

PEMBERTON TOWNSHIP EMMONS AND BUSANKSY SCHOOL TRAVEL PLAN UPDATE



**CROSS
COUNTY
CONNECTION**

TRANSPORTATION MANAGEMENT ASSOCIATION

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Pemberton Township Emmons and Busanksy School Travel Plan Update

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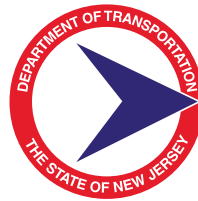
Cross County Connection Transportation Management Association

July 2021

Cross County Connection Transportation Management Association was formally incorporated in 1989 through the 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, Metropolitan Planning Organizations, the business community 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 residential locations, crash data analysis, and existing pedestrian and bicycling infrastructure) and recommends infrastructure improvements to make the travel corridors 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 the negative environmental impacts of automobile trips to school, and to establish healthy lifestyle habits among schoolchildren through increased physical activity.

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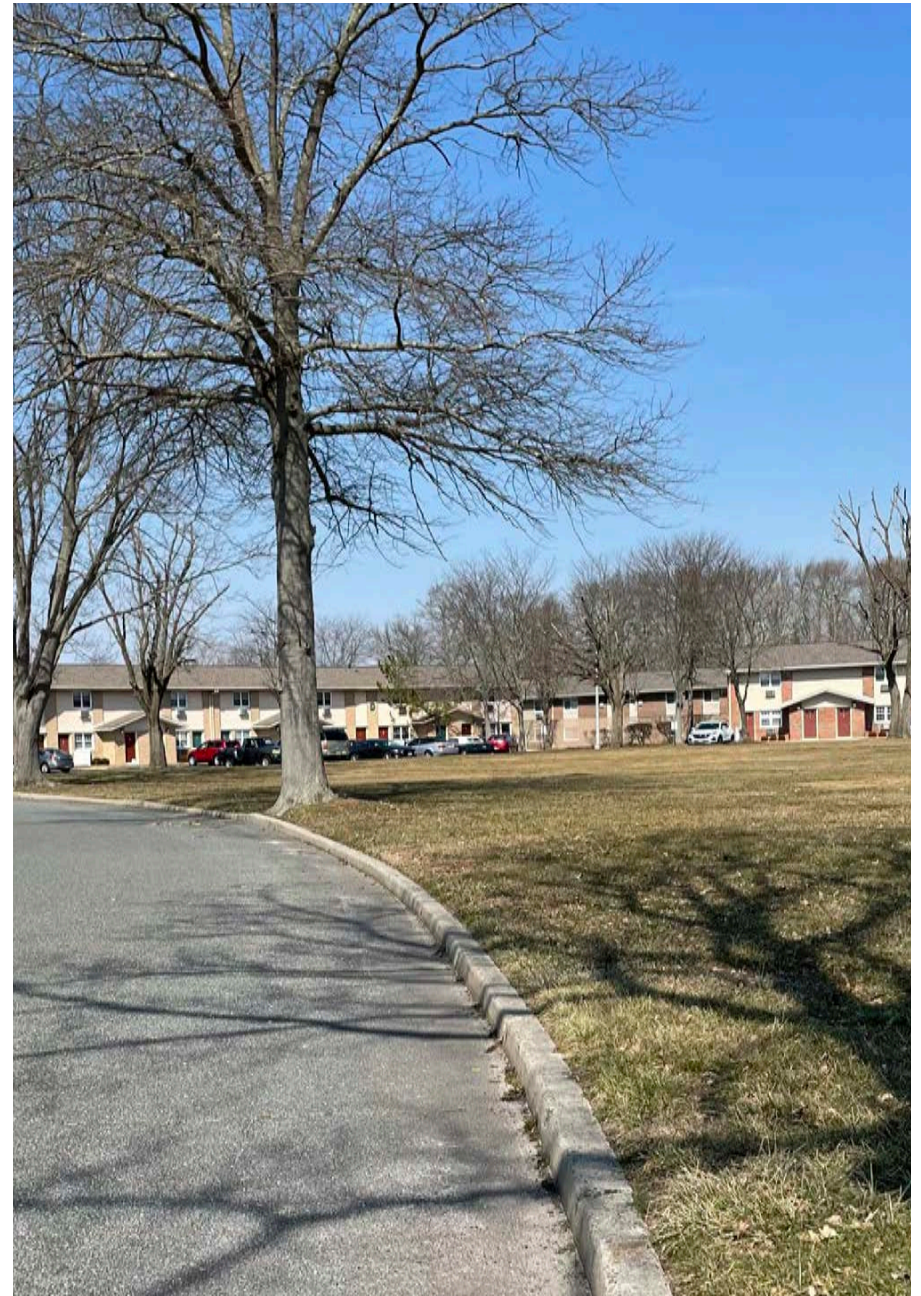
1. INTRODUCTION

This document is an update to the 2013 *Emmons and Busanksy School Travel Plan*. The impetus for establishing a SRTS Program and preparing that School Travel Plan was the elimination of courtesy busing for students in the neighborhoods surrounding the Howard L. Emmons and Samuel T. Busanky Elementary Schools that went into effect at the start of the 2014-15 school year. Since completion of the 2013 Travel Plan, Pemberton Township has made progress on implementing many of its recommendations.

Pemberton used the 2013 plan to successfully secure SRTS grant funding in 2018. This funding was used to implement a Phase I pedestrian safety project on Scrapetown Road and in the surrounding neighborhoods. This project entailed new sidewalks, crosswalks and updating of curb-ramps to be compliant with the American's with Disabilities Act (ADA). To build upon this success, Pemberton Township intends to apply for future SRTS grant funding to construct Phase II of this project, which will complete proposed pedestrian improvements in Rottau Village, Lake Valley and Scrapetown Road. This update to the 2013 plan will be used to support these efforts.

In addition to this Travel Plan Update, the Pemberton Township School district has partnered with Cross County Connection TMA to develop an updated a SRTS non-infrastructure program for their schools.

For the prior Travel Plan, the walkability and bikeability assessment was completed in January 2013 with the participation of school district employees Patricia Austin, Business Administrator; Kathy Devlin, Security Chief; and Michael Press, Supervisor of Transportation. Due to COVID-19 and social distance restrictions, the observations used to



inform this Travel Plan Update, which occurred in March 2021, solely involved Cross County Connection's Technical Staff in consultation with the Pemberton Township SRTS Work Group. The members of the SRTS Working Group for this Travel Plan Update are listed in Table 1.

Table 1: Pemberton Township SRTS Travel Plan Work Group

| Name | Representing | Title |
|------------------|---------------------------|-------------------------------------|
| Dan Smith | Pemberton School District | School Business Administrator |
| Dave Jantas | Pemberton School District | Transportation Supervisor |
| Joe Bowen | Pemberton School District | Security Chief |
| David Benedetti | Pemberton Township | Director of Community Development |
| David Patriarca | Pemberton Township | Mayor |
| Daniel Hornickel | Pemberton Township | Business Administrator |
| Latifah Sunkett | Cross County Connection | SRTS Coordinator |
| Eric Derer | Cross County Connection | Associate Transportation Specialist |
| Pedro Rodriguez | Cross County Connection | GIS Specialist |
| Patrick Farley | Cross County Connection | Program Director |

The Work Group identified specific areas of concern and primary travel corridors based on student residential locations. This includes Scarpetown Road, the primary means of access to both Emmons and Busanksy schools, and streets within the neighborhoods immediately surrounding the schools' shared campus. These travel corridors remain unchanged since completion of the 2013 *Emmons and Busanksy School Travel Plan*. Observational data was also collected on the quality of street crossings, sidewalk network connectivity and the overall comfort and appeal of the pedestrian and biking environment around the schools. These factors were used to assess the condition of the existing infrastructure and identify safety concerns for children walking to and

from school in the neighborhoods served by Emmons and Busanky Elementary Schools.

At the time of the 2013 plan, there were congestion issues in the vicinity of the Emmons and Busanksy schools during student arrival and dismissal times resulting from parents dropping off and picking up students in their personal vehicles. Cuts to courtesy busing threatened to exacerbate these issues. Though there are still issues during arrival and dismissal, Pemberton School District hopes to alleviate them with continued investment in bicycle and pedestrian infrastructure.

Goals

As with any School Travel Plan, the purpose of the *Emmons and Busanksy School Travel Plan Update* is to provide a summary of existing walking and bicycling conditions, identify current and future infrastructure improvements and recommend educational and encouragement activities, which will facilitate safe pedestrian and bicycling travel to and from school. These objectives are consistent with the National Safe Routes to School Program objectives of improving the health of school children through increased activity, increasing travel safety, and reducing the reliance on cars to get to school. The goals for this Travel Plan Update are as follows:

- To create a safer walking and bicycling environment for students who would like to walk and bike to school
- To encourage more students to walk and bike to and from school
- To make it safer for children to walk and bike to and from school
- To improve the health of schoolchildren through increased physical activity
- To establish healthy lifestyle habits among schoolchildren
- To reduce traffic congestion around schools at arrival and

dismissal times

- To reduce the negative environmental impact of automobile trips to schools, especially the effects of vehicles idling near children

School Description

The Howard L. Emmons and Samuel T. Busanky elementary schools are located in Pemberton Township. The Emmons school serves grades K-2 and the Busanky school serves grades 3-5. Pemberton Township is a largely rural community in Burlington County, though the neighborhoods surrounding the schools are more densely developed, featuring characteristics typical of a suburban context.

The neighborhoods immediately surrounding the Emmons and Busanky schools are shown in Map 1. They are Lake Valley Acres, University Apartments and Rottau Village. Students residing in these neighborhoods were impacted by the courtesy busing cuts in 2014. New Jersey State law (NJSA 18A:39-1.5) stipulates that school districts are not required to provide busing for students residing within two miles of their school. It is at the school district's discretion to provide "courtesy" busing for students residing within two miles. This two mile distance also coincides with NJDOT's requirement that a project must be within two miles of a K-8 school to qualify for funding through the SRTS infrastructure grant program.

Lake Valley Acres is a residential development with single family detached housing, located between Vincentown and Scrapetown Roads. University Apartments is situated within the confines of Lake Valley Acres and consists of approximately 25 two-story garden apartments along three streets between Yale Road and College Drive. Rottau Village, also a residential development with single family detached housing, is located across from both elementary schools between Scrapetown and Magnolia Roads.

Student Travel Modes

Table 2 shows a summary of student travel modes from both Emmons and Busanksy Elementary School's most recent student travel tallies from 2016. Based on student travel, after the cuts to courtesy busing, 10 percent of students walked to and from Busanksy school while 3 percent walked to Emmons and 5 percent walked home. Though busing was cut in the neighborhoods directly surrounding Emmons and Busanksy schools, a majority of the student body took the bus to get to and from school. Both schools saw no students travel to and from school by bike.

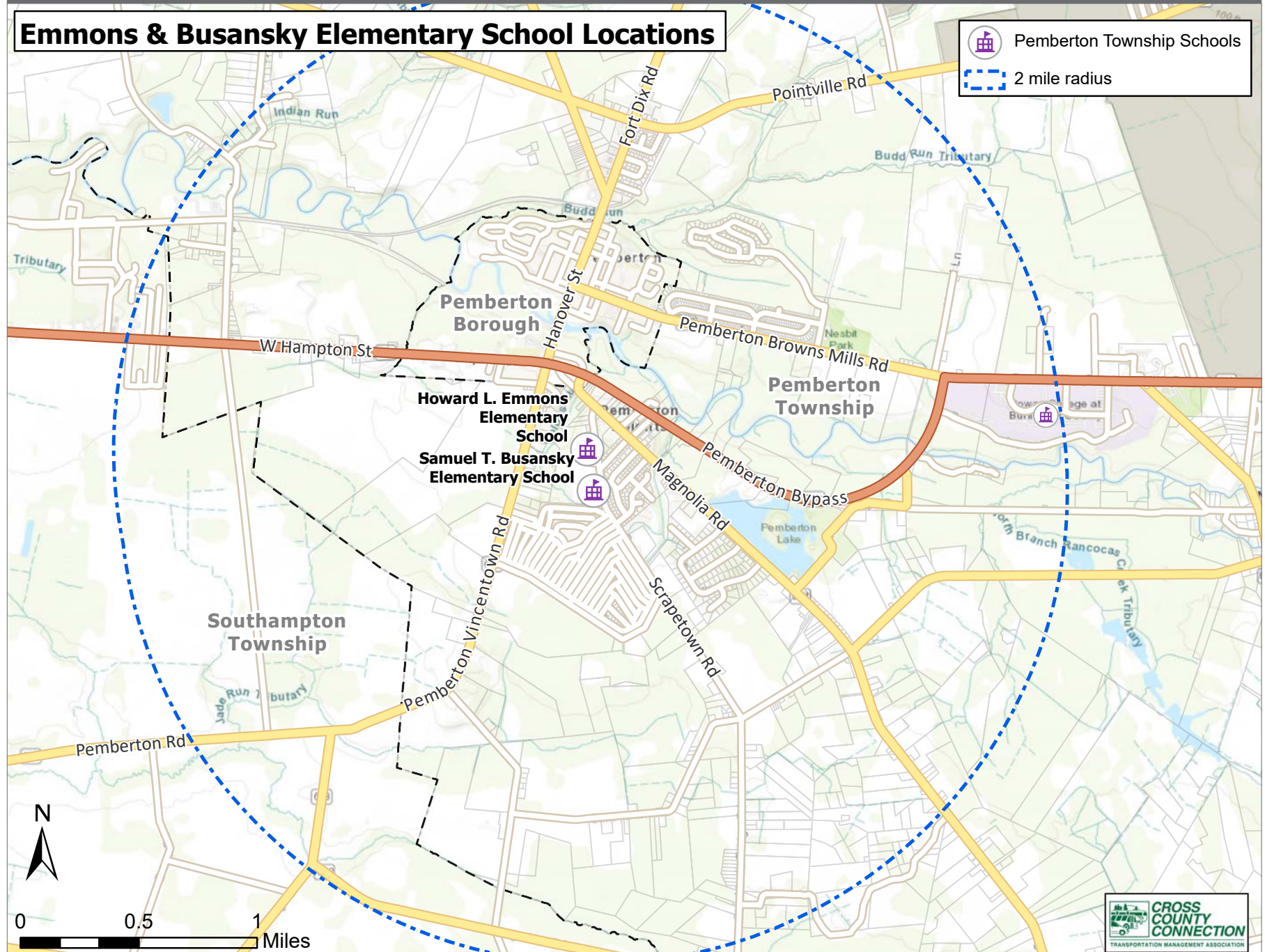
Table 2: 2016 Travel Tallies

| | Number of Trips | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|------------------------|-----------------|------|------|------------|----------------|---------|---------|-------|
| Emmons School | | | | | | | | |
| Morning | 675 | 3% | 0% | 61% | 35% | 0.9% | 0% | 0% |
| Afternoon | 676 | 5% | 0% | 65% | 29% | 0.7% | 0% | 0% |
| Busanksy School | | | | | | | | |
| Morning | 676 | 10% | 0% | 63% | 25% | 2.0% | 0% | 0% |
| Afternoon | 672 | 10% | 0% | 67% | 22% | 0.4% | 0% | 0% |

In 2016, the Emmons and Busanksy schools had one quarter to one third of their students dropped off in a family vehicle. More students were dropped off by family vehicle in the morning than picked-up in the afternoon at both schools. The rate of students using the bus rose at a rate similar to the reduced rate of family vehicle trips, indicating that many of these students shifted between these modes. Walking rates rose slightly at Emmons, indicating that some students may have shifted from the family vehicle to walking.

MAP 1

Emmons & Busansky Elementary School Locations



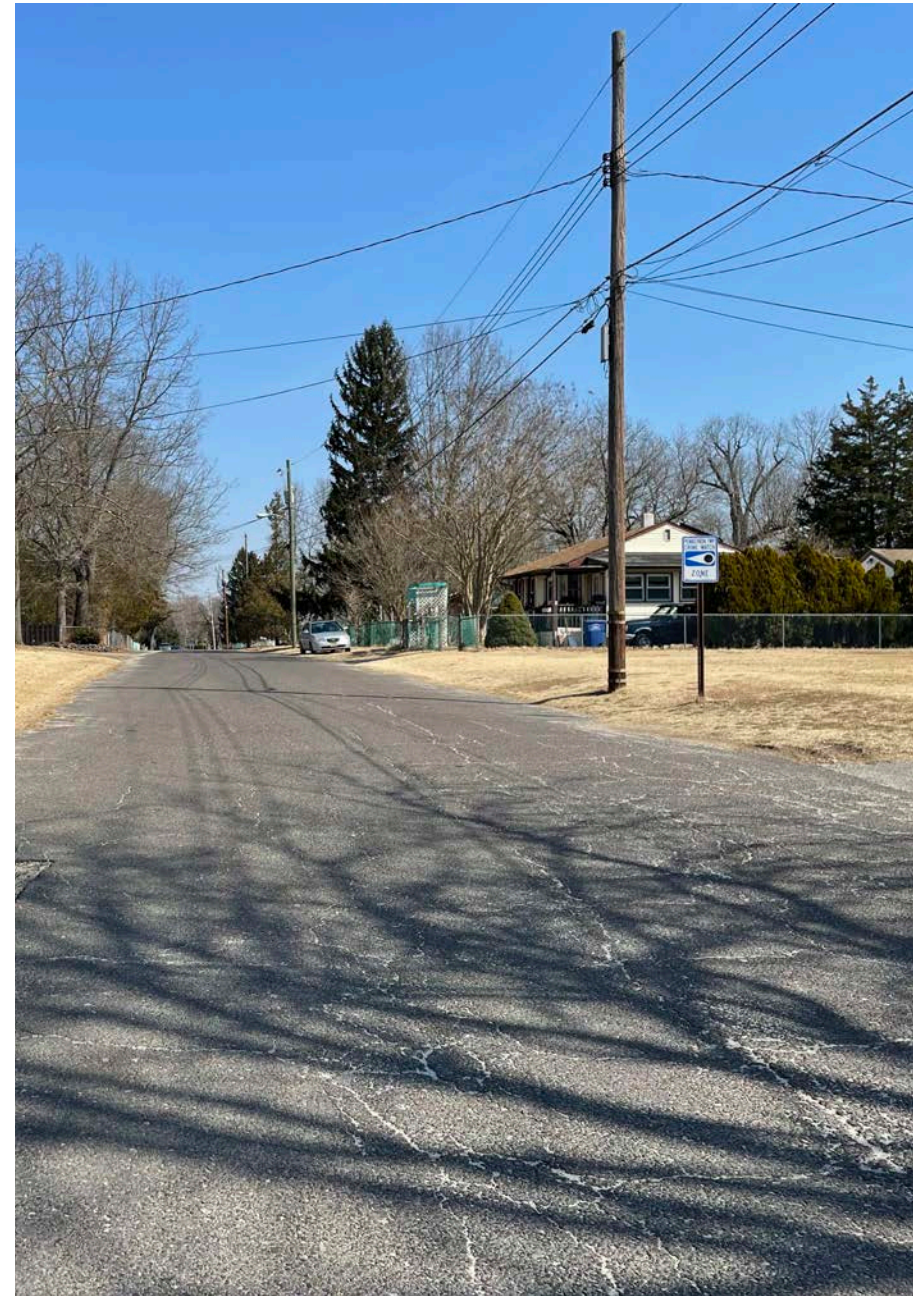
2. EXISTING CONDITIONS

Map 2 shows the streets within a 10 to 15 minute walk from the Emmons and Busanksy schools. Based on feedback from this plan's SRTS Work Group, Scrapetown Road still serves as the primary travel corridor for students traveling to Busanksy and Emmons schools. Students must either travel along or cross the roadway at some point during their commute.

An assessment of Scrapetown Road's pedestrian and bicycle infrastructure was conducted along with local roads that act as feeder streets intersecting with Scrapetown Road. Cross County Connection consulted with Pemberton officials and school board members to discover any changes in pedestrian behavior along Scrapetown Road and feeder streets. None were reported. In addition, Cross County Connection Staff conducted a brief field audit to verify where recommendations from the 2013 plan were implemented.

Crash History

An analysis of the latest five-year period of pedestrian and bicycle crash data available (2015-2019) offers perspective on where significant safety issues are present and locations where infrastructure countermeasures are a priority. Table 3 highlights the number and severity of bicycle and pedestrian crashes in Pemberton Township from 2015 through 2019.



10 and 15 Minute Walksheds from Emmons & Busansky Elementary School

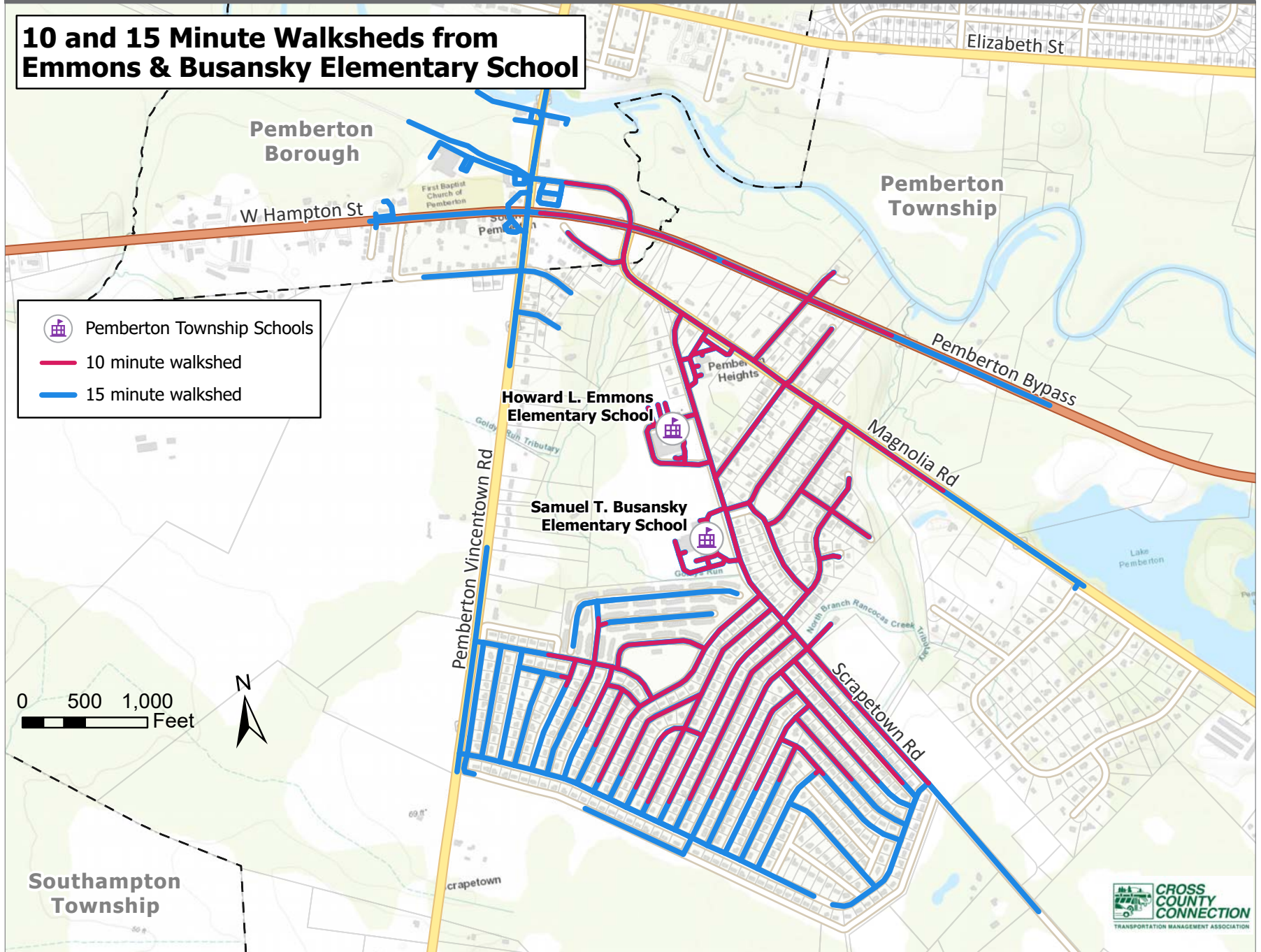


Table 3: Pemberton Township Bicycle and Pedestrian Crashes (2015 - 2019)

| Crash Type | Fatal | Suspected Serious Injury | Suspected Minor Injury | Possible Injury | No Apparent Injury | Total |
|------------|-------|--------------------------|------------------------|-----------------|--------------------|-------|
| Pedestrian | 1 | 1 | 11 | 15 | 6 | 34 |
| Bicyclist | 0 | 2 | 6 | 14 | 5 | 27 |
| Total | 1 | 3 | 17 | 29 | 11 | 61 |

Between 2015-2019 there were 34 crashes involving a pedestrian and 27 involving a bicyclist in Pemberton Township. Map 3 identifies the location and severity of the crashes that occurred within a 10 to 15 minute walking distance from the Emmons and Busansky Schools. There were a total of three crashes on these nearby streets. Two were crashes involving a bicyclist on Pemberton-Vincentown Road and the other was a pedestrian crash on Harvard Avenue. All three of these crashes resulted in a minor to moderate injury.

Bicycle and Pedestrian Safety Audit

On January 18, 2013, with the guidance of school district representatives, Cross County Connection conducted an audit of conditions along the routes schoolchildren walk and bike to and from school. Since the audit, Cross County Connection met with Pemberton municipal and school district representatives to discuss changes to pedestrian behavior, driver behavior and infrastructure along the corridor. The following conditions were observed.

Scrapetown Road

All Emmons and Busanksy Elementary students must travel along or cross Scrapetown Road to get to their school. Scrapetown Road acts as a collector road for the neighborhoods surrounding the Emmons and Busansky schools for traffic heading to Magnolia Road. The speed limit north of University Avenue, where the residential neighborhoods begin, is 25 MPH. To the south of University Drive, Scrapetown Road is

reclassified as a local street and its speed limit rises to 40 MPH. Table 4 summarizes the characteristics of Scrapetown Road.

Table 4: Scrapetown Road Characteristics

| Scrapetown Road | |
|---------------------------|---|
| Functional Classification | Urban Minor Collector from Magnolia Road to University Avenue Urban Local from University Avenue to Simontown Road |
| Speed Limit | 25 MPH from Magnolia Road to University Avenue 40 MPH from University Avenue to Simontown Road |
| Connections | Magnolia Road Simontown Road |
| Right of Way | 32 feet from Magnolia Road to University Avenue 24 feet from University Avenue to Simontown Road |
| On-Street Parking | No |
| Bicycle Facilities | No |

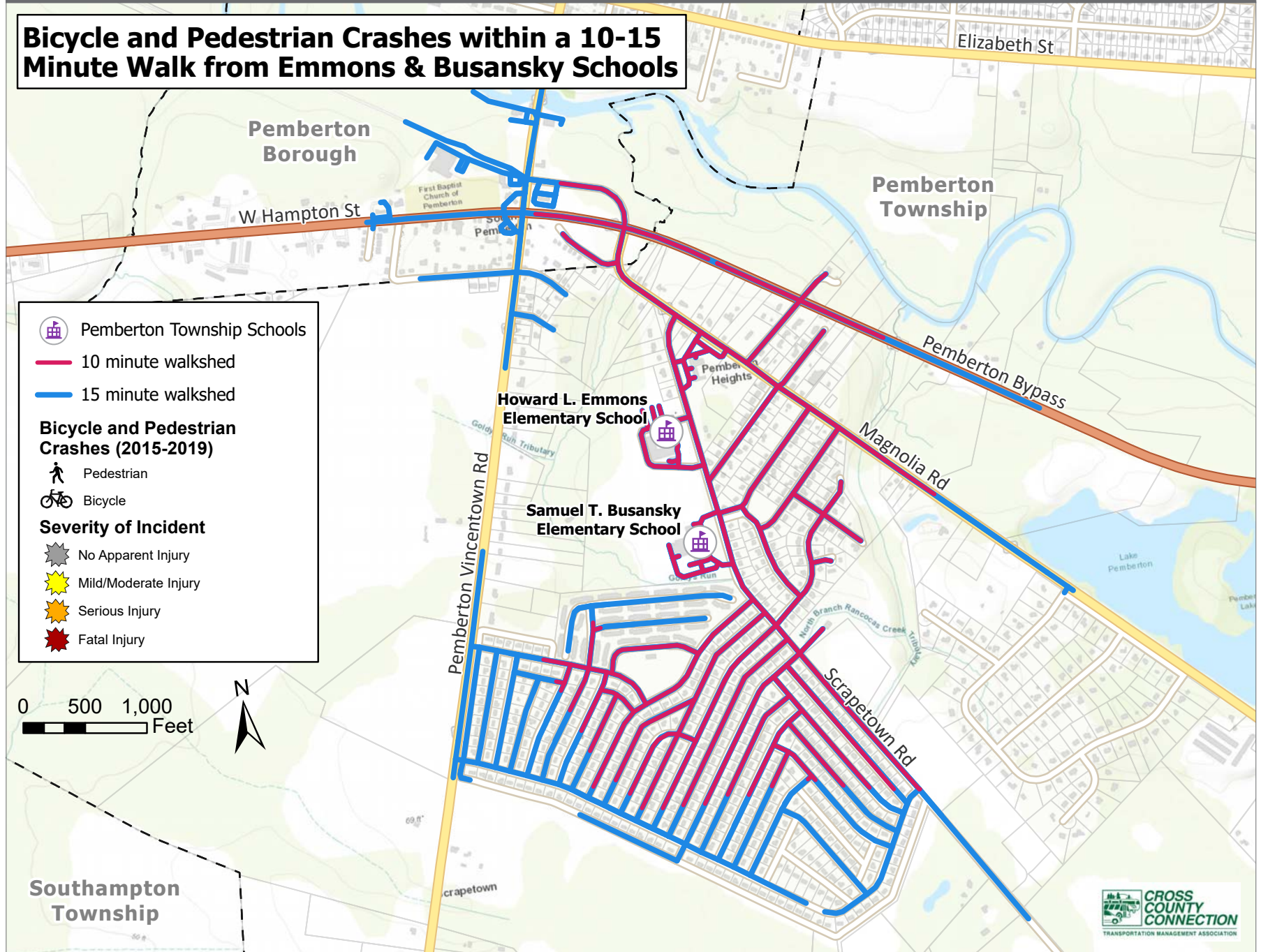
During the 2013 School Travel Plan, there were a limited number of crosswalks at the intersections of residential streets along Scrapetown Road. Since the 2013 plan, high visibility crosswalks were installed at several locations along Scrapetown Road, as recommended in the 2013 School Travel Plan. Some crosswalk installations included ADA compliant curb ramps and proper pedestrian signage, as seen in Figure 1. Table 5 and Map 4 highlight the intersections where crosswalks were installed since the 2013 School Travel Plan.

Table 5: Crosswalk Installation Locations

| Intersection | Improvement |
|--------------------------------------|--|
| Harvard Road and Scrapetown Road | Crosswalk improvements complete |
| Princeton Avenue and Scrapetown Road | Crosswalk improvements complete |
| College Drive and Scrapetown Road | Crosswalk improvements incomplete |
| Third Avenue and Scrapetown Road | Crosswalk improvements complete |
| Rottau Avenue and Scrapetown Road | Signage added, crosswalk not repainted |
| First Avenue and Scrapetown Road | Crosswalk improvements incomplete |

MAP 3

Bicycle and Pedestrian Crashes within a 10-15 Minute Walk from Emmons & Busansky Schools



MAP 4

Scrapetown Road Intersection Improvements Completed/Incomplete since 2013 Travel Plan

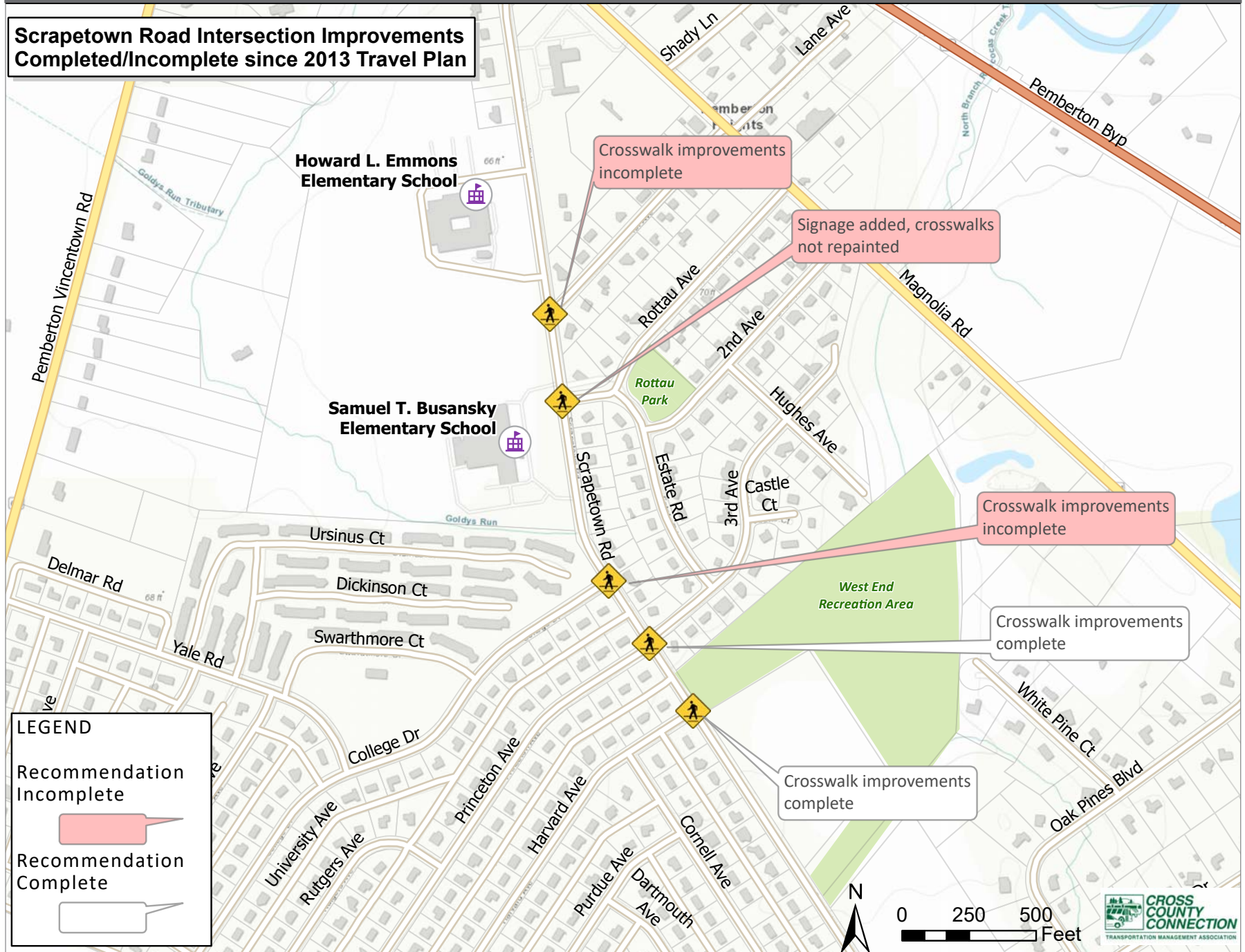


Figure 1: New Crosswalk on Scrapetown Road

During the 2013 Travel Plan process, the SRTS Work Group voiced their concerns regarding the high levels of vehicle congestion on Scrapetown Road at student arrival and dismissal times. They estimated a bigger issue with congestion once courtesy busing was cut. Since the removal of courtesy busing, vehicle congestion conditions at arrival and dismissal time has not improved.

More bicycle and pedestrian infrastructure is needed to provide a comfortable walking and biking environment for those traveling to school, as noted by Pemberton Township representatives. Adding bicycle and pedestrian infrastructure could encourage students to walk and bike to school and alleviate problems with congestion. Additional non-infrastructure programming, such as walking school buses and a walk to school day, could encourage more students to walk and bike to school.

During the 2013 School Travel Plan, other concerns included:

- No bicycle accommodations on Scrapetown Road, such as sharrows, bike lanes or share the road signage.
- Traffic congestion and queuing at arrival and dismissal creates potential safety hazards for pedestrians crossing Scrapetown Road between the schools and Rottau Village.
- Adjoining curb-ramps and crosswalks at the entrance and exit of Busanksy school are not ADA compliant, making walking to school for children with disabilities difficult. Additionally, curb-ramps are needed to help younger children bike on the sidewalks.

Since the 2013 School Travel Plan, the following issues still exist:

- Bicycle accommodations are still missing on Scrapetown Road.
- Traffic congestion and vehicle queuing during arrival and dismissal is still an issue that creates safety hazards.
- Some curb ramps were installed with ADA standard curb ramps along Scrapetown Road from a SRTS and Small Cities grant awarded to Pemberton Township. However, not all curb ramps were brought up to ADA compliance.

Issues on Residential Streets

Most of the residential streets providing pedestrian access to Scrapetown Road had safety issues that were fairly consistent throughout. Local residential streets included in the audit were:

- First Avenue
- College Drive
- Princeton Avenue
- Harvard Avenue
- Yale Road
- University Avenue

All of these roadways are low-volume residential streets with two-way traffic that feed into Scrapetown Road. Each street has a 25 mile per hour speed limit.

Below are issues observed on local streets. Also included are updates on infrastructure improvements made on some of these streets to improve bicycle and pedestrian safety since completion of the previous School Travel Plan.

Speeding Cut-Trough Traffic

The Work Group reported that traffic using neighborhood streets as a shortcut between Scrapetown Road and Pemberton-Vincentown Road (County Road 616) was concerning. Vehicles cutting through Lake Valley Acres using Yale Road and College Drive were observed traveling at high speeds during the original School Travel Plan. This poses potential safety hazards when walking from University Apartments.

Sidewalk Gaps

Since the 2013 School Travel Plan, sidewalk gaps were not filled on First Avenue, College Drive and Yale Road, as seen in the example in Figure 2.

Based on analysis from 2013, Yale Road has seen the highest frequency of vehicular crashes in the area. Since this street is used as a cut through to Pemberton-Vincentown Road, it is important to improve the pedestrian condition for students walking and biking to school.

Missing Curb Ramps and Crosswalks

Pemberton Township has installed crosswalks and ADA compliant curb ramps at Harvard Road, Princeton Avenue and Third Avenue. Updated crosswalks on feeder streets are seen in Figure 3. Improved crosswalks creates a more inviting walking and biking environment for students, which is increasingly important since courtesy busing has been removed.

Figure 2: Lack of Sidewalk on First Avenue and Yale Road



Lack of Bicycling Infrastructure

Pemberton Township is missing bicycle infrastructure surrounding Emmons and Bunsanksy Elementary Schools. Since the 2013 Travel Plan, infrastructure for students biking to school has not been installed. Bicycling is a great way for children to get to school and enjoy some exercise. While there is no policy prohibiting students from biking to school, the schools do not have sufficient bike racks, making biking to school an unrealistic option for students.

Figure 3: ADA-Compliant Curb Ramps at Harvard Avenue

Most residential streets are already conducive to general bicycle travel due to low traffic volumes, coupled with low travel speeds. The lack of additional amenities, such as bike lanes and bicycle parking makes bicycling a less appealing option. Bicycle infrastructure, such as share the road signs, bike lanes and bike parking at strategic locations near the two elementary schools, coupled with educational programming on bike safety, would make bicycling a safer and more attractive option for student travel.

More detailed recommendations will follow in the next chapter of this report.

3. ACTIONS AND RECOMMENDATIONS

The following chapter describes actions and recommendations suggested to achieve the goals listed in Chapter 1. Actions and recommendations will address the 5 E's of Safe Routes to School: Engineering, Education, Encouragement, Enforcement, and Evaluation. Since the 2013 *Emmons and Busanksy School Travel Plan*, the SRTS Work Group informed Cross County Connection of infrastructure and non-infrastructure recommendations that were implemented. This section will highlight the updates from the SRTS Work Group and observations by Cross County Connection staff.

To move forward with each action item in this Travel Plan Update, the Work Group should organize a Safe Routes to School team for both the Emmons and Busanksy Elementary schools. The Work Group involved with this Travel Plan should be expanded to consist of school administrators, faculty and a champion. A champion is an individual dedicated to leading and coordinating the team's efforts in building an effective SRTS program by determining and evaluating goals for the school community and monitoring the program's effectiveness in the future. Each team should report to district administrators and coordinate their efforts with Cross County Connection TMA.



Engineering

Engineering recommendations are focused on low-cost safety improvements that can be implemented in a short time frame. This strategy is complementary to SRTS programs and allows more children to walk and bike to school safely. Funding for such projects can come from the NJDOT's SRTS infrastructure grant program, among other sources.

Since the 2013 School Travel Plan, Pemberton has been awarded a SRTS infrastructure grant and implemented recommendations from the initial 2013 Travel Plan. Pemberton Township and School District will be notified when NJDOT issues future solicitations for the SRTS infrastructure grant.

Several improvements can be made throughout the neighborhoods served by Emmons and Busanksy schools. These improvements will be addressed on a corridor-by-corridor basis. The suggested engineering strategies are best used as a part of a comprehensive approach to improve walking and biking including education, encouragement, enforcement and evaluation activities.

Infrastructure recommendations are informed by discussions with Pemberton Township and based on AASHTO, NACTO, NJDOT and FHWA guidance and standards. Cross County Connection recommends consulting with a licensed engineer to review the outlined recommendations and conduct any necessary feasibility and design studies before progressing onto project implementation.

Scrapetown Road

Steps have been taken since the 2013 School Travel Plan to improve pedestrian safety, but the recommendation to provide some form of bikeway on Scrapetown Road still remains. Cross County Connection recommends:

- Consider conducting an engineering analysis to determine if sufficient right-of-way exists along Scrapetown Road for a bike lane, as seen in Figure 4

Figure 4: Bike Lane



- If bike lanes are not feasible, consider installing shared lane pavement markings, or sharrows, seen in Figure 5, to increase the safety for students who choose to bike to school.
- Sharrows should be paired with signage alerting drivers to the presence of bicyclists and their shared rights to the roadway.
- Consider adding traffic calming elements, such as curb bump-outs and speed tables, Shown in Figure 6, to slow traffic speeds and make it safer to share the road with bicyclists.

Figure 5: Sharrow Pavement Marking**Figure 6: Curb Extensions and Speed Table Paired to Form a Raised Crosswalk**

Residential Streets

Pemberton Township has been making progress with implementing recommendations from the 2013 School Travel Plan to improve pedestrian safety on the residential streets that act as secondary corridors for students traveling to Scrapetown Road to access the Emmons and

Busansky schools. There still remain issues that should be addressed in subsequent grant applications.

Missing Crosswalks and Curb-Ramps

Missing crosswalks and ADA-compliant curb ramps was a persistent issue on residential streets that connect with Scrapetown Road at the time of the original School Travel Plan. Cross County Connection recommended installing high visibility crosswalks and signage at the following locations:

- Harvard Road and Scrapetown Road
- Princeton Avenue and Scrapetown Road
- College Drive and Scrapetown Road
- Rottau Avenue and Scrapetown Road

All but College Drive and Scrapetown Road now have high visibility crosswalks, signage and ADA-compliant curb ramps. Cross County Connection recommends Pemberton Township pursues grant opportunities to complete building out a network of safe crossings for children walking and biking to school

Missing Sidewalks

The following sections of neighborhood streets lack sidewalks:

- First Avenue
- Northern side of Yale Road to the corner of College Drive
- Northern side of College Drive to the corner of Swarthmore Court

Since the 2013 Travel Plan, no sidewalks have been added at these locations. Through the 2016 SRTS grant, a sidewalk is planned for construction on one side of First Avenue in Rottau Village. Cross

County Connection recommends Pemberton Township pursue grant funding to install sidewalks at these priority locations.

Lack of Designated Bikeways

As stated previously in the report, many roads surrounding Emmons and Busanksy schools are conducive to biking since they have low traffic volume and low speeds. These make them ideal candidates for a preferred network of bicycle friendly streets known as bicycle boulevards.

Bicycle boulevards, shown in Figure 7, use a combination of pavement markings, signage and traffic calming measures, like those recommended previously as an alternative to a bike lane on Scrapetown Road, to slow traffic and prioritize bicycle travel, thus creating an elevated level of safety and comfort when compared to a residential street with no improvements. Curb extensions and speed humps are good examples of traffic calming measures used along a bike boulevard.

Figure 7: Example of a Speed Hump Used on Bicycle Boulevard



Cross County Connection recommends conducting a planning study to determine preferred biking routes that would make an ideal network of bicycle boulevards in the neighborhoods near the Emmons and Busanksy schools. Routes should include wayfinding signage to provide direction for students biking to school and other nearby locations such as parks and playgrounds.

Bicycle Parking

As stated earlier, both Emmons and Busanksy school do not have sufficient bike parking which limits the practicality of students biking to school. Bike parking should be provided to encourage students to bike to school. Cross County Connection Recommends the following for providing bicycle parking at Emmons and Busanksy schools.

Short Term Parking

Short term bicycle parking provides a means to secure a bicycle while students are in school. This is idea for a school setting. Bike racks provided for short-term parking should:

- Adequately hold the bicycle upright by supporting it in two places
- Not allow the front wheel to tip over and potentially become damaged
- Be designed to allow a u-lock to secure both the frame and wheel of a bicycle

Commonly used and effective types or racks include the “inverted u” and “post and ring” style racks. Common racks that do not provide proper support and security are “schoolyard” style racks and “wave” racks. These racks only support the bicycle in one place, most often the wheel, potentially damaging the bike and making it difficult to secure both the bike frame and wheels.

U-racks and post and ring racks can be grouped together to allow multiple bicycles to park in the same location. Racks should be adequately spaced apart to allow access for both the bicycle and its owner attempting to lock it. Side by side racks should be at least 36 inches apart, and if providing multiple rows of parking, racks should be spaced 96 inches apart, from end to end, to create adequate aisle space to maneuver.

All racks should be periodically monitored for the presence of abandoned bikes and locks to maximize their effective capacity.

Figure 7 identifies short-term bicycle parking infrastructure that could be installed at Emmons and Busanksy schools.

Figure 7: U Bike Rack, Post and Ring Bike Rack and Bike Corral



Safe Routes to Parks

Since the completion of the 2013 School Travel Plan, Pemberton Township was awarded a \$1.1 million grant from NJDEP's Green Acres program to improve West End Park. The project will construct five fields for soccer, field hockey and lacrosse; a walking trail; a concession stand; and a playground. Many of these new amenities could potentially generate foot traffic between West End Park and the Emmons and Busanksy schools. Consideration for safe travel between the schools and parks should be a priority as the improvements are implemented.

Safe Routes Partnership runs a Safe Routes to Parks Program which works to improve the safety and security of active travel to parks. The program provides technical assistance and grant funding to seven to 12 communities each year looking to improve safe, secure park access for people of all ages and abilities in low-income communities and communities of color. Following the Safe Parks Action Framework, the initiative aims to:

- Provide parks that are accessible via multiple modes of transportation
- Provide parks conveniently located a half mile from where people live
- Develop comfortable and appealing places to walk or bike to the park

In regards to Safe Routes to Parks, Cross County Connection recommends the following:

- Apply for a Safe Routes to Parks grant if Pemberton Township fits the community profile. Cross County Connection is available to assist in the grant application process
- Consider developing a Safe Routes to Parks plan using the

Safe Parks Action Framework

- Cross County Connection, or other planning organizations, can help Pemberton Township develop this plan. Use the plan as a guiding document when determining where to implement pedestrian infrastructure near West End park

Learn more about the Safe Routes to Parks program at saferoutespartnership.org/healthy-communities/saferoutestoparks.

Map 5 and Table 6 show the engineering recommendations

Table 6: Engineering Recommendations

| Engineering Action | Location |
|--|----------------------------|
| Consider conducting engineering analysis for a bike lane along Scrapetown Road | Scrapetown Road |
| Consider installing sharrows on Scrapetown Road | Scrapetown Road |
| Consider adding traffic calming elements along Scrapetown Road | Scrapetown Road |
| Install high-visibility crosswalks near Emmons and Busanksy schools | College Drive |
| Consider conducting a planning study to determine preferred bike routes | Pemberton Township |
| Consider additional bicycle parking at Emmons and Busanksy school | Emmons and Busanksy school |
| Consider developing a Safe Routes to Park Plan and applying for the Safe Routes to Parks Grant | Pemberton Township |

Education

Education is an important component in developing an effective Safe Routes to School Program and addressing pedestrian and bicycle travel issues. Actions that fall under education can help change a community's perception of how children travel to and from school and ensure they are able to do so safely. These actions will ensure that children receive proper instruction on walking and bicycling while raising community

awareness of the benefits of walking and bicycling. Table 7 details the recommended Education Actions.

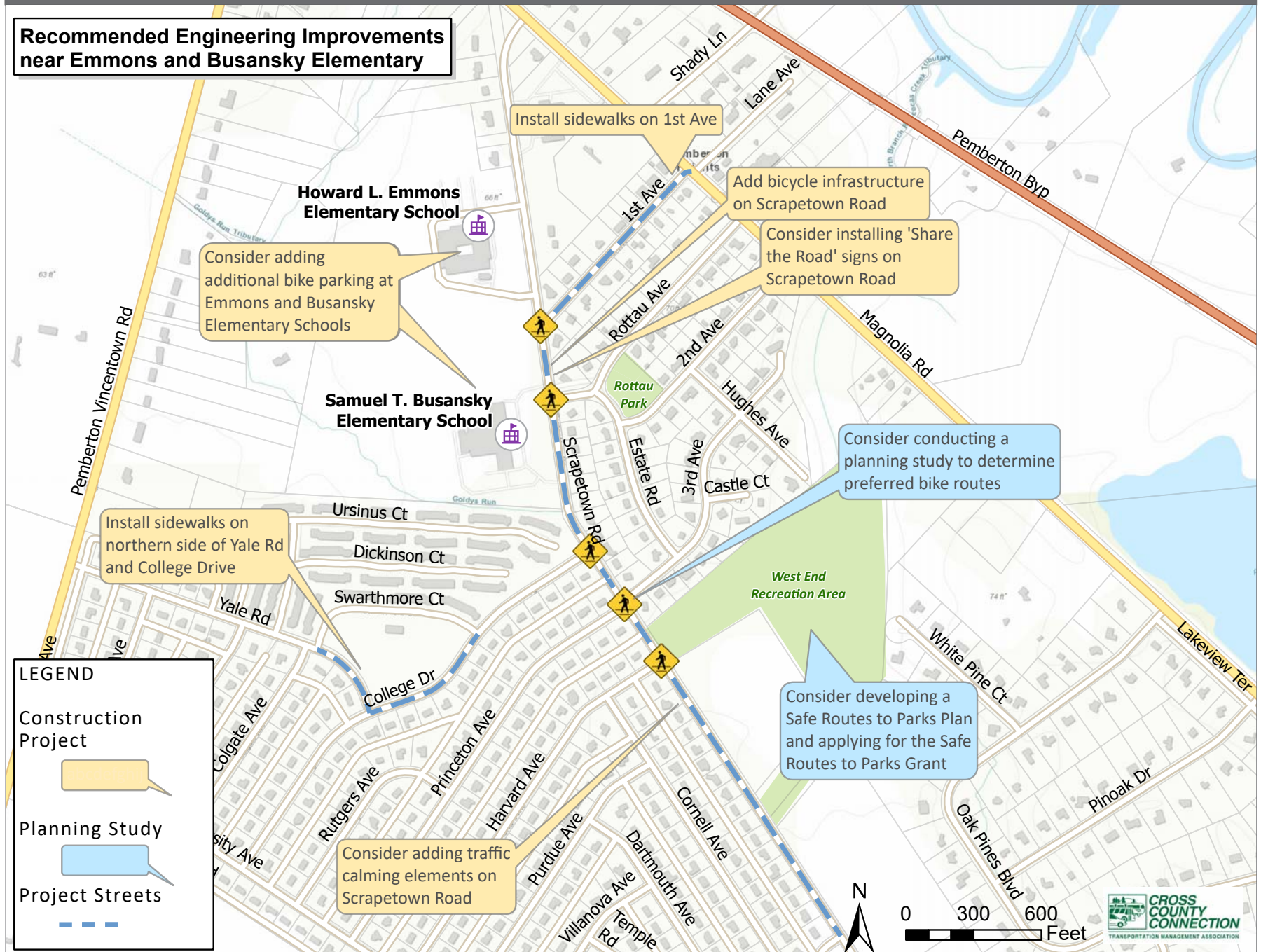
Cross County Connection will provide safety education and outreach materials for distribution to students, parents and school staff. The outreach materials should include information about walking on sidewalks, not on the railroad tracks or improperly lit areas. This information may be circulated at parent-teacher meetings, school walking events, in class and included in the student handbook. Pedestrian and bicycling safety education should also be addressed at parent-teacher meetings. These meetings could also provide an opportunity to engage parents in a dialog about safe driving habits, especially in areas where students are walking or biking to school. Inclusion of parents in educational programming is a good way to reinforce safety education at home.

Table 7: Education Recommendations

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

MAP 5

Recommended Engineering Improvements near Emmons and Busansky Elementary



Bicycle and Pedestrian Safety Presentation

Cross County Connection teaches students in third, fourth and fifth grade how to properly and safely cross a street when bicycling and walking by using a mock streetscape, as seen in Figure 8. The streetscape includes a road, street signs and a crosswalk. Students are taught the meaning of each symbol that appears on street signs and other important pedestrian skills to use when walking to and from school.

Through active participation, students learn about the benefits of biking and walking, ways to avoid potential hazards, how to properly understand and obey traffic signs and signals, how to cross the street safely, and how to understand traffic flow. Many schools in southern New Jersey use Cross County Connection's Bicycle and Pedestrian Safety Program as a foundational building block for their Safe Route to School programs.

Figure 8: Bike Safety Presentation



Busansky and Emmons School should continue to take advantage of Cross County Connection's 3rd-5th Grade Bicycle and Pedestrian Safety Program on an annual basis. Additional information about the

Pedestrian Safety Program is available on Cross County Connection TMA's website: driveless.com.

Poster and Bookmark Contest by Cross County Connection

The Bookmark and Poster Contest is typically held after conducting the Bicycle or Pedestrian Safety Presentation. The purpose of the contest is to reinforce the safety lessons taught to 3rd through 5th grade students who participated in the Bicycle and Pedestrian Safety Program. Another way to reinforce these teachings is through the Bookmark Contest, which is similar to the poster contest but allows students to create their own bookmarks.

Both contests ask that students choose a theme (crossing the street safely, air pollution, exercise, etc.) to illustrate on a poster or bookmark. Students show the importance of walking and bicycling to school and the benefits of doing so through the theme they have chosen. Six winners are selected (two students from each grade) who convey their theme the best. Winners will receive a bag with safety giveaways.

Encouragement

Events and programs are an effective way to get students excited and encourage them to walk and bike more. These programs are essential to building the momentum necessary to significantly change school travel habits. Busansky and Emmons School should hold walk to school events once a month as weather permits to encourage more students and parents to walk and bike to school.

Some of the programs and events that should be held are included on Table 8. Cross County Connection can assist the schools with the planning and organization of these events, in addition to providing fun giveaway items that reward the students for biking and walking.

Table 8: Encouragement Recommendations

| Encouragement Actions | Responsibility | Time Frame |
|--|--|-------------------------------|
| Designate satellite drop off/pick up areas | Pemberton School District/ Busansky/Emmons/Cross County Connection TMA | Bi-Annually |
| Walking School Bus (WSB) Pilot Program | Pemberton School District/ Busansky/Emmons/Cross County Connection TMA | Annually |
| Bicycle Rodeo | Pemberton School District, Pemberton Township Police Department | Annually in Spring |
| Participation in International Walk to School Day | Busansky/Emmons | Annual in October |
| Participation in International Bike to School Day | Busansky/Emmons | Annual in May |
| Golden Sneaker Walking Challenge | Busansky/Emmons | Monthly, Ongoing |
| Incentivized Programs | Busansky/Emmons | Throughout the school year |

Walk and Bike to School Days

To further promote bicycling and walking, each school should participate in International Walk and International Bike to School Days, which are held in the months of October and May, respectively. For more information and to register events during International Walk to School Day and Bike Month, visit www.saferoutesnj.org and <http://www.walkbiketoschool.org/>. Additionally, walking events should be implemented on an on-going basis throughout the school year.

Satellite Drop-Off/Pick-Up Program

Based on pedestrian infrastructure, location of crossing guards and other safety considerations, locations within walking distance of the school are typically designated as drop-off/pick-up locations. Some locations to consider are nearby parks, playgrounds and/or municipally owned lots. Parents drive their children to these locations and drop them off. They can then walk the remainder of the way to school on their own

or be accompanied by a designated chaperon waiting for the students. The police department should be involved in the designation of these locations and be present initially to ensure the safety of the students and supervise the drop-off procedures. The satellite drop-off/pick-up program should be utilized with all walk to school events.

Since the school district has identified that schools are already subjected to traffic congestion at student dismissal and arrival times, it is crucial that the potential problems are caused by the discontinuation of courtesy busing are addressed. This places a greater importance on encouragement activities that present viable options for parents and students other than being picked up and dropped off at school. During the original field audits, two locations were identified as possible satellite drop off and pick up locations: Rottau Park and West End Rec Area.

A Satellite Drop Off program would benefit these students and their parents by allowing them to participate in walking and biking activities, even if for a short distance, and help to reduce congestion around the school by reducing the number of vehicles in the school parking lot. A designated satellite drop-off and pick-up program would help mitigate issues that may occur from parents utilizing a makeshift satellite drop-off and pick-up area.

Golden Sneaker Walking Challenge

The Golden Sneaker Walking Challenge is a program that tracks students steps using pedometers in the form of a competition between grades or classes. The program is designed for grades three through five that can be adapted and incentivized through partnerships with local merchants to reward students for safe behaviors. The program promotes pedestrian safety and the importance of walking as a part of a healthy lifestyle.

Students are given instructions and a pedometer provided by Cross County Connection. Students track their steps for a specified length of time, usually a week. At the end of the challenge, the class or grade with the most steps achieved wins the Golden Sneaker Award at the ceremony, shown in Figure 9. Some schools simply conduct a daily tally of each student that walks or bikes to school.

Figure 9: Golden Sneaker Walking Challenge Award Ceremony



Incentive programs are a good way to keep the momentum going with SRTS programs. The Golden Sneaker Walking Challenge has had success in towns such as Collingswood, Pedricktown, and Haddon Heights as students enjoyed tracking their daily footsteps in a friendly competition.

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 both Busansky and Emmons Schools develop a pilot program this fall. By doing so, younger

students will be given the opportunity to learn about safe pedestrian practices, while familiarizing themselves with their neighborhoods. Walking school buses provide an opportunity for parents to get to know one another and alleviate some concerns about their children walking to school unsupervised. During the 2013 School Travel Plan, Pemberton Township parents expressed interest in creating a Walking School Bus with Crossing Guards as the “supervisors” of the students.

Bicycle Rodeo

A bicycle rodeo is a Safe Routes to School on-bike clinic that provides students in kindergarten through eighth grade with the opportunity to practice and develop skills that will help them become safer bicyclists. Bicycle rodeos, as seen in Figure 10, may vary in size and can be tailored to the needs and capabilities of the participants and the event organizers.

A bicycle rodeo has stations focusing on basic bicycle skills. Bicycle rodeos provide an opportunity for bicyclists to practice and develop skills that will help them become better bicyclists and avoid injury and accidents. They typically include lessons on how to fit a helmet, signal for turns and come to quick stops. Bicycle maintenance can also be taught using the ABC’s of bicycling: Air, Brakes and Chain. Bicycle rodeos can be customized to fit the context and age of the students as there are many other skills and subjects that can be covered.

It is recommended that the police department take the lead in conducting the bicycle rodeo. The most important part of a bicycle rodeo is to ensure there is a safe and encouraging environment where students can learn, practice and demonstrate their bicycle skills while having fun. Since Emmons and Busansky Elementary Schools are situated on one campus, Cross County Connection can assist in the coordination of a combined bicycle rodeo on school grounds. These programs will be essential to build the momentum necessary to significantly change school travel habits.

Figure 10: Bicycle Rodeo

Enforcement

Enforcement of safe and lawful travel behavior around schools, on all travel corridors and throughout the township by the Pemberton Township Police Department is important to ensure a safe walking environment for children.

Enforcement actions to promote safe travel behavior can include speed enforcement, stopping for pedestrians when required and stopping illegal parking and idling during school arrival and dismissal times.

Evaluation

Evaluation provides an opportunity to track the success of a Safe Routes to School Program. Measuring participation in walking and bicycling and parent surveys are just a few on the ways to gauge how much impact has been made through a school's efforts. Keeping track of the progress

made with implementing recommendations of this Travel Plan is also important.

Evaluating outcomes and modifying efforts to improve outcomes enables an understanding of what works and helps to ensure the success of future investments in time and money. Since implementation of the Travel Plan may be long-term, tracking progress provides benchmarks and rationale for continued investment. Performance measurements should include periodic walk and bike assessments, student arrival and departure tallies, parents' surveys, and evaluation of participation in walking and bicycling events.

Additionally, implementing evaluation tools and performance measures are necessary to receive Safe Routes to School infrastructure grants. Submitting student travel tallies is a mandatory requirement to receive Safe Routes to School Infrastructure grant funding. Travel Tallies must have been completed within two years when applying for funding. Additionally, being able to document outcomes from any Safe Routes to School efforts is beneficial for any type of grant submission involving infrastructure in/around schools.

Student travel tallies are typically held in-class by school staff to determine how children arrived at school that day over a period of a week. Tallies should be held at regular intervals to determine the impact of Safe Routes to School activities in student travel choices. Ideally they would be collected at least twice, once in the fall and once in the spring.

Other metrics that can be used to assess progress are:

- School policy changes that support walking and bicycling
- Integration of active transportation into the school curriculum such as bicycling education conducted in

physical education class

- Participation in walk and bicycle to school days, including parent involvement
- Coordination with local governments and organizations to promote active transportation

If goals are not achieved, be sure to re-evaluate and make changes to achieve objectives.

Certification Programs

Participating in certification programs also provide an effective framework to evaluate the success of Safe Routes to School efforts.

The Safe Routes to School Recognition Program rewards municipalities and schools for their commitment and support of the Safe Routes to School program. There are four qualifying levels: First Step, Bronze, Silver and Gold Level.

Sustainable Jersey is another certification program that rewards municipalities and schools for making exemplary efforts to make their communities more sustainable and greener places. There are separate programs for municipalities and schools. Schools and municipalities certified through the NJ Safe Routes Recognition Program can also earn points toward Sustainable Jersey and Sustainable Jersey for Schools certifications. Through Sustainable Jersey for Schools, actions such as adopting a Safe Routes to School District policy (school district only), creating a School Travel Plan and pedestrian and bicycle safety promotion initiatives can help schools and school districts earn points towards Sustainable Jersey certification.

Pemberton Township and School District should explore participating in both programs to create a road-map to a more sustainable future. Cross County Connection is available to assist schools and municipalities with working towards certification and applying to both programs.

Anti-Idling Program

Poor air quality can negatively affect the health of students and staff. Busansky and Emmons Schools are encouraged to partner with Cross County Connection to establish a compressive anti-idling program. An anti-idling program involves many of the same key elements of any SRTS activity including education, enforcement and encouragement, to improve student health.

Idling vehicles around Busansky and Emmons Schools contribute harmful emissions including carbon monoxide. According to the New Jersey Department of Environmental Protection (NJDEP), an idling vehicle emits 20 times more pollution than when it is traveling at 30 MPH. This is especially problematic in areas around schools. Children breathe up to 50% more air per pound of body weight than adults. This makes them especially vulnerable to the negative health issues caused by poor air quality, such as asthma. Additionally, New Jersey State Law states that no person shall cause, suffer, allow, or permit the engine of a diesel- or gas-powered motor vehicle to idle for more than three consecutive minutes if the vehicle is not in motion. While there are some exceptions to the law, this is the standard and should be followed to reduce carbon monoxide emissions and air pollution.

Setting up an anti-idling program is inexpensive and requires just a few steps. Cross County Connection can assist Pemberton Township and School District with setting up a program. Available resources can be found on NJDEP's website at www.nj.gov/dep/stopthesoot or www.saferoutesnj.org. The most important steps to set up a program are:

- Pass an anti-idling resolution. A resolution will state the township's commitment to improve air quality and student health; their goal to eliminate the problem; a description of the harm idling vehicles can cause; and the reasons limiting this activity is important for the health of the community. A sample resolution can be found on NJDEP's

website.

- Create an enforcement plan that maps the specific locations where an anti-idling program will be carried out. This plan will provide instruction to local police regarding the law, how to enforce it, and why it is important to enforce it.
- Post anti-idling signs in locations around schools. Signs are available on NJDEP's website at a nominal cost.
- Create an education program that informs students and parents as to why an anti-idling program is beneficial. Distribute materials that demonstrate the harmful effects of idling, which may appear harmless, but negatively impacts children's health. The program could entail distributing Cross County Connection's Anti-Idling Palm Card and activities that involve the students, such as an anti-idling awareness poster contest. Educational materials are available at no cost.

Additionally, an anti-idling program receives points for both the Safe Routes to School and Sustainable Jersey Certification programs.

Funding Resources

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

The funding programs listed below are provided as a general guide and are not an exhaustive list of available sources. For more information on a specific program, please contact Cross County Connection or the funding agency. Detailed guidance is also often available on program websites.

Safe Routes to School (SRTS) Infrastructure Program

Federal funding is available for SRTS infrastructure projects that improve the safety of children walking or biking to school. The program is administered through NJDOT. Eligible projects may include the 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 apply and receive funding.

In fiscal year (FY) 2018, \$8.62 million was awarded to 18 municipalities for the infrastructure aspect of the SRTS grant. Of the allotted amount, approximately 17% went to South Jersey municipalities. Within the region, grant awards ranged from \$156,000 to \$502,000.

Program Website: www.state.nj.us/transportation/business/localaid/

Program Contact: Division of Local Aid and Economic Development, District 4 New Jersey Department of Transportation

Phone: (856)-486-6618

Transportation Alternatives Set-Aside Program (TA Set-Aside)

The New Jersey Department of Transportation (NJDOT) offers funding for the Transportation Alternatives Set-Aside Program (TA Set-Aside), which is federally funded and administered by NJDOT, in partnership with North Jersey Transportation Planning Authority (NJTPA), the Delaware Valley Regional Planning Commission (DVRPC), and the South Jersey Transportation Planning Organization (SJTPO). 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.

A key feature of the TA Set-Aside 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 persons with disabilities. While NJDOT has historically provided the 20% match required under federal transportation legislation, their level of participation is not guaranteed. Eligible project sponsors for TA Set-Aside funds include any state agency, county or municipal government or private nonprofit organization.

Program Website: www.state.nj.us/transportation/business/localaid/

Program Contact: Division of Local Aid and Economic Development, District 4 New Jersey Department of Transportation

Phone: (856)-486-6618

Congestion Mitigation and Air Quality Improvement Program

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds transportation projects that improve air quality and reduce traffic congestion. The program is administered by the regional MPOs. Bicycle and pedestrian projects with a transportation purpose are good candidates for funding through CMAQ.

This program takes a data-driven approach to help ensure a positive impact on the region. Applicants must demonstrate the quantifiable impact their project will have on air quality. DVRPC and SJTPO are available to assist with this analysis, if needed. Due to its complexity, the regional MPOs require a minimum proposal of \$250,000 for construction projects. Municipalities, counties, non-profits and private entities are eligible to apply for CMAQ.

CMAQ provides funds for a wide range of projects including bikeways, education and outreach campaigns and bike share programs. In 2018 DVRPC awarded funding to six projects in New Jersey, four of which impact the South Jersey region. These included the construction of the Gloucester Township Bicycle Trail from Oak Avenue to Evesham Road, a part of the Philadelphia region’s Circuit Trails network. In FY 2018, A total of \$3.8 million was awarded to the DVRPC counties in New Jersey through CMAQ, \$1.4 million of which was awarded to projects in Burlington, Camden and Gloucester Counties. In FY 2018, SJTPO authorized \$1.149 million in CMAQ funds.

Program Website: www.dvrpc.org/cmaq

Program Contact: Kwan Hui, Manager, NJ Capital Programs Delaware Valley Regional Planning Commission

Email: khui@dvrpc.org

Phone: (215) 238-2860

Transportation and Community Development Initiative (TCDI)

The Transportation and Community Development Initiative (TCDI) program supports smart growth initiatives that implement the goals of *Connections 2045*, the Delaware Valley Regional Planning Commission’s (DVRPC) regional long range plan. Pemberton Township is eligible for this funding source as they are located within DVRPC’s region.

The TCDI program is not an infrastructure grant. It supports a wide range of project development initiatives including planning, ordinance design, preliminary engineering, market analysis, feasibility studies and capacity building that spark public or private investment in smart growth.

In FY 2019, six projects within the South Jersey region received funding for a total of \$507,000. The grant awards ranged from \$50,000 - \$100,000. Projects funded within the region include a joint bicycle and pedestrian Master Plan in Collingswood and Haddon Township, a Burlington

County Route 541 corridor study and a downtown circulation plan in Burlington City.

Program Website: <https://www.dvrpc.org/TCDI/>

Program Contact: Karen Cilurso, Manager, Community Revitalization, Delaware Valley Regional Planning Commission

Email: kpcilurso@dvrpc.org

Phone: (215) 238-2876

Sustainable Jersey Program

The Sustainable Jersey program identifies resources to help municipalities and/or schools develop a comprehensive sustainable community program. This includes financial resources in the form of grants and incentives, and technical support in the form of training, access to support organizations and guidance material. Funding and grants are available as well for schools and school districts that are recognized through the Sustainable Jersey Certification program.

Program Website: <https://www.sustainablejerseyschools.com/grants/>

Program Contact: Véronique Lambert, Sustainable Jersey

Email: schools@sustainablejersey.com

Phone: (609) 771-3427

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4. CONCLUSION

Summary of Findings

Pemberton Township School District is committed to increasing the number of children that walk and bike to school through safety improvements and programs that educate and encourage biking and walking. The township has acted on this commitment by implementing recommendations from the *2013 Emmons and Busansky School Travel Plan*. The school district is continuing to establish sustainable SRTS programs in each of their schools to engage children in safe walking and biking practices.

The *Emmons and Busansky School Travel Plan Update* highlights the progress Pemberton Township School District has made towards providing a comfortable walking and biking environment since completion of a initial Travel Plan in 2013. However, more work is needed to provide a comprehensive safe travel environment for students of Emmons and Busansky Schools. Infrastructure improvements such as the installation of sidewalks on First Avenue, Yale Road and College Drive should be priorities.

Partnership among local and regional organizers is integral to the sustained success of implementation of this Travel Plan Update. Partnerships could include working with Cross County Connection to implement a strong SRTS non-infrastructure program and reaching out to Burlington County, NJDOT and DVRPC to seek guidance and assistance with implementing infrastructure recommendations. Infrastructure should be employed alongside hands-on education and encouragement activities that maintain momentum to achieving the goals of this Travel Plan Update.



Next Steps

As Pemberton Township School District continues to grow their SRTS infrastructure and non-infrastructure programs, the following steps and actions should be taken:

1. Establish SRTS teams for each school
2. Work with Cross County Connection to determine encouragement and educational activities that each school will implement
3. Prioritize sidewalk improvements and additions to provide a comfortable walking and biking environment for children walking to school
4. Seek funding for infrastructure improvements through the SRTS grant program or other grant program options. Cross County Connection is available to assist the township in grant preparation and application
5. Continue monitoring travel patterns and report on any changes since the removal of courtesy busing
6. Develop priority routes for a Safe Routes to Parks program for travel between the elementary schools and West End Park

Implementation of these steps will increase the sustainability and success of the Busanksy and Emmons elementary schools' SRTS program.