

# School Travel Plan



# 2013-2014

17 Kent Street

Oxford, NJ 07863

Grades: K-8

Created: May 2014



Oxford Central School

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## Introduction

Safe Routes to School (SRTS) is supported by the New Jersey Department of Transportation with funds from the Federal Highway Administration. SRTS promotes safer and more accessible walking and bicycling environments for children in New Jersey through education, training and research. TransOptions is one of eight Transportation Management Associations in New Jersey that provide SRTS programming to schools. TransOptions' service area includes multiple counties in Northwestern New Jersey including Warren County.

**Community Profile:** Oxford Township  
**Population:** 2,514 (2010 Census)  
**Area:** 5.887 SQ. Mi.  
**Police:** Oxford Township Police Department

Oxford Township is located in central Warren County and has a total area of 5.887 square miles. The majority of Oxford's population resides in the central neighborhoods of the township mainly along NJ State Route 31, Belvidere Avenue and a housing subdivision on Pequest Road. Oxford Township School District consists of one school, Oxford Central School, located on Kent Street just west of State Route 31. Oxford Central School contains grades K-8 and 325 students.

Kent Street has a 25 MPH posted speed limit with reflective pedestrian signage and a crosswalk directly in front of Oxford Central School that connects to a parking lot across the street, mainly used by faculty and staff. Sidewalks are present on both sides of Kent Street. Many thoroughfares throughout Oxford contain sidewalks but many residential streets do not. Along residential streets with no sidewalks, traffic volume and speed are perceived to be low, but motorist awareness is a concern, especially during morning and afternoon peak hours.

### **Working Members:**

Christine Erhard – Parent

Robert Magnuson – School  
Principal

Andrew Lappitt - TransOptions

## TransOptions and Oxford Central School

In September 2013, Oxford Central School Parent and PTA Member Christine Erhard reached out to TransOptions to inquire about the Safe Routes to School after learning about SRTS from friends and colleagues in nearby Belvidere, where TransOptions currently has SRTS programming. A presentation on SRTS programming was made to the PTA and the school principal, Robert Magnuson that involved bringing in maps of

Oxford. Parents were asked to identify areas of concern along various streets. The PTA also decided to have an inaugural Walk to School Day, which was held on the morning of October 7, 2013. The Walk to School Day was successful as approximately 100 students participated along with parents, faculty and even the principal. Below is a map of the “Walking School Bus” routes. Several parents volunteered as the “drivers” of each Walking School Bus.

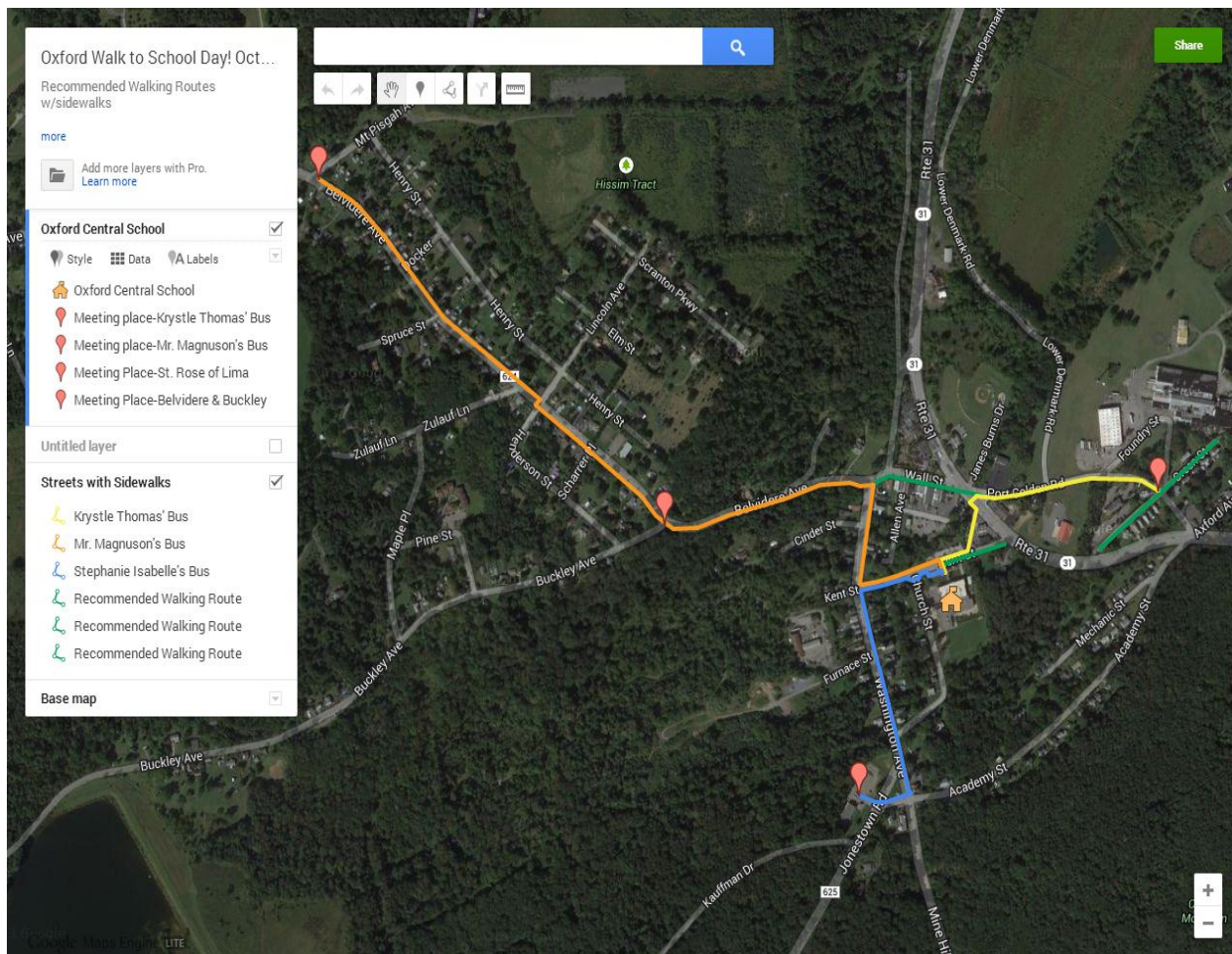


Figure 1-Walking School Bus Route Map

## Objectives of the School Travel Plan

- To make travel to and from Oxford Central School safer and more efficient.
- To reduce traffic congestion on Kent Street and nearby streets around the school.
- To encourage walking and/or bicycling to school.
- To create awareness amongst motorists in Oxford.
- To set a foundation for ongoing programming and education on the safety elements of walking and bicycling to and from school.

## Current School Policies

All students at Oxford Central School are encouraged to walk or bike to and from school. Students that reside more than 2 miles away from Oxford Central School are eligible for school bus transportation. There is one bicycle rack located on the side of the school's building for students and faculty to use. There is one crossing guard located directly in front of the school in order to assist students, parents and faculty crossing Kent Street.

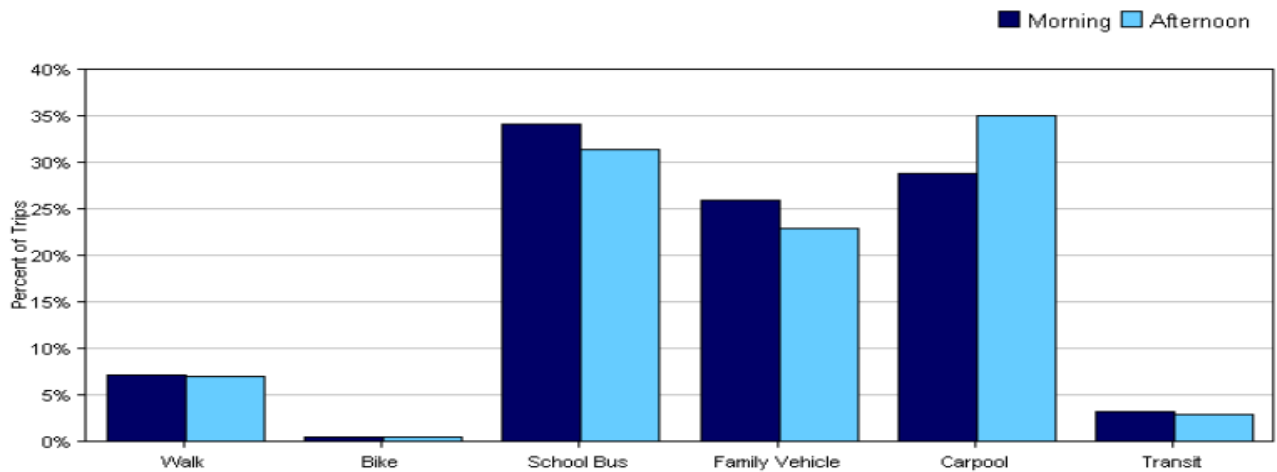
## Travel Tallies

The graphs and charts below show the results of travel tallies that were conducted by all Oxford Central School teachers on May 20<sup>th</sup>, 21<sup>st</sup> and 22<sup>nd</sup> of 2014. Travel tallies are obtained by a show-of-hands collection method in each class. The teacher asks the students how they arrived at school that morning, giving them the choice of Walk, Bike, Bus, Carpool, driven alone in a family vehicle, or other (e.g. scooter, skateboard).

The data collected in the tally was completed without the promotion of a walk or bike to school event. It is important to gather information that would capture the true travel behavior of the students before any ongoing encouragement and education efforts were started.



### Morning and Afternoon Travel Mode Comparison

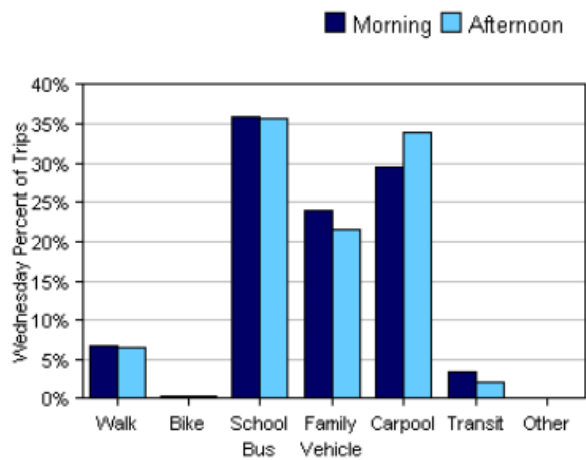
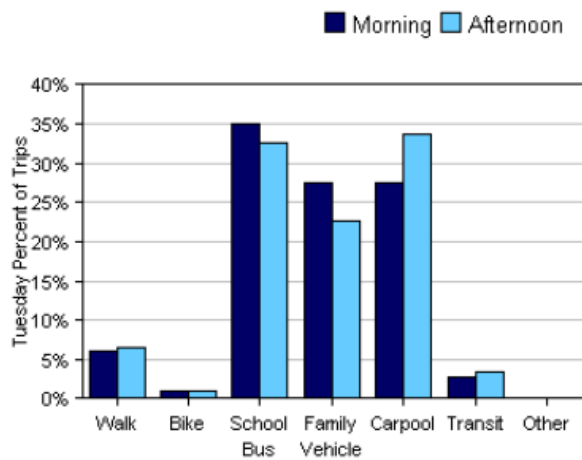


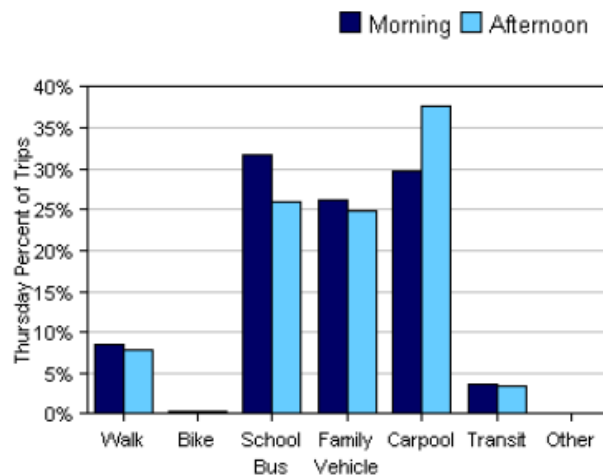
### Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	883	7%	0.6%	34%	26%	29%	3%	0%
Afternoon	870	7%	0.6%	31%	23%	35%	3%	0%

Percentages may not total 100% due to rounding.

### Morning and Afternoon Travel Mode Comparison by Day





Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	291	6%	1%	35%	27%	27%	3%	0%
Tuesday PM	291	7%	1%	33%	23%	34%	3%	0%
Wednesday AM	295	7%	0.3%	36%	24%	29%	3%	0%
Wednesday PM	289	7%	0.3%	36%	21%	34%	2%	0%
Thursday AM	297	8%	0.3%	32%	26%	30%	4%	0%
Thursday PM	290	8%	0.3%	26%	25%	38%	3%	0%

Percentages may not total 100% due to rounding.

The data reveals that most students arrived at and departed Oxford Central School on a school bus, in a family vehicle or in a carpool for both mornings and afternoons. The amount of walkers tallied ranged between 6-8% and bikes were less than 1%. These percentages stayed consistent throughout the week. While walking and bicycling were not very common methods of transport, Oxford Central School has had exceptional walking and bicycling participation during numerous Walk to School Days held since October 2013.

## Bicycle and Pedestrian Education Curriculum

TransOptions offers bicycle and pedestrian education programs for children of grades K-8. The curriculum has been developed to address the different age groups and their ability to comprehend the lesson plan. The programs have been designed to provide the following educational lessons for the various grade levels:

- Grades K-3 – Classroom Lesson
  - Importance of helmet safety and take-home material for parents on properly fitting a helmet.
  - Encouraging walking and bicycling as fun and energizing activities.
  - Learn the basics of traffic safety such as signs, traffic lights, marked crosswalks and the role of crossing guards.
- Grades 4-5 – Traffic Safety Town
  - This program is a miniature, interactive “town” that TransOptions’ staff can bring to Oxford Central School and set up in the gymnasium. Streets, crosswalks, sidewalks, intersections and signage are all simulated as students will test their behavior as pedestrians.
- Grade 4-5 – Bike Rodeo
  - A bike rodeo is a bike safety clinic typically held on a basketball court or similar sized concrete area at school. The course is made up of several stations equipped with simulations such as signs, crosswalks, railroad crossings and other awareness methods that students will need to utilize while riding in their neighborhoods.

## Barriers and Constraints

Andrew Lappitt met with the Oxford Central School PTA to discuss Walk to School Days and the current state of safely walking to school in Oxford. He brought GIS prepared maps of Oxford Township and allowed the PTA members and parents to identify areas of concern within two miles of Oxford Central School. These areas of concern included lack of sidewalks on various streets, lack of crosswalks at various intersections, and busy traffic along State Route 31. Below is a list of the areas of concern that were cited by the PTA and parents as suggestions to be considered moving forward:

Please reference the Appendix on [page 10](#) for all crosswalk and sidewalk recommendations.

### Crosswalk Installation Requests:

- Connect crosswalk across State Route 31 to sidewalk on south side of Wall Street-*Picture 1*
- Intersection of Kent Street and Washington Avenue-*Picture 2*
- Intersection of Green Street and Wall Street-*Picture 3, 4*
- Intersection of Belvidere Avenue and Buckley Avenue-*Picture 5*
- Connection of north sidewalks to south sidewalks at Belvidere Avenue and Lincoln Avenue-*Picture 6*
- Intersection of Belvidere Avenue and Mt. Pisgah Avenue-*Picture 7*



#### Sidewalk Installation Requests:

- North side of Belvidere Avenue between Lincoln and Buckley-*Picture 8*
- South side of Belvidere Avenue between Lincoln and Mt. Pisgah Avenue-*Picture 9*
- Both sides of Belvidere Avenue between Mt. Pisgah Avenue and Snyders Lane-  
*Picture 10*
- Both sides of Church Street-*Picture 11*
- Both sides of Axford Street between Hill Street and State Route 31-*Picture 12*

#### Traffic Calming Measures:

- Reduce speeds on State Route 31 in Oxford Township
- Pedestrian warning signage and flashers within  $\frac{1}{4}$  mile of Oxford Central School along State Route 31.

### Next Steps 2014-2015

After Oxford Central School's exceptional Walk to School Day on October 7, 2013, parents, students and faculty have been eager to continue encouraging walking and/or bicycling to school. Principal Magnuson and the Oxford Central School PTA will continue to promote and encourage traveling to and from school by means of active transportation. Students that reside greater than two miles from the school are eligible for bus service and are encouraged to utilize bus transport.

TransOptions hopes to arrange bicycle and pedestrian education classes at Oxford Central School in the upcoming 2014-2015 school year. Andrew Lappitt will create a SRTS committee by seeking out more parent volunteers that can assist with SRTS programming and events. Mr. Lappitt will also contact the Oxford Township Police Department to determine interest and collaboration with Oxford Central School on pedestrian, bicycle and driver safety initiatives such as speed and "Stop and Stay Stopped" for pedestrians in crosswalks.

## Proposed Actions

<b>Education Actions</b>	<b>Responsibility</b>	<b>Timeframe</b>	<b>Cost</b>
Pedestrian Safety Classes	TransOptions	Fall 2014	Low
Bicycle Safety Classes	TransOptions	Fall 2014	Low
Printing of Pedestrian Safety Documents for Parents	TransOptions	Fall 2014	Low
<b>Encouragement Actions</b>			
Establish relationship with local police, bike clubs, advocacy groups	Oxford Central School	Ongoing	Low
Establish Walk and Bike to School dates for 2014-2015 School Year	Oxford Central School, TransOptions, Oxford Police	Fall 2014	Low
<b>Enforcement Actions</b>			
Speed Enforcement	Oxford Police	Ongoing	Low
Stop for pedestrians at crosswalks	Oxford Police	Ongoing	Low
<b>Engineering Actions</b>			
Installation of sidewalks, crosswalks, pedestrian signage	Township of Oxford, Finelli Engineering Consulting	TBA	High
Walkability/Bikeability Audit	School, TransOptions, Open to public	May-June 2014	Low
<b>Evaluation Actions</b>			
Additional student travel tally	School/TransOptions	Fall 2014	Low

## Appendix

- Crosswalk Installation Requests



Picture 1- Connect crosswalk across State Route 31 to sidewalk on south side of Wall Street



Picture 2- Intersection of Kent Street and Washington Avenue





Picture 3- Intersection of Green Street and Wall Street



Picture 4- Intersection of Green Street and Wall Street





Picture 5- Intersection of Belvidere Avenue and Buckley Avenue



Picture 6- Connection of north sidewalks to south sidewalks at Belvidere Avenue and Lincoln Avenue





Picture 7- Intersection of Belvidere Avenue and Mt. Pisgah Avenue

- **Sidewalk Installation Requests:**



Picture 8- North side of Belvidere Avenue between Lincoln and Buckley





Picture 9- South side of Belvidere Avenue between Lincoln and Mt. Pisgah Avenue



Picture 10- Both sides of Belvidere Avenue between Mt. Pisgah Avenue and Snyders Lane



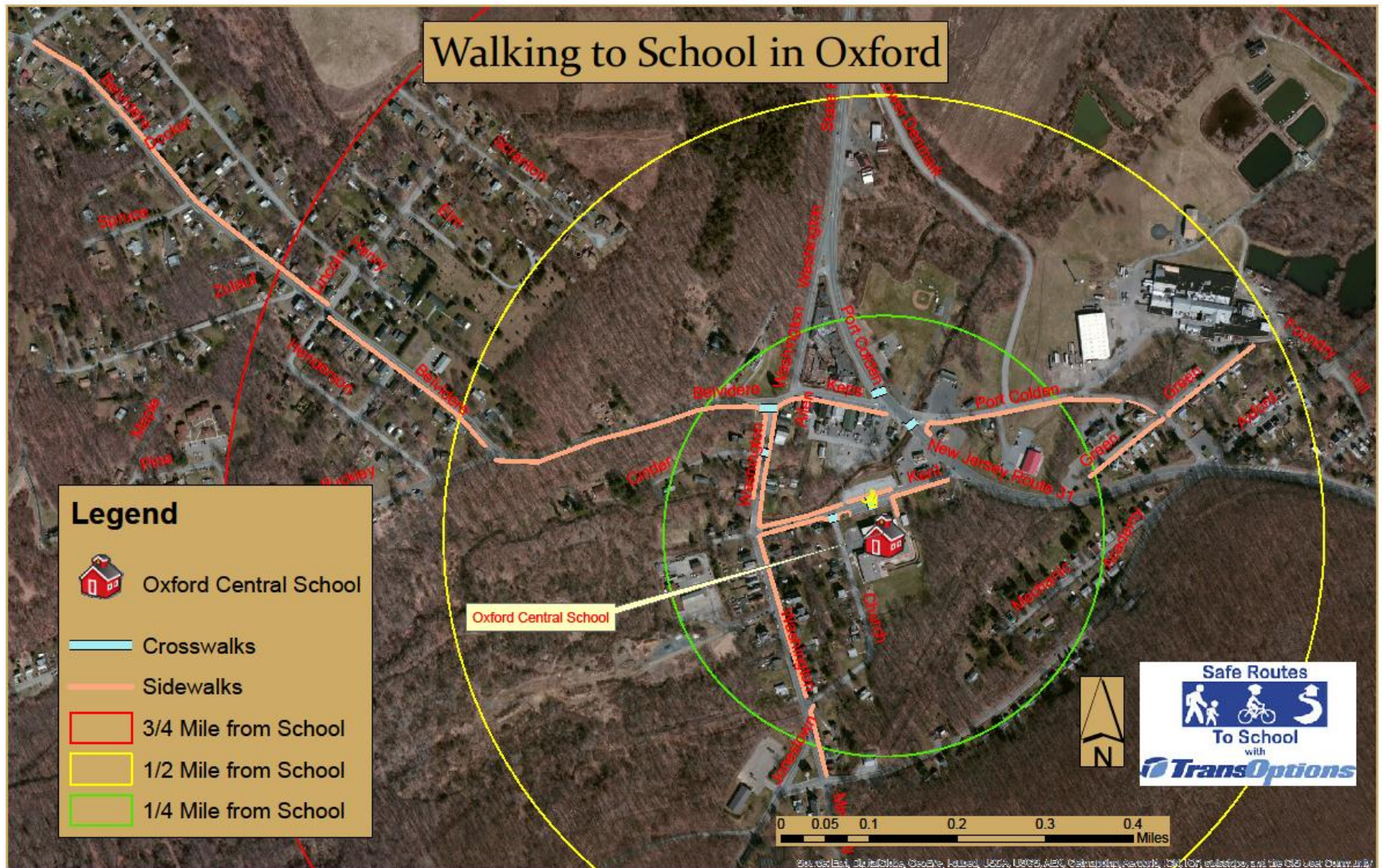


Picture 11- Both sides of Church Street



Picture 12- Both sides of Axford Street between Hill Street and State Route 31





Sponsored by the New Jersey Department of Transportation  
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