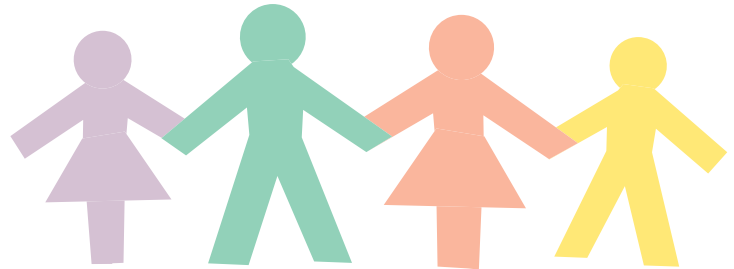


Southampton School District



School Travel Plan



May, 2014



**CROSS
COUNTY
CONNECTION**

TRANSPORTATION MANAGEMENT ASSOCIATION



**NEW JERSEY
Safe Routes to School**



Sponsored by the New Jersey Department of Transportation with funding from the Federal Highway Administration.

Southampton School District Travel Plan

Prepared by:

**Cross County Connection
Transportation Management Association**

May 2014

Cross County Connection Transportation Management Association was formally incorporated in 1989 through efforts of a group of southern New Jersey business leaders, local government officials, and representatives from the New Jersey Department of Transportation and New Jersey Transit Corporation to address mobility issues in the region and reduce the number of vehicles on state and local roadways. Today, Cross County Connection is a non-profit organization partnering with the New Jersey Department of Transportation, New Jersey Transit, Federal Highway Administration and its members to provide solutions to complex transportation problems for counties, municipalities, employers and commuters in Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester and Salem Counties.

This Cross County Connection Transportation Management Association publication is funded by the New Jersey Department of Transportation through the U.S. Department of Transportation Federal Highway Administration. The Federal Government and the State of New Jersey assume no liability for the contents.



4A Eves Drive
Suite 114
Marlton, NJ 08053
www.driveless.com
CCCTMA@driveless.com
856.596.8228

TABLE of CONTENTS

I.	INTRODUCTION	1
	Goals	1
	School Descriptions	1
	Working Group	4
II.	EXISTING CONDITIONS	5
	Policies and Practices	5
	Travel Patterns	6
	Vehicular Crashes	6
	Travel Safety Concerns	8
	Primary School Travel Corridors	9
	Race Street	9
	Main Street	9
	Grange Street	10
	Pleasant Street	11
	Other Safety Concerns	12
III.	ACTIONS	13
	Education	13
	Encouragement	14
	Enforcement	15
	Engineering	16
	Evaluation	16
IV.	RECOMMENDATIONS	18
	Bicycle Accommodations	18
	Crosswalk Markings	18
	Missing Curb Ramps	19
	Traffic Control	19
	Wayfinding Signage	20
	Missing Sidewalks	20
	Intersections: Visibility/Safety	20
	Project Funding	23
	Conclusion	24

FIGURES

Figure 1. Southampton School District	2
Figure 2. Bicycle Parking at Southampton School District	5
Figure 3. Race Street Facing Red Lion Road	9
Figure 4. Overgrowth on Race Street	9
Figure 5. Intersection of Main Street and Mill Street	10
Figure 6: Grange Street	10
Figure 7: Pleasant Street, in front of School 1 at Miss Mabel Drive	11
Figure 8: No sidewalks along west side of Pleasant Street	11
Figure 9: Crosswalk in front of School 1	12
Figure 10: Entrance to Miss Mabel Drive	12
Figure 11: Golden Sneaker Award	15
Figure 12: Sharrow	18
Figure 13: Crosswalk Treatments	19
Figure 14: Speed Hump	19
Figure 15: SRTS Route Marker	20

MAPS

Map 1. Study Area	3
Map 2. Study Area Crossing Guard and Crash Locations	7
Map 3. Study Area Recommended Improvements	22

TABLES

Table 1: Southampton Township SRTS Working Group	4
Table 2: Student Population: Commute Mode	6
Table 3: Vehicular Crashes	6
Table 4: Education Actions	13
Table 5: Encouragement Actions	14
Table 6: Enforcement Actions	15
Table 7. Evaluation Actions	16

I. INTRODUCTION

Southampton Township is located in central Burlington County, east of Medford Township and north of Tabernacle. Its school district consists of three schools: School 1 (K-2), School 2 (3-5), and School 3 (6-8). All of the schools are centrally located on one campus in the center of quaint but diverse Vincentown Village, which is located in northwest Southampton Township. The staff of Southampton Township School District and members of the local government recognize the correlation between active transportation and the health of its student population. To that end, the school district passed a Resolution of Support in favor of pursuing a Safe Routes to School (SRTS) program in December of 2011. Since then, the district has coordinated various encouragement activities to promote safe walking and bicycling to and from each of its schools. The inclusion of a supportive walk and bike to school policy was adopted into the district's existing Board of Education Handbook in November of 2013. In an effort to further advance the district's SRTS program, 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 Southampton Township School District has chosen to develop a Safe Routes to School Travel Plan.

Goals

The purpose of this School Travel Plan is to provide a summary of existing walking and bicycling conditions, identify possible infrastructure improvements, and recommend educational and encouragement activities which will facilitate safe pedestrian and bicycling movement to and from the Southampton School District Campus. This Travel Plan incorporates the 5 E's of 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 Southampton Township School District and The Alaimo Group, with support from the Burlington County Engineers Office.

- To encourage more students to walk and bike to and from school.
- To make it safer for children to walk and bike to and from school.
- To improve the health of schoolchildren through increased physical activity.
- To establish healthy lifestyle habits among schoolchildren that will continue into the future.
- To reduce the negative environmental impact of automobile trips to schools especially the effects of vehicles idling in close proximity to children.

School Descriptions

All of Southampton Township School District's schools are located on one campus at the intersection of Pleasant Street and Main Street (County Road 681), as shown in Map 1. While the entrance to School 1 is accessed off of Pleasant Street, one block north from Main Street, the entrance to School 2 is accessed via Miss Mabel Drive. School 3 is accessed via Warrior Way,

which is located one block east of the intersection of Pleasant Street and Main Street. The district campus is approximately a quarter of a mile northwest of US 206, located in a suburban residential area. Southampton Township Memorial Field, a recreation area, is located roughly one mile from the district campus on Red Lion Road, south of Race Street.

A major street corridor near the vicinity of the campus is Main Street (County Road 681). The Burlington County Engineers Office has plans for a resurfacing project along Main Street, from US 206 to Mill Street (County Road 616), where sidewalk currently exists. There are no sidewalks east of Warrior Way, on both the north and south sides of Main Street. The project includes the installation of new or replacement of existing ADA compliant curb ramps and crosswalks and a lane diet (reduce northbound lane to 9.5 feet & southbound lane to 9 feet) to calm traffic on Main Street.

Race Street, Grange Street and Pleasant Street are collector streets with moderate traffic volume, specifically at student arrival and dismissal times. Vincentown Fire Hall is located on Race Street and serves as a satellite drop off location for students during Walk to School Events. Students participating in these events must cross Main Street from Race Street and travel on Grange Street to proceed to School 1 and School 2. School 3 students cross Main Street and travel south to Warrior Way.

Approximately 5.7% of Burlington County residents are living in poverty. In comparison, 6.4% of the 10,453 residents in Southampton Township are living in poverty.¹ Studies show that there is a direct correlation between childhood obesity and poverty rates², which makes walking and biking to school in the town important as both an equitable and healthy transportation option. The health and well-being of all students is important to Southampton School District Officials, therefore the district hopes to combat obesity rates through the administration of their SRTS program.

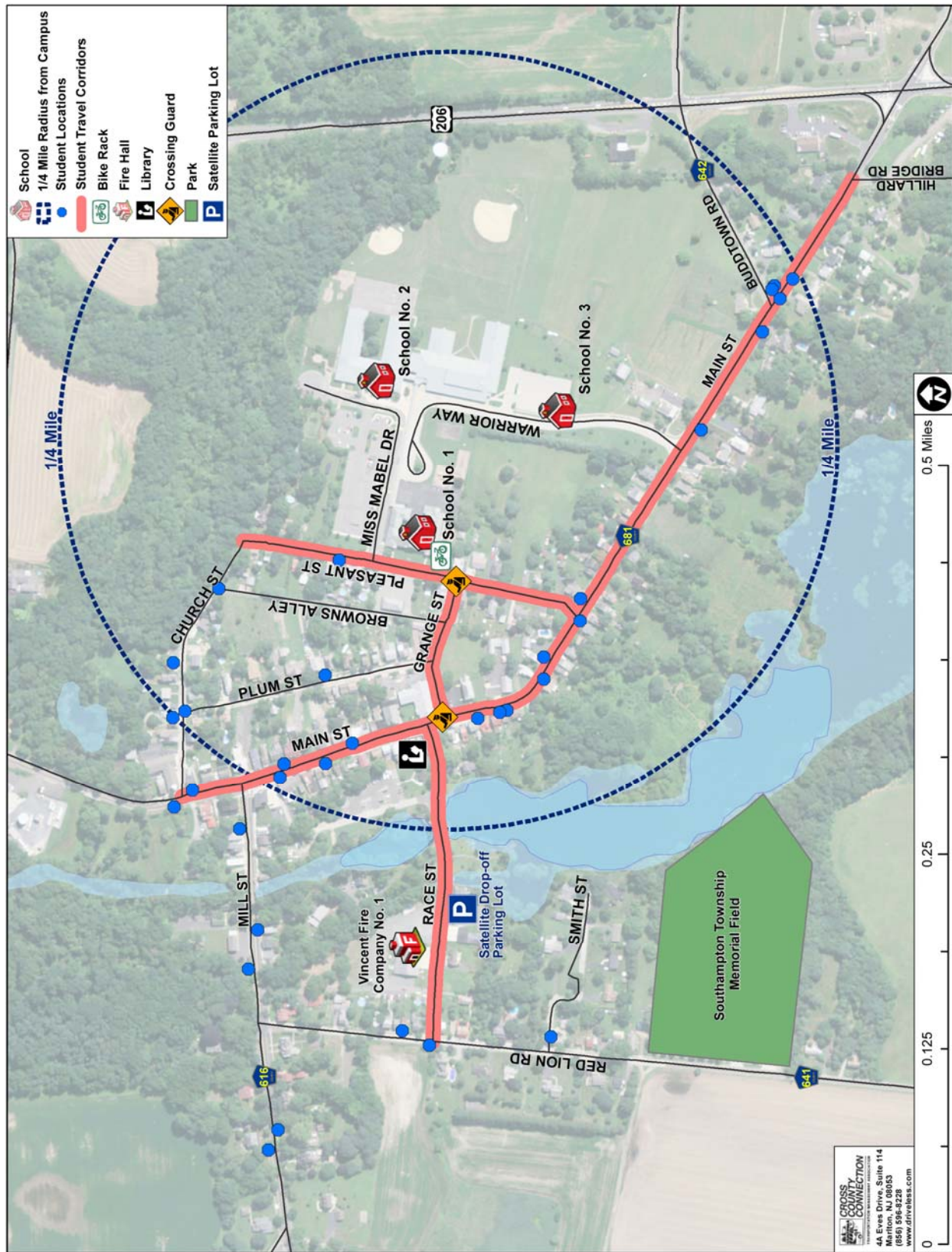
Figure I. Southampton School District



¹ U.S. Census Bureau, American Community Survey 2008-2012, accessed on 1/28/2014, http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_12_5YR_S1701&prodType=table.

² Adam Drewnowski and SE Specter, "Poverty and obesity: the role of energy density and energy costs" (2001), The American Journal of Clinical Nutrition, accessed on 1/28/2014, <http://www.ajcn.org/content/79/1/6.full>.

MAP I. Study Area



Working Group**Table 1: Southampton Township SRTS Working Group**

Organization	Role	Contact
Cross County Connection TMA	SRTS Program Assistance	David Calderetti, SRTS Coordinator calderetti@driveless.com
Cross County Connection TMA	SRTS Program Assistance	Sean Schweitzer, Research Assistant; Schweitzer@driveless.com
Southampton Township School District	Program Administration & Implementation	Michael Harris, Superintendent harrism@southampton.k12.nj.us
Southampton Township School District	Implementation	Kevin Greene, Supervisor of Buildings and Grounds greenek@southampton.k12.nj.us
School 1, School 2 and School 3	SRTS Champion	Emily Eckert, Physical Education Teacher eckerte@southampton.k12.nj.us
Alaimo Group	Consultant	Frank Morris, Township Engineer fmorris@alaimogroup.com
Alaimo Group	Consultant	Jeffrey Paul, Chief Field Services jpaul@alaimogroup.com
Burlington County Engineer's Office	Implementation	Martin Livingston, Traffic Engineer mlivingston@co.burlington.nj.us
Southampton Township	Implementation	Kathleen Hoffman, Business Administrator khoffman@southamptonnj.org

This Travel Plan was developed by Cross County Connection in partnership with the SRTS Working Group members listed above. Meetings were held on 12/7/2011, 3/26/2012 and 10/6/2013. Superintendent Michael Harris was the primary contact for the plan and coordinated input from school staff.

Walking audits were held on 12/11/2013 and 1/31/2014 to assess walking and biking conditions and document areas in need of improvement. The target audit area consisted of downtown Vincentown Village and feeder streets along Main Street (County Road 681). Kevin Greene, Supervisor of Buildings and Grounds; Frank Morris, Township Engineer; and Jeffrey Paul, Chief Field Services, participated in the first audit, with guidance from Superintendent Harris and Burlington County Traffic Engineer, Marty Livingston. The first audit was held in damp weather during early afternoon hours with a temperature of approximately 40 degrees. The second audit was conducted during the late afternoon hours in dry conditions with a temperature of approximately 50 degrees. Vehicle, pedestrian and bicycle activity was observed at school dismissal during the second audit.

II. EXISTING CONDITIONS

Policies and Practices

Southampton School District provides bus services to its students that live in areas that are unsuitable for pedestrian and bicycle travel. Due to the volume of traffic and infrastructure on some roads, the Board of Education has determined that there are areas of the township that are too hazardous for students to cross the road for pick-up or drop-off. Therefore, in order to maximize the safety of students, those residing on the following roads are provided bus pick-up and drop-off services on the same side of the roadway for which their homes reside:

- US 206*
- US 70*
- US 38*
- US 530*

*These roadways were not in the study area.

The school district provides crossing guards at the following intersections shown on Map 2, page 7.

- Race Street and Main Street
- Grange Street and Pleasant Street

Students are instructed to cross only at these guarded intersections. Each year, students and parents are issued a handbook outlining school transportation policies.

During student arrival, classroom assistants have assigned duty stations to monitor and supervise students as they disembark from buses, exit from automobiles, and walk into each building from designated drop-off areas. During dismissal, teachers and classroom assistants monitor and supervise students as they embark vehicles or depart the campus if they are “walkers.” All students who bike to school secure their bikes on the south side of School 1 on Pleasant Street. This is meant to enhance student safety so they do not have to traverse parking lots on bicycles. The district provides bicycle parking on-site, along the south side of School 1.

Figure 2: Bicycle Parking at Southampton School 1



Travel Patterns

Student travel tallies were conducted by teachers at School 1, 2 and 3 in the Fall of 2013. Tally results are shown in Table 2. When the tally was conducted, 589 students were bused to the district campus while 141 students arrived by alternative means. Of those 141 students, 2.8% arrived by walking, .6% by bicycle and 15% by motor vehicle. All three schools have the same arrival and dismissal times; 8:27 am and 3:13 pm, respectively. Since all three schools reside on one campus, this allows for the older students attending School 3 to walk with their younger siblings for pick-up and drop-off at School 1 and School 2.

Table 2: Student Population: Commute Mode

Commute Mode	Students	Percent of Students
	730	100%
Bused	584	80%
Walkers	26	3.5%
Bicyclists	5	<1%
Dropped Off	115	16%
TOTAL	730	100%

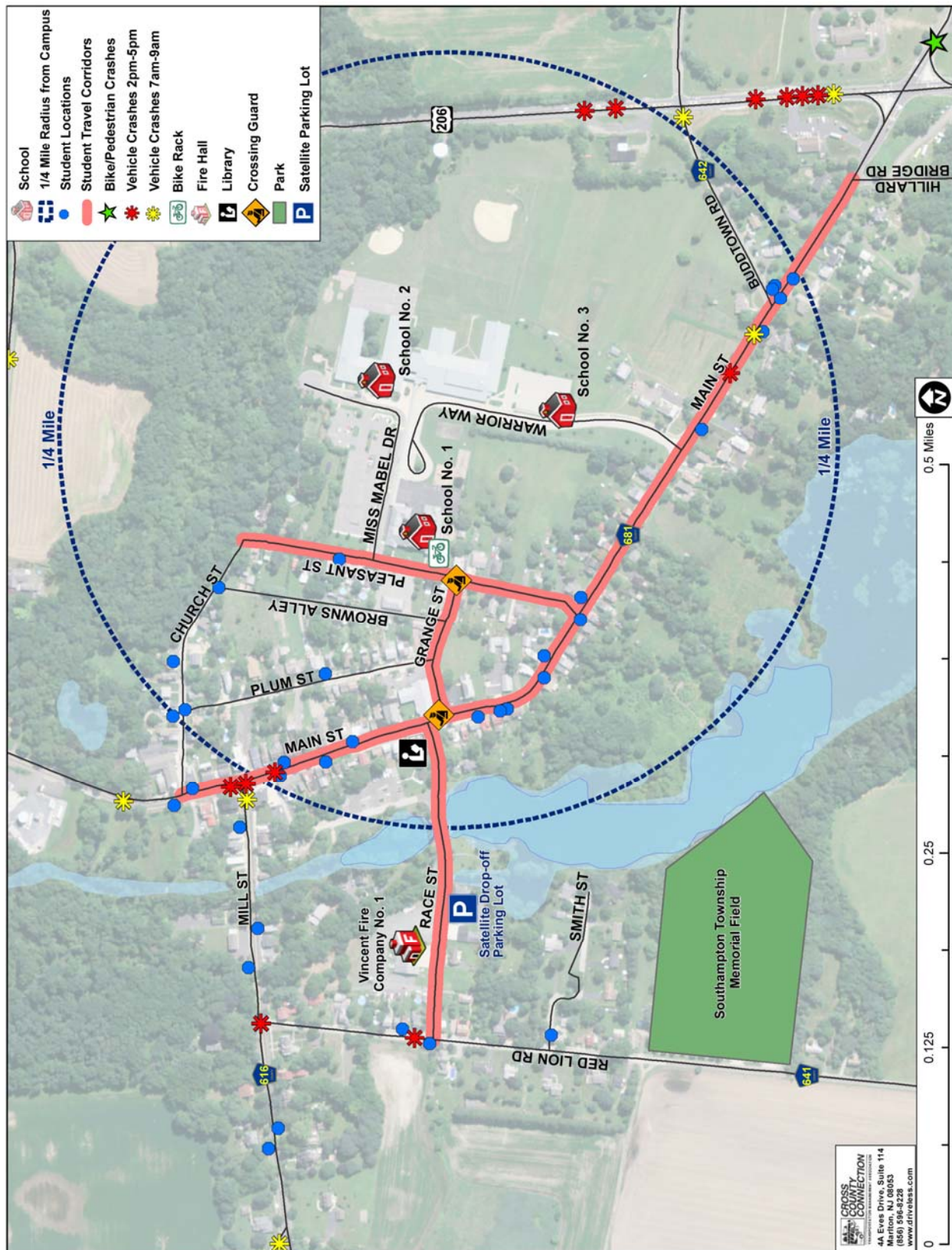
Vehicular Crashes

There were 42 vehicular crashes within a one mile radius of the three schools between 2008 and 2012 during peak hours (7am-9am and 2pm-5pm), shown on Map 2. None of the crashes involved a pedestrian or bicyclist. Some of the crash locations occurred where sidewalks exist, while others involved vehicles that drove off the road and hit fixed objects (telephone poles, parked cars, and fire hydrants, etc.) where sidewalks are nonexistent. Of the 42 crashes, 19 occurred during the AM hours and the remaining 23 happened during PM hours. Locations where more than one crash was reported include:

Table 3: Vehicular Crashes within One Mile Southampton Schools, 2008-2012

Location	No. of Crashes
Mill Street & Main Street	7
Route 206 between Buddtown Rd & Retreat Rd (near Wawa)	7
Mill Street & Red Lion Road	3
Main Street & Buddtown Road	2
Route 206 & Pemberton Road	2

MAP 2. Study Area Crossing Guard and Crash Locations



Travel Safety Concerns

Travel safety concerns were identified through walking and bicycling audits, as well as meetings with municipal representatives and school staff, who relayed parent feedback. The study area comprised travel corridors including:

- Main Street – from Church Street to Hilliards Bridge Road
- Race Street – from Red Lion Road to Main Street
- Grange Street – from Main Street to Pleasant Street
- Pleasant Street – from Main Street to Church Street
- Church Street – from Main Street to Pleasant Street

Speeding and Traffic Volume – School officials identified vehicle speeding as a safety concern along Main Street; the posted speed limit is 25 MPH. Significant traffic volume was also observed during field audits.

Missing Sidewalks – While much of the residential area near all three schools has sidewalks, there are still areas where no sidewalks are present. Some locations are missing sections while others are completely absent of sidewalks requiring pedestrians to walk in the roadway.

Crosswalks/Crosswalk Visibility – Walking audits identified several areas where crosswalks are absent or have low visibility for drivers due to fading.

Bicycle Facilities – Biking is a great way for children to get to school, especially for children living more than a half mile from school. Currently there are no bikeways such as a bike lane or bike path to the Southampton School District Campus. There are also few students biking to school despite the availability of bicycle parking at School 1.

Biking on sidewalks is permitted in Southampton Township, however sidewalks are not built for bicycle travel and biking on sidewalks often results in conflicts with pedestrians. For young children, such as those attending Schools 1 and 2, it is appropriate and even desirable for them to ride with parental supervision on sidewalks away from vehicle traffic. For older students that 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.

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

Vegetation Overgrowth/ Maintenance – There were locations identified where vegetation limited sidewalk access. Vegetation maintenance on these corridors is important to ensure safe walking conditions for children.

School Travel Corridors

There are four primary school travel corridors for Southampton School District students who choose to walk or bike to school: Race Street (Red Lion Road to Main Street), Main Street (Church Street to Hilliards Bridge Road), Grange Street (Main Street to Pleasant Street), and Pleasant Street. These corridors, shown on Map 2, were identified by school district staff and municipal representatives as areas where children currently walk and serve as focus areas for safety efforts.

Race Street

Race Street runs perpendicular to Main Street from Red Lion Road. Race Street serves as a main corridor for students that participate in ongoing Walk to School Day Events. In an effort to reduce traffic congestion, students are asked to meet or be dropped off by parents or guardians at the parking lot of the Vincentown Fire Hall, which is located on the south side of the roadway. From there, students are led by school staff to Main Street where they cross the roadway, with the assistance of a crossing guard, and then head east on Grange Street toward Schools 1, 2 and 3. Roughly 100 students participate from all three schools when the event occurs.

Transportation Concerns:

- There is a lack of sidewalk connectivity on the south side of Race Street from the dam to Red Lion Road, where pedestrian facilities already exist leading to Southampton Township Memorial Field, as seen in Figure 3. The Southampton Township Memorial Field is approximately 700 feet from the intersection of Red Lion Road and Race Street. If sidewalks were installed, there would be a safe and accessible route for students to walk and bike.
- On the south side of Race Street, between the dam and Main Street, there is overgrown vegetation, pictured in Figure 4.

Figure 3: Race Street Facing Red Lion Road



**Figure 4: Overgrowth on Race Street
(sidewalk exists under snow)**



Main Street

Main Street is a moderate volume, 25 MPH county road that is the central commercial corridor of the town. It is located south of the school district campus and is a major southeast-northwest

travel corridor for student travel and general traffic. For the purpose of student safety, a crossing guard is located at the intersection of Race Street and Main Street.

Students traveling to School 3 living on the south side of Main Street, west of Pleasant Street, should use the crosswalk at Pleasant Street and Main Street to then head southeast toward Warrior Way.

As mentioned in the School Description, the Burlington County Engineers Office has a resurfacing project planned for the summer of 2014. ADA compliant curb ramps will be installed or reinstalled along Main Street where sidewalks currently exist.

Transportation Concerns:

- Superintendent Michael Harris has expressed interest in the construction of sidewalks from Main Street and Warrior Way to and along Hilliards Bridge Road. There are no sidewalks on the north or south side of Main Street east of Warrior Way or south along Hilliards Bridge Road.
- During field audits, visibility issues were observed along Main Street at Mill Street and Race Street, shown in Figure 5. A total of 7 crashes occurred within the past 5 years at this location.
- Speeding was observed during field audits.

Figure 5: Intersection of Main Street and Mill Street



Grange Street

Grange Street is a local, low-volume east-west residential street extending from Main Street to Pleasant Street. The posted speed limit is 25 MPH. The western end of Grange Street connects to Main Street and the eastern end connects to Pleasant Street. At both ends, crosswalks exist and crossing guards are posted at student arrival and dismissal times. The SRTS Team noted that Grange Street is used as a cut-through from Pleasant Street for traffic leaving the school campus at student dismissal times.

Figure 6: Grange Street



Transportation Concerns:

- Sidewalk coverage is missing from Plum Street to Pleasant Street along Grange Street, as shown in Figure 6, which forces children into the roadway that chose to walk or bike to school.
- Crossings at Browns Alley are not marked. This is a mandatory crossing for students traveling on Grange Street.

Pleasant Street

Pleasant Street is a main corridor used by students traveling to School 1 or School 2. The street runs perpendicular to Main Street and continues past Grange Street before turning into Church Street. School 1 students may access the school off Pleasant Street, while School 2 students may access the school by turning off of Pleasant Street to Miss Mabel Drive.

A crosswalk exists at the intersection of Grange Street where a crossing guard is stationed during student arrival and dismissal times. A second faded crosswalk is located in front of School 1 from the School 1 parking lot located on the west side of the roadway. School faculty stated that students living along Browns Alley cut through this parking lot.

Figure 7: Pleasant Street, in front of School 1 at Miss Mabel Drive



Vehicular traffic is prohibited from traveling north of Miss Mabel Drive on Pleasant Street, as shown in Figure 7. Parking is also prohibited in front of School 1 at Miss Mabel Drive.

Transportation Concerns:

- Sidewalks are nonexistent along the west side of Pleasant Street from Main Street to Church Street, shown in Figure 8.
- A school crossing guard expressed some concern about speeding vehicles leaving Miss Mabel Drive.
- Students using the crosswalk at the School 1 parking lot are not guided by a crossing guard and proper pedestrian facilities are nonexistent, including ADA compliant curb ramps and sidewalks to guide student travel, shown in Figure 9.
- At student arrival and dismissal times, vehicle conflict was observed at the intersection of Miss Mabel Drive and Pleasant Street, shown in Figure 10. Miss Mabel Drive serves as the only entrance and exit to School 2. Students leaving Schools 1 or 2 that have to travel north on Pleasant Street must cross Miss Mabel Drive.

Figure 8: No sidewalks along westside of Pleasant Street



Figure 9: Crosswalk in front of School 1**Figure 10: Entrance to Miss Mabel Drive**

Other Safety/Connectivity Concerns

Browns Ally – This is currently an unpaved roadway where vehicle and pedestrian traffic was observed during travel audits.

Hilliards Bridge Road – The Superintendent noted that he would like for the municipality to explore opportunities for the installation of pedestrian facilities from Main Street and Warrior Way to and along Hilliards Bridge Road.

Church Street – Currently, there is a lack of sidewalk connectivity along Church Street. Although it is not a primary travel corridor, the safety of children using the route would be improved by the installation of sidewalks where needed.

Flooding Issues – Kevin Greene, Supervisor of Buildings and Grounds, noted that during torrential rainfall, flooding occurs along Main Street approaching Mill Street from Route 206.

III. ACTIONS: 5 Es

The following are the actions and recommendations suggested to achieve the goals listed in the Introduction by addressing the 5 E's of Safe Routes to School: Education, Encouragement, Enforcement, Engineering, and Evaluation.

Education

Education efforts are an important component in developing a sustainable Safe Routes to School Program and to relieve pedestrian and bicycle travel issues. These actions can help change community perceptions about how children should travel to and from school safely. They will also ensure that children receive proper instruction on walking and bicycling while raising community awareness of the benefits of walking and biking. Table 4 details the recommended Education Actions.

Table 4: Education Actions

Education Actions	Responsibility	Time Frame
Creation and distribution of education materials to students, parents/guardians and community members	Southampton Township School District/Cross County Connection TMA /NJSRTS Program	Annually
In-class education on safe walking and bicycling practices, along with their health and environmental benefits	Southampton Township School District/Cross County Connection TMA	Annually
Inclusion of SRTS elements in Teacher and Student Handbooks	Southampton Township School District	Annually
Participate in New Jersey's SRTS Webinar Program	Southampton Township School District	Ongoing
Social Media Account	Southampton Township School District	Ongoing

Cross County Connection and the Alan M. Voorhees Transportation Center will provide safety education and outreach materials for distribution to students, parents and school staff. These materials may be circulated at parent-teacher meetings, school walking events, in-class, or included with municipal information. Pedestrian and bicycling safety education should also be addressed at parent-teacher meetings. Inclusion of parents in educational programming is a good way to reinforce safety education at home.

The school district should take advantage of Cross County Connection's 1st, 2nd and 3rd Grade Pedestrian Program on an annual basis. Through active participation, students will learn about the benefits of walking, ways to avoid potential hazards while walking, how to properly understand and obey pedestrian signals, cross roadways safely, and understand traffic flow. New Jersey Core Curriculum Standards Cumulative Progress Indicators are covered in this program. Many schools in southern New Jersey use the Pedestrian Program as a building point for their SRTS programs. After the pedestrian lesson is administered, it is followed by an encouragement activity, such as a walk to school day. This method builds the excitement of students by preparing them to participate as safe and knowledgeable pedestrians.

Social media accounts on Facebook can be created to solicit input from the community, as well as to disseminate information and request volunteers for encouragement activities. An email account can also be created to gather data.

Encouragement

Encouragement actions promote walking and biking to school through programs such as walking school buses, satellite walking events, a Golden Sneaker Award, and other activities that generate excitement about walking and biking. These programs are essential to building the momentum necessary to significantly change school travel habits.

Table 5: Encouragement Actions

Encouragement Actions	Responsibility	Time Frame
Satellite Drop Off Program/Walking School Bus	Southampton Township School District /Cross County Connection TMA	Ongoing
Bicycle Rodeo	Southampton Township School District /Cross County Connection TMA	2014-2015 School Year
Participation in International Walk to School Day	Southampton Township School District	Annual in October
Participation in International Bike to School Day	Southampton Township School District	Annual in May
Golden Sneaker Award Pilot	Southampton Township School District	2014-2015 School Year, Monthly

Currently, the Southampton School District organizes a Satellite Drop-off Program that operates much like a Walking School Bus. On specific days and/or weeks, students are asked to meet school faculty at the Vincentown Fire Hall where the group then walks to the district campus. While these events have occurred regularly in October in celebration of International Walk to School Day and again in the spring, it is suggested that the district expand the program as a

year-round activity. This can be done at the discretion of the SRTS Team either as a monthly or quarterly occurrence.

Bicycle rodeos are another strategy used to teach a large group of schoolchildren safe bicycling practices, such as how to check tire pressure, brakes and bike chains, fit a helmet, signal for turns, and come to quick stops. Cross County Connection can assist in the coordination of a bicycle rodeo on school grounds.

To further promote bicycling and walking, each school should continue to participate in International Walk to School Day and organize International Bike to School Day events, which are held in the months of October and May, respectively. School events may be registered online by visiting www.walkbiketoschool.org. International Walk to School Day can act as the official kick off to their SRTS Programs, annually.

A Golden Sneaker Award Program is an incentivized contest that can be run in various ways. Some schools tally each student that walks or bikes to school daily, and at the end of each month the homeroom with the most walking students will earn the “Golden Sneaker.” A Golden Sneaker Award, like the one shown in Figure 11, can be created by spray painting an old running shoe gold and mounting it on top of a trophy stand. Incentive programs are a good way to keep the momentum going with SRTS programs.

Figure 11: Golden Sneaker Award



Enforcement

Enforcement of safe and lawful travel behavior around schools, on primary travel corridors and throughout the town is important to ensuring a safe walking and biking environment for children. The New Jersey State Police do not currently work with the school district, but do patrol areas around the district campus.

Table 6: Enforcement Actions

Enforcement Actions	Responsibility	Time Frame
Speed Enforcement	New Jersey State Police	Ongoing
Stop for pedestrians in crosswalks enforcement	New Jersey State Police	Ongoing
Vegetation maintenance enforcement on sidewalks	Public Works	Ongoing

Main Street and Pleasant 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 Program³ should be considered. This program has been a successful enforcement tool in many New Jersey communities to ensure that vehicles stop for pedestrians in crosswalks and obey New Jersey's "Stop and Stay Stopped" law (NJ 39:4-36).

While performing field audits, it was noticed that Race Street had sidewalks obstructed by vegetation. Maintenance at these locations is important so as not to impede pedestrian activity, thus forcing students into the street. Well-maintained vegetation also improves the aesthetic quality of the pedestrian environment, improves visibility, and improves the comfort level of the sidewalk user. Maintenance responsibilities will be subject to the ownership of adjacent parcels. However, the school district and local government should educate residents about this problem and encourage them to maintain their properties.

Engineering

Engineering recommendations in this Travel Plan, are discussed in Chapter IV and shown on Map 3. These recommendations focus on safety improvements in primary school travel corridors that can be implemented in a short timeframe. These recommendations are general in nature and are subject to American Association of State Highway and Transportation Officials (AASHTO) and Manual on Uniform Traffic Control Devices (MUTCD) regulations and guidelines. Burlington County has plans in place for pedestrian improvements along Main Street, but there are additional locations in need of improvement that may be addressed without high-cost "brick and mortar" projects.

Evaluation

Determining participation in walking and biking programs, how many children walk and bike to school, and parent concerns is an important part of a 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 encourage more children to walk and bike to school.

Table 7: Evaluation Actions

Evaluation Action	Responsibility	Time Frame
Student Travel Tally	Southampton Township School District	2013-2014 School Year; Quarterly
Parent Survey	Southampton Township School District /Cross County Connection TMA / Voorhees Transportation Center	2013-2014 School Year; Annually

³ "Cops in Crosswalks: Pedestrian Decoy Enforcement in New Jersey", Pedestrian and Bicycle Information Center, Accessed on 3/25/2014, <http://www.pedbikeinfo.org/data/library/details.cfm?id=4649>

School staff should conduct student tallies and/or parent surveys to measure the number of children walking and bicycling. Student tallies are held in-class by school staff to determine how children arrived at school that day. Tallies should be held at regular intervals to determine the impact of SRTS activities in student travel 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 Voorhees Transportation Center 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/>

IV. RECOMMENDATIONS

Based on the findings of this Travel Plan and discussions with the Working Group, the following improvements are recommended to accommodate and encourage safe bicycling and walking at the Southampton school. These recommendations are shown on Map 3, page 21.

Bicycle Accommodations

Shared lane pavement markings, or “sharrows,” designate a roadway as a shared travel environment for bicycles and automobiles. These markings, seen in Figure 12, alert motorists to expect and share the road with cyclists and also show bicyclists where to ride. “Share the Road” (W16-1P) signage may 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).

Based upon guidelines set forth by the National Association of City Transportation Officials (NACTO) and the American Association of State Highway and Transportation Officials (AASHTO), it is recommended to consult an engineer about the installation of sharrow pavement markings and “Share the Road” signs on the following roadways:

- Race Street (Red Lion Road to Main Street)
- Main Street (Church Street to Hilliards Bridge Road)
- Pleasant Street (Main Street to Church Street)
- Church Street (Main Street to Pleasant Street)

Figure 12: Sharrow



Crosswalk Markings

Currently, there are some crosswalks missing on primary school travel corridors. High visibility marked crosswalks are important in locations with significant pedestrian traffic because it both alerts motorists to the presence of a crosswalk and designates proper crossing locations to pedestrians.

It is recommended that an engineer be consulted regarding the installation of appropriate crosswalk markings at:

- Grange Street and Browns Alley
- Church Street and Browns Alley

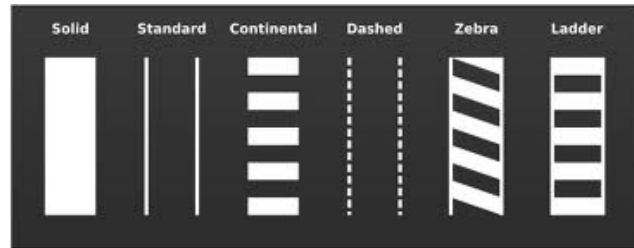
Recommended repainting of appropriate crosswalk markings at:

- Main Street and Church street
- Main Street and Grange Street
- Main Street and Pleasant Street
- Grange Street and Plum Street
- Grange and Pleasant Street

- Church Street and Plum Street
- Pleasant St. and the entrance to School 1

Consider installation of higher visibility zebra, ladder, or continental crosswalk markings, shown in Figure 13, instead of the existing double line marking to delineate heavily-used crosswalks on primary travel corridors. These higher visibility crossings have been shown to reduce vehicle-pedestrian conflicts.⁴

Figure 13: Crosswalk Treatments



Missing Curb Ramps

There are a number of non-ADA compliant curb ramps at intersections and crosswalks in the study area. This creates a safety hazard for students with mobility impairments and impedes bicycle travel for younger students that ride on sidewalks. The Americans with Disabilities Act (ADA) requires state and local governments to follow specific standards at pedestrian crossings that dictate the width, slope and placement of curb ramps. ADA requirements also specify that curb ramps must be equipped with detectable warning surfaces that provide detectable warning to visually impaired pedestrians. The ADA rules and requirements vary depending on whether the roadway was constructed “Pre-ADA” – 1992 or earlier – or, “Post-ADA” – 1993 to present.⁴ Cross County Connection recommends consulting with an engineer or other qualified professional familiar with ADA requirements when exploring options to improve pedestrian safety in the study area.

Traffic Control

Speeding along Main Street was a concern mentioned by school district faculty. The County Engineer has stated that pedestrian beacons with dynamic speed limit signs could be installed to slow vehicle traffic and alert motorists of pedestrian travel. Speed humps, such as the one shown in Figure 14, are also an option proposed by the County Engineer.

Figure 14: Speed Hump



Recommended installation of pedestrian beacon or speed humps with concurrence from the County Engineer at:

- Main Street to the north and the south of Warrior Way

⁴ For more information on the Specific Requirements for local governments under the Americans with Disabilities Act please visit *ADA Best Practices Tool Kit for State and Local Governments* at <http://www.ada.gov/pccatoolkit/toolkitmain.htm>.

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 15 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 additional wayfinding markings or signage to be placed on primary school travel corridors.

Figure 15: SRTS Route Marker



Missing Sidewalks

While the majority of primary school travel corridors have continuous sidewalk coverage on at least one side of the street, there are several locations with gaps in the network.

Recommended installation of sidewalks on:

- South side of Race Street from Red Lion Road to Vincentown Fire Hall parking lot
- North Side of Grange Street from Plum Street to Pleasant Street
- West side of Pleasant Street from Main Street to Church Street

In addition to the above locations, installation of sidewalks on Church Street is recommended to accommodate students, as there is very little sidewalk coverage currently installed on Church Street. The Superintendent expressed interest in extending sidewalk coverage on Main Street from the intersection of Main Street and Warrior Way to and along Hilliards Bridge Road, as well. Because of the one-way bridge along Hilliard Bridge Road, sidewalk coverage may not be feasible along the entire stretch of the roadway.

Intersections: Visibility/Safety

During walking audits, obstruction of crosswalks by motorists was observed at the intersection of Main Street and Mill Street. From 2008-2012, there were seven vehicle crashes at or near this intersection. The County Engineer recommends that the issue be addressed by Southampton Township with an ordinance to prohibit stopping or standing along the westerly curblin of Main Street from the southerly curblin of Mill Street to a point 75 feet south, therefrom. Once the ordinance is adopted, it should be forwarded to the County Engineer's Office for the preparation of a concurrent resolution. When the resolution is passed, the township can install proper signage in accordance with Burlington County's Standards.

It is recommended that parking ordinances be reviewed at:

- Main Street and Mill Street

At School 2, during student arrival and dismissal times, vehicle conflict occurs between parents and buses dropping off and picking up students, respectively, at the following intersection:

- Miss Mabel Drive and Pleasant Street.

The County Engineer recommends separating parents/guardians dropping off and picking up their children from bus traffic. This can be accomplished by requiring all parents/guardians from both School 2 and School 3 to drop off and pick up students along Miss Mabel Drive and loop through the parking lot back to Pleasant Street. All buses transporting students to School 1, School 2 and School 3 can be required to use Warrior Way, thus segregating modes of travel. Parents that drive students to School 1 generally use the parking lot directly across from the school; therefore do not add to the congestion at the intersection of Miss Mabel Drive and Pleasant Street. Another option to fix the safety issue at Miss Mabel Drive and Pleasant Street would be to relocate the Miss Mabel Drive egress to the one-way section of Pleasant Street. This was suggested by Consulting Engineer Frank Morris.

Map 3: Study Area Recommended Improvements



Project Funding

Implementation of engineering improvements can be expensive. Fortunately, there are funding programs at the state and federal level dedicated to assist with the implementation of projects that would improve the safety of Southampton students walking and biking to school. These funding programs are competitive, have deadlines and the application process requires time to complete. In addition, the programs listed below receive far more funding requests than can be obligated. Cross County Connection is available to provide assistance in determining appropriate funding sources and preparing grant applications.

The funding programs listed below are provided as a general guide, and are not an exhaustive list of available funding sources. For more information on a specific program, please contact the granting agency or refer to the grant program guidelines found on the program websites.

Safe Routes to School (SRTS) Infrastructure Program

Federal funding is available for SRTS projects that improve the safety of children walking or biking to school. The program is administered through NJDOT. Eligible projects may include the planning, design, construction or installation of sidewalks, crosswalks, signals, traffic-calming and bicycle facilities within two miles of an elementary or middle school (K-8). Local and regional governments, school districts and individual schools are eligible to be project sponsors and receive direct funding.

Transportation Alternatives Program (TAP)

TAP is a federal funding program administered through NJDOT. The program is designed to foster more livable communities and promote alternative modes of transportation such as biking and walking. Eligible activities include bikeway construction, acquisition of right-of-way for bikeways and many other projects. Activities funded by TAP were previously funded by the Transportation Enhancements (TE) Program contained in previous federal transportation bills. A key addition to the TAP program in the current federal transportation bill (MAP-21) is the funding eligibility for projects dedicated to the construction, planning and design of infrastructure projects that provide “safe routes for non-drivers” which includes children, seniors and disabled persons. NJDOT is providing the 20% match required under the new MAP-21 legislation. Eligible project sponsors for TAP funds include local and regional governments, transit agencies, school districts and individual schools.

Municipal Aid Program

Municipal Aid is a state-funded program administered by NJDOT for roadway and bridge improvements, including bicycle and pedestrian projects. Each county is appropriated funds for their constituent municipalities based on a formula. Municipalities must submit applications, detailing a potential project, to their local NJDOT District Office. Projects awarded funds in 2012 included construction of bicycle lanes and pedestrian safety improvements.

School districts and individual schools are not eligible to apply for these funds directly, but should encourage their municipal government to apply for these funds and direct them towards improving the bicycle and pedestrian safety around their schools.

For more information regarding these three funding programs contact:

New Jersey Department of Transportation (NJDOT)

Website: <http://www.state.nj.us/transportation/business/localaid/>

District Manager, NJDOT

1 Executive Campus

Route 70 West, 3rd Floor

Cherry Hill, NJ 08002

Phone: 856-486-6618

Fax: 856-486-6771

Conclusion

Southampton Township School District 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 municipality and school district currently address child walking safety by providing crossing guards at busy crossings. This Travel Plan was undertaken to address the school district's interest in improving walking and biking programs, and its continued concerns about existing and potential safety issues due to speeding, road crossings, and walking and biking infrastructure gaps in the community it serves.

The Plan outlines several education and encouragement programs that the school district is either actively pursuing or has expressed interest. Infrastructure improvements such as crosswalk installation/signage, bikeways and shared road treatments were recommended on the priority travel corridors of Race Street, Main Street, and Pleasant Street.

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 goals set forth by the SRTS Team. The Southampton School District and the municipality have demonstrated through past successes and current efforts that they are committed to creating a community that fosters active and healthy children, as well as providing a safe environment for walking and biking.