

National Park School District Travel Plan

Prepared by:

**Cross County Connection
Transportation Management Association**

March 2016

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.

A School Travel Plan is a document that helps to identify student walking and bicycling travel corridors (through student locations, crash data analysis, and existing pedestrian and bicycling infrastructure) and recommends infrastructure improvements to make them safer for students. A School Travel Plan helps to identify short term and long term solutions to help encourage students to walk and bicycle to school safely. The objective of a School Travel Plan is to create a safer walking and bicycling environment for students, encourage more students to walk and bicycle to and from school, reduce negative environmental impacts of automobile trips to school, and to establish healthy lifestyle habits of among schoolchildren through increased physical activity

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.



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TABLE OF CONTENTS

CHAPTER 1: INTRODUCTION.....	1
Goals	1
Project Overview	2
School Description	2
Working Group	3
Study Area and Scope	5
CHAPTER 2: INFRASTRUCTURE IMPROVEMENT STRATEGIES.....	7
Pedestrian Improvements	7
Bicycle Improvements	10
CHAPTER 3: EXISTING CONDITIONS.....	12
School Policies and Practices	12
Municipal Policies and Practices	14
Bicycle Safety Regulations	14
Recent Grants	14
Travel Mode	14
Bicycle and Pedestrian Crashes	15
CHAPTER 4: AUDIT FINDINGS AND CORRIDOR RECOMMENDATIONS.....	17
Corridor Selection	17
Overall Recommendation	19
Major Corridor: Grove Avenue (CR 643)	21
Major Corridor: Hessian Avenue (CR 642)	23
Minor Corridor: Princeton Avenue	25
Minor Corridor: Lakehurst Avenue	27
Minor Corridor: 5 th Street	29
CHAPTER 5: NON-INFRASTRUCTURE RECOMMENDED ACTIONS.....	31
Education	31
Encouragement	32
Enforcement	34
Engineering	34
Evaluation	34
CHAPTER 6: CONCLUSION.....	35
Next Steps	35
Funding Resources	35
Summary	37

MAPS

Map 1: Location of National Park Borough, NJ	1
Map 2: National Park Elementary School Location	4
Map 3: National Park Elementary School Study Area	6
Map 4: National Park Drop-Off and Crossing Guard Locations	13
Map 5: National Park Bicycle and Pedestrian Crashes	16
Map 6: Major and Minor Travel Corridors	18
Map 7: Recommended Infrastructure Improvements	20

TABLES

Table 1: National Park School District SRTS Working Group	3
Table 2: Drop-Off/Pick-Up Locations by Grade	13
Table 3: Student Travel Mode	15
Table 4: Crash Locations	15
Table 5: Education Actions	31
Table 6: Encouragement Actions	32
Table 7: Enforcement Actions	34
Table 8: Evaluation Actions	34

(Photographs Courtesy of Cross County Connection TMA unless otherwise noted)

CHAPTER 1: INTRODUCTION

National Park Borough is located in Gloucester County, New Jersey, approximately 10 miles south of Philadelphia and 60 miles northwest of Atlantic City. The Delaware River borders National Park to the northwest, while the remainder of the Borough borders West Deptford Township. As of 2014, National Park had a population of 3,018 and an area of one square mile.

The National Park School District serves students in kindergarten through sixth grade, and consists of one school: National Park Elementary School (grades Pre-K-6). The National Park School District recognizes the importance of active transportation for the health of children and the environmental health of their community. The school district seeks to increase the number of children who walk or bike to school. As part of the school's effort to create safe pedestrian corridors, improve health of students and reduce traffic congestion around schools, the administration has chosen to develop a Safe Routes to School (SRTS) Student Travel Plan for National Park Elementary School. The *National Park Travel Plan* was created in collaboration with municipal representatives of National Park Borough and officials from the School District.

Map 1: Location of National Park Borough, NJ



Goals

The purpose of this School Travel Plan is to provide a summary of existing walking and bicycling conditions, identify potential infrastructure improvements, and recommend additional educational and encouragement activities to facilitate safe pedestrian and bicycling movement to and from National Park School. These objectives are consistent with the National Safe Routes to School Program goals of improving health of schoolchildren through increased activity, increased travel

safety, and reducing reliance on motor vehicles to get to school. The goals of the Travel Plan are as follows:

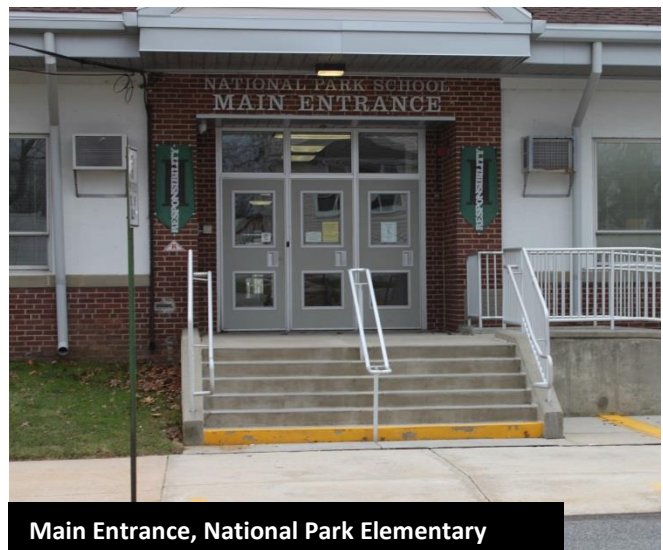
- To encourage more students to walk and bike to and from school
- To create a safer walking and bicycling environment for students who wish to walk and bike to school
- To improve the overall health of schoolchildren through increased physical activity
- To establish healthy lifestyles habits among young schoolchildren that will continue into the future
- To reduce the negative environmental impact of automobile trips on schools, especially the effects of vehicles idling in close proximity to children

Project Overview

Chapter 2 provides a brief overview of potential infrastructure improvements and treatments to enhance safety for children walking and bicycling to school. Chapter 3 assesses existing conditions and crash locations, while Chapter 4 identifies potential improvements for specific corridors based on the existing conditions analysis, input from Borough and School District representatives, and a walking audit of the area surrounding National Park Elementary School. Chapter 5 emphasizes how to integrate the 5 E's of the SRTS Program, which are: Evaluation, Engineering, Education, Encouragement and Enforcement, by identifying actions and programs to encourage more students to safely walk or bike to school. Chapter 6 summarizes the findings and includes a list of resources to assist National Park with advancing its SRTS initiative.

School Description

As shown in Maps 2 and 3, National Park Elementary School is bordered by South Grove Avenue to the east and 5th Street to the west. The school is bordered by Lakehurst Avenue to the north and Princeton Avenue to the south. National Park School is located in an urban area characterized by a grid street pattern. Bank Battlefield Park is located northwest of the school and JFK Complex is located to the northeast. Students are provided with uncovered bicycle racks, located at the southern entrance to the school along Princeton Avenue. National Park students walk to school.



The Borough's compact grid pattern is conducive to walking and bicycling to school where appropriate infrastructure exists, particularly due to the fact that the Borough is one square mile in area. Sidewalks are located on a majority of streets throughout the Borough.

Working Group

This Travel Plan was developed by Cross County Connection in partnership with the SRTS working group members listed below (Table 1). Carla Bittner, National Park Elementary School Principal, was the primary contact for the Travel Plan and coordinated input from the National Park School District and Borough.

Table 1: National Park School District SRTS Working Group

Organization	Role	Contact
Cross County Connection TMA	SRTS Program Assistance	Sean Schweitzer, SRTS Coordinator schweitzer@driveless.com
National Park Elementary	Implementation	Carla Bittner, Principal cbittner@npelem.com
National Park Elementary	Implementation	Shane Sammons, Technology Coordinator ssammons@npelem.com
National Park Elementary	Implementation	Michael Hink, Physical Education Teacher mhink@npelem.com
National Park Borough	Implementation	Anne Marie Henry, Councilwoman dtcmhenry@verizon.net
National Park Borough	Implementation	K'leen Cucugliello, Green Committee Member
National Park Borough	Enforcement	David Jiles, Police Officer

Map 2: National Park Elementary School Location



Study Area and Scope

This Travel Plan was prepared for the use of National Park School District SRTS working group and its members. The Travel Plan considers the physical characteristics of National Park's walking and bicycling infrastructure from the perspective of students aged 5-12. Physical environment observations, analysis, and recommendations are limited to areas where these students could walk or bike to school, based on methodology provided by the National Center for Safe Routes to School (NCSRTS). In order to prioritize the most critical physical infrastructure improvements to benefit the most students, areas closest to the school were selected for detailed analysis and recommendations in this Travel Plan. A study area of approximately 10-15 minutes (approximately ½ mile) walking radius was selected for the elementary school. The range of student travel is illustrated in Map 3. For infrastructure prioritization purposes, the area immediately surrounding the school, county roads, and roads with recorded pedestrian crashes were the focus of the study.

School program and policy analysis and recommendations are tailored to National Park Elementary School, while non-physical aspects of the study, such as Borough ordinances and municipal activities, are considered Borough-wide.

Map 3: National Park Elementary School Study Area

CHAPTER 2: INFRASTRUCTURE IMPROVEMENT STRATEGIES

Communities can implement a variety of infrastructure improvements to enhance safety for bicyclists and pedestrians and facilitate safe and convenient student travel to and from school. This chapter provides a brief overview of common pedestrian and bicycle facilities, some of which are identified as potential improvements in Chapter 4. This chapter is intended to familiarize readers with these design treatments, but does not provide an exhaustive list of potential infrastructure improvements. Additionally, this chapter is not intended to serve as a design guide. Project designers and engineers should consult the respective engineering guidance when designing and implementing these facilities, such as NJDOT's School Zone Design Guide, American Association of State Highway and Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highway and Streets*, AASHTO's Guide for the Development of Bicycle Facilities, the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD), the National Association of City Transportation Officials' (NATCO) Urban Bikeway Design Guide, New Jersey Department of Transportation's (NJDOT) Roadway Design Manual, and others.

Pedestrian Improvements

Sidewalks

Sidewalks are travel lanes for pedestrians. These facilities separate pedestrian travel from motor vehicle traffic, which greatly increases safety for walkers. Sidewalks are typically a minimum of five-feet wide and are often made of concrete, asphalt, or other materials. Biking on sidewalks is permitted in National Park Borough; however, sidewalks are not designed for bicycle travel. Bicycling on sidewalks can result in conflicts with pedestrians, which may create safety concerns. While it is appropriate for young children to ride on sidewalks with parental supervision, it may be appropriate for older children that receive bicycle safety education to ride on roadways that safely accommodate bike travel. Students at any age should always wear a properly fitted bicycle helmet.



Sidewalk, National Park, NJ

Marked Crosswalks

Crosswalks exist at every intersection, regardless of whether they are marked with paint. Marked crosswalks, however, indicate preferred locations for pedestrians to cross, and help alert motorists to pedestrian crossing locations. Additionally, in New Jersey, motorists are required to stop for pedestrians in marked crosswalks, but are only required to yield to pedestrians in unmarked crosswalks. Marked crosswalks may also be used to indicate school walking routes, and may be desirable to install in locations where there are many pedestrians,



Crosswalk, Ocean City, NJ

such as in downtown areas and near schools. There are a variety of marked crosswalks that are permitted by the Manual on Uniform Traffic Control Devices (MUTCD); however, the NJDOT School Zone Design Guide exclusively recommends the installation of bar style crosswalks (also known as piano key or continental type) due to their high visibility and durability.

Signage

Signs and pavement markings may be used to complement crosswalks, and can be helpful in alerting motorists to busy crossing locations. Chapter 3 of the New Jersey School Zone Design Guide details standards and guidance for the use of school zone signage, pavement markings, and related devices. This signage includes traditional pedestrian crossing signs, school-specific crossing signs, and rectangular rapid flashing beacons (RRFBs), which emit a flashing yellow light when activated by a pedestrian, and others.



Flashing Speed Sign Mountainlake Terrace, WA

In-street signs can be installed at uncontrolled, mid-block pedestrian crossings to help to make crosswalks more visible to drivers and encourage them to stop for pedestrians. These signs can only be installed at mid-block locations as they are prohibited by the 2009 MUTCD at signalized intersections. These signs can be permanently installed in the roadway or mounted on a portable base, which allows them to be easily taken in and out of the street. These signs must reflect the respective state law regarding whether motorists are required to yield or stop for pedestrians in a crosswalk. New Jersey law requires pedestrians to stop and stay stopped for pedestrians crossing the roadway within any marked crosswalk.



In-Street Sign, Ocean City, NJ

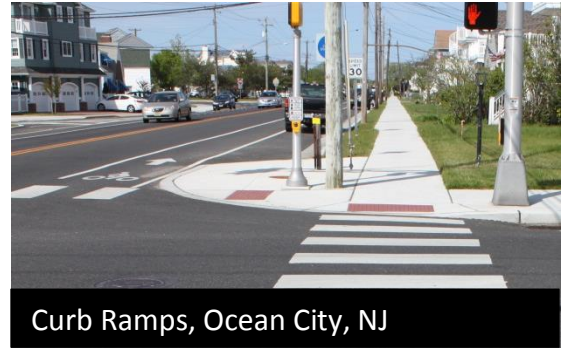
School Zone pavement markings can be used as an additional warning where vehicle speeds are a concern and should be placed close to school reduced speed zones or School Speed Limit sign assemblies. These markings are preferred on single lane local or collector streets, where they are visible from a distance and not obscured by heavy traffic.

Figure 7C-1. Two-Lane Pavement Marking of "SCHOOL"



School Pavement Marking, MUTCD

Curb Ramp Curb ramps provide access to sidewalks from the roadway, which is particularly important for people using wheelchairs, parents with strollers, or individuals that have difficulty stepping up and down curbs. Newly constructed or altered roadway projects are required to incorporate curb ramps in accordance with the Americans with Disabilities Act (ADA) design guidelines. ADA requirements also specify that curb ramps must be equipped with detectable warning surfaces (DWS) that provide a warning to visually impaired pedestrians. Intersections should have two perpendicular curb ramps per corner, as opposed to a single diagonal ramp, because visually impaired individuals use these ramps to orient themselves toward crosswalks. Two ramps also allow pedestrians, strollers, and wheelchairs to cross without being forced into the intersection. ADA Guidelines state that curb ramps should be perpendicular wherever possible, where each corner has two ramps installed perpendicular to the face of the curb.



Curb Ramps, Ocean City, NJ

Crossing Islands

Crossing islands, or pedestrian refuge islands, are raised islands located in the center of a roadway at an intersection or mid-block crosswalk. These facilities provide pedestrians with a safe place to stop halfway across a roadway to deal with vehicle traffic traveling in one direction at a time. Slower-paced pedestrians can feel more comfortable crossing the street when crossing islands are present, and the installation of these facilities has been shown to decrease pedestrian-vehicle collisions and reduce vehicle speeds. Pedestrian refuge islands should be a minimum of 6 feet wide per ADA guidelines to allow wheelchair and stroller users to safely pause on the island.



Pedestrian Island, NACTO

Curb Extensions



Curb Extension, Ocean City, NJ

Curb extensions, also known as bump-outs or bulb-outs, extend the sidewalk or curb line into a parking lane, which reduces street width at an intersection. This improves pedestrian crossings by reducing the distance required to cross the street. These facilities also increase visibility for pedestrians since motorists are prevented from parking in or too close to a crosswalk. Curb extensions should only be used where there is a parking lane, and where transit and bicyclists would be traveling outside the curb edge.

Bicycle Improvements

Bicycle Routes

Bicycle routes are a type of on-road bikeway. These facilities designate preferred routes for bicycle travel and indicate that a roadway is a shared travel environment for bicyclists and motorists. Bicycle routes can be marked with signage, such as “bike route” or “share the road” signs. These facilities may also be marked with “sharrow” pavement markings. These markings inform motorists to expect bicyclists and show bicyclists where to ride. Bicycle route and share the road signs can also provide bicyclists with wayfinding assistance. These treatments are preferable on low-speed, low-volume roadways.



Bicycle Lanes

Bicycle lanes are another type of on-street bikeway. The installation of bicycle lanes designates space on a roadway for bicyclists with striping and pavement markings. These lanes, which are typically a minimum of five feet wide, are for the exclusive use of bicyclists and help to reduce conflicts between motorists and bicyclists. Standard bicycle lanes provide a minimal level of safety for cyclists. Studies show over 80 percent of potential cyclists would not use a typical unprotected bicycle lane due to safety concerns.



Buffered Bicycle Lanes

The addition of a painted buffer enhances safety by increasing the space between motorists and bicyclists. Often, flexible plastic bollards are installed in these buffers as an inexpensive physical barrier to offer cyclists further protection from vehicle traffic. Safe Routes to School programs have installed buffered bicycle lanes with plastic bollards for use by children traveling to school.



Buffered Bicycle Lane, Austin, TX

Separated Bikeways

Permanent physical protections, such as planters, modular curbs, trees, concrete sculptures, or pylons offer enhanced comfort and safety for bicyclists over painted buffers or plastic bollards. A lane of parked cars can also offer physical separation from moving vehicles. These facilities are often considered the most attractive by cyclists, parents, and residents, and have been shown to increase the bottom line of nearby



Parking Separated Bikeway, Washington, DC

businesses. High-quality separated bikeways with connections to parks and other destinations can also encourage tourism and associated spending, which brings additional benefits the local economy. Separated bikeway design has advanced significantly in recent years, and comprehensive manuals exist including the NACTO Urban Bikeway Design Guide (also applicable for suburban and exurban jurisdictions) and FHWA Separated Bike Lane Planning and Design Guide.

3. EXISTING CONDITIONS

School Policies and Practices

Parents of students at National Park Elementary are provided parent handbooks at the beginning of the school year, which outlines transportation and arrival and dismissal times and procedures. The handbook is available online at National Park Elementary's website. National Park Elementary is deemed a walking district with only two buses for students who have special needs or are determined to live far enough from the school to require courtesy busing. Students are permitted to walk and bicycle to school (only grades 3rd-6th are permitted to bicycle to school) and National Park Elementary provides crossing guards at the following locations:

- Lakehurst Avenue & Grove Avenue
- Hessian Avenue & Grove Avenue
- Hessian Avenue & 5th Street
- Lakehurst Avenue & 5th Street

As part of the school safety program, parents/guardians are to abide by the following:

- Do not park in yellow curb areas
- Vehicles picking up students are requested to observe the one-way street regulations on Lakehurst and Princeton Avenues.
- When driving on or near school grounds, proceed with extreme caution.
- It is illegal to leave an automobile unattended while the motor is running.
- Do not discharge or pick up children while double-parked or in the middle of the street.
- Fire regulations forbid parking in front of the school entrance when school is in session.
- Stopping/Parking is not permitted on Grove Avenue along the side closest to the school.

Numbered parking spaces along Princeton and Lakehurst Avenues are reserved for residents only. Parents that are dropping or picking up students should select a parking space that does not contain numbers.

Drop off & Pick up Policies

According to the National Park Elementary School Parent Handbook, students are to report to school at 8:25am, lining up at the location designated on the school map. There are no staff members on duty before 8:25am supervising the entrances. Students are allowed to enter the school between 8:30am-8:35am. Students arriving to school later than 8:35am will be considered late. Students are dismissed at 3:15pm (Pre-K dismissed at 3:10pm) each day from the designated doors assigned to each grade. Crossing guard and drop off locations are shown in Map 4. Designated doors for each grade are as follows:

Table 2: Drop-off/Pick-up Locations by Grade

Grade	Drop-off/Pick-up Location
Pre-K AM & PM	Lakehurst Avenue side doors closest to Grove Avenue.
Kindergarten	Grove Avenue doors
Second Grade	Princeton Avenue side doors closest to Grove Avenue
Third & Fourth Grades	Princeton Avenue side doors between 1 st grade doors and playground
Fifth & Sixth Grades	Lakehurst Avenue side doors at the Main Entrance

Map 4: National Park Drop Off and Crossing Guard Locations



Municipal Policies and Practices

No vehicle shall stand or park for a period of time longer than is necessary for the loading and unloading of passengers/materials or longer than is designated. The loading and unloading of passengers shall not consume more than three minutes in an alley or at a curb adjacent to the entrance of a school, church, theater, hotel, hospital or any other place of public assemblage during hours designated by official signs.

Bicycle Safety Regulations

As stated in the student handbook, students in third through sixth grade are permitted to ride their bicycles to school at parent/guardian discretion. Bicycle helmets must be worn by children under 17 years of age, according to New Jersey State Law. Failure to ride without a helmet may result in exclusion of privilege. National Park Borough does not have an ordinance stating all bicyclists are required to ride along the shoulder of a road. Students should ride on the road where deemed safe, otherwise they should ride on the sidewalk according to parents/guardians discretion as stated by the Borough Clerk.

Rules for bicycling safely include:

- Never ride double.
- Keep both hands on the handlebars, except when signaling for a turn.
- Come to a complete stop at all corners.
- Look in both directions before walking your bicycle across the street.
- Dismount at entrance to school grounds and walk bicycle to parking area.
- Never ride bicycle on school grounds.

Bicycle riding privileges may be revoked at any time for a violation of the above rules. Scooters are not permitted on school grounds.

Recent Grants

National Park Elementary recently received a New Jersey Healthy Communities Network Grant which awarded National Park \$20,000 over the calendar years 2016 and 2017 to target increased physical activity and healthy eating. The school plans to use some of the funding towards the recommendations stated in the National Park Elementary School Travel Plan.

Travel Mode

Student travel tallies were conducted by teachers at National Park Elementary in the fall of 2015 over a one week period. A breakdown of how students travel to school is shown in Table 3

National Park Elementary is deemed a walking district with only 25% of students walking to and from school. Approximately 73% of students are driven to school each day, while two courtesy buses account for less than one percent of students.

The results of the student travel tally are indicative of the vehicle congestion observed during dismissal time, where parents were seen getting to the school a half hour before dismissal times in order to get a parking spot close to the school. Vehicle congestion along with parents and students crossing mid-block to get to their vehicle was observed during the walking audit, as well.

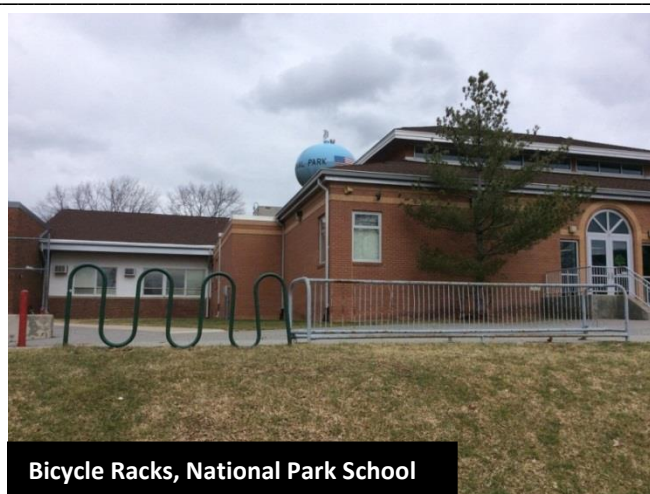


Table 3: Student Travel Mode

Travel Mode	Students	% Total
Walk	60	25.2%
Bicycle	5	2.1%
Car	174	72.7%
Total Students	239	100%

Bicycle and Pedestrian Crashes

There were no bicycle crashes and six pedestrian crashes between 2003 and 2015 in National Park Borough. Crash data was collected from Plan4Safety, a statewide database maintained by the Center for Advanced Infrastructure and Transportation (CAIT) at Rutgers University. In each of these crashes, a moving vehicle struck a pedestrian.

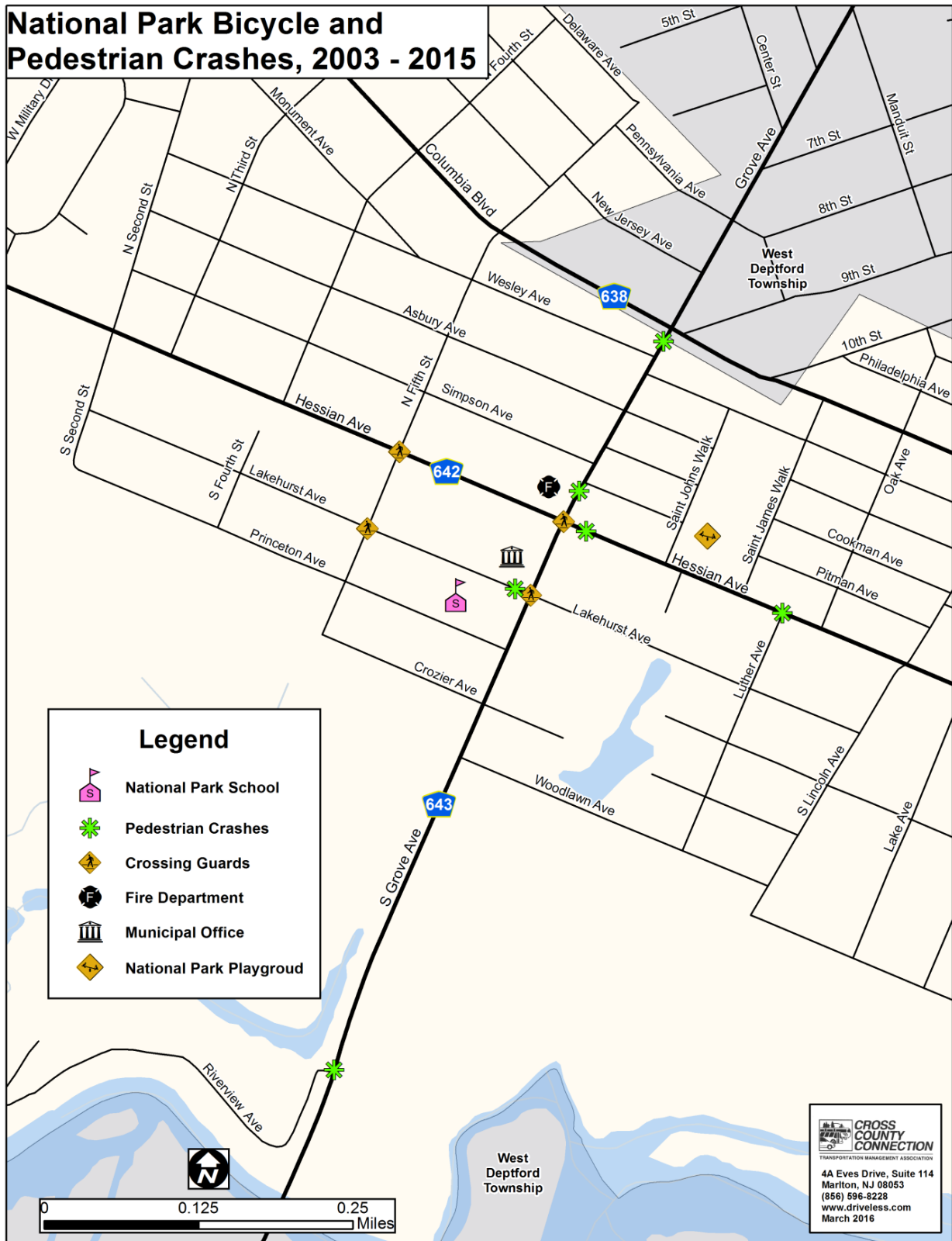
Of the six crashes, three occurred on Grove Avenue, two occurred on Hessian Avenue, and one occurred on Lakehurst Avenue. Three of the six crashes occurred during school hours or afterschool program hours (7 am to 6 pm, Monday through Friday) which are shown in Map 3.

In five of the six cases, injuries ranged from pain to moderate injury which are shown in Table 4. In the sixth case, only property damage was reported. No severe pedestrian injuries or fatalities were found in the database.

Table 4: Crash Locations

Street	Date	Time	Injuries
Grove Ave	2/12/2010	1:49 PM	None
Grove Ave	7/16/2006	12:46 PM	Moderate Injury
Hessian Ave	4/9/2005	11:08 PM	Pain
Grove Ave	12/20/2005	6:44 AM	Moderate Injury
Hessian Ave	11/11/2004	5:17 PM	Moderate Injury
Lakehurst Ave	12/16/2003	8:45 AM	Pain

Map 5: National Park Bicycle and Pedestrian Crashes



4. AUDIT FINDINGS AND CORRIDOR RECOMMENDATIONS

A walking audit was conducted on February 25, 2016 to assess walking and bicycling conditions and document areas in need of infrastructure improvement. The study area consists of approximately a ten minute walking radius (1/2 mile) from the National Park School. The following analysis is based on observations from the walking audit and discussions with participants from the SRTS working group, who relayed input from parents. The working group met with Cross County Connection prior to the audit to provide specific input to guide the assessment of existing conditions. The audit was held in windy weather from 1:30 PM to 5:00 PM with a temperature of approximately 45 degrees. Participants included National Park School's Principal and Physical Education Teacher; West Deptford Police Department's School Resource Officer; a member of National Park's Green Committee; and Cross County Connection's Complete Streets Coordinator, Transportation Specialist, and Research Assistant.

Corridor Selection

Due to the saturation of the student population throughout the Borough of National Park, audits were conducted along major and minor student travel corridors identified by the working group, which are shown in Map 6 and listed below.

Major student travel corridors include:

- Grove Avenue
- Hessian Avenue

Minor student travel corridors include:

- 5th Street
- Princeton Avenue
- Lakehurst Avenue

This chapter describes each corridor, discusses safety concerns, and suggests infrastructure improvements to enhance safety and encourage safe walking and bicycling to and from National Park School. Recommendations for improvements are shown in Map 7 and are discussed in more detail in this chapter.

These recommendations are based on an assessment of existing conditions, input from the working group, findings from the audit, sound planning judgement, and guidelines set by the American Association of State Highway and Transportation Officials (AASHTO), the National Association of City Transportation Officials (NACTO), and the New Jersey Department of Transportation (NJDOT). These recommendations are intended to enhance safety and facilitate student travel to and from school. Recommendations found in the National Park School Travel Plan are general in nature, and Cross County Connection recommends further engineering analysis before implementing any of the suggestions in this plan.

Map 6: Major and Minor Travel Corridors, National Park, NJ



Overall Recommendations

Many crosswalks are not marked in National Park Borough. This is especially concerning on high-volume roads with higher speed limits, such as Grove Avenue and Hessian Avenue. High visibility crosswalks should be provided as frequently as possible, and at intervals of no greater than 500 feet, as per NJDOT guidelines. High-visibility bar style (continental) crosswalks should be considered at all intersections within $\frac{1}{4}$ mile of the school, and any additional busy intersections within the Borough.

ADA improvements, including the installation of curb ramps or tactile warning strips should be implemented at any intersections with pedestrian facilities (e.g. crosswalks or sidewalks) where they are missing.

Additional recommendations are tailored to each student travel corridor in the proceeding sections.

Map 7: Recommended Infrastructure Improvements

Major Corridor: Grove Avenue (CR 643)

Grove Avenue is a recommended travel route for students attending National Park School due to the presence of connected pedestrian facilities, its proximity to the school, and its function as an important north-south connection between the school grounds and students' homes. The school is located on Grove Avenue and crossing guards are stationed at the intersections with Lakehurst Avenue and Hessian Avenue.

Roadway Characteristics

Grove Avenue is a major county road (Gloucester County Road 643) and the primary north-south connection in National Park Borough, traveling through the center of town and forming the eastern border of National Park School grounds. Grove Avenue is a two lane road in the vicinity of National Park School, which terminates at Red Bank Avenue to the north and at Kings Highway to the south. The road is classified as a minor arterial as it approaches National Park Borough from the south, where it crosses Interstate 295, and features a high, 45 miles per hour (MPH) speed limit in this portion. The speed limit is reduced to 30 MPH in National Park Borough from Woodlawn Avenue through to the road's northern terminus at Red Bank Avenue. School Zone signage is located to the south of the school at Crozier Avenue, although it may be obstructed by tree branches that may limit its view for oncoming motorists. An additional School Zone sign is located approximately 50 feet north the school on Grove Avenue, past the Lakehurst Avenue intersection. "School 25 MPH Speed Limit Ahead" signage is located approximately 25 feet north of Crozier Avenue, and school speed limit signage designates a 25 MPH zone immediately adjacent to the school, between Princeton Avenue and Lakehurst Avenue.

Speed Limit	25 - 45 MPH
Travel lanes	2, 12'
Parking Lanes	2, 7'
Sidewalks	Continuous on both sides
Crosswalks	Some intersections, faded
Signals	Hessian Ave, includes pedestrian countdown signal
Signage	School Zone, 25 MPH School Speed Limit Ahead, 25 MPH School Speed Limit, School Crossing, Stop for Pedestrians in Crosswalk
Curb extensions	None
Crossing Guards	Lakehurst Avenue, Hessian Avenue
Ped-Scale Lighting	None
Bicycle lanes	None
Bicycle signage	None
Street trees	Continuous tree canopy cover
Driveways	Few
Median	None
Suggested Improvements	Locate School Zone sign 200 – 500' from school in both directions. Locate School Speed Limit signs 200' minimum from school grounds (both directions), add rapid flashing beacon to school speed limit sign or school zone sign in northbound direction, paint bar style crosswalks near school

Transportation Concerns

Oncoming vehicles may not be alerted to lower speed limits entering National Park Borough and the presence of an elementary school based on the current sign configuration. Existing school zone signage at Crozier Avenue in the northern traffic direction is partially obstructed and does not feature a school plaque (MUTCD Sign Designation S4-3P) to emphasize the presence of a school as recommended in the NJDOT School Zone Design Guide. The current 25 MPH school zone area is extremely short, extending less than the length of the school block.

Recommendations

The NJ School Zone Design Guide (NJSZDG) recommends School Zone warning signs be placed 200-500 feet from the school grounds and School Zone Speed Limit Signs be placed 200 feet minimum from school grounds (see NJSZDG page 23). School Zone Speed Limit signs in both directions should be moved to 200 feet along Grove Street from Princeton and Lakehurst intersections, respectively (these intersections constitute the edges of the school grounds).

A flashing beacon is recommended for Grove Street in the northern direction between Woodland and Crozier Avenue to alert drivers leaving a higher speed limit 45 MPH zone to the significantly reduced 25 MPH school speed limit. This beacon could take the form of a traditional two-lamp warning device, more modern LED rapid flashing devices, or a hybrid of the two, and could be affixed to the School Zone sign or School Speed Limit sign. Examples of possible flashing beacons are provided in this section. Slow School Zone pavement markings could be added to further alert motorists to the presence of a school zone (MUTCD Section 7C.03).

Examples of Signage in School Zones



Major Corridor: Hessian Avenue (CR 642)

Featuring Traditional and Rapid Flashing Beacons

Hessian Avenue is a recommended travel route for students attending National Park School due to the presence of connected pedestrian facilities, its proximity to the school, and its function as an important east-west connection between the school grounds and students' homes. The school is located one block from Hessian Avenue and crossing guards are stationed at the intersections with 5th street and Grove Avenue.

Roadway Characteristics

Hessian Avenue is a county road (CR 642) and the primary commercial corridor in National Park. Hessian Avenue connects with Interstate 295 to the east and Red Bank Battlefield Park, on the banks of the Delaware River, to the west. Hessian Avenue is a 60 foot wide corridor from Lincoln Ave to 2nd Street. Less than half of the paved road surface is currently occupied by travel lanes through this corridor, leaving over 30 feet of undefined shoulder and parking space. Parking spaces are not marked, and parking is therefore informal. Drivers were observed parking in a variety of configurations (back-in, front-in, and parallel).

The existing travel lane striping is sufficient and does not require alteration.

Transportation Concerns

Unpredictable turning and merging movements were observed due to Hessian Avenue's parking configuration and its 30+ foot wide combined parking lane and shoulder. This creates a hazard for all road users, including motorists, bicyclists, and pedestrians. There are no bicycle facilities provided on this important corridor, although there is ample space available.

Pedestrian-involved crashes at or near the intersection of Hessian Avenue and Grove Street, indicate there may be safety concerns at this intersection or along one or more of the intersecting roads. The speed limit of 30 MPH could be reduced through the downtown commercial and residential corridor.

Speed Limit	25 - 35 MPH
Travel lanes	2, 11'
Parking Lanes	1, 35'
Sidewalks	Mostly continuous on both sides
Crosswalks	Some intersections, Faded
Signals	Grove St with pedestrian countdown signal
Signage	School Crossing
Curb extensions	Grove Avenue
Crossing Guards	Grove Avenue and 5th Street
Ped-Scale Lighting	None
Bicycle lanes	None
Bicycle signage	None
Street trees	Intermittent tree canopy cover
Driveways	Some
Median	None
Suggested Improvements	Add parking separated bikeway, paint high-visibility bar-style crosswalks throughout corridor

Recommendations

A parking-separated two-way bicycle path would enable students to safely bicycle to and from National Park School. A separated bikeway would have the additional benefits of connecting to two playing fields in National Park and Red Bank Battlefield Park (a major historical and tourism site) to National Park's commercial downtown and the National Park School. Similar bikeways implemented near other schools have created safe spaces for children to ride to school and had the effect of encouraging more students to be physically active in their travel to and from school.

A lower speed limit of 25 MPH on Hessian Avenue throughout National Park Borough's downtown district would help calm traffic and encourage pedestrian and bicyclist safety.



Minor Corridor: Princeton Avenue

Princeton Avenue is a recommended travel route for students that attend National Park Elementary because it forms part of the perimeter of the school and has connected pedestrian facilities from 2nd Street to Grove Avenue.

Roadway Characteristics

Princeton Avenue is a one way street from Grove Avenue to 5th Street with resident only parking on the southern side of the road. On the northern side of Princeton Avenue adjacent to the school, signs prohibit parking from 8am-4pm. Cones are placed along Princeton Avenue on the northern side where there are signs stating “No Parking” to further deter parents from parking along that side of Princeton Avenue. There is some parking on the northern side of Princeton Avenue starting at the playground behind the school.

Transportation Concerns

Students are dismissed from the school onto Princeton Avenue, where parents park along the length of the block. Students have been observed by school officials crossing mid-block to get to their parents/guardians car and not looking before crossing. Before placing cones along Princeton Avenue on the side closest to the school to deter parking, students were crossing the street in between cars, raising the risk of being struck by a westbound vehicle traveling on Princeton Avenue. School officials reported cones have helped minimize this risk and have increased visibility of students crossing the street for motorists, but the cones must be placed before arrival times and picked up after dismissal times. There is also a traffic congestion problem on Princeton Avenue due to parents waiting for students and due to it being a one way road.

Recommendations

The installation of collapsible reflective bollards would help to deter parents from parking along the Princeton Avenue closest to the school. Additionally, a change in the dismissal times to a staggered dismissal schedule would help to alleviate traffic congestion.

Speed Limit	25MPH (Not Posted)
Travel lanes	1, 13'
Parking Lanes	2, 7.5'
Sidewalks	Continuous on both sides
Crosswalks	At all intersections, Faded
Signals	None
Signage	No Parking 8 AM – 4 PM signs on side closest to the school
Curb extensions	None
Crossing Guards	None
Ped-Scale Lighting	None
Bicycle lanes	None
Bicycle signage	None
Street trees	Minimal tree canopy cover
Driveways	Some
Median	None
Suggested Improvements	Consider adding collapsible bollards along Princeton Avenue on side closest to school or restricting parking at all hours; paint high-visibility bar-style crosswalks throughout corridor

The repainting of faded crosswalks throughout the corridor with high-visibility bar style crosswalks should be implemented as well as any necessary ADA improvements at intersections along the corridor.



Cones placed along Princeton Avenue during arrival and dismissal time



Example of collapsible bollards

Minor Corridor: Lakehurst Avenue

Lakehurst Avenue is a recommended travel corridor for students that attend National Park Elementary because it forms part of the perimeter of the school and has connected pedestrian facilities.

Roadway Characteristics

Lakehurst Avenue is a one way corridor from Grove to 5th Street with resident only parking on the northern side of the street. On the southern side of Lakehurst Avenue closest to the school, there is no parking from 8am-4pm. During the school day, cones are placed along Lakehurst Avenue from the end of the playground all the way to Grove Avenue to deter parents from parking in that area. There is parking on the southern side of Lakehurst Avenue from the playground to 5th Street.

Transportation Concerns

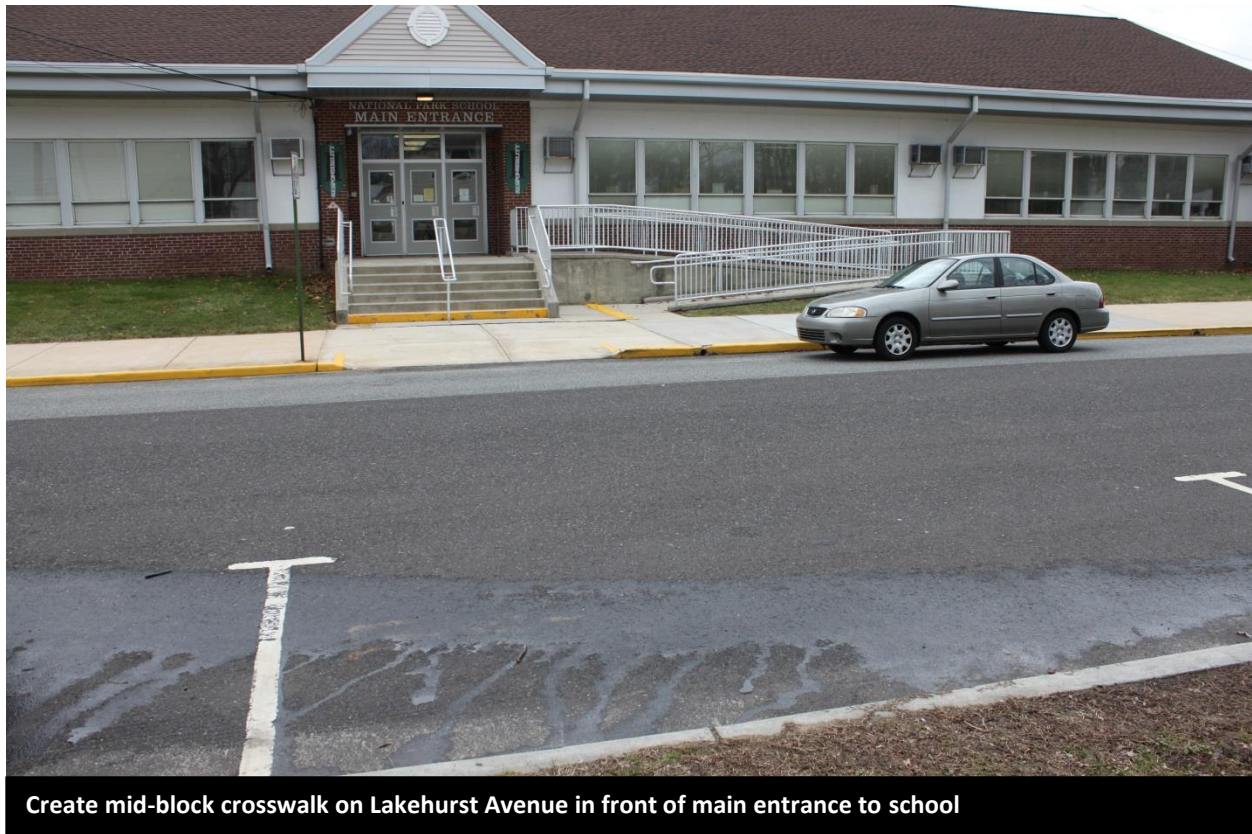
Students are dismissed from the school onto Lakehurst Avenue, where parents park along the side of the road on the northern side. Students have been observed by school officials crossing mid-block to get to their parents/guardians car and not looking before crossing. Before cones were placed along Lakehurst Avenue on the side closest to the school, students crossed the street in between cars, raising the risk of getting hit by traffic going east along Lakehurst Avenue because motorists could not see children as they approached to cross the street as they were eclipsed by the parked cars. Cones have helped minimize this risk and has increased visibility of students crossing the street, but must be placed by school officials before arrival times and picked up after dismissal times. There is also a traffic congestion problem on Lakehurst Avenue due to parents waiting for students and due to it being a one way road.

Recommendations

The installation of collapsible reflective bollards would help to deter parents from parking along Lakehurst Avenue on the side closest to the school. Additionally, a change in the dismissal times to a staggered dismissal schedule would help to alleviate traffic congestion as well as the amount of students crossing Lakehurst Avenue mid-block backing up traffic along the road.

Speed Limit	25 MPH (Not Posted)
Travel lanes	1, 19'
Parking Lanes	2, 8'
Sidewalks	Continuous on both sides
Crosswalks	At all intersections, Faded
Signals	None
Signage	No Parking 8 AM – 4 PM signs on side closest to the school
Curb extensions	None
Crossing Guards	Grove Avenue and Lakehurst Avenue
Ped-Scale Lighting	None
Bicycle lanes	None
Bicycle signage	None
Street trees	Intermittent tree canopy cover
Driveways	Some
Median	None
Suggested Improvements	Add collapsible bollards along the side closest to school, paint high-visibility bar-style crosswalks throughout corridor, add mid-block crosswalk

The repainting of faded crosswalks throughout the corridor with high-visibility continental crosswalks should be implemented as well as ADA improvements at intersections along the corridor.



Minor Corridor: 5th Street

5th Street is a recommended travel route for students attending National Park due to the presence of connected pedestrian facilities, its proximity to the school, and its function as an important north-south connection between the school grounds and students' homes. The school is located along South 5th Street and crossing guards are stationed at the intersections with Hessian Avenue and Lakehurst Avenue.

Roadway Characteristics

5th Street features two relatively wide travel lanes (one in each direction) and serves as a north-south connection in National Park Borough, traveling from the Borough border along Delaware Avenue to the north and terminating at Crozier Avenue to the south. Fifth Street features 45 degree angled parking on both sides between Princeton Avenue and Lakehurst Avenue (where the school is located), and 45 degree parking on one side of the road between Simpson Avenue and Asbury Avenue as well as between Wesley Avenue and Columbia Boulevard. The speed limit on 5th Street is 25 MPH, which is not posted.

There are continuous sidewalks on both sides of 5th Street. The presence of 4 foot wide sidewalks provides physical separation from motor vehicle traffic for children walking or biking to school. Curb ramps are present at most intersections, although those closest to the National Park School are missing detectable warning strips.

Transportation Concerns

5th Street borders National Park Elementary to the west suggesting the potential for frequent use by students. Some crosswalks in the 5th Street corridor are faded, creating a hazard for pedestrians and diminishing their traffic calming effects. There was no bicycle or pedestrian crashes on the 5th Street study area; however a lack of traffic calming on this wide street may encourage speeding or failure to stop for pedestrians in crosswalks.

There are no bicycle facilities provided on this corridor, although there is ample space available.

Recommendations

The installation of traffic calming measures would increase student safety walking or biking to school. Placing bike lanes along 5th Street would serve as a traffic calming method, enhance bicyclist

Speed Limit	25 MPH (Not Posted)
Travel lanes	2, 30' in sections without parking; 2, 11' in sections with parking
Parking Lanes	2, 18'
Sidewalks	Mostly connected on both sides
Crosswalks	Some intersections, Faded
Signals	None
Signage	None
Curb extensions	None
Crossing Guards	Hessian Avenue, Lakehurst Avenue
Ped-Scale Lighting	None
Bicycle lanes	None
Bicycle signage	None
Street trees	Intermittent tree canopy cover
Driveways	Some
Median	None
Suggested Improvements	Add parking separated bikeway, paint high-visibility bar-style crosswalks throughout corridor

safety and comfort, and encourage more students to ride their bicycle to school. Installing bicycle facilities on 5th Street would narrow the travel lanes and reduce speeding. Traffic lane narrowing is endorsed by the Federal Highway Administration (FHWA) as an effective bicycle and pedestrian safety improvement. Physically separated bicycle lanes – for example, parking protected bike lanes – would provide enhanced safety.

Faded crosswalks may be repainted at intersection bordering National Park Elementary to facilitate safe student crossings and preserve pedestrian crossing sight-lines on the wide road.



Faded crosswalks along 5th Street



Opportunity for bike lanes on 5th Street

Summary

The recommendations that have been suggested for each major and minor corridor observed during the walking audit should be examined further upon implementation.

In summary, the above recommendations for each major and minor corridor are based on existing conditions observed during the walking audit and information obtained from school and municipal representatives. Many of these recommendations can be implemented in a short time frame, while others will take more time to implement. These recommendations should be reviewed by the municipal engineer to ensure design standards and regulations are adhered to. Funding opportunities are available for infrastructure improvements and are discussed in Chapter 6. In addition to these improvements, National Park should also implement educational programs to ensure children and parents know how to be safe pedestrians and bicyclists, as discussed in the following chapter.

5. NON-INFRASTRUCTURE RECOMMENDED ACTIONS

The following are the recommended non-infrastructure actions suggested to achieve the goals of the National Park Elementary Travel Plan 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 a community's perception of 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 5 details the recommended Education Actions.

National Park Elementary, in the past, has conducted multiple walk to school events, pedestrian safety presentations, a poster contest, and a bike rodeo.

Table 5: Education Actions

Education Actions	Responsibility	Time Frame
Creation and distribution of educational materials to students, parents/guardians and community members	National Park Elementary/Cross County Connection TMA/NJSRTS Program	Ongoing
In-class education on safe walking practices, along with health and environmental benefits	National Park Elementary/Cross County Connection TMA/ The Brain Injury Alliance of New Jersey	Annually
Inclusion of SRTS elements in Teacher and Student Handbooks	National Park Elementary	Annually
Participate in New Jersey's SRTS Webinar Program	National Park Elementary	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 as well as safe driving habits. Inclusion of parents in educational programming is a good way to reinforce safety education at home.

National Park Elementary should continue to take advantage of Cross County Connection's 3rd-4th Grade Pedestrian Safety Program on an annual basis. Additional information about the Pedestrian Safety Program is available on Cross County Connection TMA's website:

(<http://driveless.com/TransportationPlanning/SafeRoutes.html>).

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. Many schools in southern New Jersey use the Pedestrian Safety Program as a building block for their SRTS programs.

To supplement Cross County Connection's 3rd-4th Grade Pedestrian Safety Program, it would be beneficial to the health and well-being of students from National Park Elementary to also take advantage of other programs available to schools, which teach children safe bicycling and walking, such as provided by the Brain Injury Alliance of New Jersey (<http://bianj.org/>).

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. National Park Elementary should hold a walk to school event once a month to encourage more students to walk and bike to school.

National Park Elementary has coordinated walk to school events through their SRTS Program in the past and should continue conducting walk to school events within the Borough to encourage students and parents to walk and bike to school more. National Park Elementary should hold a Bike Rodeo for children within the community to help teach the fundamentals of safe bicycling to and from school and also within the community this spring. Some of the programs and events that are held and should be held include the following list in Table 6.

Table 6: Encouragement Actions

Encouragement Actions	Responsibility	Time Frame
Walk to School Event	National Park Elementary	Monthly
Walking School Bus (WSB) Pilot Program	National Park Elementary/Cross County Connection TMA	Monthly
Bicycle Rodeo	National Park Elementary/Cross County Connection TMA	Spring 2016
Participation in International Walk to School Day	National Park Elementary	Annually in October
Participation in International Bike to School Day	National Park Elementary	Annually in May
Poster Contest	National Park Elementary	Spring 2016

Below are events and presentations National Park has conducted in the past and events that they should conduct (Pilot) to further their Safe Routes to School program.

Walk to School Day

To further promote walking and bicycling, National Park Elementary should continue to participate in International Walk to School Day and International Bike to School Day, which are held in the months of October and May, respectively. School events may be registered online by visiting www.walkbiketoschool.org. National Park Elementary should hold a walk to school event in April which is New Jersey's Walk and Bike to School Month to continue their program.

To further promote walking and bicycling, National Park Elementary should continue to participate in International Walk to School Day and International Bike to School Day, 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 in October can act as the official annual kick off to the schools' SRTS Programs.

Pedestrian Safety Presentation by Cross County Connection

Students are taught the do's and don'ts of properly crossing a street using a mock streetscape including a road and crosswalk. Students are taught sign recognition and other important pedestrian skills to use when walking to and from school.

Poster Contest by Cross County Connection

The Poster Contest is held after conducting the Pedestrian Safety Presentation. The purpose of the contest is to reinforce the safety lessons taught to 3rd and 4th grade students that participated in the Pedestrian Safety Program.

Golden Sneaker Award

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/bicycling students will earn the "Golden Sneaker." A Golden Sneaker Award 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.

Walking School Bus

A walking school bus is a group of children walking to school along a fixed route with one or more adults. It is suggested that National Park Elementary develops a pilot program during the school year. By doing so, younger students will be given the opportunity to learn about safe pedestrian practices, while familiarizing themselves with their neighborhoods.

Bicycle Rodeo

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



National Park Bike Rodeo

Enforcement

Enforcement of safe and lawful travel behavior around schools, on all travel corridors and throughout the Borough is important to ensuring a safe walking environment for children. Table 7 shows enforcement actions that can be conducted to increase pedestrian and bicycle safety around the school.

Table 7: Enforcement Actions

Enforcement Action	Responsibility	Time Frame
Speed Enforcement	National Park Police	Targeted + Ongoing
Stop for pedestrians in crosswalks enforcement	National Park Police	Targeted + Ongoing
Jay-walking midblock	National Park Police	Ongoing
Parking Enforcement	National Park Police	Ongoing

Engineering

Engineering recommendations in this Travel Plan are discussed in Chapter 4 and shown on Maps 7. These recommendations focus on safety improvements throughout the study area surrounding the school. These recommendations are general in nature and should be examined further by engineering staff. Any improvement would require appropriate engineering analysis and would be subject to appropriate design guidelines and regulations, such as the Manual on Uniform Traffic Control Devices (MUTCD).

Evaluation

Determining participation in walking and bicycling programs and identifying parent concerns are 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 prioritize and modify their efforts to encourage more children to walk and bike to school. Table 7, shows evaluation actions that will help National Park Elementary to assess the successfulness of their Safe Routes to School program and how to improve on its success.

Table 8: Evaluation Actions

Evaluation Action	Responsibility	Time Frame
Student Travel Tally	National Park Elementary	2016-2017 School Year; Quarterly
Parent Survey	National Park Elementary Cross County Connection TMA Voorhees Transportation Center	2016-2017 School Year; Annually

National Park Elementary conducted student travel tallies in the fall of 2015. Student travel 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 (usually held week long to gain accurate data). Tallies should also be compared quarterly to measure 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.

6. CONCLUSION

National Park Elementary is committed to increasing the number of children who walk and bike to school through safety improvements and programs that encourage walking/bicycling and educate students about safety procedures. The Borough and National Park Elementary currently address children walking safety by providing crossing guards at busy intersections and providing a Safe Routes to School Program that includes both education and encouragement activities as well as many good bicycle and pedestrian safety infrastructure features. The National Park Elementary School Travel Plan was developed to address the school district's interest in improving walking and bicycling programs, and the continued concerns about existing and potential safety issues due to speeding, road crossings and pedestrian infrastructure gaps in the community it serves.

Next Steps

Implementation of this plan and the sustained success of any effort to increase walking and bicycling 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 following entities should undertake the actions listed below and outlined in more detail through this document to implement the National Park Elementary Travel Plan.

- National Park Elementary should continue to collaborate to pursue SRTS Infrastructure grants and other grants administered by NJDOT and the Delaware Valley Regional Planning Commission (DVRPC) to implement recommendations identified in Chapter 4, such as repainting crosswalks, installing additional high-visibility continental crosswalks, pedestrian signage, implementing bikeways, and other pedestrian and bicycle safety improvements.
- National Park Elementary, Cross County Connection, and the Brain Injury Alliance should continue to facilitate pedestrian safety education and encouragement activities.
- National Park Borough, in collaboration with the West Deptford Police Department, should continue enforcement efforts and consider participating in the pedestrian safety decoy program to increase compliance with New Jersey's "Stop and Stay Stopped" law.
- National Park Elementary, Cross County Connection, and the Voorhees Transportation Center should continue evaluation efforts, such as conducting student travel tallies and parent surveys, in order to modify the SRTS program, where necessary.

Funding Resources

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 National Park Elementary students walking and bicycling to school. These funding programs are competitive, have deadlines and the application process requires time to complete. In addition, the programs listed on the next page 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.

SURFACE TRANSPORTATION PROGRAM (STP) SETASIDE

This federal funding is set aside 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 the STP Setaside were previously funded by the Transportation Alternatives Program (TAP) and the Transportation Enhancements (TE) Program in previous federal transportation bills. A key feature of the STP setaside program in the current federal transportation bill (FAST Act) 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 has historically provided the 20% match required under federal transportation legislation. Eligible project sponsors for STP setaside 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, which may include the installation of bicycle and pedestrian facilities. 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. School districts and individual schools are not eligible to apply for these funds directly, but they 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/>

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Summary

The National Park Elementary School Travel Plan was created through the collaboration of the National Park Safe Routes to School working group and by Cross County Connection TMA. This Travel Plan was undertaken to address National Park Elementary's interest in improving/incorporating new pedestrian infrastructure to create a safer walking and bicycling environment for students to get to and from school. The Travel Plan outlines the potential safety issues and concerns regarding pedestrian infrastructure within close proximity to National Park Elementary and offers recommendations to the areas of concern which are defined in this Travel Plan.

The sustained success of any effort to increase walking and bicycling 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 goals set forth by the Safe Routes to School working group. National Park Elementary and the Borough have demonstrated through current and past efforts, that they are committed to creating a community that promotes healthy and active lifestyles for students, as well as providing a safe environment for walking and bicycling.