

City of Vineland

Safe Routes to School Travel Plan

Thomas Wallace Middle School



Public Health
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Vineland Health Department





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Introduction

The City of Vineland, located in Cumberland County, is the largest city in the state of New Jersey, by area (69 square miles). Thomas Wallace Middle School is one of four public intermediate schools within the City. The staff of Wallace Middle 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, the City of Vineland has chosen to develop a School Travel Plan to create safe walking and biking environments and to reduce traffic congestion at arrival and dismissal times.

This school Travel Plan incorporates the “Five 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 Wallace Middle School, Vineland Police Department, and the City of Vineland. The City of Vineland added the Safe Routes to School Program to the District Policy in June 2014.

School Description

Thomas Wallace Middle School (Map 1) is located in Northeast Vineland at 688 N. Mill Road approximately 0.7 miles from Landis Avenue, the main street in Vineland. Wallace Middle School is a large public school with 521 students in grades 6-8. Wallace Middle School opened in September 2006 and is one of two educational facilities built in Cumberland County since 1976. The New Jersey Schools Construction Corporation and the Vineland School District effectively collaborated in order to build a two-story, 119,380 square-foot school that has 18 general classrooms, 6 science labs, 6 special education classrooms, music and art areas, computer and technology labs, a speech classroom, an occupational/physical therapy area, cafeteria, media center/library, and a gymnasium.

Vineland is a diverse and multicultural, urban community with approximately 60,854 city residents. The Caucasian population accounts for 49.2% of the population, Hispanic 34.9%, African American 12.2%, and Asian 1.7%. Of the 521 students who attend Wallace Middle School, 52% are Hispanic, 24% are Caucasian, and 21% are African American.

There are nine parks located within a two and a half mile radius of Wallace Middle School (Map 2) which are listed in the following table:

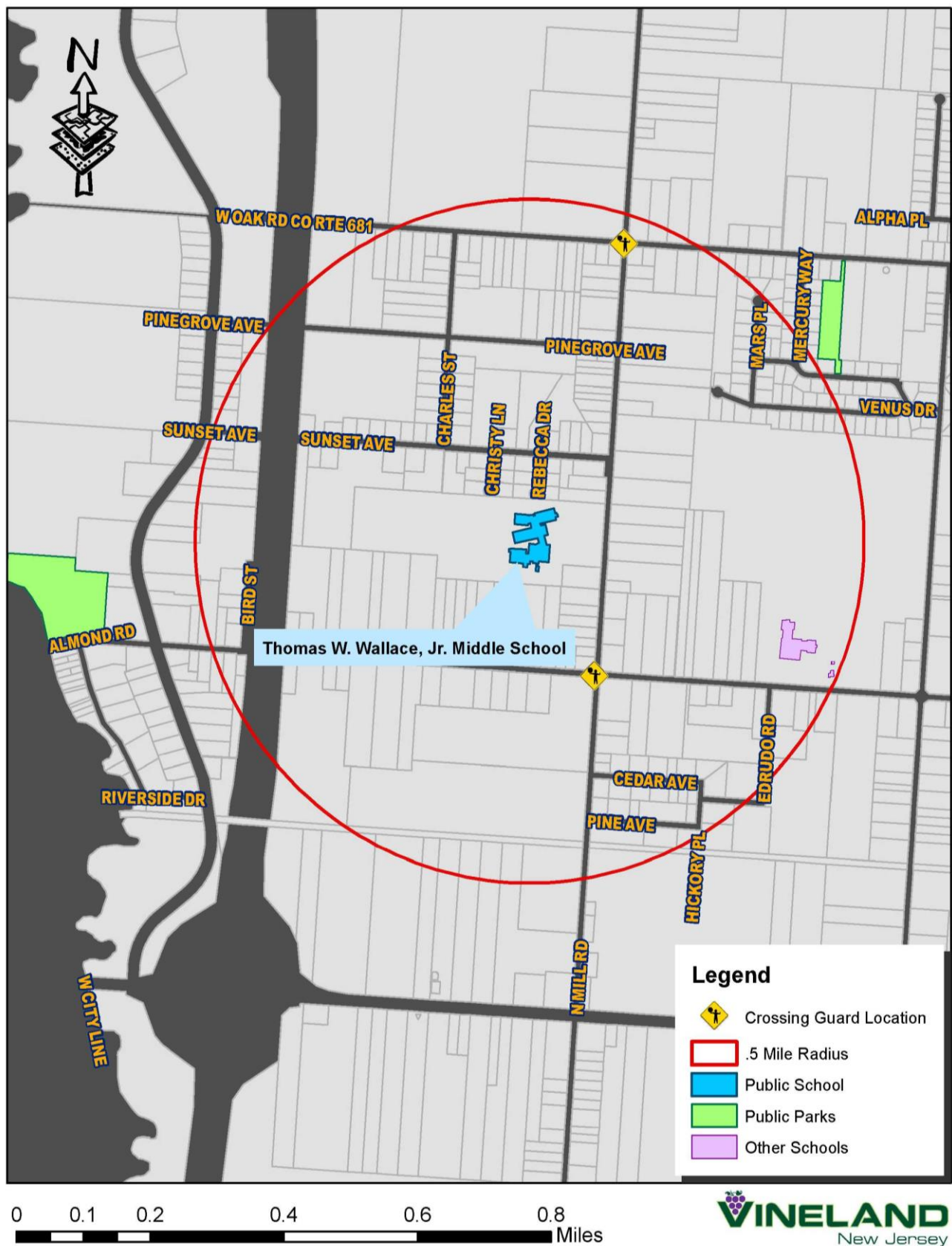
Table 1. Parks Near Thomas Wallace Middle School

Park Name	Address	Amenities
Landis Park	515 N East Blvd.	Lighted ballfields (Little League, soccer, baseball), lighted street hockey courts, lighted batting cages, picnic areas, basketball courts, disc golf course
Carl V. Arthur Recreation Area	304 W Plum St.	Lighted outdoor basketball courts, tot-lot, 25' x 50' in-ground swimming pool with a depth of 3 feet
Gloria Sabater Playground	301 S E Blvd.	
Normandie Lane	237 W Chestnut Ave.	Lighted Midget Football Field, lighted football practice areas, lighted Babe Ruth baseball field, tennis courts, basketball courts, tot-lot, clubhouse
West Earl Drive Mini-Park	762 W Earl Dr.	Tot-lot equipment
Mill and Walnut Road Recreational Area	1271 S Mill Rd.	Softball field, basketball courts, volleyball courts, tot-lot, in-line hockey rink
West Side Park	2680 W Almond Rd.	Swimming area, picnic area, playground equipment
Cunningham Park	1676 N West Ave.	Little league fields, senior little league fields, practice areas, playground equipment, clubhouse
Frank A. Tejas Park	Mercury Way and Neptune Dr.	Playground, tot-lot equipment

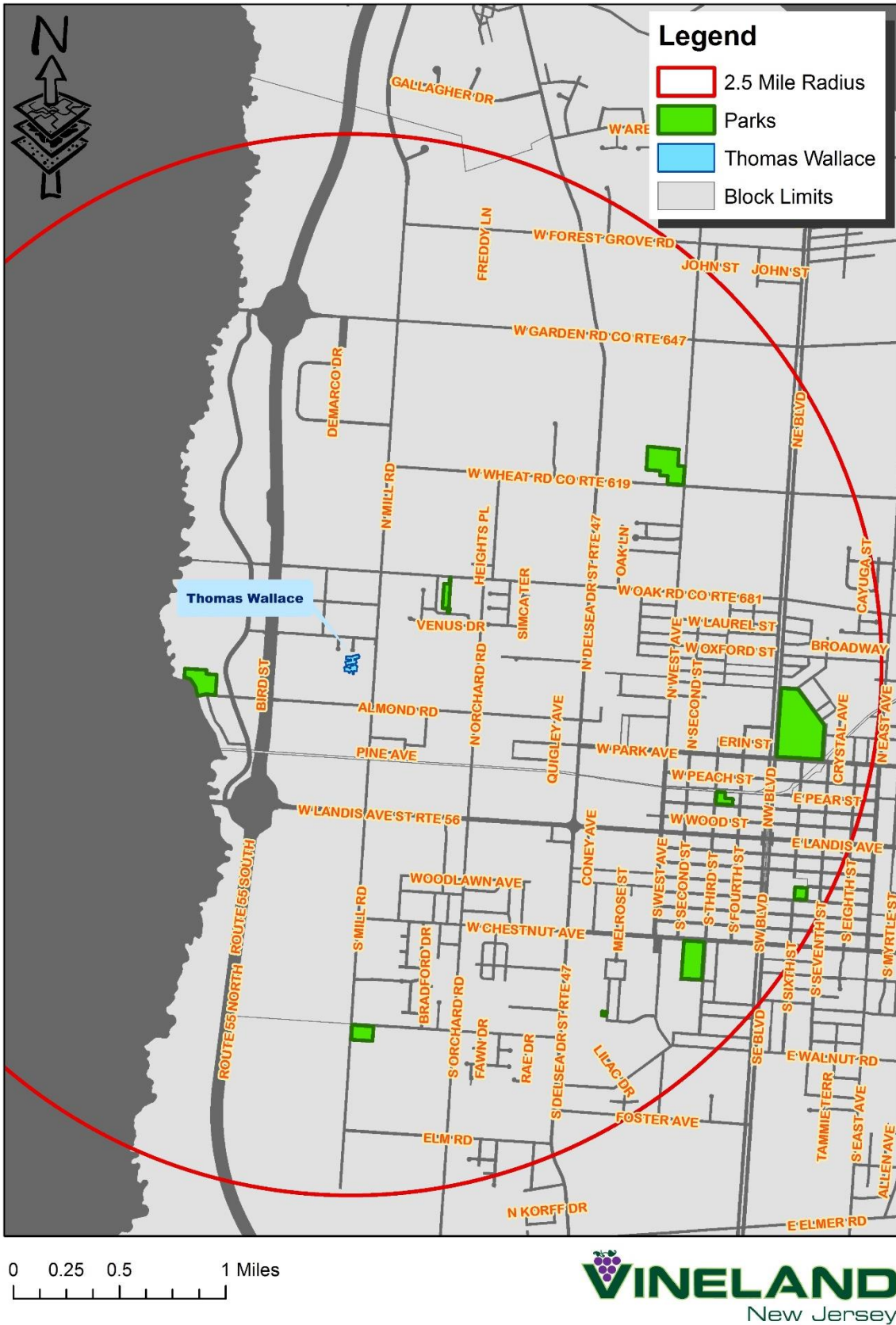
There are many major street corridors in Vineland, but the main street corridor is Landis Avenue. The City has recently completed some streetscape improvements to Landis Avenue such as resurfacing of areas of sidewalks, street trees, bike bollards, building facades, new street lighting, and overall curb appeal. Landis Avenue is proposed to be repaved from Myrtle Street to East Boulevard.

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 and the unemployment rate is 4% higher in Vineland than it is in the entire state. According to the New Jersey Department of Education approximately 70% of the students attending Wallace Middle School 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. Forty percent of children in Vineland are overweight or obese in comparison to the national average of 21%. According to Active Living Research, "people who live in neighborhoods with sidewalks on most streets are 47% more likely to be active at least 30 minutes a day."

Map 1. Thomas Wallace Middle School Travel Plan Area



Map 2. Parks Close to Thomas Wallace Middle School



Existing Policies and Practices

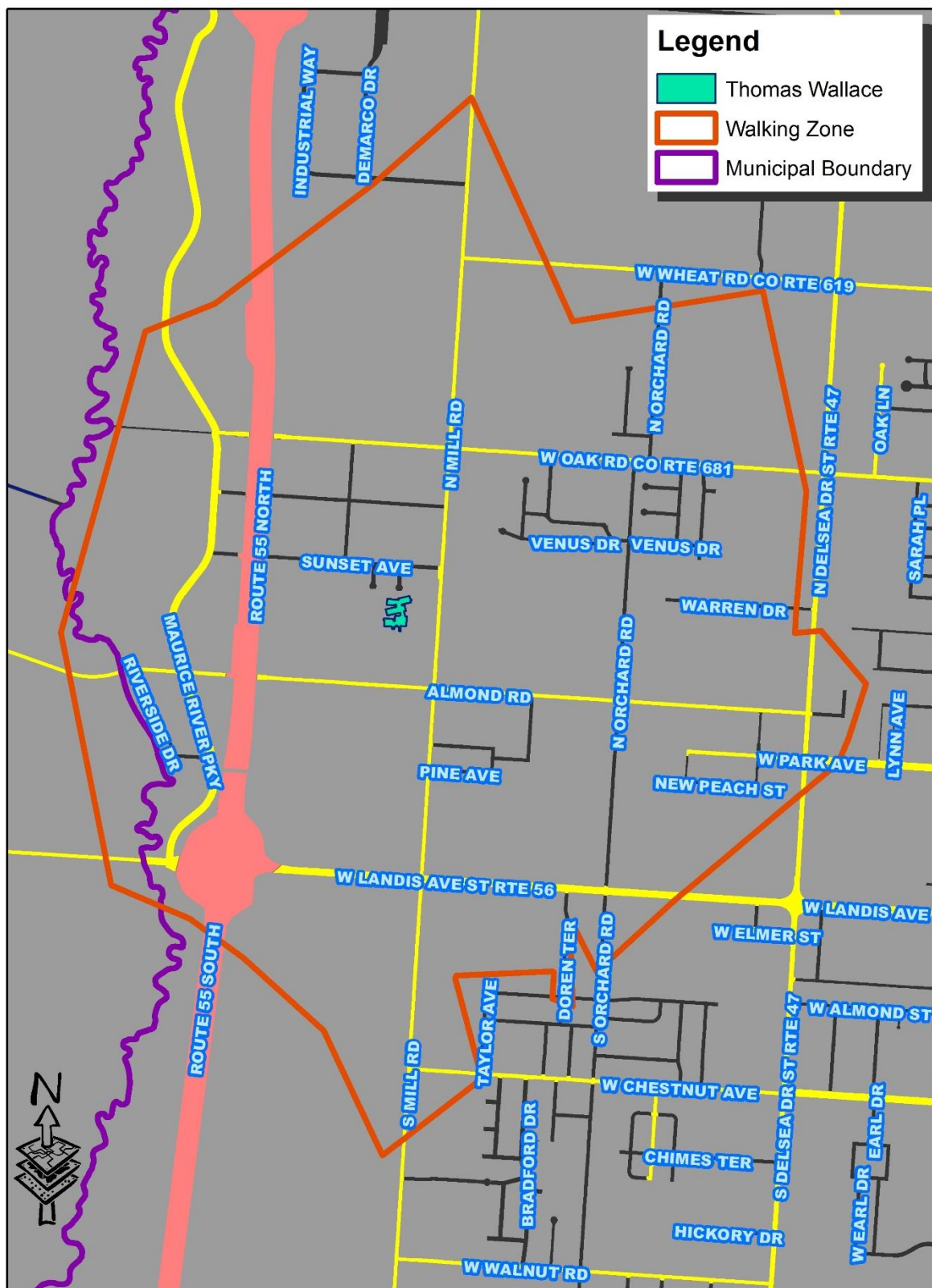
Due to its size, Vineland School District is not considered a walking district. However, students are permitted to walk or bike to school. Students that bike to school are required to wear a helmet. Students who are in grades 6 through 8 and live more than one and a half miles from the school do not receive bussing (Map 3). These students must either walk, bike, or find alternative transportation. The Vineland Police Department provides crossing guards at the following intersections (Map 1):

- Mill Road and Oak Road
- Mill Road and Almond Road

Wallace Middle School follows the guidelines set forth in the district policy regarding student travel. Teachers and aids supervise students as they enter school property by motor vehicle or by foot. They are stationed around the school to help increase supervision and safety. At 2:55 p.m. all walkers, car riders, and bike riders are called to exit the front entrance of the building. As shown in Map 4, cars enter the property from Mill Road and make the first right hand turn into the parking lot. Cars follow around to the front of the school and stop at the end of the driveway in front of the school building. Security guards or school staff signal for the vehicles to pull forward. Students must wait for the security guards or school staff to give directions when it is safe to cross the driveway.

Busses enter the school property from Almond Road where there is a driveway that leads to the back of the school. Busses go behind the school and onto the right side of the school to drop off and pick students up (Map 4).

Map 3. Thomas Wallace Middle School Walking Zone



VINELAND
New Jersey

Map 4. Thomas Wallace Middle School Traffic Pattern



VINELAND
New Jersey

Walk/Bike Barriers & Opportunities

Working Groups and Partnerships

Table 2. Working Groups and Partnerships		
Organization	Role/Responsibility	Contact
CCAYMCA	SRTS Program Assistance	David Calderetti, Project Director Email: dcalderetti@ccaymca.org
Vineland School District	Program Administration & Implementation	Dr. Mary Gruccio, Superintendent Email: mgruccio@vineland.org
Wallace Middle School	Implementation	Juanita Davis, Principal Email: judavis@vineland.org
Wallace Middle School	Implementation	Kathrine Checkly, PE Teacher Email: kcheckly@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
City of Vineland	GIS	Emmanuel John Email: ejohn@vinelandcity.org
The Brain Injury Alliance	Safety Education	Sue Quick, Email: squick@bianj.org

This plan was developed by the City of Vineland Health Department in partnership with the Vineland Engineering Department, Cross County Connection Transportation Management Association, and the C.C.A.Y.M.C.A. The Vineland Health Department met with the Assistant Superintendent on November 19, 2014 to discuss Safe Routes to School programs for Vineland Public Schools. The Vineland Health Department along with the C.C.A.Y.M.C.A presented Live Healthy Vineland at a principal's meeting on March 18, 2015. At the meeting, Safe Routes to School Programs were discussed and promoted. A follow-up meeting will be conducted to establish the working group and priorities. 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 August 21, 2015 by the principle engineer and health education staff 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.

Travel Patterns

A student travel survey was conducted on January 22, 2015. The Vineland Health Department provided Wallace Middle School with a four question survey asking students if they take the bus, walk, get dropped off in a car, or ride their bike to school. The survey was written in Spanish to help accommodate any English as a Second Language (ESL) learners. Tally results as reported by the school are shown in Table 3. The majority of students ride the bus or travel in a car to school (96%). Approximately 3% of the total population indicated that they walk to school. Tally results indicate that a large effort must be put forth to help encourage students to walk or bike to school.

Table 3. School Travel Information, Thomas Wallace Middle School		
Location	688 N. Mill Road	
Grades	6-8	
Arrival Time	8:00 – 8:35 am	
Dismissal Time	2:55 – 3:05 pm	
Student Population/Student Participants	521/410	
that are bussed	322	79%
that are not bussed to school	88	17%
that walk	13	15%
that use other transportation	75	85%

There are many houses that surround Wallace Middle School that students live and travel from. Three large factories reside less than a quarter mile from the school, creating a heavy volume of traffic along Mill Road deterring students from walking and biking to and from school. Due to the heavy volume of vehicles converging on site, school staff developed a transportation route as a calming measure on the school property. The transportation route is displayed on Map 2.

Bicycle Facilities

There are two bikeways in center city Vineland. One is located on Wood Street and runs the length of the entire street, extending from East Avenue to West Avenue. The other is located on Elmer Street and also runs the length of the entire street, extending from West Avenue to East Avenue. However, both of these bike lanes are outside of Wallace’s School Zone.

Bicycle parking is currently available at Wallace Middle School. There are two bicycle racks available, one in the front of the school and the other in the back of the school. The racks are designed to hold seven to ten bicycles which does not provide enough parking on campus for all the students who desire to bike to school.



Figure 1. Bicycle parking in front of the school.

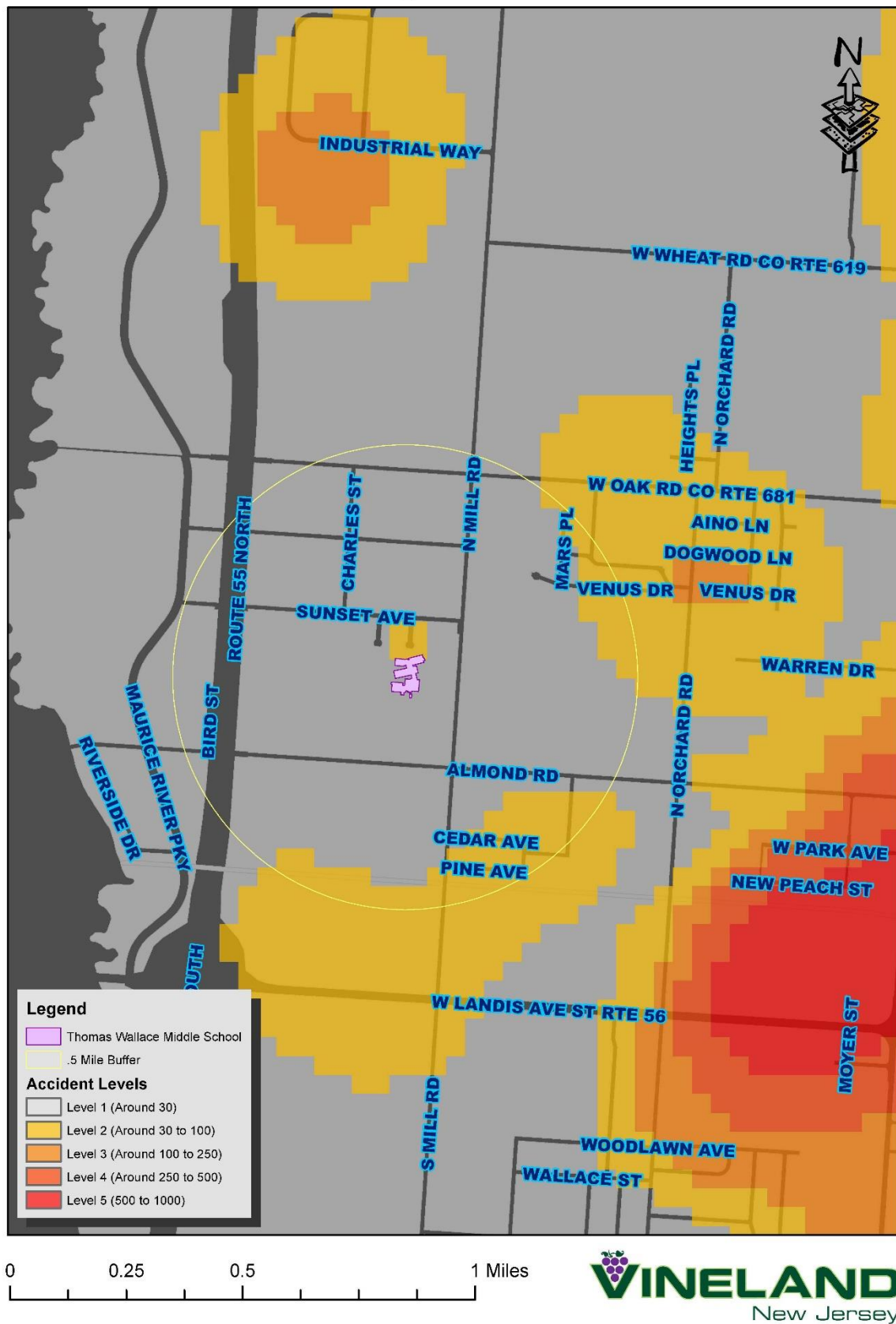
Traffic Crash Report

Crash reports from the last five years were reviewed for crash rates, types, and severity for the areas surrounding the school where the majority of pedestrian traffic was observed in the Traffic Survey detailed above. The crashes were from the areas of:

Table 4. Traffic Crash Report Analysis		
Street Name	From	To
Mill Road	Almond Road	Oak Road
Almond Road	Mill Road	Orchard Road
Oak Road	Mill Road	Swenlin Terrace
Sunset Avenue	Mill Road	Dead End
Charles Street	Sunset Avenue	Oak Road
Mercury Way	Oak Road	Neptune Terrace
Neptune Terrace	Orchard Road	Mars Place
Swenlin Terrace	Oak Road	Venus Drive

A review of crash reports from the previous five years reveals a total of 75 crashes, of which 1 was fatal, 2 involved bicyclists and 1 involved a pedestrian. Almond Road has the highest crash rates, with a total of 28 crashes. The fatal crash occurred at the intersection of Almond Road and Bird Street at approximately eight o'clock at night in November, 2013. The crash involved a teen driver striking a parked vehicle on a clear and dry roadway. Thirty two percent (10) of the crash types are "Right Angle" crashes making it the most common crash type. These crashes were primarily located on Almond Road, Mill Road, and Oak Road. All of the Right Angle crashes on these streets were at intersections. The second most common crash type is "Fixed Object" at 21 percent (7). Approximately, 59 percent of the crashes resulted in property damage only and 40 percent of the crashes resulted in injury. The pedestrian crash occurred at the intersection of Almond Road and Mill Road in the afternoon in November, 2014. The driver was making a left turn onto Mill Road while the pedestrian was crossing Mill Road. The two bicycle crashes also occurred on Mill Road. In the first crash the bicyclist was traveling against traffic at the intersection at Sunset Avenue and in the second a vehicle made a right turn into a driveway in front of a bicyclist. Right angle crashes are common at intersections. Fixed Object crashes are indicative of vehicles running off of the roadway. A map of the crash analysis can be seen below (Map 5).

Map 5. Thomas Wallace Middle School Crash Data Analysis



Travel Safety Concerns

In response to the lack of sidewalk, students of Wallace Middle School began writing letters to the Daily Journal, the primary newspaper of Vineland City. Students feared for their lives as they walked to and from school due to the busy nature of Mill Road where Wallace is located. The City of Vineland and the Board of Education agreed to share the costs of installing sidewalk near Wallace Middle School in response to student letters. The sidewalk project was completed before the 2015 – 2016 school year began.

However, other travel safety concerns were identified through walking audits and meetings with school staff, who relayed parent feedback they have received. Three major safety concerns were identified:

High Traffic Volume – Vineland’s industrial park has multiple businesses that are located on Mill Road. There is a high traffic volume including a large volume of tractor trailers and other large vehicles which raises concerns for students walking and biking to and from school.

School Site – During the walking audit it was observed that there is an existing sidewalk ramp in front of the school which is not in compliance with ADA standards. Also, there is a chain link fence that runs along the northerly property line of the school. At two locations, there are openings in the fence with no gates. They are coincidental with the termini of Rebecca Drive and Christy Lane. The Traffic Survey revealed that students use these openings to go to and from school. During the walking audit, it was observed that there is no sidewalk in this area of the school, but there was worn grass at the openings.

Bicycle Facilities – Biking is a great way for children to get to school, especially for children living more than half of a mile from school. Currently there is no bikeway connection, such as a bicycle lane or bike path, to Wallace Middle School. Wallace Middle School has 2 bike racks but with the encouragement activities that Wallace has planned, more racks may be needed.

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 vehicular traffic. For older students that have received bicycle safety instruction, it may be appropriate to ride on roadways that safely accommodate bicycle 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 two primary travel corridors for Wallace Middle School students who choose to walk or bike to school: Mill Road (Oak Road to Landis Avenue) and Oak Road (Orchard Road to Maurice River Parkway). 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 most portions of the identified corridors.

Mill Road

Mill Road runs from north to south parallel to Delsea Drive from Elm Road to Weymouth Road. Mill Road runs directly through Vineland's industrial park, located just north of Wallace Middle School. Wallace Middle School is located on Mill Road. The speed limit on Mill Road is 40 mph when students are not present and 25 mph when they are, making it a high speed area. However, many drivers fail to obey traffic laws and do not drive 25 mph when students are present. Because Mill Road runs through the industrial park and has multiple factories, vehicle congestion raises concerns as well. Sidewalk was placed on the westerly side of Mill Road between Almond Road and Oak Road. There is no sidewalk on Mill Road from Almond to Landis Avenue, or from Oak Road to Garden Road.

Transportation Concerns:

- Traffic Congestion and queuing at arrival and dismissal times creates a potential safety hazard for pedestrians walking along Mill Road. Figure 2 shows Mill Road in front of Wallace Middle School.
- There are no bicycle accommodations on Mill Road.
- Lack of sidewalk on Mill Road from Almond to Landis Avenue, and from Oak Road to Garden Road.



Figure 2. Mill Road/ Entrance to Wallace Middle School – Future Crosswalk Area



Figure 3. Mill Road & Almond Road – Future crosswalk at northern side and western side of the intersection



Figure 4. Mill Road - No sidewalk (Almond Road to Landis Avenue)

Oak Road

Oak Road runs from east to west parallel to Landis Avenue through Vineland. Oak Road is a local, high volume, county owned road. Sidewalk has been placed on Oak Road from Mill Road to Simca Terrace, a small residential street off of Oak Road. There are no sidewalks along Oak Road from Maurice River Parkway to Mill Road nor from Simca Terrace to Delsea Drive. The shoulder of Oak Road is extremely narrow and in some places non-existent, making it dangerous for bicycle riders (Figure 5). Figure 7 is located just west of the Mill Road and Oak Road intersection. As shown in the picture, the shoulder is non-existent on both sides of Oak Road. This makes biking along this road extremely dangerous. Drivers are constantly distracted and on a road with no shoulder it could be lead to a fatal accident.



Figure 5. Mill Road and Oak Road – Site of future crosswalk



Figure 6. Oak Road - Narrow shoulder



Figure 7. Oak Road - Non-existent shoulder, no sidewalk



Figure 8. Oak Road & Swenlin Drive - No sidewalks.



Figure 9. Oak Road - Sidewalk only on one side of the road along with a narrow shoulder.

Other Safety/Connectivity Concerns:

Almond Road

Almond Road runs from east to west parallel to Landis Avenue from Orchard Road to the Maurice River Parkway. Almond Road is a local road. There are no sidewalks along the entire length of Almond Road. There is no crosswalk at the intersection of Almond Road and Mill Road or at the junction of Almond Road and the Maurice River Parkway. There is asphalt striped shoulder on Almond Road fairly wide from Orchard Road to Mill Road. In other sections of Almond Road the shoulder is very narrow and nonexistent at some points.



Figure 10. Almond Road & Orchard Road - Fading crosswalk.



Figure 11. Almond Road - Missing sidewalk in front of Almond Road Preschool.

Sunset Avenue

Sunset Avenue runs from east to west parallel to Oak Road and Landis Avenue. Sunset Avenue is a local road. There is only one sidewalk along Sunset Avenue that ends suddenly just prior to the beginning of Charles Street. Sunset Avenue poses a moderate danger to walkers. There is no shoulder along Sunset Avenue. There are two cul-de-sacs just off Sunset Avenue, Christy Lane and Rebecca Lane, which offer students an entrance to Wallace School. These two cul-de-sacs offer have sidewalks that end suddenly a respectable distance from the entrance to the school.

Transportation Concerns:

- There are multiple areas along Sunset Avenue where vegetation is growing in close proximity to the sidewalk or road, blocking areas where children may be able to walk.
- There is a fence in front of a house that blocks areas where children may be able to walk.
- There are no crosswalks at the entrance to any of the side streets along Sunset Avenue, which are Charles Street, Rebecca Lane, and Christy Lane. There are also no crosswalks at Sunset Avenue and Mill Road or at Sunset Avenue and Maurice River Parkway.



Figure 12. Sunset Avenue - Missing crosswalk.



Figure 13. Sunset Avenue - Vegetation overgrowth on sidewalks.



Figure 14. Cul-de-sac entrance from Rebecca Drive

Mercury Way

Mercury Way runs from north to south parallel to Mill Road and Orchard Road. Mercury Way is a local road that is off of Oak Road. Mercury Way is one of many minor neighborhood streets off of Oak Road. The neighborhood streets off of Oak Road have no sidewalk, but wide streets. However, multiple people park on the side of the street narrowing the road way thereby increasing pedestrian and bicyclist danger.

Transportation Concerns:

- There is no shoulder along the entire length of Mercury Way and its neighboring streets.
- There are no sidewalks along the entire length of Mercury Way and its neighboring streets.



Figure 15. Mercury Way – Missing sidewalks and shoulder.

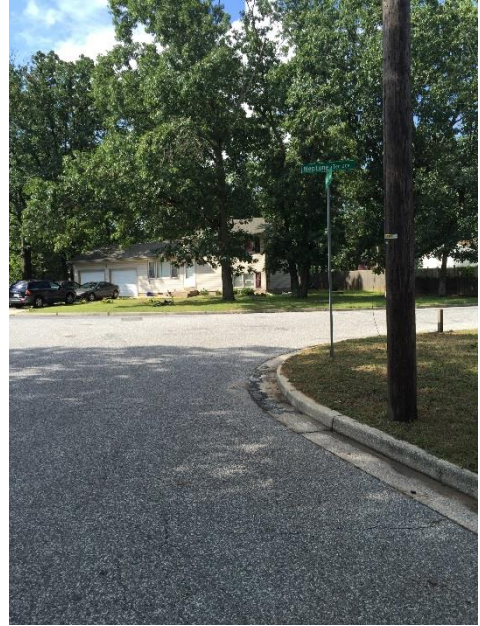


Figure 16. Neptune Terrace - Missing crosswalk, missing sidewalk, and missing shoulder.



Figure 17. Venus Drive - Missing crosswalk, missing sidewalk, and missing shoulder.

Goals and Action

Goals

- Encourage more students to walk and bike to and from school
- Improve the health of schoolchildren through increased physical activity
- Make it safer for children to walk and bike to and from school
- Establish healthy lifestyle habits among schoolchildren
- Reduce traffic congestion around schools at arrival and dismissal times
- Reduce the negative environmental impacts of automobile trips to schools
- Ease staff workload during drop-off and pick-up times
- 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 paramount to establishing a sustainable Safe Routes to School Program. These efforts will provide children with the proper instruction on walking and biking safely, and will help to change community assumptions on how children should travel to school.

Table 5. Education Efforts		
Education Actions	Responsibility	Time Frame
Bicycle and Pedestrian Safety Presentation	Brain Injury Alliance of New Jersey /Safe Kids – Cooper / Wallace Middle School	Winter 2015
In-class education on the health and environmental benefits of walking and biking	Wallace Middle School / Cross County Connection TMA	Fall 2014
In-class education on safe walking and biking behavior	Wallace Middle School/ Cross County Connection TMA	Fall 2014
Participate in Vineland City's Bike Rodeo	SRTS/Vineland Police Department/Safe Kids NJ-Cooper University Health Care/ Vineland Health Department	Annual
Pedestrian Safety Presentation	NJ Transit / Wallace Middle School	Spring 2014
Safe Walk to School Day	Wallace Middle School	Annual

Wallace Middle School has pursued education efforts in the past on street safety. In February of 2015, the Brain Injury Alliance and Safe Kids New Jersey presented three times at Wallace Middle School for over 500 students. Safe Kids New Jersey gave away over 50 helmets to children in need of one at the Bike Rodeo held on May 16, 2015. All of these efforts will help to reduce unsafe riding behavior in the city. During field audits, bicyclists were observed riding against traffic and without helmets. Therefore, education efforts should focus on the designated crossing locations of Landis Avenue, Mill Road, and Oak Road.

Live Healthy Vineland attended both the 6th grade orientation and the back to school night to distribute information regarding biking and walking safely as well as information regarding their Walk to School Day on October 8, 2015. Safety education and outreach supplies will also be made available for the students, parents, and school staff at Wallace Middle School upon request by Cross County Connection. The materials supplied may be distributed at parent teacher meetings, school walking events, in class or included with municipal notices.

II. Encouragement

Encouragement actions promote walking and biking to school through programs such as, the Fitness 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 Fitness Club	Guidance Counselor –Kim Picarri; Wallace Middle School	Academic School Year; Annual
Safe Walk to School Day	Wallace Middle School	Annual
Participate in Vineland City's Bike Rodeo	SRTS/Vineland Police Department/Safe Kids NJ-Cooper University Health Care/Vineland Health Department	Annual
NJSRTS Get Started Award	Wallace Middle School	2012-2013

Wallace Middle School obtained the get started award from NJSRTS for the 2012-2013 school year. Former Cross County Connection employee, David Calderetti, attended a back to school night and their safe walk to school day that year.

Wallace Middle School has a fitness program that is held on school property after school hours, known as the Fitness Club. They meet once a week for an hour. The club runs from January until the end of the school year. Ms. Picarri talks with the students about nutrition and does a physical activity with them. Ms. Picarri does various activities with the students such as walking around the school building, Zumba, or using the school weight room.

Students of all schools within the city were encouraged to participate in Walk to school day on October 7th, 2015. Students were also encouraged to participate in the city's Bike Rodeo that was held on May 16th, 2015. The Vineland Police Department, the Vineland Health Department, Safe Kids New Jersey, and Safe Routes provided 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 gave away over 50 helmets to children in need of one.

III. Enforcement

Enforcement of safe and lawful travel behavior around schools, on primary school travel corridors and throughout the city is important to ensuring a 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

Mill Road, Almond Road, Landis Avenue, and Oak Road 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 obey New Jersey's "Stop and Stay Stopped" law (NJ 39:4-36).

IV. Engineering

Engineering recommendations in this Travel Plan focus on low-cost safety improvements in primary school travel corridors that can be implemented in a short time frame. The City of Vineland passed an ordinance in late 2014 that re-appropriated \$453,114 to pedestrian safety improvements. Improvements included the installation of sidewalks near Wallace Middle School. The Vineland Board of Education shared the cost up to 250,000 dollars. This placed a 5,200-foot sidewalk into the school at two places, along Mill Road between Almond and Oak Road and along Oak Road from Mill Road to Simca Terrace. However, there are additional locations in need of improvement that may be addressed without high-cost "brick and mortar" projects.

A piano key crosswalk is planned to be installed at the intersection of Oak and Orchard Roads. Two cross bar crosswalks are also planned to be created at Sunset Avenue as well as at Pine Grove and Mill Road. A stop sign will also be added to the road heading east out of the school.

Additional Recommendations:

On School Grounds:

- The addition of more bicycle racks may encourage students to bike.
- Reconstruction of ADA deficient handicapped accessible ramps.
- Consideration of sidewalk walk in the area of the fence openings.
- Consideration of widening the openings to a minimum of four feet.

In the Right-Of-Way:

- Replacing deficient, or missing handicapped accessible sidewalk ramps with compliant ones.
- Repairing damaged sidewalk and building new sidewalk where none exists.
- Trimming trees which obstruct the sidewalk.
- Clearing sidewalks of soil and vegetation which restrict useable width.

Outside of the physical improvements, further education and enforcement of pedestrian and bicycle laws are recommended. The North Jersey Transportation Authority (NJTPA) has initiated a program called StreetSmart, which seeks to change driver and pedestrian behavior through education and enforcement on a community-wide basis. The South Jersey Transportation Planning Organization (SJTPO) is a sister agency to NJTPA, and is the one in our area which would be a valuable partner in developing a similar initiative in Vineland.

Bicycle Accommodations:

This plan recommends the installation of bicycle facilities on the travel corridors listed above. 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 18, 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 18. Shared Road Designation



Crosswalk Markings and Improvements

Several crosswalks located on primary school travel corridors are unmarked and unstriped. High visibility marked crosswalks are important in locations with significant pedestrian traffic because it both alerts automobiles 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 of 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 allows motorists to make better decisions which have a direct impact on the safety of pedestrians and bicyclists in the area.

Figure 19. 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 19 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 Ramp

There are intersections within the project limits that do not have handicap accessible sidewalk ramps and many that do have them are not in accordance with the Federal Americans with Disabilities (ADA) 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 (PROWAAG). This should further encourage pedestrian use of the sidewalks by students, especially those with special needs. Figure 20 displays a handicap accessible sidewalk ramp.

Figure 20. Handicap Accessible Sidewalk Ramp



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 21 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 21. SRTS Route Marker



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 encourage more children to walk and bike to school.

Table 1. Evaluation Actions

Evaluation Actions	Responsibility	Time Frame
Student Travel Survey	Vineland Health Department/Wallace Middle School	January 2015
Parent Survey	Vineland Health Department/Wallace Middle School	Spring 2016

Wallace Middle School conducted a survey to measure the number of students walking and biking to school. Student Travel 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

Wallace Middle 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 School 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 School Travel Plan outlines several education and encouragement programs that the School District is either actively pursuing or has expressed interest in, including 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 corridor, Mill Road. Implementing these improvements will make the walking and biking environment safer, better connected, and more attractive for schoolchildren and the community.

Implementation of this Travel 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 coincide with 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.