

Safe Routes to School Program

First Avenue School Travel Plan

214 First Avenue, Newark, NJ 07107



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Disclaimer

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Executive Summary

A Safe Routes to School (SRTS) Travel Plan is a resource to encourage and increase the number of students walking or bicycling to school. It provides directions for schools, students, families and the city to build a safer walking and biking environment 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. In fact, the New Jersey Safe Routes to School (SRTS) infrastructure funding program recommends applicants to have an approved School Travel Plan in order to apply for a grant.

1. Goals

The goals of the First Avenue 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 First Avenue School SRTS Task Force came together out of a shared community interest in improving the health of students and residents by encouraging more walking and biking. The involvement of local stakeholders is an important part of ensuring the sustainability of the SRTS initiative and the enactment of the Action Plan.

3. Community Barriers to Health

According to a 2019 Community Health Needs Assessment¹ from Newark Beth Israel Medical Center, in partnership with Robert Wood Johnson Barnabas Health, many children in the Newark school district do not meet federal standards for healthy eating and physical activity.

The top four health issues that are a priority are:

1. Obesity
2. Maternal/Infant Mortality
3. Health Care Disparities
4. Violence and Safety

Newark is located in Essex County, New Jersey. Statistics from the 2023 County Health rankings shows Essex County is ranked among the least healthy Counties in New Jersey, and

¹ <https://www.rwjbh.org/documents/community-health-needs-assessment/NBIMC-CHNA-1119.pdf>

is higher than the state average in the following areas; Physical Inactivity, Adult Smokers, Uninsured, Mental Health Problems, Severe Housing Problems, Children in Single-Parent Households, and Air Pollution/Particulate Matter.

4. School Travel Data

On March 17, 2023, First Avenue Elementary School teachers conducted a School Travel Tally in each classroom to determine how students travel to and from school. Tallies were submitted to the Voorhees Transportation Center (VTC) and results are shown in Table 1 below. About 41-46 percent of the children walked and 51- 56 percent trips were by family vehicle. A small percentage of students, two- three percent, take the school bus and less than one percent of students take public transportation. No students use bicycles or carpool to school.

Table 1: Current Student Commute Mode

Mode	Arrival (Morning)	Dismissal (Afternoon)
Walk	41%	46%
Bike	0%	0%
School Bus	2%	3%
Family Vehicle	56%	51%
Carpool	0%	0%
Transit	0.2%	0.2%

Source: NJ SRTS Travel Tally Analysis

5. Barriers and Opportunities Identified for Safer Walking & Biking

The Safe Routes to School Taskforce and Community Partners conducted a detailed walk and bike audit of the road conditions along the main routes used by the students to walk to school on March 29, 2023. The major intersections near First Avenue School include: 2nd Ave. & Roseville Ave., 1st Ave. & N. 6th St., 1st Ave. & Bloomfield Ave., N. 6th St. & Bloomfield Ave.

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:

- Start a walking school bus and encourage more families to walk in groups for safety
- Repair damaged sidewalks/potholes and add ped. lighting, bike lanes, and stop bars
- Equip the school zone with speed limit, flashing stop, and no idling signs, paint school zone pavement markings, and set up kiss and drop areas 2 blocks from school for gr 3+.

- Paint/restripe faded crosswalks with high visibility ladder design, add ped signal heads/push buttons, LPI phases, bike lanes, and remove trees that uproot sidewalks .
- Prevent illegal parking on corners that obstructs drivers' view of pedestrians
- Encourage residents to not block sidewalks and to repair damaged driveways/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).

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.²

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.

² Walking and Biking to School, Physical Activities and Health Outcomes, Robert Wood Johnson Foundation

In the 2013 book, Designing Healthy Communities, Dr. Richard Stockton and Stacey Sinclair note that “walking to school is good for children’s cognitive health and learning ability. It improves children’s concentration, boosts moods and alertness, and enhances memory, creativity and overall learning”.

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

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

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

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

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

1.3. The Team

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

EZ Ride and SRTS

In New Jersey, Transportation Management Associations (TMAs) have taken the lead in coordinating the implementation of the SRTS programs. TMAs are non-profit organizations whose mission is to implement transportation programs and services like carpools, vanpools, shuttles, biking and walking that reduce congestion and improve air

quality. EZ Ride is one of eight Transportation Management Associations (TMAs) in New Jersey and serves Bergen, Essex, Monmouth, Passaic and Union counties.

City of Newark

EZ Ride worked with the City of Newark to conduct a StreetSmart campaign in each of five wards in 2021-2022. We also partnered with the City and their two e-bike and e-scooter vendors to apply for a Better Bikeshare grant in 2023 to conduct e-bike and e-scooter classes. Unfortunately, we did not receive a grant.

Newark Public Schools, BOE, and Charter Schools

EZ Ride is working in partnership with the Newark BOE and the Office of Safety and Security to conduct safety presentations and to promote safe walking and biking to school at all of the District's Public Schools in the next few years. We are planning a demonstration project in partnership with Essex County and Chancellor Avenue Elementary Schools and Weequahic HS in Fall 2023. To date, EZ Ride has presented at 26 Public Schools or Early Learning Annexes, three Charter Schools, and the Newark Head Start Program.

First Avenue School

On October 17, 2022, EZ Ride conducted a pedestrian safety presentation at the school for grades K-2 and a bicycle and pedestrian safety presentation for Gr 3-5 in advance of their Walk and Roll to School Day. On October 18, 2022, we conducted a bike safety presentation and a safe bike skills class for the school's bike club.

On February 15, 2023, EZ Ride was contacted by the SRTS Resource Center as the Sustainable Jersey State Coordinator informed them the school's green team indicated they wanted to develop a School Travel Plan. EZ Ride had a virtual meeting with the Principal and staff members from First Avenue School and we were asked to conduct a bike and pedestrian safety audit and to prepare a school travel plan. School goals are to make their community safer for students to walk and bike to school and to apply for Sustainable Jersey certification and a school grant. The Regional SRTS Coordinator met with school representatives to plan a date to conduct an audit and to schedule training with the task force. We encouraged the school to gather a team of students and adults to conduct the audit and to conduct school travel tallies.

We also nominated the school for a Gold SRTS award in 2023 and are working with the school's after school bike club on safe bike skills.

First Avenue School Travel Plan Task Force

Organization	Role/Responsibility	Contact
First Avenue School	Principal	Rosa Branco First Avenue Elementary School 214 1st Ave, Newark, NJ 07107 R Branco@nps.k12.nj.us
First Avenue School	Vice-Principal	Mr. Dave Zatorski First Avenue Elementary School 214 1st Ave, Newark, NJ 07107 dzatorski@nps.k12.nj.us
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First Avenue School	Teacher	Mr. LeVar Harris First Avenue Elementary School 214 1st Ave, Newark, NJ 07107 lvharris33@gmail.com
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EZ Ride - Transportation Management Association	SRTS Program Assistance, Community Resource, Safety Education	Erlea Maldonado Assistant Coordinator, Bike & Pedestrian Program EZ Ride 144 Park Place East Wood-Ridge, NJ 07075 201-939-4242 emaldonado@ezride.org
EZ Ride - Transportation Management Association	SRTS Program Assistance, Community Resource, Safety Education	Adam Iaccheo Assistant Coordinator, Bike & Pedestrian Program EZ Ride 144 Park Place East Wood-Ridge, NJ 07075 201-939-4242 aiaccheo@ezride.org
EZ Ride - Transportation Management Association	SRTS Program Assistance, Community Resource, Safety Education	Jensy Jemenez Assistant Coordinator, Bike & Pedestrian Program EZ Ride 144 Park Place East Wood-Ridge, NJ 07075 201-939-4242 jjimenez@ezride.org
First Avenue School	Students Who Helped with Audit	<u>Grade 8</u> : Sheyla Ruiz, Nickolas Baburam, Gerell Nkwoddimmah, Yeison Ulloa <u>Grade 7</u> : Anthony Leon, Jariel Acevedo, Yanli Tolentino <u>Grade 6</u> : Danna Oliva <u>Grade 5</u> : Julian Ortiz, Alan Silverio

2. District & School Profile

A school profile for First Avenue School was developed using data from the Newark School District website. Additional information was collected from city data, parent surveys, interviews and on-site visits.

The Newark School District has been in existence since 1676. It is one of the largest school systems in New Jersey with 61 schools and a student population of 41,997. Student demographics are shown in Table 1 below. The different ethnicities of students provide a diverse educational experience for pre-kindergarten to secondary school students as well as a

challenge for its teaching staff. The district continues to revise services to meet the changing language needs of students in each school.

Table 2. Newark Public Schools – Student Demographics

Ethnicity	Number of Students
Hispanic	22,515
Black	15,106
White	2,964
Asian	329
Native American	123
Pacific Islander	82
Gender	Number of Students
Female	20,168
Male	20,992
Grade Level	Number of Students
Primary (Pre-Kindergarten – Grade 4)	19,583
Middle School (Grade 5 - 8)	11,233
High School (Grade 9 - 12)	10,344
Total Students	41,160

Source: NJ School Performance Report, 2021-22

Academic Performance

Academically, Newark’s public schools are among the lowest-performing in the state, but it is encouraging to note that many efforts are currently being made to improve the schools and community. In 1995, the state government took over management of the city’s schools with the intention to improve the schools and provide a better education for the District’s students. The Newark Schools stopped being under the management of NJ in 2018.

The Newark Public Schools have been designated as a “disadvantaged urban school system” by the State of New Jersey. This rating is based on neighborhood criteria such as poverty rate,

incidence of crime and violence, and limited municipal resources due to low tax revenues. Crime and poverty are a major problem in Newark. NJDOT has directed that SRTS programs in disadvantaged communities should be given higher priority for services, and the 2021-22 NJ School District Performance report notes that 84.4 percent of First Avenue School students are economically disadvantaged. 13.6 percent have learning disabilities, and 53.6 percent speak Spanish as a first language.

An Overburdened Community (OBC), as defined by the law, is any census block group, as determined in accordance with the most recent United States Census, in which: at least 35 percent of the households qualify as low-income households (at or below twice the poverty threshold as determined by the United States Census Bureau); at least 40 percent of the residents identify as minority or as members of a State recognized tribal community; or at least 40 percent of the households have limited English proficiency (without an adult that speaks English “very well” according to the United States Census Bureau).

Newark has several census block groups that are Overburdened Communities that have large populations of minorities and low-income households. First Avenue School is located in an Overburdened Community with at least 79.7 percent of the population identifying as minorities and 39 percent identifying as Low Income.

2.1 City of Newark & Essex County Health Profile

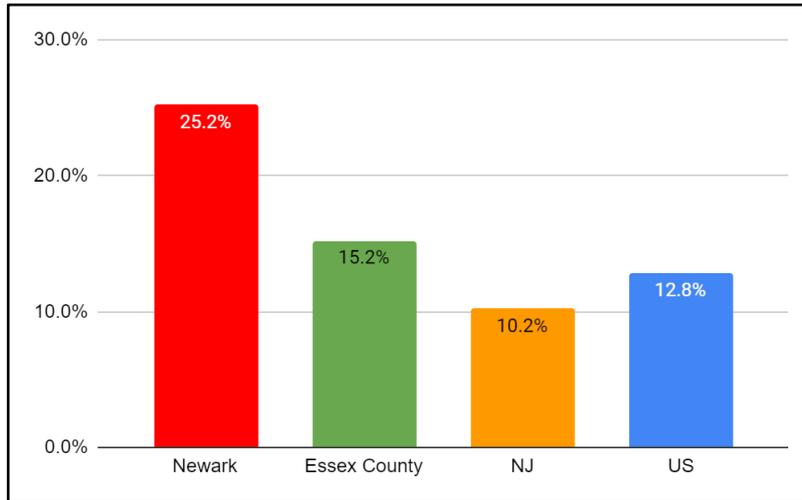
Essex County is the third most populated county in the state of New Jersey. Due to population density and its proximity to New York City, cost of living is high. There are many different health disparities that exist in the county. According to countyhealthrankings.org, rates of uninsured, unemployed, and children in poverty are higher than state averages. Individuals in Essex County have unusually high rates of physical inactivity. The violent crime rate is also high in Essex County. Furthermore, air quality throughout the county is slightly lower compared to the state average.

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

Poverty

Newark has one of the highest rates of poverty in New Jersey, with 25.2 percent of the population living in poverty. According to the US Census Bureau, the Newark poverty rate is almost double the national poverty rate, 12.8 percent, and almost 2.5 times the NJ poverty rate, 10.2 percent. These findings are noted below in chart 1.

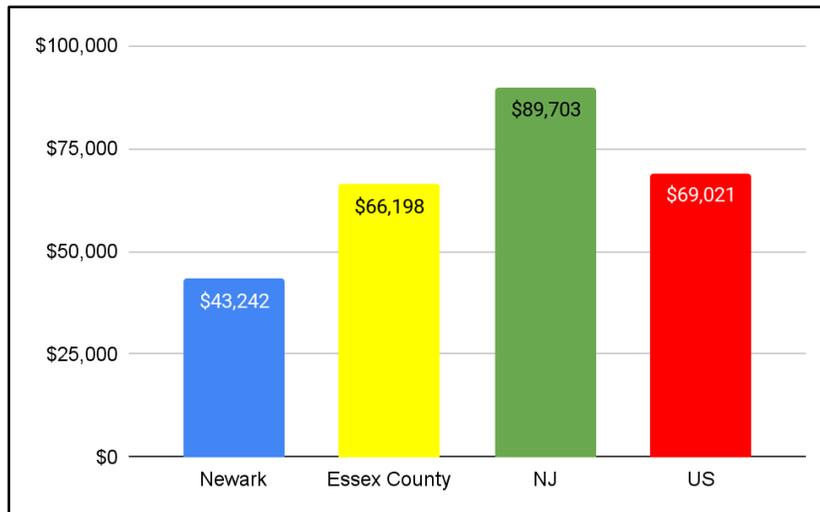
Chart 1: Poverty Rate



Source: US Census Bureau, 2020

According to the US Census Bureau, Newark’s Median Household Income is \$43,242 which is less than half the NJ median of \$89,703 and below both the Essex County median of \$66,198 and the national median income of \$69,021. These findings are noted below in Chart 2.

Chart 2: Median Household Income



Source: US Census Bureau, 2020

Health

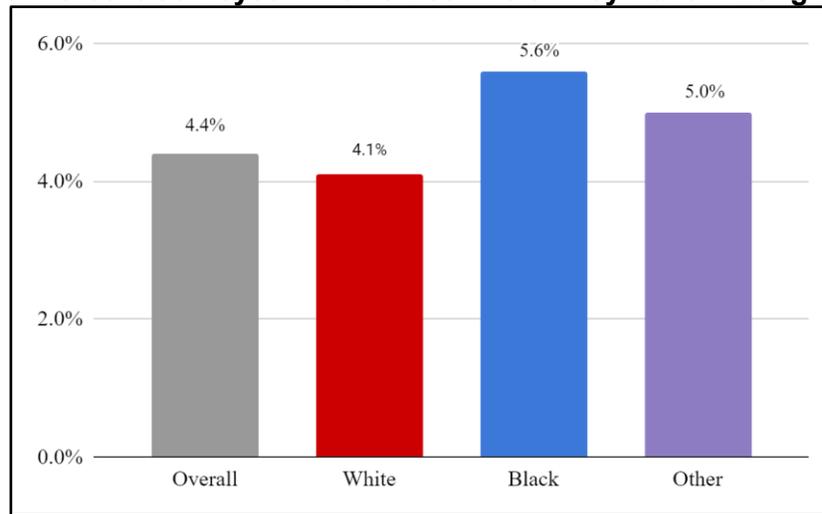
In 2019, the Newark Beth Israel Medical Center, in partnership with Robert Wood Johnson Barnabas Health conducted a Community Health Needs Assessment for Essex County. The results of that Community Health Needs Assessment form the basis for this section of the report.

As of 2022, 4.4 percent of Essex County residents have been told by their doctors that they have lung disease. These findings are noted below in chart 3. This is slightly less than the

number of people who have been told by their doctor they had chronic obstructive pulmonary disease, C.O.P.D., emphysema, or chronic bronchitis which is 4.6 percent. This is 6.6 percent in NJ. The state rate of asthma is 8.4 percent in adults in NJ and 7.2 percent for children.

African Americans in Essex County are nearly 37 percent as likely to report their doctor told them they have lung disease.

Chart 3: Percent Surveyed Who've Been Told They Have A Lung Disease



Source: Essex County Community Health Needs Assessment, 2022

Weight

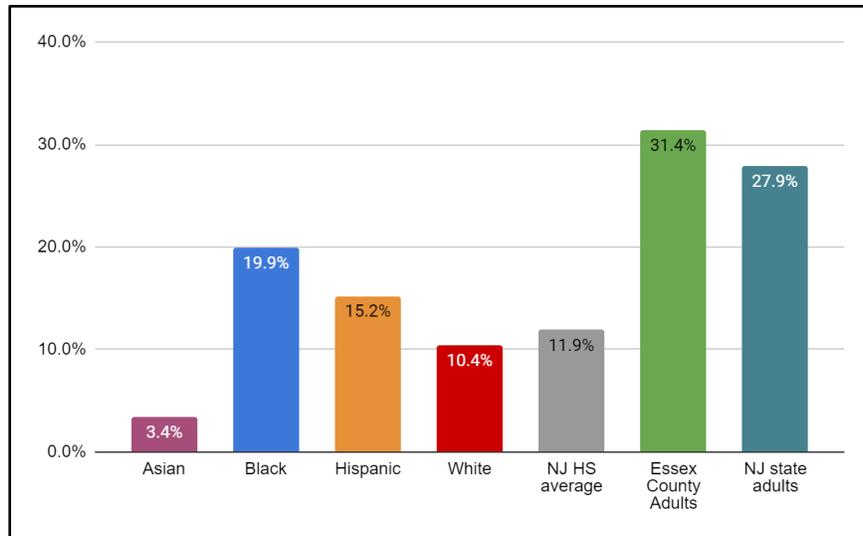
According to the Rutgers Center for State Health Policy (RCSHP), one in four children in Newark is obese. This means that their BMI falls above or at the 95th percentile. Children between the ages 3-11 years old are more likely to be overweight, obese, or very obese in comparison to children who are between the ages of 12-19 years old.

Chart 4: Prevalence of Childhood Overweight & Obesity – Newark

		Not Overweight (BMIPCT < 85)	Overweight & Obese (BMIPCT ≥ 85)	Obese (BMIPCT ≥ 95)	Very Obese (BMIPCT ≥ 97)
3-5 yrs	(n=736)	55.4%	44.6%	26.6%	20.0%
6-11 yrs	(n=3,903)	53.3%	46.7%	26.7%	19.2%
12-19 yrs	(n=4,201)	58.2%	41.8%	23.4%	17.1%
Total	(n=8,840)	55.8%	44.2%	25.2%	18.3%

Source: Rutgers Center for State Health Policy (RCSHP) 2012-2021

**Chart 5: Obesity Prevalence in High School Students & Adults
(Children 14-18 who are Obese; BMI in 95th Percentile of Higher)**

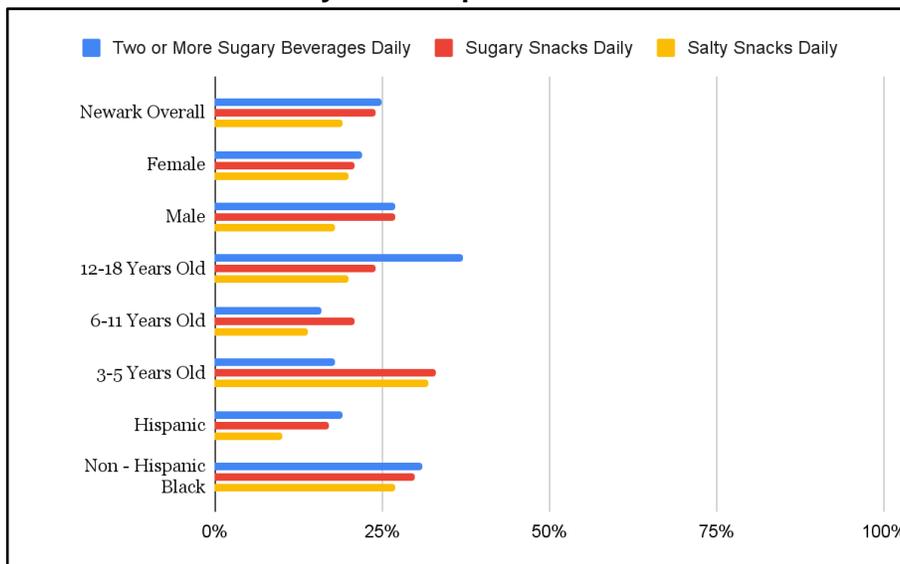


Source: NJ State Health Assessment Data, 2019

Diet

More than 25 percent of adolescents in Newark do not eat breakfast on a regular basis, and 81 percent of Newark children do not eat three servings of vegetables per day as recommended by the U.S. Department of Health and Human Services (HHS) Healthy People 2010 Guidelines. Chart 4 shows that daily consumption of sugar-sweetened beverages, sweet snacks and salty snacks is high among children in Newark. 25 percent of children drink 2 or more sugary beverages per day, 24 percent of children consume sweet snacks, and 19 percent of children eat salty snacks.

Chart 6: Daily Consumption Newark Children



Source: RCSHP 2012-2021

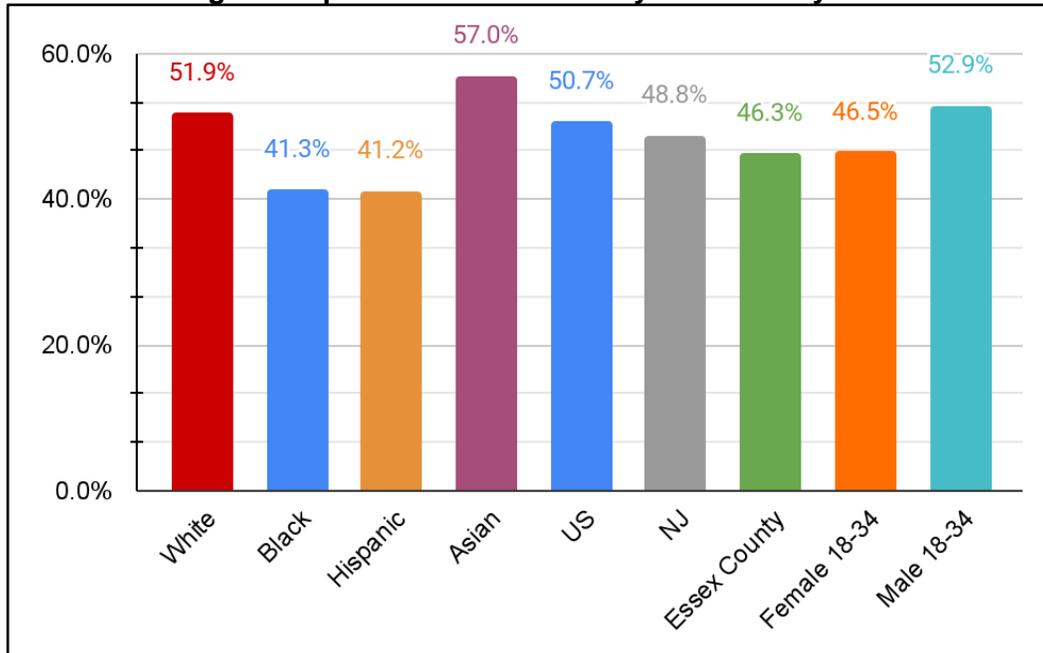
Media Viewing Habits

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 2019 Physical Activity Guidelines for Americans recommend that adults get at least two hours and thirty minutes to 5 hours of moderate to vigorous activity weekly and that children get at least sixty minutes of moderate to vigorous physical activity daily. In Newark, 72 percent of children, ages 6-11, do not meet this recommendation. In addition, 43 percent of children in that age range never walk, bike, or skateboard to school.

Chart 7: Percentage of Population that Meets Physical Activity Recommendations



Source NJ State Health Assessment Data, 2011-2017

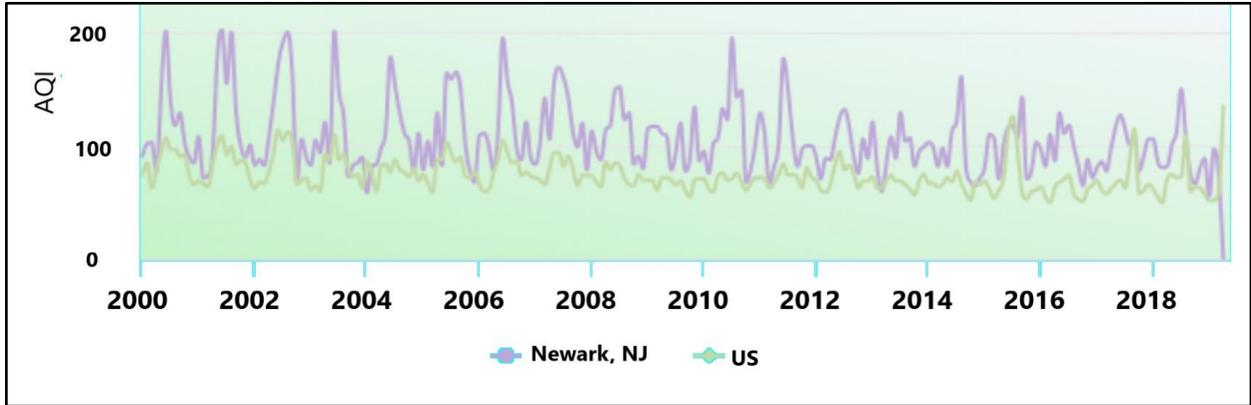
www-doh.state.nj.us/doh-shad/indicator/view/PhysicalAct.Year2.html

Air Pollution

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

The Air Quality Index is measured for cleanliness and possible health effects to the population. A higher index average is associated with a greater chance of health disparities/illnesses. Moderate air quality may range from 50 to 100 AQI (Air Quality Index). Newark tested for a 94.6 average, which is worse than the national average of 74.2.

Chart 8: Air Pollution by Year

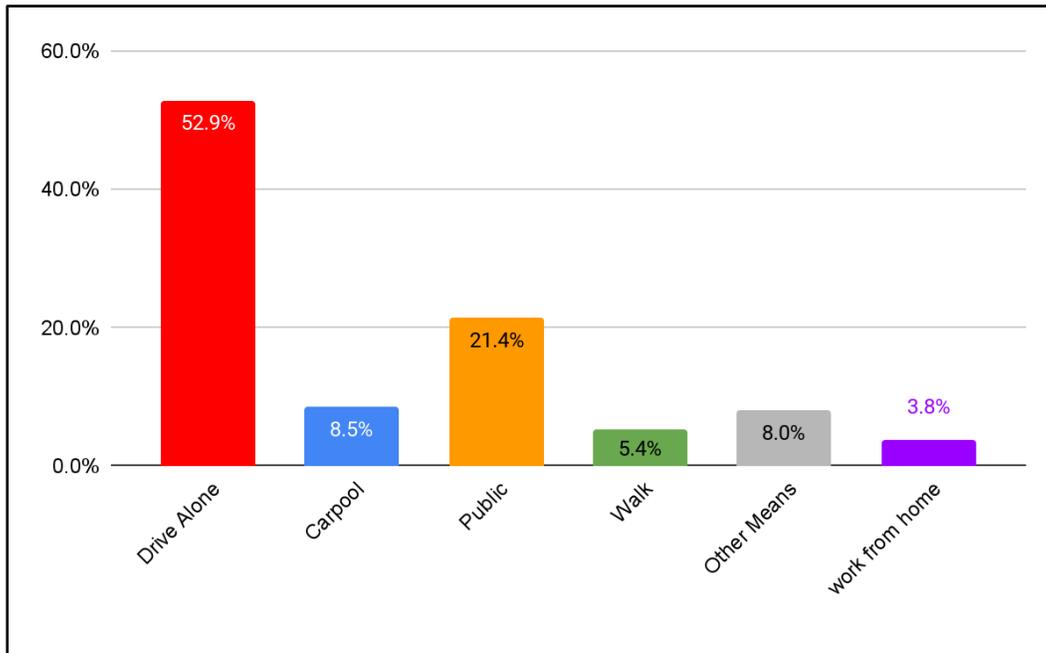


Source: City Data, 2020, <http://www.city-data.com/city/Newark-New-Jersey.html>

Transportation

According to the US Census Bureau, 52.9 percent of Newark residents commute to work by driving alone. The next highest percentage of mode share was public transportation at 21.4 percent, followed by carpool at 8.5 percent, other means at 8 percent, walk at 5.4 percent, and work from home at 3.8 percent .

Chart 9: Means of Transportation



Source: US Census Bureau, 2020

2.2 First Avenue School

First Avenue School offers a Pre-Kindergarten through Eighth Grade curriculum designed to meet all mandates of the Newark Public School's Educational Plan and the State of New Jersey's Core Curriculum Content Standards.

The mission of First Avenue School is to provide all students with a strong academic foundation that will prepare them for success in high school, college, and beyond. First Avenue School strives to foster a welcoming school community where students, parents, and staff are safe, supported, and encouraged to realize their highest potential.

First Avenue School is a place where students are eager to attend and receive a quality education, teachers are supported and provided with effective professional development, and parents are excited about the high standard of education and strong community connection. The community and school are all stakeholders in establishing students as productive citizens and our goal is to ensure high levels of academic excellence are fostered. The school prepares each student for academic, social, and personal success by providing an academically challenging and meaningful educational experience.

First Avenue School is located in the Upper Roseville Neighborhood in Newark's North Ward. First Avenue School is a neighborhood school and students generally walk to and from school. The Upper Roseville Neighborhood includes many buildings which were erected prior to 1960.

There is constant traffic for the students, staff, administrators, families, business owners, and community members who commute by car and foot. Residents have cited crime, over-development, vehicle congestion, ground contamination, air pollution, air traffic noise, a lack of open space, and inadequate schools as factors that erode the quality of life in Newark.

First Avenue School serves approximately 1,074 students in Pre-Kindergarten to Grade Eight.

Table 3. Student Enrollment at First Avenue School

Grade	Number of Students
Pre-Kindergarten	45
Kindergarten	110
Grade 1	116
Grade 2	110
Grade 3	105
Grade 4	113

Grade 5	117
Grade 6	120
Grade 7	118
Grade 8	120
Total Students	1074
Student Group	Number of Students
Male	537 (50%)
Female	537 (50%)
Economically Disadvantaged	906 (84.4%)
Students with Disabilities	146 (13.6%)

Source: NJ School Performance Report, 2021-22

Chart 8 shows Hispanics make up the largest racial/ethnic group comprising 86.6 percent of students, and the next largest group is Blacks/African-Americans at 7.4 percent.

Chart 10: First Avenue School Enrollment by Student Ethnicity

Racial And Ethnic Group	Percentage of Students
Hispanic	86.6%
Black or African American	7.4%
Native Hawaiian or Pacific Islander	2%
White	1.8%
Asian	1.2%
American Indian or Alaska Native	1%

Source: NJ School Performance Report, 2021-22

Table 4 shows Spanish is the predominant language spoken at home by 53.6 percent of students and English is the second most spoken language by 45.5 percent of students.

Table 4. Student Language Diversity

Languages Spoken at home	
Spanish	53.6%
English	45.5%

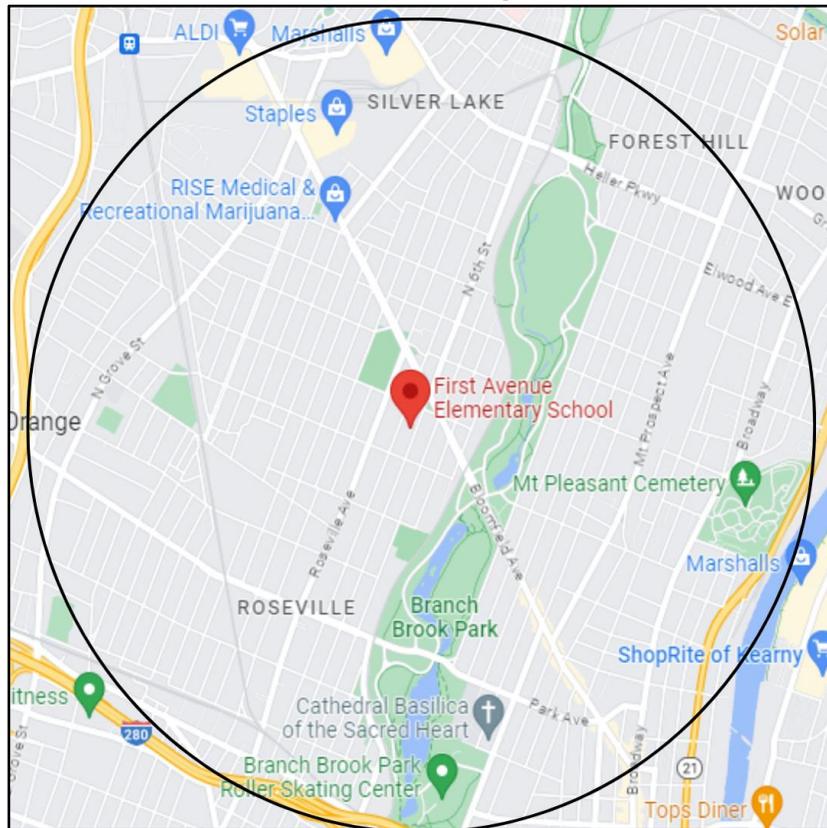
Other	0.9%
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Source: NJ School Performance Report, 2021-22

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 forced more and more parents to drive their children to school. This results in more traffic on the road and less children who walk to school. Today, on average only about 15 percent of children walk or bike to school. Map 1 provides a one mile area of the residential area surrounding First Avenue School.

Map 1: One Mile Area Surrounding First Avenue School



Source: Google Maps

3.1. Current Student Travel Environment

School Hours

The school day for students starts at 8:25 am and ends at 2:55 pm on Monday through Friday. There is one before school program, Rise and Shine from 7:30 am to 8:15 am. There are two after school programs: KASA 3:05 pm to 5:05 pm and EXCEL 3:05 pm to 5:30 pm.

Drop-off/Pickup Procedure

Students in prek-2nd grade enter through the playground on N. 7th Street, grades 3-5 enter on First Avenue, Special Needs students that are bussed enter on N. 6th Street, and grades 6-8 enter on 2nd Avenue.

School Bus Procedure

Five school buses for special needs students arrive in the morning between 7:30 am and 8:00 am. They depart after school between 2:45 pm and 3:15 pm.

Crossing Guards

There is one crossing guard at each of the following intersections near the school: N. 7th Street & First Avenue, First Avenue & N. 6th Street, and 2nd Avenue & N. 7th Street. The guards are on duty from 7:30 am to 9:00 am and from 2:00 pm to 4:00 pm.

Student Travel Mode

In March 2023, the teachers at First Avenue School conducted a Travel Tally to document how the children in their classes get to and from school. Tallies were taken by teachers two times during one week. A total of 1,892 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 1, the analysis found that about 41- 46 percent of the children walk and about 51- 56 percent trips were by family vehicle. A small percentage of students, 2-3 percent, take the school bus and less than 1 percent of students take public transportation.

Table 1: How Students Get to and from School

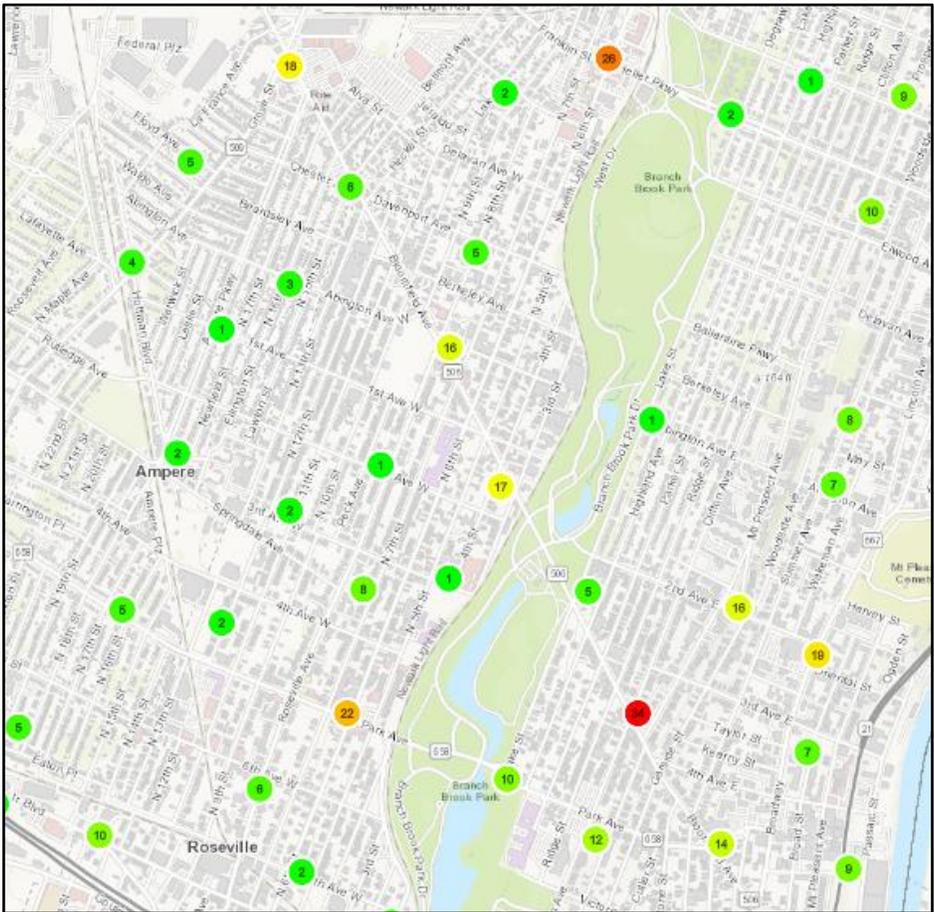
Mode	Arrival (Morning)	Dismissal (Afternoon)
Walk	41%	46%
Bike	0%	0%
School Bus	2%	3%
Family Vehicle	56%	51%
Carpool	0%	0%
Transit	0.2%	0.2%

Source: NJ SRTS Travel Tally Analysis, 2023

3.2 Pedestrian Safety

EZ Ride conducted an analysis of the pedestrian-related accidents within a one-mile radius of the school over a ten-year period from 2013 to 2023 based on police incident reports. The reported incidents were plotted on Map 2.

Map 2: Pedestrian Crashes within One Mile of First Avenue School



Source: NJ Safety Voyager, 2012-2022

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

Using the program Safety Voyager, pedestrian crashes by age were determined for the City of Newark, and from 2016-2020 there were a total of 3,173 pedestrians hit by cars. There were 564 crashes that involved children and teens, age 19 and younger which is 17.8 percent of total pedestrian crashes. The age range with the highest number of crashes was for the 20-29 age group with 506 crashes. 494 of the police crash reports did not record the age of the victim. The next highest number of crashes was for the age group 50-59, with 450. It is suggested for the municipality and the School District to work with EZ Ride’s Bike and Pedestrian team to educate students and residents about bike, pedestrian, and driver safety. The pedestrian crash data from Safety Voyager was recorded below in Table 5.

Table 5: Pedestrian & Bicyclist Crashes by Age in Newark

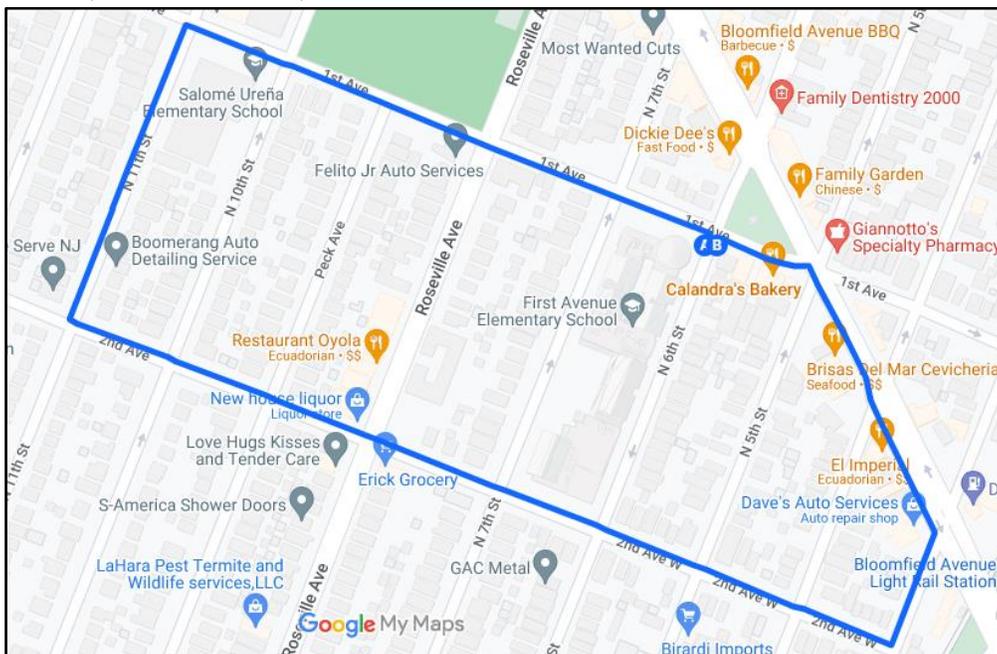
Victim Age Range	Number of Crashes
0-9	162
10-19	402
20-29	506
30-39	406
40-49	389
50-59	450
60-69	254
70+	110
Unknown	494
Total	3173

Source: Safety Voyager, (2016-2020)

3.3 Walkability Assessment

Route 1 Map

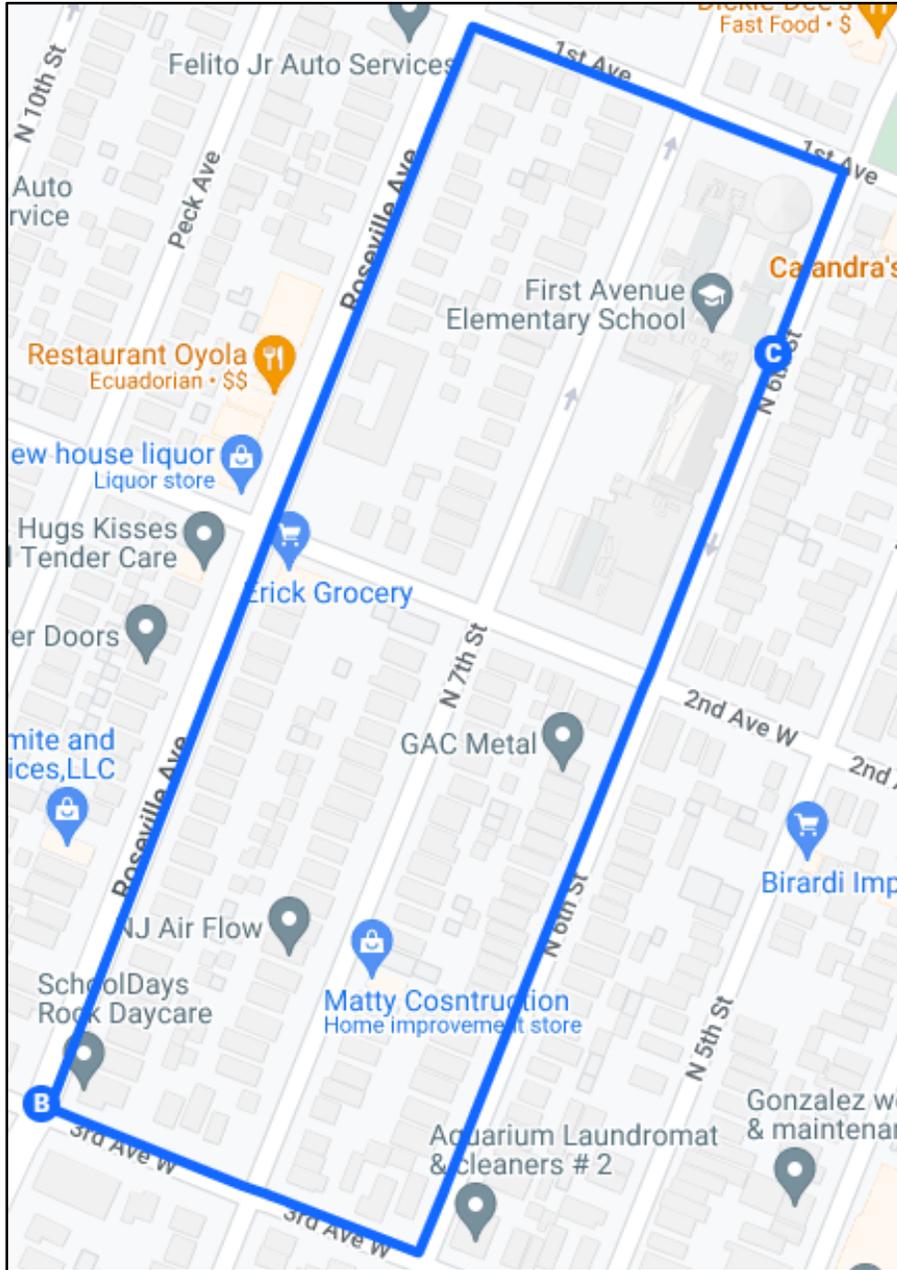
Route 1 Directions: Left onto 1st Ave., left on 11th St., left on 2nd Ave., left on 3rd St., left on Bloomfield Ave., left on 1st Ave., left on 7th St. and back to school.



Source: Google Maps

Route 2 Map

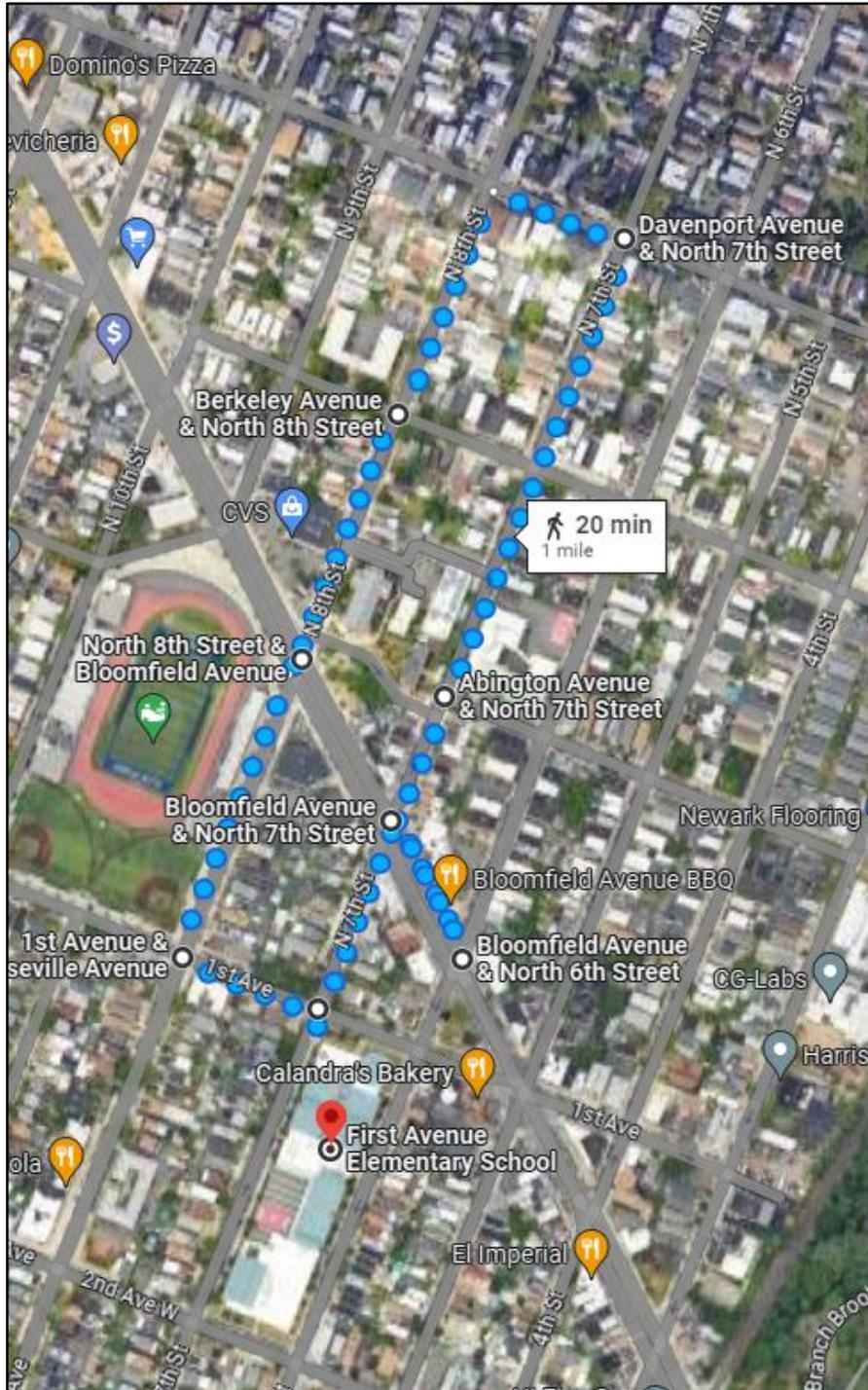
Route 2 Directions: Left on 1st Ave., left on Roseville Ave., left on 3rd Ave., left on 6th St., left on 1st Ave., and back to school.



Source: Google Maps

Route 3 Map

Route 3 Directions: Head North on 7th St., Rt on Bloomfield Ave. and head South to N. 6th St. Used crosswalk to cross Bloomfield Ave. at N. 6th. Head north again on Bloomfield Ave and make a Rt. turn on N. 7th St. Head north to Abington St. Continue straight on N. 7th St. to Berkeley Ave. and to Davenport Ave. Left on Davenport Ave., Left on N. 8th St., Cross Bloomfield Ave. to Roseville Ave. Left on 1st Ave. and walked back to school.



Source: Google Maps

1. Good Practices

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



Crosswalk is very visible



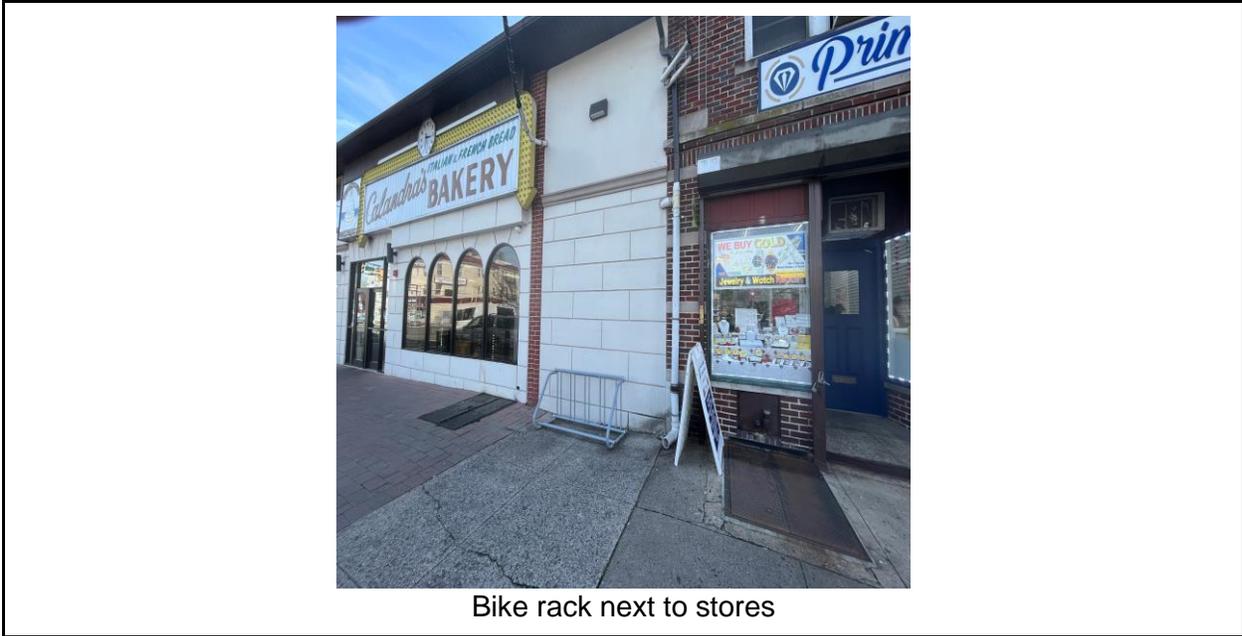
High Visibility Crosswalks



Pedestrian crossing sign



Dome pads correctly directed at crosswalk



Bike rack next to stores

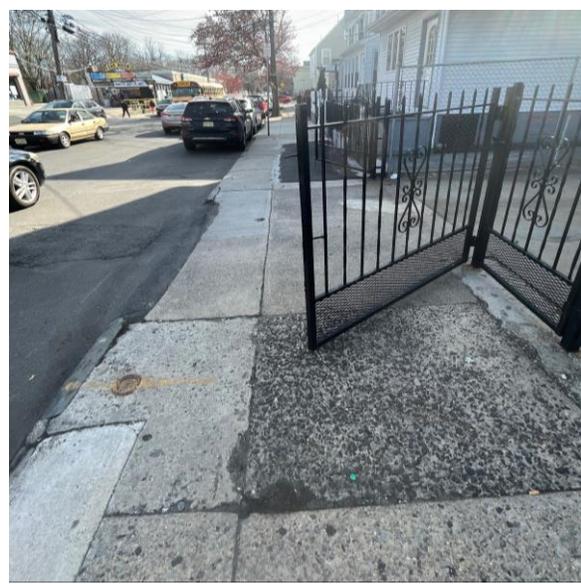
2. General Areas Needing Improvement



Repaint faded crosswalks



Add pedestrian lighting on sidewalks and at intersections



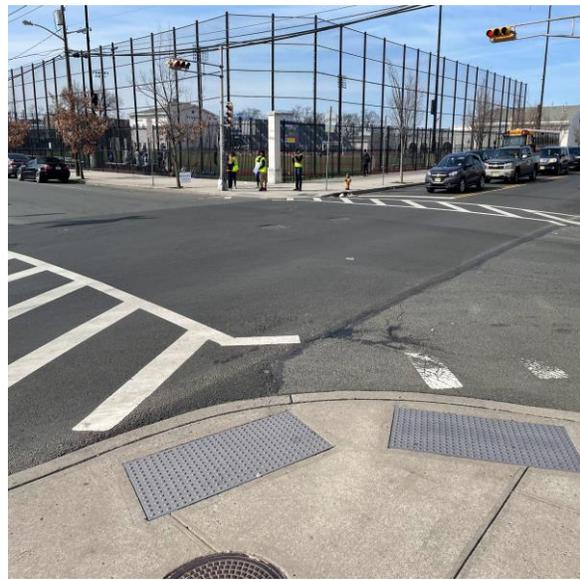
Clear sidewalk obstructions



Repair tripping hazards on sidewalks



Fix sidewalks uprooted by trees



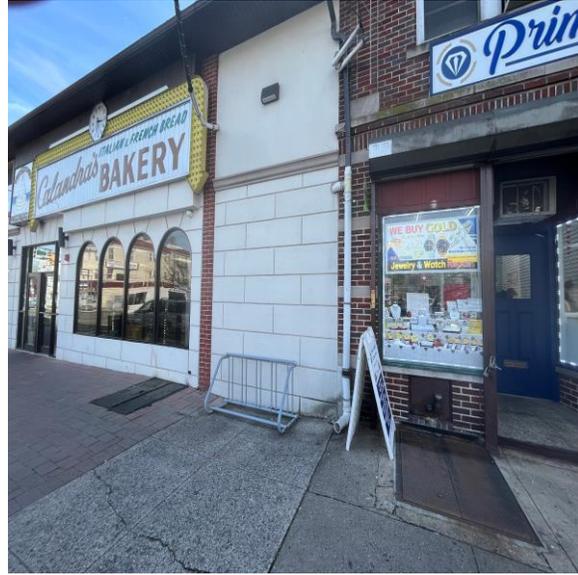
Fix incorrect dome pad alignment

Individual Route Assessments

Route 1 Directions: Left onto 1st Ave., left on 11th St., left on 2nd Ave., left on 3rd St., left on Bloomfield Ave., left on 1st Ave., left on 7th St. and back to school.



Crosswalks are faded & need repainting
Intersection of 1st Ave & N 6th St



Bike rack next to stores
1st Ave



Litter (bottles) shows trash cans are needed
1st Ave



Repaint a high visibility crosswalk and add
curb bump out to reduce fast turns.
Intersection of Bloomfield & 1st Ave



Repaint as high visibility crosswalk
Intersection of Bloomfield & N 5th



High visibility crosswalk, dome pad directed
toward middle of intersection-not crosswalk
2nd Ave



Poor drainage
Intersection of 4th & Bloomfield



Need to repaint crosswalk, dome pad
direction slightly off, no street lighting
1st Ave



Crosswalk needs to be repainted, no pedestrian signal heads, no street lighting
1st Ave. & Roseville Ave.



Crosswalk is faded
1st Ave.



No crosswalk, no street lighting
2nd Ave.



Crosswalk faded
2nd Ave. & Peck Ave.



Faded crosswalk needs to be repainted
2nd Ave.



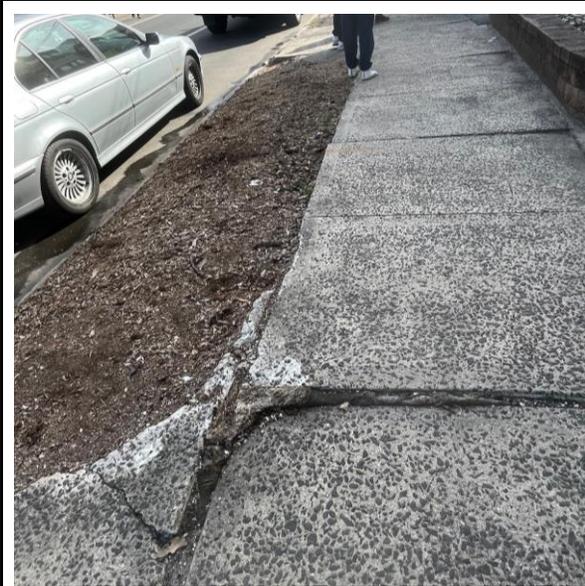
Crosswalk slightly faded, no street lighting
1st Ave & N. 7th St.



Dome pad directed toward middle of
intersection, no street lighting
Intersection of 2nd Ave. & N. 5th St.



Tree branch obscuring ped. crossing sign
Intersection of 2nd Ave. & N. 10th St



Sidewalk not level - trip hazard



Dome pad direction slightly off
Intersection of 2nd Ave. & N. 10th St.



Driveway gate obstructing sidewalk
3rd Ave.



Hole in sidewalk, probably former tree pit
1st Ave.



Hole in sidewalk, probably former tree pit
1st Ave.



Big pothole in street next to manhole
Intersection of 1st Ave. & N. 6th St



Tree present, not blocking sidewalk
2nd Ave



Sidewalk not level, tripping hazard and hard
for wheelchairs/strollers
2nd Ave.



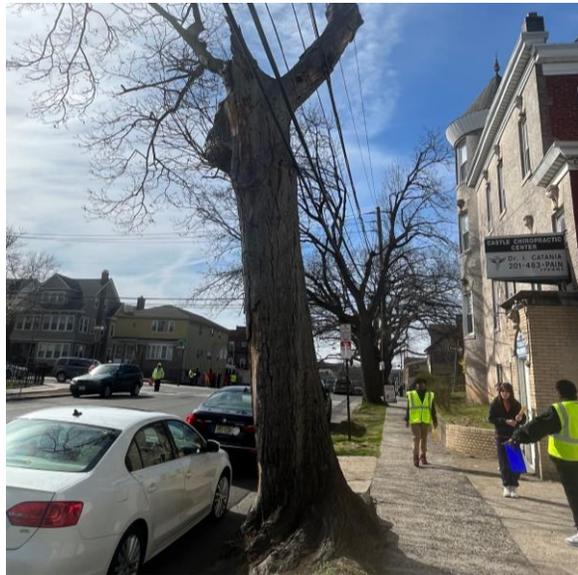
No tree present, shortens sidewalk space
N. 11th St.



Sidewalk uneven when meeting driveway,
driveway very cracked & uneven
N. 11th St.



Garbage obstructing sidewalk
380 N. 11th St.



Tree overgrown, branches going between
power lines, root system impeding onto
sidewalk on 1st Ave.



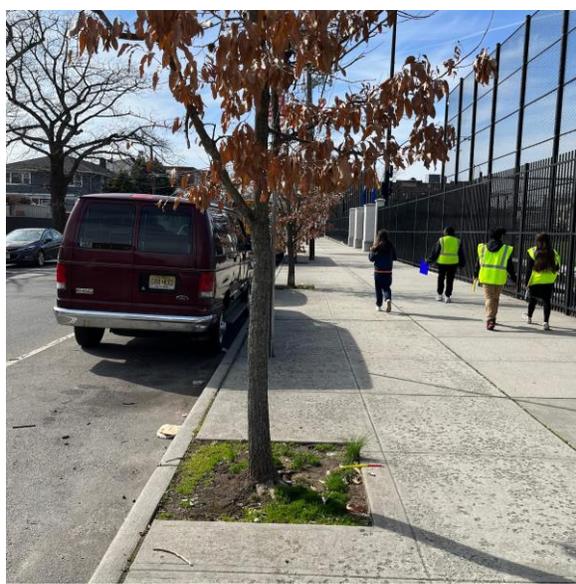
Trees starting to uproot sidewalk
1st Ave.



Sidewalk lifted and trip hazard from tree roots
1st Ave.



Sidewalk is tripping hazard due to tree roots
N. 11th St.



Litter in tree pit
1st Ave.



Sidewalk is tripping hazard due to tree roots
1st Ave.



Sidewalk uneven from tree growth, and
sidewalk to the right crumbling
N. 11th St.



Sidewalk uneven from tree growth
N. 11th St.

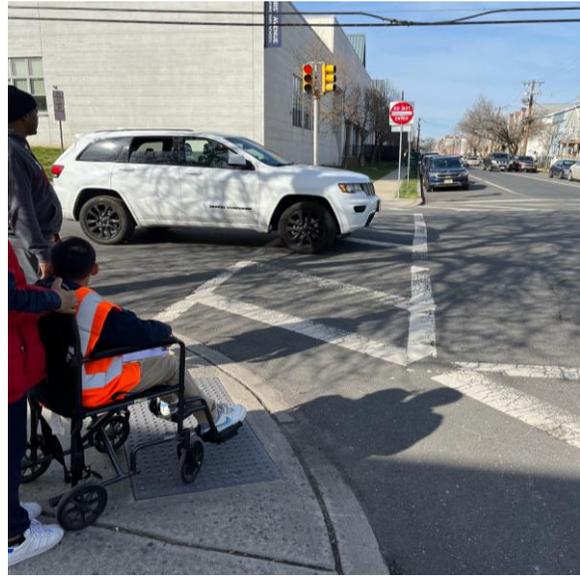


Rt. 1 Audit Team

Route 2 Directions: Left on 1st Ave., left on Roseville Ave., left on 3rd Ave., left on 6th St., left on 1st Ave., and back to school.



Crosswalk is faded
Intersection of 1st Ave & N. 6th St.



Car blocking crosswalk - add Stop Bar
Intersection of 2nd Ave & N. 6th St.



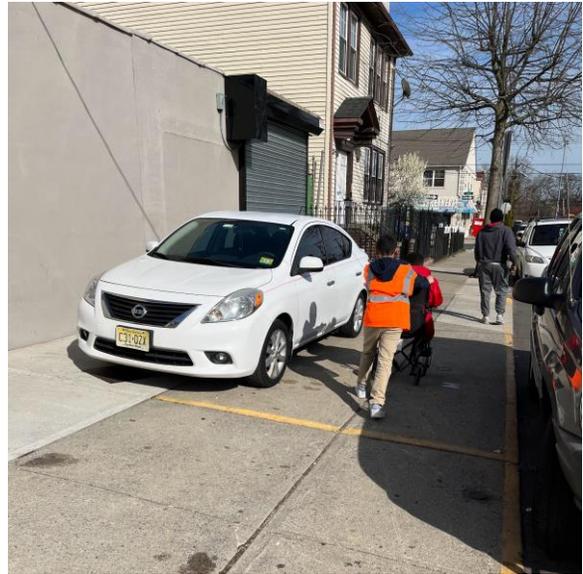
Crosswalk is partly faded
Intersection of 3rd Ave & N. 6th St.



Crosswalk is partly faded
Intersection of 3rd Ave & N. 6th St.



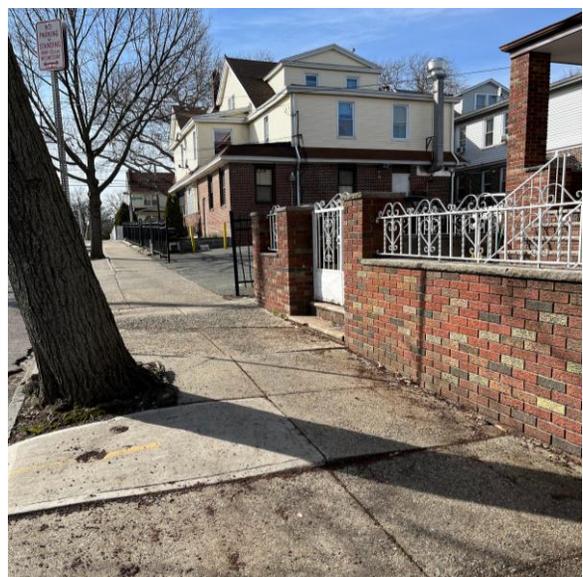
Sidewalk is uneven, cracked, and absent
Intersection of 3rd Ave. & N. 7th St.



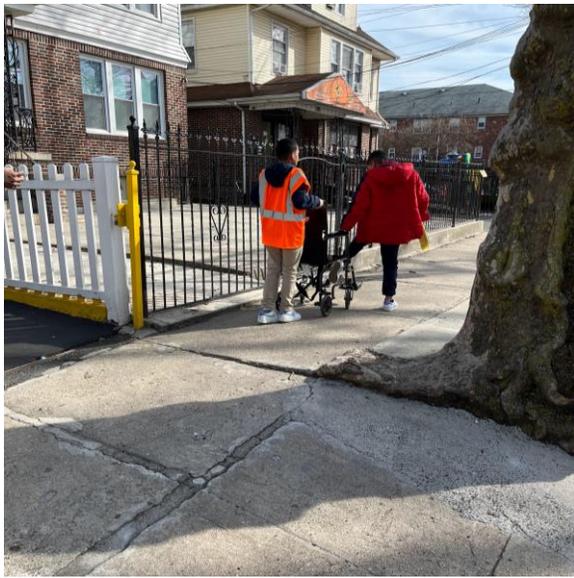
Car parked on the sidewalk
357 3rd Ave.



Sidewalk is uneven
365 3rd Ave.



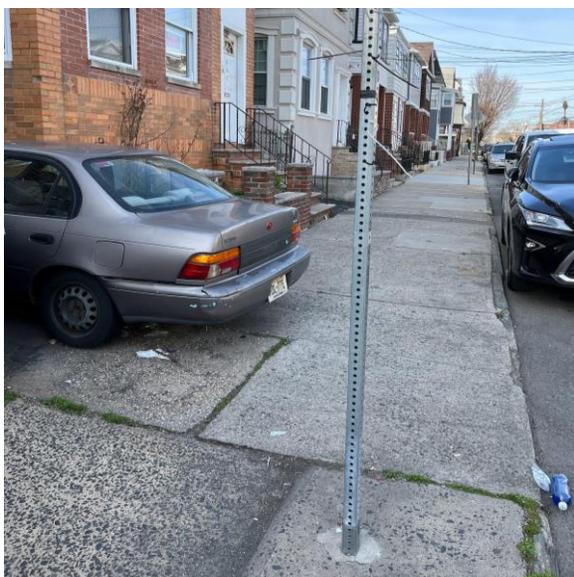
Sidewalk is uneven from tree root, tree may
fall into road at 377 3rd Ave.



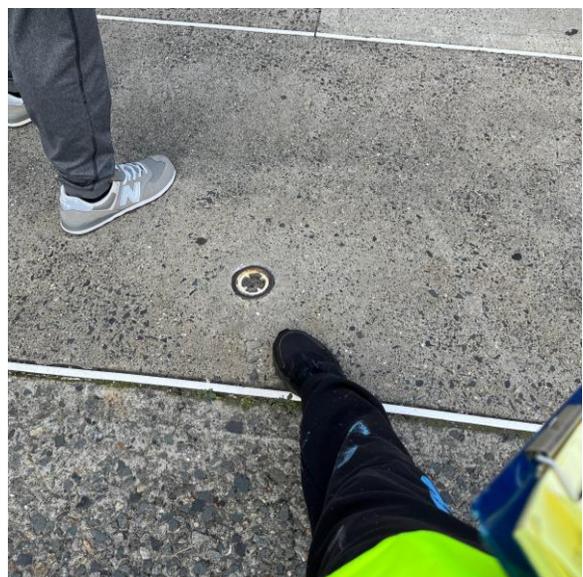
Sidewalk is uneven from tree growth
401 Roseville Ave.



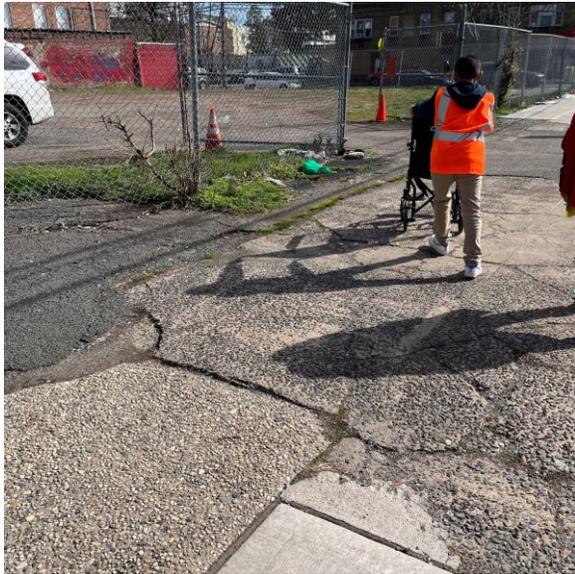
Sidewalk is uneven and crumbling from tree
growth at 453 Roseville Ave.



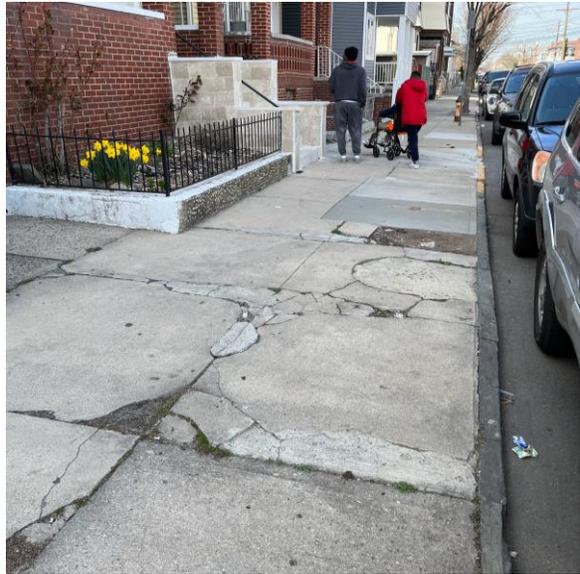
Street sign obstructs sidewalk
458 N. 6th St.



Slight bump in sidewalk from opening to
piping at 460 N. 6th St.



Sidewalk is cracked, uneven and crumbling
465 Roseville Ave.



Sidewalk is cracked and tripping hazard
466 N. 6th St.



Sidewalk is slightly uneven, grass growing
through pavement on the right
479 Roseville Ave.



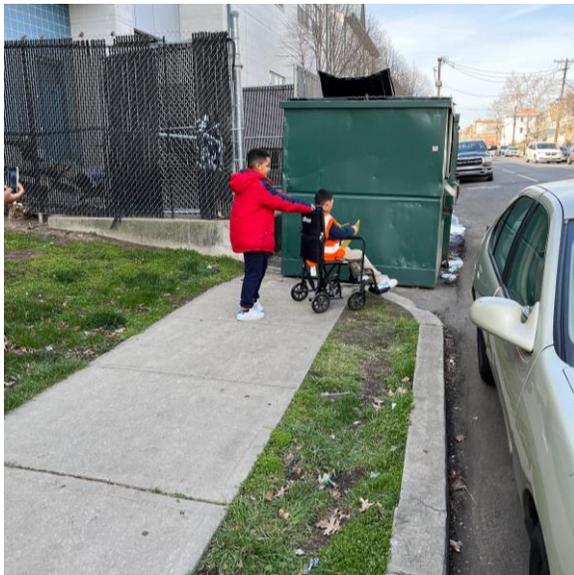
Sidewalk uneven and slightly cracked
481 Roseville Ave.



Sidewalk slightly uneven
483 Roseville Ave.



Sidewalk is a tripping hazard and
strollers/wheelchairs may not have access
Corner of 3rd Ave. & N. 7th St.



Dumpster behind school completely obstructs
sidewalk and curb ramp
N. 6th St. behind school



Crosswalk is very faded and dumpster
obstructs sidewalk
N. 6th St. behind school



No crosswalk present on the street
Intersection of Roseville & 2nd Ave.



No crosswalk present or very faded
Intersection of Roseville & 3rd Ave.



Crosswalk by school garage exit is faded
N. 6th St. behind school



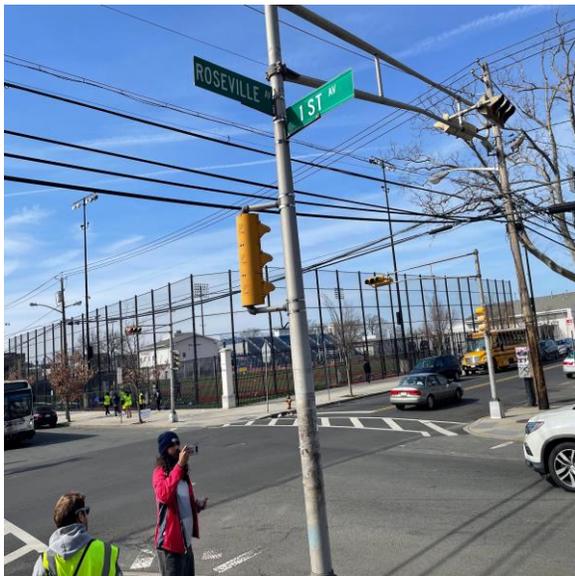
Crosswalk partly faded
Intersection of 1st Ave. & N. 7th St



Empty former tree pit in sidewalk is a tripping hazard on 1st Ave.



Crosswalk present in one direction but other is faded, dome pads are misaligned and direct the blind into traffic at 1st Ave. & Roseville



One light attached to the utility pole, Need stop bar for cars at 1st Ave. & Roseville



No crosswalk on the left and dome pad facing toward the middle of the intersection Intersection of 2nd Ave. & Roseville

Route 3: Head North on 7th St., Rt on Bloomfield Ave. and head South to N. 6th St. Used crosswalk to cross Bloomfield Ave. at N. 6th. Head north again on Bloomfield Ave and make a Rt. turn on N. 7th St. Head north to Abington St. Continue straight on N. 7th St. to Berkeley Ave. and to Davenport Ave. Left on Davenport Ave., Left on N. 8th St., Cross Bloomfield Ave. to Roseville Ave. Left on 1st Ave. and walked back to school.



Tripping hazard on N. 7th Ave. sidewalk in front of school



Crossing Guard assists children and our group cross safely at N. 7th & 1st Ave.



Car parked in No Parking Zone in front of school at dismissal



Tripping hazard at corner of N. 7th & 1st Ave. by school



Good high visibility crosswalks by school at N. 7th & 1st Ave. but dome pad should be a bright color for the blind to see



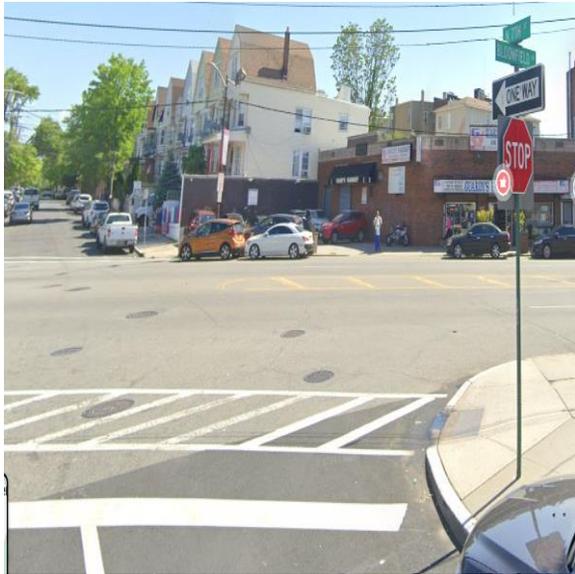
Car parked too close to crosswalk at N. 7th & 1st Ave. Flashing speed limit sign for school zone is 20 mph



Cars parked too close to corners at N.7th & 1st Ave - Should be 25 feet from the corner.



Cars double parked illegally on N. 7th St. and cars parked too close to corners and crosswalks



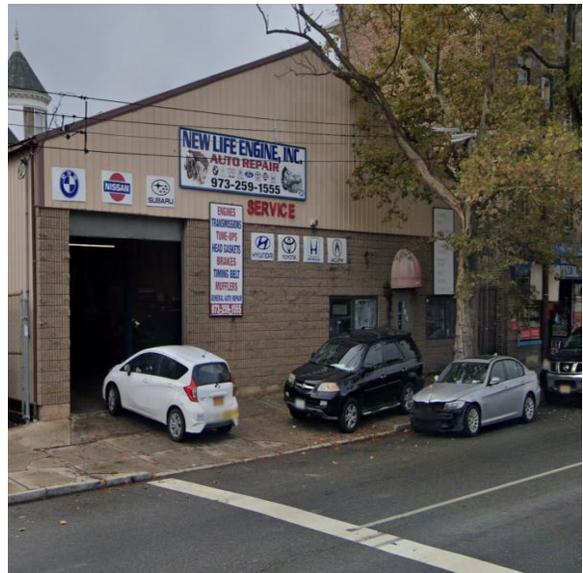
No crosswalk at N. 7th & Bloomfield Ave. for students to cross Bloomfield Ave.-we had to cross at N. 6th.



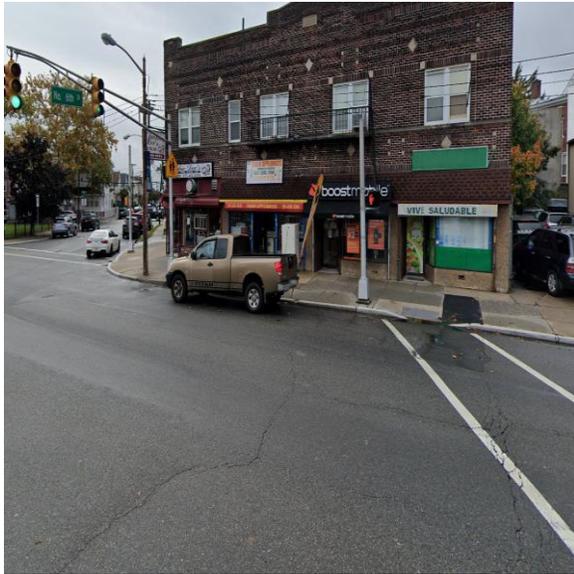
Parked car at the corner of N. 7th & Bloomfield obstructs drivers' view of pedestrians waiting to cross N. 7th St.



Car is parked too close to the corner of N. 7th & Bloomfield-obstructs drivers' view of pedestrians waiting to cross N. 7th St.



Cars block the sidewalk in front of New Life Engine on Bloomfield Ave. so pedestrians and wheelchairs cannot use sidewalk



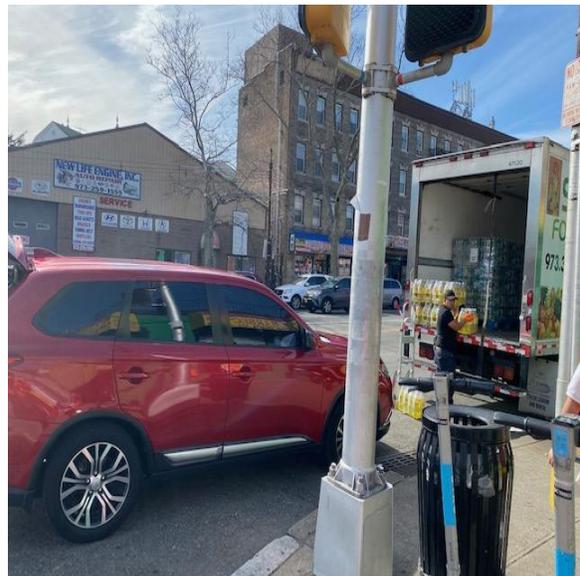
Low visibility crosswalk across Bloomfield Ave by N. 6th St. and no Push Button/Countdown Signal for students- suggest ladder crosswalk



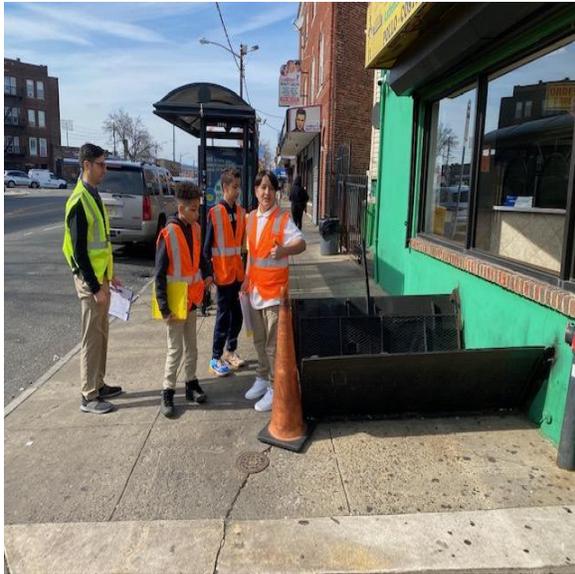
Long low visibility crosswalk is not at the corner of N. 6th & Bloomfield. Turning cars have a wide radius and may not stop for crossing pedestrians



Faded Low Visibility Crosswalk on Corner of Bloomfield Ave. & N. 6th St.



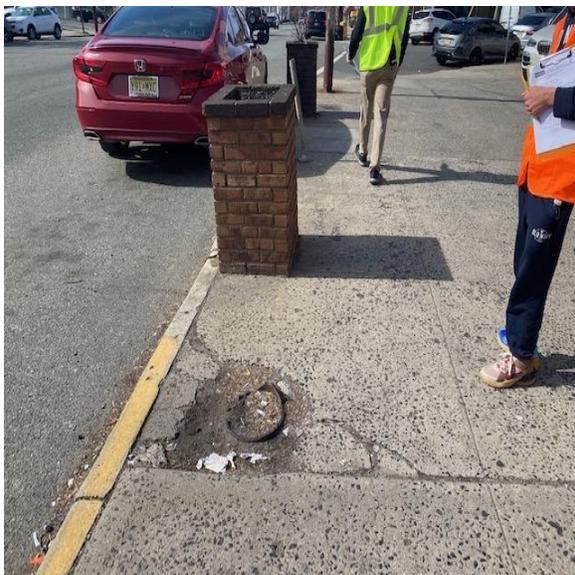
Car/truck parked on corner of Bloomfield Ave. & N. 6th St.



Open basement door is dangerous for children-Bloomfield Ave. Barbecue



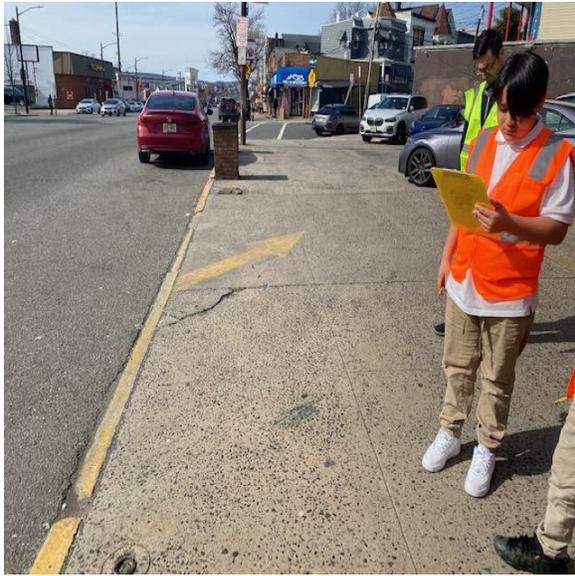
Unpleasant Conditions/Broken Parking Meters by Latino's Salon on Bloomfield Ave.



Tripping Hazard on Bloomfield Ave. in front of Latino's Beauty Salon



Bus stop on Bloomfield Ave. has good shelter



Wide driveway at Guardy's Farmacia-Bloomfield Ave. Suggest to paint a crosswalk across driveway to alert drivers to students



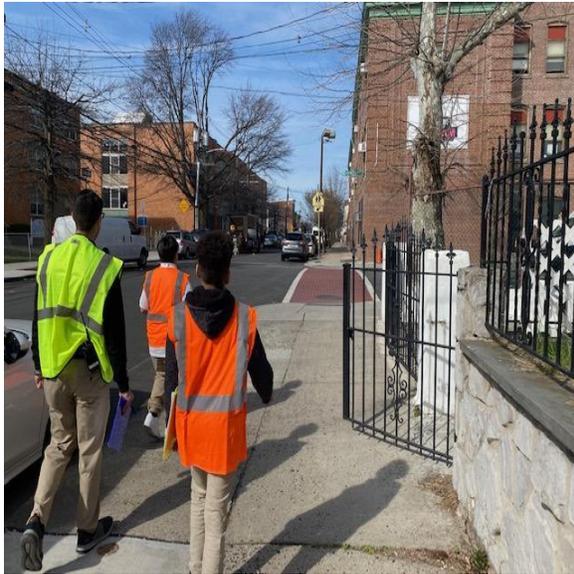
25 mph on N. 7th St heading to Abington Ave. One way road.



Sidewalk on N. 7th St. obstructed by vehicle



Tripping hazard on N. 7th btw. Bloomfield & Abington due to tree roots



Sidewalk obstructed by open gate on N. 7th between Bloomfield & Abington



Low visibility brick crosswalk is a challenge for wheelchairs to roll over and may trip people in heels at N. 7th & Abington



Low visibility crosswalk from Abington Ave. School at 7th & Abington Ave.



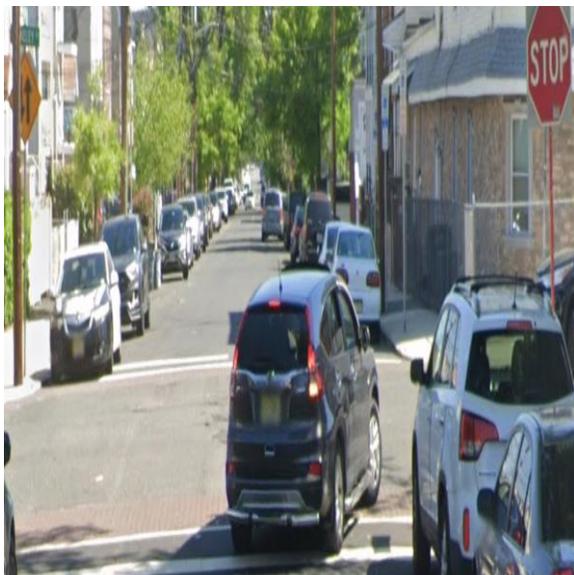
St. Francis Xavier School on N. 7th across from Abington Ave. School



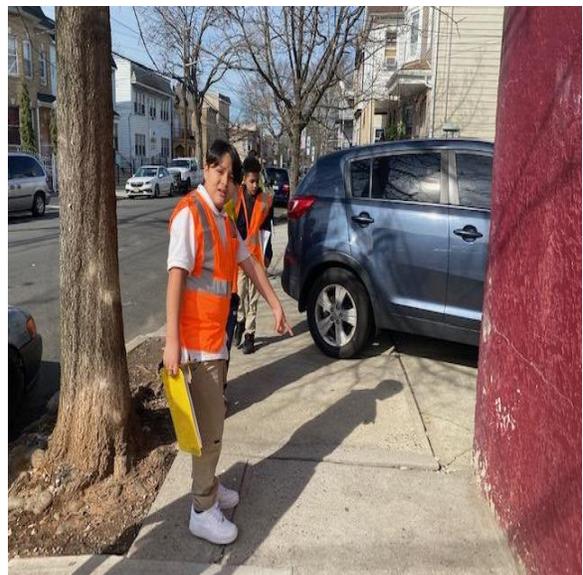
Speed hump to slow drivers in school zone on N. 7th St. needs to be repainted



Damaged road and faded brick crosswalk borders w/ potholes at N. 7th & Berkeley



N. 7th St becomes a two way road at Berkeley & N. 7th. Stop signs only on N. 7th. Suggest to make a 4 way stop intersection.



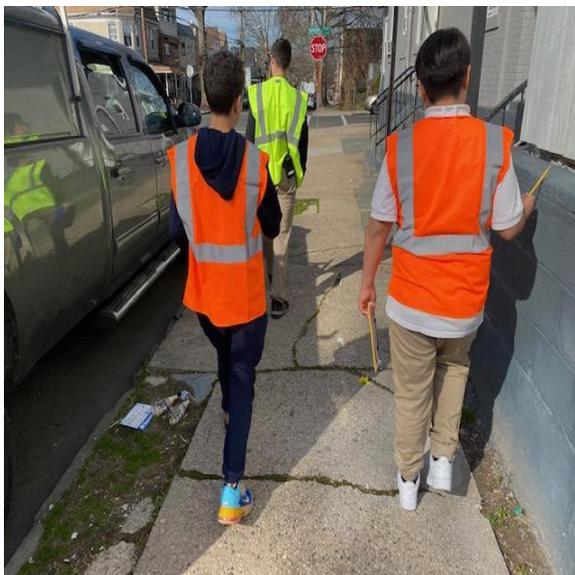
Tripping Hazard on N. 7th and car blocking sidewalk at 645 N. 7th St.



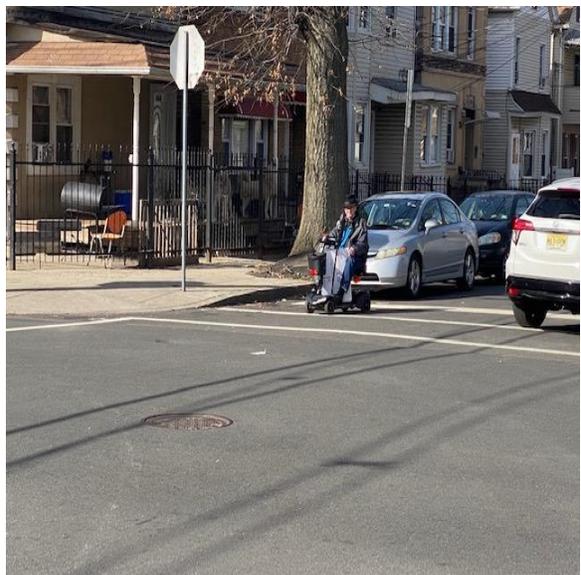
Cracked, damaged sidewalk at 651 N. 7th St.



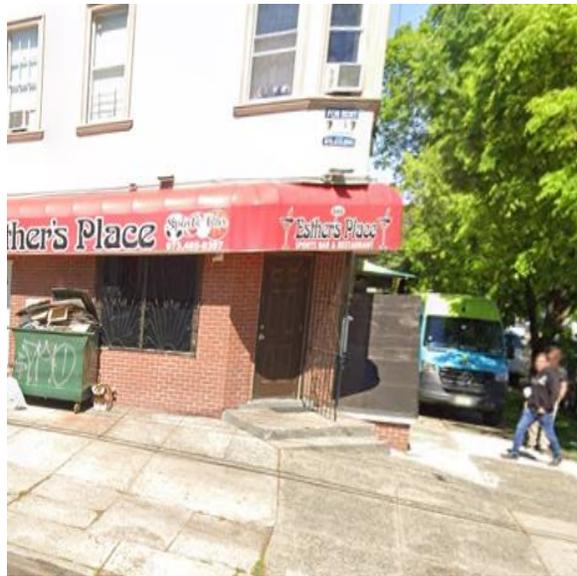
Badly damaged driveway/sidewalk is a tripping hazard at 655 N. 7th St.



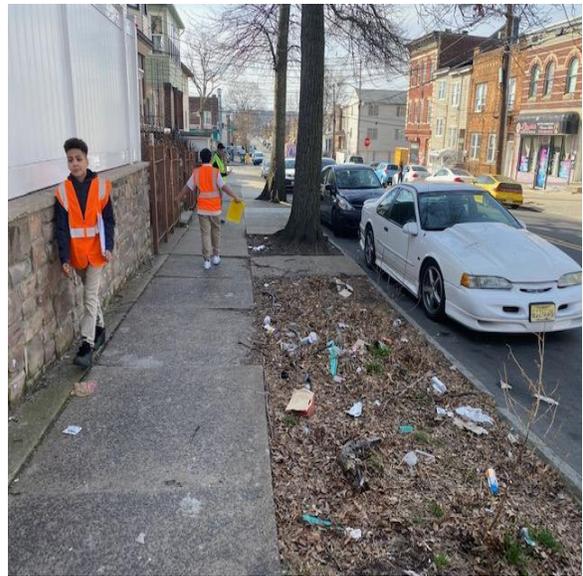
Damaged sidewalk at 667 N. 7th St.



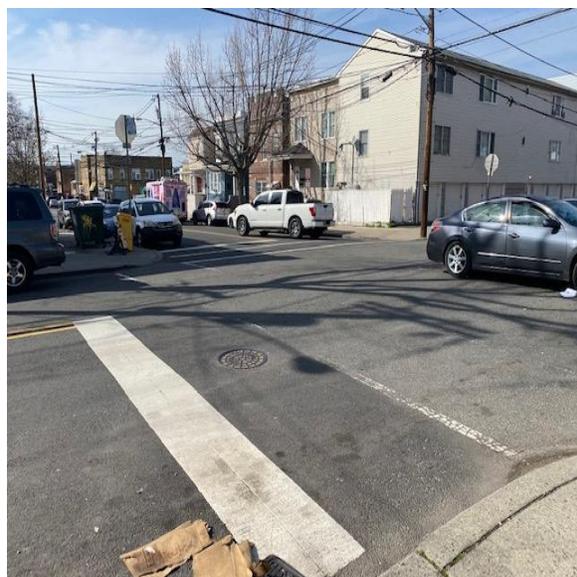
Scooter on N. 7th & Davenport. Several large scary dogs bark at pedestrians at 668 N. 7th



Garbage and Van parked on sidewalk by Esther's Place at 666 N. 7th



Garbage in a grassy area next to Esther's Place Sports Bar on Davenport Ave.



All crosswalks faded at N. 8th & Davenport - all need to be repainted



N. 8th St.



Tripping hazard on N. 8th St.



Tripping hazard on N. 8th St.



Kids note the cars and truck parked on and near sidewalk by Brick City Foods



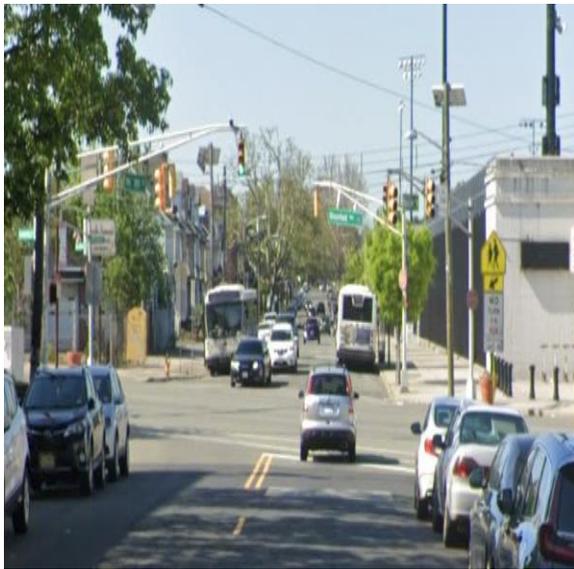
Two large driveways and trucks in front of Brick City Foods on N. 8th St.



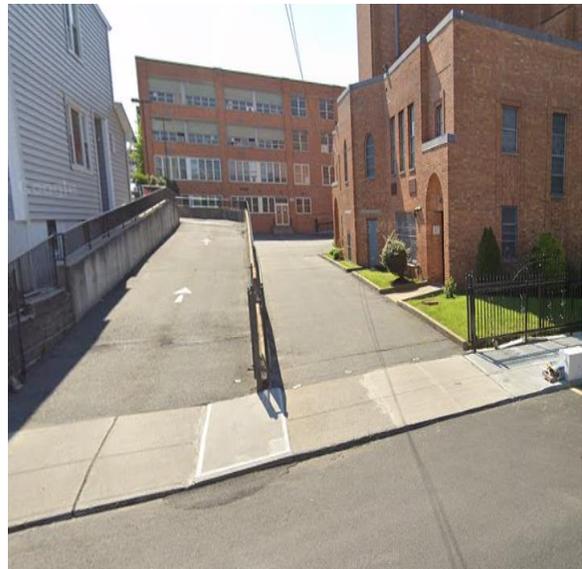
No stop bars or crosswalks to cross Berkeley Ave. at N. 8th. Also no pedestrian signal head or push button to help children.



Car stops where crosswalk should be since there is no stop bar which endangers students and pedestrians



Pedestrian Crossing Sign and No Right Turn on Red Between 8 am-4 pm sign at Bloomfield Ave. & N. 8th St.



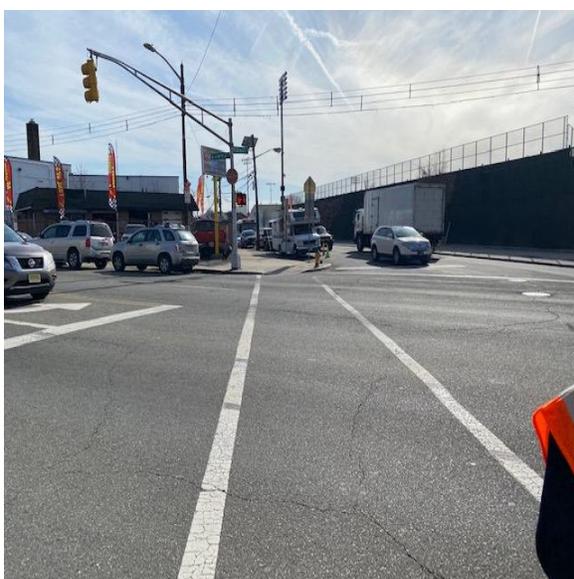
Two long driveways to enter/exit St. Francis RC Church. Suggest to paint crosswalks on sidewalk to alert drivers of pedestrians



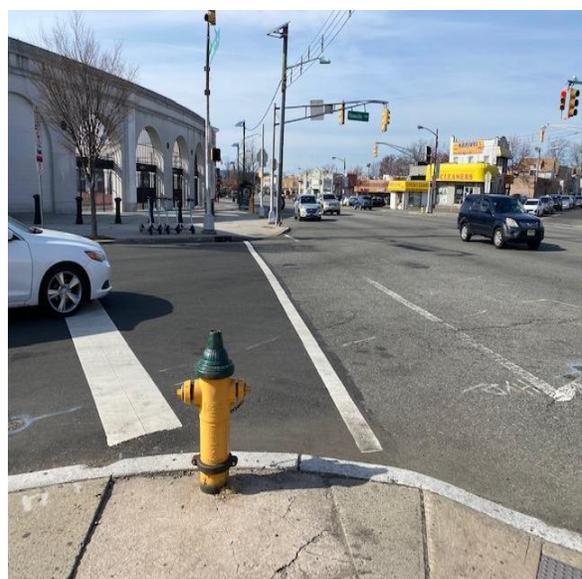
Audit Team 3 crosses the two St. Francis RC Church driveways on N. 8th St.



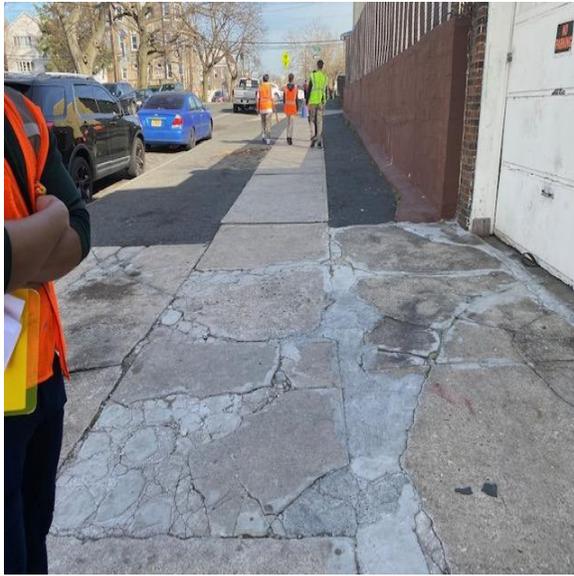
Low visibility crosswalk across another driveway into St. Francis RC Church



Long low visibility crosswalk to cross Bloomfield Ave. towards Roseville Ave. No push buttons to activate the pedestrian signal for pedestrians. No left turn signals for cars.



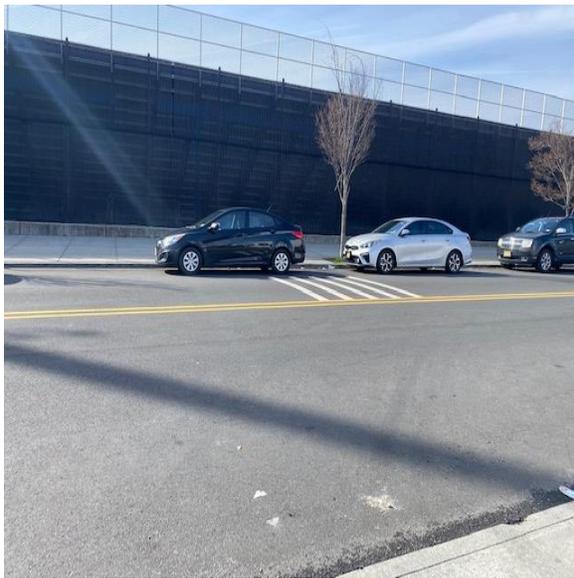
Long low visibility crosswalk to cross N. 8th St. near Bloomfield Ave. No push buttons to activate the pedestrian signal for pedestrians.



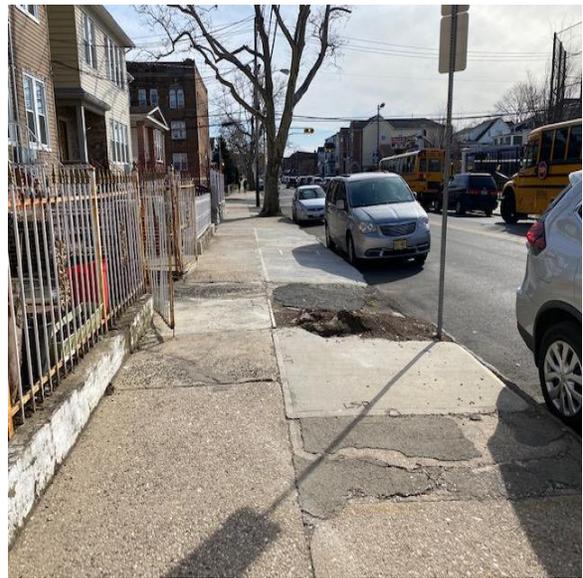
Cracked and deteriorated sidewalk by Barringer High Stadium on Roseville Ave.



Faded low visibility crosswalks to cross Bloomfield Ave. at Roseville Ave. should be painted as high visibility crosswalks - looking at St. Francis RC Church



Rumble strips by Stadium on Roseville Ave.



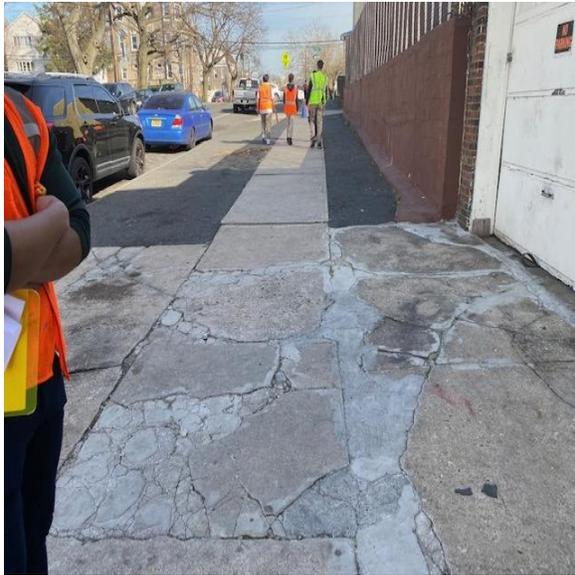
Tree stump in front of 525 Roseville Ave. is a tripping hazard



Nice high visibility crosswalk to cross Roseville Ave. from 1st Ave.



Completely faded crosswalk to cross 1st Ave. at Roseville Ave. needs to be repainted



Cracked, damaged sidewalk on 1st Ave. needs to be repaired



Good ped. Crossing sign, but empty tree pit at N. 7th and 1st Ave. is a tripping hazard.



Route 3 Team back at First Ave. School

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 the 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 NJ Transit, EZ Ride to provide Safety Presentations	First Avenue School, EZ Ride	Short-term,	None
Reinforce dropoff and dismissal procedures via Robo Call twice a year annually	First Avenue School	Short-term,	Low
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 procedures for driving along local streets and school driveway	First Avenue School	Short-term	Low

Notify parents/guardians and school staff by publishing information/updates in School Newsletters and on the school website	First Avenue School	Short-term	Low
Invite EZ Ride to help with bicycle and pedestrian safety education with assemblies or safe bike classes	First Avenue School, EZ Ride	Short-term,	None
Integrate walking and safety education into classroom curriculum	First Avenue School, EZ Ride	Short-term, Mid-term, Long-term	Low
Leverage Social Media to spread awareness of school zone speed limit, and arrival/dismissal process	First Avenue School, EZ Ride	Short-term, Mid-term, Long-term	None

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

Encouragement Actions	Responsibility	Time Frame	Cost
School should move the dumpster that is blocking the sidewalk behind the school building and place it in a place that does not block access.	First Avenue School	Short-term	None
Select kiss and drop off areas 2-3 blocks from school where students in gr. 3 and up can be dropped off and picked up by parents to reduce congestion near the school - consider parks, houses of worship parking lots, or businesses with lots which are not open in the early AM.	First Avenue School	Short-term	None
Hold a student poster contest on Walking and Biking to school	First Avenue School, EZ Ride	Short-term	None
Circulate Travel Plan Report via First Avenue School website	First Avenue School	Short-term	None
Host Bike/Walk to School Days throughout the school year	First Avenue School, EZ Ride	Short-term, Annually	None

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 May	First Avenue School, EZ Ride	Short-term, Annually	None
Add bike racks in school yard for kids to park bikes	First Avenue School	Short - term	Low
Conduct bicycle registration and helmet giveaways at Back to School night	First Avenue School, Newark PD, EZ Ride	Short-term,	None
Investigate training Walking School Bus volunteers and enlist PTO to serve as Corner Captains	First Avenue School PTO, EZ Ride	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
Enlist PTO to serve as Corner Captains near their homes to keep an eye out for kids as they walk to and from school	First Avenue School PTO	Mid-term	None
Conduct speed studies around school area	Newark PD, EZ Ride	Mid-term	None to Low
Ask police or EZ Ride to set up electric signs that post drivers speeds and remind people to not speed in the school zone – do this 2x a year	Newark PD, EZ Ride	Short-term, Long-term	None
City DPW should do monthly checks in areas where residents or businesses regularly block sidewalks with vehicles, garbage containers, or with gates. Residents should be reminded via City communications to not obstruct sidewalks as it endangers students and forces them to walk in the roads. If needed, warnings or fines can be assessed on repeat offenders.	Newark PD, DPW,	Short-term, Mid-term, Long-term on a regular basis	None

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

Engineering Actions	Responsibility	Time Frame	Cost
Post “School Zone” signs and paint “school zone” on roadways surrounding First Avenue School	Newark Engineering or Essex County (if County road), or NJDOT (if State Rt.)	Short to Mid-Term	Low
Paint High Visibility Crosswalks at intersections surrounding school as noted or do as a demo project with EZ Ride.	Newark Engineering, Essex County, NJDOT or EZ Ride	Short to Mid-Term	Low
Install & Enforce “No Parking” signs or paint areas at corners with bollards to prevent parking and increase visibility of crossing pedestrians	Newark Engineering, Essex County, NJDOT or add a demo project with EZ Ride	Short-term, Mid-term	Low
Implement traffic calming measures on streets known for speeding such as speed limit radar signs, speed humps or bike lanes	Newark Engineering, Essex County, or NJDOT	Short-term, Mid-term, Long-term	Low, Medium, High
Post signs and paint area on street to define Bus and Car drop off zones	Newark Engineering, Essex County	Short-term	Low
Investigate and ensure ADA compliance of crosswalks and dome pads	Newark Engineering, Essex County, or NJDOT	Short-term, Mid-term, Long-term	Medium
Investigate traffic speeds around the school and post speed limit signs and no idling/no double parking signs	Newark Engineering, Essex County, or NJDOT	Short-term, Mid-term, Long-term	Low
Add Pedestrian Lighting, Pedestrian Signal Heads, Stop Bars for drivers, and Push Buttons to activate signals at corners where kids cross	Newark Engineering, Essex County, or NJDOT	Long-term	High
Install Leading Pedestrian Interval (LPI) signal phases where students cross to prevent cars from making	Newark Engineering, Essex County	Short-term,	Low

turns while students cross and to make pedestrians more visible to drivers			
Develop curb extensions, separation strip and/or buffers to protect pedestrians from traffic	Newark Engineering, Essex County, NJDOT or add a demo project with EZ Ride	Short-term, Mid-term, Long-term	High or Low (Demo Project)
Add no double parking and no idling signs all around school perimeter to reduce traffic congestion and air pollution	First Avenue School, BOE	Short-term	Low
Install painted bike lanes or protected bike lanes that are separated from roadway on most traveled bike routes	Newark Engineering, Essex County, NJDOT or add a demo project with EZ Ride	Short-term, Mid-term, Long-term	Medium or Low (Demo Project)

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

Evaluation Actions	Responsibility	Time Frame Frame	Cost
Continue to conduct student travel tallies to measure how effective the SRTS program has been in increasing the number of students walking, biking or carpooling	First Avenue 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	First Avenue School, PTO	Short-term, Mid-term, Long-term	Low
Conduct speed studies to see if speeding is reduced	Newark PD or EZ Ride	Long-Term	None

Conclusion

Community priorities around the First Avenue School are safety for students, reducing the amount of congestion at arrival and dismissal, reducing the speed of traffic in the school zone by adding signs and pavement markings, improving sidewalks and roads where students may ride bicycles, adding high visibility crosswalks, pedestrian signal heads and push buttons, bike lanes, curb extensions, pedestrian lighting, and removing obstructions from sidewalks. To reduce the numbers of cars in the area before and after school which present a danger to students, it is suggested to set up kiss and drop off areas 2-3 blocks from the school for grades 3 and up students to be dropped off or picked up. These older students can walk to and from school from these areas to reduce the amount of traffic congestion, double parking, and idling in the school area. The school community's desire to collaborate to help protect students is admirable and deserves support.

EZ Ride is proud to work with the school and community to improve safety and bring SRTS programs to the schools. EZ Ride offers learn to ride and bike safe skills classes as well as bicycle, pedestrian, e-scooter, e-bike, and driving safety programs. This is one of seven School Travel Plans that have been prepared for schools in Newark. New efforts have begun with several charter and parochial schools to improve safety. It is hoped this report will be used to apply for SRTS infrastructure grants or Sustainable Jersey school to make the sidewalks and neighborhood safer for students to walk and bike to the First Avenue School.

Appendix A: Typical Opportunities for Improvement



LONG CROSSING DISTANCES

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



PEDESTRIAN OBSTRUCTIONS

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



LACK OF CURB CUTS

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



POOR MAINTENANCE

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

Typical Bicycle/Pedestrian Treatments



SHARED-USE ROADWAY

Can be a safe for bicyclists when:

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



BICYCLE LANE

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



SHARED USE PATH (TRAIL)

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



OTHER FACILITIES

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

Typical Bicycle/Pedestrian Treatments



SIDEWALKS

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



CROSSWALKS

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



SIGNAGE AND STRIPING

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



AMENITIES AND AESTHETICS

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

Typical Bicycle/Pedestrian Treatments



CURB EXTENSION

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



FULL CLOSURE

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



MID-BLOCK CROSSING

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



RAISED MEDIAN GATEWAY

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

Typical Traffic Calming Devices



GATEWAY

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



CURB EXTENSION REDUCED TURNING

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



RAISED

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



BIKELANE

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

Typical Traffic Calming Devices



CURB EXTENSION

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



MEDIAN REFUGE

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



MID-BLOCK CROSSING

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



Sidewalks and Access

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

Appendix B: Funding Resources to Build Infrastructure

Source: Together North Jersey (TNJ): 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

<p>Environmental Workforce Development and Job Training Grants</p>	<p>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</p>	<p>Non-profit organizations & local government agencies in communities historically affected by economic disinvestment, health disparities, and environmental contamination, including low-income, minority, & tribal communities</p>	<p>County, Municipal, Non-profit organizations</p>	<p>US EPA Environmental Workforce Development and Job Training Grant Fund</p>
<p>Future in Transportation</p>	<p>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</p>	<p>New Jersey Communities.</p>	<p>Municipal</p>	<p>New Jersey Department of Transportation</p>
<p>Geraldine R. Dodge Foundation</p>	<p>Funds Arts, Education, Environment and Informed Communities initiatives that are innovative and promote collaboration and community-driven decision making</p>	<p>no restrictions</p>	<p>State, County, Municipal, Private, Non-profit organizations, Other</p>	<p>Geraldine R. Dodge Foundation</p>

<p>Local Planning Services</p>	<p>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 land mapping, economic development plans, and special municipal projects</p>	<p>Municipalities</p>	<p>Municipal</p>	<p>New Jersey Department of Community Affairs</p>
<p>Neighborhood Preservation Program</p>	<p>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.</p>	<p>Municipalities</p>	<p>Municipal</p>	<p>New Jersey Department of Community Affairs</p>

<p>New Jersey Healthy Communities Network - Community Grants Program</p>	<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>		<p>Non-profit organizations, Other</p>	<p>New Jersey Healthy Communities Network</p>
<p>Our Town Grants</p>	<p>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.</p>	<p>Communities</p>	<p>Municipal</p>	<p>National Endowment for the Arts</p>

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

<p>Street Smart Program</p>	<p>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</p>	<p>Municipalities and communities in New Jersey</p>	<p>Municipal</p>	<p>North Jersey Transportation Planning Agency</p>
<p>Sustainable Jersey Grants and Resources</p>	<p>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</p>	<p>New Jersey municipalities</p>	<p>Municipal</p>	<p>Sustainable New Jersey</p>