

Safe Routes to School Program
St. Cloud Elementary School
Travel Plan

71 Sheridan Avenue, West Orange, NJ 07052



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DISCLAIMER

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Table of Contents

Executive Summary	4
1. Walking and Cycling to Health	6
1.1 The Challenge.....	6
1.2 The Program	6
1.3 The Team	7
2. District & School Profile	12
2.1 West Orange and Essex County Health Profile.	13
2.2 St. Cloud Elementary School.....	18
3. Journey to School	19
3.1 Current Student Travel Environment.....	20
3.2 Pedestrian Safety.....	21
3.3 Walkability Assessment	24
4. Action Plan & Recommendations	31
Conclusion	36

Appendices

Appendix A: Typical Opportunities for Improvement	38
Appendix B: Funding and Building Resources to Build Infrastructure	44

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 municipality to build a safer walking and biking environment.

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 recommends applicants to have an approved School Travel Plan to apply for a grant.

1. Goals

The goals of the St. Cloud Elementary School Travel Plan are:

- a. Identify any issues that impact safety on the key travel routes used by students
- b. Provide suggestions to improve the safety of the travel environment
- c. Prioritize suggestions in terms of cost and time needed
- 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 St. Cloud School SRTS Task Force came together out of a shared community interest in improving the lives of students and residents. The involvement of local stakeholders is an important part of ensuring the sustainability of the SRTS initiative and the enactment of the Action Plan.

3. Community Barriers to Health

The following statistics comparing Essex County to the state average in New Jersey are taken from the 2022 County Health Rankings and Roadmaps:

- Essex County is substantially higher than the state average in the number of premature deaths, Preventable Hospital Stays, Children in Single-Parent Households, and Violent Crime.
- Adult Obesity, physical inactivity, and unemployment in Essex County are above state average.
- The number of residents who have completed High School, and have some college is lower than the NJ state average.

4. School Travel Data

St. Cloud Elementary School teachers conducted a School Travel Tally during the week of May 1, 2023, to determine how students travel to and from school. On Tuesday and Thursday of that week, homeroom teachers asked their students how they were going to get to and from school on those days. A Student Travel Tally Report was generated on June 7, 2023, and determined that three percent of students walked to/from school, no students used bicycles, 55 percent of students rode the school bus, 36 percent traveled in a family car, and seven percent carpooled during the week of the Travel Tallies.

Student Travel Tallies are used to gauge student access to and from school and are a representation of access throughout the year. On any given day, weather and time of year could determine how many students walk or ride a bike to school. With the low number of students walking and cycling to each school, a Student Travel Plan will be helpful with developing safe and bikeable/walkable alternatives to each school. This will then reduce the number of vehicles around each school.

5. Barriers and Opportunities Identified for Safer Walking & Biking

The Safe Routes to School Taskforce and Community Partners conducted a detailed walkability assessment of the road conditions along the main routes used by the students to walk to school on Monday, March 29, 2022. The major roads and intersections surrounding the school we assessed include:

- Sheridan Avenue & Masson Place
- St. Cloud Avenue & Northfield Avenue (Rt. 508)
- St. Cloud Avenue & Rodham Place
- Rodham Place & Sheridan Avenue
- Sheridan Avenue & Northfield Avenue (Rt. 508)
- Rock Spring Avenue & Northfield Avenue (Rt. 508)

6. Action Plan

The Safe Routes to School program categorize 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 the 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 several 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:

1. Repaint high visibility crosswalks and add pedestrian lighting at corners and intersections.

2. Repair/replace damaged sidewalks, misaligned dome pads.
3. Add sidewalks as/where needed.
4. Complete walking path on Northfield Avenue from Rock Springs to Sheridan.
5. Repair areas of the Mason Place Path to improve safety and increase its usage.
6. Add bike lanes, pedestrian signal heads with push buttons to help pedestrians walking/biking at wide crossing areas.

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 2009. 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).

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

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

behavior, supports increased enforcement of traffic laws around schools, and educates communities on the benefits and safety aspects of active transport. This report summarizes research on active transport to school. It also explores the factors that influence walking and biking to school, including the impact of SRTS programs.

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

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

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

- Where students currently walk and bike.
- Where would students walk and bike if they could.
- What changes are needed so students can and will walk/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 community for accountability
- 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 eight Transportation Management Associations in NJ implement the program locally. The Voorhees Transportation Center (VTC) at Rutgers University provides technical and administrative support to NJDOT and the TMAs.

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 traffic 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 and the Safe Routes to School program have been active in the West Orange Public School system going as far back as 2012.

Date	Description
October 2012	Began District partnership with Walking School Bus at Gregory Elementary.
October 2013	EZ Ride collaborated with West Orange for a municipality-wide Walk to School Day.
May 2015	Met with administrators of the West Orange School District about the Safe Routes To School Grant. This meeting served as a catalyst for collaboration in coming years.
June 14, 2016	Kelly Elem. School hosted a Bike Rodeo at their school with 27 students who received free helmets from EZ Ride and Safe Routes to School.
Fall 2016	Kelly Elementary School held a Walk to School Day with 200 students, and a 64 student participant poster contest also occurred at Gregory Elementary School. The Walk to School Day and Bike Rodeo helped Kelly Elementary achieve Silver SRTS Achievement. EZ Ride provided technical assistance for the municipality.
June 2017	Kelly Elementary held a Bike Rodeo.
October 2017	Kelly Elementary had 100 students participate in a Walk to School Day event.
April 2018	EZ Ride provided a pedestrian safety talk for 446 students at Kelly ES.
April 2018	Liberty Middle School held two pedestrian safety presentations for 273 students.
December 2018	Kelly Elementary School collaborated with EZ Ride's Bike & Pedestrian team to do a walk audit, travel tallies, and a School Travel Plan Redwood Elementary School hosted EZ Ride for pedestrian safety presentations in the YMCA's afterschool program.
Winter 2019	Liberty Middle School hosted a safety poster contest for their students.
April 2019	Redwood Elementary School conducted student travel tallies.
May 2019	EZ Ride worked with the West Essex YMCA to do a walk audit around Redwood Elementary School.
August 11, 2020	EZ Ride conducted a bike safety talk, safe skills course and community ride with girl scouts at Kelly Elementary School.
September 17, 2020	Sustainable Jersey/VTC did a virtual walkability workshop to assess the roads around Washington Elementary School in West Orange with local stakeholders and EZ Ride.

September 26, 2020	EZ Ride conducted two bike safe skill talks, safe skill courses, and community rides at Washington Elementary School.
2020-2021	In 2020-21, EZ Ride conducted a Street-Smart campaign at Main St./Eagle Rock Ave & Harrison Ave.
2020	EZ Ride joined the West Orange Ped. Safety Advisory Board (WOPSAB).
March 22-23, 2021	EZ Ride made virtual Bike & Ped Safety Talks at St. Cloud.
April 5, 6, 26, 29, & May 4, 2021	EZ Ride conducted virtual Driver's Safety Around Pedestrians & Cyclists talks at WOHS in the Driver's Ed classes.
May 1-2, 2021	EZ Ride and WOPSAB created a pop-up bike lane on Woodland Ave. and held a two-day bike safety event at Redwood School.
Jan. 19, 2022	EZ Ride conducted bike & ped. safety talks at Liberty MS.
March 29, 2022	EZ Ride conducted a Walk/Bike Audit around St. Cloud School with the West Essex YMCA, WO Police and WO Girl Scouts.
April 30, 2022	Worked in partnership with the WOHS Youth Ped Safety Board and Art Teacher to paint a road mural at Hazel Avenue School along with a Bike Safety Talk, Bike Safe Skills Rodeo, and a Learn to Ride class.
May 3, 2022	EZ Ride conducted a Bike & Ped Audit around WOHS with the WOHS Green Club and the WO Police.
Oct, 3, 2022	EZ Ride conducted bike and ped safety talks at Kelly Elementary School
Oct.13, 2022	EZ Ride joined the Kelly Elementary School on Walk and Roll to School Day
Jan.19, 2023	EZ Ride conducted Bike & Ped. safety talks at Hazel Elem. School
Jan.25, 2023	EZ Ride conducted Bike & Ped. safety talks at Gregory School
April 22, 2023	EZ Ride conducted Learn to Ride and Bike Safe Skill classes at Washington Elem. School

West Essex YMCA

The West Essex YMCA received a NJ Healthy Community Network grant for the period of 2021-22 and decided to focus on improving walkability and SRTS. The Executive Director approached EZ Ride for leadership to conduct a walkability audit around St. Cloud Elementary School where they have a successful afterschool program.

West Orange Township

West Orange's Department of Public Works, West Orange Police Department, and members of the West Orange Pedestrian Safety Advisory Board have been instrumental in providing support, staff, and assistance to EZ Ride and the West Essex YMCA in conducting walkability audits around the Kelly and Redwood Elementary Schools. The Pedestrian Safety Advisory Board has been especially helpful in

supporting SRTS activities that encourage a safer walking and biking environment in West Orange.

West Orange School District

EZ Ride garnered the support of the West Orange Board of Education, former Superintendent, Dr. J. Scott Cascone, and several schools who are actively participating in SRTS and the recognition awards program. EZ Ride met with new Superintendent, Dr. Lauren Schoen, in November 2022 and the District passed a District SRTS policy. We are working with the PE Supervisor to get more schools involved.

Background to Walkability Assessment

The EZ Ride team agreed to work with the West Essex YMCA to lead a walk audit in West Orange to assess safety and walkability for students, resident pedestrians, and cyclists. The team chose St. Cloud School based on crash statistics surrounding the school's neighborhood.

EZ Ride led a presentation titled "How to Conduct a Walk Audit" to the Task Force on Wednesday, March 23, 2022. Members of this Task Force included school staff and students that participated in the walk audit.



A list of Task Force participants who attended or gave input into the Walkability Assessment is included in the table below.

St. Cloud Elementary School Travel Plan Task Force

Organization	Role/Responsibility	Contact
St. Cloud Elementary School	Principal	Eric Price 71 Sheridan Ave. West Orange, NJ 07052 973-669-5393 Ext. 26510
West Orange Police Department	Police Officer	Matt Reiss 60 Main Street West Orange, NJ 07052 973-325-4045 mreiss@wopd.org
West Essex YMCA	Associate Executive Director	Joanne Browne 321 South Livingston Ave Livingston, NJ 07039 973-992-7500 JBrowne@metroymcas.org
West Orange Girl Scouts	Five Girl Scouts from Troop 20745 and their mothers	1) Amanda B. 2) Angelina B. 3) Nora H. 4) Addie. L. 5) Casey O.
EZ Ride - Transportation Management Association	SRTS Program Assistance, Community Resource, Safety Education	Lisa Lee Director, 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	Mike Johnson Asst. Manager, EZ Ride 144 Park Place East Wood-Ridge, NJ 07075 201-939-4242 ext. 122 mjohnson@ezride.org
EZ Ride - Transportation Management Association	SRTS Program Assistance, Community Resource, Safety Education	Erlea Maldonado Asst. Coordinator, EZ Ride 144 Park Place East Wood-Ridge, NJ 07075 201-939-4242 ext. 121 emaldonado@ezride.org

EZ Ride - Transportation Management Association	SRTS Program Assistance, Community Resource, Safety Education	Eunice Hur Intern, EZ Ride 144 Park Place East Wood-Ridge, NJ 07075 201-939-4242 ext. 130 ehur@ezride.org
SRTS Resource Center	SRTS Program Assistance	Jon Dugan Research Project Coordinator Voorhees Transportation Center Rutgers, The State University of NJ 33 Livingston Avenue New Brunswick, NJ 08901 (848) 932-2368 jon.dugan@rutgers.edu

2. District & School Profile

A school profile for St. Cloud Elementary School was developed using data from the West Orange Public Schools District website, the St. Cloud Elementary School website, the New Jersey School Performance Report, and the National Center for Education Statistics. West Orange Public Schools served 6,587 students from Pre-Kindergarten – Grade 12. The district has 11 schools in total. One high school grade 9–12 and three middle school grades 6-8th. The district has two elementary schools serving grades pre-k through 5th grade and five serving kindergarten – 5th grade. Student demographics are shown in Table 2 below.

Table 2: West Orange Public Schools– Student Demographics
Total Students in District: 6,587

Ethnicity*	# of Students
African American	2,328
Hispanic	2,334
Caucasian	1179
Asian	290
American Indian/Native American	7
Two or More Races	433
Sex*	% of Students
Male	52%
Female	48%

Grade Level*	# of Students
Primary (Pre-Kindergarten – Grade 4)	2,396
Middle School (Grade 5 - 8)	2,034
High School (Grade 9 - 12)	2,157
Students with Disabilities (IEPs)	1,317

Source: NJ School Performance Report | *Information from 2021-2022 Academic Year

Environmental Equity

NJDOT has directed that SRTS programs in Targeted Urban Municipalities (TUMs) and overburdened communities be given high priority. An Overburdened Community (OBC), as defined by the NJDEP, is a census block group 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 US Census Bureau)
- At least 40 percent of the residents identify as minority or as members of a NJ recognized tribal community
- At least 40 percent of the households have limited English proficiency (without an adult that speaks English “very well” according to the US Census Bureau).

West Orange has several census block groups that are Overburdened Communities with large populations of minorities and low-income households. West Orange High School is located in an Overburdened Community with at least 60 percent of the population identifying as minorities.

2.1 Township of West Orange & Essex County Demographic Profile – Community Health Needs Assessment

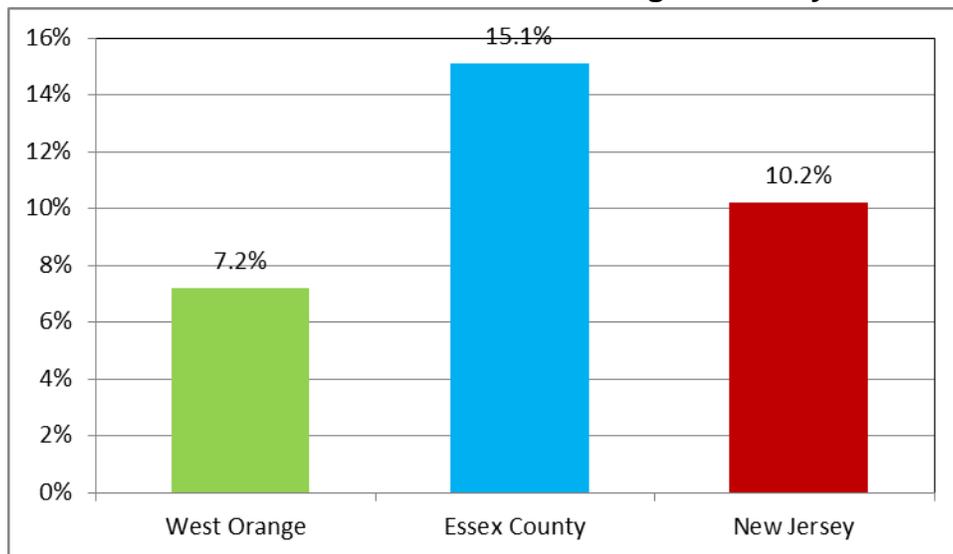
Essex County is the third most populated county in the state of New Jersey. Due to population density and its proximity to New York City, the cost of living is high. There are many different health disparities that exist in the county. According to 20022 countyhealthrankings.org, rates of uninsured, unemployed, and children in poverty are higher than state averages with air quality throughout the county being slightly lower compared to the state average. Furthermore, according to the 2022 Essex County New Jersey Community Health Needs Assessment², the top three factors that affect personal wellbeing in the community by race are lack of exercise, poor eating habits, and angry behavior/violence.

² <https://essexcountynj.org/wp-content/uploads/2022/07/Essex-County-Health-Assessment-Final-Report.pdf>

Understanding Social Determinants of Health

Conditions in the places where people live, learn, work, and play affect a wide range of health risks and outcomes. These conditions are known as social determinants of health. We know that poverty may limit healthy food access and coincide with unsafe neighborhoods and that more education is a predictor of better health. We also know that differences in health are striking in communities with poor social determinants of health such as unstable housing, low income, unsafe neighborhoods, or substandard education. By applying what we know about social determinants of health, we can not only improve individual and population health but also advance health equity.

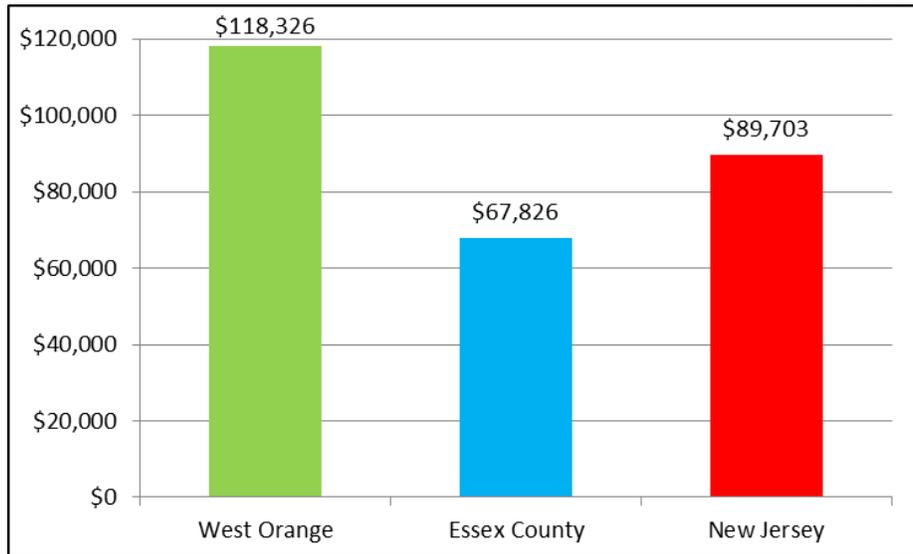
Chart 1: Percent of Persons Living in Poverty



Source: Census.gov 2020

West Orange has a considerably lower percentage rate of persons living in poverty compared to the County and state of NJ.

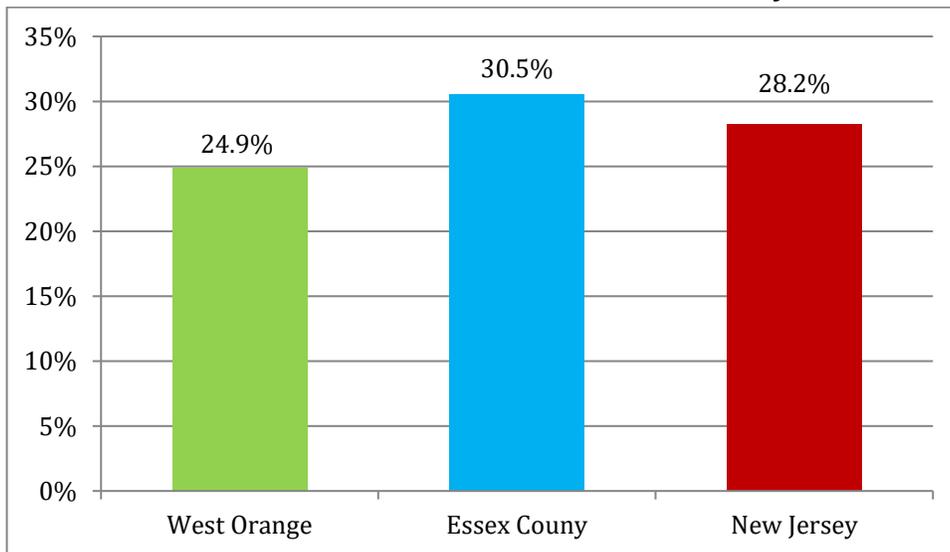
Chart 2: Estimated Median Household Income - West Orange, NJ



Source: Census.gov 2020

West Orange has an estimated median household income of \$118,326 which is higher than both the county and state. Essex County is lower than the NJ State average by a fairly significant margin.

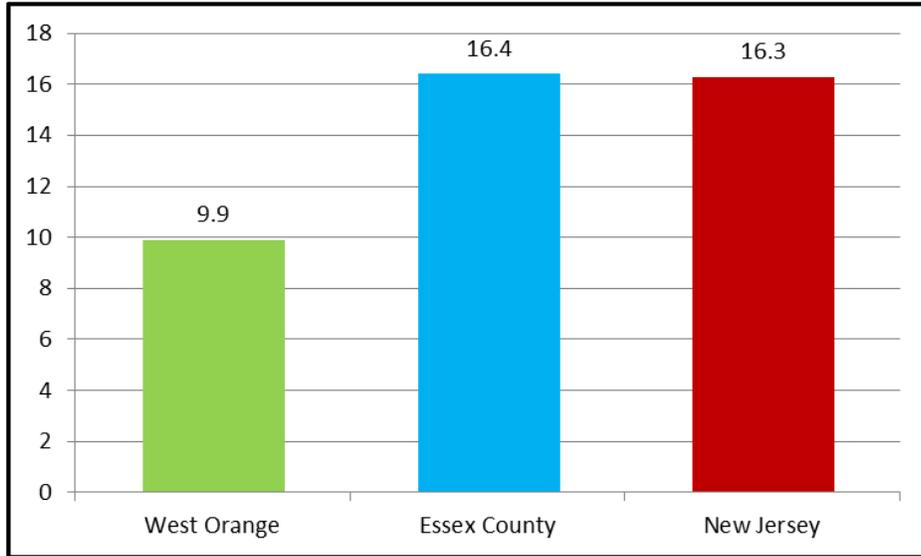
Chart 3: Percent of Residents with Obesity



Source: 2022 Healthy Community Planning Report - Essex County, West Orange Twp.

According to data from the 2022 Healthy Community Planning Report - Essex County, residents of West Orange in 2018 had an average body mass index of 24.9 percent which is lower than both the County and State average.

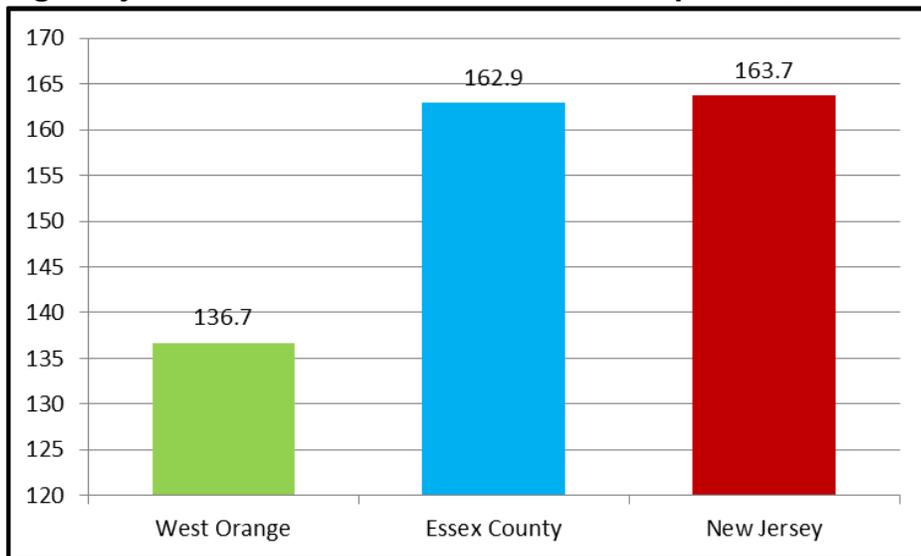
Chart 4: Age Adjusted Rate of Heart Attack per 10,000 Individuals



Source: 2022 Healthy Community Planning Report: Essex County, West Orange Twp.

Chart 4 shows the age-adjusted rate of 9.9 per 10,000 West Orange residents during 2016-2019 was far lower than both the County and State averages. Those at risk of heart attack have one or more of the following risk factors: high blood pressure, high cholesterol, diabetes, exposure to cigarette secondhand smoke, poor diet, lack of physical activity, obesity, excessive alcohol consumption, and/or a family history of cardiovascular disease.

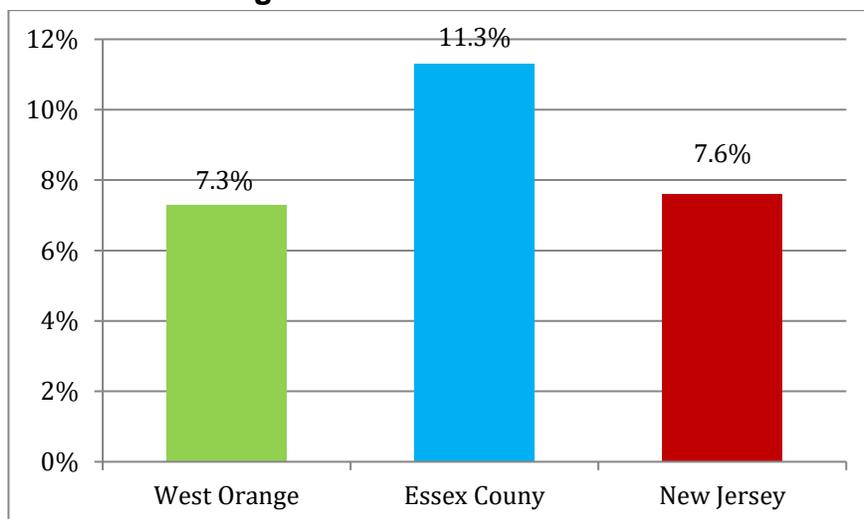
Chart 5: Age Adjusted Rate of Heart Disease Deaths per 100,000 Individuals



Source: 2022 Healthy Community Planning Report. Essex County, West Orange Twp.

For the time frame of 2015–2019, the age adjusted rate of heart disease deaths in West Orange of 136.7 per 100,000 was far lower than both the County and the State. Currently in New Jersey, more than 1 in 3 adults live with some type of cardiovascular disease. Heart disease was the leading cause of death in both New Jersey and the United States in 2020.

Chart 6: Percentage of Individuals with No Health Insurance



Source: 2022 Healthy Community Planning Report. Essex County, West Orange Twp.

From 2016 - 2020, a far greater number of residents in West Orange had access to Health Insurance compared to the rest of the County. The percentage with insurance is slightly lower than State average,

Physical Activity, Media Viewing Habits, and Transportation

Many students do not get enough physical activity as they are spending more time online. According to the American Academy of Child & Adolescent Psychiatry, children ages 8-12 in the United States spend 4-6 hours a day watching or using screens and teens spend up to 9 hours. The American Academy of Pediatrics recommends that children ages 6-10 spend a maximum of 1.5 hours/day and ages 11-13 a maximum of two hours/day on entertainment media like television, computers, and video games. The Health & Human Services 2018 Physical Activity Guidelines for School-Aged Children and Adolescents recommends that children ages 6 through 17 years do sixty minutes or more of moderate to vigorous physical activity daily.

Increasing levels of physical activity and encouraging activities such as walking and biking can help students and residents lose or maintain weight and lower their blood

sugar, blood pressure, and blood cholesterol levels. Promoting walking and biking can potentially help residents and students with long term health outcomes.

According to the 2022 Healthy Community Planning Report, eight percent of the residents in West Orange Township do not have access to a vehicle, which means they may walk, bicycle, or use public transit. The report says 18 percent rely on public transportation, which means they walk to and from the train or bus service and need to have safe places to travel on foot.

2.2 St. Cloud Elementary School

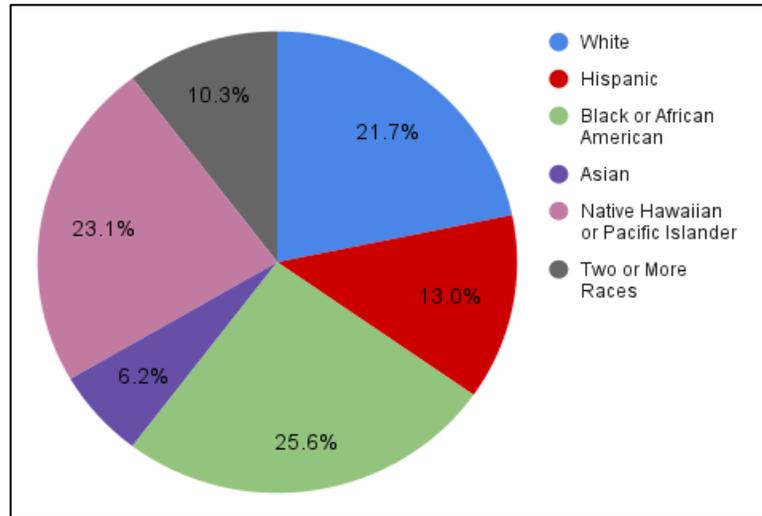
The below excerpt is from St. Cloud Elementary Principal Eric Price and explains the goals and philosophies in shaping the overall health and well-being of each student. A detailed and implemented Student Travel Plan providing improvements on walking and biking to school will further complement and enhance such goals and philosophies.

“St. Cloud School provides a wide variety of academic and social experiences that are designed to encourage the development of a well-rounded child. At St. Cloud School, we believe that every child can learn. We continuously monitor student progress, and plan instruction to meet the needs of every child. We are committed to providing an environment that will allow each child to develop to his or her fullest potential.

The faculty of St. Cloud School believes in collaboration and values continued professional development. We view ourselves as a "community of learners" and are committed to a philosophy of life-long learning. In keeping with this philosophy, we welcome the opportunity to attend workshops and seminars designed to increase our repertoire of instructional strategies. We are continuing our work with Differentiated Instruction and have identified lessons and units in the curriculum that can incorporate Differentiated Instruction. The faculty continues to make the development of technology skills a priority. Our building is well-equipped with outstanding educational technology equipment including several ceiling mounted LCD projectors with Smart boards, wireless microphones used by teachers to enhance their voices during instruction, laptop carts, iPads and a computer lab which is used by every student on a weekly basis.

St. Cloud School strives to build multicultural awareness and celebrate cultural diversity. Numerous activities that foster an appreciation of other cultures take place in each classroom during the school year. Teachers, parents, and students proudly share information about ancestors, customs, and celebrations at appropriate times during the school year”.

Chart 7: St. Cloud Elementary Enrollment by Student Ethnicity



Source: NJ School Performance Report, 2021-22

Table 3: Student Language Diversity (2021 – 2022)

Language Spoken at Home	
English	91.7%
Spanish	4.0%
Amharic	1.3%
Portuguese	1.0%
Other	2.0%

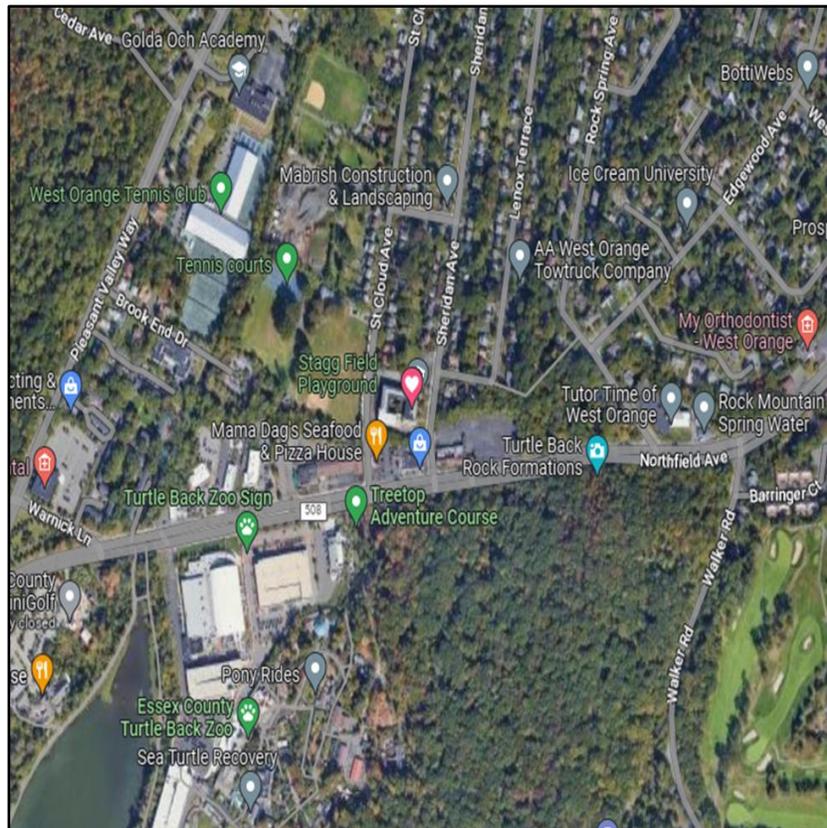
Source: NJ School Performance Report, 20201-22

The main language spoken at home by students and their parents is English. Spanish, Amharic and Portuguese have a minor presence at St. Cloud Elementary School.

3. Journey to School

In the 1960s, about 50 percent of children in the United States walked or biked to school. Over the last few decades, concerns about vehicle traffic, safety for the children, and longer commutes have forced more and more parents to drive their children to school. This results in more traffic on the road and fewer children who walk to school. Today, on average only about 15 percent of children walk or bike to school. Map 1 provides a broad overview of the residential area near St. Cloud Elementary School.

Map 1: One Mile Diameter Around St. Cloud Elementary School



Source: Google Maps

3.1. Current Student Travel Environment

School Hours

Drop off begins at 8:35 am. All staff exit the building to supervise students. Students dropped off before 8:35 am are the responsibility of their parents. All students are inside by 8:45 am for the start of the school day. Dismissal is at 3:23 pm.

Drop-off/Pick-up Procedure

There are six school buses that service St. Cloud Elementary. They load and unload students on Sheridan Avenue in front of the school. Bussed students are dismissed under staff supervision from the front door at 3:18 pm with the last bus leaving by 3:45 pm.

Students walking or being picked up by parents are dismissed at 3:23 pm from various exits according to grade. For a drop-off, parents bring their children to the blacktop on St. Cloud Avenue. Grades 3-5 line up in front of door #11. Grades 1-2 line up in front of door #8. Kindergarten students line up in front of doors #9 and #10. Parents pick up their children from the same doors they are dropped off at. Grades 3-5 are dismissed

from door #11. Grades 1-2 are dismissed from door #8. Kindergarten students dismiss from doors #9 and #10.

Crossing Guards

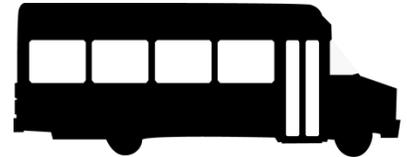
Two crossing guards are stationed near St. Cloud School. One is posted on St. Cloud Avenue behind the school to assist students who cross over to Stagg Field which is a shortcut to Pleasant Valley Way. The other guard is stationed directly in front of the school on Sheridan Avenue.

Student Travel Mode

In May 2023, the teachers conducted a SRTS Student Travel Tally Survey to document how the children in their classes get to and from school. A total of 1,648 trips were documented and the data was analyzed by the NJ Safe Routes to School Resource Center at the Voorhees Transportation Center (VTC), Rutgers University. The Travel Tally report was processed by Voorhees Transportation Center (VTC) and received in May 2023.

Chart 9: Morning and Afternoon Travel Mode Comparison

	# of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	844	3%	0%	55%	36%	7%	0%	0%
Afternoon	764	3%	0%	55%	35%	7%	0%	0%

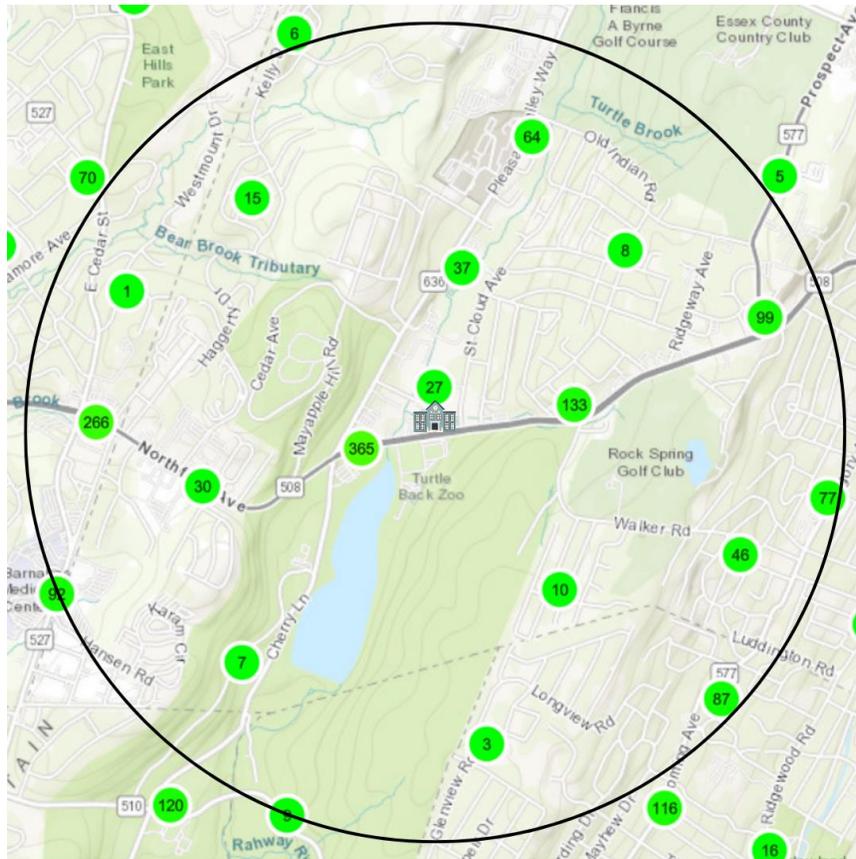


The number of students being driven to or from school is fairly high at 35-46 percent. It's suggested to encourage walking/biking or carpooling to school to reduce the amount of vehicle traffic at arrival and dismissal times. There is also a public bus stop across the street in front of Essex County Park & Ride Lot and Turtle Back Zoo.

3.2 Pedestrian Safety

EZ Ride conducted an analysis of all vehicles, bike and pedestrian crashes within a one-mile radius of the school over a 6-year period from 2016 to 2021 based on police incident Reports via NJ Safety Voyager. The reported incidents were plotted on Maps 2 and 3.

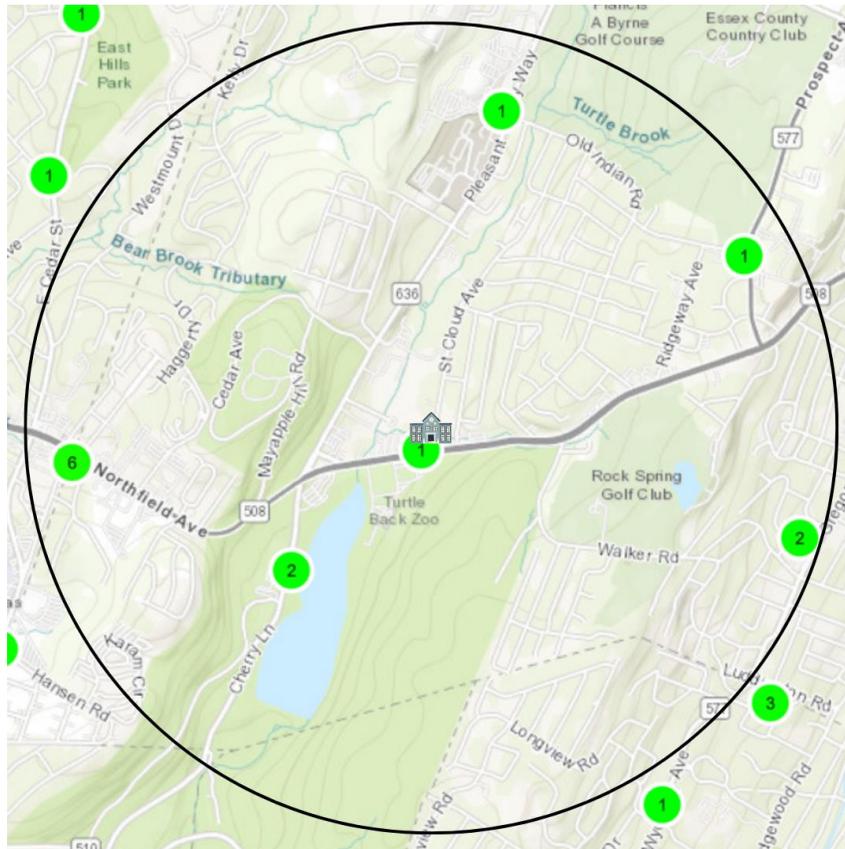
Map 2: Total Crashes One Mile Radius of St. Cloud Elementary School



Source: NJ Safety Voyager, 2016-2021

NJ Safety Voyager is a crash map data program created by the NJ Department of Transportation. The green circles on the map indicate the approximate site of vehicle crashes. A total of 1,275 vehicle crashes occurred during 2016 – 2021. Most of these crashes occurred on or close to Northfield Avenue/County Rt. 508. Of the 27 vehicle crashes closest to St. Cloud School, 21 were reported and categorized as: Struck Park Vehicle (5), Struck Fixed Object (3), Right Angle crash (3), Rear End crash (3), Left Turn crash (2), Animal (1), Sideswipe (2), Overturned Vehicle (1), and Weather-related crash (1).

Map 3: Bike and Pedestrian Crashes One Mile Radius from St. Cloud ES



Source: Safety Voyager 2016 - 2021

The crash closest to St. Cloud occurred within one mile at Route 508 West on July 2020 at 1:30 pm involving one vehicle and one pedestrian. The pedestrian was a 59-year-old female, and she received a moderate injury to her knee and lower leg. The driver was a 71-year-old male and received no injuries. There is no description recorded of how the crash occurred.

Table 5: Pedestrian/Bicycle Crashes by Age in West Orange

Age	2016	2017	2018	2019	2020	2021	Total	Percent
0-9	0	2	0	3	0	0	5	5%
10-19	3	3	1	2	2	0	11	12%
20-29	4	6	4	2	0	1	17	18%
30-39	2	4	4	1	1	1	13	14%
40-49	0	2	2	3	1	2	10	11%
50-59	6	1	2	2	5	0	16	17%
60-69	2	2	4	2	1	0	11	12%
70+	4	1	1	1	1	1	9	10%
Unknown	0	0	0	1	0	0	1	1%
Total	21	21	18	17	11	5	93	100%

Source: Safety Voyager, 2016-2021

Using Safety Voyager, pedestrian and bicycle crashes by age were determined for the Township of West Orange. Recording crashes by age highlights the percentage of crashes among youth. From 2016-2021, there were 93 pedestrian or bicycle crashes. Seventeen percent or 16 crashes involved children ages 0-19 which is a concern. On average, West Orange had close to 16 pedestrian crashes per year between 2016 and 2021 with the highest number of crashes (21) occurring in 2016 and 2017. The COVID-19 pandemic occurred during 2020 and 2021, schools were closed and there were less bicycle and pedestrian crashes.



3.4 Walkability and Bikeability Road Safety Assessment

The SRTS Task Force conducted a road safety assessment of the major routes used by students to get to St. Cloud Elementary School on March 29, 2022. School children and residents of all ages and abilities walk and bike in and through the neighborhood.

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



Lack of Sidewalks along Parts of Northfield Avenue

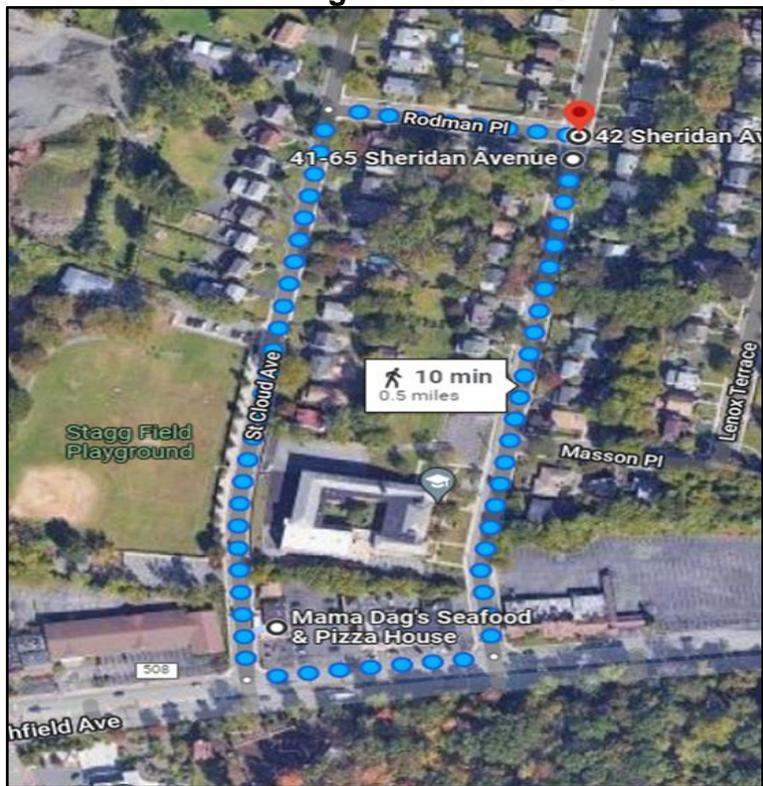
Road Safety Assessment Audit Routes

Route 1: Perimeter of St. Cloud School

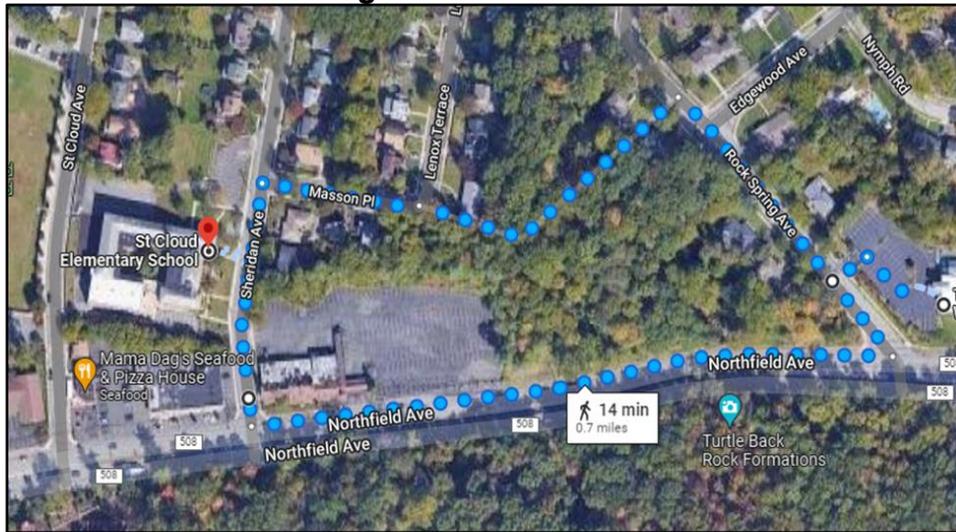
Route 2: Mason Place, wooded trail and Northfield Ave. /County Rt. 508

Route 3: Sheridan Ave and Northfield Avenue

Route 1 - Walking Perimeter of St. Cloud



Route 2 - Including Mason Place Path and Route 508



Route 3 - Northfield Avenue



1. Good Practices

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



High Visibility Crosswalks

Route 2

- Rock Springs & Edgewood Ave. (Photo on left)
- Rock Springs & Northfield
- On Sheridan leading to St. Cloud

Route 3

- Crossing to So. Mountain Complex from Northfield



Pedestrian Signage Around School Zone

Route 2

- Speed Limit - Sheridan Ave. (Photo)
- No Idling School Zone - Sheridan Ave. (Photo)
- No Student Drop Off - Sheridan Ave.



Pedestrian Crossing Signage

Route 1

- In front of School - St. Cloud Ave

Route 2

- In front of School - Sheridan Ave.(photo)



Buffer Between Road and Sidewalks

Route 1

- Rodham Place (Photo)
- St. Cloud Avenue

Route 2

- Areas on Mason Place (Photo)
- Much of Rock Springs

Route 3

- Sheridan Avenue
- Areas on Northfield Avenue



Stroller-Friendly Sidewalks with curb ramps

Route 1

- Sheridan Avenue

Route 3

- Northfield Ave. (Photos)
- South Mountain Complex

2. Common Problems – The following pictures show different infrastructure issues that need to be addressed to encourage walking and improve safety, mobility, and accessibility.



Damaged Sidewalks and Paths

Route1

- Sheridan in front of school (photo)

Route 2

- Northfield Ave. & Sheridan Ave. (Photo)
- Rock Springs & Northfield Ave. (by fire hydrant)



Uneven Sidewalks

Route 1

- 406 St. Cloud Ave.

Route 2

- Rock Springs
- Mason Place Wooded Trail
- 1 Mason Place (Photo)

- 61 Rock Springs
- Many areas of Mason Place Trail

- Both sidewalks of Mason Place



Misaligned Dome Pads

Seen on All Routes

- Sheridan Ave and Rodham Place
- Northfield Ave. & Sheridan Ave.
- Mason Place and Sheridan Ave.
- Northfield Ave. & Rock Springs
- Rock Springs & Edgewood
- Northfield Ave. in front of Kessler Rehab.



Missing Crosswalks

Route 1

- Sheridan Ave. and Rodham Place

Route 3

- Northfield Ave. and St. Cloud (Photos)



Faded/Damaged Signage

Route 1

- "Watch for Children" sign by 49 Sheridan Ave.

Route 2

- Sheridan Ave. (Photo)



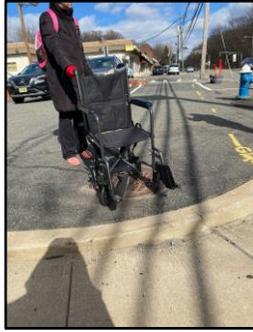
Damaged/Misaligned Curbs

Route 1

- 406 St. Cloud Ave

Route 2

- 1 Mason Place (photo)
- 2 Mason Place
- 10 Mason Place



Limited Stroller/Wheelchair Access

Route 3

- Sun Wan Kitchen on Northfield Ave (photo)
- Curb on Northfield Ave. (photo)



Potential Drain Issue

Route 1

- Rock Springs and Northfield Ave.



Obstacles Obstructing Path

Route 1

- Telephone pole in middle of sidewalk on St. Cloud Ave.
- Tarp on Fence on St. Cloud Ave.

Route 2

- Pole on Northfield Ave. (photo)
- Trash cans on Rock Springs (photo)



Missing Sidewalks

Route 1

- Northfield Ave. (Photo)

Route 2

- Path along Northfield Ave.

Route 3

- Northfield Ave. in front of Patty's Restaurant



Wide Crossing Area

Route 1

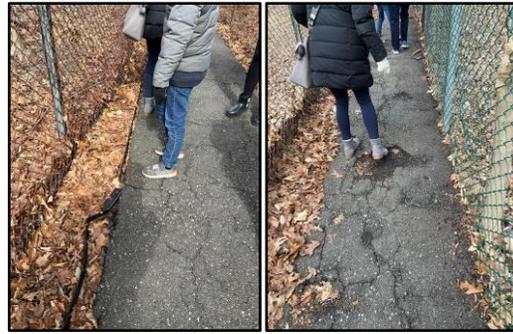
- Northfield Ave (Photo)

Route 2

- Northfield Ave. and Rock Springs

Route 3

- Northfield Ave (Photo).



Masson Place Path

- Walking path needs repair (photos)
- Clean and sweep leaves
- Widen walkway – not ADA
- Fence repairs
- Add lighting

4. Action Plan & Recommendations

The Safe Routes to School Action Plan is organized into the “Five E’s”: Education, Encouragement, Enforcement, Engineering and Evaluation. Additionally, each element of the Action Plan considers two parameters – time and cost as shown below. Together, they comprise a set of directions to help the community prioritize their action steps to increase safety for students. The tables below identify preliminary recommendations specific to this school and its immediate area. To realize the full benefit of the SRTS program, it is suggested this School Travel Plan be used to apply for SRTS grant funds to fully implement all 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 the public about safe walking and biking

Education Actions	Responsibility	Time Frame	Cost
Invite EZ Ride to provide SRTS bicycle safety/pedestrian safety presentations, and bike safe skills classes at schools annually	School, EZ Ride	Short-term, Mid-term, Long-term	No Cost

Remind parents where and when to pick up and drop off students via Robo Call twice a year annually.	School	Short-term, Mid-term, Long-term	No cost
Create and/or update Family Handbook that defines arrival and dismissal procedures with map and text that defines drop-off/pick-up areas, the rules such as no parking/double-parking near crosswalks, no idling, no dropping off kids on street across from school (forcing kids to cross traffic not using crosswalks), and 25 mph speed limit within the school zone	School, PTO	Long-term	No cost
Ask EZ Ride or Police to give a talk at Back to School Night or PTO meetings to educate parents on the importance of driving safely in school zone and the health, safety and environmental benefits of walking/biking to school	Police, School, PTO, EZ Ride	Short-term, Mid-term, Long-term	No cost
Integrate walking and biking safety education (helmet use, signals/crosswalks) into classroom education	School, Health/PE teacher, EZ Ride	Short-term, Mid-term, Long-term	No Cost
Leverage Social Media to spread awareness of school zone and enforcement activities	School/District, PTO, Municipality, Police	Short-term, Mid-term, Long-term	No cost
Annual crossing guard training(s)	Safe Routes Resource Center or Police	Short-term, Mid-term, Long-term	No cost

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

Encouragement Actions	Responsibility	Time Frame	Cost
Strengthen the District's SRTS Walking and Biking Policies to encourage walking and biking to school and protect against liability	School, District	Short-term, Mid-term	No cost
Encourage Municipality to revise and update Complete Streets Policy; add Green components and checklists	Municipality, County	Mid-term	No cost

Hold a student poster or bookmark contest about Walking and Biking to school and anti-idling	School, EZ Ride	Short-term	No cost
Hold annual Bike/Walk to School or Workdays throughout the year - on National Walk to School Day (Oct.), Ruby Bridges Walk to School Day (11/14) National Bike to School Day (May), NJ Walk & Roll to School Day	School, PTO, EZ Ride	Short-term, Mid-term, Long-term	No cost
Utilize the school website and newsletters to promote walking/biking to school or carpools annually	School Tech Coordinator	Short-term, Mid-term, Long-term	No cost
Establish and organize Carpools to connect students and families who could carpool to decrease traffic at arrival and dismissal	School, PTO	Short-term, Mid-term, Long-term	No cost
Establish and organize Walking School Buses or Bike Trains to connect students and families who can walk/bike as a group with adults to decrease traffic at arrival and dismissal	School, PTO	Short-term, Mid-term, Long-term	No cost

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

Enforcement Actions	Responsibility	Time Frame	Cost
Add crossing guard(s) as needed	Municipality, Traffic police	Short-term	Medium
Conduct bicycle registration and helmet giveaways at Back-to-School night	School, Police, EZ Ride	Short-term	Low
Investigate training Walking School Bus volunteers to do crossing guard training	School Liaison, Police	Mid-term, Long-term	Low
Conduct speed and traffic study on roads where speeding is an issue	Police, County, DOT	Short-term, Mid-term, Long-term	Low
Ask police or EZ Ride to set up radar signs to conduct speed studies. Signs post driver speeds and remind people to not speed in school zone	Police, EZ Ride	Short-term, Long-term	Low
Pedestrian Decoy Operation – target unsafe drivers, especially during school	Police	Long-term	Low

commute time			
Conduct Street Smart campaign near school at hot spot intersections	Police, NJTPA, EZ Ride	Mid-term, Long-term	Low
Ensure sidewalks and roads are cleared of snow and leaves which obstruct sidewalks or road shoulders where cyclists ride	Municipality DPW and School can remind parents/residents	Fall and Winter	No cost

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

Engineering Actions	Responsibility	Time Frame	Cost
Repaint/paint high visibility crosswalks at: -Sheridan Ave. and Rodham Place -Northfield Ave. and St. Cloud Ave.	Municipality, County, Engineering	Short-term	Low
Install sidewalk through field to back of school as kids use that route	BOE	Short to Mid-term	Low-Medium
Repair/install sidewalks/paths/curbs ramps at: -Numerous areas shown in Common Problems table pages 28-30.	Municipality, County, Engineering	Mid-term, Long term	High
Paint bike lanes heading to and from school to protect cyclists and slow traffic on Pleasant Valley Way and Northfield Ave (County Rt. 508)	Essex County, Engineering	Short-term, Mid-term	Low
Install pedestrian signals & crosswalk signs at intersection of: Northfield Ave. and St. Cloud Ave.	Municipality, County Engineering	Mid-term	Medium - High
Add pedestrian level lighting: - Along school routes for youth to see and be seen at corners - School parking lot	Municipality, County, School Engineering	Mid-term	Medium - High
Repair or add misaligned dome pads on: -Sheridan Ave and Rodham Place -Northfield Ave. & Sheridan Ave. -Mason Place and Sheridan Ave. -Northfield Ave. & Rock Springs -Rock Springs & Edgewood -Northfield Ave. in front of Kessler Rehab.	Municipality, County Engineering	Mid-term	Low-Medium

Install additional School Zone signs outside the school perimeter; install signs with augmented flashing beacons -St. Cloud Ave -Sheridan Ave.	Municipality, County, Engineering	Mid-term	Medium
Improve Walkability of the Mason Place Path -Walking path repairs -Clean and sweep regularly -Widen walkway where needed -Fence repairs -Add lighting	Municipality, County, Engineering	Long-term	Medium -High
Install bike racks at the front of school to promote biking to school & security	School	Short-term	Low
Encourage homeowners to not block their sidewalks with trash cans, etc.	DPW, Homeowner(s)	Short-term	None

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 to measure how effective the SRTS program has been in increasing the number of students walking, biking or carpooling	School, EZ Ride	Short-term, Mid-term, Long-term	Low
Improve communications between school officials and families establishing a convenient mechanism to share information and get feedback	School, PTO School Tech Coordinator	Short-term, Mid-term, Long-term	Low
Conduct speed study on roadways to evaluate if speed limit is being complied with.	Municipality, Police	Short-Term, Mid-Term	Medium

Conclusion

The walkability audit demonstrated that the area around St. Cloud Elementary School is near a residential neighborhood, a major transit stop, a new multi-family development, and heavily trafficked County Rt. 508/Northfield Avenue. There is a beautiful, forested nature preserve across Rt. 508 and many small retail food establishments which attract traffic. Students attending St. Cloud come from all over the Township to integrate the school. The County routes have sidewalks on one side for some of the way, but there are portions of both roads which do not have sidewalks. Those roads are not so safe or pleasant for walking and bicycle riding due to a lack of sidewalks, shoulder areas, crosswalks, speed limit signs, and little lighting.

Community priorities around and leading to St. Cloud Elementary School should include adding pedestrian lights on corners, adding bike lanes, painting/repainting high visibility crosswalks and stop bars, repairing sidewalks, repairing dome pads and curb ramps. It is suggested the crosswalks around the school be repainted to be high visibility, so they are better marked for children to walk on and near the school property. Improvements should encourage more students to walk and bike to school and around the neighborhood by improving the safety and ease of travel.

Another recommendation is to place a bike rack at the school by the front door to encourage youth who live in the nearby neighborhoods to consider riding to school. Many students live in the neighborhood and both the community and youth would benefit from having more students cycle to school.

While a student drop off/pick up procedure has been implemented, traffic congestion and idling in the school zone can be further reduced by implementing staggered dismissal times. Staggered dismissal times will allow walkers and bicyclists to leave earlier than those being picked up/dropped off.

Adding a sidewalk to areas of County Rt. 508 from Rock Springs Ave. to Sheridan Ave. would further improve walkability and access. This would also reduce the need for a crossing to access the sidewalk on the other side of County Rt. 508.

An increased use of active transportation practices such as walking and biking by the residents will make West Orange a more walkable and bikeable community, add another method of transportation to local retail stores, reduce traffic congestion and air pollution, and further enhance the appealing qualities of the community.

One underutilized area for walking to school is the wooded trail from Rock Springs Avenue to Masson Place. This path has the potential of becoming another method of transportation for walking to school and throughout the neighborhood and overall recreation. Numerous areas would need to be addressed such as improved lighting,

fence maintenance, aesthetics, debris clean-up, overhead branches, pathway width, and sidewalk repairs.

EZ Ride is proud to work with the community to improve safety and bring SRTS programs to the schools. EZ Ride's Safe Routes to School team has provided incentives to students to walk to school. This is the first School Travel Plan prepared for St. Cloud Elementary School and it is hoped the school will schedule biking and pedestrian safety programs for students in the coming years. This report should be used by the District, Municipality and County to apply for NJDOT infrastructure grants to make the sidewalks and neighborhood safer for students, residents and seniors to walk and bike to the school and community programs.

Appendix A

Typical Opportunities for Improvement



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

	<p style="text-align: center;">SHARED-USE ROADWAY</p> <p>Can be a safe for bicyclists when:</p> <ul style="list-style-type: none"> • Width is sufficient • Speeds are low • Traffic volumes are low
	<p style="text-align: center;">BICYCLE LANE</p> <ul style="list-style-type: none"> • 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
	<p style="text-align: center;">SHARED USE PATH (TRAIL)</p> <ul style="list-style-type: none"> • Offers connections and opportunities not provided in the roadway system • Can provide valuable connections and recreational opportunities • Typically 8'-10' wide
	<p style="text-align: center;">OTHER FACILITIES</p> <ul style="list-style-type: none"> • Bicycle Lockers • Bicycle Racks on Transit • Bicycle Racks • Bicycle Safety Programs

Typical Bicycle/Pedestrian Treatments



SIDEWALKS

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



CROSSWALKS

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



SIGNAGE AND STRIPING

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



AMENITIES AND AESTHETICS

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

Typical Bicycle/Pedestrian Treatments



CURB EXTENSION

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



FULL CLOSURE

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



MID-BLOCK CROSSING

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



RAISED MEDIAN GATEWAY

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

Typical Traffic Calming Devices



GATEWAY

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



CURB EXTENSION REDUCED TURNING

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



RAISED

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



BIKELANE

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

Typical Traffic Calming Devices



CURB EXTENSION

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



MEDIAN REFUGE

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



MID-BLOCK CROSSING

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



Sidewalks and Access

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

Appendix B

Funding and Building Resources to Build Infrastructure

Source: Together North Jersey (TNJ): https://togethernorthjersey.com/?page_id=24974#home/

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

Program Name	Program Description	Eligibility Description	Eligibility	Source
	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	historically affected by economic disinvestment, health disparities, and environmental contamination, including low-income, minority, and tribal communities		Training Grant Fund
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	Municipalities	Municipal	New Jersey Department of Community Affairs

Program Name	Program Description	Eligibility Description	Eligibility	Source
	<p>part of DCA's commitment to provide technical assistance to municipalities, our professional planning staff offers comprehensive planning services at no-cost to local governments. LPS Can provide a variety of planning services: master plans and redevelopment plans, land use land mapping, economic development plans, and special municipal projects</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</p>		<p>Non-profit organizations, Other</p>	<p>New Jersey Healthy Communities Network</p>

Program Name	Program Description	Eligibility Description	Eligibility	Source
	<p>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>			
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	Communities across the US	Municipal	People for Bikes - Community Grants

Program Name	Program Description	Eligibility Description	Eligibility	Source
	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			
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	Municipalities and	Municipal	North Jersey Transportation

Program Name	Program Description	Eligibility Description	Eligibility	Source
	<p>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>communities in New Jersey</p>		<p>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>