



Hunterdon County
Safe Routes to School

Safe Routes to School Travel Plan 2011



Barley Sheaf Elementary School

Barley Sheaf School
80 Barley Sheaf Road
Flemington, NJ 08822
Grades: K-4

Introduction

Barley Sheaf School is a K-4 elementary school located in Raritan Township, NJ. It is situated on a municipal road within a residential area. Approximately 71% of the 445 students are bused. 127 students (29%) are not bussed. About 20% of the students are dropped by car, while another 5% walk or bicycle to school. On a sunny day, as many as 12 students will bike to school, sometimes accompanied by parents.

Boundaries of the bussing area were provided by the Flemington-Raritan School District Transportation Department. These are shown on page 5.

Sidewalks are present, as are striped crosswalks. Crossing guards are present. The school has a double-sided bike rack which can accommodate 36 bicycles. The school is located 0.25 miles south of the Voorhees Corner Road bike lane.

Barley Sheaf School has developed this plan to meet several objectives.

Objectives of the Travel Plan

1. To make travel to and from Barley Sheaf School safer and more efficient.
2. To reduce traffic congestion around the school.
3. To encourage travel to school by means other than the car.
4. To encourage students to walk to school as a health option.
5. To incorporate travel safety, health and environmental information into the school day.
6. To continue to build on the success of the Morning Wellness Walkers Program by increasing the number of days the program operates and increase the number of students participating.

Current School Policy

The school requests that parents notify a teacher if a child will walk home alone, or if a younger student will be walking home with an older sibling. Parents are encouraged to practice walking the route to school with the child to ensure that the child knows the ins and outs of his/her route and understands the timing of their walk.

Community Profile: Raritan Township
Population: 22,720 (2006 estimation)
Area: 37.9 square miles
Police: Raritan Township Police Department

Members of the Working Group

- Kathy Kolvites, School Nurse
- Karen Gabruk, Principal
- Sue Enos, Physical Education
- Emil Bontempo, Physical Education
- Tara Shepherd, HART Executive Director
- John Stevenson, HART Bicycle and Pedestrian Coordinator



A teacher is on duty in the parents' parking lot during arrival and dismissal. Students who walk to school should not arrive before 8:40 a.m. Students are to wait on the porch until 8:50 a.m. when they will be allowed in the building.

Barley Sheaf School follows the State of New Jersey Standards regarding student safety and dismissal from school.

There are 6 crossing guards near Barley Sheaf School located at:

- Barley Sheaf Road & Rittenhouse Circle
- Barley Sheaf and Madison Avenue (both ends of Madison Avenue)
- Rittenhouse Circle & Sutphin Road
- Redwood Terrace & Mulberry Lane
- Ewing Drive near footpath



Efforts to Date: Education and Encouragement

A "Morning Wellness Walkers" walking school bus program was started in 2006. Approximately 18-24 students are now walking regularly depending on weather. Two buses walk twice weekly. Barley Sheaf is the only school in the Hunterdon County Safe Routes to School Coalition which walks twice per week and one of the two that walk weekly. Students who wish to walk but live too far away are dropped off at the intersection of Case Boulevard and Sun Ridge Drive.

The school Safe Routes coordinator, Ms. Kolvites, keeps track of students who walk frequently with punch cards and distributes incentives. It seems that the walking school buses have a very good retention rate with students. Many of those who are walking now are very familiar with the rules and have been participating for years.

Several years ago, teachers who volunteered to chaperone a walking school bus were entered into a raffle for a restaurant gift card. In the years since, this funding has been eliminated and Ms. Kolvites and the two gym teachers are the core chaperones. Walking out and back essentially eliminates the teacher's morning preparation time so they are reluctant to volunteer.

Pedometers were distributed to the students in the past, but the students' fascination with them waned after a few weeks.

The school would like to see the walking school bus program expanded to include more students.

Efforts to Date: Enforcement and Engineering

The Raritan Township 2006 non-motorized plan examined the pedestrian facilities near Barley Sheaf School in detail. The plan identified gaps in the sidewalk and included recommendations for "Linkage Trails" which would connect cul-de-sacs and make routes to school more direct. These and the other recommendations can be found on pages 19-20 of the 2006 "Non-Motorized Transportation Network Study & Plan." See attachments.

None of these linkage trails have been constructed, though one does exist between Ewing Drive and Redwood Terrace.

In 2008, Raritan Township received a \$200,000 Safe Routes to School Grant for sidewalks along Barley Sheaf Road.

Next Steps

Some of the initial challenges that the school encountered when the walking program was introduced, such as the issue of large and heavy backpacks, have been addressed.

The challenge facing the program moving forward is to keep momentum going, to continue to motivate not only the students and parents, but also the faculty to participate.

To advertise the program to additional students, the students who have walked and filled a frequent walker card may be included in the morning announcements or the number of steps from each walking school bus may be included in the announcements for 2011. HART will also work with the school to attract more stakeholders, particularly parents, for the program through presentations to school groups.



Proposed Actions

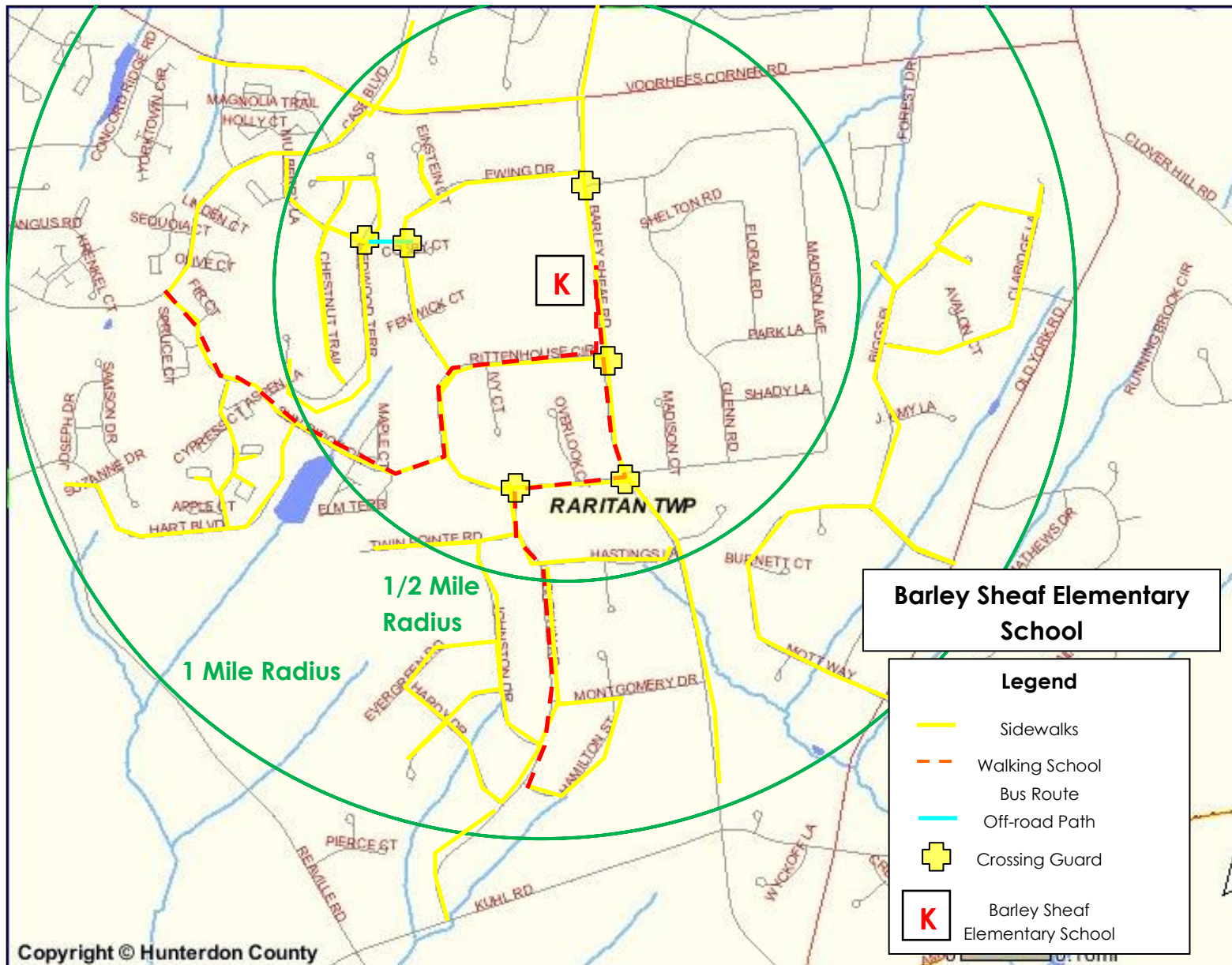
Education Actions	Responsibility	Timeframe	Cost
Student safety assemblies	School	2011	Low
Public Awareness Campaign	School/ HART TMA	Spring 2011	Low
Encouragement Actions			
Participate in International Walk to School Day	School	Annual	Low
Continue "Wellness Walkers" walking school bus program	School	Ongoing	Low
Seek more stakeholders through presentations to school groups	HART	2011	Low
Enforcement Actions			
Speed enforcement	Raritan Township Police	Spring 2011	Low
Stop for Pedestrians at crosswalks	Raritan Township Police	Spring 2011	Low
Engineering Actions			
Installation of sidewalks	Municipality	Project Pending	High
Evaluation Actions			



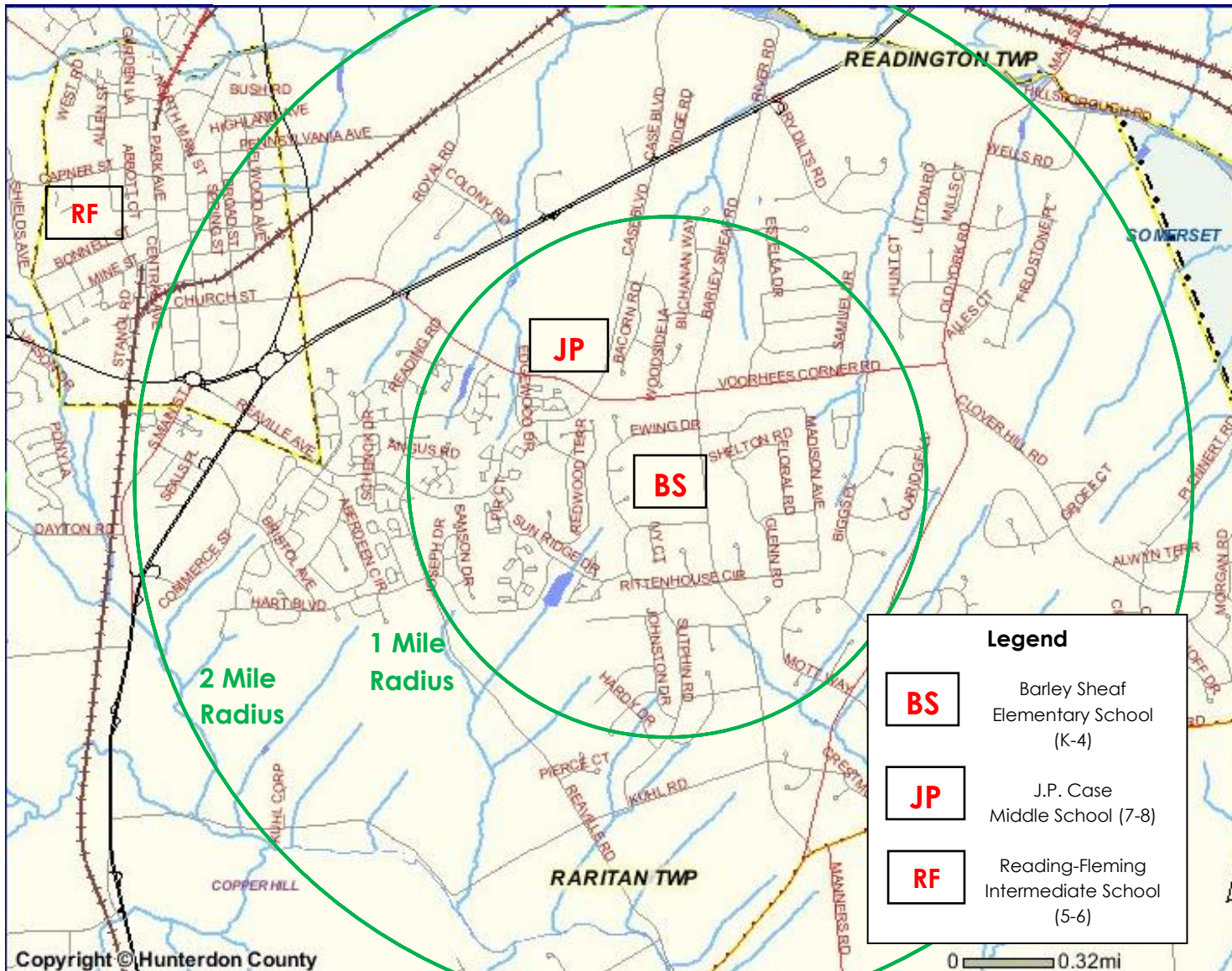
BARLEY SHEAF (Grades K-4) NON TRANSPORTED AREA

The Barley Sheaf non transported area is outlined on the map and includes, but is not limited to, Ewing Drive, Madison Avenue, Twin Pointe development, Chestnut Trail and Rittenhouse Circle.

Currently, 127 students reside in the non transported area.



This map was developed using Hunterdon County, New Jersey, Geographic Information System digital data, but this secondary product has not been verified by Hunterdon County and is not county-authorized."



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RARITAN TOWNSHIP NON-MOTORIZED TRANSPORTATION NETWORK STUDY AND PLAN

Safe Routes to School is a program that seeks to make walking and bicycling travel to and from school safe, secure, convenient and desirable. There are many reasons for encouraging children to walk or bike to school – health, greater autonomy, environmental health, and control over school budgets.

State law requires that school districts provide transportation for students who live more than two miles from their school. School districts can provide “courtesy busing” for students who live closer than two miles, but the cost for courtesy busing can be substantial. By assuring that the route to school is safe, the township can help the district reduce its transportation expenses. But Safe Routes also requires districts and townships to adopt enforcement, education and encouragement programs that will serve to make walking or bicycling to schools practical.

The following measures are suggested for each of the area schools:

Barley Sheaf School

The Barley Sheaf School is located within a residential area and has sidewalks in front of the school and striped crosswalks at surrounding intersections. However, there is a problem with lack of connection to sidewalks in some areas.

Below are recommendations developed for the current report for enhancing walking access to the Barley Sheaf School. In addition, Barley Sheaf Road should be widened to a minimum width of 30’ and striped to provide 10’ travel lanes and 5’ bike lanes.

Median refuge islands

Median refuge islands at crosswalks along Barley Sheaf Road would make the crosswalks safer for students and school crossing guards. Refuge islands would increase the visibility of crosswalks. Recommended locations:

- In front of school on northern side of the lot of the Moose Lodge to connect with linkage trail (see below)
- North of Madison Avenue
- On Ewing Drive and Redwood Terrace at existing crosswalks

Linkage trails

Although the Barley Sheaf School is in the center of a broad area of residential development, subdivision plats have resulted in actual walking distances being much greater than direct distances. Although a resident of the area when asked said that most residents don’t mind children cutting through lots to get to the school, that is not a dependable method of securing pedestrian access.

Linkage trails are short, five foot wide walkways that connect neighborhoods together, making walking and bicycling trips much more feasible. Usually a 20’ or 33’ public right-of-way is created for such walkways and fencing is provided to protect the privacy of adjoining property owners. Linkage trails are recommended at the following locations to create more direct walking paths to the school:

- At ends of Fenwick and Cosby Courts (cul-de-sacs that back-up to Barley Sheaf School)
- Between Ewing Drive near Fenwick Court and Maple Court through:
Block 72.17, Lots 3, 4 and 5 and Block 72.06, Lots 74 and 75

RARITAN TOWNSHIP NON-MOTORIZED TRANSPORTATION NETWORK STUDY AND PLAN

- Between Overlook Court and school through:
Block 72.15, Lot 20 and Block 72.14, Lots 27 and 40
- Between Barley Sheaf Road and Glenn Road through:
Block 79.04, Lots 13 and 52
- Between Shelton Road and Madison Avenue through
Block 79.05, Lots 25 and 70 then
Between Madison Avenue and Forest Drive through
Block 79.08, Lots 3.09 and Block 76, Lot 7
- Between Forest Drive and Waterford Court through
Block 76, Lot 6 and Block 79, Lot 18.16
- Between Madison Avenue and Voorhees Corner Road through
Block 79.08, Lot 3.07
- Between Fox Hollow Court and Voorhees Corner Road through
Block 73, Lots 26 and 19.07
 - Between Woodside Lane and Voorhees Corner Road through
Block 40.01, Lot 27
 - Between Mott Lane and Barley Sheaf Road through
Block 79, Lot 31 and Block 79.09, Lot 14
 - Between Mott Lane and Madison Avenue through
Block 79.08, Lot 21 and Block 79.09, Lot 8

Sidewalks

Many streets surrounding the Barley Sheaf School either have sidewalks or are residential streets with sufficiently low traffic volume (less than 1,000 vehicles per day) and operate with low speed so that the lack of sidewalks should not pose a substantial safety problem. All children at Raritan Township schools need to be taught about the importance of walking on the left, facing traffic, when walking in the street, and of bicycling on the right, with the flow of traffic.

However, there are a number of critical sidewalk gaps that were identified, as follows:

- Along Barley Sheaf Road in front of the following lots:
Block 72, Lots 12.01, 14.01, and 14.02 (between Hastings La & Rittenhouse Cir)
Block 72, Lots 14.03 and 14.04 (between Montgomery Dr & Hastings La)
Block 72.32, Lots 23 and 24 (just north of Kuhl Road)
- Along Old York Road in front of the following lots:
Block 79, Lots 32.03 and 32.04
Block 79.09, Lot 1

Copper Hill School

The Copper Hill School is located at the southern end of the township and borders the Heron Glen Golf Course, restricting pedestrian access to the school from the north. Large lot residential subdivisions are located to the south and east and US 202 to the west. Everitt Road, on which the school fronts, apparently has a right-of-way of 33' according to the Hunterdon County GIS database on land parcels, limiting the ability to construct continuous sidewalks along it.