

Safe Routes to School Travel Plan Report

Washington Township District Travel Plan Report

Brookside School



Jessie F. George School



Washington School



Westwood Regional HS



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June 15,
2023



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NEW JERSEY
Safe Routes to School



U.S. Department of Transportation
Federal Highway Administration

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Executive Summary

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

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

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

1. Goals

The goals of the Jessie F. George School and Washington School Travel Plan are:

- a. Identify any issues that impact safety on the key routes used by students
- b. Provide a list of suggestions to improve the travel environment around the school
- c. Identify ways to reduce traffic congestion
- d. Categorize the suggestions in terms of cost and time needed to make repair
- e. 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 Jessie George and Washington School SRTS Task Force consists of local stakeholders and is an important part of ensuring the sustainability of the SRTS initiative and the enactment of the Action Plan.

3. Community Barriers to Health

Data from the 2021 County Health Rankings ([CountyHealthRankings.org](https://www.countyhealthrankings.org)) provide the following challenges in Bergen County:

- Ranked among the highest in Health Factors and Health Outcomes within the state (2021 [CountyHealthRankings.org](https://www.countyhealthrankings.org)).
- The average traffic volume per meter of major roadways is the third highest out of 21 counties in New Jersey (2021 [CountyHealthRankings.org](https://www.countyhealthrankings.org)).
- Air quality, as measured by the average daily density of fine particulate matter in micrograms per cubic liter, is third highest in the state.

4. School Travel Data

In January 2019, the Jessie F. George teachers conducted a School Travel Tally to determine how students travel to and from school. Twelve percent of students walk to school, 79 percent of students are driven to school, two percent use the school bus, and no students ride bicycles

to school. When going home from school; 78 percent were driven home, 14 percent walked home, two percent used the bus, and two percent car pooled.

In November 2018, the Washington Elementary School staff conducted a School Travel Tally to determine how students travel to and from school. Five percent of students walk to school, 86 percent of students are driven to school, one percent use the school bus, 9 percent carpool, and no students ride bicycles to school. When going home, 85 percent were driven home, six percent walked home, eight percent car pooled and one percent used the bus.

5. Barriers and Opportunities Identified for Safer Walking & Biking

The Washington Township Green Team conducted a walkability assessment of the road conditions around Jessie F. George, Brookside and Washington Elementary Schools and Westwood High School during the months of October and November 2021. The major intersections near these schools include:

- Jessie George ES: Walnut St. & Palm St., Willow St., Beech St. & Willow St., and Palm St.
- Brookside ES: Ridgewood Rd., Lake Dr. & Forest Ave., and West End Ave.
- Washington ES: School St. & Pascack Rd., Wayne Pl., and White Birch Rd.
- Westwood Reg. HS: Ridgewood Rd. & Pascack Rd., and Woodfield Rd.

Key opportunities for improvements include: adding or restriping high visibility crosswalks where needed, adding four-way stops, fixing/installing truncated dome pads and curb ramps where sidewalks are added/repaved, adding pedestrian signal heads, push buttons, LPI phases, pedestrian lighting and signage, repaving roads, and curb extensions to slow turning traffic.

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:

- Add high visibility crosswalks at Willow St. & Cleveland Ave., Willow St. & Chestnut, Willow St. & Colonial Blvd., Willow St. & Beech, on Palm St. and Willow St. near Jessie F. George School, on School St. by Washington Elementary School, at Sycamore Ln. & Jackson Ave. and at Garibaldi St. & Ridgewood Blvd.
- Add bicycle lanes on Pascack Rd. between Finnerty & Washington ave. and sharrows where the road is narrow
- Add a four way stop and signage at the intersection of Willow St. & Colonial Ave.
- Add pedestrian signal heads, push buttons, LPI phases, pedestrian lighting and signage

- Add bicycle lanes near schools to narrow lanes and slow drivers where road space allows
- Add sidewalks where there is a lot of traffic and curb ramps to provide ADA access where needed.

1. Walking and Cycling to Health

1.1 The Challenge

Over the past few decades, several societal and environmental changes have limited children's access to safe places where they can walk, bike and play. For example, increased traffic, neighborhoods that lack sidewalks and urban sprawl have contributed to a sharp decline in the number of students who walk or bike to school. Nationally, while 42 percent of children walked or biked to school in 1969, only 13 percent of children did so in 2001. Additionally, the popularity of television and video games to entertain children has contributed to a more sedentary lifestyle. As a result, children and adolescents are less physically active than they were several generations ago.

The decrease in walking and biking to school and fewer physical forms of play has resulted in an alarming increase in childhood obesity. During the past four decades, the obesity rate for children ages 6 to 11 has more than quadrupled (from 4.2 to 17 percent), and the obesity rate for adolescents ages 12 to 19 has more than tripled (from 4.6 to 17.6 percent) 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" (or walking and bicycling) to school presents an excellent opportunity to increase daily physical activity among youth.¹

1.2. The Program

Safe Routes to School (SRTS) is a federal program that encourages, teaches and enables children to safely bicycle and walk to school. The program aims to help children be more physically active with the intent to reduce chronic disease and prevent and reduce obesity. SRTS focuses on increasing the number of children walking and bicycling to school by building and repairing infrastructure such as sidewalks, crosswalks, and bicycle lanes. The program also encourages changes in travel behavior, supports increased enforcement of traffic laws around schools, and educates communities on the benefits and safety aspects of active transport. This report summarizes research on active transport to school, physical activity levels and health outcomes. It also explores the factors that influence walking and biking to school, including the impact of SRTS programs.

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

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

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

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 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 SRTS programs. TMAs are non-profit organizations whose mission is to implement transportation services like carpools, vanpools, shuttles, and biking and walking programs 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.

EZ Ride initiated SRTS programming in the Township of Washington in 2019. EZ Ride staff provided two Bike Safety Presentations in April 2019 at the Jessie F. George Elementary School followed by a student poster contest. School travel tallies were completed in January 2019. As a result, Jessie F. George School received a 2020-2022 SRTS Gold Award. In November 2018 and January 2022 Washington Elementary also completed travel tallies to measure how students travel to and from school. We are currently waiting for January 2022 tallies to be updated and included in a report from the VTC. On January 18, 2022, 108 fourth and fifth graders attended a virtual Bike and Pedestrian Safety presentation led by EZ Ride.



In July 2021, Councilman Tom Sears from the Township Green Team contacted EZ Ride's bike and pedestrian team to review bike routes to three schools within the township. This led to a virtual meeting followed by an in-person presentation by EZ Ride on August 5, 2021, on how to conduct a Walk and Bike Audit in August 2021.



On January 24, 2022, the Township passed a Complete and Green Streets Policy as well as an Anti-Idling Policy. On January 26, 2022, EZ Ride led a virtual Senior Pedestrian and Driver Safety talk at 1:30 pm which was recorded and will be televised.

Green Team Task Force

Organization	Role/Responsibility	Contact
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Green Team, Township of Washington	Program Activity and Implementation	Tom Sears <i>Councilman</i> 350 Hudson Avenue Twp. of Washington, NJ 07676 tsears@twpofwashington.us (201) 341-2942
Green Team, Township of Washington	Program Activity and Implementation, Audit	Rick Sonntag 350 Hudson Avenue Twp. of Washington, NJ 07076 risonn63@gmail.com (201) 664-4404
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Twp. of Washington	Program Activity and Implementation	Peter Calamari <i>Mayor Twp. of Washington</i> 350 Hudson Avenue Twp. of Washington, NJ 07676 mayor@twpofwashington.us (201) 833-4801
Jessie F. George Elementary School	Program Activity and Implementation	Christina Scaduto <i>Principal</i> 1 Palm Street Twp. of Washington, NJ 07676 Christina.scaduto@wwrsd.org

		201-604-3033
Brookside Elementary School	Program Activity and Implementation	Thomas Conroy <i>Principal</i> 20 Lake Drive Westwood, NJ 07675 Thomas.conroy@wwrsd.org 201-664-9000
Washington Elementary School	Program Activity and Implementation	Melissa Paliano <i>Principal</i> 600 School Street Twp. of Washington, NJ 07676 Melissa.paliano@wwrsd.org 201-664-6440
Westwood Regional High School	Program Activity and Implementation	Frank Connelly <i>Principal</i> 701 Ridgewood Road Twp. of Washington, NJ 07676 Frank.connelly@wwrsd.org 201-664-0880, Ext 2075
EZ Ride - Transportation Management Association	SRTS Program Assistance, Community Resource, Safety Education	Lisa Lee <i>Deputy Director, Bike/Ped. Program</i> <i>SRTS Regional Coordinator</i> EZ Ride 144 Park Place East Wood-Ridge, NJ 07075 201-939-4242, ext. 123 llee@ezride.org
EZ Ride - Transportation Management Association	SRTS Program Assistance, Community Resource, Safety Education	Michael Johnson <i>Asst. Manager</i> EZ Ride 144 Park Place East Wood-Ridge, NJ 07075 201-939-4242, ext. 130 mjohnson@ezride.org
EZ Ride - Transportation Management Association	SRTS Program Assistance, Community Resource, Safety Education	Erlea Maldonado <i>Assistant Program Coordinator</i> EZ Ride 144 Park Place East Wood-Ridge, NJ 07075 201-939-4242, ext. 122 emaldonado@ezride.org
EZ Ride -	SRTS Program Assistance,	Natalie Marquez <i>Intern</i>

Transportation Management Association	Community Resource, Safety Education	EZ Ride 144 Park Place East Wood-Ridge, NJ 07075 201-939-4242, ext. 121 nmarquez@ezride.org
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2. District & School Profiles

A school profile for the Westwood Regional School District was developed using 2021-22 data from the New Jersey School Performance Report. Table 1 shows School District data.

Table 1: Westwood Regional School District – Student Demographics
Total Students = 2,777

Ethnicity	
Hispanic	475 (17.1%)
Black or African American	72 (2.6%)
Asian	172 (6.2%)
White	1,958 (70.5%)
Native Hawaiian/Pacific Islander	6 (0.2%)
American Indian/Alaskan Native	3 (0.1%)
Two or More Races	89 (3.2%)
Female	1,375 (49.5%)
Male	1,374 (49.5%)
Non-Binary/Undesignated Gender	28 (≤1%)
Primary (Pre-Kindergarten – Grade 5)	1,362
Middle School (Grade 6 - 8)	633
High School (Grade 9 - 12)	782
Students with Disabilities (Gr PK-12)	478 (17.2%)

Source: NJ Performance Report, 2021-22

NJDOT has directed that SRTS programs in disadvantaged communities be given higher priority for services, and the 2021-22 NJ School District Performance report notes that 8.5 percent of students are economically disadvantaged. Moreover, 96.7 percent of Westwood Regional School students graduate from High School as compared to the state average of 90.9 percent of High School graduates, 17.2 percent have learning disabilities, and 2.5 percent are “English as a Second Language” learners. As shown in Table 2 below, the main language spoken at home by students in the Westwood Regional School District is English. In addition, Table 2 reports the languages spoken by students at home.

Table 2: Student Language Diversity (2021 – 2022)

Percent of students who speak the following languages at home	
English	82.1%
Spanish	8.8%
Arabic	1.0%
Other	8.2%

2. Community Profile

2.1 Washington Township and Bergen County Health Profile –Community Health Needs Assessment

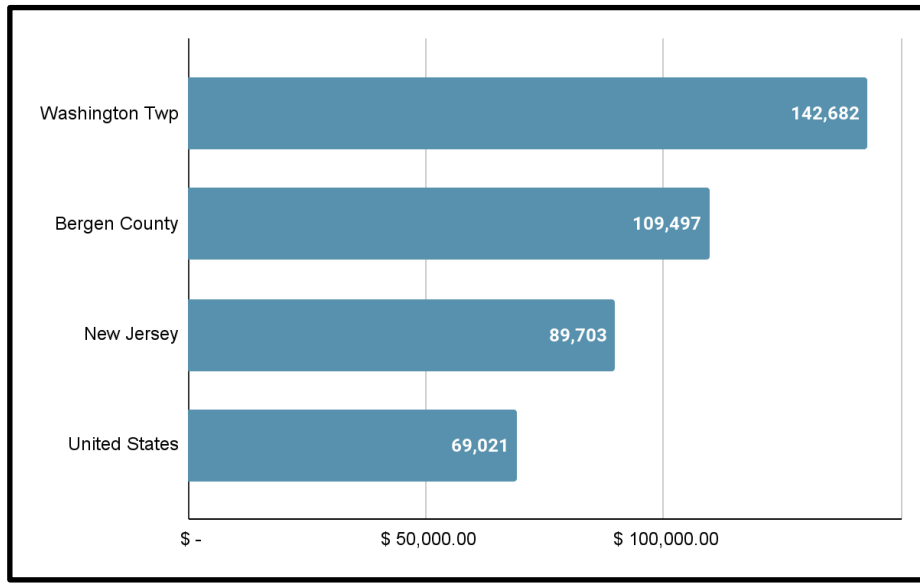
In partnership with over 50 community organizations, businesses, schools, hospitals, and private citizens, the Community Health Improvement Partnership (CHIP) of Bergen County, as part of their 2019 Community Health Needs Assessment (CHNA), identified four priority areas:

1. Wellness, Prevention, and Risk Factors
2. Chronic and Complex Conditions
3. Mental Health and Substance Use
4. Social Determinants of Health and Access to Care

Bergen County is ranked 4 out of 21 Counties for health outcomes and 4 in overall health factors in New Jersey according to the 2020 CountyHealthRankings.com and is ranked among the healthiest counties in New Jersey.

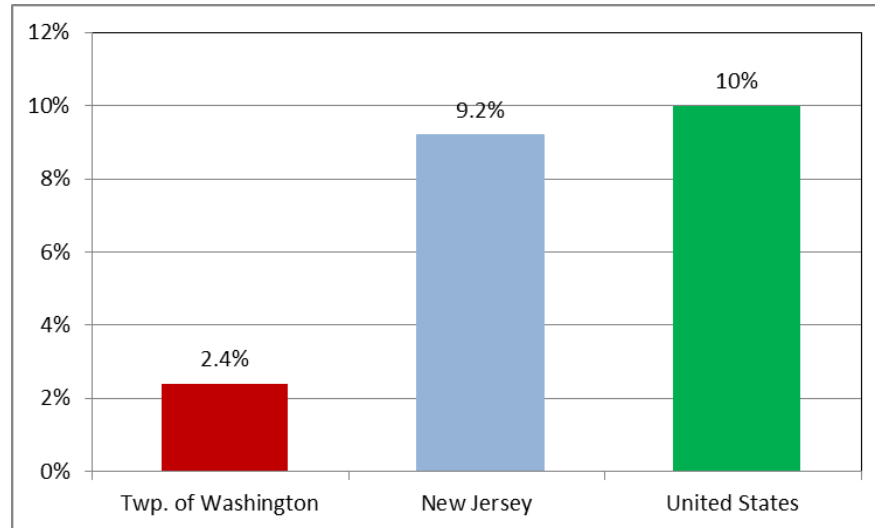
The median household income in the Twp. of Washington is almost \$53,000 higher when compared with the state, \$33,000 more than the County, and approximately \$74,000 higher when compared with the United States.

Chart 1: Estimated Median Household Income Comparison



Source: U.S Census Bureau-2022

Chart 2: Percent of Families Living in Poverty

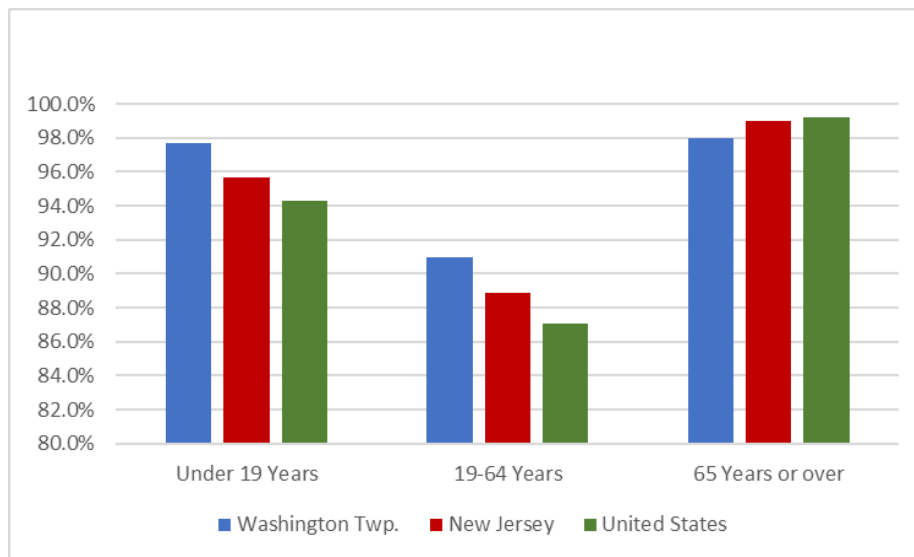


Source: US Census Bureau 2020

Between 2015-2019, 2.4 percent of the residents of the Township of Washington were living in poverty. This is less than both the County and State percentages.

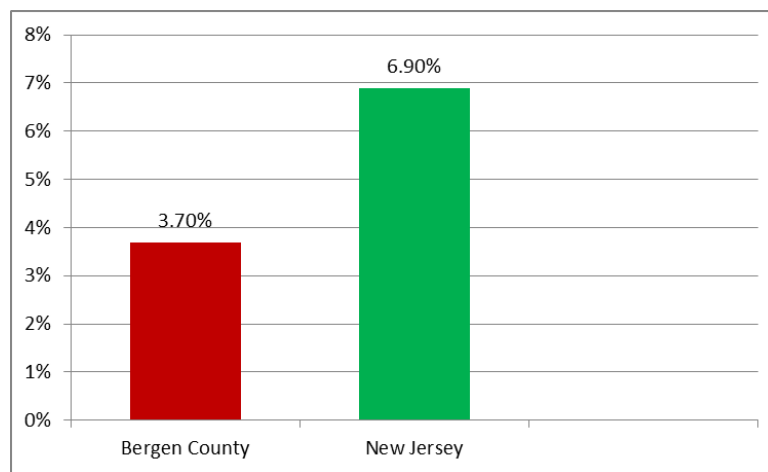
Access to Care

Chart 3: Health Insurance Coverage for Twp., State and United States



Source: American Community Survey – 2019

Chart 4: Prevalence of Asthma



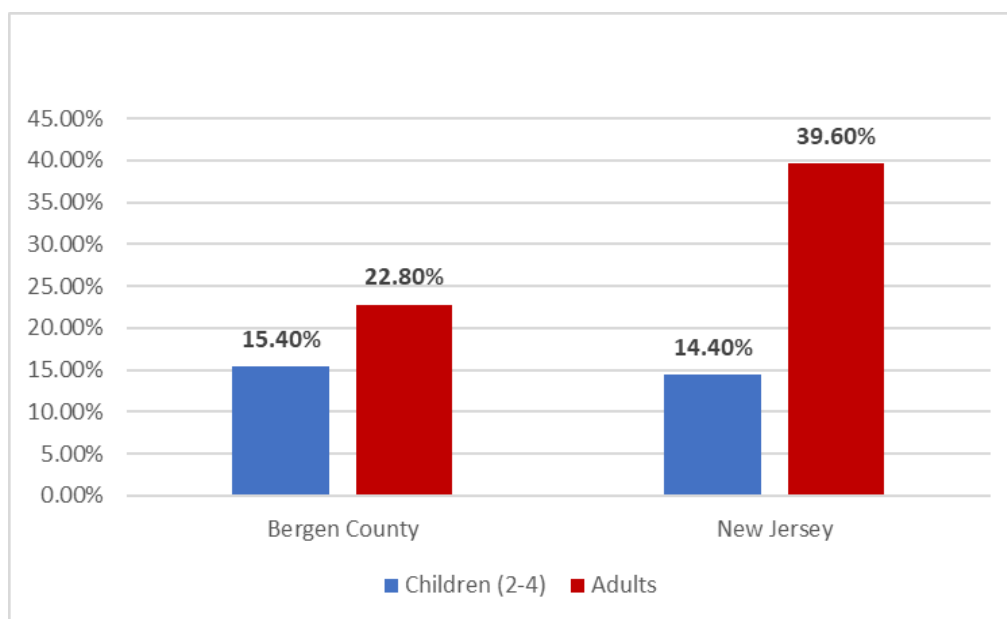
According to the New Jersey Health Assessment Data, the age-adjusted rate of asthma hospitalizations in 2019 per 10,000 residents in Bergen County was 3.7 compared to 6.9 for the state of New Jersey. Promoting walking and biking versus parents driving their children to school will further reduce air pollution and make it easier for students to breathe. Physical activity will assist in staving off the effects of asthma in certain individuals.

Diabetes

In Bergen County, 11.5% of residents have been diagnosed with diabetes within the past year. 11.2 percent of residents have been told by a physician that they have borderline or pre-diabetes. The Bergen County diabetes mortality rate is significantly lower than the state of New Jersey with the mortality rate being 17.9 and 22.1 respectively. The inpatient hospitalization rate due to diabetes in Bergen County was also significantly lower in comparison to the state of New Jersey with the hospitalization rate being 105.6 and 177.1 respectively.

Obesity

Chart 5: Obesity Rate in Bergen County for Children & Adults – 2018



Source: State of Childhood Obesity - 2018

While the adult obesity rate is significantly better than the U.S average, the preschool obesity rate is about 1 percent higher than the U.S average.

Impact of SRTS

Based on the data above, it's clear that promoting walking and biking to school is a good method to increase physical activity for students and residents and to reduce the impacts of obesity and diabetes and to prevent cardiac disease.

Media Viewing Habits & Exercise

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. 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.

Bergen County does offer its residents adequate opportunities for physical activities with 99 percent access to exercise opportunities. The walkability ranking of Washington is 71 based on Walkscore.com data².

Access to Fresh Produce

Bergen County is ranked as one of the healthiest counties in New Jersey. In fact, it is ranked number four in terms of overall health outcomes and overall health factors. Although obesity rates are not significantly high, there are residents who still experience food insecurity. About eight percent of the population in Bergen County reported they experienced food insecurity in the past year. In New Jersey, ten percent of residents on average deal with food insecurity. In Bergen County, about 70,200 individuals lack access to food and nineteen percent of Bergen County residents reported that they were very or somewhat worried about food. Eighteen percent of the population in Bergen County reported that it is very or somewhat difficult to buy fresh produce of vegetables.

2.2 About Westwood - Washington Regional School District

Excerpts taken and edited from the district website:

“The vision of the Westwood Regional School District, serving the diverse communities of the Borough of Westwood and the Township of Washington, is to provide a sound and comprehensive education. This educational process will ensure that our students have the knowledge, skills, and experiences which will enable them to make future life choices. It is a long-term goal of the Westwood Regional School District that each student will use this knowledge, these skills, and these experiences to reach his/her potential and thus become an actively contributing, productive member of the global community”.

Founded in 1962, Jessie F. George Elementary School serves grades K-5 and approximately 270 students. Washington Elementary School was established in 1957 and serves grades K-5 with

² <https://www.walkscore.com/score/Washington-nj>

approximately 300 students. Both schools honor the district’s mission statement to “Provide excellence through rich and diverse learning opportunities, enabling students to exercise intelligent control of their future”.

Jessie F. George Elementary School Profile

Jessie F. George Elementary School is in the Township of Washington, NJ. The school enrolled approximately 282 students in grades K-5 in 2021–2022.

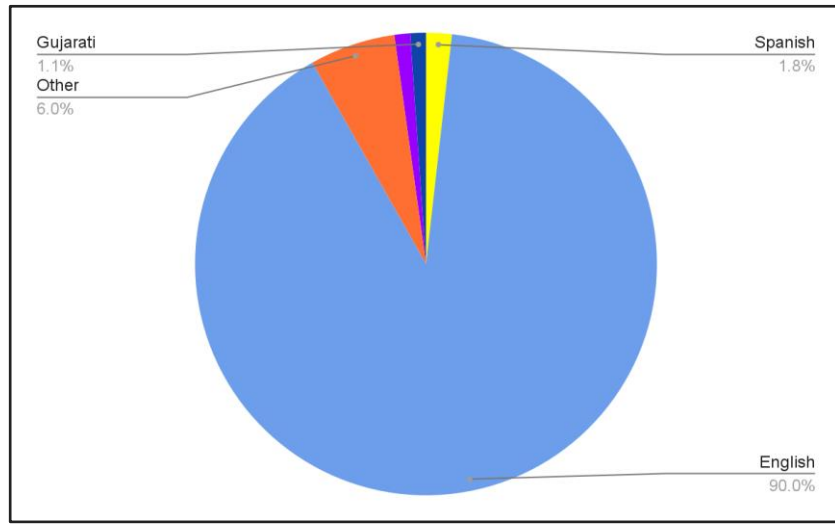
Table 3: Jessie F. George Elementary School – Student Demographics

Total Students = 282

Ethnicity	
Hispanic	29 (10.3%)
Black or African American	5 (1.8%)
Asian	17 (6.0%)
White	215 (76.2%)
Native Hawaiian/Pacific Islander	1 (0.4%)
American Indian/Alaskan Native	(0%)
Two or More Races	15 (5.3%)
Female	40-45%
Male	55-60
Non-Binary/Undesignated Gender	≤5%
Economically Disadvantaged	4,3%
Kindergarten	41
Grade 1	58
Grade 2	53
Grade 3	40
Grade 4	49
Grade 5	61
Students with Disabilities (Gr K-5)	57 (20.2%)

Source: NJ Performance Report, 2021-22

Chart 6: Jessie F. George Elementary School - Languages Spoken At Home



Source: NJ School Performance Report, 2021-22

Chart 6 shows the percentage of students and the primary languages spoken at home. English is the predominant language spoken at home by approximately 90 percent of the students. Spanish is second with approximately 1.8 percent of students speaking it at home, Gujarati is third with 1.1 percent, German also has 1.1 percent, and 6.0 percent speak some other languages at home.

Washington Elementary School Profile

Washington Elementary School is in the Township of Washington and enrolled approximately 332 students in grades K-5 in 2021–2022.

Table 4: Washington Elementary School – Student Demographics

Total Students = 332

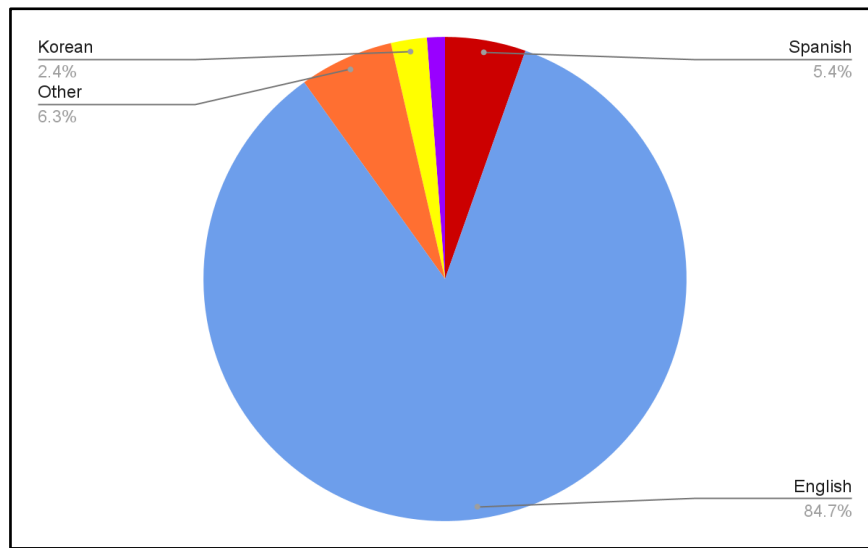
Ethnicity	
Hispanic	49 (14.8%)
Black or African American	1 (0.3%)
Asian	31 (9.3%)
White	245 (73.8%)
Native Hawaiian/Pacific Islander	(0%)
American Indian/Alaskan Native	(0%)
Two or More Races	6 (1.8%)
Gender	
Female	189 (57%)
Male	143 (43%)
Non-Binary/Undesignated Gender	3 (≤1%)
Economically Disadvantaged	18 (5.4 %)

Kindergarten	63
Grade 1	59
Grade 2	41
Grade 3	57
Grade 4	52
Grade 5	60
Students with Disabilities	61 (18.4%)

Source: NJ Performance Report, 2021-22

Chart 7 shows the percentage of students and the primary languages spoken at home. English is the predominant language spoken at home by approximately 84.7 percent of the students. Spanish is second with approximately 5.4 percent of students speaking it at home and Korean is third with 2.4 percent speaking it at home, and 6.3 percent speak some other languages at home.

Chart 7: Washington Elementary School - Languages Spoken At Home



Source: NJ School Performance Report, 2021-22

2.3. NJ Safe Routes to School Parent/Caregiver Survey

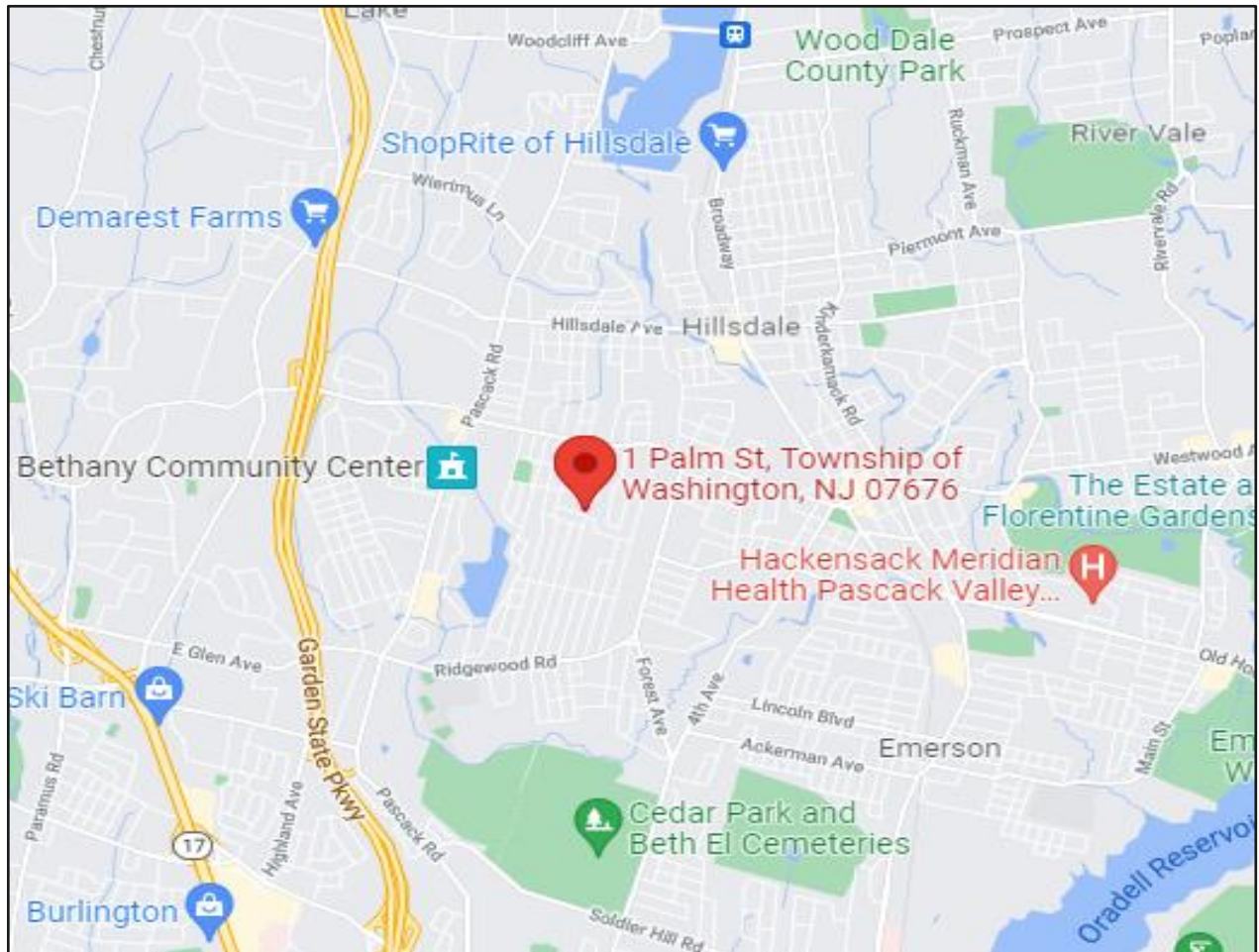
100 parent surveys were collected online from a link posted on the district website during September to November 2021 to understand parental attitudes and concerns about walking or biking to school. The results were analyzed by Voorhees Transportation Center of Rutgers

University and reported in January 2022. Surveys were returned from parents from Jessie F. George School (29), Washington Elementary School (27), Westwood Regional High School (40) and County/Private schools (4). Survey results show most students (90) walk to school, five students' bike to school, and 11 are driven to school in a car and ride the bus/walk home. Parents consider the availability of sidewalks and the age of their child as the primary factors in deciding whether they are allowed to walk to school. Other key factors and concerns include the speed of traffic on roads, amount of traffic on roads, and if they consider intersections to be safe for crossing or not.

3. Journey to School

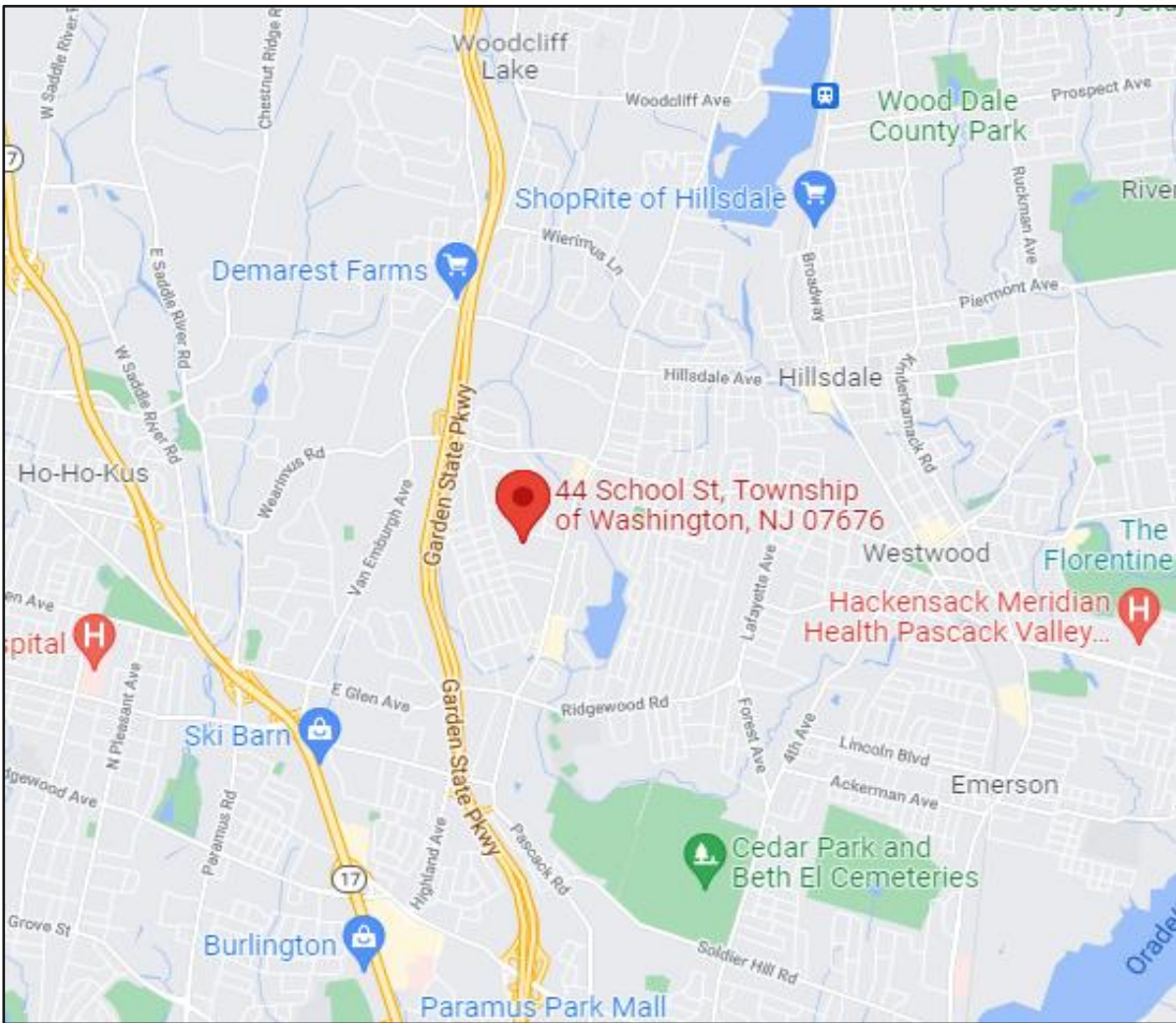
In the 1960s, about 50 percent of children in the United States walked or bicycled to school. Over the last few decades, concerns about vehicle traffic, safety for the children, and longer commutes have forced more and more parents to drive their children to school. This results in more traffic on the road and less children who walk to school. Today, on average only about 15 percent of children walk or bike to school. Map 1 and 2 provides a two-mile area of the residential area surrounding Jessie F. George and Washington Elementary Schools.

Map 1: Two Mile Area Surrounding Jessie F. George School



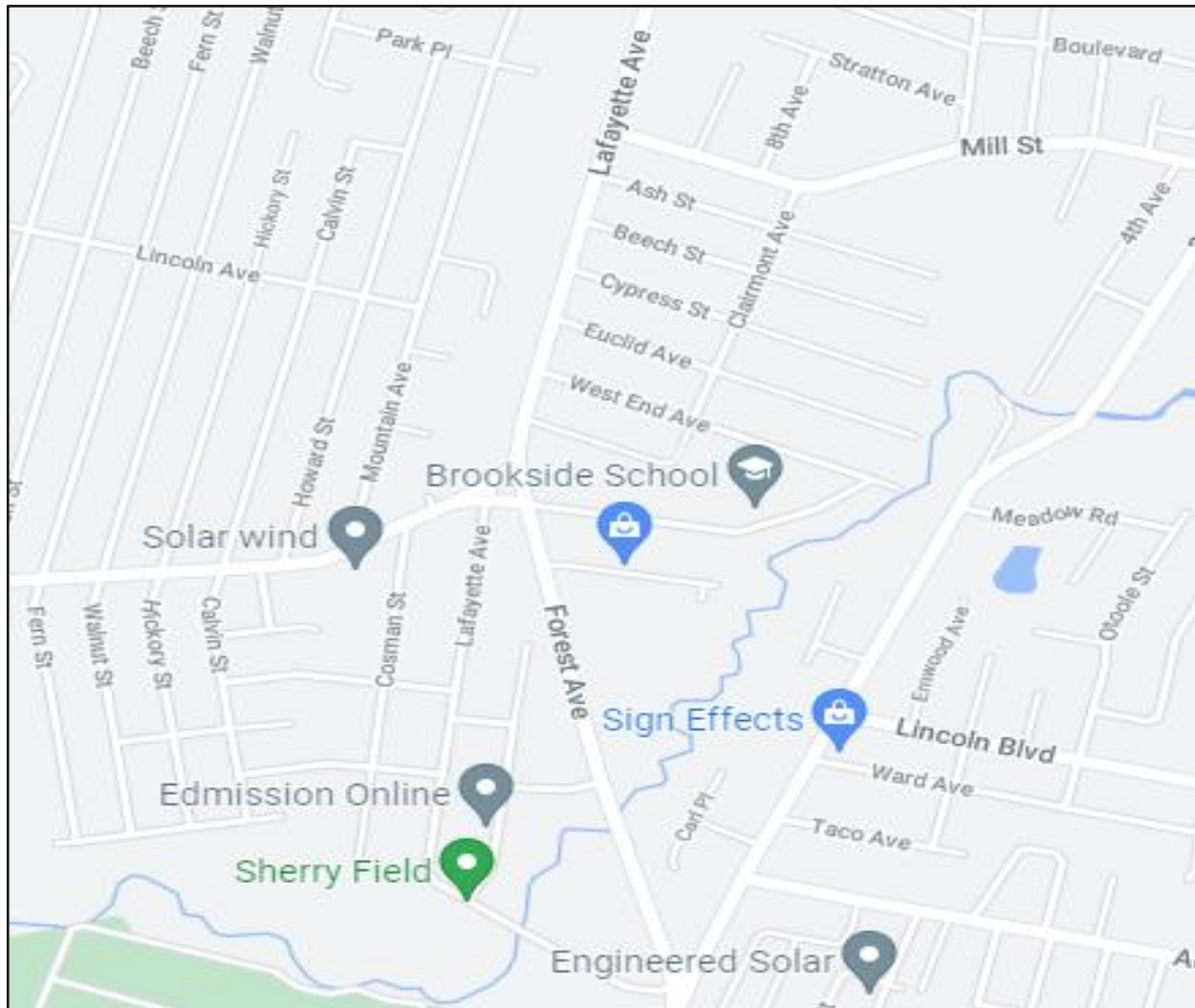
Source: Google Maps

Map 2: Two Mile Area Surrounding Washington Elementary School



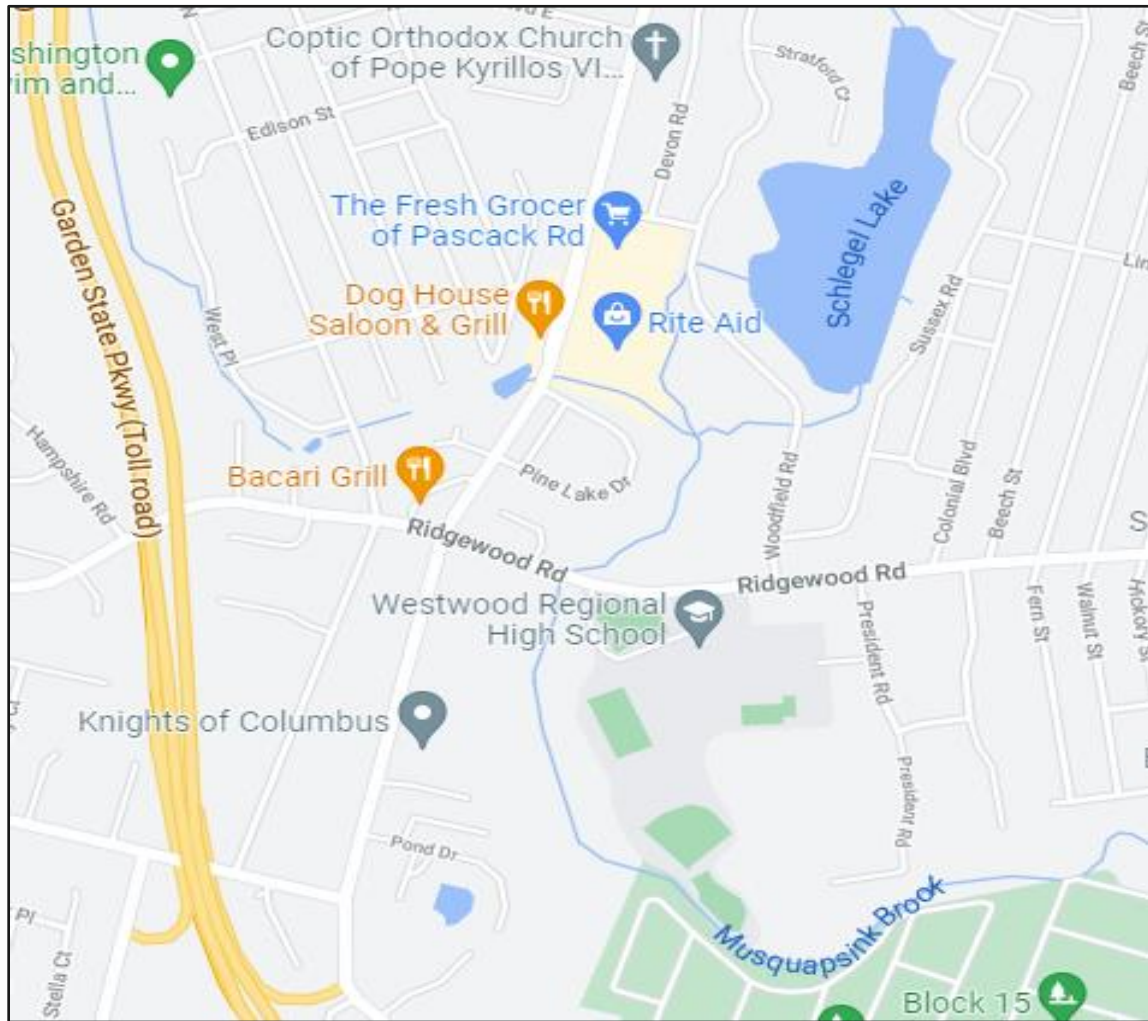
Source: Google Maps

Map 3: Two Mile Area Surrounding Brookside Elementary School



Source: Google Maps

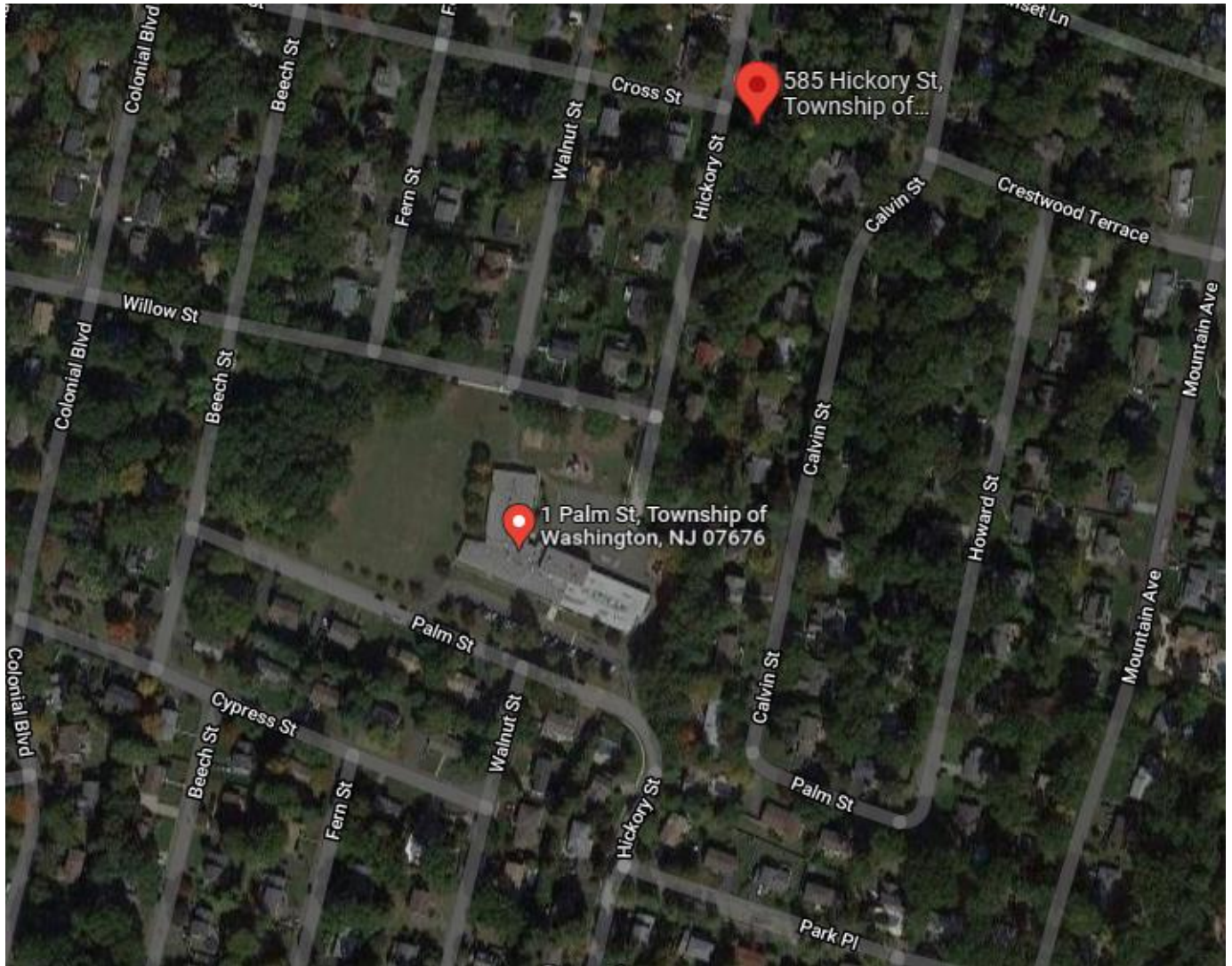
Map 4. Two Mile Area Surrounding Westwood Regional High School



Source: Google Maps

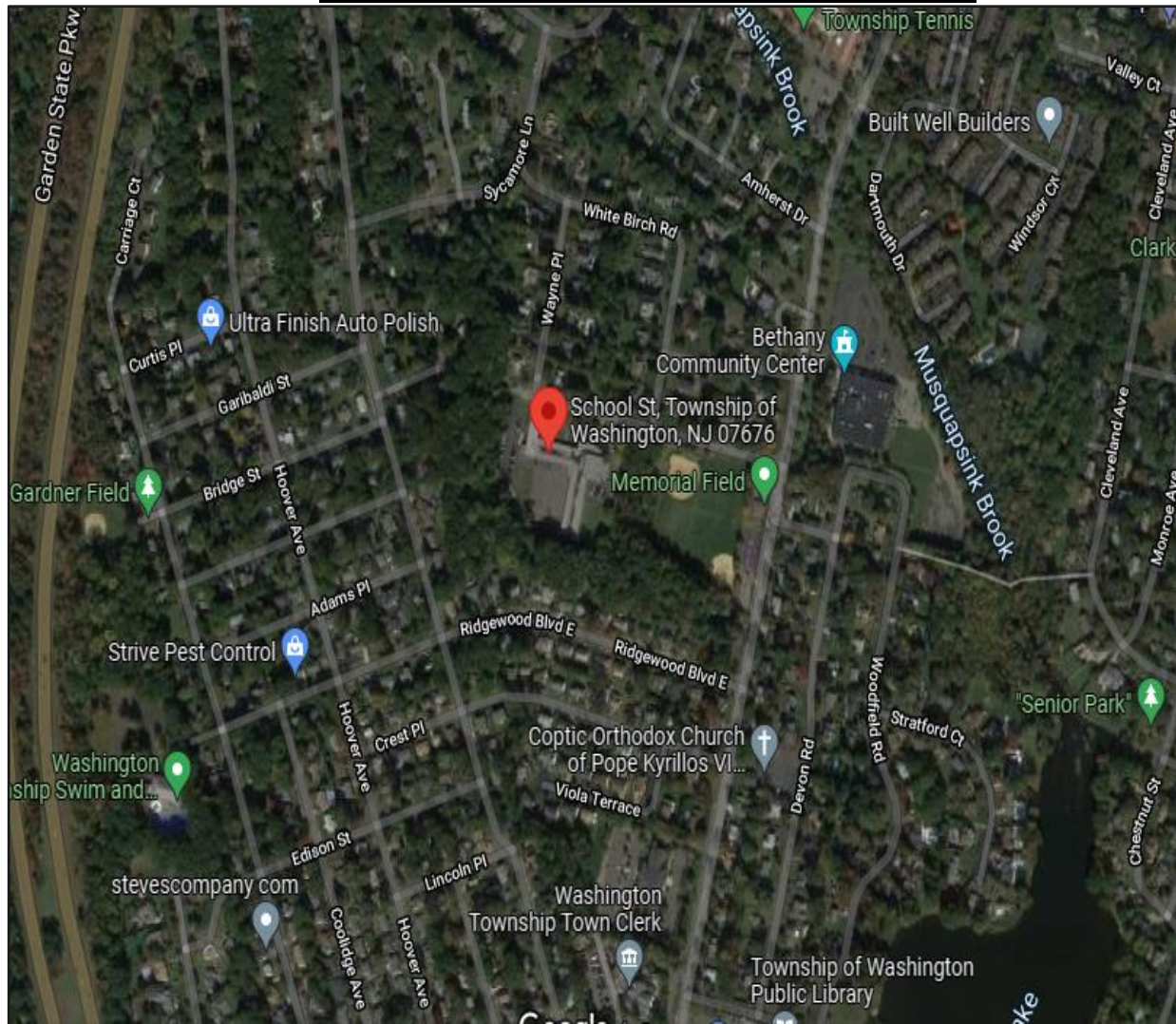
The Westwood Regional School District serves both the Borough of Westwood and the Township of Washington. These two communities are in Bergen County, New Jersey and are approximately fifteen miles northwest of midtown Manhattan in New York City. Both the Jessie F. George School and Washington Elementary School are in residential areas in the suburbs of the Township of Washington. Brookside Elementary School and Westwood Regional High School are in residential areas in the suburb of Westwood, NJ

Map 5. Aerial View - Jessie F. George Elementary School



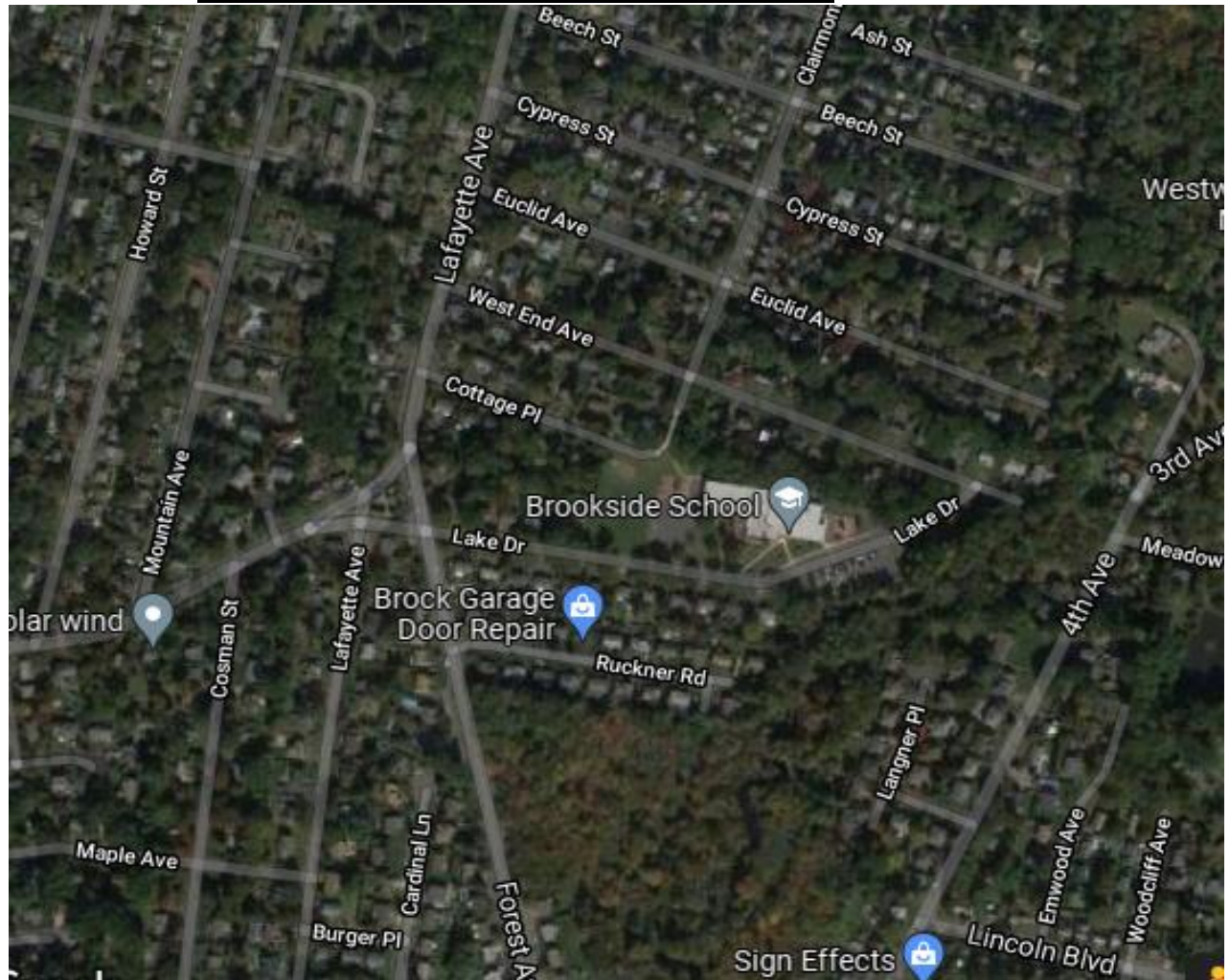
Source: Google Maps

Map 6. Aerial View - Washington Elementary School



Source: Google Maps

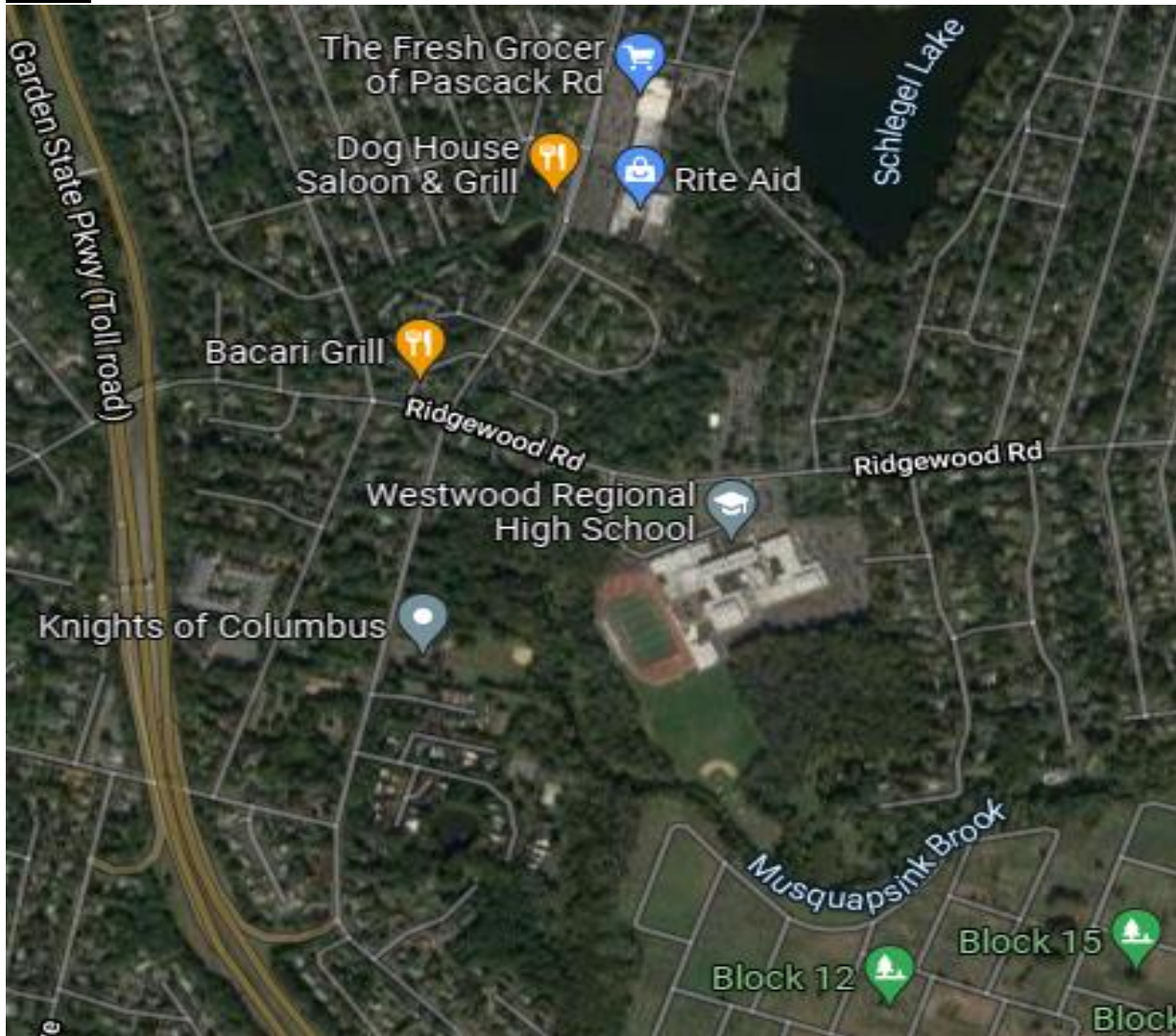
Map 7. Aerial View - Brookside Elementary School



Source: Google Maps

Map 8. Aerial View - Westwood Regional High

School



Source: Google Maps

3.1 Current Student Travel Environment

School Hours

The school day for students at the three elementary schools starts at 8:50 am and ends at 3:20 pm, Monday through Friday. Throughout the year there are opportunities for students to take part in a variety of programs that take place before and after school. Programs are sponsored by the school district, the Parent School Organization, or Champions Before - and After-School Care, which is available for students, age five – 11. The hours for Before-School Care are 7:00 am to bell and After-School Care is available from dismissal to 7:00 pm.

District-approved transportation is available for students. If a student is not eligible for district transportation or elects to not use the district transportation after dismissal, a parent or legal guardian may request the school to not release the student to walk home unless the student is released to a parent/guardian/escort designated by the parent. The parent/guardian/escort must be over the age of 18 years.

Arrival and Drop-off Procedure

Parents/guardians who transport their children to and/or from school should use the utmost caution when driving near the campus. No student should be asked to cross the street to enter/leave school. Drivers are encouraged to take the time to move to the school side to drop off or pick up their child and then to leave promptly to limit traffic.

Crossing Guard Posts

- 1) Palm Street at JFG school entrance: 8:05 am - 9:05 am, 11:30 am -12:30 pm, 2:55 pm - 3:55 pm
- 2) Pascack Rd. & School Street: 8:05 am - 9:05 am, 11:44 am - 12:45 pm, 3:05 pm -4:05 pm
- 3) School Street & Wayne Place: 8:00 am -9:00 am, 12:00 pm -1:00 pm, 2:45 pm -3:45 pm
- 4) Willow Street & Walnut Street: 8:05 am - 9:05 am, 11:30 am -12:30 pm, 2:55 pm - 3:55pm
- 5) Pascack Road & Ridgewood Road 7:00 am - 8:30 am, 2:30 pm - 4:00 pm
- 6) Ridgewood Road & Westwood HS entrance: 7:00 am - 8:30 am, 2:30 pm - 4:00 pm

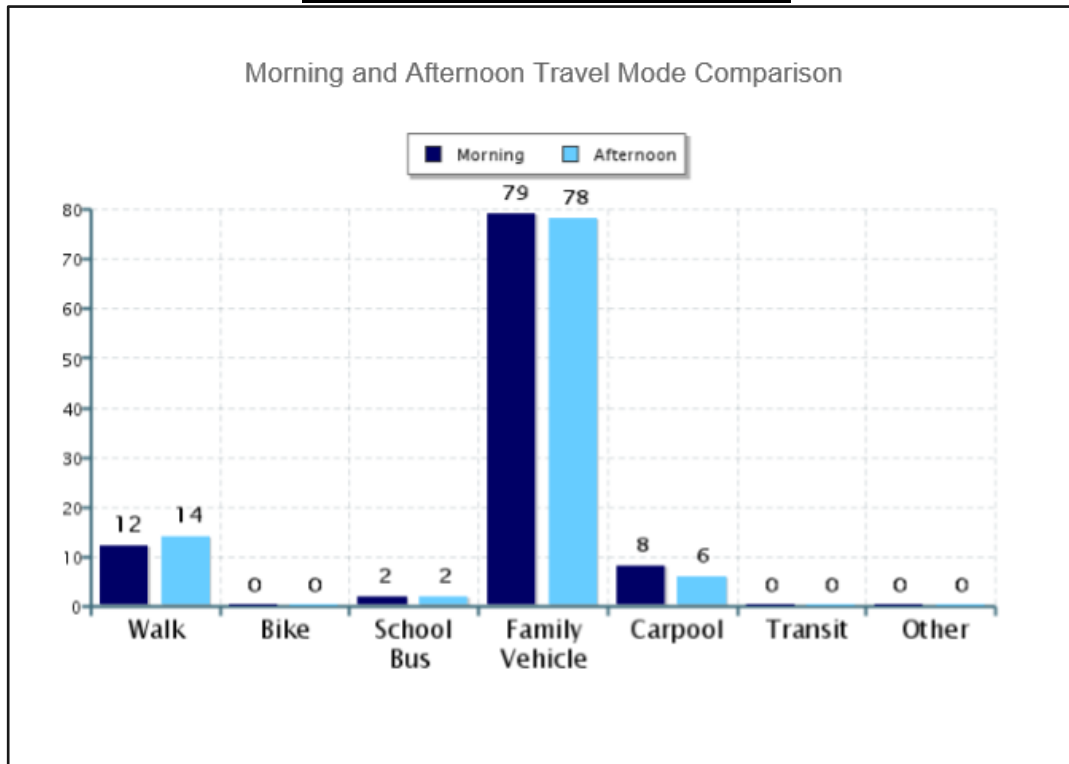
Student Travel Mode

In January 2019, the teachers at Jessie F. George conducted a Travel Tally to document how the children get to and from school. Tallies were taken by teachers three times for one week. A total of 1,030 trips during the morning and afternoon were documented and the data was analyzed by the NJ Safe Routes to School Resource Center at the Voorhees Transportation Center, Rutgers University.

Travel Tallies were also conducted at Washington Elementary School in January 2022 with

1,908 trips recorded during the morning and afternoon.

Chart 8: Jessie F. George Travel Tally



Source: Analysis conducted by Voorhees Transportation Center

Chart 9: Washington Elementary Travel Tally

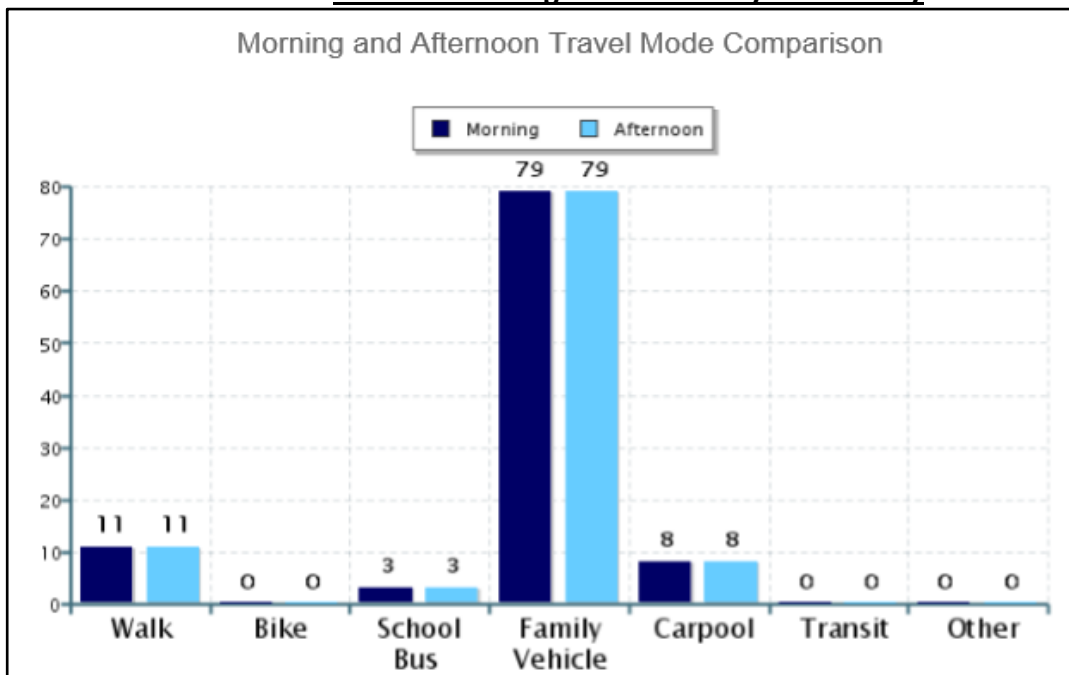


Table 3 shows the results of the analysis conducted by the Voorhees Transportation Center for the current modes of transportation to school and back home. Overwhelmingly, students are being driven by their parents. At Jessie F. George, 79 percent of youth are driven to school and 78 percent are driven home. At Washington Elementary, 79 percent are driven to school and 79 percent are driven home. Approximately 11-14 percent of students walk to and from school, and six to eight percent of students' carpool. Only 2-3 percent of students ride the bus.

Table 3: Current Commute Mode

Mode	Arrival/Dismissal	Arrival/Dismissal
	Jessie F. George School	Washington School
Walk	12 percent/14 percent	11 percent/11 percent
School Bus	2 percent/2 percent	3 percent/3 percent
Driven in personal car	79 percent/78 percent	79 percent/79 percent
Public Transit	0 percent/0 percent	0 percent/0 percent
Carpool	8 percent/6 percent	8 percent/8 percent
Bike	0 percent/0 percent	0 percent/0 percent

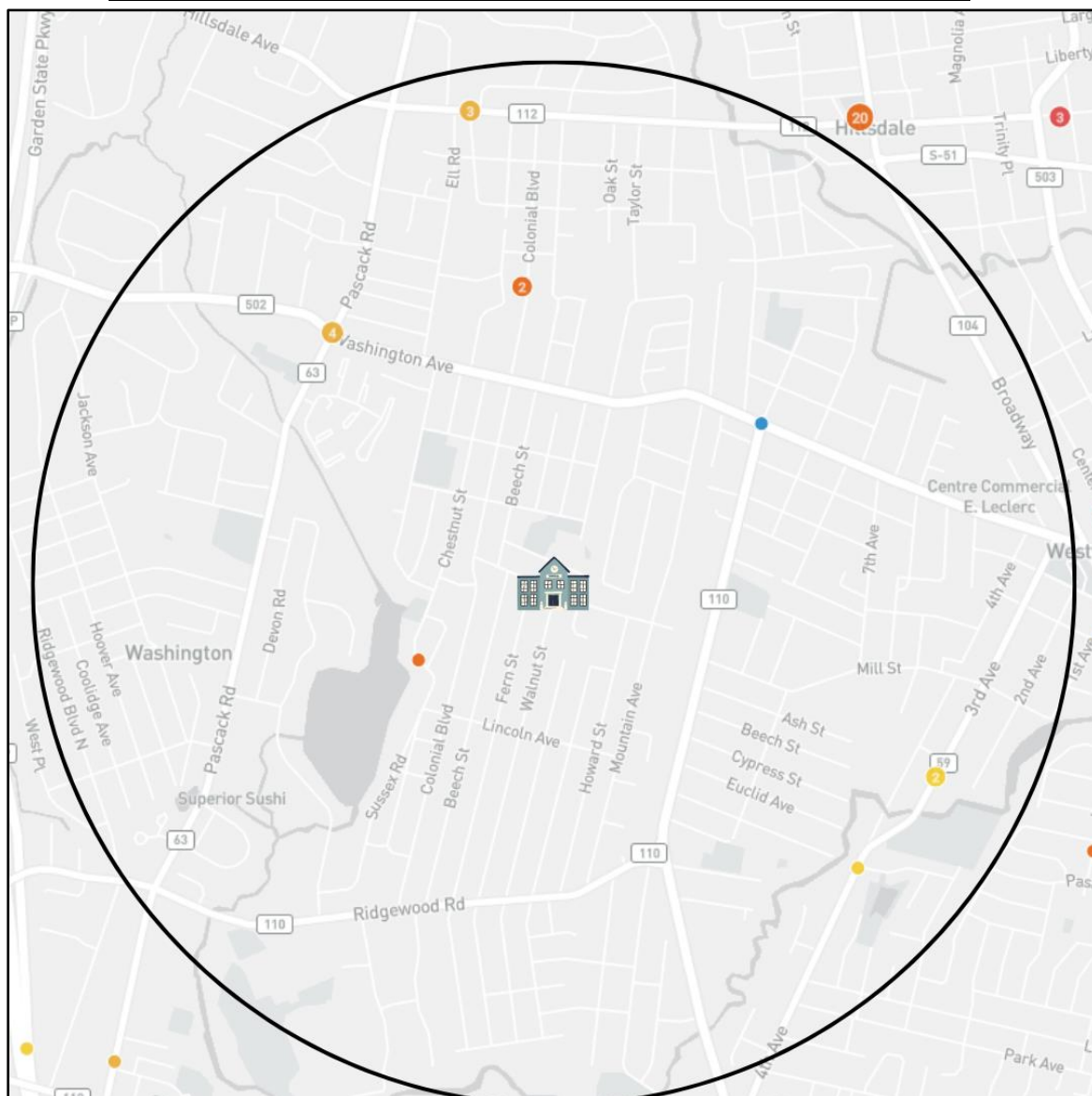
Source: Analysis conducted by Voorhees Transportation Center



3.2 Pedestrian Safety

EZ Ride conducted an analysis of the pedestrian-related crashes within a two-mile radius of the schools over a 6-year period from 2015 to 2021 based on police incident reports. The reported crashes are plotted on Maps 9-12.

Map 9: Vehicle Crashes Within One Mile Radius of Jessie F. George ES



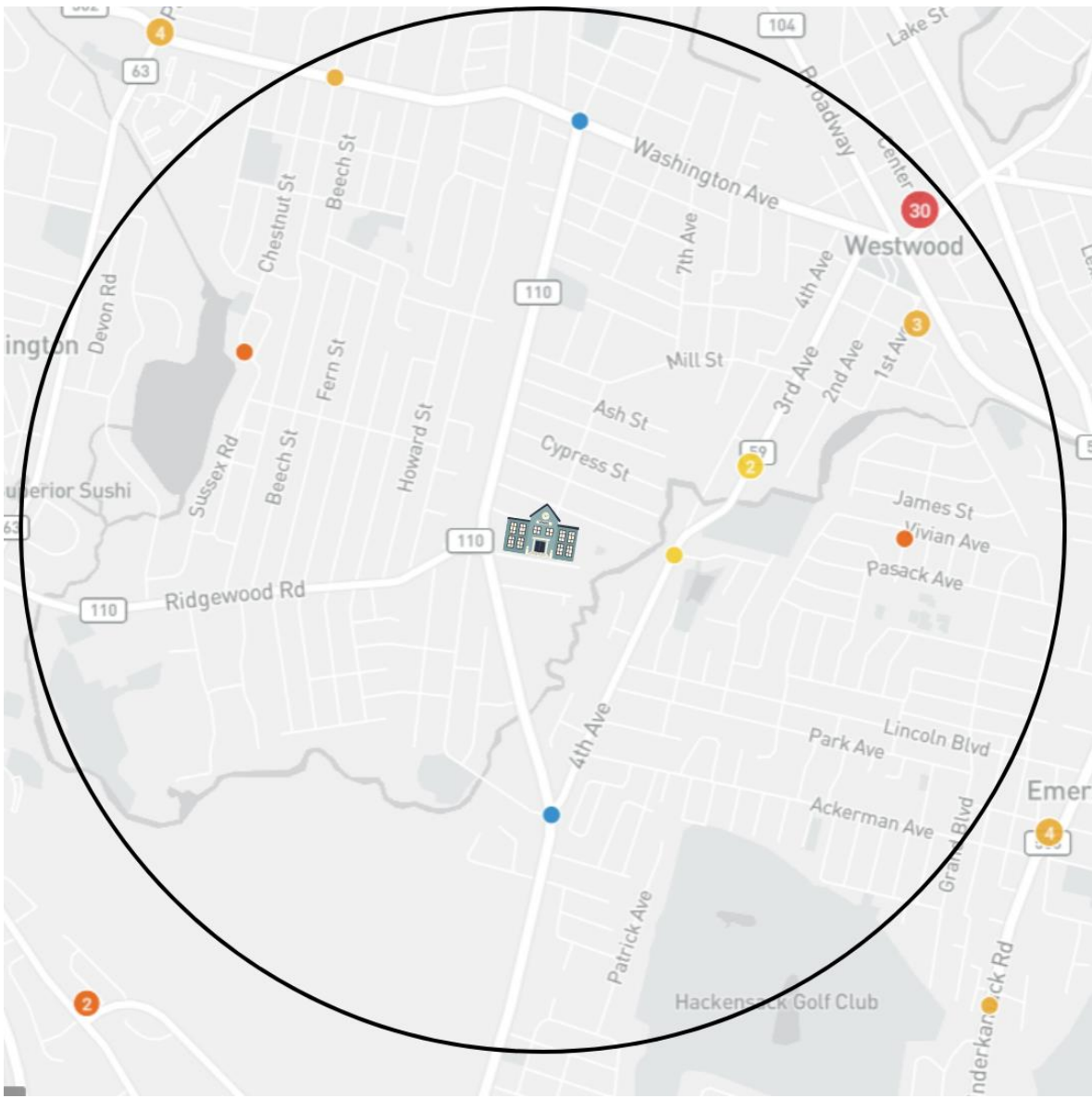
Source: Numetric (2016 - 2020)

Map 10: Vehicle Crashes Within One Mile Radius of Washington ES



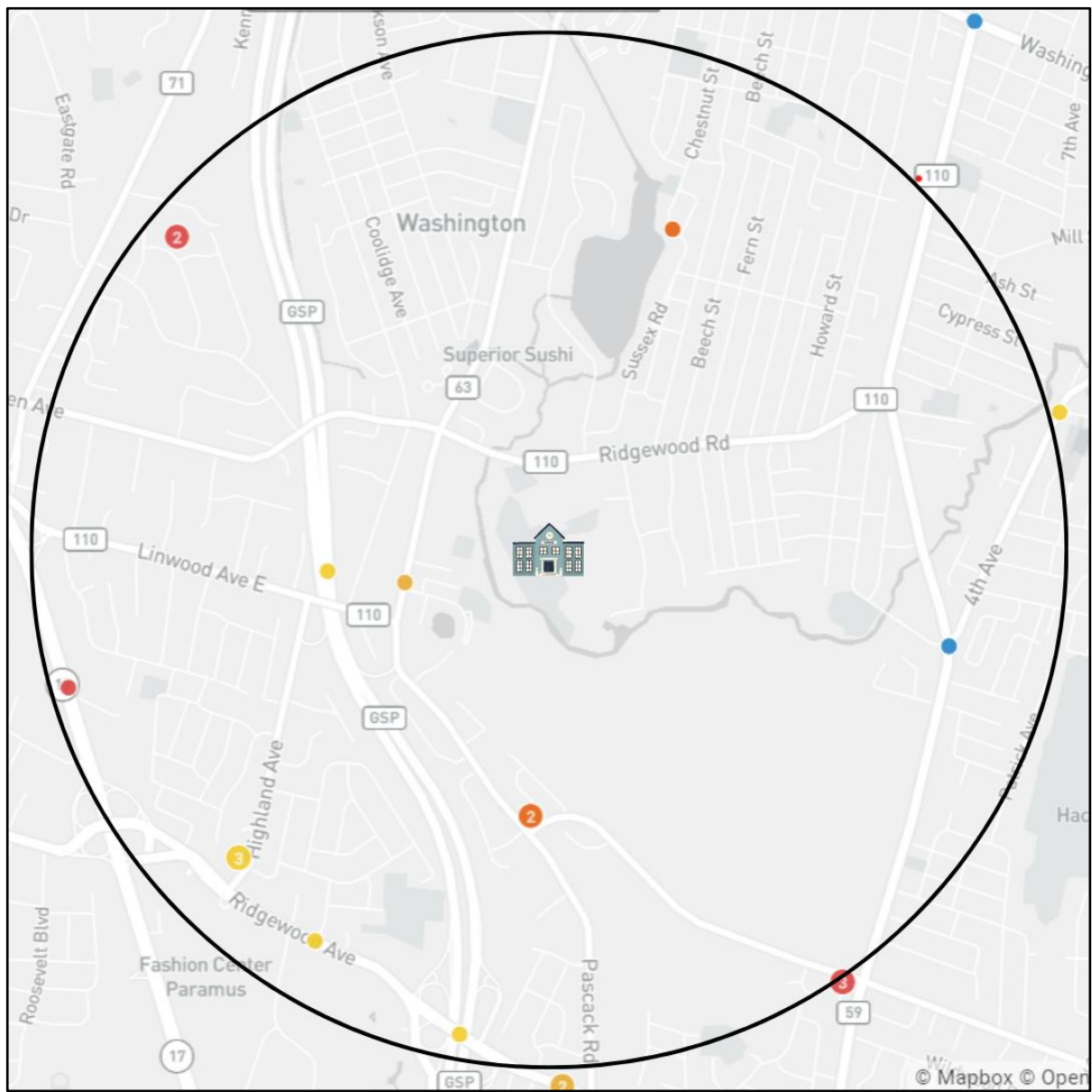
Source: Numetric (2016-2020)

Map 11: Pedestrian Crashes Within One Mile Radius of Brookside Elementary School



Source: Numetric (2016 - 2020)

Map 12: Vehicle Crashes within One Mile Radius of Westwood Regional High School



Source: Numetric (2016 - 2020)

Table 5: Total Bike and Pedestrian Crashes 2011 - 2020

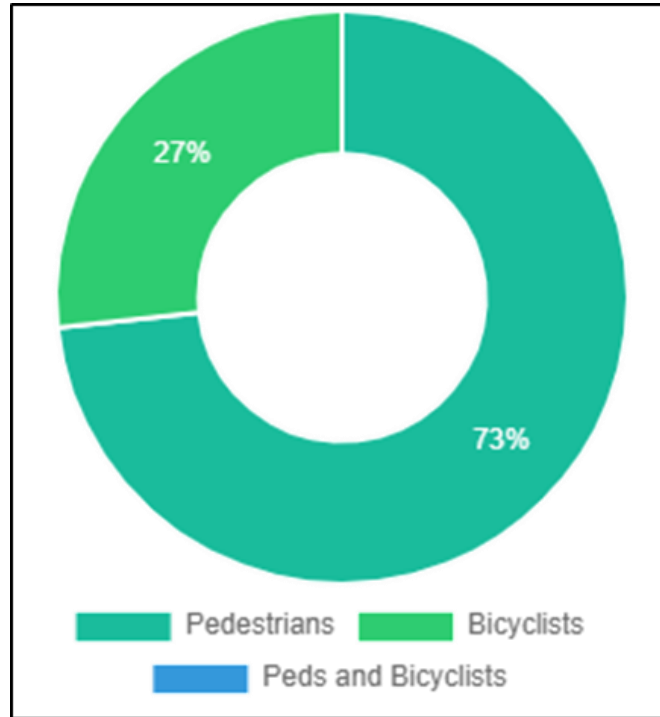
Age	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total	%
0-19	4	0	0	0	0	1	1	1	0	0	7	20%
20-39	1	2	2	1	0	2	1	1	0	1	11	31%
40-59	0	0	0	2	0	0	0	0	0	0	2	6%
60+	1	0	0	1	0	0	2	0	0	0	4	11%
UNK	3	1	1	1	0	1	3	1	0	0	11	31%
Total	9	3	3	5	0	4	7	3	0	1	35	100%

Source: Safety Voyager Jurisdiction Report Data 2011 – 2020

Jessie F. George Elementary School, Washington Elementary School, and Westwood Regional High School are in the Township of Washington. In the Township of Washington, there were a total of 35 pedestrian and bicycle crashes between the years 2011 - 2020. Of these 35 crashes, twenty percent or seven (7) of those crashes involved children between the ages of 0 - 19 years. From 2011-2020, the average number of pedestrian or bicycle crashes per year is 3.5.

Further data from Safety Voyager shows 73 percent of the age-reported crashes involved pedestrians and 27 percent involved bicyclists. (below graph).

Chart 10: Crashes Involving Pedestrians & Bicyclists



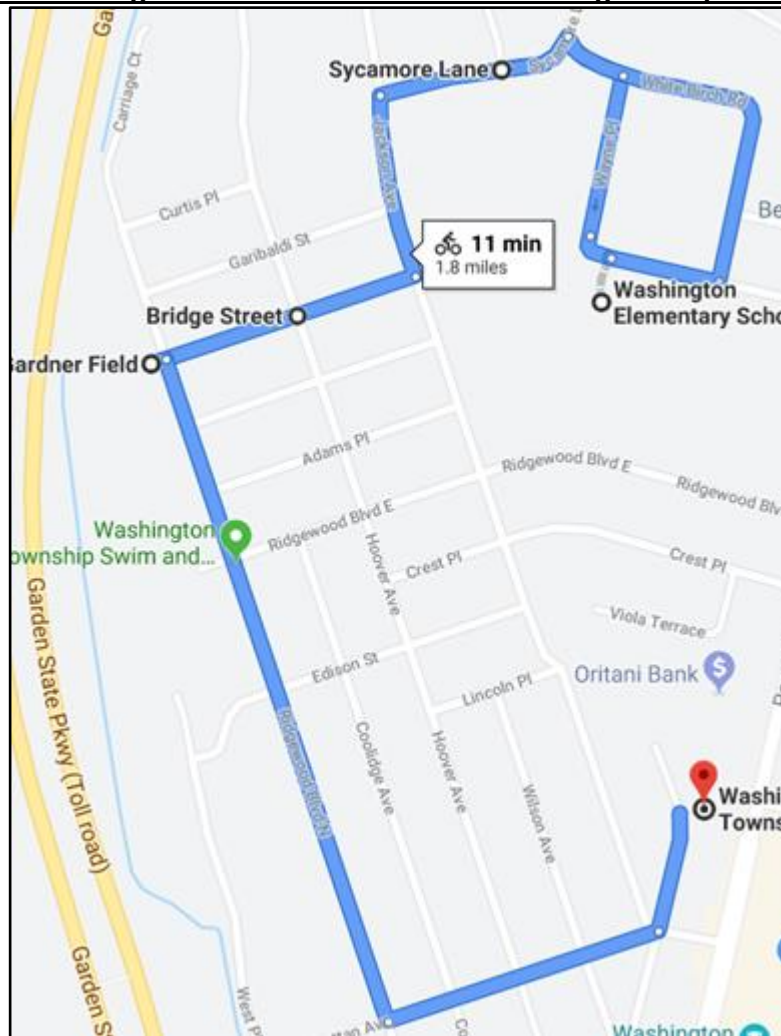
Source: Safety Voyager Pedestrian Safety Dashboard, 2013-20

3.3 Walkability Assessment

A Walkability Assessment evaluates the sidewalks, roads, crosswalks, lighting, signs, signals, and walking environment along a predetermined route. A walkability assessment identifies road issues and improvements that can be made and notes what is currently done well. The Township of Washington's Green Team Task Force and EZ Ride's Bike and Pedestrian team took photos of different areas on the route. Comments and recommendations are listed with each photo and are summarized in the Action Plan at the end.

Dedicated members of Washington Township's Green Team assessed routes 1-3 on September 21, 2021, and Routes 4-6 on October 25, 2021. Maps 13-18 show the six routes which were assessed. The EZ Ride Bike and Pedestrian Team assessed each route on July 21, 2022.

Map 13: Route 1 - Washington ES to Gardner Field to Washington Twp. Police Department



Source: Google Maps

Directions: Begin at Washington ES
Start at Wayne Place and White Birch Road to Washington ES
Take right on School Street
Take left on White Birch Road
Take left to continue onto White Birch Road
Take left at Sycamore Lane
Take left on Jackson Avenue
Take right on to Bridge Street
Take left onto Ridgewood Blvd North
Take left on Manhattan Avenue
Take left on Hudson Avenue

Fig. 1a: White Birch Rd. & Wayne Pl.



Fig. 1b: Lack of crosswalks and sidewalks



Fig. 1c and d: Signage on Wayne Place



Fig. 1e: Few streetlights and sidewalks



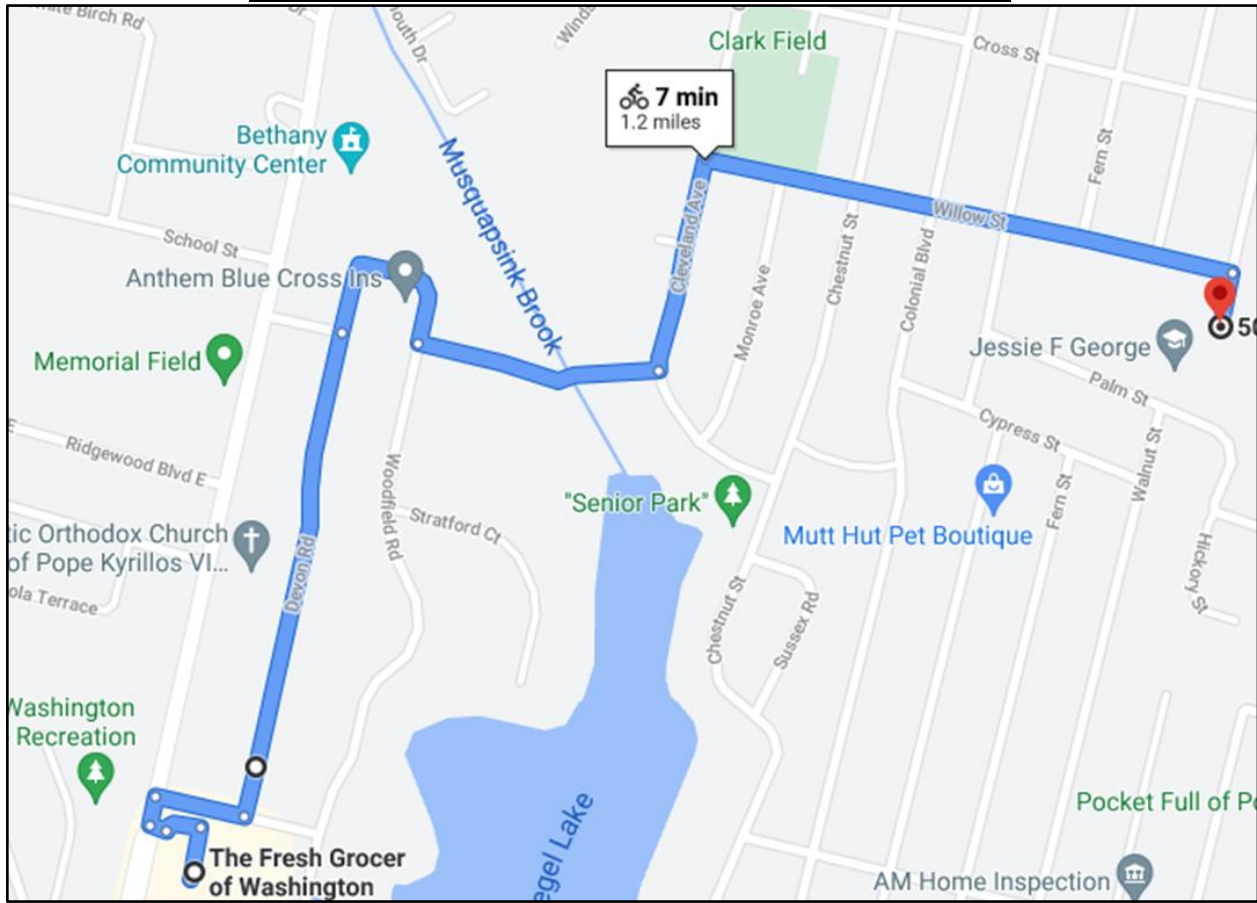
Fig. 1f: Sign and construction on Wayne Pl.



Fig. 1g and h: Signs on School Street



Map 14: Route 2 - Fresh Grocer to Jessie F. George School



Source: Google Maps

Directions: Start at Fresh Grocer Parking Lot on Pascack Road (across Washington Twp. Hall)
Exit left side lot onto Finnerty, Left Turn on Devon Road
Right on Woodfield Avenue, Left onto Footpath to cross Musquapsink Brook
Left on Cleveland Avenue, Right on Willow Street (Clark Field)
Walk seven blocks to Jessie F. George Elementary School

Fig. 2a. Pascack Rd. Sidewalk: Fresh Grocer



Fig. 2b. Water Drainage Issue -Pascack Rd



Fig. 2c. Pascack Road Signs



Fig. 2d. Curb ramp Lacks Dome Pad



Fig. 2e. Exiting Strip Mall Lot to Finnerty Rd.



Fig. 2f. Washington Twp. Library on Finnerty Rd.



Fig. 2g. Devon Road & Finnerty

Fig. 2h. Pedestrians on Devon Rd.-No Sidewalks



Fig. 2i. Sidewalk Begins/Ends at Devon & Oxford



Fig. 2j. Entrance to Footpath on Woodfield Rd.



Fig. 2k Trash can and Nice Bench by Bridge



Fig. 2l Trash can and Nice Bench by Bridge

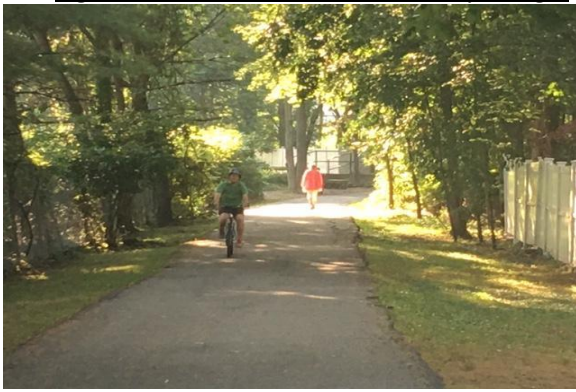


Fig. 2m. Open Area by Bridge Is Unsafe for Kids



Fig. 2n. Sign on Cleveland Ave



Fig. 2o. Cyclist on Cleveland Ave,



Fig. 2p. 25 mph sign-Cleveland & Willow (Clark Field)



Add high visibility crosswalks by Clark Field

Fig. 2q. Pedestrian on Willow St.



Fig. 2r. No Crosswalks at Willow & Chestnut



Add high visibility crosswalks

Fig. 2q. No Crosswalks at Willow & Colonial



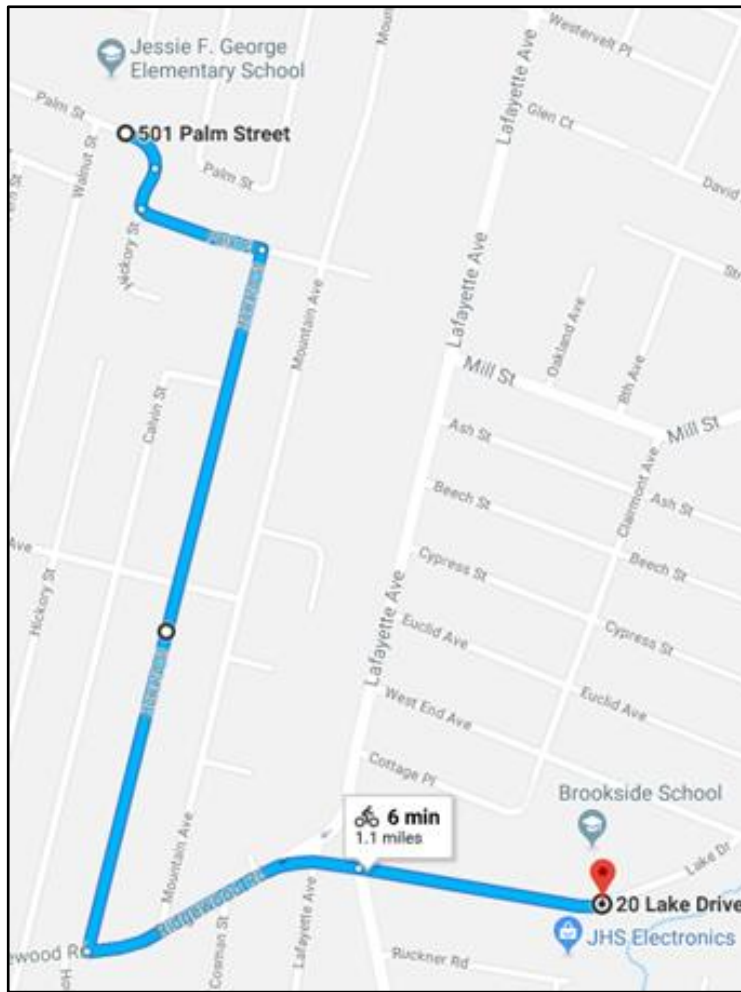
Add high visibility crosswalks

Fig. 2r. No Crosswalks at Willow & Beech



Add high visibility crosswalks

Map 15: Route 3 - Jessie F. George ES to Brookside ES



Source: Google Maps

Directions: Begin in front of Jessie F. George ES
Exit left onto Palm Street, Left Turn onto Park Street
Right Turn onto Howard, Left Turn onto Ridgewood Road
Cross Lafayette Avenue and proceed onto Lake Drive
Arrive at 20 Lake Drive, Brookside ES

3a. Crosswalk in front of Jessie F. George



3b. Road at Front of Jeffie F. George



3c. No sidewalk on Park Avenue.



3d. Intersection of Park and Howard Avenue.



3e. Sidewalk on Howard.



3f. Sidewalk and area of Howard.



3g. Tree Blocking sign at Howard and Grace.



3h. No Sidewalk areas on Howard



3i. Howard & Ridgewood



3j. Ped. Signal with no Push Button at Ridgewood and Lake



3k. No Push Button at Ridgewood and Lake



3l. Lake to Brookside Elementary



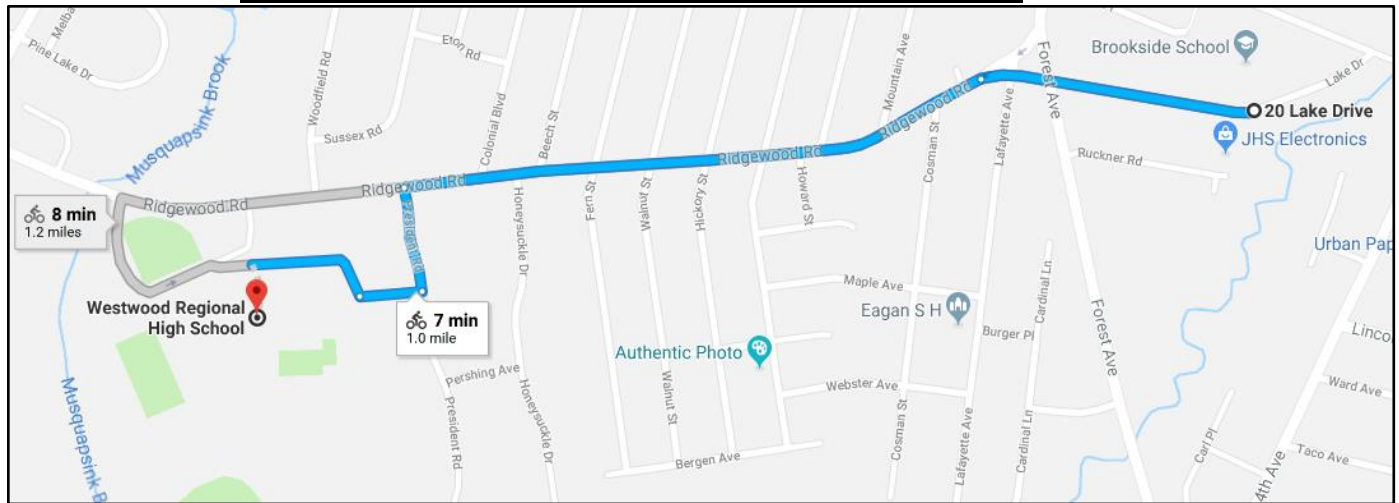
3m. Crosswalk in front of Brookside



3n. Turning into Brookside Elementary



Map 16: Rt. 4 - Brookside School to Westwood Regional HS



Source: Google Maps

Directions: Begin outside of Brookside School
Walk straight up Lake Drive from B-side parking lot
Continue straight on Ridgewood Road
Turn Left on President Road
Turn Right into school parking lot

Fig. 4a. Brookside Elementary School on Lake Drive Fig. 4b. Signs in front of Brookside



Fig. 4c. No push button on Lake Drive



Fig. 4d. Ridgewood intersection lacks dome pad



Fig. 4e. Sidewalk on Ridgewood



Fig. 4f. Broken sidewalk on Ridgewood



Fig. 4g. Ridgewood Road



Fig. 4h. Ridgewood, Lafayette, and Lake Drive



Fig. 4i. Driveway and Path on Ridgewood Road



Fig. 4j. Ridgewood and Howard



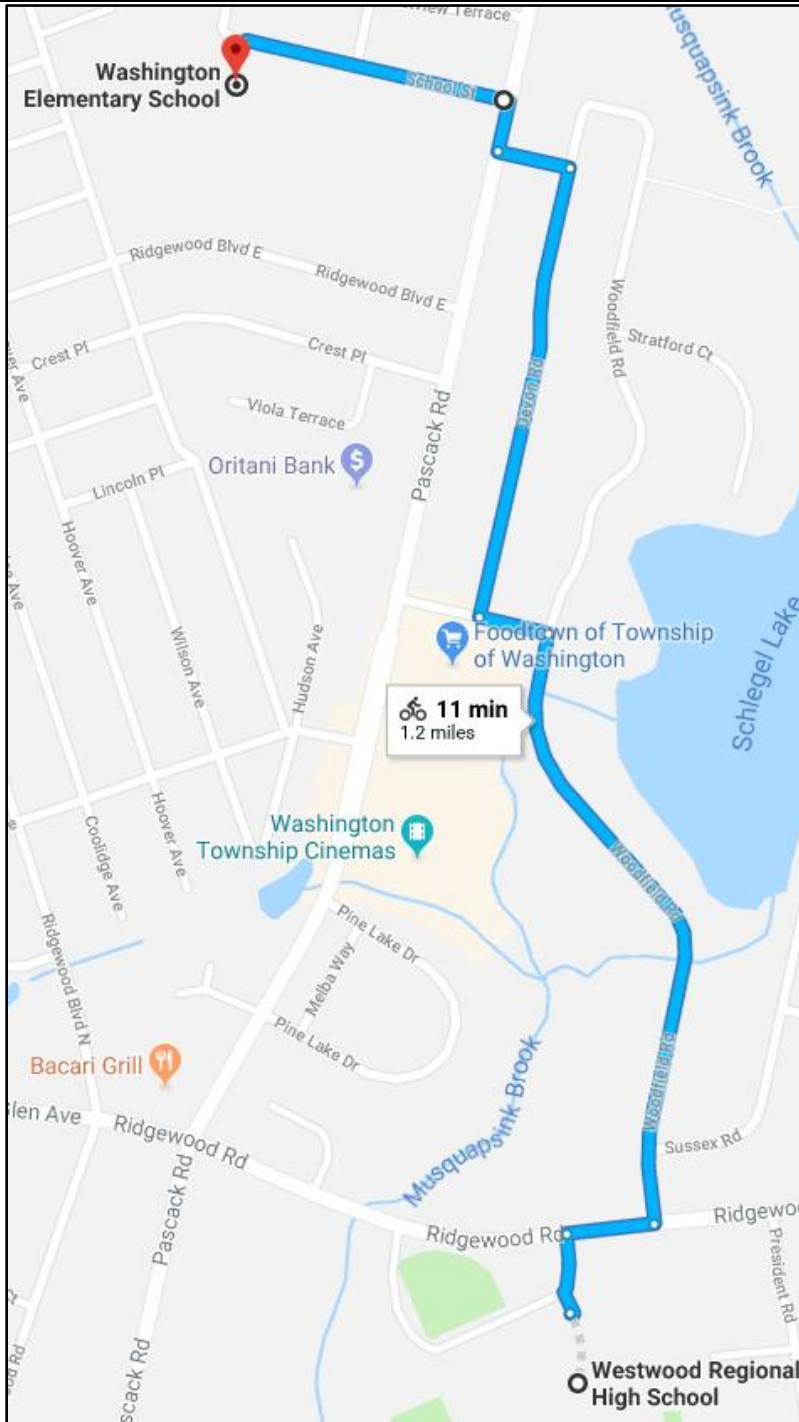
Fig. 4k. Speed Limit Sign for High School



Fig. 4m. Sign at Brookside focused on Idling



Map 17: Rt. 5 - Westwood Regional HS to Washington Elem. School



Source: Google Maps

Fig. 5a and 5b: Cracked driveway into Westwood Regional Highschool



Fig. 5c and 5d: Crosswalk w Truncated Dome Pads Westfield Regional High School



Fig. 5f: Foliage Covering Speed Limit Sign on Woodfield Rd near Ridgewood Rd



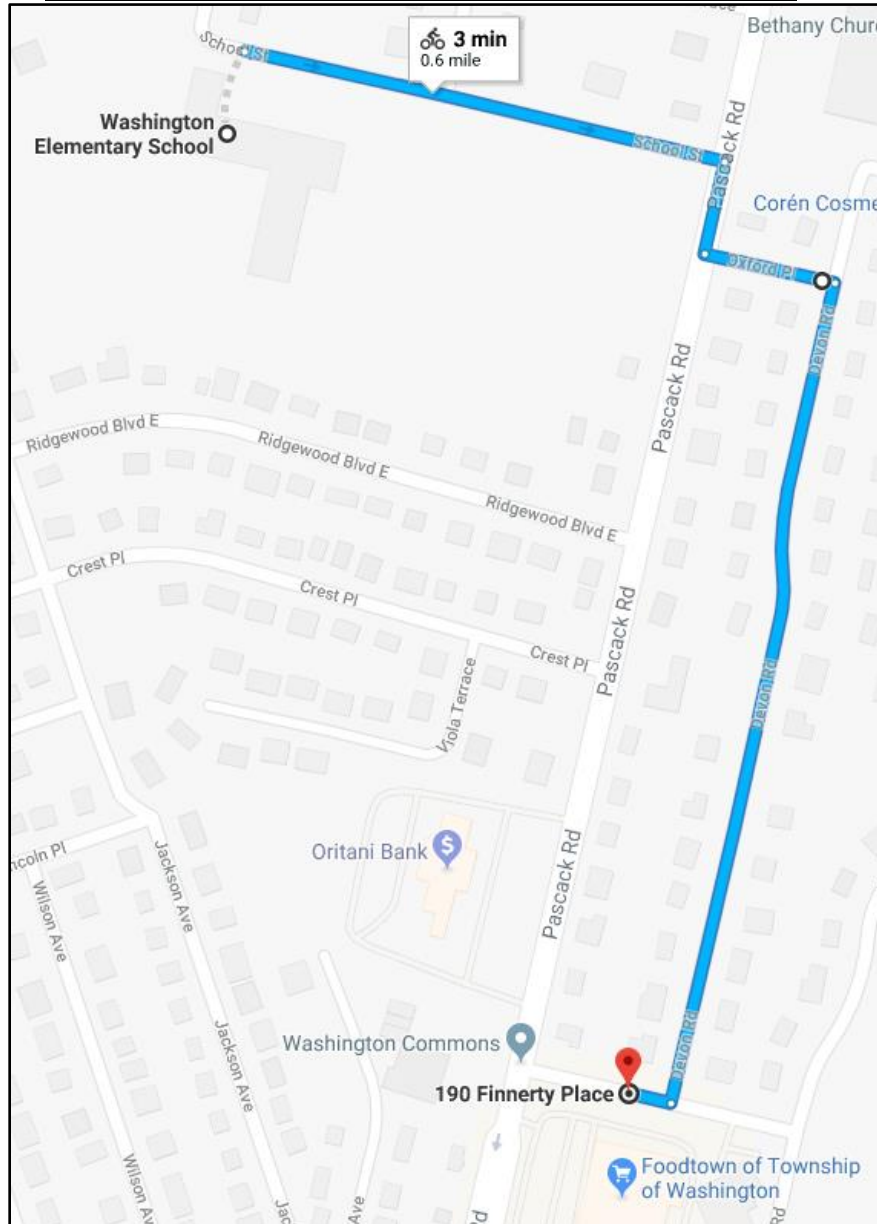
Fig 5g: Very little lights on Woodfield Rd Bridge



Fig 5h: No sidewalk or ramp leading to bridge sidewalk 72 Woodfield Rd



Map 19: Rt. 6 - Washington Elem. School to Fresh Grocer



Source: Google Maps

Directions:

Start outside Washington Elementary School
Walk down the School Street
Cross Pascack Road onto Oxford Place

Turn right on Devon Road
Turn right on Finnerty Place

Fig. 6a: Pascack and Summer



Fig. 6b: School Street and White Birch Road



Stop for Pedestrians Crossing Sign

Fig. 6c: Devon Rd. Has No Sidewalks



Fig. 6d: Pedestrian in Wheelchair on Devon Rd.



Fig. 6e: Ped. Crossing Sign at Pascack & School St. Fig. 6f: Good crosswalk Pascack & School St.



Fig. 6g: Drain on School Street



Fig. 6h: Pascack left onto Oxford



Fig. 6i: Pascack and Oxford



Fig. 6h: Signs at School St & White Birch



1. Good Practices



Route 2

Devon Road is in good condition



Route 2

4-foot sidewalk begins at Devon & Woodfield -in good condition



Route 2

Corner of Pascack & Finnerty (edge of parking lot)



Route 2

Upon entrance of parking lot (NE Corner of Fresh Market) before parking spaces are drawn



Route 2
Cleveland Street is well paved.



Route 2
Bike Rack at Jessie George School



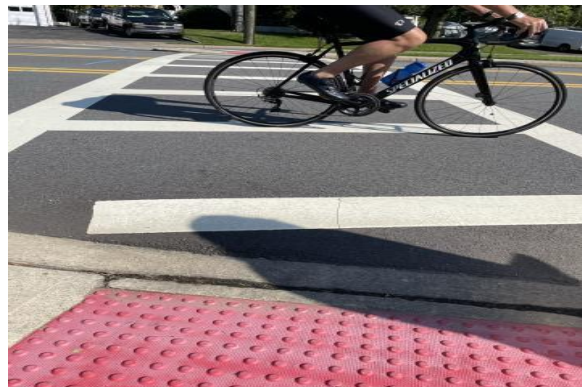
Route 2
Sidewalk at Willow & Beech
along school property in good condition.



Route 2
Walking path to school in good condition



Route 3
Leaving school on Mountain



Route 3
Crosswalk at Lafayette & Ridgewood



Route 3
Bike Rack at Brookside



Route 1
Sidewalk on East Side of Ridgefield Blvd.



Route 1
Manhattan in good condition



Route 3
Nine-foot-wide path in good condition

2. Common Problems

2.1 Crosswalks and four-way stops need to be seen to alert drivers that pedestrians are crossing. High visibility crosswalks and four-way stops provide greater safety for students crossing streets



Route 2

No crosswalk at Devon Rd & Oxford Pl. intersection.



Route 2

A four-way stop, and signage needed Colonial



Route 3

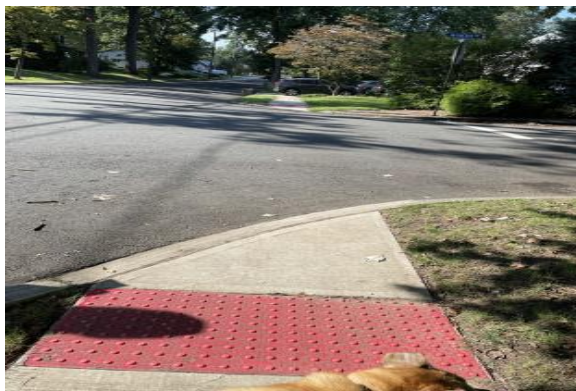
No crosswalk exiting from Jessie F. George ES.



Route 3

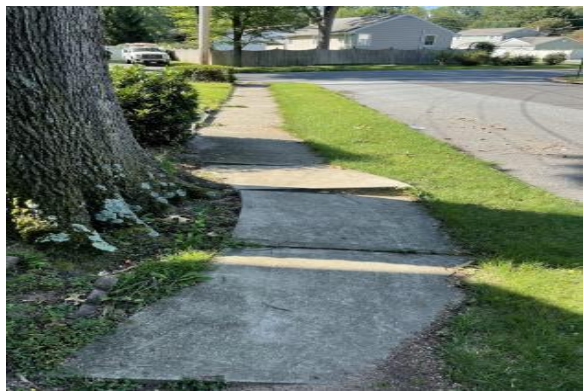
Low Visibility crosswalks lead to Jessie F. George ES.

No ADA curb ramps.



Route 3

- Leaving from school to Howard & Lincoln.
- Tactile pad with no crosswalk.



Route 3

- Leaving school on Howard going to Ridgewood Ave., tree roots impacting sidewalk.



Route 3
-Lafayette intersection.



Route 6
-No crosswalk at Oxford, across from Pascack Rd.
Into Memorial Park.

Route 1
No crosswalk at Ridgefield Blvd. & Manhattan



Route 1
No crosswalk and Sycamore & Jackson



Route 1
No crosswalk at Garibaldi & Ridgewood Blvd.

2.2 ADA Truncated Dome pads are designed to aid visually impaired pedestrians and alert them that they are leaving the safety of the sidewalk and entering the street. Their alignment provides directions for blind pedestrians to locate the crosswalk. The Americans with Disabilities Act (ADA) requires new construction to install curb ramps and dome pads on corners. Some older construction may not have ramps or dome pads yet, but they are important in areas that are frequented by seniors or disabled veterans.



Route 2

-Direction of tactile paving at Willow & Beech



Route 3

-Leaving school at Howard & Ridgewood Ave.



Route 3

Leaving school at Mountain & Ridgewood Ave.



Route 3



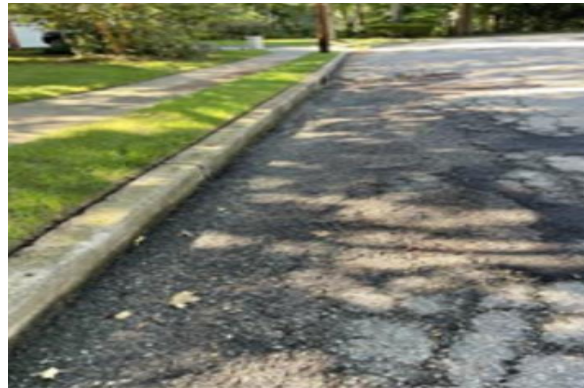
Route 3 Crosswalks at Forrest/Ridgewood/Lake heading to Brookside.

**Sidewalks and streets should provide a safe and accessible place for pedestrians to walk.
Width, surface quality and obstructions impact pedestrians' ability to travel.**



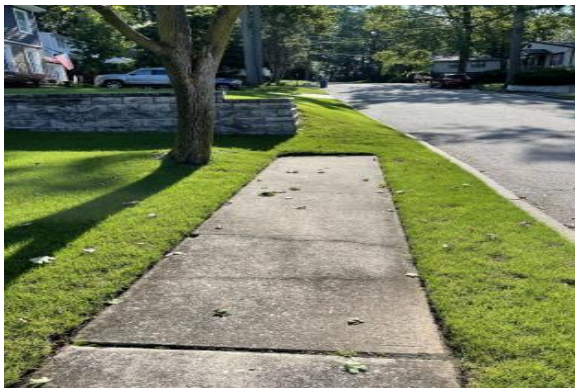
Route 3

Entrance to school/ sidewalk-poor condition



Route 3

School to Palm St, pavement in poor condition



Route 3

Leaving school going to Park, sidewalk ends.



Route 3

Leaving school to Dawes & Howard
, sidewalk needs repairs



Route 3

-Leaving school, taking sidewalk on Ridgewood Ave. Sidewalk is the same on both sides of the street.



Route 3

No sidewalk on President Road to HS



Route 4

-No sidewalk on Ellen Pl. toward high school



Route 5

-Narrow sidewalk



Route 5

Woodfield is wide with no sidewalk.



Route 1

No sidewalk on Sycamore.



Route 1

-Street parking going West on Garibaldi.



Route 1

-Sidewalk on West Side of Ridgefield Blvd.

2.3 Curb Ramps & Streets: Ramps provide access for those with strollers and wheelchairs to sidewalk and street. Street quality impacts pedestrian travel



Route 3

No ramp at Brookside



Route 1

Entrance to Gardner Field - no ramp

2.4 Other issues: Some issues impact how pedestrians feel about their neighborhood and safety. Pleasant surroundings promote more walking.



Route 2

Leaves on Cleveland St. near 2508 & 2516



Route 4

Overgrown bush to HS. Broken pavement.

2.5 Other issues: Signs and pavement markings alert drivers to kids walking, lack of pedestrian lighting on corners. Narrowing of shoulders on roads, cement bollard to remove.



Route 3

Leaving school, shoulder narrows at Howard & Ridgewood



Route 3

Road narrows to 25 feet at Forest & Lafayette



Route 4

No shoulder continuing west from Howard on Ridgewood. Sidewalks are good.



Route 5

Woodfield narrows. Has two blind spots.



Route 6

- Busy/congested area by school driveway
- Consider closing the one way on School Rd.



Route 2

Cement bollard on foot bridge to prevent cars

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 Washington Township School 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 Safe Routes to School Bicycle and Pedestrian Safety Presentations and Bike Skills courses to students in all schools annually	School, EZ Ride	Short-term, Mid-term, Long-term	No cost

Reinforce bus and parent drop off/pick up procedures via Robo Call /emails twice a year annually in September and January	School	Short-term, Mid-term, Long-term	No cost
Create/update Family Handbook that describes District SRTS policy and promotes walking and biking to school for health and to reduce air pollution and traffic near schools	School, District, Parent Liaison,	Short term, Mid-term, Long-term annually	No cost
Define arrival/dismissal procedures with map and text that defines drop-off/pick-up areas, anti-idling laws, and the rules for driving on local streets in school zone	School, District, Parent Liaison,	Short term, Mid-term, Long-term annually	No cost
Invite speakers from NJ Transit Rail Safety Education Program to present at all schools near RR tracks	School, NJ Transit	Short-term to Mid-term	No cost
Ask Police Department/EZ Ride to speak about driving safety to parents at Back to School Night or PTO meetings	Police, School, PTO	Short-term, Mid-term, Long-term	No cost
Integrate walking and bicycling safety education into annual PE/Health curriculum	School staff (PE or health), EZ Ride	Short-term, Mid-term, Long-term	No cost
Leverage social media to promote walking and bicycling by following EZ Ride's FB page. Spread awareness of school zone and enforcement activities. Provide anti-idling law education to parents, community members, delivery trucks, and commercial vehicles to reduce asthma.	School RN, Tech Team, PTO, Community, EZ Ride FB page	Short-term, Mid-term, Long-term	No cost

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

Encouragement Actions	Responsibility	Time Frame	Cost
Hold student poster contest on Walking and Biking to school	School, EZ Ride	Short-term	No cost
Circulate School Travel Plan Report via School website and PTO meetings	School, PTO	Short-term	No cost
Host Bike & Walk to School Days throughout the school year	School Health Council, PTO	Short-term, Mid-term, Long-term	No cost
Participate in International Walk to School Month in October and NJ Walk & Bike to School Month in May	School Health Council, PTO, EZ Ride	Short-term, Mid-term, Long-term	No cost
Utilize the school website to advance Safe Routes to School safety messages	School Tech Coordinator	Mid-term, Long-term	No cost

Hold community bike rides annually	School, Police, Municipality, EZ Ride	Short-term	No cost
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3. Enforcement: Activities to improve safety and security for those walking and biking to school

Enforcement Actions	Responsibility	Time Frame	Cost
Conduct bicycle registration and giveaway helmets/lights at SRTS events or Back to School night	School, Police, EZ Ride	Short-term, Mid-term, Long-term	No cost
Use EZ Ride training to start PTO volunteer-led Walking School Busses or Bike Trains	School Liaison, PTO, Police, EZ Ride	Mid-term, Long-term	No cost
Ask police to set up electric signs that post drivers speeds and remind people to not speed as it's school zone – do this 2x/year	Police Department, School Safety Liaison	Short-term, Long-term	No cost
Conduct traffic speed studies around the school zones	Police, EZ Ride	Short-term, Mid-term,	Low
Ask police to issue violations to vehicles that are caught speeding in school zone	Municipal police	Short-Term to Long-Term	Low
Ask DPW to keep biking areas of roads clear of leaves/snow. Ask police to warn /ticket violators	Municipal DPW, police	Fall/Winter	Low
Ask police to give 7-11 coupons or ice cream vouchers to kids who wear bike helmets	Police, School, Municipality, local 7-11/ice cream shops	Short-term, Mid-term, Long-Term	Low

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

Engineering Actions	Responsibility	Time Frame	Cost
Ensure all road projects and maintenance comply with Complete Streets policy	Municipality	Short-term, Mid-term, Long-term	Low – Medium
Install bike racks near footbridge in Rt. 1 and on Willow St. side of Clark Field	Municipality	Short-term	Low
Paint a bike lane and pedestrian lane on the footbridge found in Rt. 1.	Municipality	Short-term	Low
Paint “SLOW School Zone” and “STOP for PEDESTRIANS in CROSSWALKS” on roadways near school	Municipal or County Engineering	Short-term	Low
Ensure property owners or city maintain property near sidewalks and ensure adherence to parking rules	Municipal Engineering, Police	Short-term – Long Term	Low – Medium
Repair or install sidewalks along;	Municipal, County or State Engineering	Mid-term, Long-term	Medium-High

1)Entrance to Jessie F. George School 2)Sidewalk ends at 474 Park 3)repair sidewalks Dawes & Howard 4)Install on both sides of Ridgewood Ave. 5)Presidents Road toward High School 6)Ellen Place to High School 7)Woodfield along Sycamore coming from Washington School 8)West side of Ridgewood Blvd. from Washington School			
Use traffic calming methods to slow speeding (use paint to narrow lanes, bike lanes, radar speed limit signs, speed humps, flashing stop signs, etc.)	Municipal and County engineer/planner	Short-term, Mid-term	Low – Medium
Repair pavement at: 1)entrance of Jessie F. George parking lot 2)exiting Jessie F. George parking lot towards Palm St. 3)Lake St. going from Jessie F. George to Brookside	School, Municipal or County engineer/planner	Mid-term	Medium
Paint or Repaint high visibility crosswalks at the intersections along routes used by students	Municipal or County engineer/planner, DPW	Short to Mid-term	Low
Add crosswalks at: 1) Devon Rd. & Oxford Pl. 2)Jessie F. George school entrance on other side of Willow Street; 3)exiting parking lot at Jessie F. George; 4)Howard & Lincoln 5)Oxford when crossing Pascack Road into Memorial Park 6) Jackson & Sycamore 7) Garibaldi & Ridgefield Blvd. 8) Ridgewood Blvd. & Manhattan 9) Chestnut, Colonial and Beech 10) Cleveland St & Willow at Clark Field	Municipal or County engineer/planner, DPW	Short to Mid-term	Low
Install or repair curb ramps and crosswalks by Jessie F. George School	Municipal or County engineer/planner	Short to Mid-term	Medium - High
Fix or install truncated dome pads at intersections along each route	Municipal or County engineer/planner	Short to Mid-term	Low – Medium
Install a four-way stop with appropriate signage at Howard & Lincoln	Municipal or County engineer/planner	Short to Mid-term	Low – Medium

Add pedestrian lighting, pedestrian signal heads, LPI phases, and push buttons at corners where students frequently cross to increase safety and prevent cars from turning as people begin to cross	Municipal or County engineer/planner	Short to mid-term	Medium to High
Remove overgrowth on 1)Ridgewood sidewalk to High School 2)Trim shrubs by sidewalk along Pascack Rd. from Oxford to School Rd. (Washington school)	DPW	Short to Mid-term	Low – Medium
Add an access ramp to access Brookside School off of Lake	Municipal or County engineer/planner	Short to Mid-term	Medium
1)Add ped. crossing sign by Ridgefield & Woodfield 2)Add ped. crossing sign by Pascack Ave. & Oxford near Washington School 3) Add ped. crossing sign at Howard & Ridgewood Ave.	Municipal or County engineer/planner	Short to Mid-term	Low
At Washington School: 1) Add signs in school zone to slow and calm traffic and alert drivers to crossing pedestrians 2)Add rectangular rapid flashing beacons that are pedestrian activated at high traffic intersections or at crosswalks	Municipal or County engineer/planner	Short-term	Low - Medium

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
Conduct speed studies after changes are implemented to determine if traffic calming measures have helped	Municipality	Mid-term, Long term	Low cost
Determine if Complete Streets policy has been implemented and to what degree	Municipality	Mid-term, Long term	Low cost
Survey parents and students to see if they feel safety is better	School, Health Council	Mid-term, Long term	No cost

Improve communications between school officials and families establishing a convenient mechanism to share information and get feedback	PTO, Parent Liaisons, School Tech Coordinator	Short-term, Mid-term, Long-term	No cost
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Conclusion

Priorities around the schools in the Westwood Regional School District focus on improving the travel environments to/from school by identifying issues that impact the overall safety of students and encouraging more youth to Bike or Walk to school. Recommendations are to add bike racks at various locations, high visibility striped crosswalks, pedestrian signal heads, push buttons, countdown timers, and leading pedestrian interval phases at signalized intersections, appropriate signage at heavy traffic areas, sidewalks, repair existing sidewalks, “SLOW School Zone” and “STOP for PEDS in CROSSWALK” pavement markings/signs, and “School Zone” signs.

Repairing damaged roadways and sidewalks, lengthening and/or adding sidewalks, and installing ADA curb ramps are crucial to promote safe and accessible walking for students, parents with strollers, or seniors/veterans in wheelchairs and scooters.

EZ Ride is proud to work with the community to improve safety and bring SRTS educational and encouragement programs to the schools. The school community’s desire to collaborate to help protect students and encourage safe walking and bicycling for residents is admirable and deserves support. This School Travel Plan was prepared for Washington Township and the Westwood Regional School District. It is hoped all schools will work with EZ Ride and regularly schedule bike and pedestrian safety programs for all students.

This report can be used by the District, Municipality, and County to apply for SRTS infrastructure grants, Transportation Alternatives Set-Aside Program (TAP) grants, or other DOT infrastructure grants (Bikeways, Safe Routes to Transit) to make the sidewalks and neighborhood safer for students and residents to walk and bike in the Township of Washington.

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



MEDIAN REFUGE

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



MID-BLOCK CROSSING

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



Sidewalks and Access

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

Appendix B: Funding and Building Resources to Build Infrastructure

Source: Together North Jersey (TNJ): Funding and Resources Database

https://togethernorthjersey.com/?page_id=24974#home/

Program Name	Program Description	Eligibility Description	Eligibility	Source
21st Century Redevelopment Program	To provide municipalities and counties with the funding necessary to redevelop "stranded assets," which are underutilized or vacant office or retail spaces, usually located far from transit	New Jersey municipal or county governments, and redevelopment agencies	County, Municipal	New Jersey Economic Development Authority
Biking in New Jersey - Planning Resources	NJDOT offers engineering guidelines, a Master Plan for roadways that are compatible with bicyclists and walkers and a resource center for statewide projects	New Jersey communities	Municipal	New Jersey Department of Transportation
Community Development Block Grants	The Community Development Block Grant (CDBG) program is a flexible program that provides communities with resources to address a wide range of unique community development needs	Larger cities and urban counties	County, Municipal	US Housing and Urban Development
Congestion Mitigation and Air Quality Initiatives Program	To advance readily implementable and innovative projects and services that improve air quality and reduce congestion in the NJTPA's air quality maintenance and nonattainment areas	Local, County, State, and Regional governments	County, Municipal, State	NJTPA
Environmental Workforce Development and Job Training Grants	Eligible entities, including nonprofit organizations, to deliver environmental workforce development and job training programs that recruit, train, and place local, unemployed and under-employed residents with the skills needed to secure full-time employment in the environmental field	Non-profit organizations and local government agencies in communities historically affected by economic disinvestment, health disparities, and environmental contamination, including low-income, minority,	County, Municipal, Non-profit organizations	US EPA Environmental Workforce Development and Job Training Grant Fund

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

	designated neighborhoods based on strategic revitalization's plans within those municipalities.			
New Jersey Healthy Communities Network - Community Grants Program	<p>The aim of the initiative is to prevent chronic disease and improve health by advancing environment, policy, and system change; and enhancing the built environment to support healthy eating and active living. Supported projects are creating a culture of health by increasing food access and opportunities for physical activity in communities, schools, places of worship, early care and education, neighborhoods, and municipalities.</p> <p>The Network also facilitates a statewide community of practice to share best practices, provide networking and professional development opportunities, and encourage collaboration. Within this community of practice, grantees will be connected to people and organizations with shared goals and agendas and be recognized as a leader in building healthy communities</p>		Non-profit organizations, Other	New Jersey Healthy Communities Network
Our Town Grants	The Our Town grant program supports creative place making projects that help to transform communities into lively, beautiful, and resilient places with the arts at their core.	Communities	Municipal	National Endowment for the Arts
People for Bikes Community Grants	The People For Bikes Community Grant Program provides funding for important and influential 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	Communities across the US	Municipal	People for Bikes - Community Grants

	trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives			
Safe Routes to Schools	Provides federal and state funding to projects that enable children in grades K-8 to walk and bicycle more safely to school.	County, municipal governments, school districts, and schools	County, Municipal	New Jersey Department of Transportation
Safe Routes to Schools	Safe Routes to School (SRTS) is a federal, state and local effort to enable and encourage children, including those with disabilities, to walk and bicycle to school. SRTS facilitates the planning, development and implementation of projects that improve safety and air quality, as well as reduce traffic and fuel consumption around school	Communities in New Jersey	County, Municipal	New Jersey Department of Transportation
Safe Routes to Transit	The Safe Routes to Transit program was established in 2006 with state funding to enable counties and municipalities to improve safety in the vicinity of transit facilities and to make routes to bus stops and rail stations safer for bicyclists and pedestrians	Counties and municipalities.	County, Municipal	New Jersey Department of Transportation
Street Smart Program	Communities that participate in the Street Smart Program work to raise awareness of pedestrian safety laws by hosting events, handing out information, and through social media. Local police step up enforcement during the campaign to ensure motorists and pedestrians are obeying the laws. All communities are urged to participate	Municipalities and communities in New Jersey	Municipal	North Jersey Transportation Planning Agency
Sustainable Jersey Grants and Resources	Sustainable Jersey identifies resources to help municipalities develop a comprehensive sustainable community program. This includes financial resources in	New Jersey municipalities	Municipal	Sustainable New Jersey

	the form of grants and incentives, and technical support in the form of trainings, access to support organizations, and guidance material			
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