



Hunterdon County
Safe Routes to School

**Safe Routes to School
TRAVEL PLAN
2011**



Clinton Public School

Clinton Public School
10 School Street
Clinton, NJ 08809
Grades: K-8

Introduction

Clinton Public School is located within a residential area, adjacent to the central business district of the Town of Clinton, NJ.

Community Profile: Town of Clinton
Population: 2,630 (2002 estimation)
Area: 1.4 square miles
Police: Clinton Police Department

Sidewalks are present through most of town and sidewalks lead to the school on both sides of Leigh Street. However, Route 173, a major thoroughfare through town, lacks sidewalks near Leigh Street. Five crossing guards are present, including at the intersection Leigh Street and Route 173, and crosswalks are well-marked.

More than half of the 508 students walk to school. One third are bused and 10% are dropped by car. About 2% (6-10 students) regularly ride their bicycle to school. 150 students participated in the last walking school bus day in 2010.

Objectives of the Travel Plan

1. To make travel to and from Clinton Public 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 issues into the school day experience.
6. To coordinate efforts between the Town of Clinton and the Clinton Public School in creating and promoting a safe pedestrian environment.

Current School Policy/Existing Routes

School bus transportation for pupils residing in the Town of Clinton is not available. Students walk, bicycle or carpool to school.

School policy directs that while walking to school, pupils must remain on public walkways and obey all local traffic ordinances and crossing guards.

Pupils are not permitted to walk along Route 173 between Leigh Street and West Main Street due to a high volume of traffic and a lack of sidewalks. Students are directed to divert to Main Street at this point.

Pupils are required to use a designated walking path at the rear of the school (from Leigh Street) when arriving and departing school. The School Street sidewalk is not a permissible route for pupil traffic due to conflicts with vehicular traffic in the school driveway.

Bicycling is permitted. Two double-sided racks provide parking for up to 38 bicycles. The racks are next to the



Walking Path from Leigh Street to Clinton Public School which all walkers are required to use

walking path and immediately adjacent to the entry which all walking students are required to use.

The nearby Town of Glen Gardner is also part of the Clinton Public School District. Approximately 168 students are bused from Glen Gardner to Clinton Public School.

Challenges and Opportunities

Traffic Volumes

The Town of Clinton's proximity to Interstate 78 (Exit 15) attracts significant volumes of traffic during the morning hours. Route 173, in particular, has high volumes of traffic in the morning which present a challenge for students walking to school. Various traffic counts returned the following Average Daily Trips:

Route 173

2006: 9,461 vehicles [NJDOT Traffic Count]

2007: 14,700 vehicles [Circulation Study]

2009: 12,160 vehicles [NJ DOT Traffic Count]

Leigh Street

2007: 7,000 vehicles [Circulation Study]

NJDOT traffic counts are available at:

http://www.state.nj.us/transportation/refdata/roadway/traffic_counts/

Traffic Speeds

Traffic speeds were recorded as part of the 2007 Circulation Plan. The 85th percentile speed on Leigh Street south of Route 173 was 30 mph and on Route 173 east and west of Leigh Street, the 85th percentile speed was between 32 mph and 35 mph. Both of these areas are posted at 30 mph and these speeds represent good compliance with that limit. The 85th percentile is the speed which 85% of drivers drive at or below. It is the "design speed" for a roadway and often used to set speed limits.

Lack of Sidewalks

While sidewalks are in place through much of the Town, they are not present along Route 173 from West Main Street to New Street. Students walking from the west are instructed to divert to West Main Street (The Clinton House Restaurant) where sidewalks are present.

Glen Gardner

Because one third of Clinton Public School's students are bused from Glen Gardner, HART has reviewed pedestrian facilities there. Any Glen Gardner-targeted efforts would be directed at educating students about general pedestrian safety, with particular emphasis on safety when walking to the bus stop.

In Glen Gardner, four bus routes pick students up from 32 stops throughout the Borough. Six of the bus stops have sidewalks present. Much of the Borough is rural. However, in many areas, steps have been taken to improve pedestrian safety by lowering speed limits. Main Street has five speed bumps and a 25 mph speed limit. Of the denser residential developments, Spruce Hills Drive has a 15 mph speed limit and six speed bumps within ½ mile. Carol Court has a 10 mph speed limit, and Parkside Court is posted at 5 mph. Most bus stops in the Borough are posted as such, and some have advance warning signage.



Signage seen throughout Glen Gardner

Four of the 32 bus stops in Glen Gardner are located on Route 31. All stops are on the southbound side where students do not have to cross the highway.

Efforts to Date: Education and Encouragement

Clinton Public School initiated a Walking School Bus program in 2008. Today, approximately one quarter of the students participate in 5-6 walking days per year. There are 11 designated walking school bus stops which generally have 2 teachers each who chaperone the students. There are 5 walking routes, but the teachers at each stop have the prerogative to wait for another walking bus or head toward the school. The students who are bused from Glen Gardner have the option of being dropped off at the Public Library and walking the last 0.7 miles to school.

Safe Routes to School Committee

Tom DiGiovanni, Faculty
 Richard Katz, Principal
 John Stevenson, HART

Participation in the walking school bus requires one parental permission slip for the fall and one for the spring. The school administration considers the designated walk to school days as a school-sanctioned activity and has chosen to only allow teachers to act as chaperones. Each chaperone has a list of students to expect at their bus stop.

Feedback from students, parents and faculty has been very positive.

Efforts to Date: Enforcement and Engineering

The Town of Clinton has been proactive in improving pedestrian safety. The Town has increased enforcement of pedestrian crossing laws and installed traffic calming devices. In-street pedestrian signage has been placed at key intersections and motorists violating the pedestrian crossing law are ticketed.

In 2006, the Town conducted a Pedestrian/Bikeway Study and a separate Streetscape Study. Recommendations include: completion of the sidewalk network and extension of a bicycle network within Town, installation of a plaza at the intersection of Route 173 & West Main Street, installation of additional stop signs, curb extensions and crosswalks.

In 2008, Orth-Rodgers and Associates performed a circulation study of the Town of Clinton which was funded by a NJDOT grant. This study went into significantly more detail on Route 173 than the 2006 Streetscape Study.

The most prominent pedestrian issue identified in the Orth-Rodgers study is the lack of sidewalks on Route 173 near Leigh Street. The study recommends installation of more sidewalks on both sides of the street and to convert the existing perpendicular parking to angled parking.

Other recommendations included:

- Reducing the curb radius at Route 173 & Leigh to reduce pedestrian crossing distance
- Installing a triangular plaza at Route 173 and Main Street
- Various measures to reduce the number and length of curb cuts on Route 173 east of New Street

A Safe Routes to School grant of \$225,000 was awarded to the Town of Clinton in 2008 to implement the recommendations of the Circulation Plan. As of January 2011, the procurement process was still in progress and no date has been set for construction.



Next Steps

Outreach in spring 2011 will encourage parents to recreate the official walking days by setting up informal walking groups and alternating chaperone duties.

Two years ago a teacher who is an avid biker brought a professional mountain biker to Clinton Public School to give a safety presentation. HART will reach out to this teacher to try and provide a recurring bike safety presentation. The curriculum does not currently include any pedestrian safety lessons.

The terminology of the standard SRTS Parent Survey will be modified to apply to Glen Gardner students and walking to their bus stops. This will help identify concerns which are specific to Glen Gardner.

Proposed Actions

Education Actions	Responsibility	Timeframe	Cost
Printing of educational materials	School/HART TMA	Ongoing	Low
Student bike safety assembly	School/HART TMA	?	Low
Participate in Hunterdon County Safe Routes to School Public Awareness Campaign	School/HART TMA	Spring 2011	Low
Encouragement Actions			
Participate in International Walk to School Day	School/HART TMA	Annual	Low
Translate success of Walking School Bus into greater walking numbers	School/HART TMA	Spring 2011	Low
Enforcement Actions			
Speed enforcement	Clinton Police	Ongoing	Low
Stop for Pedestrians at crosswalks	Clinton Police	Ongoing	Low
Engineering Actions			
Implementation of the Circulation Plan recommendations (with SRTS Infrastructure funds)	Municipality	In Progress	High
Evaluation Actions			
Travel Tally	School/HART TMA	Alternating Months	Low
Parent Survey	School/HART TMA	Annually	Low

