

# UPPER TOWNSHIP

## SCHOOL TRAVEL PLAN





# Upper Township School District

## Safe Routes to School Travel Plan

Prepared by:

Cross County Connection

Transportation Management Association

December 2025



### Contact Information:

Phone: 856-596-8228

Email: [ccctma@driveless.com](mailto:ccctma@driveless.com)



[linkedin.com/company/Cross-County-Connection-TMA](https://www.linkedin.com/company/Cross-County-Connection-TMA)



[facebook.com/CCCTMA](https://www.facebook.com/CCCTMA)



[instagram.com/CCCTMA](https://www.instagram.com/CCCTMA)

Support for this report was provided by the New Jersey Department of Transportation with funding from the United States Department of Transportation's Federal Highway Administration. New Jersey and the United States Government assume no liability for its contents or its use thereof.

# Upper Township School District

## Safe Routes to School Travel Plan

Prepared by:

Cross County Connection

Transportation Management Association

December 2025



### ABOUT CROSS COUNTY CONNECTION TMA

Cross County Connection is the designated Transportation Management Association (TMA) for the seven-county southern New Jersey region: Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, and Salem. Cross County Connection addresses the region's mobility needs by fostering the implementation and use of sustainable transportation modes.

Cross County Connection, a non-profit organization, was formally incorporated in 1989 through the efforts of a group of southern New Jersey business leaders, local governments, and state agencies to address traffic congestion and improve air quality in the region.

Cross County Connection's programs and services encourage and facilitate the safe use of public transit, shuttle services, carpooling, vanpooling, bicycling and walking for all. Additional services include public transit travel training, bicycling and walking safety programs, assistance with electric vehicle charging infrastructure and fleets, bicycle and pedestrian infrastructure planning, grant assistance and more. Services are provided to county and local governments, the business community, federal, state and regional transportation agencies, schools, social service organizations, and the general public.

### Mission Statement

Creating equitable, safe, and environmentally sustainable transportation options in South Jersey.

### Vision Statement

To be the trusted resource empowering the South Jersey region to:

- Reduce pedestrian & bicyclist crashes in all communities
  - Improve air quality and reduce traffic congestion through the increased use of commute alternatives
  - Create a culture that embraces safe public transit, walking, biking, and rolling as an everyday means of transportation for all
-

# Table of Contents

**Chapter 1: Introduction**

1

Student Travel Plan Goals

1

*Table 1: Safe Routes to School Working Group*

2

*Map 1: Upper Township Regional Context*

3

Study Area Description

4

School Descriptions

4

*Table 2: Student Household Distance to Respective School in Upper Township*

5

*Table 3: Student Travel Tallies (2025)*

5

**Chapter 2: Community Profile**

7

Demographic Analysis

7

*Table 4: Local and Regional Demographic Analysis*

8

Existing Conditions

9

Student Travel Corridors

10

*Map 2: Upper Township Student Travel Corridors*

11

*Map 3: SRTS Grant - Planned Infrastructure*

13

Upper Township Crash Report

14

*Table 5: Bicycle & Pedestrian Crash Data*

14

*Map 4: Bicycle & Pedestrian Crashes in Upper Township*

15

*Map 5: Vehicle Crashes in Upper Township*

17

**Chapter 3: Student Travel Corridors Road Safety Audit**

19

Upper Township Primary & Elementary Schools

19

*Table 6: Primary & Elementary School Issues*

19

Upper Township Middle School

22

*Table 7: Middle School Issues*

22

**Chapter 4: Infrastructure Recommendations**

25

Upper Township Primary & Elementary Schools

25

*Table 8: Primary & Elementary School Infrastructure Recommendations*

25

*Map 6: Issues and Recommendations - Primary & Elementary Schools*

30

Upper Township Middle School

31

*Table 9: Middle School Infrastructure Recommendations*

31



Map 7: Issues and Recommendations - Middle School . . . . . 34

**Chapter 5: Non-Infrastructure Recommendations . . . . .35**

Education . . . . . 35

*Table 10: Education Recommendations . . . . . 36*

Encouragement . . . . . 37

*Table 11: Encouragement Recommendations . . . . . 38*

Enforcement . . . . . 39

*Table 12: Enforcement Recommendations. . . . . 39*

Engineering . . . . . 40

*Table 13: Engineering Recommendations . . . . . 40*

Evaluation. . . . . 43

*Table 14: Evaluation Recommendations. . . . . 43*

**Chapter 6: Funding Resources. . . . .45**

Federal Grant Programs . . . . . 46

State Grant Programs . . . . . 47

Other Funding Sources . . . . . 48

**Chapter 7: Conclusion . . . . .49**

Next Steps . . . . . 49

Summary . . . . . 50

# 1 Introduction

The Upper Township School District recognizes the correlation between active transportation and the health and safety of the student population and has partnered with Cross County Connection to establish a Safe Routes to School (SRTS) program. The SRTS program is a federally funded, statewide initiative with a mission to partner with schools and communities to prioritize and implement opportunities for people to walk, bike, or travel by other wheeled devices. Cross County Connection partners with the New Jersey Department of Transportation (NJDOT) to provide the SRTS program free of charge in South Jersey's schools.

The Upper Township School District Travel Plan was created as part of the SRTS program through collaborative efforts of the Safe Routes to School Working Group and Cross County Connection TMA. This report addresses Upper Township School District's interest in improving pedestrian and bicyclist infrastructure to create a safer walking and bicycling environment for students to get to and from school. The Upper Township School District Travel Plan outlines potential safety issues and concerns regarding pedestrian and bicyclist infrastructure near the schools and offers recommendations to address these areas. The overall goal is to reduce bicycle and pedestrian crashes in the community and create a culture that encourages students to walk, bike, and roll to school.

SRTS projects focus on physical improvements to the environment and existing infrastructure, as well as encouragement and educational programs to promote more walking and wheeling in and around the community. By focusing on improvements to support active travel by youth, we can create conditions that are safe, healthy, equitable, and appealing for all.<sup>1</sup> NJDOT administers the program in partnership with New Jersey's three Metropolitan Planning Organizations – South Jersey Transportation Planning Organization (SJTPO), the Delaware Valley Regional Planning Commission (DVRPC), and the North Jersey Transportation Planning Authority (NJTPA). Upper Township was the recipient of a SRTS infrastructure grant in the amount of \$925,000 in 2024.<sup>2</sup>

## Student Travel Plan Goals

A Safe Routes to School (SRTS) Travel Plan “maps out” how to improve pedestrian and bicycle safety where children may walk, bike, or roll to school. It incorporates the five E's of SRTS: Evaluation, Engineering,

1 New Jersey Safe Routes to School Program: [SafeRoutesNJ.org](https://www.safeschoolroutes.org/)

2 SJTPO.org: [\\$21.2 Million in Grants Awarded for the SRTS Program](https://www.sjtpo.org/2024/01/24/21-2-Million-in-Grants-Awarded-for-the-SRTS-Program/)

Education, Encouragement, and Enforcement. After reviewing existing conditions, the plan gives policy, programming, and infrastructure recommendations to support the following goals:

1. Improve safety for students walking, biking, and rolling
2. Increase the number of students walking, biking, and rolling
3. Reduce traffic congestion around schools
4. Improve air quality around schools

Recommendations include both actions that can immediately be put into place and others that require further planning, coordination, and grant funding. This is Cross County Connection's first time working with Upper Township on a School Travel Plan.

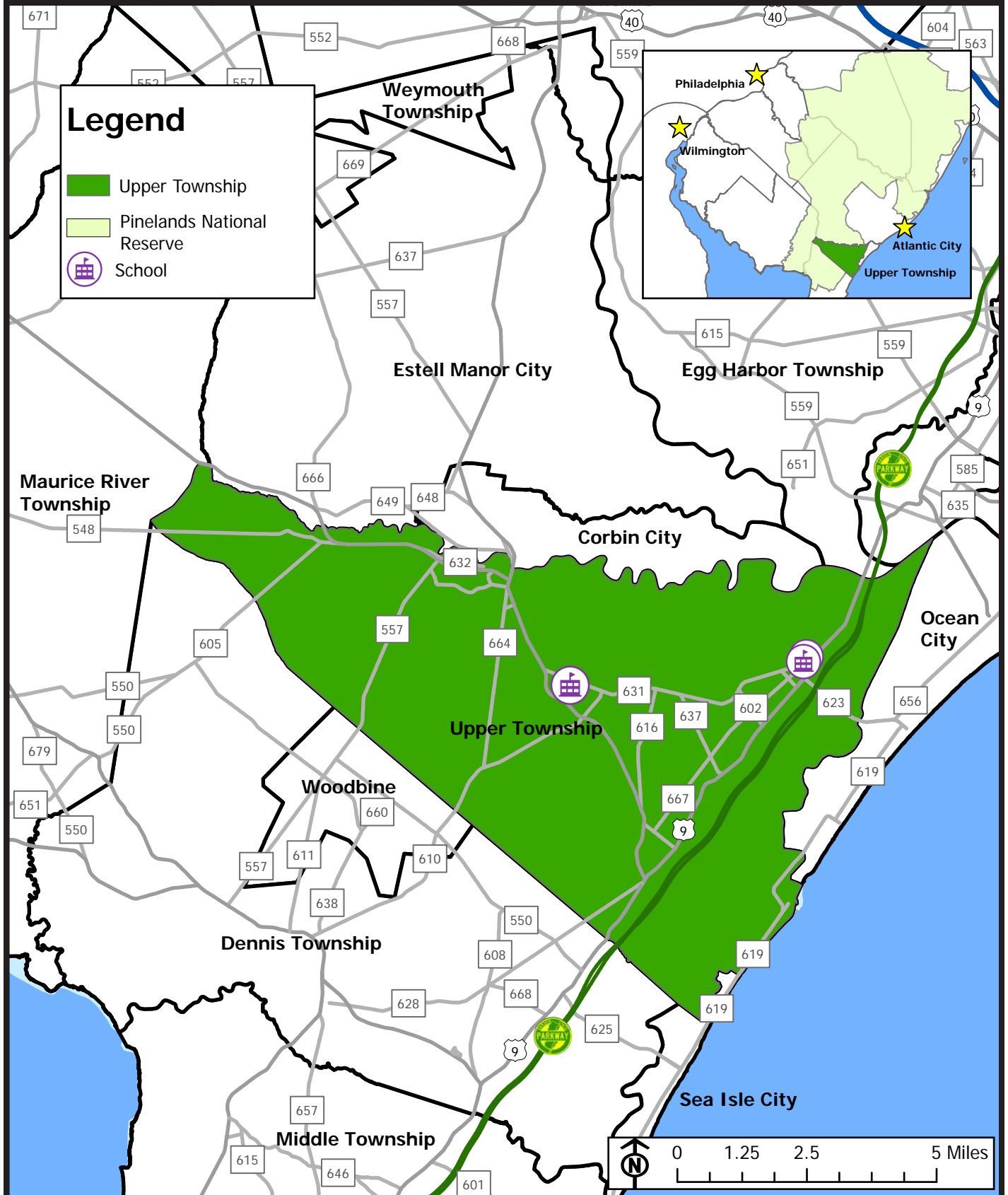
### ***Safe Routes to School Working Group***

Cross County Connection developed this plan in partnership with the SRTS Travel Plan Working Group members listed in Table 1. Laurie Ryan of Upper Township School District was the primary contact for the travel plan. A preliminary working group meeting was held on May 2, 2025, to establish travel plan priorities.

<b>Table 1: Safe Routes to School Working Group</b>			
<b>Name</b>	<b>Title</b>	<b>Organization</b>	<b>Contact</b>
Anya Saretzky	Program Director	Cross County Connection TMA	saretzky@driveless.com
Michele Geiger	SRTS Coordinator	Cross County Connection TMA	geiger@driveless.com
Kristen McLaughlin	Bicycle & Pedestrian Planner	Cross County Connection TMA	mclaughlin@driveless.com
Henry Gottschall	GIS Specialist/Planner	Cross County Connection TMA	gottschall@driveless.com
Joseph Sheldon	Transportation Planner	Cross County Connection TMA	sheldon@driveless.com
Laurie Ryan	Business Administrator	Upper Township School District	ryan@upperschools.org
Allison Pessolano	Superintendent	Upper Township School District	pessolano@upperschools.org
Jamie Gillespie	Primary School Principal	Upper Township School District	gillespie@upperschools.org
Ross Gorbis	School Resource Officer	New Jersey State Police	lpp8738@njsp.org
Lauren Purdom	Senior Planner	Cape May County	lauren.purdom@capemaycountynj.gov
Ryan MacNeill	Upper Township Engineer	Upper Township	engineer@uppertownship.com
Kelly McVeigh	Executive Manager	NJDOT Bureau of Traffic Engineering - South	kelly.mcveigh@dot.nj.gov
Sanjaykumar Patel	Principal Engineer Traffic	NJDOT Bureau of Traffic Engineering - South	sanjaykumar.patel@dot.nj.gov
Bill Riviere	Safe Routes to School Coordinator	NJDOT Bureau of Safety Improvement Programs	william.riviere@dot.nj.gov
Brian Bockius	Senior Transportation Engineer	NJDOT Bureau of Safety Improvement Programs	brian.bockius@dot.nj.gov



# Map 1: Upper Township Regional Context



## Study Area Description

Upper Township is a large, rural community located in Cape May County, with a total area of 68.68 square miles. It is made up of the communities of Petersburg, Marmora, Palermo, Ocean View and Beesleys Point. Upper Township serves as an access point to Ocean City, which brings a sizable volume of regional traffic through the area.

Upper Township School District is comprised of three schools:

1. Upper Township Primary School (Pre-K through 2nd Grade)
2. Upper Township Elementary School (3rd Grade through 5th Grade)
3. Upper Township Middle School (6th Grade through 8th Grade)



The Upper Township Primary and Elementary Schools are located together at the intersection of North Shore Road (US Route 9) and Old Tuckahoe Road (CR 662). The area around these schools is more densely populated compared to other areas of the township. Upper Township's main shopping district is located approximately a half-mile south of the schools.

The area surrounding the Upper Township Middle School is more rural, with a spread-out population. There are fewer local roads; US 50 and Tuckahoe Road (CR 631) are the only connectors to the denser area of the township. Across Route 50 from the Middle School is Amanda's Field, a sports complex used by children from across the township. It is a popular after-school destination and an impetus for student travel of all ages, not just middle schoolers.

## School Descriptions

Upper Township Primary and Elementary Schools are located next to each other on Old Tuckahoe Road between the Marmora and Beesleys Point neighborhoods. The primary and elementary schools operate during the same hours, with student arrival at 9:25 a.m. and student dismissal at 3:45 p.m. The Upper Township Elementary School currently has 481 students enrolled. The Upper Township Primary School currently has 463 students enrolled.

Upper Township Middle School is in the northwestern corner of Upper Township on Perry Road. The area around the middle school is considerably more rural than the area surrounding the primary and elementary schools. Student arrival and dismissal take place at 8:25 a.m. and 3:25 p.m., respectively. There are currently 421 students enrolled in the Upper Township Middle School.

## Student Travel Modes

Student Travel Tallies were collected as a part of the School Travel Plan process to assess how many students currently walk, bike, or roll to school. Travel tallies were conducted by teachers at each of the three schools in Upper Township and provide counts of how students got to and from school each day. The tallies were taken during the week of June 2, 2025. The weather was sunny with no rain, so student travel was not negatively impacted by the weather.

Students living further than two miles from their school are not within a reasonable walking or biking distance and therefore are provided with bus service. The percentages of student households that are located farther than two miles from their respective school are outlined in Table 2.

Table 2: Student Household Distance to Respective School in Upper Township		
	Within 2 Miles	Farther Than 2 Miles
Primary School	25.1%	74.9%
Elementary School	24.0%	76.0%
Middle School	18.2%	81.8%
School District	22.6%	77.4%

In student travel tally data, more students were recorded walking to the primary school than the elementary or middle schools. Very few students were recorded walking or biking to the middle school. The most popular way to get to school was by school bus, followed by a family vehicle. It is important to keep in mind that for the majority of students, walking or biking is not a feasible mode of transportation since they live more than two miles from their school. The student travel tally results should be compared to the percentage that live within two miles of their school, shown in Table 2, for the most informative assessment. A breakdown of student travel modes, shown by percentage of total recorded trips, can be found in Table 3.

Table 3: Student Travel Tallies (2025)					
	Walk	Bike	Family Vehicle	Carpool	School Bus
Primary School	3.83%	0.08%	33.72%	0%	62.35%
Elementary School	0.95%	0.16%	24.42%	1.53%	69.19%
Middle School	0.43%	0.07%	17.66%	0.94%	80.32%
School District	1.84%	0.08%	25.92%	0.94%	69.75%

This page is intentionally left blank



# 2 Community Profile

Focusing on making streets safer for students who walk, bike, and roll to school will make the streets safer for everyone in the community. For any transportation project, providing safe access for all road users should be considered at all stages of the project – planning, design, and construction. To ensure this plan results in outcomes that benefit the entire community, various demographic criteria were evaluated.

## Demographic Analysis

Evaluating certain demographic data helps to identify subsets of the population that may face significant difficulties within an auto-centric transportation network. Low-income individuals, youth, people with disabilities, and households without vehicle access are populations that are more likely to rely on walking or biking for transportation. A demographic analysis was conducted to determine how many residents of Upper Township belong to these categories, which may indicate a more urgent need for traffic safety improvements. The purpose of these evaluations is not to dictate the preferential treatment of certain groups over others, but rather to ensure that all residents have fair and equal access to a safe and efficient transportation network. The analysis was completed as part of the School Travel Plan to ensure both students and non-students are provided with safe and accessible streets and to assist stakeholders in making informed decisions.

Cross County Connection conducted this analysis using demographic data provided by the 2023 American Community Survey (ACS) 5-year estimates. Since students travel from across the township to their respective schools, data was analyzed at the township level. For regional context, this local analysis is then compared to Cape May County and South Jersey. The “South Jersey” region refers to the Cross County Connection TMA seven-county region of Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, and Salem counties.

### ***Household Income***

To better understand the financial characteristics of the municipality, the number of residents living in a low-income household was analyzed. Cross County Connection uses the New Jersey Department of



Environmental Protection (NJDEP) definition of low-income: anyone earning an income at or below twice the federal poverty threshold. Since the focus of this report is the safety of children while they travel to and from school, income was analyzed at a family level. For a family of four, the federal poverty level is an annual income of \$32,150.<sup>3</sup>

In Upper Township, 9.4% of families qualify as low-income. This is lower than the proportion of low-income families across Cape May County and South Jersey, which is approximately 16% for both regions.

### ***School-Aged Youth Population***

School-aged youth are defined as children between the ages of five and 18. School-aged children travel to and from school and are the focus of this report. Out of all Upper Township residents, 2,012 (16.0%) are between the ages of five and 18, which compares similarly to the South Jersey region. The percentage Upper Township's school-aged youth population is slightly higher than Cape May County's, where school-aged youth make up 12.4% of the county-wide population.

### ***Individuals with Disabilities***

Individuals with disabilities face unique challenges when navigating the bicycle and pedestrian network. Accommodations that allow for safer navigation of that network for disabled individuals increases safety for all road users. In Upper Township, 9.9% of residents reported living with a disability. This is slightly lower than the rate in Cape May County and South Jersey, where the percentage of residents reported living with a disability are 13.4% and 13.6%, respectively.

### ***Household Vehicle Access***

Without access to a personal vehicle, residents must rely on walking, biking, public transit, rideshares, taxis, or friends and family for transportation. Upper Township has limited public transportation options (NJ TRANSIT Bus 315 traveling north-south on Route 50), therefore increasing the likelihood that an individual without access to a vehicle would rely on walking or biking. A total of 2.1% of households in Upper Township do not have access to a personal vehicle. This is lower than the percentage of households that do not have personal vehicle access in Cape May County and in the South Jersey region.

**Table 4: Local and Regional Demographic Analysis**

<b>Demographic Category</b>	<b>Upper Township</b>	<b>Cape May County</b>	<b>South Jersey</b>
Low-Income Households	9.4%	16.3%	16.9%
School-Aged Youth Population	16.0%	12.4%	16.3%
Individuals with Disabilities	9.9%	13.4%	13.6%
Households without Vehicle Access	2.1%	5.1%	7.8%

### ***Demographic Analysis Summary***

Compared to Cape May County, Upper Township has more school-aged residents, but fewer low-income families, zero-car households, and individuals with disabilities. Individuals belonging to the categories analyzed often suffer the most negative consequences of traffic violence and car-centric transportation networks. Their presence should be accommodated when focusing on improving conditions for walking,

biking, and rolling.

## Existing Conditions

Existing bicycle, pedestrian, and roadway infrastructure in Upper Township were evaluated with student travel in mind. This evaluation is a general assessment of overall conditions in the municipality completed prior to the walking audit using both in-person observations and a desktop analysis. A thorough evaluation was conducted during the student travel corridor walking audit, covered in Chapter 3. Upper Township is one of 56 South Jersey municipalities that are included within the New Jersey National Pinelands National Reserve. This designation protects the unique ecology of the area, and future infrastructure installations must conform with the Pinelands Commission Comprehensive Management Plan.

### *General Travel*

Upper Township is a large and spread-out municipality. The western portion of the township has rural characteristics, while the communities to the east, closer to the shore, have suburban characteristics. US Routes 50 and 9 traverse the township and connect it to nearby municipalities and the greater region. Tuckahoe Road (County Route 631) runs East-West across the township, connecting Petersburg to the neighborhoods closer to the shore. Upper Township is an access point for Ocean City, with Roosevelt Boulevard (CR 623) serving as the connector between the two areas via the Upland Thorofare Bridge.

### *Pedestrian Conditions*

There is a lack of continuous sidewalks near the primary and elementary school, however there are consistent sidewalks in the northern part of Beesleys Point. Upper Township has plans to build sidewalks on Old Tuckahoe Road and North Shore Road with funding from the SRTS Infrastructure Grant awarded in 2024. Planned sidewalks will begin at the intersections of St. Andrews Place and connect to the existing sidewalk network at Seaview Avenue.

Crosswalks are typically unmarked. The few that are marked use the transverse pattern, consisting of two parallel lines, now considered outdated due to the poor visibility it provides. The transverse pattern is considered outdated because it does not provide the highest visibility for the crosswalk. Bar-style patterns, such as ladder or continental, are more visible to approaching drivers.



*Missing Sidewalk along Route 9*

### *Bicycle Conditions*

There is a lack of bicycle facilities in Upper Township. Currently, there are no streets with dedicated bike lanes, and no multi-use trails through the residential areas of the municipality, other than a bicycle trailhead at Beesleys Point which connects to Somers Point. Upper Township has planned the addition of a bike lane that would start in front of the primary and elementary schools and connect with the Beesleys Point Trail as part of the SRTS Infrastructure Grant. Proposed bicycle and pedestrian infrastructure improvements will be discussed in the Recommendations section of this report.

## Student Travel Corridors

Student Travel Corridors, shown in Map 2, are streets that students regularly use to walk, bike, or roll to and from school. Student Travel Corridors were identified using feedback from the SRTS working group, crossing guards, parent surveys, and observations made during student arrival and dismissal. No Student Travel Corridors were identified for the Upper Township Middle School.

### ***North Shore Road (US Route 9)***

North Shore Road (US Route 9) is a state highway that parallels the Garden State Parkway, traversing the coast of New Jersey from North Cape May to Fort Lee in Bergen County. In Upper Township, North Shore Road serves as the main road connecting the Beesleys Point neighborhood with the primary and elementary schools, as well as connecting the southern areas of the township, Marmora and Ocean View. North Shore Road is a two-lane road with wide shoulders and no street parking. There are intermittent sidewalks on North Shore Road, and most notably there are no sidewalks on the sections of North Shore Road closest to the primary and elementary schools.

Before the closure of the Beesleys Point Bridge, Route 9 was a popular route for motorists traveling up and down the shore. Students who live in Beesleys Point must use North Shore Road to travel to and from school, regardless of their travel mode. The speed limit of North Shore Road in Upper Township is 45 miles per hour, decreasing to 40 after the intersection with Old Tuckahoe Road, and then increasing back to 45 further away from the school traveling north.

### ***Old Tuckahoe Road (County Route 662) & Tuckahoe Road (County Route 631)***

Tuckahoe Road (County Route 631) is a county route that connects the rural Petersburg area of Upper Township with suburban Marmora. In Marmora, Tuckahoe Road splits into two roads, Tuckahoe Road (County Route 631) and Old Tuckahoe Road (County Route 662). Tuckahoe Road has intersections with Route 50, Route 9, Stagecoach Road and Roosevelt Boulevard.

Upper Township Primary and Elementary Schools are located on Old Tuckahoe Road. Upper Township Middle School is located on Perry Road right after its intersection with Tuckahoe Road. This makes Tuckahoe/Old Tuckahoe Road the only road in the municipality that connects all schools.

There is an issue with sidewalk consistency on Tuckahoe Road south of the primary and elementary schools, and there are no sidewalks on Old Tuckahoe Road between the schools and its intersection with Route 9. Students who use St. George or St. Andrews Place to walk to school must cross Old Tuckahoe Road to get there.

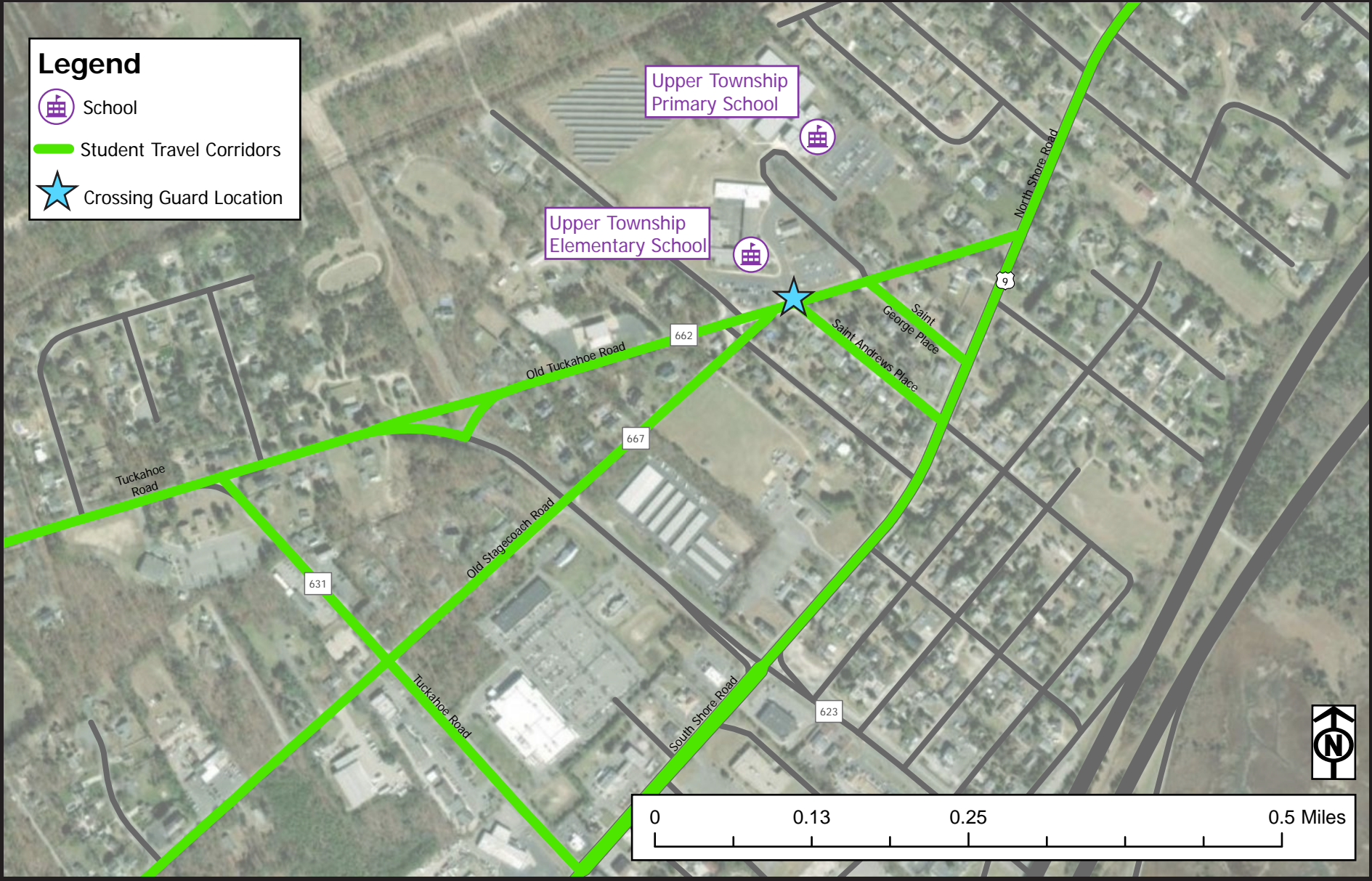
In Petersburg, Tuckahoe Road is a two-lane road with a speed limit of 50 miles per hour. The speed limit gradually decreases to 35 miles per hour as the road travels west to Marmora. The speed limit is 25 miles per hour on Old Tuckahoe Road in the school zone. The recommended speed limit by the Federal Highway Administration (FHWA) in residential or school districts is 25 miles per hour.

### ***Crossing Guard Locations***

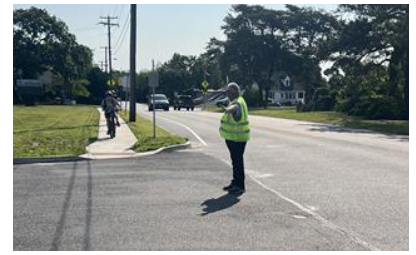
For the primary and elementary schools, there is one crossing guard posted at the intersection of Old Tuckahoe Road and St. Andrews Place. The crossing guard helps students who walk, bike, or roll to enter the school parking lots safely amidst the oncoming traffic of parents dropping their students off via car.



Map 2: Upper Township Student Travel Corridors



Anecdotal reporting from the crossing guard at this location confirmed data provided through the student travel tallies that there are two regular student bicyclists, and eight to ten regular student walkers. The middle school has no crossing guard.



*Crossing Guard at Elementary School*

### ***Parent & Guardian Concerns***

Collecting feedback from parents is an essential part of the School Travel Plan process, ensuring that areas of parental concern are accounted for and addressed. Cross County Connection created a survey that was distributed to parents by the Upper Township School District. The survey received 88 responses from parents of primary and elementary school students and 13 responses from parents of middle school students.

Parents were asked about their child's current travel behaviors and any safety concerns they may have. Responses from parents of primary and elementary students helped identify the student travel corridors as North Shore Road and Tuckahoe/Old Tuckahoe Road. Some parents reported that their students also walked or biked to and from school using Stagecoach Road, St. George Place, and St. Andrews Place.

Parents noted that they would feel safer allowing their children to walk, bike, or roll to school if there were more posted crossing guards and protected bike lanes. The roads that parents were most concerned about safety on were North Shore Road (Route 9), Tuckahoe/Old Tuckahoe Road, Route 50, and Stagecoach Road. The most commonly cited concern was the availability of sidewalks, followed by the speed and volume of traffic. The observed driver behavior that concerned parents the most was unsafe speeds and distracted driving.

Parents of Primary and Elementary school students said they would be happy to allow their child to walk, bike, or roll to school on North Shore Road once sidewalks were installed. Parents also believe that a trail network in Upper Township would be a safe way to encourage more children to walk, bike, and roll to school. Several parents mentioned the potential of a rail trail project on the unused railroad tracks behind the schools.

All parent responses to the middle school survey indicated that they would not feel comfortable allowing their student to walk, bike, or roll to school with current conditions. Their main concerns included traffic speed and the lack of sidewalks or bike paths.

### ***Planned Infrastructure***

Upper Township was awarded a Safe Routes to School Infrastructure Grant in July of 2024. The two-year grant will be used to install new dedicated bike lanes, sidewalks, curb ramps, and crosswalks with flashing pedestrian beacon signs. All planned infrastructure can be seen in Map 3.

The planned bike lane will start on Old Tuckahoe Road outside of the primary and elementary schools and continue north onto North Shore Road, extending to Beesleys Point Park. At Beesleys Point Park, the bike lanes will connect to a bicycle and pedestrian path over the Garden State Parkway Bridge, which connects Upper Township to Somers Point.

Sidewalks will be installed on North Shore Road, starting at the intersection with Seaview Avenue and continuing to the primary and elementary schools. Crosswalks with curb ramps will be installed where North Shore Road intersects with Seaview Avenue, Lenape Lane, Teal Lane, and Old Tuckahoe Road.



**Legend**

- School
- Planned Bike Lane
- Planned Sidewalk
- Planned Crosswalk
- Planned Curb Ramp

Data Source: Upper Township

Upper Township Primary School

Upper Township Elementary School

662

0 0.07 0.15 0.3 Miles

North Arrow

Streets labeled: Lenape Lane, Seaview Avenue, 1st Avenue, Ventnor Avenue, Chelsea Avenue, Margate Avenue, 2nd Avenue, Teal Lane, Gardners Lane, Bay Aire Road, Homestead Court, 1st Avenue, Redwisch Avenue, Saint George Place, Saint Andrews Place, Saint Martins Place, Allendale Road, Lake Corson Lane.

Crosswalks with ADA compliant curb ramps will be installed on St. George Place and St. Andrews Place at their intersections with North Shore Road.

The infrastructure improvements will expand the bicycle and pedestrian transportation network in Upper Township, allowing for safer travel to and from school. Upon completion, primary and elementary school students in the Beesleys Point neighborhood will have a clearer and safer route to walk, bike, or roll to school.

## Upper Township Crash Report

### *Bicycle and Pedestrian Crashes*

Over the last five years of available data (2018-2023), there have been 11 crashes involving a pedestrian or bicyclist in Upper Township. Six of those crashes involved a pedestrian, and the other five involved a bicyclist. Four of the crashes resulted in a pedestrian being killed or seriously injured (KSI), with three of the four being fatalities. All bicycle and pedestrian crashes in Upper Township during the sample period are shown on Map 4.

**Table 5: Bicycle & Pedestrian Crash Data**

Crash Type	Severity	Location	Year
Pedestrian	No Apparent Injury	NJ State Highway 50	2021
Pedestrian	Possible Injury	Timber Drive W	2022
Pedestrian	Minor Injury	Garden State Parkway	2021
Pedestrian	Serious Injury	US-9 & Golden Oak Lane	2021
Pedestrian	Fatal Injury	US-9 at 509 US-9	2022
Pedestrian	Fatal Injury	Old Stagecoach Road and Williams Way	2022
Bicyclist	Minor Injury	Pacific Avenue & Seaview Avenue	2020
Bicyclist	Minor Injury	Roosevelt Boulevard	2020
Bicyclist	Minor Injury	NJ State Highway 50	2021
Bicyclist	Minor Injury	Perry Road	2023
Bicyclist	Fatal Injury	NJ State Highway 50	2020

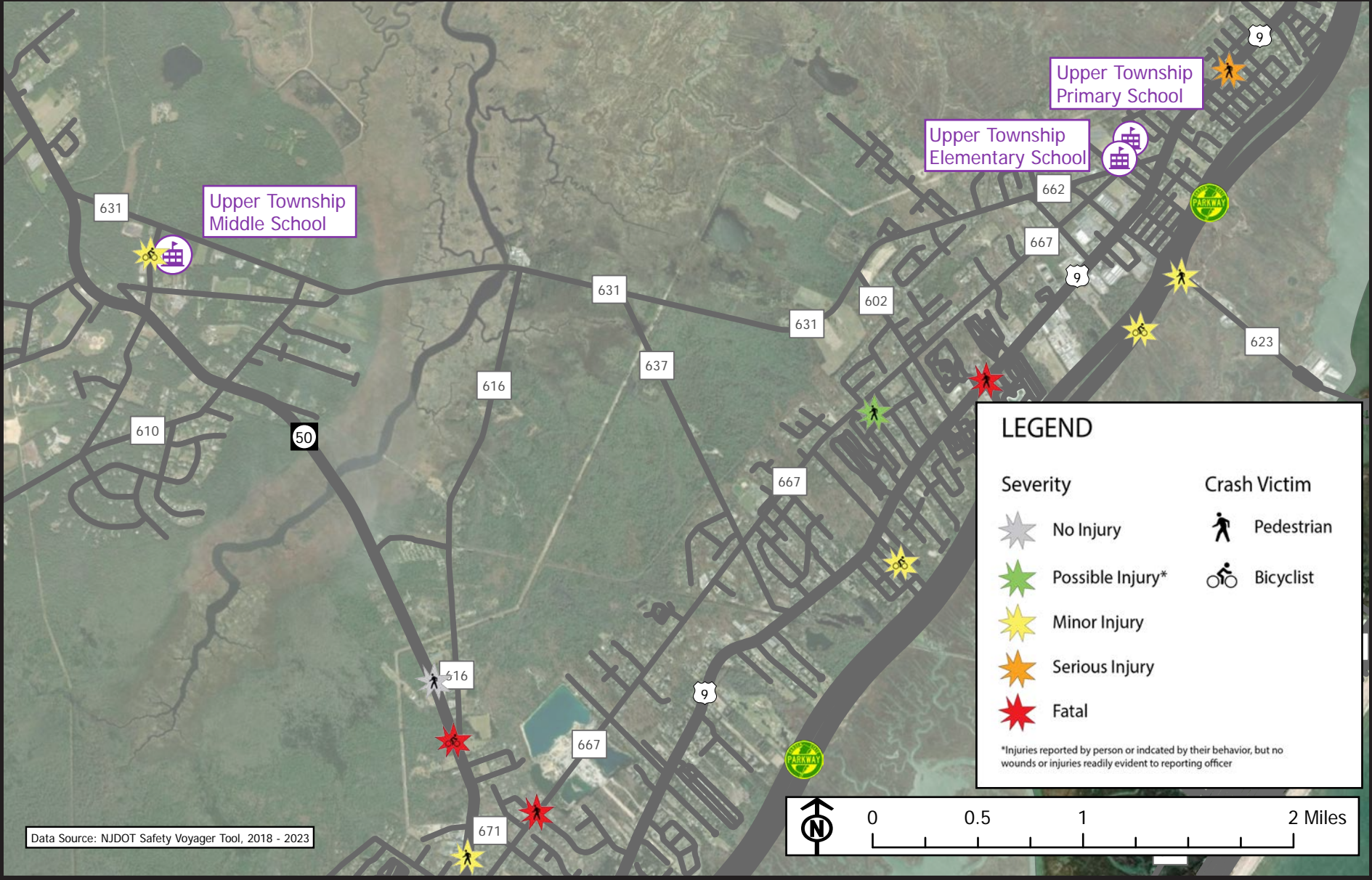
No location was the site of multiple crashes. Crash incidents that occurred on the same road were spread out. The fatal bicycle crash and the pedestrian crash that resulted in no injury were 0.3 miles apart on NJ Highway 50. These crashes were the closest in proximity among any two crashes that occurred on the same road during the time period sampled.

Bicycle and pedestrian crashes that took place within two miles of the schools were further analyzed. Schools are required to provide bus services for students who live more than two miles away, making students who live within two miles of a school more likely to walk or bike.

Six of the 11 bicycle and pedestrian crashes occurred within two miles of the primary, elementary, and middle schools. Four of the six crashes involved a pedestrian; the remaining involved a bicyclist. A fatal crash and a crash resulting in a serious injury involving a pedestrian both occurred on Route 9. The serious injury occurred north of the primary and elementary schools in the Beesleys Point neighborhood, at the intersection of Route 9 and Golden Oak Lane. The fatal injury was the result of a crash south of the primary



Map 4: Bicycle & Pedestrian Crashes in Upper Township



and elementary schools, in the Marmora section of town, at 509 US-9. The only crash within two miles of the middle school occurred on Perry Road across the street from the school. The victim of the crash was a student riding a bicycle.

## Vehicle Crashes

Crashes only involving vehicles were analyzed as part of this report, as vehicle crashes can help identify unsafe corridors and intersections. All road users share space and an area unsafe for vehicles is unsafe for pedestrians and bicyclists.

During the sample period (2018-2023), there were 917 crashes between at least two vehicles in Upper Township, shown in Map 5. Of these crashes, 205 occurred on the Garden State Parkway, a road that Upper Township residents are not using when traveling to and from school.

The area with the highest density of vehicular crashes is Roosevelt Boulevard (County Road 623) as it goes over the Garden State Parkway and begins to cross Peck Bay. Roosevelt Boulevard is the main access point to Ocean City and the shore from Upper Township, explaining the extensive crash history at this location. Outside of this major hotspot, crashes are concentrated on State and County roads, accounting for 648 of the total 917 crashes. There were 64 vehicle crashes that took place on local roads in Upper Township over the time period analyzed.

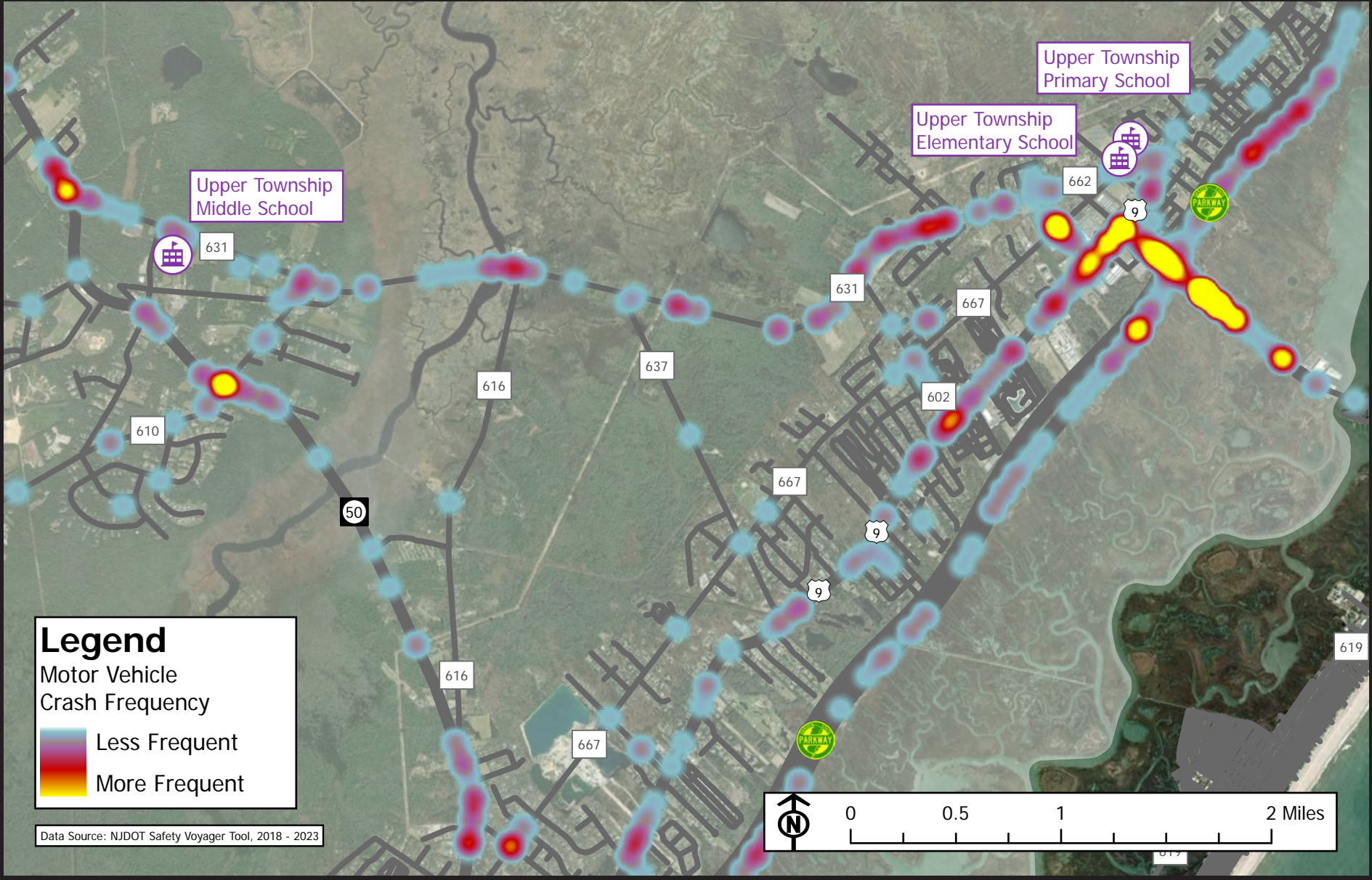
There are some notable crash hot spots along student travel corridors. There is a crash hotspot at the intersection of Route 9 and Roosevelt Boulevard, the intersection of Route 9 and Pine Road, and at the intersection of Old Stagecoach Road and Tuckahoe Road. The intersection of Route 9 and Roosevelt Boulevard had the most crashes (13), while the other two locations had 9 crashes each. These intersections are near Upper Township's shopping center, which has restaurants, a Wawa, and a ShopRite.

### Did You Know?

The NJDOT updated its terminology to use the word "**crash**" instead of "**accident**" when referring to traffic collisions. The term "**crash**" supports the idea that traffic safety is a matter of public health and that changes in policy, design, and behavior can reduce risk. Moving away from using "**accident**" and toward "**crash**" is a significant step in acknowledging the responsibilities of vehicle operators and road owners to reduce crashes.<sup>3</sup>



Map 5: Vehicle Crashes in Upper Township





This page is intentionally left blank



# 3 Student Travel Corridors Road Safety Audit

A walking audit was conducted on June 9, 2025 to assess walking and biking conditions and document areas in need of infrastructure improvements. The following analysis is based on observations from the walking audit, school arrival procedure observations, and discussions with participants from the SRTS working group. Participants included representatives from Upper Township School District, New Jersey State Police, Cape May County Planning Department, South Jersey Transportation Planning Organization, New Jersey Department of Transportation, and Cross County Connection staff.

## Upper Township Primary & Elementary Schools

Table 6: Primary & Elementary School Road Safety Issues

Issue	Type	Affected Area
Missing Sidewalk Segments	Walking Barrier	Tuckahoe Road, S. Old Tuckahoe Road
Sidewalk Obstruction	Walking Barrier	Old Tuckahoe Road
Missing Crosswalk	Walking Barrier	Intersection of Route 9 and St. Andrews Place
Dangerous/Wide Crosswalks	Walking Barrier	Redwish Avenue, Teal Lane, Lenape Lane
Lack of Bicycle Facilities	Biking Barrier	South of the schools
Speeding	Traffic Safety Issue	Route 9
Congested Parent Drop-Off	Traffic Safety Issue	N. Old Tuckahoe Road

### Walking Barriers

#### Missing Sidewalk Segments

Location: Tuckahoe Road, S. Old Tuckahoe Road, Route 9

Throughout the township, there are segments of roadway with no adjacent sidewalks, forcing students to walk on the shoulder of the roadway, at grade with motor vehicles. Specific areas of concern within



End of Sidewalk on Route 9

the audit area include Tuckahoe Road and S. Old Tuckahoe Road. This creates unsafe conditions for road users of all ages and abilities, but it is especially unsafe for children traveling to and from school. Walking on the shoulder of a road can be dangerous because there is no physical barrier from high-speed traffic and drivers don't expect pedestrians to be there.



*Sidewalk Obstruction along Old Tuckahoe Road*

#### *Sidewalk Obstructions*

*Location: Old Tuckahoe Road*

The short segment of sidewalk that extends south of the schools on Old Tuckahoe Road has overgrown vegetation that makes it difficult to use. Sidewalks without adequate vertical clearance do not accommodate pedestrians, and vegetation encroaching from the side makes it difficult to use. A minimum vertical clearance of 80 inches is necessary under the Americans with Disabilities Act (ADA).<sup>4</sup> Additional segments of sidewalk north of the schools also have obstructions blocking the walkway.

#### *Missing Crosswalk*

*Location: Intersection of Route 9 and St. Andrews Place*

The unsignalized intersection at Route 9 and St. Andrews Place has no marked crosswalk, making it dangerous for pedestrians and bicyclists attempting to cross. There are no visual cues for drivers to slow down or to expect pedestrian traffic. This lack of infrastructure can lead to deadly crashes for students walking or biking to school.



*Unmarked Crosswalks at Route 9 and St. Andrews Place*



*Wide Crossing at Golden Oak Lane*

#### *Dangerous and Wide Crosswalks*

*Location: Golden Oak Lane, Hollywood Avenue, Maple Shade Lane, Teal Lane, Lenape Lane*

As crossing distances increase, so does a pedestrian's exposure to vehicle traffic. A study in Utah found a 5% increase in collisions for every 12 additional feet of crossing distance.<sup>5</sup> The more time a pedestrian spends in the road while crossing puts them at greater risk of being involved in a crash. The neighborhood streets that intersect Route 9 have crossings that are over 60 feet wide and are comprised of both marked and unmarked crosswalks.

<sup>4</sup> Public Right-of-Way Accessibility Guidelines (PROWAG): [R402 Protruding Objects and Vertical Clearance](#)

<sup>5</sup> Journal of the American Planning Association: [Multi-Scale Analysis of Pedestrian Crossing Distance](#)



## Bicycling Barriers

### *Lack of Bicycle Facilities*

*Location: South of the Schools*

Bike lanes are planned on Route 9 from N. Old Tuckahoe Road to Beesleys Point, north of the primary and elementary schools. This development will make a meaningful difference in students' comfort and ease in biking to school from the north. However, no bicycle facilities are planned to connect the south portion of the township to the schools. This could result in students having to ride their bicycles in the road with motor vehicle traffic, or on sidewalks with pedestrians. Neither is an ideal option for any road user.

Further, the existing bike racks provided are not adequate to achieve the goal of encouraging more students to bike to school. Currently, the elementary school has one bike rack that allows for, at most, ten bicycles to be parked and secured. This style of bike rack also is difficult to use and more prone to bicycle theft and damage. The primary school has no bike rack available. While students at the primary school may be too young to ride their bike alone to school, they may still be able to ride with an older student or a parent and park their bike at school for the day.



*Current Bike Racks at Elementary School*

## Traffic Safety Issues

### *Speeding*

*Location: Route 9*

Residents and school staff in Upper Township cited drivers' speeding as a concern. County and State roads are typically wide with extra clearance, creating an environment where drivers can travel at high speeds without conflict. The speed limit along Route 9 in the area surrounding the school varies from 40 to 45 miles per hour. Since 2020, there have been 11 crashes on Route 9 involving vehicles traveling at unsafe speeds. Two other crashes involving unsafe speeds occurred nearby, one in front of the schools and the other at the intersection of Stagecoach Road and Tuckahoe Road.<sup>6</sup>



*Congested Parent Drop-Off at Student Arrival*

### *Congested Parent Drop-Off*

*Location: N. Old Tuckahoe Road*

Because of the volume of parents dropping students off at the elementary school, their vehicles back up onto N. Old Tuckahoe Road. These vehicles occupy both the shoulder and part of the travel lane while waiting to drop students off. Drivers that are not dropping off students must swerve around the stopped vehicles and into the oncoming traffic travel lane. This creates a dangerous situation for all road users. Those trying to cross the street or ride their bikes in this area must contend with unpredictable vehicle travel. In addition, idling vehicles create poor air quality surrounding the schools.

6 New Jersey Department of Transportation: [Safety Voyager](#)

## Upper Township Middle School

Table 7: Middle School Road Safety Issues

Issue	Type	Affected Area
Lack of Sidewalks	Walking Barrier	Perry Road, Old Tuckahoe Road, Route 50
No Pedestrian Access to Recreation Fields	Walking Barrier	Perry Road, Tuckahoe Road, Route 50
No Bicycle Facilities	Bicycling Barrier	Throughout Middle School Surrounding Area
High-Traffic Roads	Traffic Safety Issue	Tuckahoe Road, Route 50

### Walking Barriers



Perry Road Lack of Sidewalks

#### Lack of Sidewalks

*Location: Perry Road, Old Tuckahoe Road, Tuckahoe Road, Route 50*

In the area surrounding the Middle School, there is only one segment of sidewalk on the east side of Perry Road starting at the Middle School and continuing to the intersection of Old Tuckahoe Road. There are no sidewalks on Old Tuckahoe Road, meaning the Perry Road sidewalk segment does not directly connect to any nearby residences. There are no other roadways with adjacent sidewalks within the surrounding area of the school.

#### No Pedestrian Access to Recreation Fields

*Location: Perry Road and Route 50*

Amanda's Fields, often used by students, are recreational fields within half a mile of the Middle School. However, they are not safely accessible by walking or biking. There are particular safety concerns along Route 50, where the speed limit is 50 miles per hour, which drivers typically exceed. Students that go to Amanda's Fields after school must be driven, as there are no sidewalks, sidepaths, or bicycle facilities.



Amanda's Fields - Source: Google Maps

### Bicycling Barriers

#### No Bicycle Facilities

*Location: Throughout Area Surrounding Middle School*

There are no current or planned bike lanes or other bicycle facilities in this section of Upper Township. There are wide roads with unused shoulders that bicyclists may choose to ride on, however there are no visual or physical barriers to protect them from vehicle traffic. Statistically in the US, most fatal and serious injury



bicycle crashes occur at non-intersection locations with nearly one-third of these crashes occurring when motorists are overtaking bicyclists.<sup>7</sup> This means that bicyclists riding on the shoulder of a roadway with no physical barrier are at a greater risk of being involved in a crash.

## ***Traffic Safety Issues***

### *High-Traffic Roads*

*Location: Tuckahoe Road and Route 50*

The Middle School is located between NJ-50 and Tuckahoe Road (CR 631). Both the State and County Route see high volumes and traffic speeds. Eleven crashes involving unsafe speeds have taken place from 2017 and 2022 on NJ-50 between the unsignalized intersections of Perry Road and NJ-50 and Dennisville-Petersburg Road and NJ-50. When high speeds and traffic volumes are paired with a lack of bicycle and pedestrian infrastructure, potentially fatal situations are created for vulnerable road users traversing these corridors. The most recent data from 2024 show a count of 6,123 vehicles per day. When looking at these counts by hour, peak times are between 7 and 8 a.m. and 3 and 5 p.m. This is roughly around the time that students travel to and from school.



*Intersection of Route 50 and Perry Road*

---

7 FHWA Proven Safety Countermeasures: [Bike Lanes](#)

This page is intentionally left blank

# 4 Infrastructure Recommendations

Through consultation with SRTS Working Group members, potential infrastructure solutions are recommended for further study. Recommendations are suggested based on a review of state and federal engineering and planning resources and guides. These are countermeasures that have been shown to improve pedestrian and bicyclist safety and accessibility where similar issues were present. Cross County Connection recommends consulting with a licensed engineer to review the outlined recommendations and conduct necessary feasibility and design studies before progressing to project implementation.

## Upper Township Primary & Elementary Schools

Table 8: Primary & Elementary School Infrastructure Recommendations

Recommendation	Type	Location
Install Sidewalks	Pedestrian	Tuckahoe Road, Primary School Entrance
Improve Existing Sidewalks	Pedestrian	Old Tuckahoe Road
Install High-Visibility Crosswalks	Pedestrian	Intersection of Route 9 and St. Andrews Place, School Entrances
Install Pedestrian Signals	Pedestrian	Route 9 at Seaview Place and St. Andrews Place
Install Pedestrian Refuge Islands	Pedestrian	Crosswalks at Neighborhood Entrances along Route 9
Protected Bike Lanes	Bicycle	Route 9 Planned Bike Lanes
Connect Planned Bike Facilities	Bicycle	Route 9 (Roosevelt Boulevard to N. Old Tuckahoe Road)
Bicycle Boulevard	Bicycle	Allendale Road
Multi-Use Trail	Bicycle/ Pedestrian	Inactive Rail Line
Install New Bike Racks	Bicycle	School Entrances
Reduce Speed Limit to 25 mph	Traffic Safety	Route 9 (North of Roosevelt Boulevard)



## ***Pedestrian Infrastructure Recommendations***

### *Install Sidewalks*

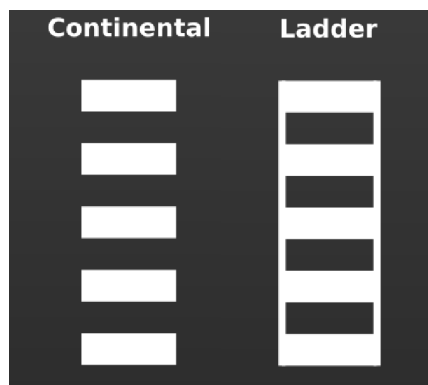
*Location: Old Tuckahoe Road, Primary School Entrance*

Sidewalks are important to provide pedestrians with a safe and separate facility from vehicle traffic. There is funding allocated to install sidewalks north of the schools on Old Tuckahoe Road and Route 9 as part of the Safe Routes to School Infrastructure Grant awarded to Upper Township. Additional funding should be sought to install sidewalks south of the schools on Old Tuckahoe Road to ensure safe access for all students. Sidewalks reduce the risk of crashes involving pedestrians walking along a roadway by up to 89%.<sup>8</sup> Student location data provided by the school district shows that students live within walking distance south of the schools. However, there is no existing infrastructure to safely walk or bike from that direction.

### *Improve and Maintain Existing Sidewalks*

*Location: Old Tuckahoe Road*

The short segment of sidewalk that extends south of the schools on Old Tuckahoe Road has overgrown vegetation that makes it difficult to use. This vegetation should be cleared to ensure a safe pathway for pedestrians. A minimum of seven feet of vertical clearance should be provided with no obstructions for the width of the sidewalk. Segments of sidewalk throughout the township have various obstructions and uneven surfaces. These areas should be addressed and upkept accordingly.



*Source: SF Better Streets*

### *Install High-Visibility Crosswalks*

*Locations: Route 9 and St. Andrews Place, School Entrances*

Unmarked crosswalks create dangerous situations for pedestrians and bicyclists attempting to cross the road. An unmarked crosswalk is an intersection with curb ramps for pedestrians to cross, but no painted crosswalk. Any unmarked crosswalks should be painted with a high-visibility pattern, such as the ladder pattern. This will increase visibility and provide a visual cue for drivers to be alert for crossing pedestrians and bicyclists.

### *Install Pedestrian-Activated Signals*

*Locations: Route 9 at Seaview Avenue and St. Andrews Place*

Pedestrian-activated signals, such as a Pedestrian Hybrid Beacon (PHB) or a Rectangular Rapid Flashing Beacon (RRFB), are necessary for crosswalks along high-traffic and high-speed roads to provide a safer experience for pedestrians and bicyclists. These should be installed at key crosswalks along Route 9. The engineering department of each roadway owner would determine which beacon



*RRFB Example in Haddon Township*

type to use. A Pedestrian Hybrid Beacon uses three circular signals consisting of one yellow signal centered below two red signals. At least two of these beacon faces must be installed for each approach of the street.<sup>9</sup> A Rectangular Rapid Flashing Beacon uses two signs on either side of the crosswalk facing each direction of traffic with blinking lights.<sup>10</sup>

### *Install Pedestrian Refuge Islands*

*Locations: Crosswalks at Neighborhood Entrances Along Route 9*

At multiple neighborhood entrances along Route 9, pedestrians must cross 60- to 70-foot-wide crosswalks while in the street. The current wide crossings create dangerous situations for pedestrians, especially when drivers are traveling at fast speeds. To ensure drivers turning off Route 9 and into a neighborhood cannot travel at high speeds, a pedestrian refuge island can be installed at these intersections. A pedestrian refuge island slows vehicular traffic by reducing the turn radius. It also provides visibility for crossing pedestrians and a safe landing space for a pedestrian to rest or wait while crossing. Pedestrian refuge islands can reduce pedestrian crashes by up to 56%.<sup>11</sup>



Source: NYDOT Street Design Manual



Source: City of Jersey City

### **Bicycle Infrastructure Recommendations**

#### *Protected Bike Lanes*

*Location: Route 9 Planned Bike Lanes*

Bike lanes are planned on Route 9 north of the two schools using funding from the Safe Routes to School Infrastructure Grant that Upper Township received in 2024. The bike lane design is currently being determined. The current shoulders are striped and roughly 9 feet wide for the majority of this corridor. The township should consider making the planned bike lanes protected by placing a physical barrier, such as bollards, curbing, or planters between

the vehicle travel lanes and bike lanes. Physically protected bike lanes result in 90% fewer bicycle crashes as compared to painted bike lanes.<sup>12</sup> Protected bike lanes can appeal to the majority of the public who categorize themselves as “interested but concerned” when it comes to bicycling. When providing infrastructure that feels comfortable to a large audience, bicycling rates and volumes can be expected to increase.



Survey categorization regarding participants' attitude towards cycling

Source: Josh S. Allen's Bicycle Blog

9 Manual on Uniform Traffic Control Devices 11th Edition: [Chapter 4J](#)

10 Manual on Uniform Traffic Control Devices 11th Edition: [Chapter 4L](#)

11 FHWA Proven Safety Countermeasures: [Medians and Pedestrian Refuge Islands in Urban and Suburban Areas](#)

12 Safety Evaluation of On-Street Bicycle Facility Design Features: [Chapter 6. Safety Evaluation of Bicycle Treatments](#)

### *Connect Planned Bicycle Facilities*

*Location: Route 9 (Roosevelt Boulevard to N. Old Tuckahoe Road)*

In addition to the planned bike lanes, a sidepath is planned on Route 9 from Tuckahoe Road to Roosevelt Boulevard. A sidepath is physically separated from the roadway, typically where a sidewalk would be. Sidepaths are wider than sidewalks, which allows for both bicycle and pedestrian travel. Less than half a mile will separate the planned sidepath and bike lanes. Extending the bike lane or sidepath would ensure a more connected bicycle network.

### *Bicycle Boulevard*

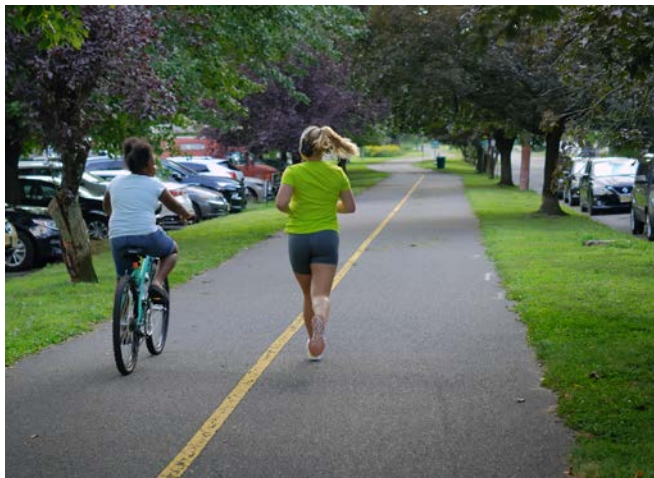
*Location: Allendale Road*

As a temporary alternative to extending the bike lanes or sidepath, a bicycle boulevard can be implemented along Allendale Road. Bike boulevards provide continuous, comfortable bike routes through the local street network and are characterized by slow motor vehicle speeds and low motor vehicle volumes.<sup>13</sup> A bicycle boulevard is constructed using sharrows, a bike symbol with chevron arrows, painted in the vehicle travel lanes.

These sharrows encourage bicyclists to use a specific route and serve as a visual reminder to drivers to stay alert for bicyclists and give them the necessary space. Additional traffic calming measures must be included, such as curb extensions, chicanes, or speed cushions, to ensure the drivers are traveling at safe speeds.



*Source: FHWA Small Town and Rural Design Guide*



*Multi-Use Trail in Merchantville, NJ*

### *Multi-Use Trail*

*Location: Inactive Rail Line*

An inactive rail line runs parallel to N. Old Tuckahoe Road and Route 9 behind the Upper Township Primary and Elementary Schools. A feasibility study was conducted by South Jersey Transportation Planning Organization in 2023 to determine a trail alignment utilizing this rail line. This connection would provide a safe, traffic-separated route for children in much of Upper Township to travel to school by walking or biking. A negotiation between the County and the owners of the rail line should be pursued to secure its use for a future trail.

### *Install Updated Bicycle Racks*

*Location: School Entrances*

To accommodate the goal of increasing the number of students that walk, bike, and roll to school, it is important to provide bike parking facilities. Bike parking at schools should be secure, sheltered, easy to use,

13 NACTO: [Bike Boulevards](#)



and have adequate capacity, while considering factors such as school location and riders' ages.<sup>14</sup> A sheltered area close to a front school entrance with ample space for bikes is preferred as seen in Egg Harbor City School District. The "grid rack" style that is currently installed at the elementary school is not recommended due to difficulty of use and poor security. Detailed information on how to choose the appropriate type of bicycle parking that best suits your school can be found in the [School Bike Parking Guide](#) created by the New Jersey SRTS Resource Center.



Updated Bike Racks at EHC Community School

## Traffic Safety Recommendations

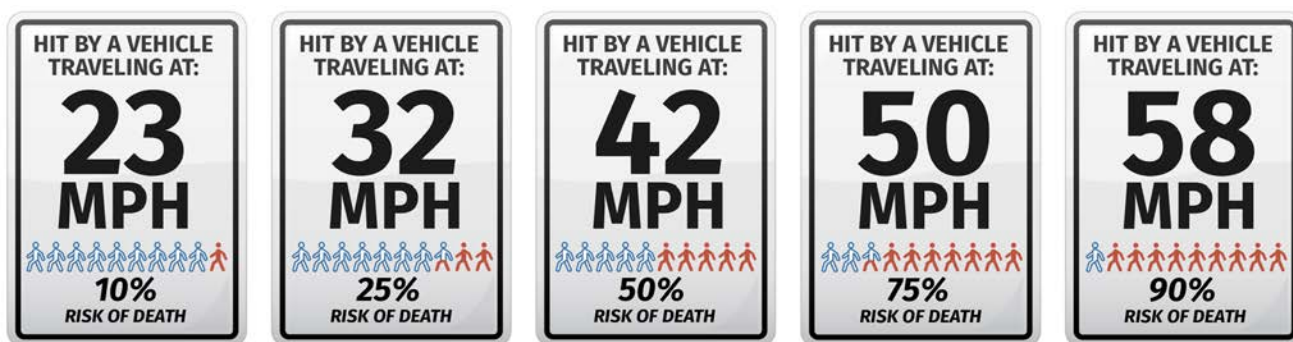
*Reduce Speed Limit to 25 mph*

*Locations: Route 9 (North of Roosevelt Boulevard)*

Speeding increases both the frequency and severity of crashes and is a significant contributor to deaths on roadways, especially for pedestrians. When vehicle speeds reach 42 miles per hour, a pedestrian's risk of death in the event of a crash is 50%. As speeds increase to 50 and 58 miles per hour, pedestrian risk of death reaches 75% and 90%, respectively.<sup>15</sup>

The speed limit on Route 9 varies between 40 and 45 miles per hour. Beesleys Point Bridge previously connected Beesleys Point, the northernmost point of Upper Township, to Somers Point. This bridge was closed in 2004 and demolished in 2016. As a result, any through-traffic in Upper Township only utilizes Route 9 south of Roosevelt Boulevard, where it connects to the Garden State Parkway. Route 9 north of Roosevelt Boulevard is now essentially local traffic only. With this change in function, the speed limit on this portion of the corridor should be reduced to better accommodate safe travel for all local road users.

A speed limit of 25 miles per hour would aim to reduce vehicle speeds, creating a safer environment for walking, biking, and rolling. This is especially important for connecting to the Garden State Parkway Bridge Path that connects pedestrians and bicyclists from Upper Township to Somers Point. While lowering the speed limit encourages slower speeds by allowing for enforcement, it must be paired with the other traffic calming measures recommended in this report for full effectiveness. Lowering speeds on Route 9 will not only decrease the risk of vehicle crashes, but it can also save pedestrians from dying on township roadways.

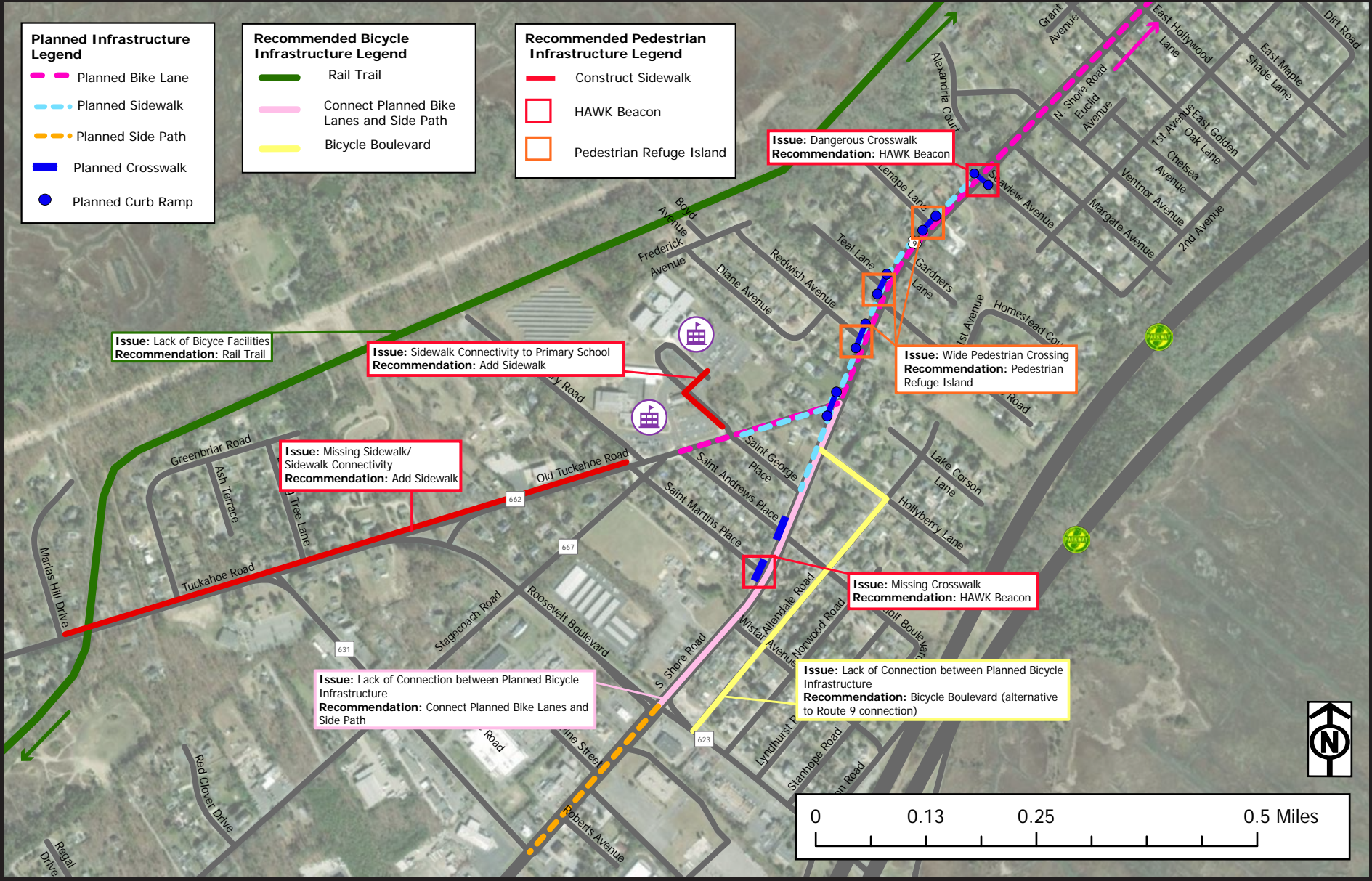


Source: United States Department of Transportation: National Roadway Safety Strategy Home

<sup>14</sup> NJ Safe Routes to School Resource Center: [School Bike Parking Guide](#)

<sup>15</sup> United States Department of Transportation: [National Roadway Safety Strategy, Safer Speeds](#)

Map 6: Issues and Recommendations - Primary & Elementary Schools





## Upper Township Middle School

Table 9: Middle School Infrastructure Recommendations

Recommendation	Type	Location
Install Sidewalks	Pedestrian	Perry Road, Old Tuckahoe Road
Multi-Use Side Path	Pedestrian/Bicycle	Along Route 50
Recreational Trail	Pedestrian/Bicycle	Behind Upper Township Middle School
Paved Shoulder Enhancements	Traffic Safety	Perry Road and Tuckahoe Road
Intersection Improvements	Traffic Safety	Route 50 and Perry Road

### ***Pedestrian Recommendations***

#### *Install Sidewalks*

*Location: Perry Road, Old Tuckahoe Road*

Currently, there is only a short, roughly 700-foot length of sidewalk directly in front of the Upper Township Middle School on Perry Road. The sidewalk should be continued for the rest of the corridor between Route 50 and Tuckahoe Road. At a minimum, this improvement will provide a safe connection closest to the school for the few students that currently walk to school and could encourage more walking in the future.



Source: FHWA Small Town and Rural Design Guide

#### *Multi-Use Side Path*

*Location: Along Route 50*

A ten-foot-wide multi-use side path along Route 50 would create a separate and safe facility for biking and walking. This side path should connect the Middle School to local recreational fields from Perry Road to Amanda's Fields. A side path provides the most protection for pedestrians and bicyclists by physically separating them from the roadway.

#### *Recreational Trail*

*Location: Behind Upper Township Middle School*

A large area consisting of school, municipal, and county-owned parcels exists behind Upper Township Middle School. Constructing a new recreational trail loop for walking, biking, and rolling along these properties would provide a safe space away from vehicle traffic for children to be active and serve as a connection between the school, the recreational fields behind the school, and the Cape May County Library.



*Recreational Shared-Use Trail in NJ*

## Bicycling Recommendations

### *Paved Shoulder Enhancements for Bicyclists and Pedestrians*

*Locations: Perry Road and Tuckahoe Road*

The shoulders on Perry Road and Tuckahoe Road are typically 6 to 10 feet wide, ample room to accommodate bike lanes. Paved shoulders on the edge of these roadways can be enhanced to serve as a functional space for bicyclists and pedestrians to travel in the absence of other facilities with more separation.<sup>16</sup> Paved shoulder safety enhancements include contrasting pavement, visually enhanced striping, and edge line rumble strips. This type of facility is appropriate on roads like Route 50 with moderate to high volumes and speeds and on roadways with a large amount of truck traffic. These enhancements serve as an advantage for all roadway users, by providing space for bicyclists, pedestrians, and motor vehicles.

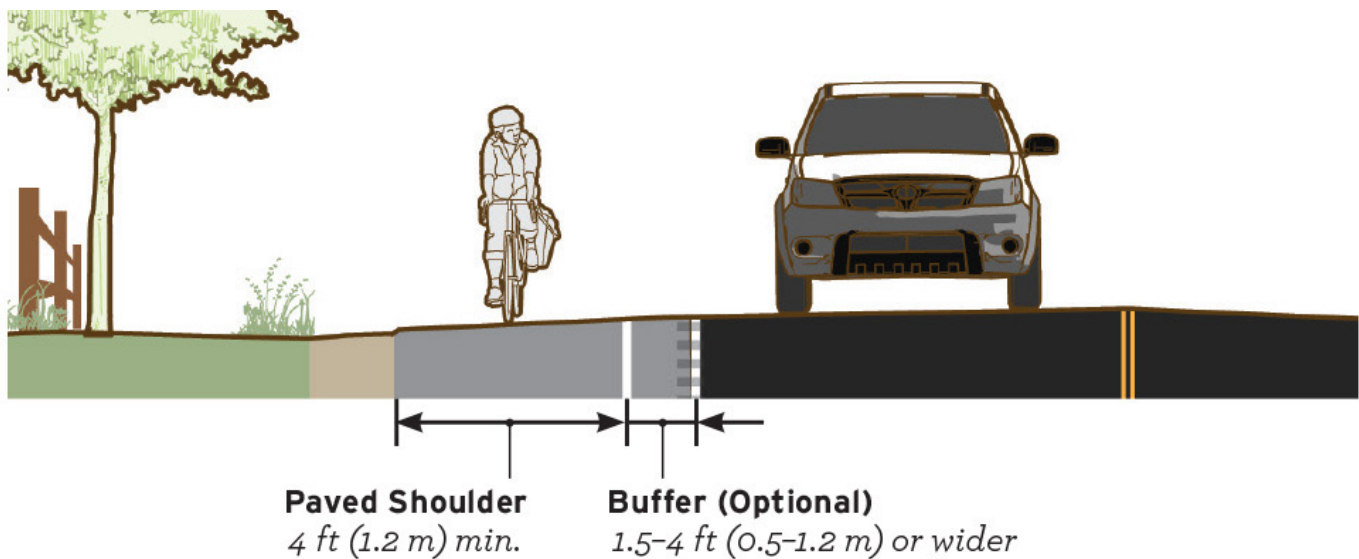
Rumble strips are an FHWA Proven Safety Countermeasure for reducing roadway departure crashes. Research has shown that installing rumble strips can reduce severe crashes but may negatively impact bicycle travel if they are poorly constructed.



*Source: Alta Planning + Design*

The following dimensions, design and placement of rumble strips are made to be more tolerable to bicyclists:

- 12-inch spacing center-to-center
- 6 – 8 inches long, perpendicular to roadway
- 6-inches wide, measured parallel to roadway
- 3/8-inch deep



*Source: FHWA Small Town and Rural Design Guide*



Rumble strips should overlap with the roadway edge line and provide a bicycle gap pattern to allow access into and out of the shoulder area by bicyclists. The gap pattern consists of a 12-foot clear gap followed by 40 – 60 feet of rumbles. Paved shoulders should be maintained to roadway standards in all weather to ensure pedestrians and bicyclists using the area are not encountering excess debris, snow, ice, or other environmental factors that would inhibit safe travel.

To provide additional protection and safety for bicyclists, a physical barrier may be placed within the gap alongside rumble strips, or in place of them. Types of physical barriers include bollards, posts, and zebra barriers.



*Zebra Barriers - Source: AXIOS*

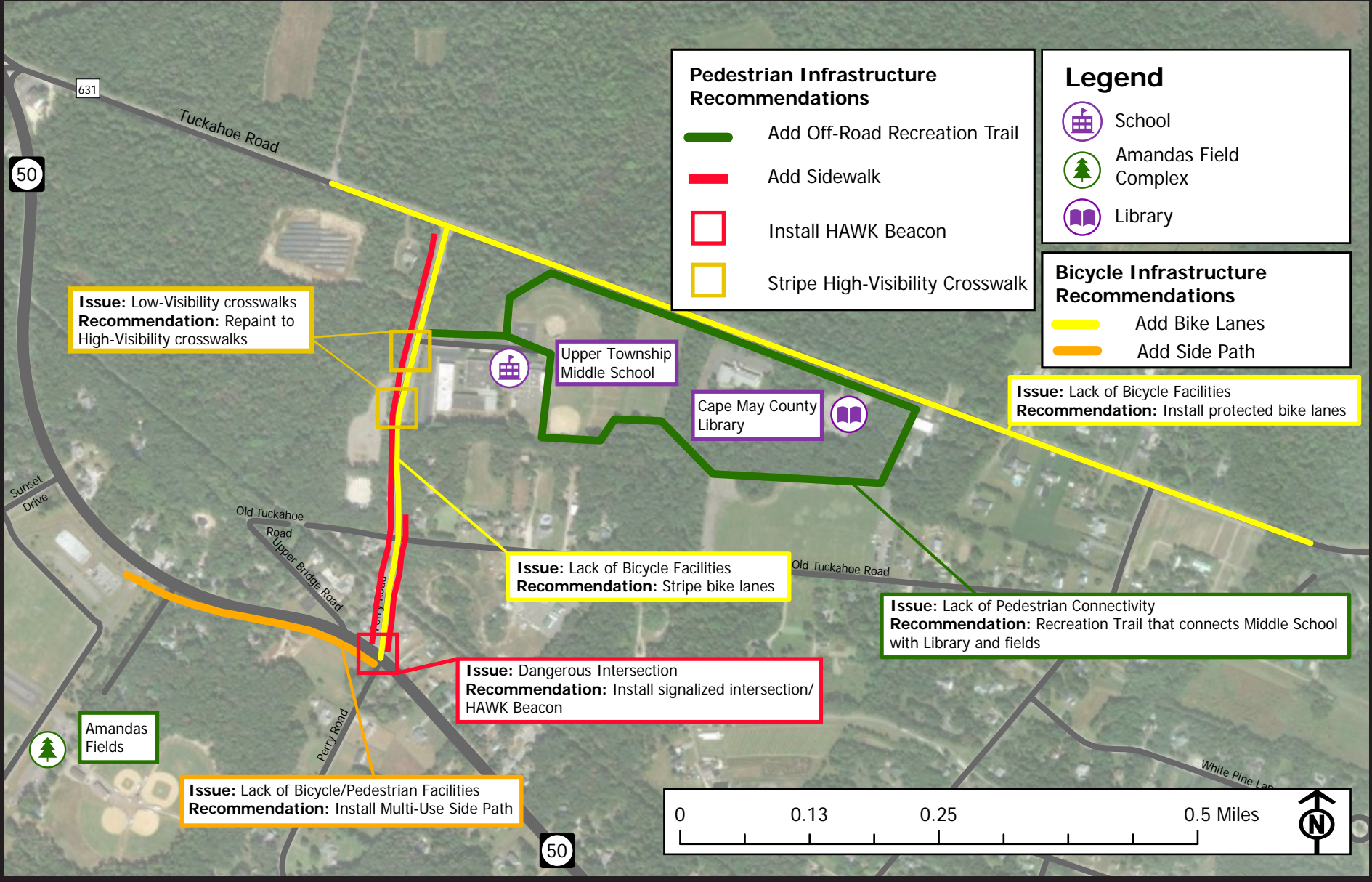
## ***Traffic Safety Recommendations***

### *Intersection Improvements*

*Location: Route 50 and Perry Road*

To best accommodate access to the recommended multi-use side path on the southern portion of Route 50, additional safety improvements are needed at the intersection of Perry Road and Route 50. This could be accomplished by signalizing the intersection or using a pedestrian signal. NJDOT should conduct a study for the best course of action if this connection is pursued. Some form of signalization would also allow students living on Perry Road, south of Route 50, to be able to safely walk, bike, and roll to school.

Map 7: Issues and Recommendations - Middle School





# 5 Non-Infrastructure Recommendations

The NJDOT supports non-infrastructure programs through the funding of technical assistance provided by the New Jersey Safe Routes Resource Center at Rutgers University and the Safe Routes to School Regional Coordinators located in each TMA throughout New Jersey. The Safe Routes Resource Center and TMAs work together to offer free technical assistance, programs, events, and more in communities and schools.

The SRTS Program is organized around five complimentary strategies known as the five E's: Engineering, Education, Encouragement, Enforcement, and Evaluation. The following are the recommended non-infrastructure actions suggested to achieve the goals of the Upper Township School District Travel Plan. Additional information on these recommended programs is available on Cross County Connection TMA's website: [driveless.com/school-programs-services/safe-routes-to-school/](https://driveless.com/school-programs-services/safe-routes-to-school/).

It is important for schools to be active participants in the Safe Routes to School program because of the benefits it has. Research has shown that implementing the Safe Routes to School Program can lead to a 35 – 45% increase in students that walk, bike, and roll to school, and a 45 – 75% decrease in pedestrian injuries from crashes near schools.<sup>17</sup>

By implementing the following programming recommendations to encourage more students to walk, bike, and roll, schools and municipalities can earn recognition for their commitment to the Safe Routes to School program from the New Jersey Safe Routes Resource Center.

## Education

Educational efforts are an important component in developing a sustainable Safe Routes to School program and to address pedestrian and bicyclist travel issues. These actions can help change a community's perception of how children should travel to and from school safely. It ensures that children receive proper instruction on walking and biking, while also raising community awareness of the benefits of walking and biking. Studies have shown that SRTS encouragement and programming resulted in a 25% increase in biking and walking to school.<sup>18</sup> Table 10 details the recommended Education Actions. Upper Township School

17 Safe Routes Partnership: [DVRPC RSTF Presentation; September 2025](#)

18 Safe Routes Partnership: [Benefits to Safe Routes to School](#)



District began having SRTS presentations in 2024, and should continue this momentum with the additional actions detailed in this chapter. This should be continued and built upon by implementing additional educational strategies shown below.

Table 10: Education Recommendations		
Education Actions	Responsibility	Time Frame
Pedestrian Safety Presentation	Cross County Connection TMA	Annual - Fall
Bicycle Safety Presentation	Cross County Connection TMA	Annual - Spring
Bookmark/Poster Contest	Upper Township School District and Cross County Connection TMA	Annual
Bicycle Rodeo	Upper Township School District, New Jersey State Police, Cross County Connection TMA	Annual
Creation and distribution of educational materials to schools and community members	Upper Township School District and Cross County Connection TMA, NJ Safe Routes to School	Ongoing

### ***Pedestrian Safety Presentation***

The Pedestrian Safety Presentation is an assembly where a mock streetscape, equipped with a crosswalk, stop sign, traffic signal and pedestrian crossing sign, is set up for the students to simulate how to walk to school safely. The students learn what to do at a crosswalk and the meaning of each sign. The program enables and encourages children, including those with disabilities, to travel by foot, bike, or other mobility devices.



*Pedestrian Safety Presentation*



*Bicycle Safety Presentation*

### ***Bicycle Safety Presentation***

The Bicycle Safety Presentation educates students in kindergarten through eighth grade on how to safely ride their bikes to school. This makes bicycling a safer and more appealing transportation option, thereby encouraging a healthy and active lifestyle from an early age. The students learn safety tools and laws and how to properly fit and wear their helmet. Upper Township School District is an established SRTS partner and should continue to use Cross County Connection's Bicycle and Pedestrian Safety Program on an annual basis.

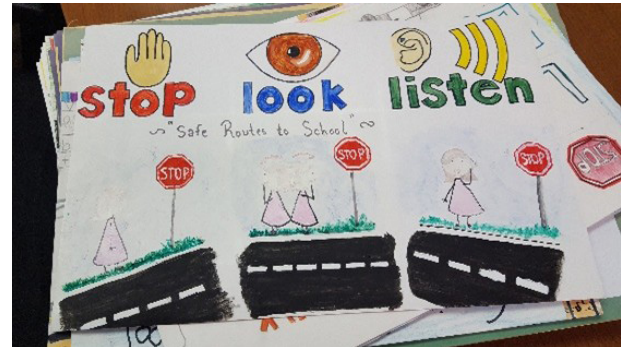


## Bookmark/Poster Contest

The Bookmark (or Poster) Contest is held after conducting the Pedestrian or Bicycle Safety Presentations. The purpose of the contest is to reinforce the safety lessons taught to students. Students are asked to choose a theme relating to bicycle or pedestrian safety and illustrate a bookmark or poster to show the importance and benefits of safety while walking, biking, and rolling to school.



SRTS Poster Contest Past Entries



## Bicycle Rodeo

A Bicycle Rodeo is a fun, interactive, and educational event designed to teach children how to be safe, confident bicyclists. Participants practice bike handling skills and learn about safe biking practices and road laws in a supervised environment away from vehicle traffic. Police departments host the bike rodeo, set up obstacle courses, and work with each student who attends with their bike. Cross County Connection provides safety giveaways and fits helmets for students in kindergarten through 12th grade.



Bicycle Rodeo Obstacle Course



SRTS Educational Materials

## Educational Materials

Cross County Connection can provide outreach materials to be distributed to students, parents and school staff. The outreach materials include information about walking to school on sidewalks and crossing at marked crosswalks. This information can be distributed at parent-teacher conferences, school walking events, and through the student handbook.

## Encouragement

It is important to encourage and promote walking, biking, and rolling to school through hands-on activities that generate excitement. These programs are essential to building the momentum necessary to change student travel habits. Below are activities, events, and programs that Upper Township School District should conduct in order to encourage students to walk, bike, and roll to school. Table 11 details the recommended Encouragement Actions.

Table 11: Encouragement Recommendations

Encouragement Actions	Responsibility	Time Frame
Participation in National Walk to School Day	Upper Township School District and Cross County Connection TMA	Annual in October
Participation in National Bike to School Day	Upper Township School District and Cross County Connection TMA	Annual in May
Ruby Bridges Walk to School Day	Upper Township School District and Cross County Connection TMA	Annual, November 14
Walking School Bus	Upper Township School District and Cross County Connection TMA	Daily/Weekly
Golden Sneaker Challenge	Upper Township School District and Cross County Connection TMA	Annual

### Walk and Bike to School Events

Cross County Connection is available to assist with organizing special days during the school year when students are encouraged to walk, bike, or roll to school. These events can include parents and faculty walking with the students.

- National Walk to School Day is celebrated annually on the first Wednesday of October. This event encourages families and communities to walk or roll to school, promoting physical activity, community engagement, and safe routes to school. The entire month of October is also celebrated as National Walk to School Month, meaning communities are welcome to celebrate any day in October that best fits their schedules.
- National Bike & Roll to School Day is celebrated annually on the first Wednesday of May, as part of National Bike Month. This event encourages students to bike to school, while also celebrating bicycling and promoting bike safety, healthy lifestyles, and community participation. National Bike Month takes place throughout May, so schools can participate on any day in May.
- Ruby Bridges Walk to School Day is a day which celebrates Ruby Bridges, the first Black child to attend an all-White school in the United States. It encourages students to walk to school and engage in a day of dialogue about activism, anti-racism, and anti-bullying. The goal is to inspire students to make positive changes in their school and community. This day is celebrated annually on November 14 and throughout the month.



*Walk to School Day Group*

Walk or bike to school days do not need to be one-time events. Additional walking and biking events should be implemented on an ongoing basis throughout the school year. Some schools hold monthly walk or bike to school events, and some weekly—for example “Walking Wednesdays”. For more information and to register your school’s events for National Walk and Roll to School and National Bike months, visit [saferoutesnj.org](https://saferoutesnj.org) and [walkbiketoschool.org](https://walkbiketoschool.org).

## ***Walking School Bus***

A walking school bus is a group of children walking to school along a fixed route, supervised by one or more adults. Teachers and older students can also walk these designated routes with the participating students. It is suggested that Upper Township develop a pilot program to start a walking school bus. By doing so, younger students will be given the opportunity to learn about safe pedestrian practices while familiarizing themselves with their neighborhoods.

## ***Golden Sneaker Walking Challenge***

The Golden Sneaker Walking Challenge is a contest among groups of students to see who can walk or bike the most. The program is an adaptable, interactive, and incentivized contest that can be run in various ways. Schools can either take a daily tally of each student that walks or bikes to school, or students can be given a pedometer to track how many steps they take. This competition can be held between classes, grade levels, or even schools and can last anywhere from a week to a month. At the end of the chosen timeframe, the group with the most steps, or that walked, biked, or rolled to school the most, will earn the “Golden Sneaker”.



*Golden Sneaker Walking Challenge Award*

## **Enforcement**

Enforcement of safe and lawful travel behavior around schools and throughout the township by the New Jersey State Police is important to ensure a safe walking environment for children. Enforcement actions to promote safe travel behavior around the schools are shown in Table 12.

Table 12: Enforcement Recommendations		
Enforcement Actions	Responsibility	Time Frame
Police Presence at School Arrival	New Jersey State Police	Ongoing
Social Media/Public Service Announcements	New Jersey State Police, Upper Township School District	Ongoing
Anti-Idling Program	New Jersey State Police, Upper Township School District, Cross County Connection TMA	Ongoing

### ***Police Presence at School Arrival***

To encourage safe behavior from those driving their students to school, the police department can deploy an officer at each school during student arrival. Officers can ensure that drivers stop for pedestrians, travel at safe speeds, use the correct drop-off lanes, and obey all traffic laws.

### ***Social Media/Public Service Announcements***

Having the police department and school district post public service announcements, specifically those relevant to the schools, can alert residents of any ongoing traffic problems, such as traffic congestion or



crashes. These announcements can be posted to the school district and police department's website or social media.

### ***Anti-Idling Program***

Poor air quality negatively affects the health of students and staff. Cross County Connection can assist the township and School District with participating in the New Jersey Department of Environmental Protection's (NJDEP) anti-idling program, which is distinct from the SRTS program. While enforcement of the state anti-idling law can be part of the program, it does not have to be the focus and instead could prioritize the educational element.

According to the NJDEP, idling produces ground level ozone and particulate pollution. 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 and other respiratory concerns.

It is suggested that Upper Township complete the first step of an anti-idling program, which is to pass an anti-idling resolution. Cross County Connection can assist the Township and School District with strengthening this program with the following steps listed below. Available resources can also be found on NJDEP's website.

The most important steps to set up a program are:

1. Pass an anti-idling resolution stating the Township's commitment to improve air quality and student health.
2. Create an enforcement plan that identifies the specific locations where an anti-idling program will be carried out.
3. Post anti-idling signs in locations around schools. Signs are available on NJDEP's website at a nominal cost.
4. Create an education program and distribute materials that inform students and parents why an anti-idling program is beneficial. Educational materials are available at no cost. Information regarding this program can be found at [saferoutesnj.org](https://saferoutesnj.org).

## **Engineering**

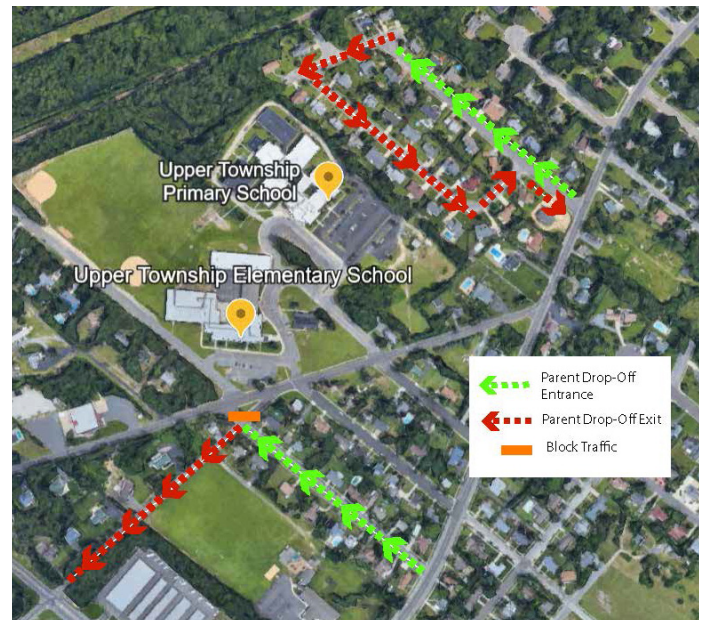
Infrastructure recommendations were discussed in Chapter 4 and shown in Maps 6 and 7. In addition to the infrastructure recommendations, there are a few non-infrastructure engineering recommendations that can be implemented to further improve walking, biking, and rolling conditions. These recommendations are shown in Table 13.

Table 13: Engineering Recommendations		
Engineering Actions	Responsibility	Time Frame
Satellite Drop-Off Program	Upper Township School District	Ongoing
"School Street" Closure	Upper Township School District, New Jersey State Police	Ongoing
Complete Streets Policy	Upper Township	Ongoing
Electric School Bus Program	Upper Township School District	Ongoing

## Satellite Drop-Off Program

A daily occurrence at the primary and elementary schools is the parent drop-off lane backing up into the road in front of the schools. This congestion creates unsafe walking and biking conditions due to a lack of visibility and drivers navigating around stopped cars waiting to drop off their students. To mitigate this issue, the school district should implement a Satellite Drop-Off Program.

Satellite drop-off programs redistribute vehicle congestion and air pollution by encouraging parents to avoid releasing students directly in front of their school and instead opting to utilize an off-site drop-off location within a short, walkable distance from the school. Students then walk from these off-site locations the rest of the way to or from school.



Sample Satellite Drop-Off Map

Satellite drop-off programs require a group of stakeholders, such as school personnel, PTA members, parents, police officers, planners, or other community leaders to identify a suitable drop-off location and walking route. An example of potential routes is shown in the map to the right. Organizers may designate multiple satellite drop-off locations. Satellite drop-off and pickup programs are a great way to reduce congestion and pollution in and around school zones while still allowing students to get some exercise as they walk to and from school. This recommendation could be further improved by implementation with a “school street” closure, detailed below.<sup>19</sup>

## “School Street” Closure

Temporary street closures during school arrival and dismissal will allow students to travel safely to and from school. These closures restrict vehicle movements and prioritize bicycle and pedestrian travel closer to the schools. This reduces congestion and air pollution near schools, minimizes conflicts between vehicles, bicycles, and pedestrians, and frees up the school zone for students walking, biking, and rolling.



“School Street” Closure; Source: DVRPC



Sample “School Street” Closure Map

<sup>19</sup> Alan M. Voorhees Transportation Center: [School Zone Safety Strategies](#)

A “school street” closure can be implemented with physical barriers, like traffic cones, that block the street from vehicle traffic. This can be laid out in a way that will still allow buses and staff vehicles to pass through. Street closures should be paired with satellite drop-offs to allow for students to still be driven, if necessary.<sup>14</sup>

### ***Complete Streets Policy***

Upper Township adopted a Complete Streets Policy as a resolution passed by the Township Council in 2019. A Complete Streets Policy formalizes a community’s intent to plan, design, operate, and maintain streets that are safe for users of all ages and abilities. These are policies that direct decision-making to consistently fund, plan, design, construct, and reconstruct streets to accommodate all anticipated road users, including pedestrians, bicyclists, public transportation users, and motorists. Some tasks included as a part of this resolution were:

- Establish a Complete Streets Advisory Board
- Develop and adopt a Complete Streets Checklist to be used during all transportation projects
- Establish benchmarks to reflect road user safety
- Develop plans and set goals to ensure successful implementation
- Annual reports evaluating the implementation of complete streets

The momentum of this resolution should be continued, and the Township should assess progress made so far. For more information on a Complete Streets Policy, visit [driveless.com/local-government-programs-services/complete-streets/](https://driveless.com/local-government-programs-services/complete-streets/).

### ***Electric School Bus Program***

Of the 21,700 school buses registered in New Jersey, over 99% run on fossil fuels.<sup>20</sup> These buses provide vital transportation for students, but also pollute the air which negatively impacts the health of students and residents in the community. Air pollution has severe impacts on children, putting them at greater risk for chronic diseases such as cardiovascular disease, asthma, and childhood cancer.<sup>21</sup> To address this issue, the New Jersey Department of Environmental Protection’s (NJDEP) Electric School Bus Grant program provides funding to replace diesel school buses with battery-electric school buses. Upper Township should apply to this program to provide students with clean transportation and improve the air quality surrounding the three schools.



Source: NJDEP

<sup>20</sup> NJDEP: [Electric School Bus Program](#)

<sup>21</sup> World Health Organization: [More than 90% of the world’s children breathe toxic air everyday](#)



## Evaluation

The success of the Safe Routes to School Program should be evaluated periodically to determine the impact of the school's efforts. Additionally, documenting outcomes from any Safe Routes to School effort is beneficial for grant submissions involving infrastructure in and around schools. Keeping track of progress can be accomplished with the recommendations in Table 14.

Table 14: Evaluation Recommendations		
Evaluation Actions	Responsibility	Time Frame
Certification Programs	Upper Township, Upper Township School District	Annual
Student Travel Tallies	Upper Township School District	Quarterly
Parent Surveys	Upper Township School District	Annual
Participation Levels in Walking and Biking Events	Upper Township School District	Annual
School Policy Changes	Upper Township School District	As Needed

### Certification Programs

Participating in certification programs provides an effective framework to evaluate the success of Safe Routes to School efforts. Cross County Connection can assist with nominations, or municipalities and schools can apply for recognition themselves.

- 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. The deadline to apply is January 31 each year.
- The Sustainable Jersey Certification Program rewards municipalities and schools for exemplary efforts in Safe Routes to Schools Programs. Through Sustainable Jersey for Schools, actions such as adopting Safe Routes to School District policies, creating a school travel plan, and pedestrian and bicycle safety initiatives can help earn points towards Sustainable Jersey certification. Sustainable Jersey offers technical assistance and grant programs to certified schools.



SRTS "First Step" Award to Evesham Township Police Department For Hosting Bicycle Rodeos

Upper Township and Upper Township School District should explore participating in both programs to evaluate how their efforts stack up against their peers and 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.

Recipients are presented with a certificate or award depending on the level of recognition and are promoted on the NJ SRTS website and possibly through other local media facilitated by Safe Routes to School Regional Coordinators. Certification is valid for three years, after which the school or municipality must re-apply for recognition.

### ***Student Travel Tallies***

Student travel tallies are typically held in class by school staff to determine how children arrive at school each day over a week-long period. Travel tallies were collected as a part of this process and should be conducted at regular intervals to determine the impact of Safe Route to School activities on student travel choices. Ideally, they would be collected at least twice each school year, once in the fall and once in the spring.

### ***Parent Surveys***

Obtaining feedback from parents about their safety concerns regarding letting their child walk, bike, and roll to school is a way to evaluate the success of the Safe Routes to School program. Parent surveys were completed as a part of this process and should be conducted yearly at the beginning of the school year to gauge what safety concerns need to be addressed in the upcoming year. The data from the completed surveys can help draw conclusions over time as more data is collected. Future surveys should ask parents if any measures implemented have changed their perception of safety regarding letting their child walk, bike, or roll to school.

### ***Participation Levels in Walking and Biking Events***

The school district should count the number of parents and students that participate in any walking, biking, or other Safe Routes to Schools programs. This information should be kept and referenced in order to determine if interest in active transportation is growing in the community or if more encouragement is needed.

### ***School Policy Changes***

School policies can be added to reflect the district's interest in safe and accessible active transportation. Cross County Connection's Safe Routes to School Coordinator can provide Upper Township School District with information on various policies including:

1. Walking and Bicycling Policies
2. Parent Drop-Off Policies
3. Helmet Regulation Policies
4. School Wellness Policies

More information on what these policies are and how to implement them is available at [saferoutesnj.org/policies/](https://saferoutesnj.org/policies/).



# 6 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 improve the safety of Upper Township students that walk, bike, and roll to school. These funding programs are competitive, have deadlines, and the application processes require time to complete. The programs listed in this chapter receive far more funding requests than can be obligated. Cross County Connection is available to provide guidance on appropriate funding sources and assistance with preparing grant applications.

Upper Township is in the South Jersey Transportation Planning Organization (SJTPO) region. SJTPO is the Metropolitan Planning Organization (MPO) serving Atlantic, Cape May, Cumberland, and Salem Counties in southern New Jersey. SJTPO serves as a technical resource, provides access to funding, and works to provide a regional approach to address transportation planning and engineering issues. SJTPO reports available funding sources for local governments at: [sjtpo.org/programs/funding-programs/](https://sjtpo.org/programs/funding-programs/).

The Federal Highway Administration (FHWA) also provides a comprehensive and up-to-date listing of grant programs with potential eligibility for pedestrian and bicycle projects under U.S. Department of Transportation surface transportation funding programs. Applicants for Federal grant programs must provide a responsible charge who meets federal requirements that they are a full-time employee of a local public agency. For information on current federal bicycle and pedestrian funding programs, visit [fhwa.dot.gov/environment/bicycle\\_pedestrian/funding/funding\\_opportunities.pdf](https://fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf).

The NJDOT Local Aid Resource Center is another useful source for NJ municipalities. The Resource Center provides detailed information for both federal and state programs, their availability, and requirements. This information is available at [njdotlocalaidrc.com](https://njdotlocalaidrc.com), or call the Information Line at (609) 649-9395.

The funding programs listed on the following pages 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, as they can change frequently.



## Federal Grant Programs

### ***Safe Streets and Roads for All (SS4A) Program***

The U.S. Department of Transportation (USDOT) established the Safe Streets and Roads for All (SS4A) discretionary program with funding from the Bipartisan Infrastructure Law. The SS4A program funds regional and local initiatives through grants to prevent roadway deaths and serious injuries. The program also supports the USDOT's National Roadway Safety Strategy and goal of zero roadway deaths using a Safe System Approach. Two types of grants are available: Planning and Demonstration Grants or Implementation Grants.

Learn more about the SS4A Program at: [transportation.gov/grants/SS4A](https://transportation.gov/grants/SS4A)

### ***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, in partnership with North Jersey Transportation Planning Authority (NJTPA), the Delaware Valley Regional Planning Commission (DVRPC), and the South Jersey Transportation Planning Organization (SJTPO). Eligible projects may include the design, construction or installation of sidewalks, crosswalks, signals, traffic-calming, and bicycle facilities within two miles of a K-12 school. Local and regional governments, school districts, and individual schools are eligible to apply and receive direct funding. School Districts with existing School Travel Plans are more competitive applicants for this grant program.

Learn more about the SRTS Infrastructure Program at: [saferoutesnj.org/safe-routesto-school-grants/](https://saferoutesnj.org/safe-routesto-school-grants/)

### ***Transportation Alternatives Set-Aside Program***

The Transportation Alternatives Set-Aside Program (TA Set-Aside) is federally funded and administered by NJDOT, in partnership with NJTPA, DVRPC, and SJTPO. TA Set-Aside Grants are community-based, non-traditional transportation projects which expand travel choice, strengthen the local economy, improve quality of life, and protect the environment. Eligible activities include bikeway construction, acquisition of right-of-way for bikeways, and many other projects. County and municipal governments that are responsible for the administration of local transportation safety programs are eligible to apply to the TA Set-Aside Program.

Learn more about the TA Set-Aside Program at: [njdotlocalaidrc.com/federally-funded-programs/transportation-alternatives](https://njdotlocalaidrc.com/federally-funded-programs/transportation-alternatives)

### ***Congestion Mitigation & Air Quality Improvement Program (CMAQ)***

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) is a federal program that funds projects and programs that improve air quality and reduce traffic congestion. It is jointly administered by the FHWA and the Federal Transit Administration (FTA) in consultation with the Environmental Protection Agency (EPA), in coordination with MPOs. Projects are eligible for CMAQ funding consideration if they are intended to reduce emissions. This can include the construction of bicycle and pedestrian facilities that are not exclusively recreational (as they must reduce vehicle trips and therefore vehicle emissions), outreach promoting safe bicycle use, and other bicycle and pedestrian programs. Applications are solicited every three years by MPOs for projects within this grant that support regional goals.

Learn more about the CMAQ Improvement Program at: [sjtpo.org/programs/cmaq/](https://sjtpo.org/programs/cmaq/)

### ***Highway Safety Improvement Program (HSIP) (SJTPO Region)***

SJTPO works collaboratively with state and local agencies to address identified safety concerns within the SJTPO region, with funding through the federal Highway Safety Improvement Program (HSIP). The HSIP aims to significantly reduce fatalities and serious injuries on all public roads through a data-driven, strategic approach to improving highway safety. This includes roadways on and off the federal aid system, regardless of ownership.

To find out more information on how to apply, reach out to SJTPO at [info@sjtpo.org](mailto:info@sjtpo.org) or call 856-794-1941.

## **State Grant Programs**

### ***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 bicycle and pedestrian safety around their schools.

Learn more about the Municipal Aid Program at: [njdotlocalaidrc.com/state-funded-programs/municipal-aid](https://njdotlocalaidrc.com/state-funded-programs/municipal-aid)

### ***Bikeways Program***

The New Jersey Department of Transportation's Bikeway Grant Program provides funds to counties and municipalities to promote bicycling as an alternative mode of transportation in New Jersey. Bike paths/lanes are facilities that must be physically separated from motorized vehicular traffic by an open space or barrier, either within the highway right of way or within an independent right of way. Special consideration will be given if the project is part of a bicycle network that has been adopted in the applicant's master plan.

Learn more about the Bikeways Program at: [njdotlocalaidrc.com/state-funded-programs/bikeways](https://njdotlocalaidrc.com/state-funded-programs/bikeways)

### ***Green Acres Program***

The New Jersey Department of Environmental Protection (NJDEP) provides loans and grants to municipal and county governments to acquire open space and develop outdoor recreation facilities, including trails. NJDEP's Green Acres Program recently announced the 2026 funding round for land acquisition, park development, and stewardship projects. It is anticipated that applications will be accepted starting late October 2025 with a deadline in February 2026.

Learn more about the Green Acres Program at: [dep.nj.gov/greenacres/](https://dep.nj.gov/greenacres/)

### ***Transportation Infrastructure Bank***

A unique partnership between the New Jersey Infrastructure Bank (I-Bank) and the NJDOT makes low interest loans available for local transportation infrastructure projects. The mission of the program is to

reduce the cost of financing critical transportation projects for counties and municipalities. These loans are available for capital projects including pedestrian walkways.

Learn more about the Transportation Infrastructure Bank at: [njib.gov/njtib](https://njib.gov/njtib)

### ***Electric School Bus Program***

New Jersey is invested in exploring the betterment of school bus fleets throughout the state by implementing a program designed to encourage and monitor the transition to electric school buses. In each year of funding, at least half of the school districts or school bus contractors selected by the department must operate within an Overburdened Community. Additionally, the department aims to select an equal number of grantees from the northern, central, and southern regions of the State, respectively.

Under this solicitation, two types of entities are eligible to apply: school districts that own their buses and school bus contractors that provide busing services to schools. School bus contractors must apply in conjunction with a specified school or school district. A single school bus contractor may apply in conjunction with multiple schools or school districts, although they must submit a separate application for each.


The most recent round of funding closed in September 2025. To be notified when this funding will be available again, sign up at [public.govdelivery.com/accounts/NJDEP/subscriber/new?topic\\_id=NJDEP\\_195](https://public.govdelivery.com/accounts/NJDEP/subscriber/new?topic_id=NJDEP_195) or reach out to [stopthesoot@dep.nj.gov](mailto:stopthesoot@dep.nj.gov).

Learn more about the Electric School Bus Program at: [dep.nj.gov/stopthesoot/electric-school-bus-program/](https://dep.nj.gov/stopthesoot/electric-school-bus-program/)

## **Other Funding Sources**

NJDOT also provides resources for funding that come from other sources outside of NJDOT. Those funding sources can be found at [njdotlocalaidrc.com/other-funding.php](https://njdotlocalaidrc.com/other-funding.php).





# 7 Conclusion

Upper Township School District is committed to increasing the number of children walking, biking, and rolling to school through its participation in the Safe Routes to School program. The school district's current SRTS program works on addressing students' safety through educational activities. The district is committed to building upon this foundation and encouraging more students to walk, bike, and roll to school. As a step in achieving this goal, they partnered with Cross County Connection to develop the Upper Township School District Travel Plan.

This travel plan addresses existing and potential pedestrian and bicycle safety issues that impact students' ability to walk, bike, and roll to school. Continued concerns about existing and potential safety issues include unsafe crosswalks, motorists speeding, and gaps in the existing bicycle and pedestrian infrastructure. The plan provides guidance on methods to expand upon the school district's current programs and policies related to student bicycling and walking with a goal of improving the physical, mental, and environmental health of Upper Township's students and the community.

## Next Steps

Implementation of the Upper Township School District Travel 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 and improve momentum toward achieving the goals set forth by the SRTS Working Group. The following entities should undertake the actions detailed below.

### ***Upper Township:***

1. Partner with Cape May County and NJDOT to address the safety issues identified on county and state roads, including Tuckahoe Road, Route 9, and Route 50.
2. Construct bicycle and pedestrian infrastructure with funding from the Safe Routes to School Grant received in 2024.
3. Pursue additional SRTS Infrastructure Grants and other grants administered by the NJDOT and the

South Jersey Transportation Planning Organization (SJTPO) to implement recommendations identified in this report.

4. Coordinate with SJTPO on any future roadway plans. SJTPO finalized a Local Road Safety Plan for Cape May County in November 2024 and is in the implementation process. This plan can aid the township with how to create safer roadways for all road users, including students and their families.
5. Utilize the NJDOT Local Aid Resource Center to find and apply for transportation-related funding from other sources to further improve safety throughout the community.
6. During routine roadway maintenance, determine if infrastructure can be changed to advance Complete Streets throughout the municipality.

### ***Upper Township School District:***

1. Work with Cross County Connection to continue administering pedestrian and bicycle safety education and encouragement activities.
2. Work with Cross County Connection to continue evaluation efforts, such as conducting student travel tallies and parent surveys, at a regular interval.
3. Through continued partnerships and the expertise of the various partners, Upper Township will continue a strong Safe Routes to School program that will ultimately improve walking and bicycling safety for the students and the community.

## **Summary**

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 education and encouragement programs to maintain momentum towards achieving goals set forth by the Safe Routes to School program. Through current and past efforts, the Upper Township School District and Upper Township have demonstrated 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 for all.

This page is intentionally left blank





One Greentree Centre

10,000 Lincoln Drive East, Suite 102

Marlton, NJ 08053

856.596.8228 | [www.driveless.com](http://www.driveless.com)



[linkedin.com/company/Cross-County-Connection-TMA](https://www.linkedin.com/company/Cross-County-Connection-TMA)



[facebook.com/CCCTMA](https://www.facebook.com/CCCTMA)



[instagram.com/CCCTMA](https://www.instagram.com/CCCTMA)