5 minutes 6-10 minutes 11-15 minutes 15-20 minutes 20+ minutes

Vehicle Type	Total Number of People	Air Pollution Value Per Person	Estimated Air Pollution Value
Trucks with 1 or 2 people		10	
Cars with 1 or 2 people		9	
Cars and Trucks with 3 or more people (Carpool)		3	
Bus		0.2	
Bicycle		0	