

2014

City of Vineland Safe Routes to School Travel Plan



Gloria M. Sabater
Elementary School

4/1/2014





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Introduction

The City of Vineland is the largest city in the State of New Jersey located in Cumberland County. Gloria M. Sabater Elementary School is one of the nine public K-5 schools in the city. The staff of Sabater Elementary School and members of the local government recognize the correlation between active transportation and the health of the student population. In an effort to increase the number of children that walk or bike to school, create safe walking and biking environments and reduce traffic congestion at arrival and dismissal times, the City of Vineland has chosen to develop a Travel Plan.

This Travel Plan incorporates the 5 E's of Safe Routes to School (SRTS): Evaluation, Engineering, Education, Encouragement, and Enforcement. These five categories provide the framework for the recommendations of the plan and help to identify actions that may encourage more students to safely walk and bike to school. The plan was created through guidance from the faculty of Sabater Elementary, Vineland Police Department, and the City of Vineland.

School Description

Gloria M. Sabater, shown on Map 1, is located at 301 S. East Boulevard in Vineland approximately two blocks from Landis Avenue, the main street in Vineland. Sabater School is a large public school built in the heart of center city with approximately 811 students in grades K-5. Sabater school is a "neighborhood" school with a city park and an indoor swimming pool that is open to the public when school is not in session. In addition, part of the school property is appointed to Dallago Preschool, which serves 3-4 year-olds in the district's IMPACT (Innovative Model for Preschool and Community Teaming) early childhood program. The student teacher ratio at Sabater Elementary is 8 to 1 and the percentage of children with disabilities is 16% of the student body.

Vineland is a diverse multicultural, urban community located in Cumberland County in a town of approximately 60,854 residents. The Caucasian population accounts for 49.2% of the population, the Hispanic population 34.9%, the African American population 12.2%, and the Asian population 1.7%. Of the 697 students who attend Sabater Elementary, 70% are Hispanic, and 26% speak Spanish.

There are four parks within a two mile radius of Sabater Elementary. Gonzales Park serves as the school playground but also constitutes as a community park when school is not in session. Landis Park, the oldest recreation area in Vineland, is located at 600 E. Park Ave and includes ball fields, basketball and hockey courts, batting cages, picnic areas, and a disc golf course. The Carl V. Arthur Park is located at North Third Street and West Plum Street and includes a basketball court, a tot-lot, and an in-ground swimming pool. Lastly, the Roberto Clemente Park is located at Seventh and Humbert Street and includes softball fields, tennis courts, basketball courts, a tot-lot, and a handball court.

There are many major street corridors in Vineland, but the main street corridor is Landis Avenue. The city has recently completed some streetscape improvements to Landis Avenue such as resurfacing of areas of

sidewalk, street trees, bike bollards, building facades, new street lighting, and overall curb appeal. Landis Avenue is proposed to be repaved from Myrtle Street to East Boulevard.

Figure 1. Landis Avenue, Main Street Vineland



Due to Vineland's low economic status, Vineland School District is considered an Abbott school district. More than 13% of Vineland residents are living in poverty. The unemployment rate is 4% higher in Vineland than it is in the entire state. More than 500 of the students attending Sabater are eligible for free or reduced lunch. Recent studies have shown that lower income children have higher obesity rates, which makes active modes of transportation even more important to the health and well-being of school-age children in Vineland. 40% of children in Vineland are overweight or obese compared to the national average of 21%.

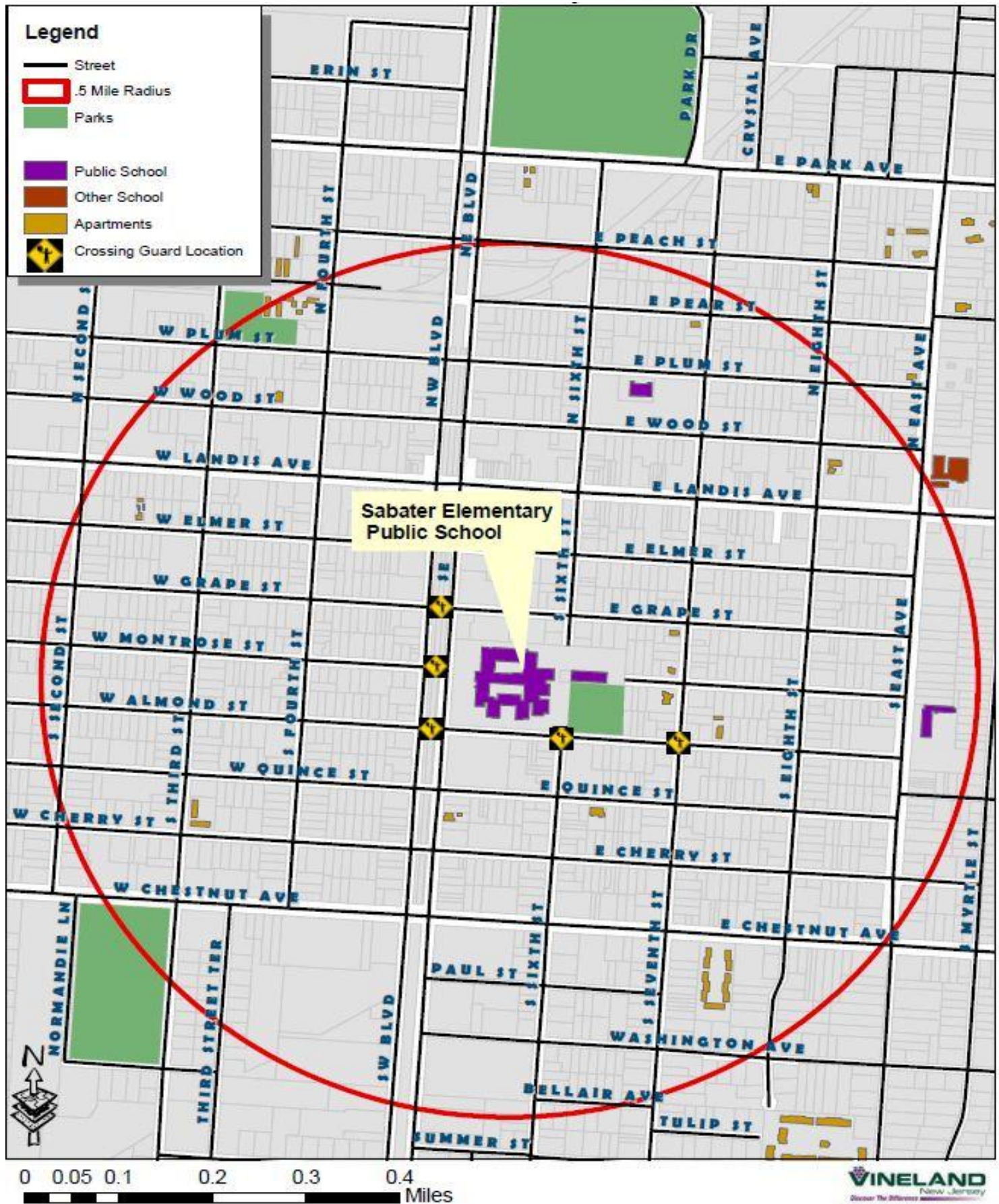
Existing Policies and Practices

Due to its size, Vineland School District is not considered a walking district. However, students are permitted to walk or bike to school and are required to wear a helmet. The Vineland Police Department provides crossing guards at the following intersections, also shown in Map 1:

- 6th and Almond Street
- South East Boulevard and Almond Street
- 7th and Almond Street
- 7th and Montrose Street
- South East Boulevard and Grape Street
- South East Boulevard Montrose Street

During student arrival and dismissal times, teachers are assigned various monitoring posts on school grounds to monitor pedestrian activity. The principal even plays a role in directing traffic in the morning and afternoon. In order to pick up a student, a card that has been administered by the school must be shown to increase security. Parents must come into the school in order to present the card. Therefore,

traffic increases due to parents waiting to show their cards to the teachers on duty. A student may not be picked up without that card. Once students being driven home have gone, the “star walkers” are dismissed to help avoid traffic. A star walker is a student traveling home without a chaperone. There is no current bike policy. Sabater has less than five students that ride their bicycle to school.

Map 1. Gloria M. Sabater Elementary School Travel Area

Walk/Bike Barriers & Opportunities

Working Groups and Partnerships

Table 1. Working Groups and Partnerships		
Organization	Role/Responsibility	Contact
Cross County Connection TMA	SRTS Program Assistance	David Calderetti, SRTS Coordinator Email: calderetti@driveless.com
Vineland School District	Program Administration & Implementation	Dr. Mary Gruccio, Superintendent Email: mgruccio@vineland.org
Gloria M. Sabater Elementary School	Implementation	Monica Dannenberger, Principal Email: mdannenberger@vineland.org
Gloria M. Sabater Elementary School	Implementation	Timothy Iulig, PE Teacher Email: tiulig@vineland.org
City of Vineland Police Department	Safety Education and Enforcement	Timothy Codispoti Phone: 856-696-1212 ext. 4199
City of Vineland	Engineering Project Implementation	Ruben Bermudez, Mayor Email: rbermudez@vinelandcity.org
City of Vineland	Engineering Project Implementation	David J. Maillet, Principle Engineer Email: dmaillet@vinelandcity.org
City of Vineland	Implementation	Emma Lopez, Health Educator Email: elopez@vinelandcity.org
Safe Kids	Safety Education	Maureen Donnelly, Email: donnelly-maureen@cooperhealth.edu

This plan was developed by the city of Vineland Health Department in partnership with the SRTS working group members listed above. An introductory meeting was held on 03/28/2014 with the Cross County Connection TMA, and the local Y.M.C.A. and health department. A follow-up meeting will be conducted to establish the working group and priorities, and a Walking School Bus train the trainer session will be conducted at a later date. Input by law enforcement and school staff, along with data collection for the plan occurred during and outside of meetings.

A walking audit was conducted on October 24, 2013 by the principle engineer to evaluate walking and biking conditions, as well as to identify areas of improvement. The audit was held in dry, cool weather during the morning and early afternoon. Walking and biking behavior was observed during school dismissal.

Travel Patterns

A student travel survey was conducted on 03/19/2014. Tally results as reported by the school are shown in Table 1. The majority of students are not bussed to the school (56%). Of those students, 62% (275 students, 34% of total) indicated that they walk to school.

Table 2. School Travel Information, Gloria M. Sabater Elementary School		
Location	301 S. East Boulevard	
Grades	K-5 th	
Arrival Time	8:35 – 9:20 am	
Dismissal Time	3:30 – 4:05 pm	
Student Population	811	
that are bussed	357	44%
that are not bussed to school	454	56%
that walk	275	34%
that use other transportation	308	38%

School staff noted that many students walk from East Almond Estates housing development on Almond Street. The protocol for drop-off/pick-up requires parents to walk to the door of the school in the vicinity of the Almond Street parking lot. The principal and vice principal pointed out that there is a heavy volume of vehicles and pedestrians converging on the site at the same time causing concern.

Bicycle Facilities

There are two bikeways in center city Vineland. One is located on Wood Street. It runs the length of the entire street, extending from East Avenue to West Avenue. This bikeway is located just outside of Sabater Elementary's school zone. The other bike way falls within Sabater Elementary's school zone on Elmer Street, two blocks from Sabater. However, there are currently no bikeways that connect to Sabater Elementary. A picture of Elmer Street's bikeway is shown in Figure 1.

Bicycle parking is currently available at Sabater Elementary. There are four racks that are available behind the school. Each rack is designed to hold five bicycles. However, there is not enough parking for the students who desire to bike to school and one of the four racks is currently broken.

Figure 2. Sharrow Pavement Marking



Figure 3. Bicycle Parking Behind School



Traffic Accident Report

Accident reports, from the last three years, for Almond Street between Southeast Boulevard and 7th street were reviewed for accident rates, types, and severity during the drop-off and pick-up times. The review revealed an increase in the number of accidents in the area of the school, during the drop-off and pick-up times.

Table 3. Traffic Accident Report Analysis		
Year	On School Campus	In Area of School
2011	0	1
2012	0	2
2013	2	2

Travel Safety Concerns

Travel safety concerns were identified through walking audits and meetings with school staff, who related parent feedback they have received. Three major safety concerns were identified:

High Traffic Volume – The traffic surveys conducted at drop-off and pick-up were consistent with the description provided by the Principal and Vice-Principal; namely, that it is modestly controlled chaos. During the two surveys, 23% of all vehicles parked within the survey limits were parked illegally due to the high volume of traffic. Though no data was collected as to the type of illegality, the majority appeared to be wrong-way parking. Additionally, there was an average of 76 pedestrian violations per observation period. This number included groups of people (i.e. parent and child) as 1 violation. The survey also observed illegal stopping within the intersection box at 6th and Almond Street.

Parking Lot Usage – A parking lot survey was performed on October 24, 2013 for the entire site as well as the Southeast and Southwest Boulevard between Almond Street and Grape Street. The onsite parking consists of four parking lots, each with a separate entrance on different streets.

On-site parking was both over- and under-utilized. The table below shows the utilization for each lot at the time of the study, which was during school hours.

Figure 4. South W. Boulevard



Table 4. Parking Study Analysis

Parking Lot	Parked Vehicles	Total Parking Spaces (Per approved site plan)
Almond Street (Staff-Only)	19	42
Montrose Street	38	64
Sixth Street	21	10
SE Boulevard	92	78
TOTAL	170	194

As noted in the table, the Sixth Street and Boulevard lots were filled beyond capacity, while the other lots are grossly underutilized. Still, there is enough parking spaces, per the approved site plan, to provide all the parking used on the site.

The parking lot study reveals that there is an overwhelming amount of students being driven to school. The lack of parking space directly relates to the amount of traffic that is created around the school and on school grounds. Providing safer routes for students to walk or bike to school will decrease the amount of traffic around and on school property making the school zone safer for students.

Bicycle Facilities – Biking is a great way for children to get to school, especially for children living more than half a mile from school. Currently there is not a bikeway connection, such as a bicycle lane or bike path, to Sabater Elementary School. Although there are bike racks, there is not enough space for the number of children who desire to bike to school.

Biking on sidewalks is permitted in the city, however sidewalks are not built for bicycle travel and biking on sidewalks often results in conflicts with pedestrians. For children under 10, it is appropriate and even desirable for them to ride with parental supervision on sidewalks away from vehicle traffic. For older students that have received bicycle safety instruction, it may be appropriate to ride on roadways that safely accommodate bike travel. Students at any age should always wear a properly fitting bicycle helmet.

Some residential streets in the city are already conducive to general bicycle travel due to their low volume and low traffic speeds, but lack additional amenities that would increase safety and encourage bike travel to schools.

Primary School Travel Corridors

There are four primary travel corridors for Sabater Elementary School students who choose to walk or bike to school: Almond Street (East to West), Montrose Street (East to West), South East Boulevard (Landis to Chestnut), and 6th Street (Chestnut to Landis). These corridors were identified by city officials as areas where children currently walk and as focus areas for safety efforts. Sidewalks are present and continuous on all of the identified corridors.

South East Boulevard

South East Boulevard runs from North to South parallel to South West Boulevard through the City of Vineland. Railroad tracks separate the two boulevards. Gloria M. Sabater Elementary School is located on South East Boulevard. There are multiple stop signs along the South East Boulevard in the area of the school helping to cut down on speeding. However, many drivers fail to obey traffic laws and do not come to a complete stop at each of these intersections raising concern. Because the Boulevard is a major road and Sabater is located in center city Vineland, vehicle congestion raises concerns as well.

Students coming from South West Boulevard must cross both of the boulevards in order to get to school. A crossing guard is posted at the Boulevard during the arrival and dismissal times.

Transportation Concerns:

- Traffic Congestion and queuing at arrival and dismissal times creates a potential safety hazard for pedestrians crossing South East Boulevard.
- There are no bicycle accommodations on South East Boulevard or on South West Boulevard.
- Drivers failing to observe traffic laws at intersections in which students use. Figure 4. shows a stop sign right in front of the Sabater Elementary School.

Figure 5. Stop Sign on South E. Boulevard



Almond Street

Almond Street is a local, low-volume (after school hours), residential street extending from East to West Avenue. Almond Street serves as a direct connection to Sabater Elementary School. There is a staff parking lot that is abused by parents/guardians and street parking in order to drop off their children. Almond street during arrival and dismissal times is very high traffic raising concern for pedestrians having to cross Almond Street. There are multiple intersections on Almond Street that are missing crosswalks. Almond and 6th Street and Almond and 7th Street specifically are missing crosswalks. These intersections are the closest to the school on the South East Boulevard side.

Transportation Concerns:

- There are no bicycle accommodations on Almond Street.
- Traffic congestion and queuing at arrival and dismissal times creates a potential safety hazard for pedestrians crossing Almond Street.
- Crossing at Almond Street at 6th and 7th are not marked. This is a well-used crossing for students and is located adjacent to the back of the school.

Figure 6. Almond and 7th Street-Missing Crosswalk**Montrose Street**

Montrose Street is a local, low-volume (after school hours), residential street extending from East to West Avenue. The school building was built directly on top of the street blocking through traffic. Therefore, Montrose Street runs directly into the school on both sides. It is also a main corridor to the Vineland Community Health Education Center which is located directly behind Sabater Elementary School causing additional traffic. Sabater Elementary School's playground also serves as a community park after school hours.

Transportation Concerns:

- Crossings at Montrose and 6th street are not marked.
- There are no bicycle accommodations on Montrose Street. Note in Figure 6. the condition of the road. This is non-conductive to bicyclists.
- Portions of sidewalks on Montrose Street are unsafe.
- Traffic congestion and queuing at arrival and dismissal times creates a potential safety hazard for pedestrians crossing to get to Montrose Street.

Figure 7. Montrose and 6th Street-Missing Crosswalk

Figure 8. Montrose and 6th Street-Unsafe Sidewalk

6th Street

6th Street is a local, low-volume (after school hours), north-south residential street extending from Landis Avenue to Chestnut Avenue within Sabater Elementary School's School Zone. 6th Street, like Montrose Street, runs directly into the school on both sides. It is also a main corridor to the Vineland Community Health Education Center which is located directly behind Sabater Elementary School causing additional traffic.

Transportation Concerns:

- Crossing at 6th and Grape Street is non-conductive to individuals with special physical needs and bicycles. Also, the sidewalk leads an individual directly into the intersection rather than directly across the street.
- Traffic congestion and queuing at arrival and dismissal times creates a potential safety hazard for pedestrians crossing 6th Street.
- There are no bicycle accommodations on 6th Street.
- Crossings at 6th and Grape Street are not marked.

Figure 9. 6th and Grape Street-Incorrect Ramp**Figure 10. 6th and Grape Street –No Ramp**

Other Safety/Connectivity Concerns:

Gloria M. Sabater Elementary School's Zone has multiple streets that students walk/bike that are not primary travel corridors that should be improved for the safety of children. Multiple streets lack bicycle accommodation, crosswalks, unrepaired sidewalks and potholes, and intersections that are non-conductive to individuals with special physical needs and bicycles. Figure 11 shows the sidewalk leading an individual right into the middle of the intersection. Figure 12 and 14 show the untreated potholes that are where both pedestrian and bicycle traffic will occur, and Figure 13 displays uneven portions of a sidewalk. Sabater Elementary has four racks that are available behind the school. Each rack is designed to hold five bicycles. However, Figure 15 shows one of the four racks is currently broken.

Figure 11. Chestnut and 4th Street – Incorrect Ramp**Figure 12. Cherry Street –Untreated Pothole****Figure 13. Cherry Street – Unsafe Sidewalk****Figure 14. Grape Street -Untreated Pothole**

Figure 15. Sabater Elementary School- Broken Bike Rack

Goals and Action

Goals

- To encourage more students to walk and bike to and from school.
- To improve the health of schoolchildren through increased physical activity.
- To make it safer for children to walk and bike to and from school.
- To establish healthy lifestyle habits among schoolchildren.
- To reduce traffic congestion around schools at arrival and dismissal times.
- To reduce the negative environmental impacts of automobile trips to schools.
- To ease staff workload during drop-off and pick-up times.
- To reduce driver indecision.

Action

The following are strategies to achieve the goals listed above by addressing the five E's: Education, Encouragement, Enforcement, Engineering, and Evaluation.

I. Education

Education efforts are an important component of developing a sustainable Safe Routes to School Program. These actions can help change community expectations about how children should travel to school, and ensure that children receive proper instruction on walking and biking safely.

Table 5. Education Efforts		
Education Actions	Responsibility	Time Frame
Bicycle and Pedestrian Safety Presentation	Safe Kids - NJ-Cooper University Health Care / Sabater Elementary	Spring 2014
In-class education on the health and environmental benefits of walking and biking	Sabater Elementary/ Cross County Connection TMA	Fall 2014
In-class education on safe walking and biking behavior	Sabater Elementary/ Cross County Connection TMA	Fall 2014
Participate in Vineland City's Bike Rodeo	SRTS/Vineland Police Department/Safe Kids NJ/Cooper University Health Care	Annual

Sabater Elementary School has pursued education efforts in the past on street safety. During field audits, bicyclists were observed riding against traffic, on sidewalks and without helmets. This plan recommends that additional bicycle safety and riding instruction be performed to reduce unsafe riding behavior in the city. Cross County Connection will also administer in-class pedestrian and bicycling safety instruction at the elementary school as requested. Bicycle and pedestrian education efforts would highlight designated crossing locations of Almond Street, Southeast Boulevard, Montrose Street, and 6th Street. Safe Kids New Jersey will be giving away 1,000 helmets to children in need of one at the Bike Rodeo on May 17th.

Cross County Connection will make safety education and outreach materials available for the distribution to students, parents, and school staff. These materials may be circulated at parent teacher meetings, school walking events, and in-class or included with municipal notices.

II. Encouragement

Encouragement actions promote walking and biking to school through programs such as, the Mileage club, the Bike Rodeo, and other strategies that generate excitement around walking and biking. These programs are essential to building the momentum necessary to significantly change school travel habits and create a sustained, successful SRTS program.

Table 6. Encouragement Actions		
Encouragement Actions	Responsibility	Time Frame
The Mileage Club	Sabater Elementary School	Academic School Year; Annual
Bike to School Day	Sabater Elementary School	Annual
Participate in Vineland City's Bike Rodeo	SRTS/Vineland Police Department/Safe Kids NJ-Cooper University Health Care/Vineland Health Department	Annual
Bicycle and Pedestrian Safety Presentation	Safe Kids NJ-Cooper University Health Care	Spring 2014

Sabater Elementary has a walking/running program that is done on school property during school hours, known as the Mileage Club. Students throughout the year, weather permitting, are given the opportunity to walk/run the track outside during Physical Education time, recess, and when the classroom teacher decides to take them outside. The students receive Mileage Club cards that the teachers total. The students

receive rewards at the end of the school year to the top performing students and classroom. The students are also rewarded with incentives throughout the school year. Students receive small plastic foots that can be laced on a sneaker or a necklace for every 2 miles that they complete. According to Timothy Iulig, Sabater Elementary's Physical Education teacher, the students really enjoy it.

Also, the food service department at Sabater Elementary is donating a bike to a "star walker", a student who walks to and from school without a chaperone. The bike is being donated to this student because the school feels that she will benefit most from a bike and has displayed exemplary behavior.

Students of all schools within the city are being encouraged to participate in Walk/Bike to school day on May 7th. Students are also being encouraged to participate in the city's Bike Rodeo on May 17th. The Vineland Police Department, as well as the Vineland Health Department, Safe Kids New Jersey, and Safe Routes will provide bicycle safety inspections, bicycle safety talks, an obstacle safety course, and a helmet check. Everyone should wear a helmet, regardless of age or experience. Safe Kids New Jersey will be giving away 1,000 helmets to children in need of one.

Safe Kids New Jersey presented a Bicycle and a Pedestrian Safety Presentation to 7 out of the 9 Elementary Schools in Vineland. They presented to the 2nd-5th grades of each of the schools. Approximately 1,900 students participated in these presentations in the city of Vineland.

III. Enforcement

Enforcement of safe and lawful travel behavior around schools, on primary school travel corridors and throughout the city is important to ensuring safe walking and biking environment for children. The Vineland Police department is currently working with the school district to help ensure schoolchildren travel safety.

Table 7. Enforcement Actions

Enforcement Actions	Responsibility	Time Frame
Speed enforcement	Vineland Police Department	Ongoing
Stop enforcement for pedestrian crosswalks	Vineland Police Department	Ongoing

Southeast Boulevard, Almond Street, Montrose Street, and 6th Street should be targeted for enforcement due to concerns about speeding on these corridors. In addition to existing efforts, participation in New Jersey's Pedestrian Decoy Safety Program should be considered. This program has been a successful enforcement tool in many New Jersey communities to ensure that vehicles stop for pedestrians at crosswalks and in many New Jersey communities to ensure that vehicles stop for pedestrians at crosswalks and obey New Jersey's "Stop and Stay Stopped" law (NJ 39:4-36).

A current problem that could be solved with more signage and safe and lawful travel enforcement is the Almond Street "staff only" parking lot. Drivers are unaware if it is permissible to utilize the parking lot. The crossing guard tries to stop vehicles from entering, however, it is not her job and ultimately distracts from protecting pedestrians in the area. Enforcing a "staff only" parking lot would help eliminate driver indecision, and thus the potential for accidents.

IV. Engineering

Engineering recommendations in this Travel Plan, shown on Map 2, focus on low cost safety improvements in primary school travel corridors that can be implemented in a short time frame. The City of Vineland has already made pedestrian safety and streetscape enhancements to Elmer Street, one block from the school, but there are additional locations in need of improvement that may be addressed without high-cost “brick and mortar” projects.

This project will be done in phases. Each phase will target a different area surrounding the school. Each phase will target the same recommendations.

Phase 1 is shown on Map 2, and includes:

Table 8. Phase 1 Recommendations	
6 th Street (Landis to Chestnut)	Montrose Street (Boulevard to East)
7 th Street (Landis to Chestnut)	Almond Street (Boulevard to East)
8 th Street (Landis to Chestnut)	Quince Street (Boulevard to East)
Elmer Street (Boulevard to East)	Cherry Street (Boulevard to East)
Grape Street (Boulevard to East)	

Phase 2 is shown on Map 2, and includes:

Table 9. Phase 2 Recommendations
Southwest Boulevard (Landis to Chestnut)
Southeast Boulevard (Landis to Chestnut)

Phase 3 is shown on Map 2, and includes:

Table 10. Phase 3 Recommendations	
4 th Street (Landis to Chestnut)	Montrose Street (Boulevard to West)
3 th Street (Landis to Chestnut)	Almond Street (Boulevard to West)
Elmer Street (Boulevard to West)	Quince Street (Boulevard to West)
Grape Street (Boulevard to West)	Cherry Street (Boulevard to West)

Recommendations:

Bicycle Accommodations

This plan recommends the installation of bicycle facilities on the travel corridors listed above in each phase. Shared lane pavement markings, or “sharrows,” designate a roadway as a shared travel environment for bicycles and automobiles. These markings alert automobile drivers to expect and share the road with cyclists, designate a roadway as a preferable bicycle route and guide cyclists on where to ride in the lane. “Share the Road” signage, shown in Figure 16, is recommended to be used in combination with sharrows. Guidance on shared lane marking installation is found in Section 9C.07 of the Manual on Uniform Traffic Control Devices (MUTCD).

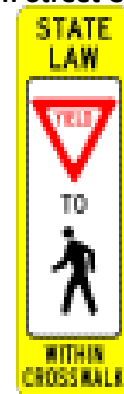
Figure 16. Shared Road Designation



Crosswalk Markings and Improvements

Several crosswalks located on primary school travel corridors are unmarked and un-striped. High visibility marked crosswalks are important in locations with significant pedestrian traffic because it both alerts cars to the presence of a crosswalk and designates proper crossing locations to pedestrians. Much of the signage within the project limits is faded or otherwise not in conformance with the Manual on Uniform Traffic Control Devices (MUTCD). Re-striping the stop bars and cross walks further reinforces good behavior by drivers and protects the pedestrian population. Replacing these signs allow motorists to better make decisions which have a direct impact on the safety of pedestrians and bicyclists in the area. Installing appropriate crosswalk markings are listed above in each phase.

Figure 17. In-Street Crossing Signage



Mobile in-street pedestrian crossing signage should be considered for placement at heavily used crossing locations during arrival and dismissal times. Signage shown in Figure 17 may be mounted on a portable base to allow for easy placement and removal. This mobile signage should be monitored and placed at crossing locations approximately 45 minutes before school starts, and removed approximately 30 minutes after school dismissal. Signage should be placed in the roadway centerline adjacent to the crosswalk.

Handicapped Accessible Sidewalk Ramps

There are several intersections within the project limits that do not have handicapped accessible sidewalk ramps and many that do have them are not in conformance with the Federal standards. Therefore, sidewalk ramps will be redesigned to better conform to those standards. Each ramp will be individually designed, ensuring conformance with the Public Right-Of-Way Accessibility Guidelines (PROWAG). This

Figure 18. Handicap Accessible Sidewalk Ramp



should further encourage pedestrian use of the sidewalks by students, especially those with special needs. Figure 18 displays a handicap accessible sidewalk ramp. Handicap accessible sidewalk ramp will be installed at the locations listed above in each phase.

Wayfinding Signage

Wayfinding signage and markings provide direction to students and parents and mark roads as preferred travel routes. Wayfinding could include paint markings designating preferred corridors by color or markers, such as the one pictured in Figure 19, that designate safe travel routes. These markings and signs also increase visibility of walking routes among the community and encourage more children to walk or bike to school. This plan recommends consideration of wayfinding markings or signage to be placed on primary school travel corridors.

Figure 19. SRTS Route Marker



Additionally, please note that this project connects to the following projects which have pedestrian and/or bicycle safety elements:

Completed

Elmer Street Bike Lanes (West Ave to East Ave)

Second Street Reconstruction

Southeast and Southwest Boulevard Resurfacing (Chestnut Ave to Park Ave)

Upcoming

Landis Avenue Resurfacing (Myrtle St to East Boulevard)

Chestnut Avenue Road Diet and Signalization (Delsea Dr to Main Rd)

Resurfacing of West Avenue (Chestnut Ave to Landis Ave)

Draft 5 Year Plan

Includes possible resurfacing of:

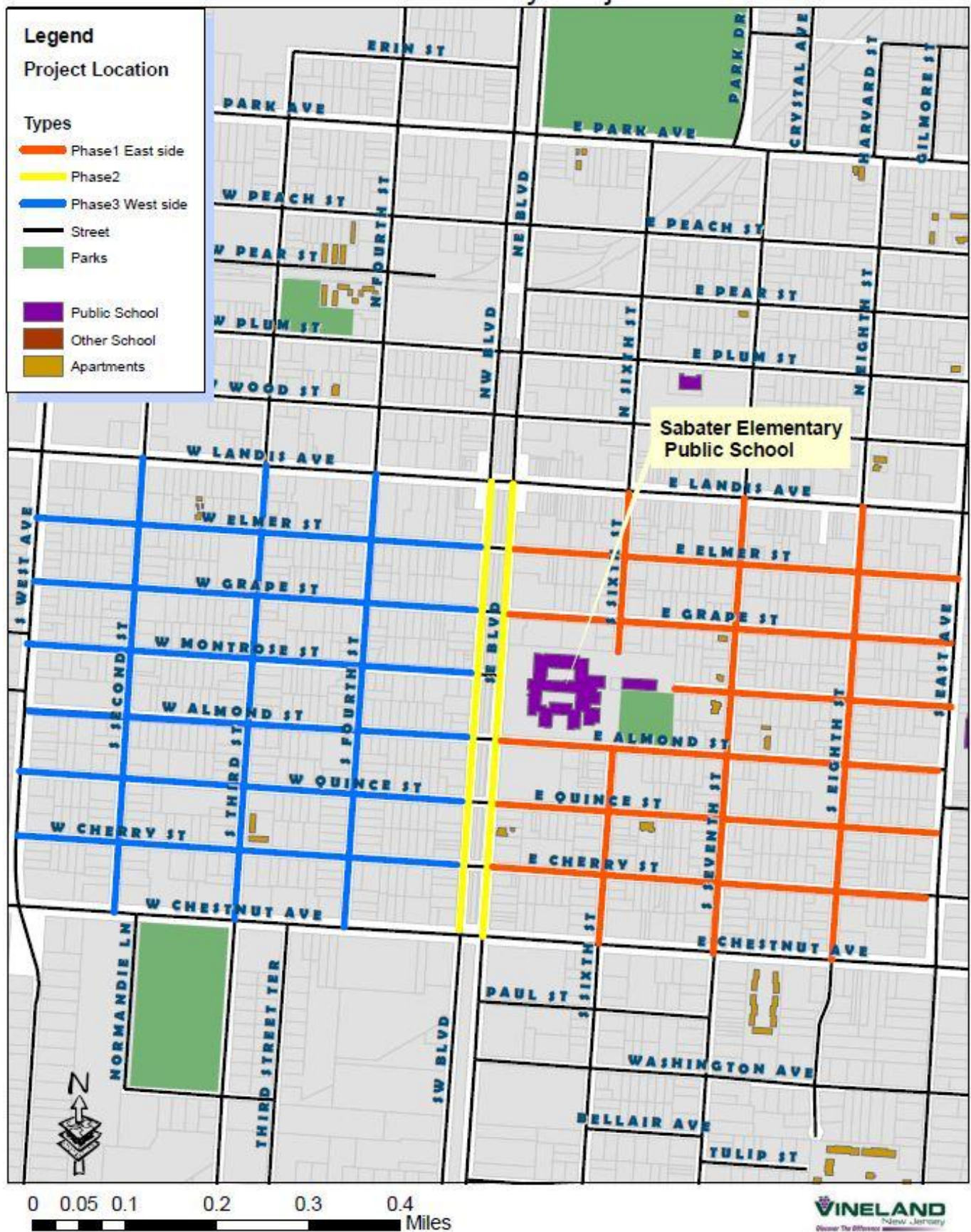
Almond Street - West to 2nd

Grape Street - West to Boulevard

Montrose Street - West to Boulevard

Quince Street - 4th to 3rd

Map 2. Sabater Elementary School Project Location



V. Evaluation

Determining participation in walking and biking programs, how many children walk and bike to school, and parent concerns is an important part of the SRTS program. Evaluating these factors allows school staff to determine the success of their SRTS activities and how they might best prioritize and modify their efforts to get more children walking and biking.

Table 11. Evaluation Actions		
Evaluation Actions	Responsibility	Time Frame
Student Travel Tally	City Engineer/Sabater Elementary	October 2013
Parent Survey	Sabater Elementary/ Vineland Health Department	Spring 2014

Sabater Elementary School conducted a survey to measure the number of students walking and biking to school. Tallies should be held at regular intervals to determine the impact of SRTS activities in student choices. Tallies should also be compared yearly to measure annual success.

Parent surveys may be sent home with children or distributed to parents electronically to determine parent attitudes and concerns about children walking or biking to school. Survey results may be submitted to the Vineland Health Department for compilation and reporting. Cross County Connection TMA will assist schools in assessing results and coordinating follow-up activities, if desired.

Additional information on evaluation methods is available at the New Jersey Safe Routes to School website: <http://www.saferoutesnj.org/resources/stp/measuring-progress/>

Conclusion

Gloria M. Sabater Elementary School is committed to increasing the number of children that walk and bike to school through safety improvements and programs that educate and encourage biking and walking. The City and School District currently address child walking safety by providing crossing guards at busy crossings, and have proactively pursued pedestrian safety improvements and bicycle infrastructure in the city. This Travel Plan was commissioned to address the School's interest in walking and biking programs, and its continued concerns about existing and potential safety issues due to high-speed roads, road crossings, and walking and biking infrastructure gaps in the city.

The Plan outlines several education and encouragement programs that the School District is either actively pursuing or has expressed interest, including a walking school bus program, encouragement programs and events, and participation in walk/bike to school month activities. Infrastructure improvements such as crosswalk installation, signage, bikeways and shared road treatments were recommended on the priority travel corridors of South East Boulevard, Montrose Street, 6th street, and Almond Street. Implementing

these improvements will make the walking and biking environment safer, better connected, and more attractive for schoolchildren and the community.

Implementation of this Plan and the sustained success of any effort to increase walking and biking to school will require continued partnership among local and regional organizations. Infrastructure improvements must be employed alongside hands-on education and encouragement programs to maintain momentum towards achieving the goal of reducing the amount of children in the city that are currently driven to school. The Vineland School District and the City of Vineland have demonstrated through past successes and current efforts that they are committed to both creating a community that fosters active and healthy children, and providing a safe environment for walking and biking.