

EGG HARBOR CITY

SCHOOL TRAVEL PLAN



Egg Harbor City School District

Safe Routes to School Travel Plan

Prepared by:

Cross County Connection

Transportation Management Association

May 2025



NEW JERSEY
Safe Routes to School



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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 and biking as an everyday means of transportation for all

Table of Contents

Chapter 1: Introduction	1
Student Travel Plan Goals	1
Study Area Description	3
School Descriptions	5
Chapter 2: Community Profile.....	7
Demographic Analysis	7
Existing Conditions	8
Student Travel Corridors	12
Parent Feedback	14
Crash Analysis	14
Chapter 3: Student Travel Corridors Road Safety Audit.....	19
Walking Barriers.....	19
Bicycling Barriers	21
Traffic Safety Issues	21
Chapter 4: Infrastructure Recommendations.....	25
Pedestrian Infrastructure Recommendations	25
Bicycle Infrastructure Recommendations	27
Traffic Safety Recommendations	27
Chapter 5: Non-Infrastructure Recommendations	33
Education	33
Encouragement	35
Enforcement	36
Evaluation.....	37
Chapter 6: Funding Resources.....	39
Federal Grant Programs	39
State Grant Programs	40

Chapter 7: Conclusion	43
Next Steps	43
Summary	44

Maps

Map 1: Egg Harbor City Regional Context	2
Map 2: Egg Harbor City Land Use	4
Map 3: Missing Sidewalks	10
Map 4: Existing and Planned Bicycle Facilities	11
Map 5: Student Travel Corridors	13
Map 6: Bicycle and Pedestrian Crashes (2018 - 2023)	15
Map 7: All Crash Types (2018 - 2023)	17
Map 8: Road Safety Audit Safety Issues	23
Map 9: Road Safety Audit Safety Issues - Cedar Creek High School	24
Map 10: Infrastructure Recommendations	30
Map 11: Infrastructure Recommendations - Cedar Creek High School	31

Tables

Table 1: Safe Routes to School Working Group	3
Table 2: Student Travel Tallies (2025)	6
Table 3: Bicycle and Pedestrian Crash KSI Rate	16
Table 4: Pedestrian and Bicyclist Crashes	16
Table 5: Walking Barriers	19
Table 6: Bicycling Barriers	21
Table 7: Traffic Safety Issues	21
Table 8: Pedestrian Infrastructure Recommendations	25
Table 9: Bicycle Infrastructure Recommendations	27
Table 10: Traffic Safety Recommendations	27
Table 11: Education Recommendations	33
Table 12: Encouragement Recommendations	35
Table 13: Enforcement Recommendations	36
Table 14: Evaluation Recommendations	37

1 Introduction

Egg Harbor City is a small, rural community located in Atlantic County within the Pinelands National Reserve. As shown in Map 1, it is located on or near major travel corridors between Philadelphia and Atlantic City, which bring a sizable volume of regional traffic through the area.

The Egg Harbor City School District is comprised of two schools, Charles L. Spragg Elementary and Egg Harbor City Community School. The city is also home to Cedar Creek High School, which is the Regional High School for the Greater Egg Harbor area. Both the City of Egg Harbor and the Egg Harbor City Public School District recognize the correlation between active transportation and the health and safety of the student population.



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 or bike to school. It incorporates the five E's of SRTS: Evaluation, Engineering, Education, Encouragement, and Enforcement. After reviewing existing conditions, the plan recommends policy, programming, and infrastructure to support the following plan goals:

1. Improve safety for students walking and biking
2. Increase the number of students that walk and bike to school
3. Reduce traffic congestion around schools
4. Improve air quality around schools

Recommendations will include both immediate actions that can be put into place and others that will require further planning, coordination, and grant funding. Cross County Connection previously partnered with the municipality and school district to complete a Travel Plan in 2012. Many plan recommendations were implemented, including sidewalk improvements and speed limit reductions, but progress is still to be made.

Map 1: Egg Harbor City Regional Context



SRTS Working Group

Cross County Connection developed this plan in partnership with the SRTS Travel Plan Working Group members listed in Table 1. Jaclyn Williscroft, Director of Special Projects, was the primary contact for the Travel Plan. A preliminary working group meeting was held on December 12, 2024 to establish travel plan priorities.

Table 1: Safe Routes to School Working Group

Name	Title	Organization	Contact
Patrick Farley	Program Director	Cross County Connection TMA	farley@driveless.com
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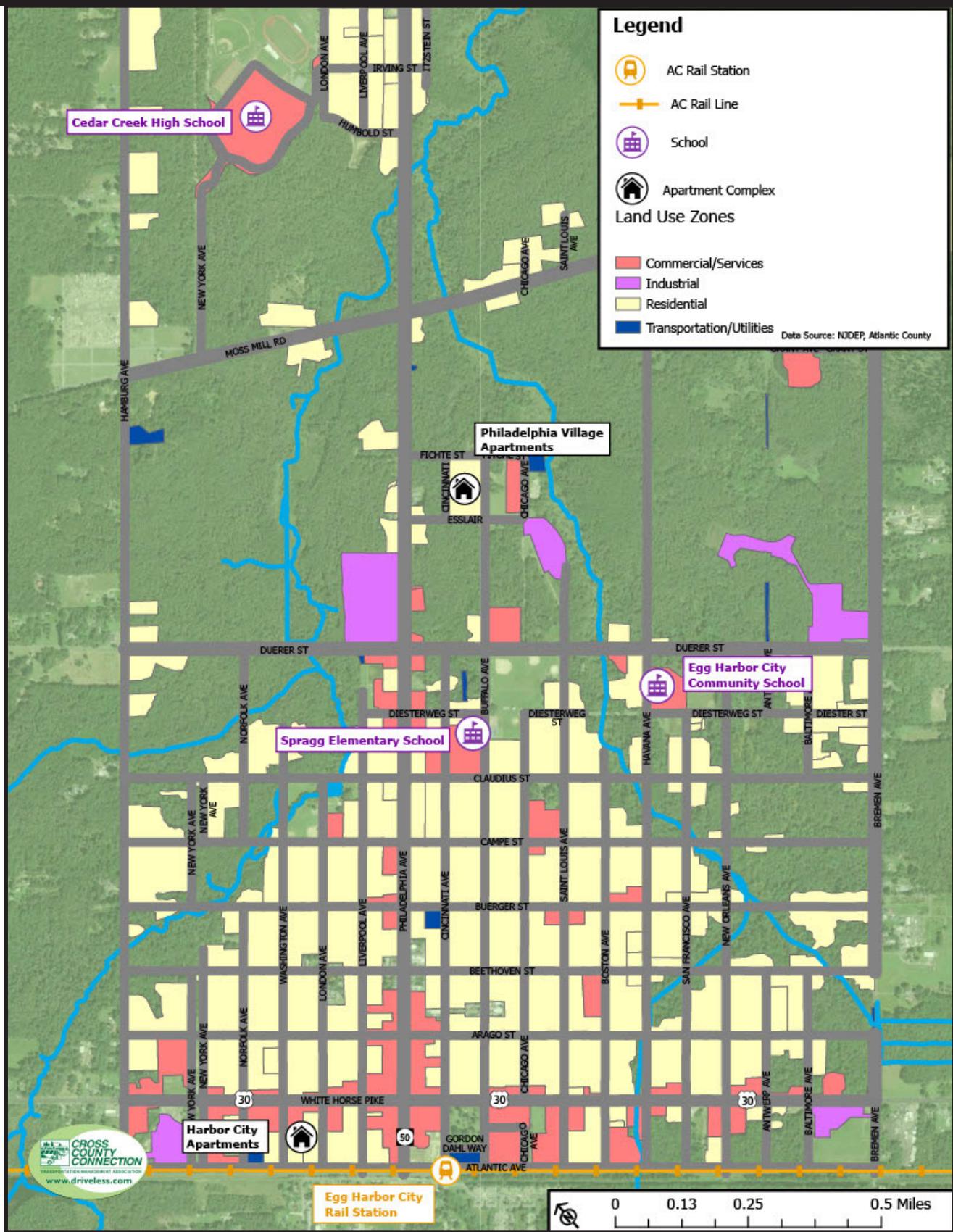
Study Area Description

As shown in Map 2, the majority of Egg Harbor City's population, commercial development, and community amenities are located in the southwestern corner of the city centered around the White Horse Pike (US 30) and Philadelphia Avenue (NJ 50/CR 563).

While the city is in a rural area, the developed portions are relatively compact and urbanized. The city's layout is a rectangular street grid with short blocks that make walking and biking a convenient option for school travel. However, as with any city or town, there are travel safety issues impacting bicyclists and pedestrians. Charles L. Spragg Elementary School (CLS) and Egg Harbor City Community



Map 2: Egg Harbor City Land Use



School (EHCCS) are in a residential area within this urbanized grid, approximately one mile northeast of the White Horse Pike (US 30). Students living further than two miles from the school are provided bus service. Most students do live within two miles, making Egg Harbor City primarily a walking district.

Just six blocks separate the schools. The Leek Athletic Complex, a city recreation area that includes baseball and football fields, tennis courts and a playground, is located between the elementary and middle school, further making the safety of children walking and biking in the area a priority.

Cedar Creek High School (CCHS) is a part of the Greater Egg Harbor Regional High School District and is in a rural area in the northwestern corner of Egg Harbor City.

While few students currently walk or bike, Egg Harbor City is working with Atlantic County to install bike lanes on Philadelphia Avenue that will connect the high school to the rest of the community and increase walking and biking activity.



School Descriptions

Spragg Elementary School is located on Buffalo Avenue and serves as the city's elementary school, educating students in grades Pre-K through 3. It has 293 students currently enrolled. Students arrive by 8:10 AM and are dismissed at 3:00 PM.

Egg Harbor City Community School is located on Havana Avenue and serves as the city's middle school, educating students in grades 4 through 8. The Community School's enrollment is 350 students. Students arrive by 8:10 AM and are dismissed at 3:00 PM. Students at both schools are offered one hour of before-school programming and three hours of after-school programming, which can stagger arrival and dismissal times.

At Cedar Creek High School, student arrival is 7:35 AM and dismissal is 2:26 PM. The high school enrolls students from Egg Harbor City, as well as neighboring municipalities. Students enter a yearly lottery for parking spaces, which are awarded to 110 Seniors, drawing a high volume of vehicle traffic into the area.

Student Travel Modes

Travel tallies were taken at the elementary and middle schools in Egg Harbor City to assess how many students currently walk or bike to school. Tallies were not taken at the high school, due to the fact that it is a regional school with a small percentage of students that live in Egg Harbor City.

According to travel tallies taken by teachers at Egg Harbor City schools in 2011, approximately 40% of students walked to school, 5% biked to school, 5% were bused, and the remaining 50% were driven in a family vehicle.

Travel tallies taken in 2025 show a slight decrease in students that walk or bike to school since 2011. A variety of factors could cause this, such as the time of year that tallies are taken. In 2025, tallies were taken during the last week of March. This data shows that more students walk and bike to and from the Community

School as opposed to Spragg Elementary, likely due to the ages of students at each school. On average, almost one-third of students at both schools walk or bike each day to get to and from school. Almost two-thirds are driven in a family vehicle, and about 7% either carpool or take a school-provided bus or transit. A detailed breakdown of this information can be found in Table 2.

Table 2: Student Travel Tallys (2025)

	Walk	Bike	Family Vehicle	Carpool	Bus/Transit
Spragg Elementary	24%	1%	70%	3%	2%
EHC Community School	34%	3%	56%	5%	2%
Both Schools Average	29%	2%	63%	5%	2%



2 Community Profile

By focusing on making streets safer for students who walk and bike to school, the streets become safer for everyone. 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 communities that may face significant difficulties within an auto-centric transportation network. High rates of low-income individuals, youth, persons with disabilities, and households with no access to a personal vehicle are populations that more likely to rely on biking and walking to get around. This includes school travel. An analysis is done to determine how many residents of Egg Harbor City fall into these categories, which can indicate if there is a more urgent need for traffic safety improvements. The purpose of these evaluations is not to dictate the preferential treatment of certain communities over others, but to ensure all residents have fair and equal access to a safe and efficient transportation network. The analysis is done as part of a School Travel Plan to ensure students are provided with safe and accessible streets and to assist the municipality and school district with making informed decisions.

Cross County Connection conducts this analysis using demographic data provided by 2024 American Community Survey (ACS) 5-year estimates. This local data is then compared to Atlantic County averages for regional context.

Household Income

Out of 4,364 people, Egg Harbor City has 1,579 (36.1%) residents that live in a low-income household. In Atlantic County, 30.4% of residents live in a low-income household.

School-Aged Youth Population

School-Aged Youth (individuals between the ages of 5 and 18) make up 22% of the population of Egg Harbor City. These children are the ones traveling to and from school and are the focus of this report. This is slightly

higher than the proportion of school-aged children in the Atlantic County population, which is 15.4%

Individuals with Disabilities

In Egg Harbor City, 17.9% of individuals are living with a disability. Individuals with a disability face unique challenges when navigating the pedestrian network, and accommodations for them increases safety for all road users. This rate is slightly higher than the county rate, where 13.6% of all individuals are living with a disability.

Household Vehicle Access

Out of all households in Egg Harbor City, 288 (17.4%) have no vehicle for personal use, a rate higher than the 10.8% in Atlantic County. Individuals without access to a motor vehicle often have no other choice but to walk, bike, and use public transportation. In a location where no bus service is provided, there is an increased likelihood that students in a household without access to a vehicle are walking or biking to school.

Summary

Compared to Atlantic County, Egg Harbor City has higher rates of all five analyzed demographic categories. These categories indicate communities that face increased transportation-related barriers, which makes addressing the safety and accessibility for those that walk and bike a priority.

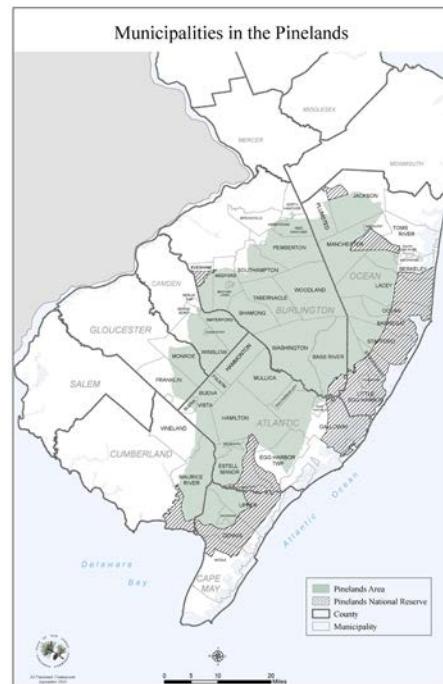
Existing Conditions

Existing bicycle, pedestrian, and roadway infrastructure in Egg Harbor City were evaluated with student travel in mind. This evaluation is a general assessment of overall conditions in the municipality. A more detailed evaluation was conducted during the student travel corridor walking audit, covered in Chapter 3. Also of note, Egg Harbor City is one of 56 South Jersey municipalities that are included within the New Jersey Pinelands National Reserve. This designation protects the natural ecology of the area resulting in additional restrictions and requires additional consideration when evaluating existing and proposed infrastructure.

General Travel

Most of the roads in Egg Harbor City are neighborhood streets with parking on both sides in front of single-family homes. All streets in residential areas have a 25 MPH speed limit and most have sidewalks. Roads traveling north and south are named avenues, and roads for east-west travel are named streets. Between the north-south residential avenues, there are numbered “terraces” giving rear access to the single-family homes. These terraces are narrow and function as alleys. A few roads on the outskirts of the city are not yet paved.

Most intersections have two stop signs, requiring traffic traveling north and south on the avenues and terraces to stop. Though in a few instances this is reversed. There are also some intersections requiring traffic



Source: New Jersey Pinelands Commission

in all four directions to stop. For those unfamiliar with the city's traffic patterns, anticipating where to stop at intersections can be confusing unless clearly marked with stop lines to support the stops sign. Only a few intersections have stop lines. This could lead to bicycle and pedestrian travel safety issues.

There are just three signalized intersections in Egg Harbor City.

- White Horse Pike and Philadelphia Avenue
- White Horse Pike and St. Louis Avenue
- Philadelphia Avenue and Moss Mill Road

The White Horse Pike is a four-lane highway with no shoulders and a speed limit of 35 MPH. Philadelphia Avenue functions as Egg Harbor City's main street. It is also the city's primary connection to points north and south.

Pedestrian Conditions

The sidewalks are plentiful and in good condition throughout much of Egg Harbor City. There are streets lacking sidewalks, shown in Map 3. In addition to ample sidewalks, the Diesterweg multi-use path and pedestrian bridge are important parts of the pedestrian network. The multi-use path uses pervious pavement, which avoids excess storm water runoff in ecologically sensitive areas.



Crosswalks are typically marked with the transverse pattern of two parallel lines. A few crosswalks are updated and marked in a high-visibility continental pattern. There are a few intersections along student travel corridors without any marked crosswalks. All intersections within the Philadelphia Avenue business district have marked crosswalks. At all pedestrian crossings north of the White Horse Pike up to Diesterweg Street there are curb extensions paired with ladder-style crosswalks which provide added protection and visibility for pedestrians. This treatment is employed at both mid-block crosswalks and at intersections.

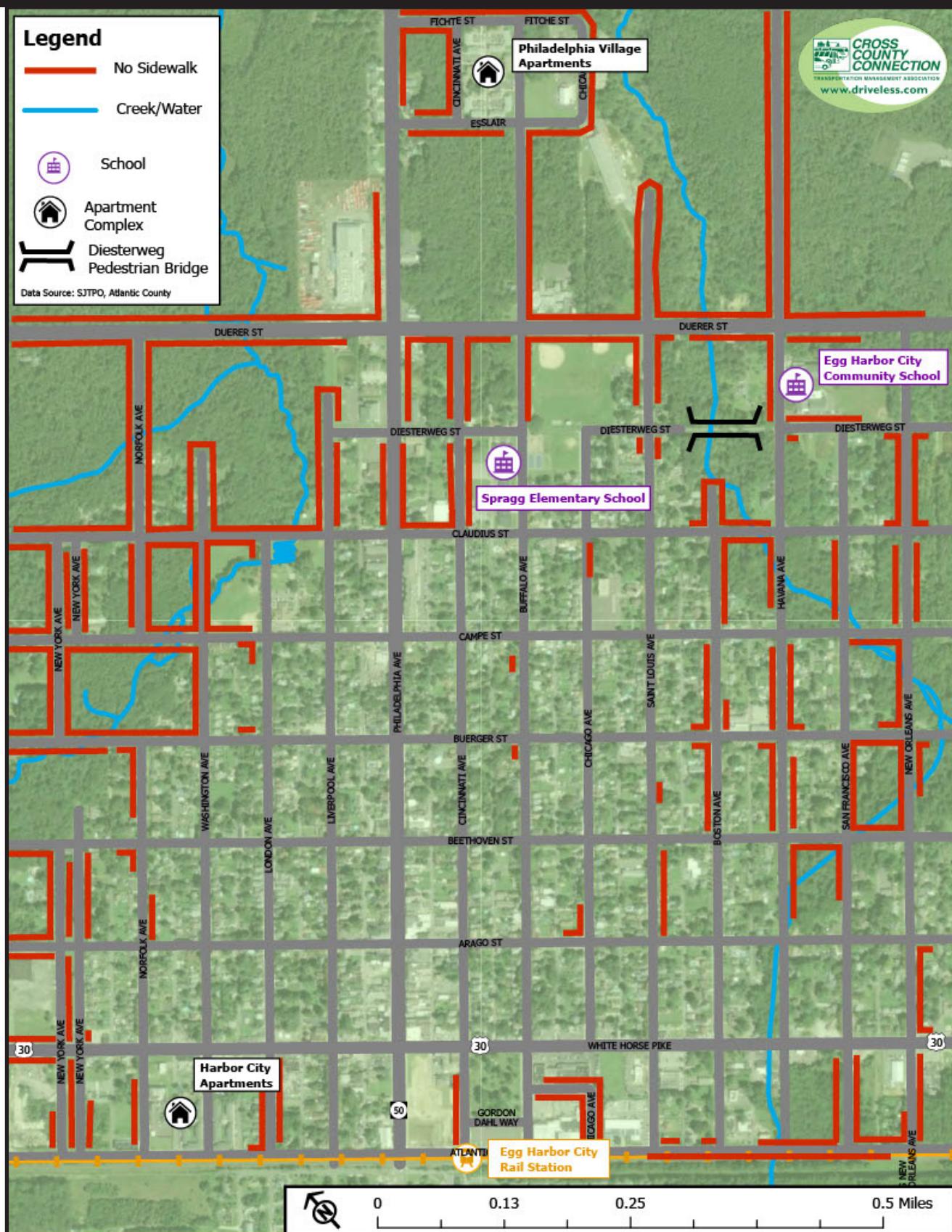
Bicycle Conditions

Bike lanes on Diesterweg Street link the pedestrian bridge and multi-use path, both of which permit bicycling. This creates a bikeable pathway between the elementary and middle schools. The Community School has ample covered bicycle parking for students to ride bikes to school. Spragg Elementary has an uncovered bicycle rack in front of the school.

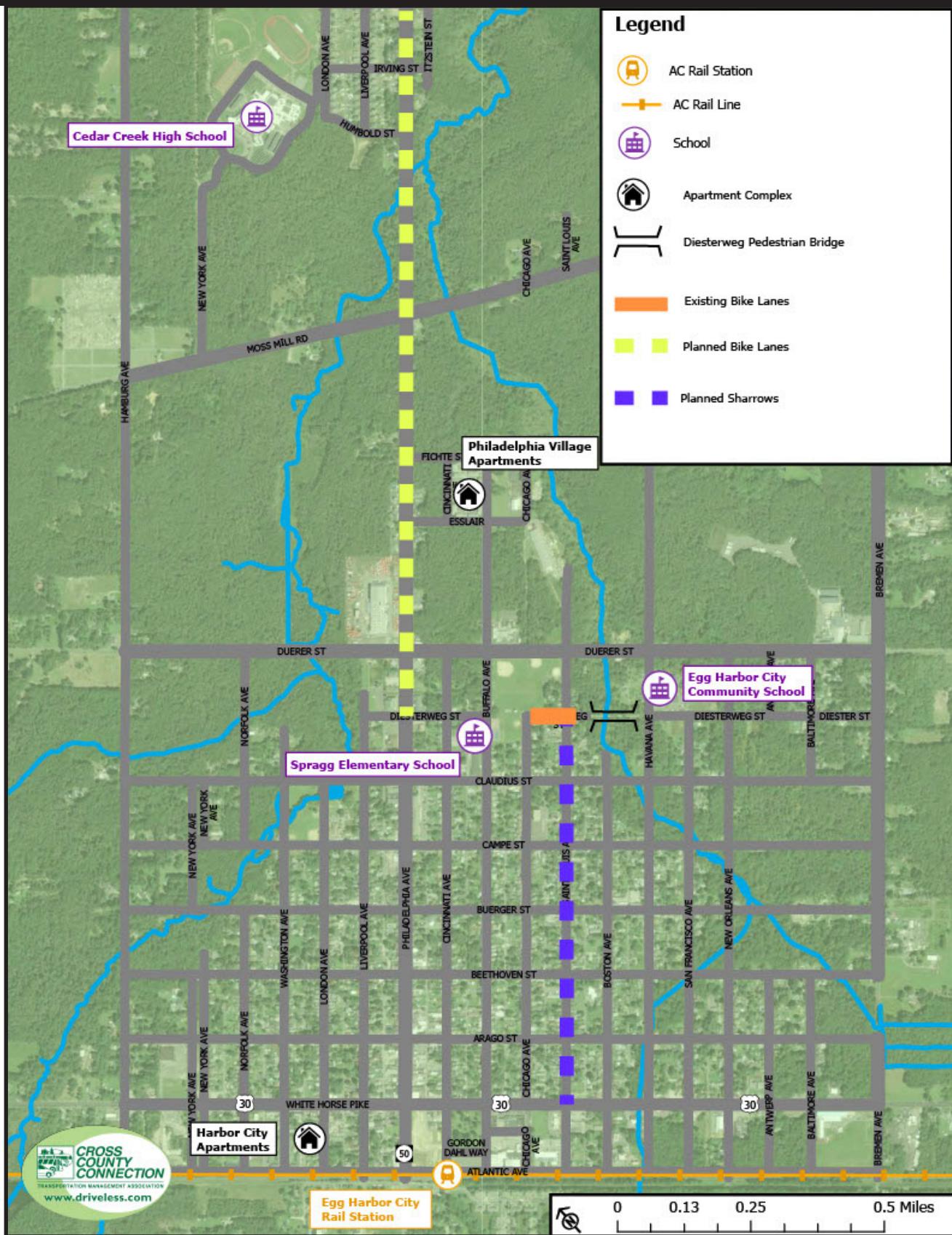
Five-foot bike lanes are planned for the shoulder of Philadelphia Avenue, extending from Diesterweg Street to Egg Harbor City Lake. Sharrows are planned to be added to St. Louis Avenue. Existing and planned bicycle facilities are shown in Map 4.



Map 3: Missing Sidewalks



Map 4: Existing and Planned Bicycle Facilities



Student Travel Corridors

Student Travel Corridors are identified using feedback from the SRTS working group and crossing guards, as well as observations made during student arrival and dismissal. See Map 5.

Philadelphia Avenue

Philadelphia Avenue serves as the city's "main street" with retail, housing, and other community amenities. Students who live in the Harbor City Apartment Complex must cross the White Horse Pike at Philadelphia Avenue when traveling to school. It is one of three avenues that continues past Duerer Street and is the most direct route between Egg Harbor City's densest residential core and Cedar Creek High School and the smaller neighborhoods to the north.

South of the White Horse Pike, Philadelphia Avenue is State Route 50 with a speed limit of 40 MPH before gradually slowing to 25 MPH north of the White Horse Pike through the business district.



North of the White Horse Pike, Philadelphia Avenue

is County Route 563. The speed limit increases to 50 MPH north of the business district where students travel to the high school. Within the business district, there is pull-in angled parking on Philadelphia Avenue between Buerger Street and the White Horse Pike.

Buffalo Avenue

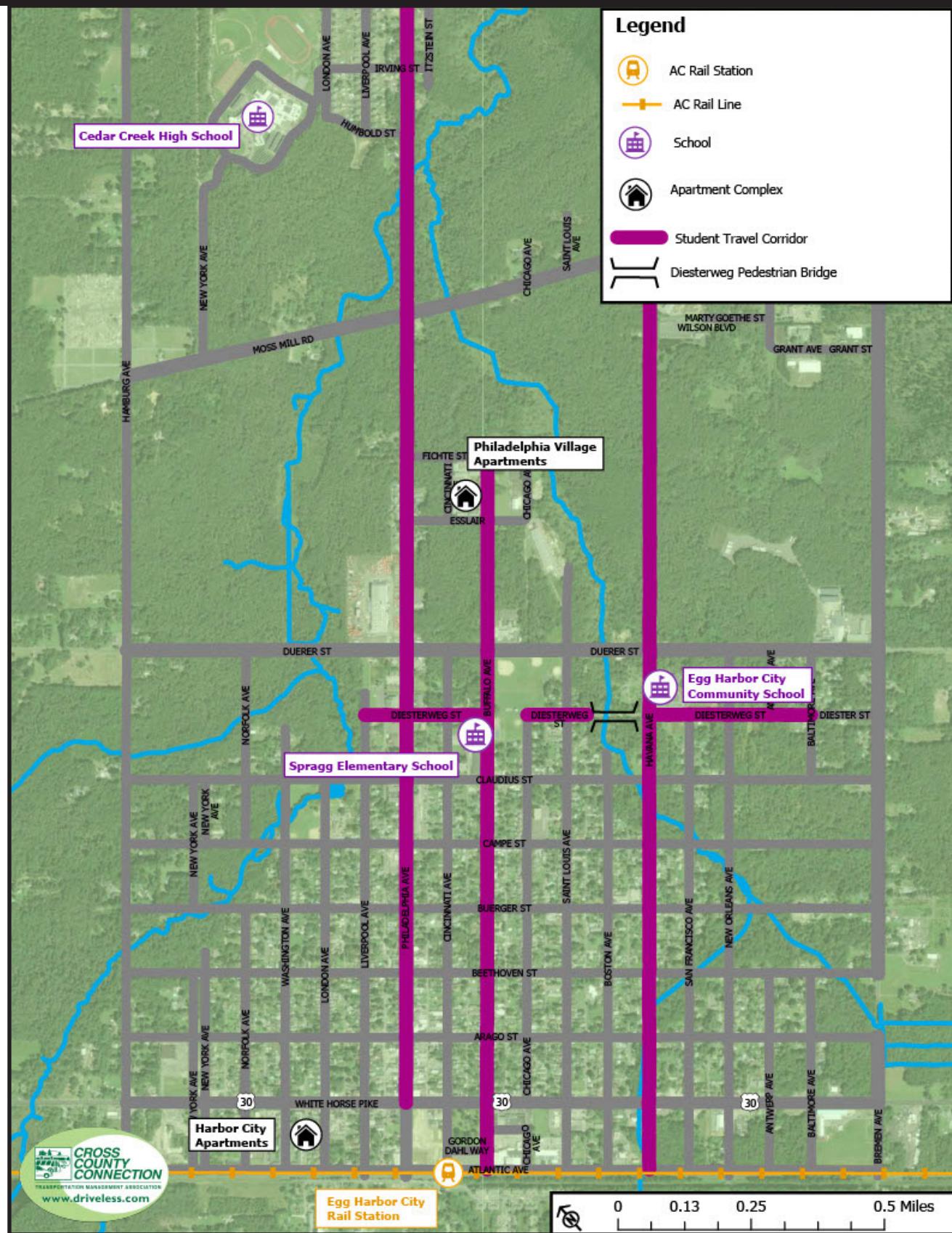
Buffalo Avenue is a two-way residential street with a 25 MPH speed limit. Spragg Elementary is located on Buffalo Avenue between Claudius and Diesterweg Street. Between Claudius Street and Duerer Street, Buffalo Avenue is a one-way street heading south. Street parking is allowed on both sides of Buffalo Avenue.

Buffalo Avenue is the most direct route for students residing in the Philadelphia Village Apartments to reach both Spragg Elementary and the Community School. There are sidewalks on both sides of the street until the intersection with Diesterweg Street. North of Diesterweg Street there is a sidewalk on one side that extends out to the Philadelphia Village Apartments. There are standard-style crosswalks at intersections from Campe Street to Diesterweg Street, and ladder-style crosswalks at the intersection of Duerer Street and Buffalo Avenue.

Havana Avenue

Havana Avenue is a residential street with a speed limit of 25 MPH. The Community School is located on Havana Avenue between Diesterweg Street and Duerer Street. There are no sidewalks on Havana Avenue between Campe Street and Beethoven Street. There are sidewalks on only one side of the street between Campe Street and Claudius Street, and then between Diesterweg Street and Duerer Street in front of the school.

Map 5: Student Travel Corridors



Diesterweg Street

Diesterweg Street runs east-west, parallel to the other streets in Egg Harbor City. The portion of Diesterweg Street between 10th Terrace and Havana Avenue is a pedestrian bridge, which is well-traveled by students of the Community School. Older students attending the Community School with younger siblings attending Spragg Elementary use the pedestrian bridge to travel between the schools after dropping off and picking up their siblings.



Crossing Guard Locations

There are six crossing guards posted in Egg Harbor City to guide children and drivers during school arrival and dismissal. They are positioned at the following intersections:

- Philadelphia Avenue and Cladius Street
- Buffalo Avenue and Cladius Street
- Buffalo Avenue and Diesterweg Street
- Buffalo Avenue and Duerer Street
- Havana Avenue and Diesterweg Street
- Philadelphia Avenue and White Horse Pike

Parent Feedback

Collecting feedback from parents is an essential part of the process in updating a school's travel plan. This ensures that areas of parent concern are accounted for and addressed. Cross County Connection created a survey that was distributed to parents of the Egg Harbor City students to assess their safety concerns.

Links to the survey were shared with parents by the Egg Harbor City School District. Parents were asked about their child's current travel behaviors and any safety concerns they have. Parent responses indicated that most students use Buffalo Avenue, Havana Avenue, Cladius Street and Diesterweg Street to get to and from school, which corresponds with the Student Travel Corridors.

The most common concern of parents is the availability of sidewalks and bike paths, followed by the volume and speed of motor traffic on the road. Parents also noted drivers speeding and failing to stop for pedestrians were commonly observed behaviors while their students were walking or biking to school. Parents were most concerned about safety on Philadelphia Avenue and Havana Avenue, citing a lack of sidewalks on Havana Avenue, which forces students walking or biking to school to share the road with drivers.

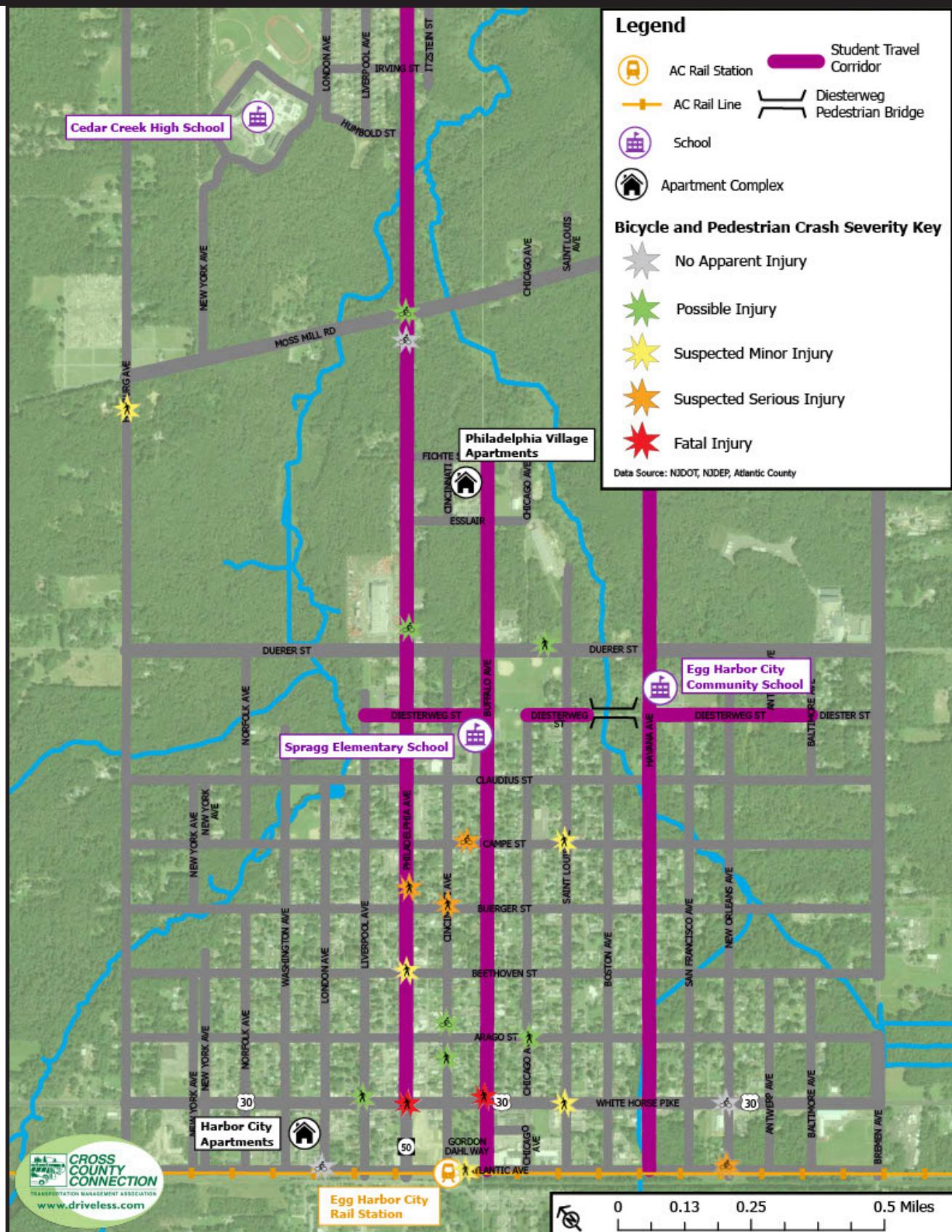
Crash Analysis

To help identify areas with student travel safety concerns, the most recent crash data from 2018 to 2023 was analyzed to pinpoint problem areas. Two analyses were done, one focusing only on pedestrian and bicycle crashes and a second evaluating all crash types.

Bicycle and Pedestrian Crashes

Crash locations from 2018-2023 that involved either a pedestrian or a bicyclist are shown in Map 6. There

Map 6: Bicycle and Pedestrian Crashes (2018 - 2023)



have been a total of 23 bicycle and pedestrian crashes in Egg Harbor City over the five-year period. Eight of those crashes caused fatalities or serious injuries, resulting in a 34% killed or seriously injured (KSI) crash rate over the last five years. The KSI crash rate in Egg Harbor City is almost three times higher than it is for the state of New Jersey. New Jersey's KSI crash rate is 13% of total crashes over the same five-year period.

Table 3: Bicycle and Pedestrian Crash KSI Rate

	Total Bicycle and Pedestrian Crashes	Bicyclists and Pedestrians Killed or Seriously Injured (KSI)	KSI Crash Rate
Egg Harbor City	23	8	34%
Atlantic County	577	174	30%
New Jersey	33,894	4,355	13%

The intersections with the highest concentration of crashes involving either a pedestrian or bicyclist were:

- White Horse Pike and Philadelphia Avenue
- White Horse Pike and St. Louis Avenue

Both intersections had three crashes occur from 2018-2023. No other intersection in Egg Harbor City had more than one pedestrian or bicyclist crash.

Fifteen pedestrian crashes and eight bicycle crashes occurred in Egg Harbor City between 2018 and 2023. Table 4 shows the pedestrian and bicycle crashes from that timeframe which either resulted in a fatality or serious injury (KSI), or occurred within a quarter-mile of a school.

Table 4: Pedestrian and Bicyclist Crashes

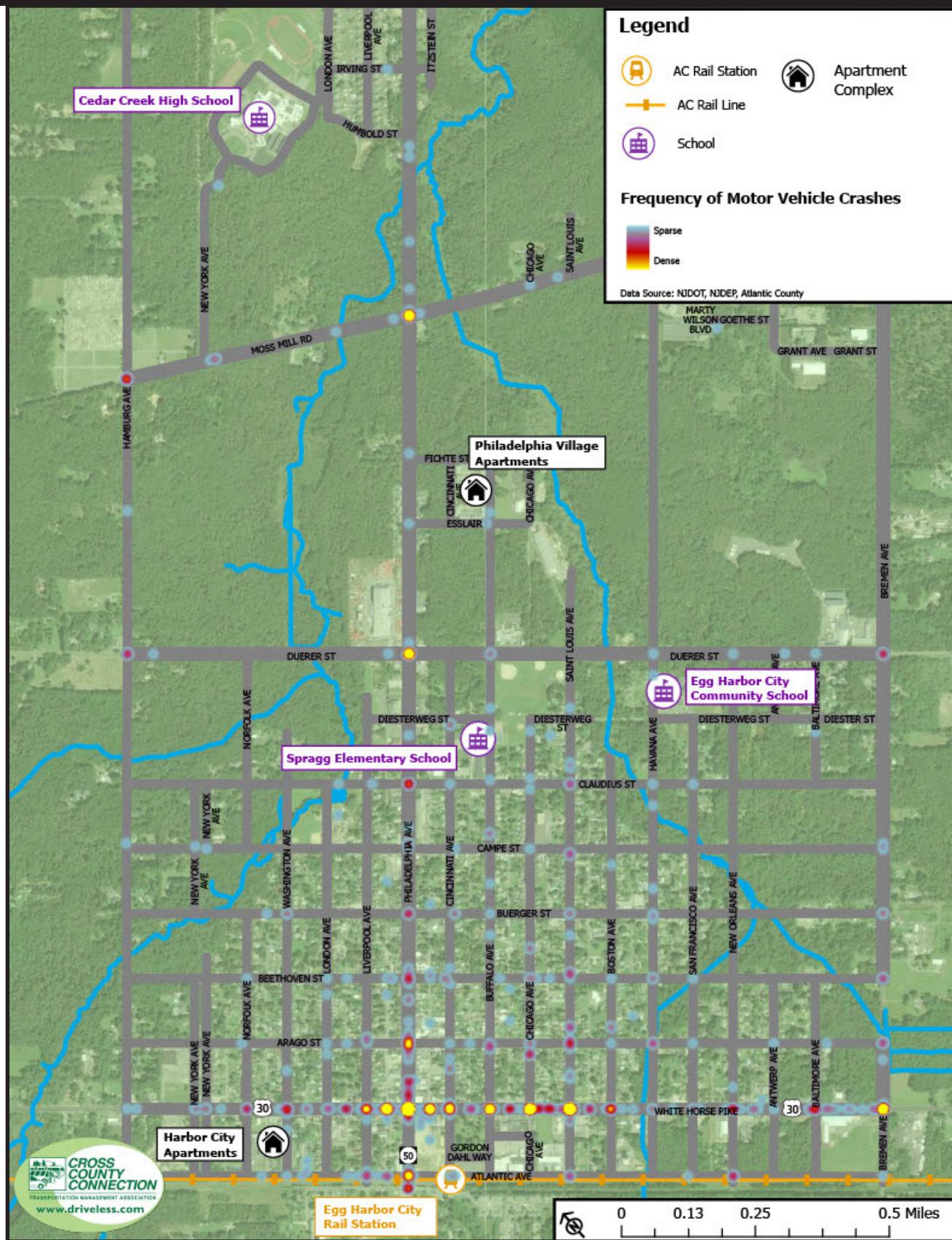
Crash Type	Severity	Location	< 1/4 Mile from School	Year
Pedestrian	Fatality	Philadelphia Avenue & White Horse Pike	No	2018
Pedestrian	Multiple Fatalities	Buffalo Avenue & White Horse Pike	No	2019
Pedestrian	Serious Injury	Route 50	No	2022
Pedestrian	Serious Injury	St. Louis Avenue & Buerger Street	No	2023
Pedestrian	Serious Injury	Philadelphia Avenue between Buerger & Campe Streets	No	2019
Pedestrian	Possible Injury	Duerer Street between St. Louis & Chicago Avenues	Yes	2023
Bicyclist	Serious Injury	Philadelphia Avenue & White Horse Pike	No	2023
Bicyclist	Serious Injury	Campe Street & 7th Terrace	No	2023
Bicyclist	Serious Injury	Atlantic Avenue & New Orleans Avenue	No	2023
Bicyclist	Possible Injury	Philadelphia Avenue past Duerer Street	Yes	2020

All Crash Types

To further the analysis of roadway conditions in Egg Harbor City, all crashes that took place from 2018 to 2023 were examined. Vehicle crashes can be indicative of safety issues that in turn impact all road users. Location and frequency of crashes is shown using a heat map in Map 7.

Over the five-year period analyzed there were 798 vehicle crashes in Egg Harbor City. The 23 crashes involving bicyclists and pedestrians are included in this count.

Map 7: All Crash Types (2018 - 2023)



Crash hotspots were identified at intersections with the highest total crash count over the examined time period. The intersections with the top six highest rates of crashes in Egg Harbor City are as follows:

1. Philadelphia Avenue and White Horse Pike: 91 crashes
2. St. Louis Avenue and White Horse Pike: 41 crashes
3. Chicago Avenue and White Horse Pike: 27 crashes
4. Philadelphia Avenue and Moss Mill Road: 23 crashes
5. 5th Terrace and White Horse Pike: 21 crashes
6. Philadelphia Avenue and Duerer Street: 21 crashes

Philadelphia Avenue contains three out of the six intersections with the highest crash rate. As this is a student travel corridor, this raises concerns for the safety of students using Philadelphia Avenue to walk or bike to school. Buffalo Avenue, another student travel corridor, has a high crash frequency (17) at its intersection with the White Horse Pike. Students that walk and bike to school share the roadways with drivers, so any safety improvements for one group of road users will benefit all.



3 Student Travel Corridors Road Safety Audit

A walking audit was conducted on January 10, 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, arrival procedure observations, and discussions with participants from the SRTS working group. Participants included the Mayor, Chief of Police, Municipal Engineer, Atlantic County Planners, School District Representatives, and Cross County Connection staff.

Walking Barriers

Table 5: Walking Barriers

Issue	Affected Area
Sidewalk Gaps	Throughout Egg Harbor City
Faded and Missing Crosswalks	Throughout Egg Harbor City
Crossing White Horse Pike Outside of Crosswalks	White Horse Pike
Inadequate Pedestrian Lighting	Diesterweg Pedestrian Bridge; Buffalo Avenue and Duerer Street
Cedar Creek High School Pedestrian Access	Cedar Creek High School

Sidewalk Gaps on Elementary and Middle School Travel Corridors

The pedestrian network in Egg Harbor City is very well connected. However, some gaps in available sidewalks remain. Missing sidewalk segments around the elementary and middle schools include Claudius Street, Havana Avenue, Buffalo Avenue, and Cincinnati Avenue.



Faded and Missing Crosswalks

Crosswalks are prevalent throughout Egg Harbor City. Many are painted in the transverse pattern of two parallel lines. Some are faded, making them less visible to drivers. There are intersections along student travel corridors that do not have marked crosswalks. These are streets and intersections where higher volumes of pedestrian traffic is expected.



Crossing White Horse Pike Outside of Crosswalks

Pedestrians were observed crossing the White Horse Pike at locations without a marked crosswalk. There are three marked crosswalks at unsignalized intersections on the White Horse Pike, however these locations do not provide any additional safety features, limiting their effectiveness. Each crosswalk has only one sign facing on-coming traffic indicating the crosswalk location, which does not provide sufficient warning to drivers to stop for pedestrians. If drivers do not stop, pedestrians must determine when there is an adequate gap in traffic to safely use the crosswalk. While marked crosswalks are a valuable pedestrian safety measure, without additional features designed to increase driver stopping rates, pedestrians will likely not travel out of their way to use one.

Inadequate Pedestrian Lighting

The pedestrian bridge on Diesterweg Street provides a major connection for students walking and biking to school. While the bridge appears to be in good condition, it is not well lit. Some students arrive early in the morning for breakfast before school starts or stay after school for extracurricular activities and may encounter low-light conditions depending on the time of year.



Source: Google Maps

Cedar Creek High School Pedestrian Access

For students walking to Cedar Creek High School, there are no dedicated pedestrian facilities on Philadelphia Avenue north of Duerer Street. For approximately a one-mile stretch, students must walk on the road with no shoulder or uneven terrain. There are also no pedestrian accommodations on Moss Mill Road or New York Avenue. This puts students walking or biking in a dangerous situation and at high risk of being involved in a crash when trying to access the school.



Source: Google Maps

Some sidewalks are provided in the neighborhood bordering the high school campus to the east. However, there are sidewalks missing on blocks connecting to Philadelphia Avenue on Irving Street. There are also no crosswalks at these intersections for students walking to the high school.

Bicycling Barriers

Table 6: Bicycling Barriers

Issue	Affected Area
Bike Lane Connectivity	Philadelphia Avenue (from Diesterweg Street to White Horse Pike)

Bike Lane Connectivity

One of Egg Harbor City's planned bicycle facilities are bike lanes in the shoulder of Philadelphia Avenue, beginning at Diesterweg Street and extending north to Egg Harbor Lake. These would provide bicycling access to Cedar Creek High School. There are no planned bicycle facilities on Philadelphia Avenue south of Diesterweg Street, in the business district. This segment of Philadelphia Avenue reaches widths of 70 feet and is currently configured with angled, pull-in parking. This parking pattern complicates the possibility of bike lanes, as cars would be backing into them when exiting, putting bicyclists in danger. Parking reconfiguration would be needed to address this issue.

Traffic Safety Issues

Table 7: Traffic Safety Issues

Issue	Affected Area
Congested Parent Drop-Off and Pick-Up	Egg Harbor City Community School
Confusion on One-Way Street	Cincinnati Avenue
Speeding	Throughout Egg Harbor City
Two- and Four-Way Stops	Throughout Egg Harbor City

Congested Parent Drop-Off and Pick-Up

Parents who drive students to the Community School display unsafe driving behaviors that also lead to traffic congestion during drop-off and pick-up. Parents are not pulling their cars into the dedicated drop-off loop and instead are stopping to let their students out at the first available curb. This causes traffic to back up through the intersection of Diesterweg Street and Havana Avenue. While this traffic is backed up in the northbound lane, some drivers pass on the right in the southbound travel lane, creating a hazard for students walking to school or exiting cars.

Confusion on One-Way Street

Behind Spragg Elementary, on Cincinnati Avenue, there is a one-way street with a parking lot for school faculty use. Drivers have been observed driving the wrong way on the one-way street after leaving the school parking lot.



Speeding

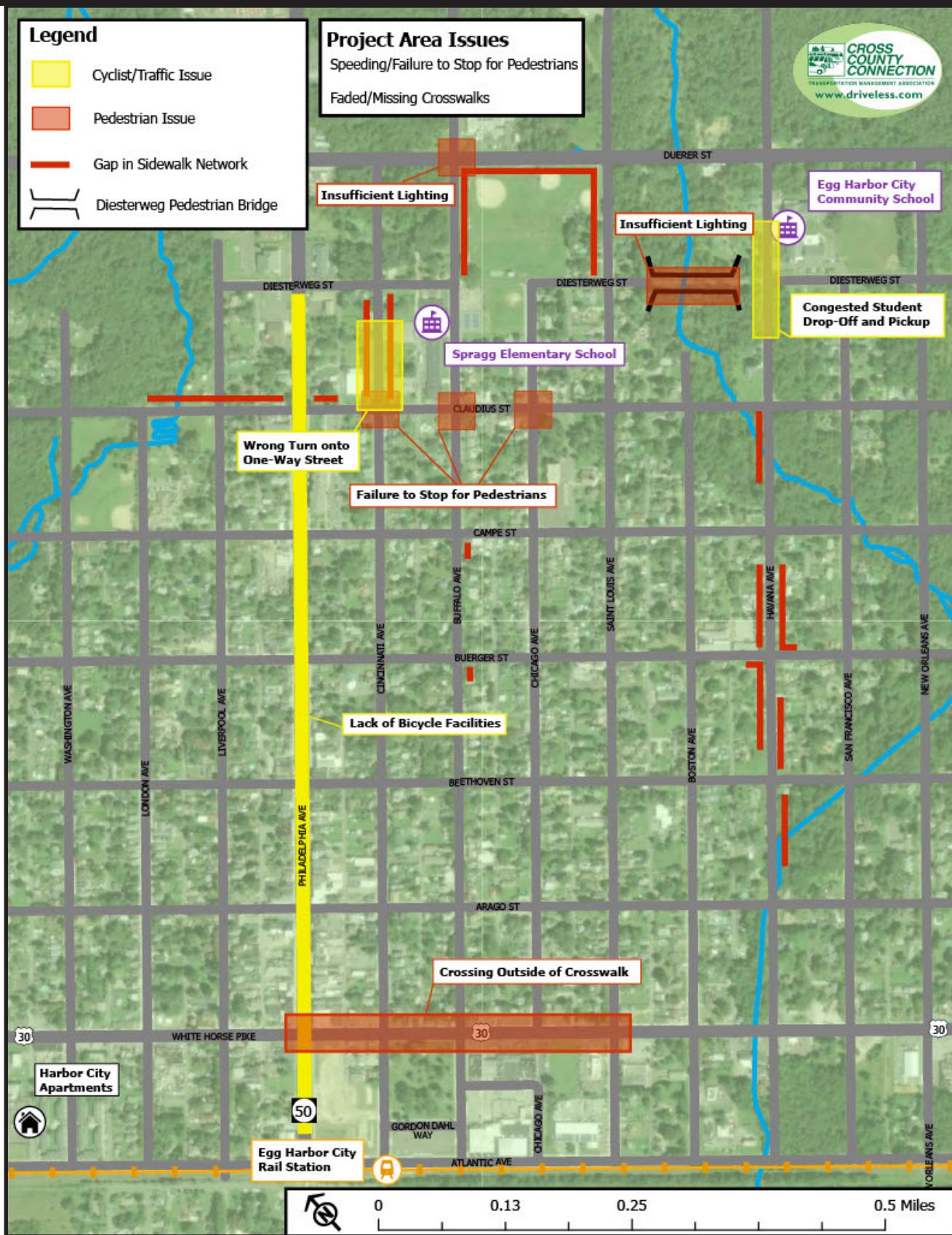
Drivers traveling on residential streets have been observed driving faster than the 25 MPH speed limit. This puts pedestrians, especially young students, at risk of being involved in a crash.



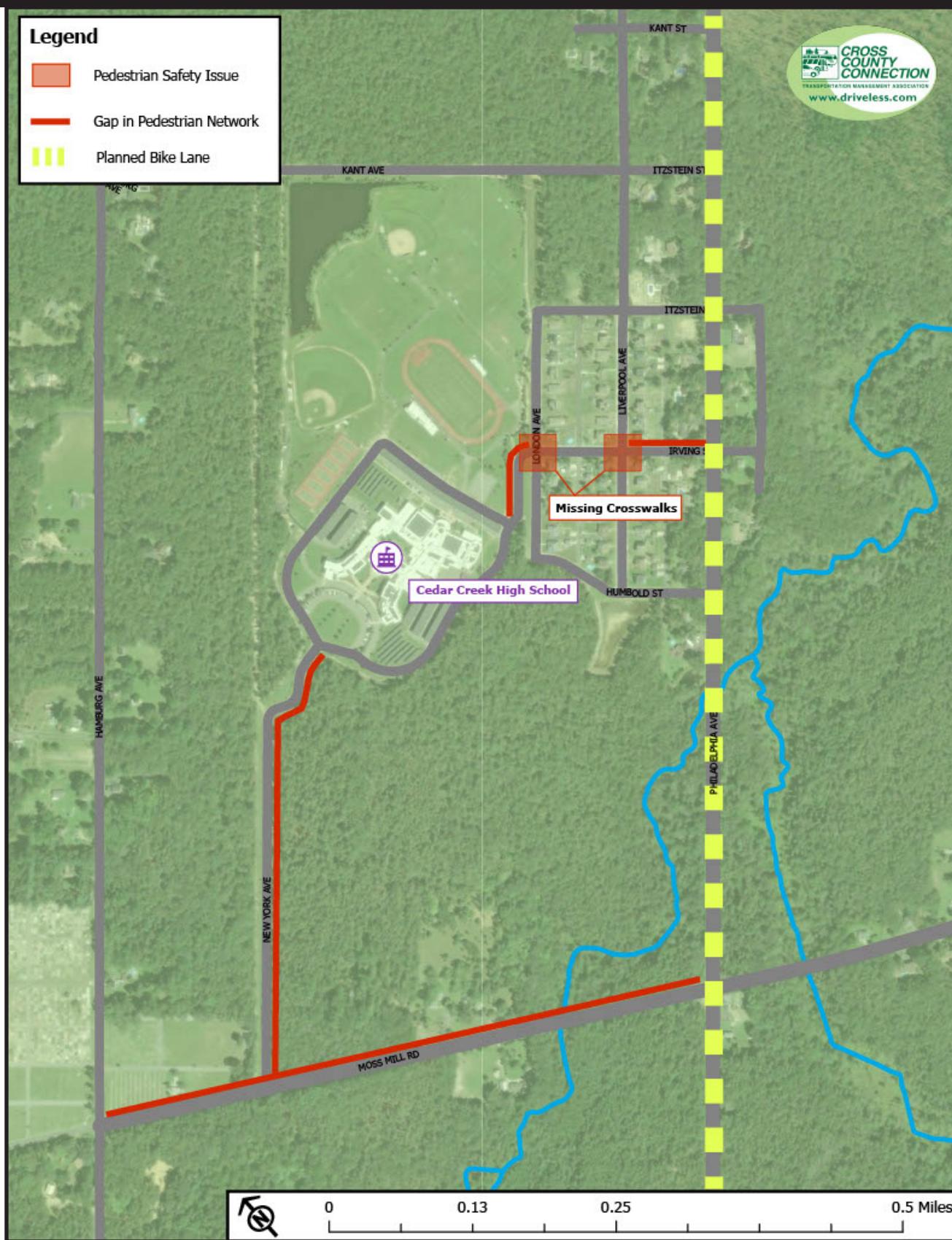
Two- and Four-Way Stops

Intersections in Egg Harbor City are typically either two- or four-way stops. Intersections immediately surrounding Spragg Elementary are two-way stops. These intersections have a high volume of students crossing to go to and from school. Having a two-way stop at a student crossing in an area with reports of speeding creates a dangerous environment where drivers may not be attentive enough to stop in time for students crossing the street. Additionally, at some two- and four-way stop locations, there are no stop bars prior to the crosswalks, giving even less visibility for drivers and pedestrians.

Map 8: Road Safety Audit Safety Issues



Map 9: Road Safety Audit Safety Issues - Cedar Creek High School





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. There are countermeasures that have been shown to improve pedestrian and bicyclist safety and accessibility where similar issues have been 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.

Pedestrian Infrastructure Recommendations

Table 8: Pedestrian Infrastructure Recommendations

Recommendation	Location(s)
Pave Sidewalk Gaps	Throughout Egg Harbor City
Improve Crosswalk Visibility	Throughout Egg Harbor City
Install Rectangular Rapid Flashing Beacons	White Horse Pike
Install Additional Pedestrian Lighting	Diesterweg Pedestrian Bridge; Buffalo Avenue and Duerer Street
Provide Pedestrian Access to Cedar Creek High School	Cedar Creek High School

Pave Sidewalk Gaps

Within the developed parts of Egg Harbor City, gaps in the sidewalk network should be filled with newly constructed sidewalks to provide a fully connected pedestrian network.

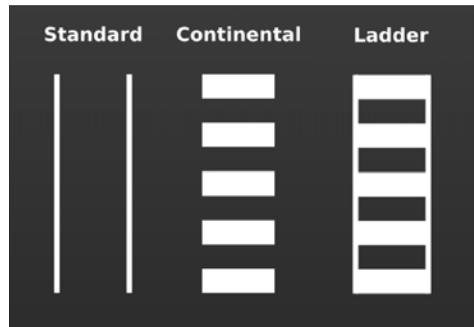
Improve Crosswalk Visibility

In recent years, standards have changed to prefer ladder or continental painted crosswalks which provide

added visibility to pedestrians crossing the road. All crosswalks which are faded or painted with a transverse line pattern should be replaced with a ladder or continental pattern. Buffalo and Cincinnati Avenues should have marked crosswalks added at all intersections, as these are two main student travel corridors.



Source: School Masters Safety



To supplement high visibility crosswalks, In-Street Pedestrian Crossing signs are inexpensive and easy to install. These signs encourage drivers to stop for pedestrians and slow them down by being in the roadway, requiring the attention of drivers. These signs may require frequent maintenance or replacement if a vehicle strikes it, but the safety benefit outweighs that associated cost. The location of the sign may reduce the frequency of replacement. The In-Street Pedestrian Crossing sign may be placed at the crosswalk location on the center line, a lane line, or on an edge line.¹



Install Rectangular Rapid Flashing Beacons

The three marked crosswalks along the White Horse Pike are located at Cincinnati Avenue, Buffalo Avenue, and Chicago Avenue. These crosswalks connect residents to community amenities and retail.

Rectangular Rapid Flashing Beacons (RRFBs) would be an effective addition to alert drivers that they must stop for crossing pedestrians. An overhead RRFB would provide the most visibility and protection for pedestrians. RRFBs have been shown to increase driver yielding rates up to 98%. Signs directing pedestrians to use the crosswalk should be added at nearby retail locations where pedestrians have been observed crossing.

Since the White Horse Pike is a state-owned road, Egg Harbor City would have to coordinate with the New Jersey Department of Transportation to install RRFBs. Two of the three crosswalks are located adjacent to a planned project addressing traffic access to NJ TRANSIT's Egg Harbor Rail Station, which may provide an opportunity to include them into project construction.

Install Additional Pedestrian Lighting

Additional pedestrian-scale lighting should be installed on the Diesterweg Street pedestrian bridge. This will ensure safe and visible conditions for students walking to and from school at low-lighting times of the day. Pedestrian-scale lighting should also be added at the intersection of Duerer Street and Buffalo Avenue.

Provide Pedestrian Access to Cedar Creek High School

A wide, multi-use side path should be added to New York Avenue and Moss Mill Road. A side path can

1 Manual on Uniform Traffic Control Devices (MUTCD) 11th Edition, Section 2B.20

accommodate both pedestrians and bicyclists. This provides pedestrians and bicyclists with a safe, separated facility to travel to and from the high school. The American Association of State Highway and Transportation Officials' (AASHTO) recommends a minimum of 10 feet for multi-use trails. The side path would likely need to be constructed using permeable pavement, to address stormwater concerns in a wetlands area. A side path along Moss Mill Road and New York Avenue would provide connectivity to the bike lanes planned on Philadelphia Avenue.



Source: Rural Design Guide

While it would be a large undertaking, measures should be taken to provide some form of pedestrian accommodation alongside Philadelphia Avenue in the rural part of the city north of Duerer Street. Limited right of way, environmental regulations, and maintenance considerations would likely rule out the use of sidewalks or a paved multi-use trail, but even a narrow crushed rock or gravel side path would be a significant improvement.

Bicycle Infrastructure Recommendations

Table 9: Bicycle Infrastructure Recommendations	
Recommendation	Location(s)
Extend Planned Bike Lane	Philadelphia Avenue (from Diesterweg Street to White Horse Pike)

Extend Planned Bike Lane

Bike lanes can be accommodated throughout Philadelphia Avenue by switching the parking lane from angled to parallel parking. This will connect to planned bike lanes north of Diesterweg Street. Not only would this change provide adequate space for bicycle connections, but converting angled parking into parallel parking is a countermeasure which decreases the frequency of crashes on the roadway.²

Another option that may be easier to implement in the short-term is switching the current pull-in angled parking to back-in angled parking. This would allow parked drivers to have full visibility when exiting the parking lane for both other drivers and bicyclists. The current road width would still allow for bike lanes in front of the back-in angled parking.

Traffic Safety Recommendations

Table 10: Traffic Safety Recommendations	
Recommendation	Location(s)
Direct Parent Drop-Off and Pick-Up	Egg Harbor City Community School
One-Way Street Markings and Signs	Cincinnati Avenue
Traffic Calming	Throughout Egg Harbor City
Evaluate Warrants for Four-Way Stops	Throughout Egg Harbor City

² Crash Modification Factors Clearinghouse: Convert Angled Parking to Parallel Parking

Direct Parent Drop-Off and Pick-Up

Staff of the Community School should direct parents to only use the school entrance loop when dropping off or picking up students. Parents should be directed to pull all the way forward into the loop to maximize its capacity and reduce traffic congestion on Havana Avenue. The loop is also a safer place for students to exit the vehicle.

One-Way Street Markings and Signs

Cincinnati Avenue, behind Spragg Elementary, is a one-way street. There have been instances of cars driving the wrong way on this street when leaving the school parking lot. Signage and pavement markings to indicate that this is a one-way street should be added to discourage drivers from traveling the wrong way, as seen in the Community School parking lot.



Source: Google Maps

A painted curb-extension and stop bar used on the one-way segment of Havana Avenue should be replicated at both ends of Cincinnati Avenue. In the parking lot exit lane, a right-turn only pavement marking should be painted along with lanes that clearly indicate how to navigate the road. A sign restricting left turns should also be used. Signs should be added at each entrance of the one-way road and the stop sign remaining at the intersection of Cincinnati Avenue and Campe Street facing traffic that would be traveling the wrong way should be removed.

Traffic Calming

Speeding increases both the frequency and severity of crashes, and is a well-documented factor in death and injury of pedestrians.³ Addressing vehicle speed is the most effective way to limit the chances of a serious injury or fatality in the unfortunate circumstance there is a crash involving a pedestrian. Speeding on residential roads can be addressed with various traffic calming measures. Traffic calming is a self-enforcing traffic management approach that forces drivers to alter their speed.⁴ Not only can traffic calming lower vehicle speeds, but it has also been shown to reduce the frequency and severity of crashes and alleviate the need for police enforcement. Some traffic calming measures can also be used to enhance the appearance of the street environment.



Source: United States Department of Transportation, Impact Speed and a Pedestrian's Risk of Death

³ U.S. Department of Transportation Safe System Approach

⁴ New Jersey School Zone Design Guide

Examples of traffic calming that would benefit Egg Harbor City, specifically surrounding schools, include:

Speed Feedback Signs



Constant enforcement by a community's police department is not possible. However, speed feedback signs with flashing lights can alert drivers when they are traveling over the speed limit and encourage them to slow down. Signs with red and blue flashing lights can give the impression of enforcement where speeding is an issue.

Textured Pavement Crosswalks



Textured pavement creates a visual separation between pedestrians and drivers. The variety in color and texture indicates to drivers that they are traveling through a pedestrian-centric zone. Crosswalks can be maximized using textured pavement, such as stamped concrete that appears like brick, and thick painted lines.

Raised Crosswalks or Intersections



Raised crosswalks are elongated speed humps that feature a marked crosswalk at the same elevation as the connecting sidewalks. Raised intersections are similar to raised crosswalks, however they raise the entire area of an intersection including all four crosswalks to the sidewalk level. Both raised crosswalks and intersections increase pedestrian visibility, slow vehicle speeds, and allow for emergency vehicles to pass through with minimal impedance.

Pavement Markings



Pavement markings are used to alert drivers of roadway conditions. All painted markings must be compliant with the Manual on Uniform Traffic Control Devices (MUTCD). Markings may include "SLOW" or "SLOW SCHOOL ZONE" to alert drivers that they must reduce speed and be aware of increased pedestrian activity around schools. This is a low-cost improvement that can have an immediate impact on vehicle speeds.

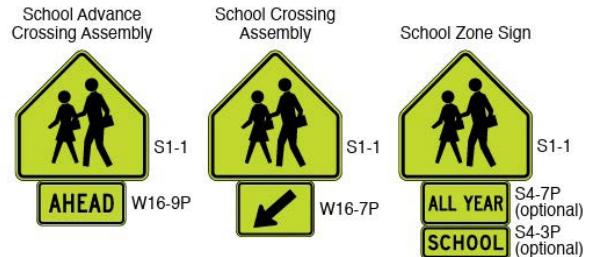
Evaluate Warrants for Four-Way Stops

Several intersections closest to Spragg Elementary and along student travel corridors are currently two-way stops. Considering the increased pedestrian traffic and reports of speeding in this area, these intersections could benefit from being made four-way stops. This requires full driver attention and encourages stopping for pedestrians. The warrants for making these into four-way stops should be evaluated by Egg Harbor City's engineering team to see if it is a possibility.

These intersections are:

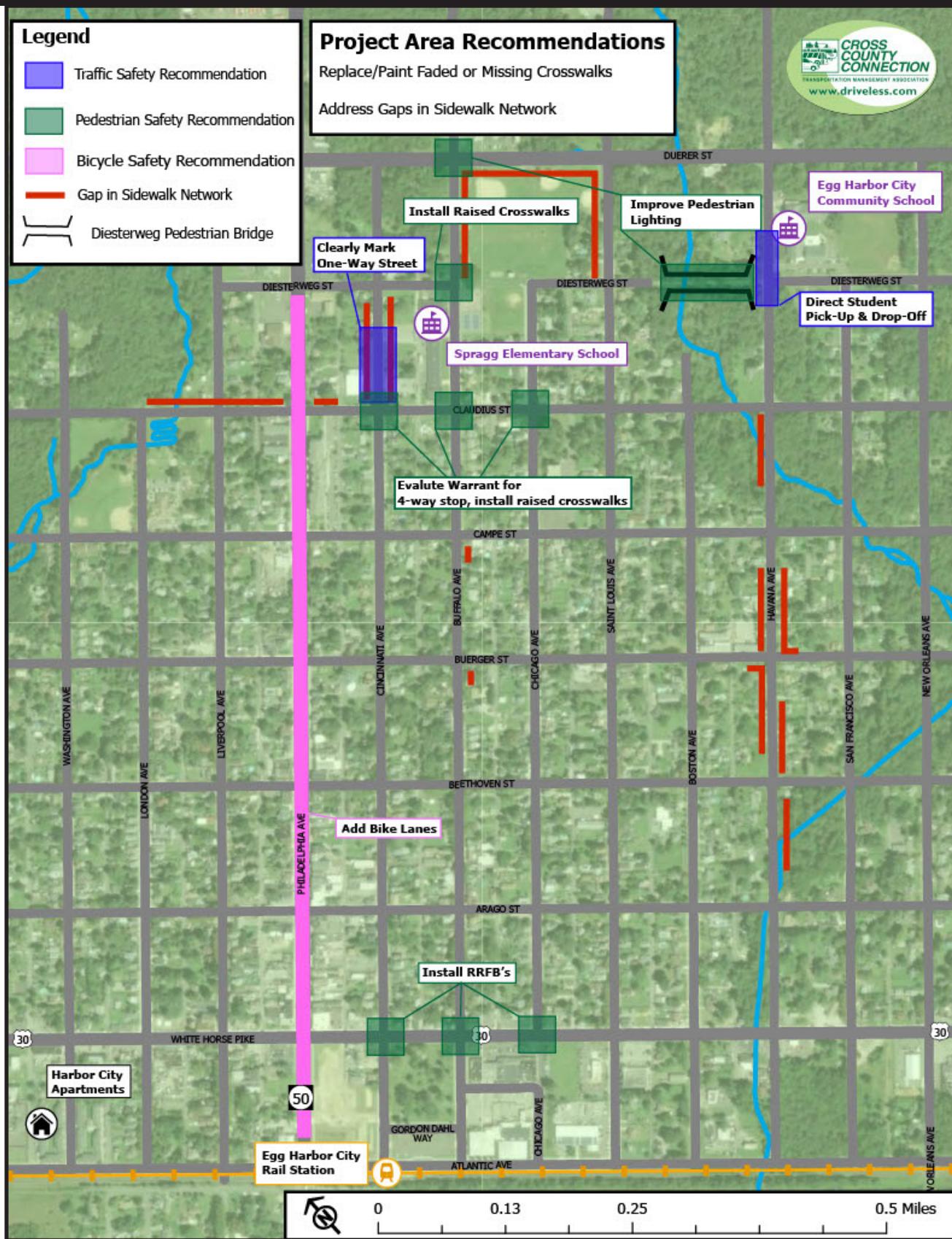
1. Claudius Street and Cincinnati Avenue
2. Claudius Street and Buffalo Avenue
3. Claudius Street and Chicago Avenue

If it is determined that making these intersections four-way stops would not be effective, a School Crossing Assembly with advanced warning signs should be used.

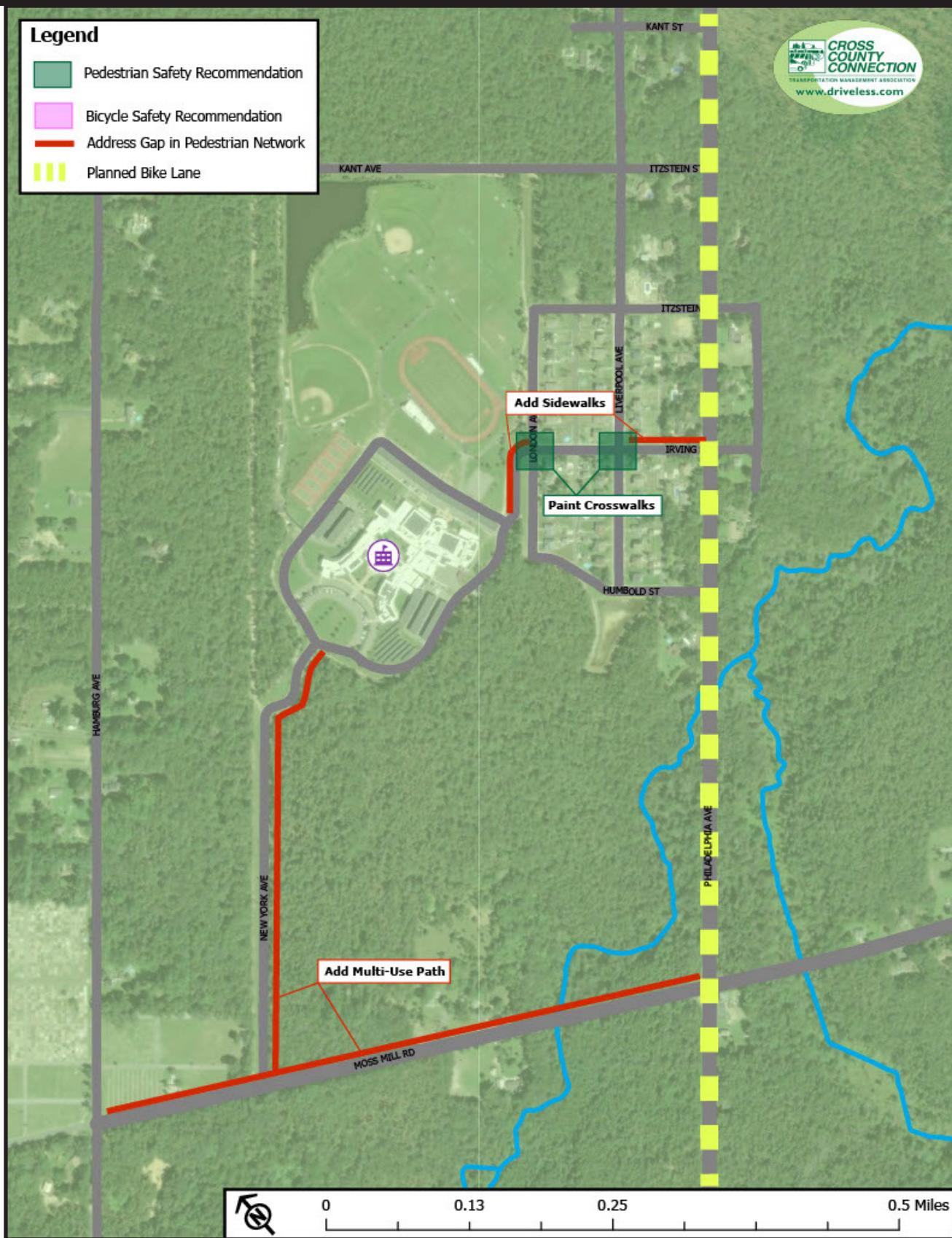


Source: MUTCD, 11th Edition

Map 10: Infrastructure Recommendations



Map 11: Infrastructure Recommendations - Cedar Creek High School



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5 Non-Infrastructure Recommendations

The SRTS Program is organized around five complimentary strategies known as the five E's. Engineering, which was explored in the Infrastructure Recommendations, is just one of these. The following are the recommended non-infrastructure actions suggested to achieve the goals of the Egg Harbor City Travel Plan by addressing the remaining four E's of the Safe Routes to School Program: Education, Encouragement, Enforcement, and Evaluation. Additional information on these recommended programs is available on Cross County Connection TMA's website: www.driveless.com.

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 bicycling, while also raising community awareness of the benefits of walking and bicycling. Table 11 details the recommended Education Actions.

Table 11: Education Recommendations

Education Actions	Responsibility	Time Frame
Pedestrian Safety Presentation	Cross County Connection TMA	Annual
Bicycle Safety Presentation	Cross County Connection TMA	Annual
Bookmark Contest	Egg Harbor City Schools, Cross County Connection TMA	Annual
Bicycle Rodeo	Egg Harbor City Schools, Egg Harbor City Police Department, Cross County Connection TMA	Annual
Creation and distribution of educational materials to schools and community members	Egg Harbor City Schools, 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, as well as learning the meaning of each sign. The program enables and encourages children and youth, including those with disabilities, to travel by foot, bike, or other mobility devices.



Bicycle Safety Presentation

The Bicycle Safety Presentation educates students in kindergarten through eighth grade 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 tools and laws to ensure they will have a safe ride and how to properly fit and wear their helmet. The Community School and Spragg Elementary are established SRTS partners and should continue to use Cross County Connection's Bicycle and Pedestrian Safety Program on an annual basis.

Bookmark Contest

The Bookmark 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 to show the importance and benefits of walking and biking to school.



Bicycle Rodeo

A bicycle rodeo is a fun, interactive, and educational event designed to teach children how to be safer and more confident bicyclists. Participants practice bike handling skills and learn about safe biking practice and road laws in a supervised environment away from vehicle traffic. Police departments host the bike rodeo, set up the 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 eighth grade.

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 and biking to school through hands-on activities that generate excitement about walking and biking. These programs are essential to building the momentum necessary to change school travel habits. Below are activities, events and programs that Egg Harbor City School District should conduct to encourage students to walk and bike to school.

Table 12: Encouragement Recommendations

Encouragement Actions	Responsibility	Time Frame
Participation in National Walk to School Day	Egg Harbor City Schools, Cross County Connection TMA	Annual in October
Participation in National Bike to School Day	Egg Harbor City Schools, Cross County Connection TMA	Annual in May
Ruby Bridges Walk to School Day	Egg Harbor City Schools, Cross County Connection TMA	Annual, November 14
Walking School Bus	Egg Harbor City Schools, Cross County Connection TMA	Daily/Weekly
Golden Sneaker Challenge	Egg Harbor City Schools, 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 or bike to school. These events can include parents and faculty walking with the students part of the way.

- National Walk to School Day is celebrated 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.
- National Bike & Roll to School Day is celebrated on the first Wednesday of May, as a part of National Bike Month. This event encourages students to bike to school and schools to celebrate cycling and promote bike safety, healthy lifestyles, and community participation.
- 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 kids to make positive changes in their school and community. This day is celebrated annually on November 14 and throughout the month.

Walk or bike to school days do not need to be one-time events. Additional walking and biking events should be implemented on an on-going basis throughout the school year. Some schools will 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 during International Walk to School Month and Bike to School Month, visit www.saferoutesnj.org and www.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 Egg Harbor City 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 between groups of students to see who can walk or bike the most steps. 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 be anywhere from a week to a month long. Bicycling can be added to the competition if desired. At the end of the decided timeframe, the group with the most steps, or that walked or biked to school the most, will earn the "Golden Sneaker".

Enforcement

Enforcement of safe and lawful travel behavior around schools and throughout the City by the Egg Harbor City Police Department is important to ensure a safe walking environment for children. Enforcement actions to promote safe travel behavior around the schools are shown in Table 13.

Table 13: Enforcement Recommendations		
Enforcement Actions	Responsibility	Time Frame
Police Presence at School Arrival	Egg Harbor City Police Department	Ongoing
Social Media/Public Service Announcements	Egg Harbor City Police Department, Egg Harbor City staff	Ongoing
Anti-Idling Program	Egg Harbor City Police Department, Egg Harbor City staff, 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. This can ensure that drivers are stopping for pedestrians, traveling at safe speeds, using the correct drop-off lanes, and obeying all traffic laws.

Social Media/Public Service Announcements

Having the Police Department post Public Service Announcements specific to the schools can alert residents if there are any ongoing traffic problems that they should be aware of. These announcements can be posted to the Police Department's website or social media.

Anti-Idling Program

Poor air quality can negatively affect the health of students and staff. An anti-idling program is distinct from the SRTS program, but Cross County Connection can assist the City and School District with setting up a program. While enforcement of a state anti-idling law can be part of the program, it does not have to be the focus and instead it could prioritize the educational element.

According to the New Jersey Department of Environmental Protection (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.

Egg Harbor City has completed the first step of an anti-idling program, which is to pass an anti-idling resolution. Cross County Connection can assist the City and School District with strengthening this program with the following steps. 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 city's commitment to improve air quality and student health. This has already been completed by Egg Harbor City in 2021.
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 as to why an anti-idling program is beneficial. Educational materials are available at no cost. Information regarding this program can be found at www.saferoutesnj.org.

Evaluation

The success of your Safe Routes to School Program should be evaluated periodically to determine impact of the school's efforts. Additionally, being able to document outcomes from any Safe Routes to School efforts is beneficial for any type of grant submission involving infrastructure in and around schools. Keeping track of the progress made can be done with the recommendations in Table 14.

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

Certification Programs

Participating in certification programs also provides an effective framework to evaluate the success of Safe

Routes to School efforts.

- [The Safe Routes to School Certification 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 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 a Safe Routes to School District Policy, creating a school travel plan, and pedestrian and bicycle safety initiatives can help earn points towards Sustainable Jersey certification. Sustainable Jersey also offers technical assistance and grant programs open to certified schools.

Egg Harbor City and Egg Harbor City 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.

Student Travel Tallies

Student travel tallies are typically held in-class by school staff to determine how children arrived at school each day over a period of a week. Tallies should be held 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, once in the fall and once in the spring.

Parent Surveys

Obtaining feedback from parents about their safety concerns regarding letting their child walk and bike to school is a way to evaluate how the Safe Routes to School program is doing. This survey can be conducted yearly at the beginning of the school year to gauge what safety concerns need to be addressed in the upcoming year.

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 can be kept and referenced to see 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 direct Egg Harbor City School District to information on various policies including:

1. Walking & Biking Policies
2. Parent Drop-Off Policies
3. Helmet Regulation 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 would improve the safety of Egg Harbor City School District students walking and bicycling to school. These funding programs are competitive, have deadlines and the application process requires time to complete. The programs listed below receive far more funding requests than can be obligated. Cross County Connection is available to provide guidance on appropriate funding sources and assistance with preparing grant applications.

Egg Harbor City 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 to apply to. This information can be found at www.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. For information on current federal bicycle and pedestrian funding programs, visit www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/ and navigate to “Pedestrian and Bicycle Funding Opportunities”.

The funding programs listed below are provided as a general guide and are not an exhaustive list of available funding sources. For more information on a specific program, please contact the granting agency or refer to the grant program guidelines found on the program websites as programs can change frequently.

Federal Grant Programs

Safe Streets and Roads for All Grant 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. Find more information about applying for an SS4A grants at www.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. Eligible projects may include the design, construction or installation of sidewalks, crosswalks, signals, traffic-calming, and bicycle facilities within two miles of a school (K-12). Local and regional governments, school districts and individual schools are eligible to apply and receive direct funding. Find updates and information on SRTS funding at www.saferoutesnj.org/safe-routes-to-school-grants/.

Transportation Alternative (TA) Set-Aside

The Transportation Alternatives Set-Aside Program (TA Set-Aside) is federally funded and administered by NJDOT, in partnership with North Jersey Transportation Planning Authority (NJTSA), the Delaware Valley Regional Planning Commission (DVRPC), and the South Jersey Transportation Planning Organization (SJTPO). TA Set-Aside Grants are community-based, non-traditional transportation projects which expand travel choice, strengthen the local economy, improve the 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. The applicant must provide a responsible charge who meets federal requirements that they are a full-time employee of a local public agency.

Highway Safety Improvement Program (HSIP)

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.

Applying for funding through SJTPO's Local Safety Program requires applicants to follow an intuitive five-step, data driven process. The Project Application and Program Guidance document directs applicants through that process.

To find out more information on how to apply, reach out to SJTPO at 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 the bicycle and pedestrian safety around their schools.

Safe Streets to Transit

The New Jersey Department of Transportation's Safe Streets to Transit (SSTT) Grant Program provides funding to counties and municipalities for projects that will improve pedestrian safety within one mile of transit facilities, with priority given to projects within a half-mile of transit facilities. Egg Harbor City has NJ TRANSIT bus stops and an Atlantic City Rail Station one block from the White Horse Pike. Improving pedestrian facilities surrounding these transit stops will also improve pedestrian facilities for students.

This grant program gives additional priority to projects within a one-mile radius of a school, and to applicants who have adopted a Complete Streets Policy. Typical eligible projects include intersection safety improvements, traffic control devices that benefit pedestrians, traffic calming measures, sidewalk reconstruction, pedestrian oriented lighting, sidewalk widening, and constructing curb ramps.

For more information regarding these state funding programs contact:

New Jersey Department of Transportation (NJDOT) District Manager, NJDOT 1 Executive Campus Route 70 West, 3rd Floor Cherry Hill, NJ 08002 Phone: 856-486-6618 Fax: 856-486-6771

Website: <https://njdotlocalaidrc.com/state-funded-programs/>

Other Funding Sources

NJDOT also provides resources for funding that comes from other sources outside of NJDOT. Those funding sources can be found at <https://njdotlocalaidrc.com/other-funding.php>.

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7 Conclusion

Egg Harbor City School District is committed to increasing the number of children walking and biking to school through its participation in the Safe Routes to School program. The school district's current SRTS program addresses students' safety through educational activities. The district has sought to build upon this foundation and encourage more students to walk and bike to school. As a step in achieving this goal, they have partnered with Cross County Connection to develop the Egg Harbor City School District Travel Plan.

This travel plan addresses existing and potential pedestrian and bicycle safety issues. Continued concerns about existing and potential safety issues consist of intersection and mid-block crossings, motorists speeding, and gaps in the 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. The goal is to improve the physical and environmental health of Egg Harbor City's students and the community.

Next Steps

Implementation of the Egg Harbor City 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 towards achieving the goals set forth by the SRTS Working Group. The following entities should undertake the actions below.

Egg Harbor City:

1. Partner with Atlantic County to address the safety issues identified on county roads, including Philadelphia Avenue.
2. Pursue SRTS Infrastructure Grants and other grants administered by the NJDOT and the South Jersey Transportation Planning Organization (SJTPO) to implement recommendations identified in Chapter 4, such as high-visibility crosswalks, traffic calming, and other pedestrian and bicycle safety improvements.
3. Coordinate with SJTPO on any future roadway plans. SJTPO finalized a Local Road Safety Plan for

Atlantic County in November 2024 and is in the implementation process. This plan can aid the city with how to proceed with creating safer roadways for all road users, including students and their families.

Egg Harbor City 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, to modify the SRTS program, where necessary.

Through continued partnerships and the expertise of the various partners, Egg Harbor City 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 Egg Harbor City School District Travel Plan was created through collaborative efforts of the Safe Routes to School Working Group and Cross County Connection TMA. The travel plan addresses Egg Harbor City 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 Egg Harbor City School District Travel Plan outlines the potential safety issues and concerns regarding pedestrian infrastructure within close proximity to the school and offers recommendations to address these areas of concern.

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 Egg Harbor City School District and Egg Harbor City 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.

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