AUDUBON

SCHOOL TRAVEL PLAN



CROSS COUNTY CONNECTION
TRANSPORTATION MANAGEMENT ASSOCIATION

NEW JERSEY Safe Routes

Audubon School District
Safe Routes to School Travel Plan

Prepared by:

Cross County Connection

Transportation Management Association

October 2026

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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 and 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

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1 Introduction

The Audubon Borough School Travel Plan was created through collaborative efforts of the Safe Routes to School Working Group and Cross County Connection Transportation Management Association (CCCTMA). This report addresses Audubon Borough's interest in improving pedestrian and bicyclist infrastructure to create a safer environment for students to get to and from school. The Audubon Borough School Travel Plan outlines potential safety issues and concerns regarding pedestrian and bicyclist infrastructure close to schools and offers recommendations to address these areas. The plan will also outline potential non-infrastructure recommendations and policies that encourage active travel to and from school. The goal is to reduce the risk of bicycle and pedestrian crashes and create a culture that encourages students to walk and bike to school.

Cross County Connection (CCCTMA) prepares School Travel Plans as part of the 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 or bike. By focusing on improvements to support active travel by youth, stakeholders can create conditions that are safe, healthy, and appealing for all.

The New Jersey Department of Transportation (NJDOT) administers the SRTS 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).

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 counties. Cross County Connection's programs and services encourage and facilitate the safe use of public transit, carpooling, vanpooling, electric vehicles, bicycling, and walking for all.

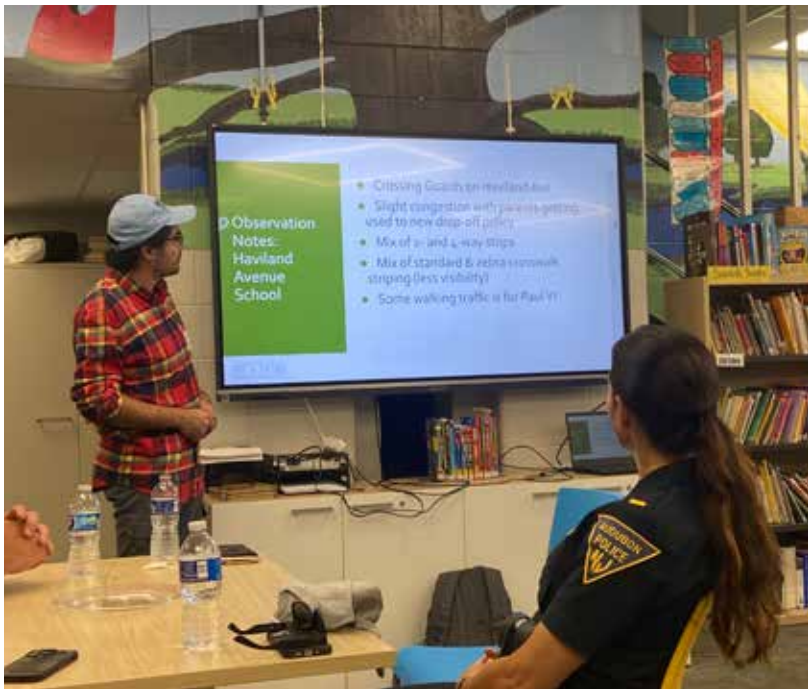
Student Travel Plan Goals

A Safe Routes to School (SRTS) Travel Plan maps out how to improve pedestrian and bicyclist 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 goals:

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

By focusing on making streets safer for students who walk and bike to school, travel becomes safer for everyone. Road safety is a matter of public health. There is strong evidence that, in children and adolescents, higher levels of physical activity are associated with favorable outcomes impacting cardio-respiratory and muscular fitness, weight status, bone health, bone structure, bone mass, bone strength, and adiposity (US Department of Health and Human Services, 2018). For any transportation project, providing safe access for all road users should be considered at all stages of the project – planning, design, and construction.

Recommendations include both actions that can immediately be put into place and others that require further planning, coordination, and grant funding.



Cross County Staff presenting before the Road Safety Audit on 10/7/25

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. Bonnie Smeltzer, Mansion Avenue School Principal, was the primary contact for the school district and municipality. A preliminary working group meeting was held on September 3, 2025, to establish travel plan priorities

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Table 1: Safe Routes to School Working Group			
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Study Area Description

Audubon Borough is a small, densely populated community located in Camden County, with a total area of 1.49 square miles. Audubon School District does not provide bus services to their students, except for those with disabilities. The New Jersey Department of Education requires school districts to provide bussing for students that live more than two miles away from school (2.5 miles for high schools), which does not apply to any student in the district. Audubon Borough is bordered by Audubon Park Borough, Oaklyn Borough, Haddon Township, Haddon Heights Borough, Haddonfield Borough and Mt. Ephraim Borough. Audubon Borough is the sole focus of this report. Audubon Borough and the nearby towns are shown in Map 1.

Audubon School District is comprised of three schools:

1. Haviland Avenue School (Pre-K through 2nd Grade)
2. Mansion Avenue School (3rd Grade through 6th Grade)
3. Audubon Jr./Sr. High School (7th Grade through 12th Grade)

School Descriptions

Haviland Avenue School

Haviland Avenue School is in the northern area of the borough, located on the street it is named for. It is on the opposite side of the White Horse Pike (US Rt. 30) and Atlantic Avenue (County Route 729 and 744) from Mansion Avenue School and the Junior Senior High School. The school day at Haviland Avenue School starts at 7:55 a.m. and ends at 2:35 p.m. There are currently 230 students enrolled at Haviland Avenue School

Mansion Avenue School

Mansion Avenue School is also located on the street it is named for, at the intersection with Wyoming Avenue (County Road 653). Mansion operates later than Haviland Avenue School, with student arrival at 8:25 a.m. and dismissal at 3:00 p.m. There are currently 320 students enrolled at Mansion Avenue School.

Audubon Jr./Sr. High School

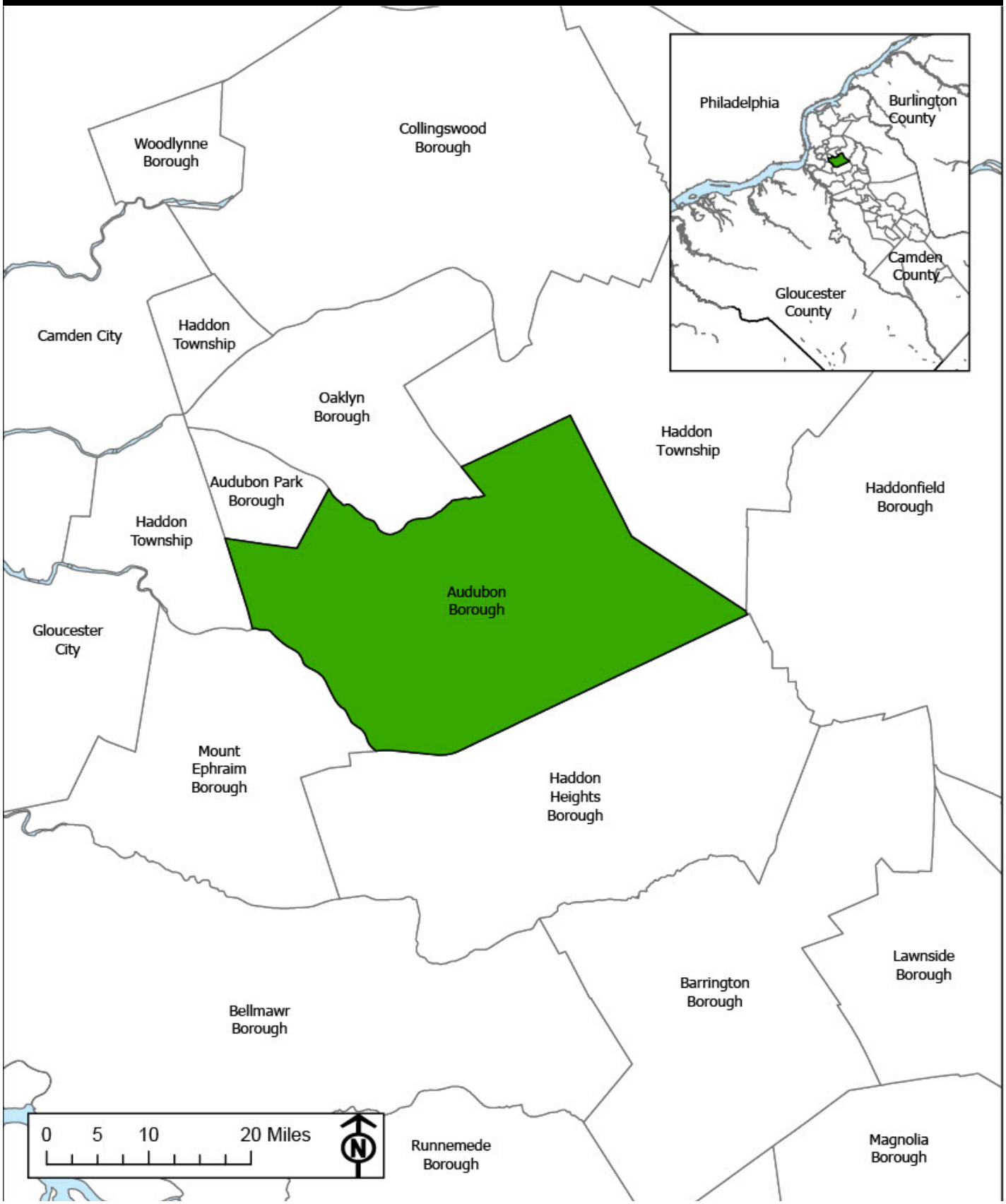
Audubon Jr./Sr. High School is in the southern area of the borough, on Edgewood Avenue. The High School has the same hours as Haviland Avenue School, from 7:55 a.m. to 2:35 p.m. There are currently 782 students attending Audubon Jr./Sr. High School. The school enrolls students from nearby Audubon Park and Mt. Ephraim Boroughs.

Student Travel Modes

Student travel tallies were collected as part of the School Travel Plan process to assess how many students currently walk or bike to school. Teachers conducted travel tallies at each of the three schools in Audubon Borough and provided counts of how students got to and from school each day. The tallies were taken during the week of September 2, 2025. There was no precipitation that week, so student travel was not negatively impacted by the weather.

Students at Mansion Avenue School walk more than students from Haviland Avenue School and the Junior

Map 1 - Regional Context



Senior High School. Mansion students have the opportunity to participate in a Walking School Bus. New Jersey SRTS defines a Walking School Bus as a group of children that walk to and from school under the supervision of one or more adults. A Walking School Bus travels along a predetermined route and may pick up children at "stops" along the route. Mansion Avenue School refers to their Walking School Bus as a "walking shuttle." The Mansion walking shuttle in Audubon Borough meets up at Haviland Avenue School and travels to Mansion Avenue School accompanied by an Audubon police officer. The walking shuttle undoubtedly plays a large role in the number of students walking to the school. Haviland Avenue School has the highest rate of student trips completed by family vehicle. Due to the age of the students, Haviland Avenue School policy requires parents to accompany their students on the walk to school.

Audubon Jr./Sr. High School has the highest rate of bicycle trips, most likely due to the older age of the students. Since the High School enrolls students from nearby municipalities, increased distance from school could also be a factor. Parents are more likely to allow older students to ride their bikes by themselves. The High School also has a much higher rate of carpooling than the other two schools. The share of student travel by mode, shown by the percentage of total trips, is found in Table 2.

Table 2: Student Travel Tallies (2025)

	Walk	Bike	Family Vehicle	Carpool	Bus/Transit/ Other
Haviland Avenue School	26.11%	1.35%	70.79%	0.00%	0.40%
Mansion Avenue School	56.96%	3.00%	36.28%	1.83%	1.08%
Audubon Junior Senior High School	25.79%	5.83%	57.42%	7.87%	2.18%
All Schools Average	35.08%	4.17%	53.62%	4.89%	1.62%

2 Community Profile

Existing conditions of the bicycle and pedestrian network were evaluated, as well as a study of relevant demographic criteria, student travel patterns and parent feedback to ensure a comprehensive plan that addresses safety at all levels.

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 Audubon Borough 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 communities 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 students and residents of all ages are provided with safe and accessible streets and to assist the municipality and Audubon School District in making informed decisions.

Cross County Connection conducted this analysis using demographic data provided by the 2023 American Community Survey (ACS) 5-year estimates. To provide context on how Audubon's demographic profile is compared to Camden County and the Cross County Connection seven county region. Higher proportions of certain characteristics could indicate higher levels of disadvantage. Lower proportions do not mean improving safety is any less of a priority, but certain socio-economic factors may not be influencing a community's need to walk or bike to the same degree as some neighboring communities.

Population

Audubon Borough has a total population of 8,669 residents and a population density of 5,818.12 people per square-mile. This is a higher population density than Camden County's 2,300.24 people per square-mile and

the CCCTMA seven-county region[1], which has a population density of 687.05 people per square-mile.

Household Income

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. The federal poverty threshold in 2026, determined by the Department of Health and Human Services, for a family of four is an income of $33,000 a year. There are 475 individuals in Audubon Borough in a low-income household, which is 5.48% of the population of Audubon Borough. This is lower than 17.67%, the rate in Camden County, and the 15.54% rate for the CCCTMA seven-county region.

School-Aged Youth Population

School-aged youth are between the ages of five and 18. Although improving pedestrian safety conditions in Audubon Borough will benefit all residents, the needs of school-aged children are a priority of a Safe Routes to School Travel Plan. There are 1,381 individuals living in Audubon Borough between the ages of five and 18 (15.93%). This is slightly lower than Camden County, where 16.59% of people are school-aged, and the CCCTMA region where 15.91% of people are school-aged.

Individuals with Disabilities

Individuals with disabilities face unique challenges when navigating the pedestrian network. Accommodations that allow for safer navigation of that network for disabled individuals increases safety for all road users. In Audubon Borough, 1,081 (12.46%) individuals reported living with a disability. Out of 1,381 school-aged individuals, 119 (0.86%) reported living with a disability. The proportion of the total population with a disability in Camden County is 13.88%, slightly lower than the rate of 14.02% for the CCCTMA region.

Household Vehicle Access

Without access to a personal vehicle, people must rely on walking, biking, public transit, rideshares, taxis, or friends and family for transportation. Most of the population of Audubon Borough has regular access to a personal vehicle, as only 191 out of 3312 households (5.77%) do not have access to a vehicle. This is lower than the percentage of zero-vehicle households in Camden County (3.77%) and the CCCTMA seven-county region (7.70%).

Summary

The average Audubon resident is less disadvantaged than the average resident of Camden County or the CCCTMA seven-county region. Residents of Audubon Borough are more likely to walk out of convenience or desire than out of necessity. Audubon Borough has a similar rate of individuals with a disability as Camden County. The rate of individuals living in a low-income household is significantly lower than that of Camden County, and the median annual household income is higher. The percentage of houses without access to a vehicle is lower than the rate in Camden County as well. The demographic categories in this report and how they compare to Camden County and the South Jersey region are summarized below in Table 3.

[1]Atlantic County, Burlington County, Camden County, Cape May County, Cumberland County, Gloucester County, Salem County

Table 3: Audubon Borough Demographic Report			
Demographic Category	**Audubon Borough**	**Camden County**	**CCCTMA Region**
Population Density (PPSM)*	5,818.12 PPSM	2,300.24 PPSM	697.05 PPSM
Individuals in Low-Income Households	5.48%	17.67%	15.54%
School-Aged Youth	15.93%	16.59%	15.91%
Individuals with Disabilities	12.46%	13.88%	14.02%
Households without Vehicle Access	5.77%	3.77%	7.70%

**population per square-mile*
Source: U.S. Census Bureau, 2025 American Community Survey 5-Year Estimates

Existing Conditions

Existing bicycle, pedestrian, and motor-traffic infrastructure in Audubon Borough was evaluated with student travel in mind. This evaluation is a general assessment of overall conditions in the municipality using both in-person observations and a desktop analysis completed prior to a walking audit. A thorough evaluation was conducted during the student travel corridor walking audit, covered in Chapter 3.

General Travel

Audubon Borough is a small and densely populated municipality of 1.49 square-miles. The White Horse Pike (US 30), W Atlantic Avenue (County Road 744), and E Atlantic Avenue (CR 729) cut through the municipality and serve as major thoroughfares for Audubon, surrounding municipalities, and the region. Wyoming Avenue (CR 653) also spans the whole of the municipality, parallel to Atlantic Avenue and the White Horse Pike, and connects Kings Highway (CR 551) and Nicholson Road (CR 635). Pine Street, Graisbury Avenue and Merchant Avenue are the only streets that traverse through the borough uninterrupted and cross the railroad tracks at Atlantic Avenue.

Audubon is bordered by county roads Kings Highway (CR 551), Nicholson Road (CR 635), and Hopkins Avenue (CR 647). Kings Highway and Nicholson Road are connected through the municipality by Wyoming Avenue. A section of the Black Horse Pike (US 168) runs through a small portion of the municipality between Nicholson Road and Merchant Street.

Average Annual Daily Traffic (AADT) is a measure of the average daily traffic volume. NJDOT measures and catalogs the AADT of all county and state roads and highways in New Jersey. White Horse Pike has the highest AADT of all roads in Audubon, with the most recent count being on average 22,775 vehicles a day. White Horse Pike surpasses all other roads measured for AADT by at least 5,000 daily vehicles.

Pedestrian Conditions

Overall, Audubon Borough is a pedestrian-friendly municipality. There are few gaps in the sidewalk network, most crosswalks are marked at intersections, and the small size of the town encourages walking. There are a few issues, however. Most crosswalks are marked with the transverse pattern of two parallel lines which is considered less effective because it does not provide the highest level of visibility. There is a small gap in the sidewalk network in the southern part of the borough along Hampshire Avenue. There is also a stretch of Lake Drive that does not have paved sidewalks, but there is an adjacent trail along Haddon Lake suitable for walking. The trail is six feet wide, paved, and in good condition. It is wheelchair accessible, although not

entirely flat, and there are some steeper segments on the trail outside of Audubon Borough.

The pedestrian network in Audubon was constructed before the Americans with Disabilities Act (ADA), therefore, most of the curb ramps across the borough are not ADA compliant. Most intersections do not have truncated dome detectable warning surfaces that alert people with vision-impairments that they are entering the road. Some intersections do not have curb ramps, which prevent wheelchair users from accessing the sidewalk altogether. A curb ramp is a short ramp cutting through a curb or built up to it and are required wherever a sidewalk (or other pedestrian walkways) crosses a curb. Curb ramps are required because it is difficult for a person using a wheelchair, scooter, walker or other mobility device to cross a street if the sidewalk on either side ends without a curb ramp. Implementing intersection improvements suggested in this report would also require updating curb ramps to be ADA compliant.

Bicycle Conditions

There is an absence of bicycle facilities in Audubon Borough. Currently, there are no streets with dedicated bike lanes, and no multi-use trails that serve transportation purposes. There is a recreational trail around Haddon Lake, however it is a closed loop. Construction began in April 2026 for a segment of the Camden County LINK Trail along the railroad at Atlantic Avenue. This trail will ultimately connect Audubon to the regional nine-county trail network known as the Circuit. While locations outside of Audubon will eventually become accessible by bike, travel to destinations within town still will remain challenging.

Level of Traffic Stress (LTS) is a tool used to determine how suitable a roadway is for bicyclists. LTS assigns a score of one through four to a road based on the perceived comfort of a bicycle rider, one being the least stressful and four being where only those classified as “strong and fearless” would feel safe. LTS uses factors such as the number of lanes, effective vehicle speed, and the presence and types of bicycle facilities to generate a score. The results of the LTS analysis are shown on Map 2.

Most streets in Audubon Borough have an LTS of one or two, indicating most streets are comfortable for the average rider. The White Horse Pike (US Hwy 30), Nicholson Road (CR 635) and Kings Highway (CR 551) all have LTS score of 4. W. Atlantic Avenue (CR 744) has an LTS score of 3. These streets create barriers that limit a bicyclist’s ability to access destinations throughout the municipality.

Student Travel Corridors

Student Travel Corridors are streets that students use to regularly walk or bike to and from school. Audubon School District’s Student Travel Corridors were identified using feedback from the SRTS working group, crossing guards, parent surveys, and observations made during student arrival and dismissal. The corridors identified are shown on Map 3. The speed limit on all Student Travel Corridors discussed below is 25 miles per hour.

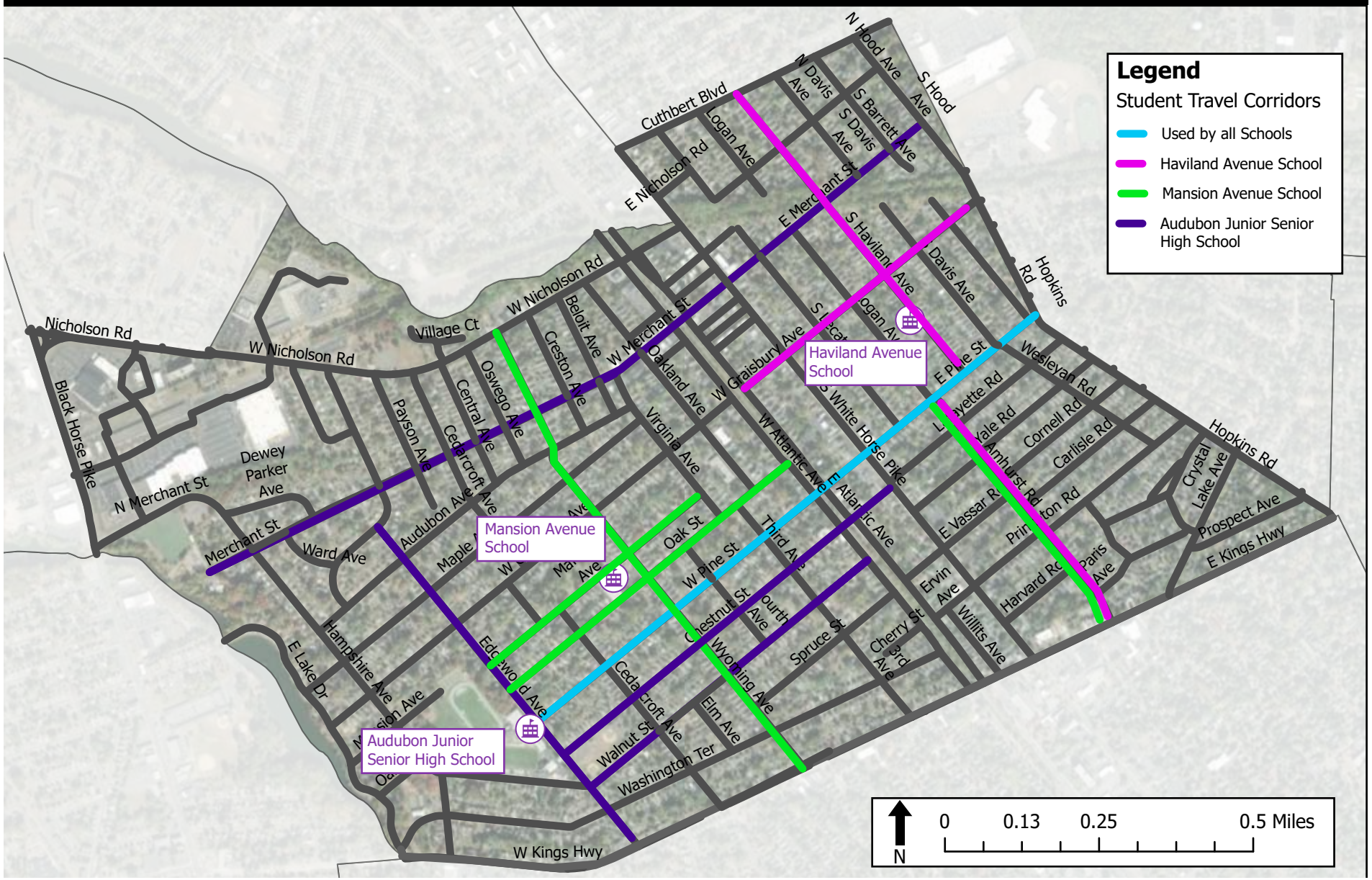
Pine Street

Pine Street is a student travel corridor for all three schools in Audubon School District. It is a local road in Audubon Borough that connects Edgewood Avenue in the southern part of the municipality to Hopkins Road in the north. Pine Street has an intersection with the White Horse Pike and is one of only four roads in the borough that also has a crossing at Atlantic Avenue and the Conrail railroad tracks. Pine Street is the primary road used by the Mansion Avenue School walking shuttle. The main entrance to Audubon Junior Senior High School is located at the intersection of Edgewood Avenue and Pine Street. Pine Street is a two-way street

Map 2 - Bicyclists Level of Traffic Stress



Map 3 - Audubon School District Student Travel Corridors



that allows on street parking for residents.

Haviland Avenue

Haviland Avenue is a student travel corridor for Haviland Avenue School. It is a local road that runs parallel to the White Horse Pike in the northern section of the municipality. The entrance to Haviland Avenue School is on this street. Therefore, all modes of student travel, including personal vehicles, must use Haviland Avenue. Haviland Avenue is a one-way street between Graisbury Avenue and Pine Street, which is the block the school is located on. Haviland Avenue allows for on-street parking throughout.

Amherst Road

Amherst Road is a student travel corridor for Haviland and Mansion Avenue Schools. It is another local road that runs parallel to the White Horse Pike in the northern section of the borough. Amherst Road connects Kings Highway with Pine Street. Students cross the intersection of Amherst Road and Pine Street traveling to Haviland and Mansion Avenue schools. Amherst Road is a two-way street with on-street parking on either side.

Graisbury Avenue

Graisbury Avenue is a student travel corridor for Haviland Avenue School. It is a local road that runs parallel to Pine Street. Unlike Pine Street, Graisbury does not have a crossing at Atlantic Avenue. Graisbury is a two-way street and allows street parking on both sides.

Oak Street

Oak Street is a student travel corridor for Mansion Avenue School. It is a local road that runs parallel to Pine Street, giving students another option to get to school. It is one block closer to Mansion Avenue School than Pine Street. Oak Street is a one-way street between Wyoming Avenue and Cedarcroft Avenue, the block on which the school is located. Although the main entrance to the school is on Mansion Avenue, students gather outside the schoolyard fence on Oak Street waiting to be allowed into the building. Besides being a one-way street in front of the school, Oak Street is a two-way street that allows street parking throughout.

Wyoming Avenue

Wyoming Avenue (CR 653) is a student travel corridor for Mansion Avenue School. It is a county road that runs parallel to the White Horse Pike in the southern area of the municipality. Wyoming Avenue connects Kings Highway and Nicholson Road through Audubon. The Mansion Avenue School Walking School Bus turns off Pine Street onto Wyoming Avenue on their journey to school. Wyoming Avenue is a two-way street with a centerline and street parking.

Mansion Avenue

Mansion Avenue is a student travel corridor for Mansion Avenue School. The main entrance to Mansion Avenue School is located on this street. Student bike parking for the school is also located here. Mansion Avenue is a one-way street between Wyoming and Cedarcroft Avenues, opposite the direction of Oak Street. Outside of this block, Mansion Avenue is a two-way street, and on-street parking is allowed throughout.

Edgewood Avenue

Edgewood Avenue is a student travel corridor for Audubon Jr/Sr High School. Audubon Jr./Sr. High School is located on Edgewood Avenue. Edgewood Avenue runs parallel to the White Horse Pike and begins at Kings Highway before turning into Ward Avenue prior to the intersection with W Merchant Street. Edgewood Avenue is a two-way street with street parking.

Chestnut Street

Chestnut Street is a student travel corridor for Audubon Jr/Sr High School. It runs parallel to Pine Street, and like Pine Street, has a crossing at Atlantic Avenue. Chestnut Street provides another option for students traveling to school, high schoolers were observed riding their bikes to school down Chestnut Street. Chestnut Street is a two-way street with street parking.

Walnut Street

Walnut Street is a student travel corridor for Audubon Jr/Sr High School. It is parallel to Chestnut and Pine Streets, providing another option for students traveling to the High School. Students who use Walnut Street were observed cutting through Charles Wise Park on their way to school. Walnut Street is a two-way street with street parking.

Merchant Street

Merchant Street is a student travel corridor for Audubon Jr/Sr High School. Merchant Street runs parallel to Pine Street, and like Pine Street, crosses Atlantic Avenue and the railroad tracks. Between Atlantic Avenue and Beloit Street, Merchant Street serves as Audubon Borough's main street, with shops and restaurants. Antoninos Pizza and Speedy Mart, located at the intersection of Merchant and Beloit, are popular after-school destinations for students. Merchant Street is a two-way street with street parking.

Crossing Guards

On school days, there are nine posted crossing guards across Audubon Borough. They are located at the intersections listed below, and their locations are shown on Map 4.

- Pine Street and Atlantic Avenue
- Pine Street and the White Horse Pike
- Pine Street and Haviland Avenue
- Pine Street and Wyoming Avenue
- Wyoming Avenue and Oak Street
- Wyoming Avenue and Mansion Avenue
- Wyoming Avenue and Merchant Street
- Haviland Avenue and Merchant Street
- Haviland Avenue and Graisbury Avenue

Map 4 - Crossing Guard Locations



The crossing guards in Audubon Borough provide a boost in safety conditions for students who walk to school. They are equipped with walkie-talkies to communicate while students travel to and from school and update each other regularly. The walkie-talkies were purchased by the crossing guard posted at the intersection of Pine Street and Atlantic Avenue, who is passionate about community safety and is an asset to the School District. Anecdotally, the crossing guards reported observing unsafe motorist speeds, failure to stop for pedestrians, and distracted driving. Crossing guard locations are shown on Map 3.

Bicycle and Pedestrian Crashes

Bicycle and pedestrian crashes during the last five years of complete available data from Numetric and NJDOT Safety Voyager (2018-2023) were mapped and analyzed. Crashes that took place after 2023 and were cataloged have also been included. Crash data is only recorded when police are involved. During this period, there were a total of 19 crashes involving either a pedestrian or a cyclist.

Seven crashes involved a pedestrian. Of these crashes, one resulted in a serious injury for the pedestrian. This crash happened mid-block on the White Horse Pike between Chestnut Street and Pine Street, which is important to note since crossing the White Horse Pike is one of the major safety concerns of the Audubon community. No crashes in Audubon Borough involving a pedestrian have resulted in a fatality during the period analyzed.

Twelve crashes involved a bicyclist, with none resulting in a serious or fatal injury. There were two crashes at the intersection of Chestnut Street and the White Horse Pike. Chestnut Street is a popular choice for high schoolers who ride their bikes to school. There was also a bicycle crash that took place at the intersection of Edgewood Avenue and Pine Street, which is right in front of the high school.

Multiple crashes occurred at two intersections: Chestnut Street and Pine Street with the White Horse Pike. More than one crash taking place at a single intersection is indicative of a safety problem.

The White Horse Pike has accounted for more crashes involving a bicyclist or a pedestrian than all other roads in Audubon Borough, six out of 19 total. The lone crash resulting in a serious injury to a pedestrian took place on The White Horse Pike as well.

The crashes are summarized in Table 4 and shown in Map 5.

Table 4: Bicycle and Pedestrian Crashes in Audubon Borough, 2018-Present

Crash Type	**Severity Rating Code**	**Location**	**Year**
Pedestrian	No Apparent Injury	S. White Horse Pike & E King Highway	2022
Pedestrian	No Apparent Injury	N White Horse Pike & Cuthbert Boulevard	2022
Pedestrian	Possible Injury	Black Horse Pike & N Merchant Street	2018
Pedestrian	Suspected Minor Injury	S White Horse Pike & Chestnut Street	2021
Pedestrian	Suspected Minor Injury	Audubon Crossing Mall Parking Lot	2021
Pedestrian	Suspected Minor Injury	S White Horse Pike & Pine Street	2024
Pedestrian	Suspected Serious Injury	S White Horse Pike between Pine and Chestnut Streets	2018
Bicyclist	No Apparent Injury	Cedarcroft Avenue between Walnut Street and Washington Terrace	2021
Bicyclist	No Apparent Injury	Kings Highway & Crystal Lake Avenue	2021
Bicyclist	No Apparent Injury	S White Horse Pike & Merchant St	2022

Bicyclist	No Apparent Injury	Hopkins Road & Cuthbert Boulevard	2023
Bicyclist	No Apparent Injury	Cuthbert Boulevard & Hood Avenue	2018
Bicyclist	No Apparent Injury	Merchant Street & Logan Avenue	2021
Bicyclist	Possible Injury	S White Horse Pike & Chestnut Street	2021
Bicyclist	Suspected Minor Injury	Merchant Street & Ward Avenue	2022
Bicyclist	Suspected Minor Injury	Walnut Street & Wyoming Avenue	2024
Bicyclist	Suspected Minor Injury	Edgewood Avenue & Pine Street	2018
Bicyclist	Suspected Minor Injury	Pine Street and W Atlantic Avenue	2018
Bicyclist	Suspected Minor Injury	S White Horse Pike & Chestnut Street	2018

Source: NJDOT AASHTOWare Numetric Safety Database - 2019 - 2024

Parent Feedback

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. Parent surveys provide unique insight into student travel to and from school. CCCTMA created a survey that was distributed to parents by the Audubon School District. The results of the survey are as follows:

- Haviland Avenue School: 157 parent responses
- Mansion Avenue School: 96 parent responses
- Audubon Jr. Sr. High School: 137 parent responses

Parents were asked to weigh in on student travel corridors, road conditions, driver behavior in the borough, and their feelings about allowing their students to walk or bike to school.

Multiple parents of the Haviland Avenue School students brought to light a unique obstacle to walking to and from school: wild turkeys. There is a flock of wild turkeys living in the area that are known to behave aggressively towards passers-by.

Parent responses helped to identify Amherst Road, Kings Highway, and Chestnut Street as student travel corridors.

Parents reported their biggest concerns with respect to allowing their child to walk or bike to school are vehicle speed, motorist behavior, and safety at intersections. Parents also noted the lack of bicycle facilities discouraged them from allowing their students to ride their bicycles to school.

Dangerous motorist behaviors that were most noticed by parents of Audubon District students were speeding, failure to yield to pedestrians, and distracted driving.

Parents were most concerned with having their children cross the White Horse Pike and Atlantic Avenue/the railroad tracks. Some parents reported that they are unwilling to let their child walk or bike to school because they do not want their child to cross the White Horse Pike. Crash data supports the parent's aversion to the White Horse Pike.

The intersections of Third Avenue and Pine Street, and Pine Street and Amherst Road were called out by parents as being dangerous as well and are discussed in the Issues section of this report.

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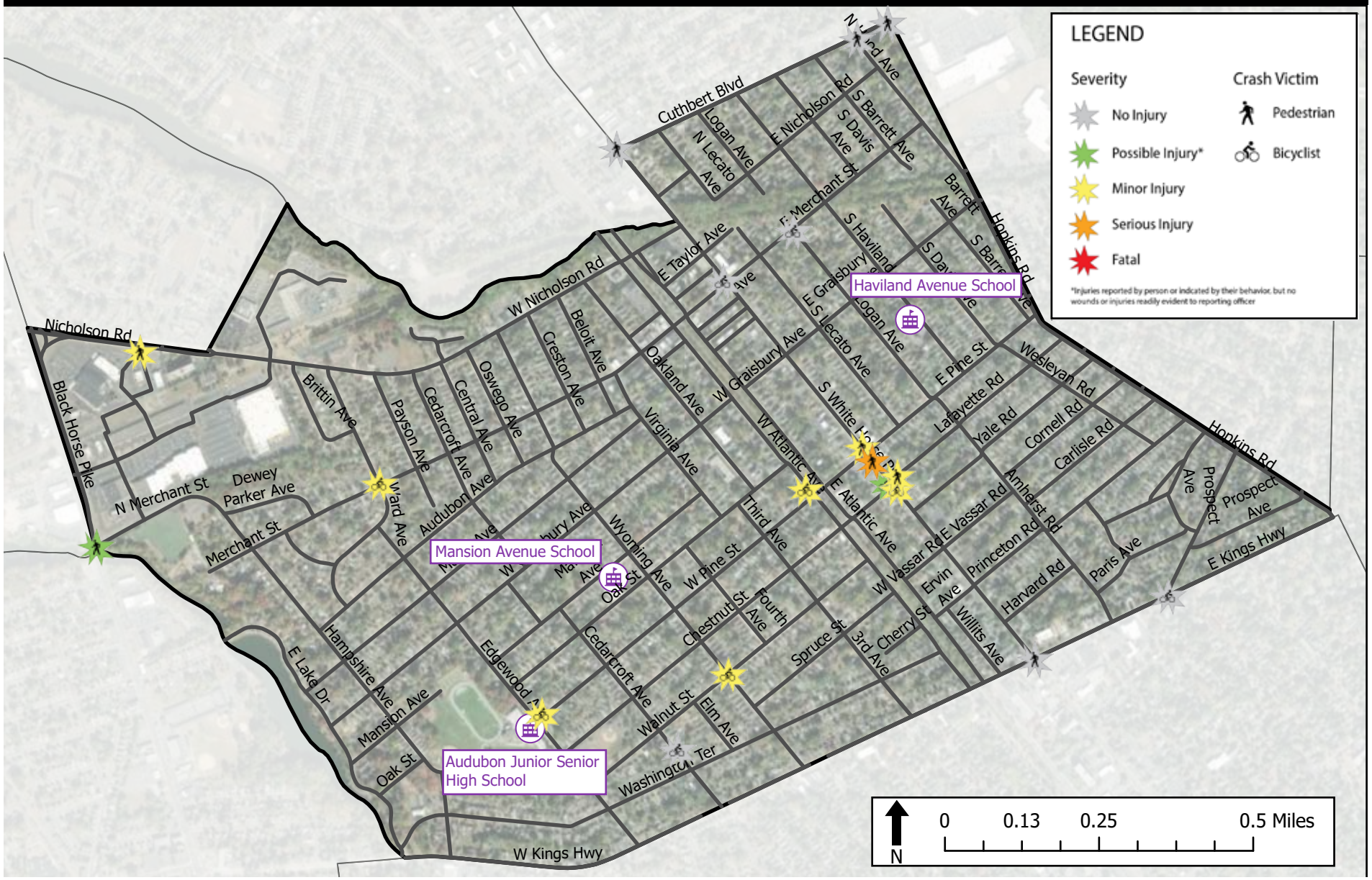
Map 5 - Bicycle and Pedestrian Crashes in Audubon Borough, 2018 - Present



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3 Road Safety Audit

A walking audit was conducted on October 10, 2025, to assess walking and biking conditions and document areas in need of infrastructure improvements within Audubon Borough. The following analysis is based on the evaluation of crash data, observations from the walking audit, school arrival procedure observations, and discussions with SRTS working group members. Participants included representatives from Audubon School District, Audubon Borough Police Department, Camden County Planning Department, the Audubon School District Parent Teachers Association, DVRPC, NJDOT, and CCCTMA.

Issues and recommendations were divided into two categories, borough-wide and location specific. Borough-wide issues are those that impact student travel throughout Audubon Borough and found consistently across multiple student travel corridors and school locations. Location specific issues are those are unique to a single corridor or intersection.

Audubon Jr./Sr High School's catchment area extends beyond the municipality. An additional report would be required to analyze the conditions of travel corridors in neighboring municipalities.

Issues discussed at the end of this section on Map 6.

Borough-wide Issues

Speeding

Residents and school staff in Audubon Borough cited drivers' speeding as a priority concern. Speeding is common on all roadway classifications. Speeding is reported on local streets near the schools, including Pine Street, Graisbury Avenue and Merchant Street and is especially a problem on streets that connect to major arterials including Amherst Road, Third Avenue, and Wyoming Avenue.

It is also reported that drivers in Audubon Borough have been documented to drive aggressively when encountering pedestrians and bicyclists.

Insufficient Crosswalks

Throughout Audubon Borough, only three out of the four crossings at an intersection are marked with crosswalks. New Jersey state law, based on the Uniform Vehicle Code (UVC) indicates that a crosswalk exists at an intersection as the extension of each sidewalk across the roadway perpendicular to that sidewalk,

regardless of whether the crosswalk is marked or not. Marking all crosswalks would provide an indication to drivers that pedestrians may be crossing at all corners.

As an example, At the intersection of Merchant Street and Beloit Avenue are Antoninos Pizza and Speedy Mart, popular after school destinations for students. Three out of four possible crossings are marked with crosswalks, and children were witnessed crossing at the unmarked crossing during the Road Safety Audit.


Example of an intersection with missing crosswalks. Wyoming Avenue and Pine Street.

Additionally, some crosswalks in Audubon Borough are painted with the transverse pattern single line pattern, less visible than the bar-style continental or ladder patterns.

Sidewalk Tripping Hazards

There are multiple instances of cracked sidewalks and tripping hazards on student travel corridors. Damaged sidewalks and overgrown vegetation are common causes of tripping while walking. Damaged sidewalks were especially notable on sections of Pine Street that are part of the Walking School Bus route.


Tripping Hazard on Pine Street.

Lack of Bicycle Infrastructure

There is a lack of bicycle facilities throughout Audubon Borough. No streets have a bike lane, and there are few trails outside of those used for recreational purposes. This requires bike riders to share the road with vehicles or share the sidewalks with pedestrians.

Inadequate Bike Parking

All bike racks at Audubon schools are grid bike racks, which are not the most secure type of bike rack. They do not allow both the frame and wheels of the bike to be locked. This type of rack is also not intuitive to use and is often loaded incorrectly, leading to less storage space for bicycles. Grid racks can also cause damage as the weight of the bicycle is placed on the wheel rim in order to keep it upright. If a bicycle wheel is locked into a grid rack, and the bicycle falls, there is a high probability that the wheel will bend, rendering the bicycle inoperable. Bike racks that support the frame are preferable.


Bicycle Storage outside Mansion Avenue School.

Location Specific Issues

The following were location-specific issues observed along student travel corridors.

Congested and Disorderly Student Drop-Off

Locations: Haviland Avenue School, Audubon Jr./Sr. High School

Haviland Avenue School recently implemented a policy barring parents who drive their students to school from parking on the same block as the school - Haviland Avenue between Graisbury Avenue and Pine Street. The goal of this policy was to reduce traffic congestion in front of the school. Parents are required to park at

least one block away and walk with their students to the school entrance. Either news of the new rule has not spread, or some are just ignoring it, as parents are still parking in front of the school and letting their child out.

At the high school, the main drop-off point is on Edgewood Avenue between its intersection with Pine Street and Chestnut Street. Students get out of cars traveling both ways on Edgewood Avenue and often cross in front of oncoming traffic.

Difficulty Crossing White Horse Pike

Locations: Pine Street, Merchant Street, and Chestnut Street

Crossing the White Horse Pike was frequently cited as a significant concern throughout the travel plan outreach process. This issue impacts travel for all schools. Pine Street, Merchant Street, and Chestnut Street are frequent student crossing locations and are of the greatest concern. It was noted that the Wawa at the intersection of the White Horse Pike and Chestnut Street is a popular after-school destination, bringing additional students to the area even if it may not directly be on their way home.

Crossing the White Horse Pike at these locations is dangerous due to motorist speed and behavior. The White Horse Pike has accounted for more crashes involving a bicyclist or a pedestrian than all other roads in Audubon Borough. Drivers commonly do not wait for the car ahead of them to turn left off the White Horse Pike and use the shoulder to pass, coming dangerously close to students waiting to cross.

Pedestrian Crossing Visibility at Atlantic Avenue

Locations: Pine Street, Merchant Street, and Chestnut Street

As is the case with the White Horse Pike, all three of the primary north to south student travel corridors - Pine Street, Merchant Street, and Chestnut Street - intersect with Atlantic Avenue. At all three intersections there is a lack of pedestrian crossing amenities. Crosswalks are only marked to cross both East and West Atlantic Avenue. There are marked crosswalks spanning Pine Street, Merchant Street, and Chestnut Street. Many of the existing marked crosswalks are also striped in the low-visibility traverse line pattern.


Small Yield to Pedestrians sign at Atlantic and Merchant

At East and West Atlantic Avenue, pedestrians must cross four lanes of traffic as well as an at-grade rail crossing of railroad tracks, creating multiple conflict points between drivers and pedestrians. The crossing guard stationed at Pine Street must run between the different east and west sections of Atlantic Avenue to ensure that students can cross safely. Besides a single small sign at Pine Street, advanced warning signage is lacking to notify drivers on East and West Atlantic that they are approaching frequently used student crossings. Additionally, overgrown vegetation creates a visibility issue or motorists driving on East and West Atlantic as they approach these four lanes of traffic.

Pedestrian Crossings at T and Offset Intersections

Locations: Pine Street at Amherst/Logan Road and Wyoming Avenue at Audubon Avenue

The offset intersection of Pine Street with Amherst Road and Logan Avenue creates an awkward pedestrian crossing with visibility issues. Motorists approaching Pine Street from both Logan Avenue and Amherst Road, who are unable to see oncoming traffic, may not notice students crossing Pine Street.

There are no crosswalks spanning Pine Street at its intersection with Lecato Avenue. Unfortunately, this is a T-intersection where the corners on the north side of Pine street are opposite two residential driveways on the south side. Crosswalks cannot be striped here, so all students must be directed to use the crosswalks Logan and Amherst Roads.

The offset intersection of Wyoming Avenue and Audubon Avenue presents issues for both drivers and pedestrians. The southeast corner has a wide radius that encourages traffic to pass through at high speeds. Traffic on Wyoming Avenue also does not need to stop, which further encourages traffic to pass through the intersection quickly.


Intersection of Wyoming and Audubon

The offset layout further puts pedestrians using the crosswalk on the north side of the intersection. Drivers heading northbound may not notice them until they are about to complete their slight left turn with little time to react. The south side of the intersection is wide measuring up to 105 feet long. There is no crosswalk on the side of the intersection as well.

Insufficient Pedestrian Space to Accommodate the Walking School Bus

Locations: Pine Street intersections

Pine Street is the primary route of the Mansion Avenue Walking School Bus. At intersections, when there is a group of pedestrians waiting to cross, the curb ramps and sidewalks do not have sufficient space for everyone to stand, forcing some to wait in the street, closer to the speeding vehicles with limited visibility. Walking School Bus members specifically cite this as a significant issue at the Lecato Avenue and Third Avenue intersections.


Audubon Working Group demonstrating the lack of space at the intersection of Third and Pine

Wild Turkey Population

Location: Haviland Avenue at Merchant Street

Wild turkeys live in the old canal near the intersection of Haviland Avenue and Merchant Street. The turkeys' territorial behavior is intimidating to the young children who attend Haviland Avenue School. Multiple parents cited the turkeys in the school survey as a deterrent from walking to school with their child.


A turkey crosses Haviland Avenue

Flooding

Locations: Pine Street intersections and Edgewood Avenue

On Pine Street, stormwater pools at the bottom of the curb ramps at the intersections with Lecato and Haviland Avenues. This water backs up into the curb ramps, limiting the mobility of pedestrians and persons with a disability. In the winter, flooding can freeze over, creating a slip and fall risk.

As these intersections are similar to most in Audubon Borough, it is assumed that this may be an issue elsewhere. This is a common issue in neighboring communities as the frequency of heavy rainfall incidents

has increased since many stormwater systems were designed.

There are also significant flooding issues at the two entrances to the high school near Edgewood Avenue's intersections with Pine Street and Chestnut Street. The flooding is more substantial here and collects along the curb-line on the south side of Edgewood Street directly in front of the school entrances. This location is the main drop-off point for students who are driven to school. Congestion at student pick-up and drop-off can be complicated by flooding along the curb-line, which can cause unpredictable behavior from students exiting their cars and trying to avoid puddles. This is also the location of high school events and flooding causes issues for those attending dances, basketball games, and other activities.

Student Travel Corridor Issue Summaries

A corridor issues summary is provided for each student travel corridor evaluated. These tables document both the systemic issues present in each as well location specific issues if any were identified.

Pine Street

Pine Street is one of the borough's most heavily used student travel corridors and serves as the primary Walking School Bus route. The corridor exhibits a combination of systemic issues, including speeding, deficient pedestrian crossings, sidewalk tripping hazards, and limited bicycle accommodations, as well as several location-specific concerns. The issues identified in Table 5 summarize conditions that warrant further evaluation and consideration.

Table 5: Pine Street Corridor Issues Summary

Issue	**Affected Area/Intersection**
Speeding	Entire corridor; White Horse Pike cross-traffic
Pedestrian crossing visibility	Offset intersection with Amherst Rd and Logan Ave
Aggressive driving	White Horse Pike cross-traffic
Insufficient pedestrian crossing signage	Atlantic Ave
Flooded curb-ramps	Lecato Avenue; Haviland Avenue
Tripping hazards	Length of corridor
Unmarked crosswalks	Atlantic Avenue; Logan Avenue; Haviland Avenue; Davis Avenue
Insufficient pedestrian space	Lecato Avenue; Third Avenue
Overgrown Vegetation	Atlantic Avenue
Lack of bike infrastructure	Entire corridor

Merchant Street

Merchant Street serves as both a student travel corridor and one of the borough's primary commercial streets. The corridor experiences several common issues found throughout Audubon, including speeding, crossing visibility concerns, and a lack of bicycle infrastructure, in addition to specific concerns near Atlantic Avenue and White Horse Pike. The issues identified in Table 6 summarize conditions observed along the corridor.

Table 6: Merchant Avenue Corridor Issues Summary	
Issue	**Affected Area/Intersection**
Speeding	Entire corridor; White Horse Pike cross-traffic
Unmarked/low-visibility crosswalks	Beloit Avenue, Atlantic Avenue, White Horse Pike, Lecato Ave,
Pedestrian crossing visibility	Offset intersection with Amherst and Logan Avenue
Aggressive driving	White Horse Pike cross-traffic
Insufficient pedestrian crossing signage	Atlantic Avenue
Lack of bike infrastructure	Entire corridor

Graisbury Avenue

Graisbury Avenue is primarily affected by speeding concerns, deficient pedestrian crossings, and the lack of dedicated bicycle accommodation. While fewer issues were identified compared to some of the borough's major student travel corridors, improvements would still enhance safety and accessibility for students walking and bicycling to school. The issues identified in Table 7 summarize conditions observed along the corridor.

Table 7: Graisbury Avenue Corridor Issues Summary	
Issue	**Affected Area/Intersection**
Speeding	Entire corridor
Unmarked/low-visibility crosswalks	Lecato Ave,Logan Ave, Haviland Ave
Lack of bike infrastructure	Entire corridor

Mansion Avenue

Mansion Avenue generally functions well as a student travel corridor, with relatively few issues identified during the planning process. The primary concerns involve bicycle parking at the school entrance, pedestrian crossing visibility, and the lack of bicycle accommodation along the corridor. The issues identified in Table 8 summarize conditions observed along the corridor.

Table 8: Mansion Avenue Corridor Issues Summary	
Issue	**Affected Area/Intersection**
Inadequate bike parking	Mansion Avenue School Entrance
Unmarked/low-visibility crosswalks	Edgewood Ave, Cedarcroft Ave
Lack of bike infrastructure	Entire corridor

Oak Street

Oak Street has relatively few reported concerns but includes several pedestrian accessibility deficiencies that should be addressed. Improving pedestrian crossings and accessibility features would enhance safety and better support student travel throughout the corridor. The issues identified in Table 9 summarize conditions observed along the corridor.

Table 9: Oak Street Corridor Issues Summary	
Issue	**Affected Area/Intersection**
Unmarked/low-visibility crosswalks	Cedarcroft Ave
Missing curb-ramps	Fourth Ave
Lack of bike infrastructure	Entire corridor

Chestnut Avenue

Chestnut Avenue experiences many of the same issues found on Pine Street and Merchant Street, including speeding, crossing challenges associated with White Horse Pike, and a lack of bicycle infrastructure. The corridor also has unique flooding concerns near school facilities that can affect student access and circulation. The issues identified in Table 10 summarize conditions observed along the corridor.

Table 10: Chestnut Avenue Corridor Issues Summary	
Issue	**Affected Area/Intersection**
Speeding	Entire corridor; White Horse Pike cross-traffic
Aggressive driving	White Horse Pike cross-traffic
Flooding	High School gymnasium entrance
Unmarked crosswalks	Wyoming Avenue; 4th Avenue; 3rd Avenue, Atlantic Avenue
Lack of bike infrastructure	Entire corridor

Walnut Avenue

Walnut Avenue experiences speeding concerns and lacks dedicated bicycle accommodations, limiting comfort and safety for students traveling by bicycle. While fewer location-specific issues were identified, corridor-wide improvements could help create a safer multimodal travel environment. The issues identified in Table 11 summarize conditions observed along the corridor.

Table 11: Walnut Avenue Corridor Issues Summary	
Issue	**Affected Area/Intersection**
Speeding	Entire corridor; White Horse Pike cross-traffic
Aggressive driving	White Horse Pike
Lack of bike infrastructure	Entire corridor

Haviland Avenue

Haviland Avenue's most significant concern is congestion and unpredictable traffic activity associated with student drop-off and pick-up operations near the elementary school. Additional pedestrian crossing deficiencies were also identified along the corridor. The issues identified in Table 12 summarize conditions observed along the corridor.

Table 12: Haviland Avenue Corridor Issues Summary	
Issue	**Affected Area/Intersection**
Congested student drop-off	Graisbury Avenue and Pine Street
Unmarked/low-visibility crosswalks	Nicholson Road, Graisbury Ave
Aggressive wild turkey behavior	Haviland Avenue

Amherst Road

Amherst Road is an important north-south connection that has relatively few documented issues but presents opportunities to improve both pedestrian and bicycle travel. The primary concerns involve pedestrian crossing visibility and the absence of bicycle accommodations along the corridor. The issues identified in Table 13 summarize conditions observed along the corridor.

Table 13: Amherst Rd Corridor Issues Summary	
Issue	**Affected Area/Intersection**
Unmarked/low-visibility crosswalks	Pine Street
Lack of bike infrastructure	Entire corridor

Wyoming Avenue

Wyoming Avenue is frequently cited as a corridor where vehicle speeds are a concern. In addition to speeding, several pedestrian crossing deficiencies and intersection geometry concerns were identified, particularly near Audubon Avenue. The issues identified in Table 14 summarize conditions observed along the corridor.

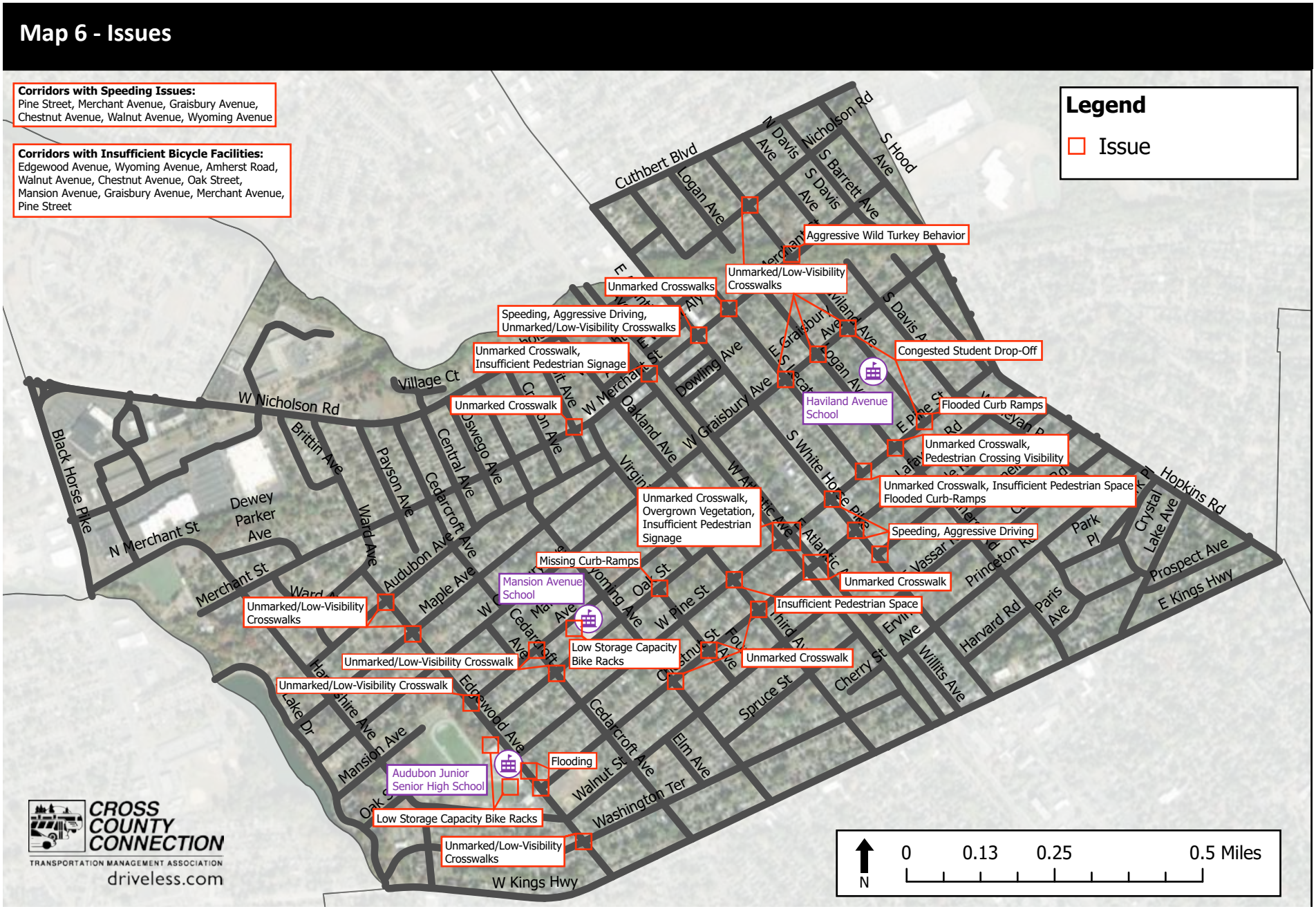
Table 14: Wyoming Avenue Corridor Issues Summary	
Issue	**Affected Area/Intersection**
Speeding	Entire corridor
Wide curb radius a intersection	Audubon Ave
Lack of bike infrastructure	Entire corridor
Unmarked/low-visibility crosswalks	Washington Terrace, Walnut Street, Chestnut Street, Graisbury Ave, Maple Ave, Audubon Ave

Edgewood Avenue

Edgewood Avenue provides direct access to Audubon High School and is an important corridor for students arriving by multiple modes of travel. Key issues include recurring flooding near school entrances, inadequate bicycle parking, deficient pedestrian crossings, and the lack of bicycle accommodations. The issues identified in Table 15 summarize conditions observed along the corridor.

Table 15: Edgewood Avenue Corridor Issues Summary	
Issue	**Affected Area/Intersection**
Flooding	High school entrances between Pine St and Chestnut St
Lack of bike infrastructure	Entire corridor
Inadequate bike parking	All school entrances
Unmarked/low-visibility crosswalks	Audubon Ave, Maple Ave, Washington Terrace

Map 6 - Issues


Corridors with Speeding Issues:
Pine Street, Merchant Avenue, Graisbury Avenue, Chestnut Avenue, Walnut Avenue, Wyoming Avenue
Corridors with Insufficient Bicycle Facilities:
Edgewood Avenue, Wyoming Avenue, Amherst Road, Walnut Avenue, Chestnut Avenue, Oak Street, Mansion Avenue, Graisbury Avenue, Merchant Avenue, Pine Street
Legend
Issue
Aggressive Wild Turkey Behavior
Unmarked/Low-Visibility Crosswalks
Unmarked Crosswalks
Speeding, Aggressive Driving, Unmarked/Low-Visibility Crosswalks
Unmarked Crosswalk, Insufficient Pedestrian Signage
Congested Student Drop-Off
Haviland Avenue School
Unmarked Crosswalk
Flooded Curb Ramps
Unmarked Crosswalk, Pedestrian Crossing Visibility
Unmarked Crosswalk, Insufficient Pedestrian Space Flooded Curb-Ramps
Unmarked Crosswalk, Overgrown Vegetation, Insufficient Pedestrian Signage
Speeding, Aggressive Driving
Missing Curb-Ramps
Mansion Avenue School
Unmarked Crosswalk
Insufficient Pedestrian Space
Unmarked/Low-Visibility Crosswalks
Low Storage Capacity Bike Racks
Unmarked/Low-Visibility Crosswalk
Unmarked Crosswalk
Unmarked/Low-Visibility Crosswalk
Flooding
Audubon Junior Senior High School
Low Storage Capacity Bike Racks
Unmarked/Low-Visibility Crosswalks
W Nicholson Rd
Cuthbert Blvd
Nicholson Rd
Hopkins Rd
E Kings Hwy
W Kings Hwy
Black Horse Pike
N Merchant St
Merchant St
Dewey Parker Ave
Brittin Ave
Payson Ave
Ward Ave
Audubon Ave
Maple Ave
Central Ave
Oswego Ave
Cedarcroft Ave
Edgewood Ave
Mansion Ave
Lake Dr
Oak St
W Pine St
Walnut St
Washington Ter
Elm Ave
Spruce St
Cherry St
Willits Ave
Harvard Rd
Paris Ave
Princeton Rd
Park Pl
Crystal Lake Ave
Prospect Ave
Village Ct
Logan Ave
N Davis Ave
S Davis Ave
S Barrett Ave
S Hood Ave
Dowling Ave
Oakland Ave
W Graisbury Ave
S White Horse Pike
Cedarcroft Ave
Wyoming Ave
Chestnut St
Third Ave
Ervin Ave
Vassar
Atlantic Ave
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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 include the Federal Highway Administration's (FHWA) Manual of Traffic Control Devices (2023) and Proven Safety Countermeasures Initiative (PSCi), the American Association of State Highway Officials' (AASHTO) Guide for the development of Bicycle Facilities (2024), the National Association of City Transportation Officials' (NACTO) Urban Street Design Guide, Urban Bikeway Design Guide, and the NJDOT Complete Streets Design Guide.

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.

Recommendations discussed are shown on Map 7 at the end of this section.

Recommended Systemic Issue Countermeasures

Traffic Calming to Reduce Vehicle Speeds

Traffic calming is a self-enforcing traffic management approach that forces drivers to alter their speed. 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. Traffic calming methods typically use vertical or horizontal deflection.

An example of a vertical measure is a speed humps or speed cushions.

An example of horizontal measure is a curb extension (bump out). They physically narrow traffic lanes, which leads to vehicles traveling at slower speeds. Extending



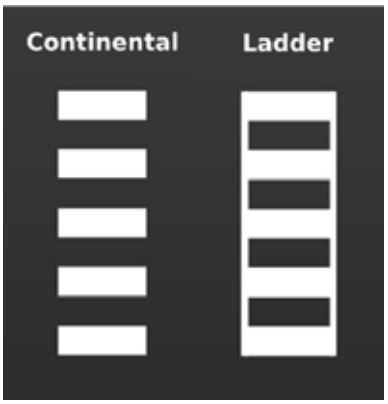
Speed cushions are installed to accommodate the wheelbase of emergency vehicles
Credit: Traffic Logix

the curb-line also increases the visibility of pedestrians waiting to cross, reducing the risk of drivers not seeing a waiting pedestrian due to obstructions at the intersection, such as cars parked too closely to the crosswalk. An added benefit specific to Walking School Bus routes, they also create more space for groups of pedestrians to wait to cross. Curb bump-outs are appropriate for use at the intersections of any street that allows street parking along each student travel corridor and recommended for all intersections with marked crosswalks on the blocks near schools. Audubon features many 30-foot-wide streets with street parking allowed on both sides. Curb extensions between five and six feet wide would slow traffic but still a shared lane wide enough for two vehicles to pass each other without conflict. On wider streets, curb extensions between six and seven feet wide would be effective.

Another simple horizontal measure is to reduce travel lane widths. Reducing travel lane widths to as narrow as nine or 10 feet would significantly reduce vehicle speeds. This can be done by simply re-striping the roadway, a low-cost but effective solution. Examples are painting centerlines or adding shoulders.

Address Unmarked and Low-visibility Crosswalks

All crossings at intersections should be marked with crosswalks if possible, and transverse patterns should be replaced with a more visible bar-style crosswalk pattern. In recent years, standards have changed to prefer ladder or continental crosswalks. Transverse pattern crosswalks are less visible, according to the FHWA, because they lack internal contrast and are easily obstructed visually by glare. According to the United States Department of Transportation (USDOT), high visibility crosswalks can reduce pedestrian injury crashes up to 40%.



Examples of High-Visibility Crosswalk Patterns
Source: SF Better Streets.

Repair Damaged Sidewalk Tiles

Cracked sidewalks and other pedestrian tripping hazards are an issue that be treated in a systemic fashion. There are likely other streets not evaluated in Audubon where this is also an issue.

Tripping hazards, caused by unevenness between sidewalk tiles can be addressed via several options. Concrete grinding is a budget-friendly solution where a machine is used to grind down the high side to match the low side of the sidewalk. Another option is to use a small amount of concrete to patch the sidewalks, conversely raising the low side to match the high side. Concrete grinding and concrete patching do not address the underlying cause of unevenness. Concrete leveling is more expensive than grinding or patching, but it provides a longer-term solution. Small holes are drilled into the sidewalk slab, and then a leveling agent (grout, foam, or mud) is poured through the holes and lifts the slab back to the appropriate level. The most expensive option would be to fully replace the sidewalk tiles in question.

Designate Bicycle Boulevards

Roads in Audubon are generally insufficiently wide to accommodate bike lanes and allow for on-street parking. If preserving existing parking is

desired, an alternative option is to create bicycle boulevards. A bicycle boulevard is a low-cost treatment that uses neighborhood streets with low-volume and low-speed vehicle traffic to alert drivers that bicyclists are allowed full use of travel lanes. A bicycle boulevard uses sharrows, a bike symbol with chevron arrows,

or a bike symbol with BLVD, painted into travel lanes. These markings encourage bicyclists to use a specific route and remind drivers to be alert for bicyclists. There should also be signs along the route indicating that it is a bicycle boulevard. Bicycle boulevards often include traffic calming measures to lower vehicle speeds and in some cases, traffic diversion to reduce traffic volume and to remove conflict points.



Example of a Bicycle Boulevard with BLVD pavement markings

Locations suitable for bicycle boulevards are identified using the Levels of Traffic Stress (LTS) analysis, discussed in Section 2, and evaluation of community destinations, and information shared by residents and parents.

Bicycle boulevards are only appropriate on streets assigned an LTS score of 1 or 2. Bicycle boulevards would ideally be located on a network of LTS 1 streets that connect to frequently visited community destinations, such as parks, schools, and local businesses. When selecting LTS 2 streets for inclusion in a network, it is strongly encouraged to add traffic calming elements to lower vehicle speeds. Curb bump-outs would be a good choice because they narrow the roadway, slow turning traffic, and physically restrict vehicles from parking at the intersection, ensuring clear sightlines to improve recognition of bicycle cross-traffic.



Example of a Bicycle Boulevard signage

All student travel corridors are excellent candidates to be designated and retrofitted to be bicycle boulevards, however, Audubon Borough should evaluate additional streets that would benefit bicycle travel for all residents. Notable potential north-south candidate corridors are Amherst Road, Logan Avenue, Edgewood Avenue, and Hampshire Avenue. East-west candidate corridors are Merchant Street, Pine Street, and Walnut Street. A potential bicycle boulevard network is shown nn Map 6.

Provide More and Higher Quality Bicycle Parking

To encourage more students to ride their bikes to school, the grid racks at each school should be upgraded to bicycle racks with higher capacities. An example of a higher capacity bike rack is a ribbon rack or an inverted u-shaped rack. Aside from each rack being able to store two bicycles, inverted u-racks are one of the most secure bike rack variations. An inverted u-rack provides two stable points of contact for a bike, and the bike frame can easily be locked and secured to the bike rack. It is important to note that inverted u-racks should be spaced appropriately to allow for a bicycle to be affixed to both sides. Inverted u-racks are standalone, giving the school an option of how many to install based on anticipated demand.


Spaced u-rack assembly

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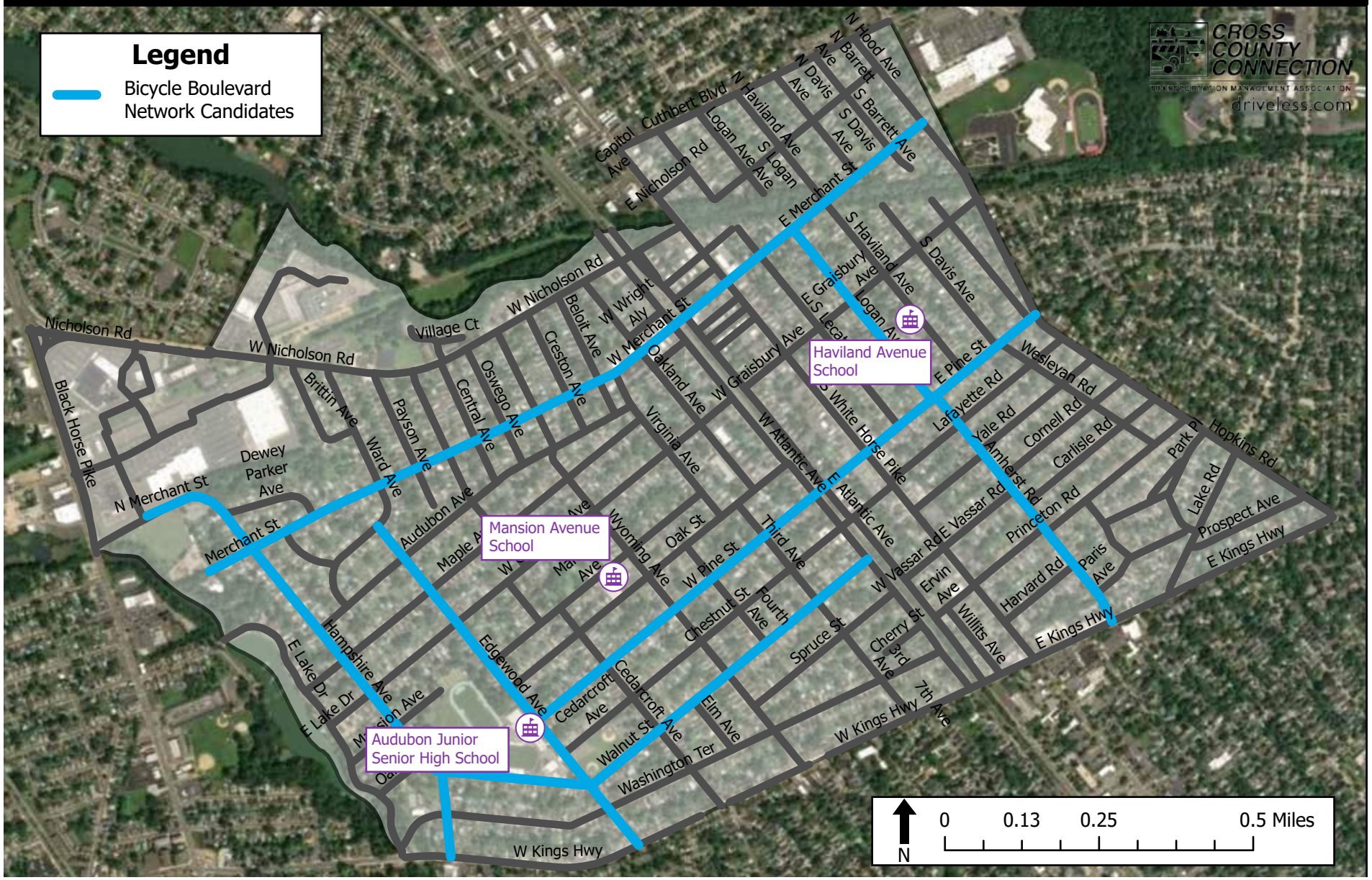
Map 7 - Proposed Audubon Bicycle Boulevard Network



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Green Stormwater Infrastructure

Green stormwater infrastructure uses bio-retention measures to mimic the natural environment using plants, soil, and stone to filter and manage runoff more effectively. It replaces impermeable surfaces, such as concrete and asphalt, with permeable surfaces that soak up the water, reducing the volume of water inundating curbside gutters and storm-drains.

There are many methods, but incorporating bio-retention into curb bump outs would introduce traffic calming measures to these intersections as well. An inlet or curb-cut directs runoff into the bump-out structure where it can be stored, infiltrated, and absorbed by the plants. Excess runoff is permitted to leave the system and flow to an existing inlet.



Bio-retention incorporated into curb bump-outs
Source: Philadelphia Water Department

Stormwater planters can be used alongside sidewalks. The planters are rectangular with four concrete sides, providing structure and curbs for the planter. The top of the soil in the planter is lower in elevation than the sidewalk, allowing runoff to flow into the planter through an inlet at street level. Excess runoff not absorbed by the planter is directed into an overflow pipe connected to the existing combined sewer pipe. Permeable pavement is another option. Porous paving surfaces allow water to infiltrate through the surface and never become runoff. It instead filters through the pavement into a subsurface layer of stone. Permeable asphalt is a common form.

White Horse Pike Pedestrian Crossings

The NJDOT has plans for the White Horse Pike that include new signing and striping of all intersections within Audubon Borough, and new traffic signals at the Pine Street intersection. Updating the White Horse Pike with visible, modern signs and striping should increase safety for all road users by increasing awareness of the rules of the intersection and creating an environment for responsible road-use behavior.

Student Travel Corridor Recommendations

The following are recommendations for each student travel corridor. These recommendations build upon the systemic countermeasures described previously. For some corridors there are priority locations where a combination of countermeasures can be applied. These comprehensive strategies are discussed in more detail.

Tables 16 through 26 provide a corridor recommendations summary. Each summary table serves as a preliminary project scoping tool for future engineering evaluation and grant development. Recommendations listed as corridor-wide apply throughout the corridor, while intersection-specific recommendations identify targeted locations for further study and design.

Pine Street

Pine Street would benefit from several systemic countermeasures identified earlier in this chapter, including traffic calming, high-visibility crossings, bicycle boulevard treatments, and green stormwater infrastructure.

The location-specific recommendations below identify where these measures should be prioritized.

Table 16: Pine Street Corridor Recommendations Summary	
Recommendation	**Location/Intersection**
Bicycle Boulevard (sharrows, signage, traffic calming)	Entire corridor
Curb bump-outs	Atlantic Avenue, Wyoming Ave
Add stormwater bio-retention to bump-outs	Haviland Ave, Lecato Ave, Edgewood Ave
Rectangular Rapid Flashing Beacon (RRFB)	Amherst Rd/Logan Ave and Third Ave
Pedestrian-refuge islands	Atlantic Ave
Continental crosswalks	Atlantic Ave, White Horse Pike, Amherst Rd/Logan Ave, Wesleyan Rd/Davis Ave, Hopkins Rd
Trim overgrown vegetation	Atlantic Ave
Sidewalk leveling	Entire corridor

Suggested Countermeasure Application Strategies

Retrofit to be a Primary Spine of Bicycle Boulevard Network

There are currently efforts being made by Audubon parents and members of the Audubon Travel Plan Working Group to organize a “bicycle bus” for students looking to ride their bike to and from school. A bicycle bus is similar to a walking school bus, a group of students who ride their bikes to school in a group together. Pine Street is an ideal route for a bicycle bus option due to the existing police presence along the route due to the walking school bus. Pine Street can function as a primary spine of a bicycle boulevard network since it is already a main travel corridor for students at all schools and has a signalized intersection with the White Horse Pike. Amherst Road, Logan Avenue, and Edgewood Avenue would be potential intersecting network streets.

Being an LTS 2 street, the additional traffic calming measures suggested in this report along Pine Street would increase safety for all road users and should be implemented to support the potential bicycle boulevard. There is also a 1.08-mile-long planned section of the Camden LINK trail that will run parallel to Atlantic Avenue, and construction began in April 2026. The proposed bicycle boulevard would connect with this segment of the LINK trail at Atlantic Avenue. This will eventually connect the Audubon Borough Bicycle Boulevard to the entirety of the Camden County LINK trail and the Greater Philadelphia Region Circuit Trails network.

Incorporate Stormwater Bi-Retention Into Traffic Calming

Stormwater bump-outs can solve many of the issues found along Pine Street. Not only would they reduce vehicle speeds, expand the pedestrian waiting area at intersections, and narrow pedestrian crossing distances, but also address the intersection flooding issues when fitted with green stormwater infrastructure. Bio retention areas can be created within the unpaved portions of the extension.


Bump-out with bio-retention
Source: City of Minneapolis

The soil and vegetation will absorb the stormwater, before it pools at the base

of the curb ramp. Vegetation and landscaping should be short enough to allow for open sight-lines of traffic. Flooding issues were reported at Pine streets intersections with Lecato Avenue and Haviland Avenue, but this method can be utilized anywhere bump-outs are employed throughout Audubon Borough with similar issues.

Address Intersection Geometry at Amherst Road/Logan Avenue

The offset intersection limits driver visibility and complicates roadway crossing for pedestrians. The addition of curb bump-outs would increase the visibility of pedestrians waiting to cross, provide them with more space to wait, shorten the crossing distance, and narrow the roadway for vehicle traffic. Narrowing the roadway discourages drivers from traveling at fast speeds.

The offset intersection creates a similar situation to a mid-block crossing, which creates a situation in which oncoming vehicle traffic is not always prepared to stop for a crossing pedestrian. The possibility of installing a pedestrian beacon, like a rectangular rapid flashing beacon (RRFB), should be explored to warn approaching vehicles of pedestrians waiting to cross.

An RRFB consists of two rectangular-shaped yellow indications, each with a light-emitting diode (LED) array-based light source. RRFBs alert drivers approaching an intersection that there is a pedestrian looking to cross. According to the FHWA, RRFBs can increase motorist yielding rate up to 98%, and can decrease pedestrian crashes up to 47%.


Rectangular Rapid Flashing Beacon (RRFB)

Intersection Improvements at Atlantic Avenue

Atlantic avenues intersections with Pine Street, Merchant Street, and Chestnut Street, would benefit from extensive improvements, including pedestrian refuge islands, curb bump outs, and proper signage. Atlantic Avenue in Haddon Heights Borough provides an excellent example of an improved intersection, including curb bump-outs and continental crosswalks. The overgrown vegetation should also be cut back to improve driver visibility as they approach Pine Street on Atlantic Avenue.


Example of Pedestrian Refuge Island and improved approach on Atlantic Avenue in Haddon Heights.

Merchant Avenue

Pine Street would benefit from several systemic countermeasures identified earlier in this chapter, including traffic calming, high-visibility crossings, bicycle boulevard treatments, and green stormwater infrastructure. As with Pine Street, the intersection of Merchant Avenue and Atlantic Avenue is a significant issue. The same recommendations suggested above for Pine Street apply to Merchant Avenue as well.

Table 17: Merchant Avenue Corridor Recommendations Summary	
Recommendation	Location/Intersection
Bicycle Boulevard (sharrows, signage, traffic calming)	Entire corridor
10-11 ft. lane striping	Between Virginia Ave and Hampshire Ave
Curb bump-outs	Atlantic Ave, Wyoming Ave
Pedestrian-refuge islands	Atlantic Ave
Continental crosswalks	Lecato Ave, White Horse Pike, Atlantic Ave, Beloit Ave, Cedarcroft Ave, Payson Ave, Ward Ave, Hampshire Ave

Suggested Countermeasure Application Strategies

Traffic Calming between Virginia Avenue and Hampshire Avenue

Merchant Street is the main economic corridor of the borough, and destinations like Antoninos Pizza and Speedy Mart make the street a popular after-school destination. The street is 36 feet wide. Wider streets cause drivers to travel faster. Effective traffic calming measures, including bump-outs and narrow lane striping, are utilized between West Atlantic Avenue and Oakland Avenue. When leaving the commercial blocks of Merchant Street, the lack of traffic calming makes it appear as if the travel lanes widen significantly as you enter residential areas. The remainder of the street, outside the commercial area, could utilize these same traffic calming measures. Bump-outs could be impactful at frequently used pedestrian crossings, including Atlantic Avenue and Wyoming Avenue. Along the length of the corridor between Virginia Avenue and Hampshire Avenue, a centerline and shoulders could be striped to clearly define narrow travel lanes. The recommended width would be 10 or 11 feet.

Chestnut Avenue

Chestnut Avenue would benefit from several systemic countermeasures identified throughout this chapter, including traffic calming, high-visibility crossings, and green stormwater infrastructure. Similar to Pine Street and Merchant Street, pedestrian crossing conditions at east and West Atlantic Avenues can be improved through a combination of visibility enhancements and traffic calming measures.

Table 18: Chestnut Avenue Corridor Recommendations Summary	
Recommendation Issue	Location/Intersection
Curb bump-outs	Edgewood Ave, Cedarcroft Ave, Wyoming Ave, Fourth Ave, Third Ave, Atlantic Ave,
Bump-outs with added stormwater bio-retention	Edgewood Ave
Stormwater Planters	Edgewood Ave
Permeable pavement	Edgewood Ave
Pedestrian-refuge islands	Atlantic Ave
Continental crosswalks	Cedarcroft Ave, Wyoming Ave, Fourth Ave, Third Ave, Atlantic Ave, White Horse Pike, Amherst Rd, Wesleyan Rd, Hopkins Rd

Wyoming Avenue

Wyoming Avenue would benefit from systemic traffic calming measures and high-visibility pedestrian crossings to address frequently reported speeding concerns. Given its role as an important north-south travel route and the number of student crossings along the corridor, reducing vehicle speeds and improving intersection safety should be priorities. The intersection of Wyoming Avenue and Audubon is a significant concern and would require extensive study and a large-scale project to address.

Table 19: Wyoming Avenue Recommendations Summary	
Recommendation	Location/Intersection
Curb bump-outs	Pine St, Merchant St, Oak St, Chestnut St, Walnut St
Speed humps or cushions	Entire corridor
Continental crosswalks	Washington Terr, Walnut St, Chestnut St, Graisbury Ave, Maple Ave, Audubon Ave
Reduce curb radius	Southeast corner at Audubon Ave

Suggested Countermeasure Application Strategy

<u>Redesign Intersection with Audubon Avenue</u>

The wide curb radius on the southeast corner could be reduced to match the geometry of the southwest corner. This would slow vehicles speeds, create more orderly traffic flow, better connect the sidewalk network, and significantly reduce pedestrian crossing distances. A warrant study is recommended to evaluate



Intersection redesign concept at Wyoming Ave and Audubon Ave

if a four-way stop would improve safety. If these intersection improvements are made, continental crosswalks can be added to fully connect the sidewalks in the intersection.

Edgewood Avenue

Edgewood Avenue serves as a critical connection to Audubon High School and presents opportunities to improve both bicycle and pedestrian access. Consistent with several systemic recommendations identified earlier in this chapter, the corridor would benefit from bicycle boulevard treatments, upgraded crossings, and green stormwater infrastructure. The recommendations below identify locations where these measures could address flooding concerns, improve access to school facilities, and enhance safety for all roadway users.

Table 20: Edgewood Avenue Recommendations Summary

Recommendation	Location/Intersection
Bump-outs with added stormwater bio-retention	Pine St and Chestnut S
Sidewalk level stormwater planters	High school entrances between Pine St and Chestnut St
Permeable pavement	Between Pine St and Chestnut St
Bicycle Boulevard (sharrows, signage, traffic calming)	Entire corridor
Continental crosswalks	Audubon Ave, Maple Ave, Washington Terr
Install multiple u-racks with 36-48 inch spacing	All school entrances

Suggested Countermeasure Application Strategy

Utilize Multiple Green Stormwater Management Countermeasures

There is significant flooding at the intersection of Chestnut Street and Edgewood Avenue, in front of the main entrance to the high school and the main drop-off point for students that get driven to school. Sidewalk level stormwater planter boxes are a viable option to eliminate pooling water via bio-retention at this intersection along the sidewalk immediately in front of the gym entrance. This remedy is visually pleasing and will add aesthetic value to the main entrance of the high school.

Permeable asphalt should also be considered for the blocks of Edgewood between Mansion Avenue and Walnut Street. Extra maintenance may be required to prevent clogging. Using a leaf-blower to remove sediment from the street surface is a routine measure that could be employed often, but vacuum sweeping may be required at least twice per year.

Graisbury Avenue

Graisbury Avenue would benefit from systemic safety improvements focused on reducing vehicle speeds and improving pedestrian crossing visibility. Reported speeding concerns and the presence of student travel activity make traffic calming measures and high-visibility crossings appropriate considerations along the corridor. The recommendations below identify locations where these improvements should be prioritized.

Table 21: Graisbury Avenue Recommendations Summary	
Recommendation	Location/Intersection
Curb bump-outs	Haviland Ave
Continental crosswalks	Lecato Ave, Logan Ave, Haviland Ave

Mansion Avenue

Mansion Avenue generally functions well as a student travel corridor, with relatively few site-specific concerns identified during the planning process. Recommended improvements focus on enhancing bicycle accommodations and improving pedestrian crossing visibility at key intersections. The recommendations below identify opportunities to support increased bicycle use and improve safety for students traveling to and from school.

Table 22: Mansion Avenue Recommendations Summary	
Recommendation	Location/Intersection
Install multiple u-racks with 36-48 inch spacing	Mansion Avenue School
Continental crosswalks	Edgewood Ave, Cedarcroft Ave

Oak Street

Oak Street would benefit from targeted systemic countermeasures that improve pedestrian visibility and reinforce safe vehicle operating speeds. Existing temporary delineators already demonstrate the effectiveness of daylighting intersections and improving sight lines for pedestrians. The recommendations below identify locations where permanent improvements could further enhance safety and accessibility along the corridor.

Table 23: Oak Street Recommendations Summary	
Recommendation	Location/Intersection
Curb bump-outs	Wyoming Ave,
Continental crosswalks	Fourth Ave, Virginia Ave, Oakland Ave

Walnut Avenue

Walnut Street would benefit from systemic improvements that address speeding concerns and improve pedestrian crossing visibility. Several intersections feature either unmarked crossings or crosswalk markings that do not meet current best practices for visibility. The recommendations below identify locations where traffic calming measures and upgraded pedestrian crossings would improve safety and accessibility for students and other roadway users.

Table 24: Walnut Avenue Recommendations Summary	
Recommendation	Location/Intersection
Curb bump-outs	Wyoming Ave,
Continental crosswalks	Cedarcroft Ave, Wyoming Av, Fourth Ave

Haviland Avenue

Haviland Avenue's primary safety and operational concern is congestion associated with student drop-off and pick-up activity. Systemic measures that improve pedestrian visibility and reinforce school circulation policies can help reduce conflict points and improve safety near the school entrance.

Haviland Avenue also has the unique issue of wild turkeys antagonizing and frightening young children that require strategies not related to biking or walking infrastructure. Two turkey deterrence options can be considered, both of which are silent and should cause minimal disruption to nearby residents. Installing reflective material near the intersection would disorient the turkeys and irritate them enough to force them to move along, without harming them. Turkeys and other diurnal birds have tetra-chromatic vision, which means they are able to perceive ultraviolet light, and therefore have an increased sensitivity to light. The second option is to erect predator decoys such as a fox.

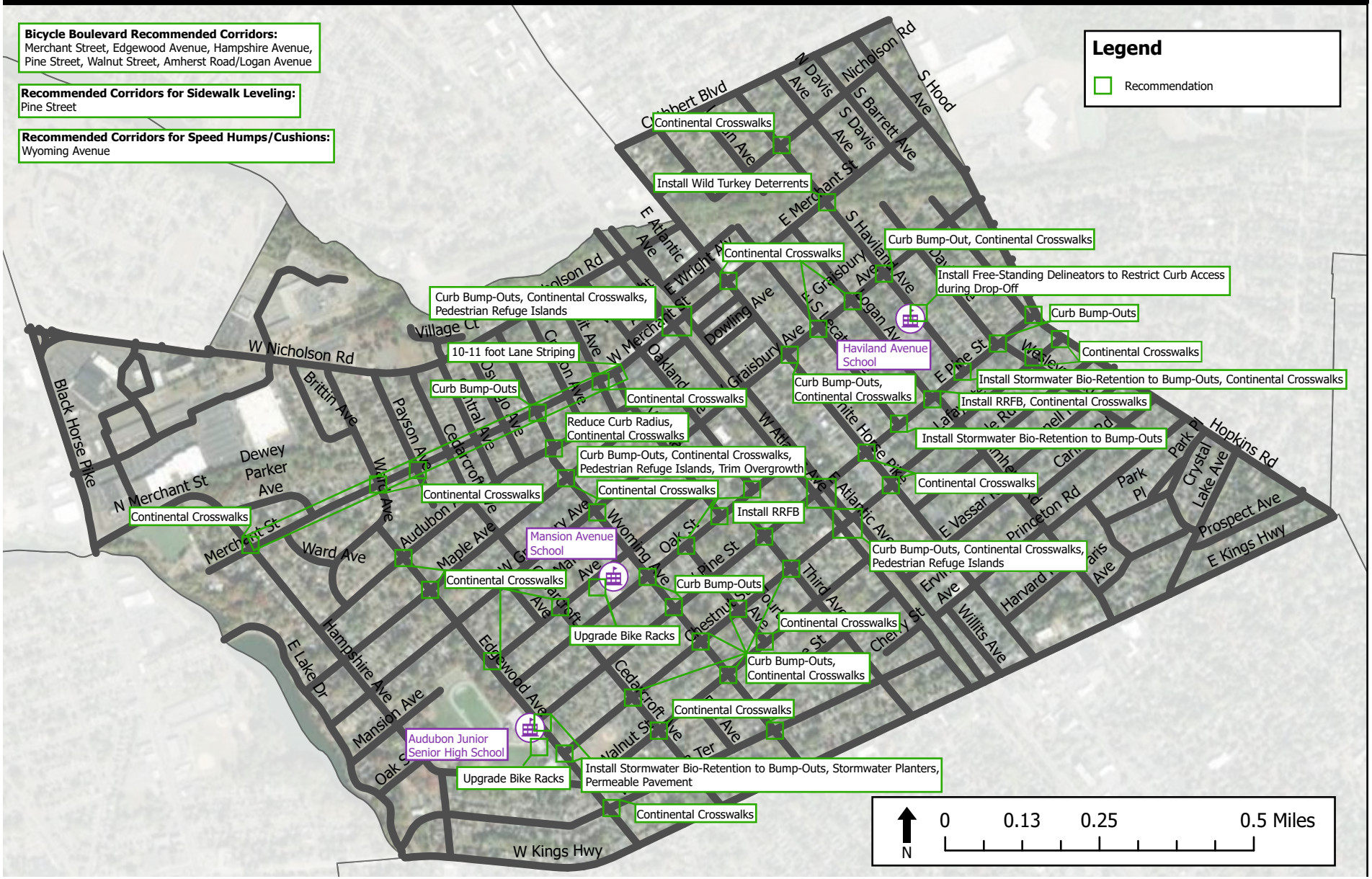
Table 25: Haviland Avenue Recommendations Summary	
Recommendation	Location/Intersection
Free standing delineators to restrict curb access for drop-off	Elementary school entrance
Continental crosswalks	Nicholson Road, Graisbury Ave, Pine St
Curb bump-outs	Graisbury Ave
Install wild turkey deterrence measures	Merchant Ave

Amherst Road

Amherst Road would benefit from a combination of bicycle-focused and pedestrian-focused systemic improvements. The corridor provides an opportunity to strengthen community bicycle connectivity while supporting safe student travel to school. The recommendations below identify measures that would improve visibility at crossings and establish Amherst Road, and better connect to Logan Avenue, and function as a an important part of a municipal multi-modal network.

Table 26: Amherst Road Recommendations Summary	
Recommendation Issue	Location/Intersection
Bicycle Boulevard (sharrows, signage, traffic calming)	Entire corridor
Continental crosswalks	Pine St

Map 8 - Recommendations



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5 Non-Infrastructure Recommendations

The NJDOT supports non-infrastructure programs through funding 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 Audubon 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/.

It is important for schools to be active participants in the Safe Routes to School program to enjoy its benefits. 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.

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 engineering-related policies and program recommendations that can be implemented to further improve walking and biking conditions. While these are not infrastructure, they can still have a significant impact on travel safety and quality of life. These recommendations are shown in Table 27 and described below.

Satellite Drop-Off Program

Student drop-off leads to traffic congestion at Audubon Junior Senior High School. 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 can 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.

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. 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.

Using Sutvans Lane as a satellite drop-off location would allow for traffic to flow as students exit vehicles and then walk down Chestnut Street or through Charles F. Wise Park to school. Sutvans Lane is a one-way street, so students exiting a vehicle would not have to cross against oncoming traffic. There are parking spaces for Audubon residents on Sutvans Lane, and a single house has an address on Sutvans Lane. Further investigation is required to determine the impact a satellite drop-off would have on that household and neighbors. A diagram visualizing the route follows:



Diagram of potential Satellite Drop Off Route for Audubon High

Complete Streets Policy

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. Complete Streets are streets designed for everyone – all users, travel modes, and ability levels – balancing the needs of drivers, pedestrians, bicyclists, transit vehicles, emergency responders, and goods movement. When a municipality adopts a Complete Streets policy, this does not mean that every street in every community should have sidewalks, bike lanes, and transit. There is no universal, prescriptive design. By applying Complete Streets as a core, guiding principle, a robust, multi-modal network with facilities for all users can be established incrementally over time.

The NJDOT released the Complete & Green Streets for All: Model Complete Streets Policy & Guide in 2020, which can be found at nj.gov/transportation/eng/completestreets/resources. This document includes a model policy that better incorporates equity and environmental considerations. It also includes updated Complete Streets Checklists that can be used at every stage of transportation projects and roadway improvements to ensure a thorough process that does not miss opportunities to improve road safety for all. Municipalities with a Complete Streets policy also receive an additional point on NJDOT grant program applications. Cross County Connection can be a useful resource in the process of adopting a Complete Streets Policy.

School Streets

To prevent parents from continuing to drive and pull over in front of the school during arrival and dismissal, Haviland Avenue School should explore the possibility of turning Haviland Avenue between Graisbury and Pine into a “school street”. School Streets restrict access to motor vehicles during arrival and dismissal times. Closing the street to cars would ensure that parents and guardians are no longer driving up to the school (despite current school policy) and could encourage more families to walk to school together.

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 intervention reduces congestion and air pollution near schools, minimizes conflicts between vehicles, bicycles, and pedestrians, and frees up the school zone for students walking and biking. School Streets also provide social benefits by giving children more space to play and a place for parents to meet.

Table 27: Engineering Recommendations

Evaluation Actions	Responsibility	Time Frame
Satellite Drop Off	Audubon School District	Ongoing
School Streets	Audubon School District, Audubon Police Department	Ongoing
Complete Streets Policy	Audubon Borough	Ongoing

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. Studies have shown that SRTS encouragement and programming resulted in a 25% increase in biking and walking to school. Audubon School District began working with Cross County Connection TMA during the fall semester in 2023, and continued collaborators since then. These recommendations are shown in Table 28 and described below.



Cross County Connection Bike Safety Presentation

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.



Bookmark Contest Examples

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 a young age. The students learn safety tools and laws, and how to properly fit and wear a bicycle helmet. Audubon 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 bicycle and/or pedestrian safety presentation. 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 walking and biking to school. Mansion Avenue School participated in the bookmark contest in September 2025. The winning bookmark design will be printed and distributed at all schools throughout South Jersey during safety presentations and outreach events.

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 an obstacle course, and work with each student who attends. 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.

Table 28: Education Recommendations

Education Actions	Responsibility	Time Frame
Pedestrian Safety Presentation	Cross County Connection TMA	Annually
Bike Safety Presentation	Cross County Connection TMA	Annually
Bookmark/Poster Contest	Audubon School District, Cross County Connection TMA	Annually
Bicycle Rodeo	Audubon School District, Audubon Borough Police Department, Cross County Connection TMA	Annually
Creation and Distribution of Education Materials	Audubon School District, Cross County Connection TMA, NJ Safe Routes to School	Ongoing

Encouragement

It is important to encourage and promote walking and biking to school through hands-on activities that generate excitement. These programs are essential to building the momentum necessary to change school travel habits. Below are activities, events, and programs that Audubon

School District should conduct in order to encourage students to walk and bike to school. Table 29 details the recommended Encouragement Actions.

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.

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. 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 on the first Wednesday of May, as part of National Bike Month. This event encourages students to bike to school, while also celebrating cycling and promoting bike safety, healthy lifestyles, and community participation. National Bike Month takes place throughout May; schools can choose to plan an event for any date that works best.
- Ruby Bridges Walk to School Day is a day which celebrates Ruby Bridges, the first Black child to integrate an all-White school in the southern United States. It encourages students to walk to school and engage in 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 to school days 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 Day and National Bike Month, visit https://www.saferoutesnj.org/ and www.walkbiketoschool.org/.

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 or biked to school the most, will earn the “Golden Sneaker”.

Encourage Carpooling

Although carpooling does not provide the physical benefits of walking or biking, carpooling to and from school puts less vehicles on the road during peak hours. This would decrease congestion in front of the school. Since carpooling is more common at the High School than at Mansion or Haviland Schools, the High School should encourage even more students to organize carpools to and from school. The High School should provide a way for students who want to carpool to communicate, with either a physical or online form/sign-up sheet

Table 29: Encouragement Recommendations		
Encouragement Actions	**Responsibility**	**Time Frame**
Participation in National Walk to School Day	Audubon School District, Cross County Connection TMA	Annual: October
Participation in National Bike & Roll to School Day	Audubon School District, Cross County Connection TMA	Annual: May
Ruby Bridges Walk to School Day	Audubon School District, Cross County Connection TMA	Annual: November 14
Golden Sneaker Challenge	Audubon School District, Cross County Connection TMA	Annual
Bookmark/Poster Contest	Audubon School District, Cross County Connection TMA	Annual
Encourage Carpooling	Audubon Junior Senior High School	Ongoing

Enforcement

Enforcement of safe and lawful travel behavior around schools and throughout the borough by the Audubon 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 30.



Example of a sign Indicating One-Way Traffic at Specific Times
Source: Lansing Elementary School

Enact Restrictions During Student Drop-off at School Entrances

Haviland Avenue School policy is for parents to not pull-up and stop at the school entrances to drop-off students. This area is also a fire lane. It could be designated as a No Standing or No Stopping zone, where no parking, or pulling over to stop briefly at the curbside, would be allowed per municipal ordinance. This would be conveyed through regulatory signage. When selecting the appropriate signage, it is important to note that, per the MUTCD, the word “standing” when used on regulatory signs refers to a driver keeping the vehicle in a stationary position while continuing to occupy the vehicle, as you would have during school drop-off and pick-up. The word “stopping” refers to any vehicle, occupied by a driver or not, that stops other than to avoid conflict with other traffic or to comply with official direction.

A simple measure to help passively enforce the school arrival/dismissal policy would be to utilize heftier free-standing delineators on Haviland Avenue, in front of the school to prevent cars from stopping in front, as an alternative to traffic cones.

At the high school, Edgewood Avenue, between Oak Street and Chestnut Street could be designated as a one-way street on schooldays during the hours of student drop-off, and pick-up if necessary. This should be done in consultation with residents.

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. Currently, there is an Audubon police officer that shadows the Mansion Avenue Walking School Bus in the mornings. The School Safety Specialist at Audubon Junior Senior High School also aids with student arrival and dismissal.

According to the 2023 revision of the New Jersey State Memorandum of Agreement between Education and Law Enforcement Officials, the decision whether to employ a School Resource Officer (SRO), Class Three special enforcement officer, or other security staff rests with each school board based on the needs of the school community.

Funding is available via the US Department of Justice's Community Oriented Policing Services (COPS) Hiring Program, detailed in Chapter 6.

Anti-Idling Program

Poor air quality can negatively affect the health of students and staff. According to the NJDEP, idling produces ground-level ozone and particulate matter 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 conditions. NJDEP has an anti-idling program which is distinct from the SRTS program, but Cross County Connection can assist the borough and school district with setting up a program. While enforcement of the state anti-idling law can be part of the program, it does not have to be the focus, and the program can instead prioritize education on the harmfulness of idling. It is suggested that Audubon Borough complete the first step of an anti-idling program, which is to pass an anti-idling resolution. Cross County Connection can assist the borough 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 borough's commitment to improve air quality and student health.
2. Create an enforcement plan that identifies the specific locations where the 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. Information, FAQs and anti-idling signs for purchase can be found at https://dep.nj.gov/stopthesoot/idling/

Table 30: Enforcement Recommendations		
Enforcement Actions	**Responsibility**	**Time Frame**
No stopping/ standing ordinance	Audubon Borough/Audubon Police Department	Daily
Temporary lane restrictions	Audubon Borough/Audubon Police Department	Daily
Police Presence at School Arrival	Audubon Police Department	Ongoing
Social Media/Public Service Announcements	Audubon Police Department	Ongoing
Anti-Idling Program	Audubon Police Department, Audubon School District, Cross County Connection TMA	Ongoing

Evaluation

The success of your 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 31.

Certification Programs

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

- The Safe Routes to School Recognition Program rewards municipalities and schools for their commitment and support of the Safe Routes to School program. There are four qualifying levels: First Step, Bronze, Silver, and Gold Level.
- 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 other pedestrian and bicycle safety initiatives can help earn points towards Sustainable Jersey certification. Sustainable Jersey offers technical assistance and grant programs to certified schools.

Audubon Borough was awarded Gold Level in Safe Routes to School Recognition Program. Audubon is currently participating in the Sustainable Jersey Certification Program, although they have yet to achieve a ranking. The Audubon Green Team was established in 2014 and is the only mandatory action for a Sustainable Jersey Certification. A municipality looking to achieve certification can choose which actions to take, but establishing a green team is mandatory to be considered. A list of actions to achieve a ranking can be found at https://www.sustainablejerseyschools.com/actions/. CCCTMA is available to assist with working towards achieving Bronze, Silver or Gold Sustainable Jersey Certification. .

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 week. 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 and bike 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.

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 Audubon School District with information on various policies including:

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

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

Table 31: Evaluation Recommendations

Evaluation Actions	**Responsibility**	**Time Frame**
Certification Programs	Audubon Borough, Audubon School District	Annually
Student Travel Tallies	Audubon School District	Bi-Annually
Parent Surveys	Audubon School District	Annually
Participation Levels in Walking and Biking Events	Audubon School District	Annually
School Policy Changes	Audubon School District	As Needed

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6 Funding Resources

There are funding programs at the state and federal level dedicated to assisting with the implementation of projects that can improve the safety of Audubon students that walk and bike to school. These funding programs are competitive, have deadlines, and the application processes require 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.

Audubon is in the Delaware Valley Regional Planning Commission (DVRPC) region. DVRPC is the Metropolitan Planning Organization (MPO) serving the greater Philadelphia Region, including Camden County. DVRPC builds consensus for a shared regional vision; enables data-based, community-centered solutions; and helps put plans into action. DVRPC reports available funding sources for local governments at: www.dvrpc.org/funding/.

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 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 grant at:https://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 K-12 school. 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 https://www.nj.gov/transportation/community/srts/funding.shtm.

Transportation Alternatives 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 (NJTPA), 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 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.

Learn more here: https://www.nj.gov/transportation/business/localaid/alternatives.shtm

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 Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in consultation with the Environmental Protection Agency (EPA). In general, projects are eligible for CMAQ funding consideration if they are intended to reduce emissions in the region. 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.

Learn more here: https://www.transit.dot.gov/funding/grants/grant-programs/flexible-funding-programs-congestion-mitigation-and-air-quality

Community Oriented Policing Services (COPS) Hiring Program

The COPS Hiring Program (CHP) is a competitive award program offered by the United States Department of Justice, designed to provide funding directly to law enforcement agencies to hire and/or rehire additional career law enforcement officers/deputies in an effort to increase their community policing capacity and crime prevention efforts. Each award will support up to 75 percent of full-time sworn officer/deputy entry-

level salaries and fringe benefits for three years within a five-year period of performance to accommodate time needed for recruitment and hiring.

Learn more here: https://cops.usdoj.gov/chp

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 has appropriate 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.

Learn more here: https://dot.nj.gov/transportation/business/localaid/municaid.shtm

Bikeways

The New Jersey Department of Transportation's Bikeway Grant Program provides funds to counties and municipalities to promote bicycling as an alternate 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.

Website: https://dot.nj.gov/transportation/business/localaid/bikewaysf.shtm

Green Acres Program

The New Jersey Department of Environmental Protection provides loans and grants to municipal and county governments to acquire open space and develop outdoor recreation facilities, including trails. The Green Acres Program also administers the Recreational Trails Program, a source of federally-funded grants for trail development and maintenance by local governments and nonprofit organizations.

For more information: 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.

Website: https://www.njib.gov/njtib

Other Funding Sources

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

Sustainable Jersey

Sustainable Jersey offers a grant program that can be used to support projects that will earn points toward a Sustainable Jersey action. Relevant actions include participation in Safe Routes to School, adopting a Complete Streets Policy, instituting Complete Streets, and implementing bicycle and pedestrian improvement projects. Audubon was certified as a Sustainable Jersey bronze member in 2019 but currently does not have an active certification.

Learn more here: https://www.sustainablejersey.com/grants/

Sustainable Jersey for Schools

Sustainable Jersey for Schools connects participating schools and districts with financial and technical resources to successfully complete actions and make progress towards a sustainable future. Multiple competitive grant and technical assistance opportunities are available each year. Audubon School District is currently not a participant in the Sustainable Jersey for Schools program.

Website: https://www.sustainablejerseyschools.com/

7 Conclusion

Audubon 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 works on addressing students' safety through educational activities. The district is committed to building upon this foundation and encouraging more students to walk and bike to school. As a step in achieving this goal, they partnered with Cross County Connection to develop the Audubon School District Travel Plan.

This travel plan addresses existing and potential pedestrian and bicycle safety issues that impact students ability to walk and bike to school. Continued concerns about existing and potential safety issues include unsafe crosswalks, speeding motorists, and gaps in 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 Audubon's students and the community.

Next Steps

Implementation of the Audubon School 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 below:

Audubon Borough

1. Partner with Camden County to address the safety issues identified on County Roads, including East and West Atlantic Avenues, Wyoming Avenue and Graisbury Avenue.
2. Pursue additional SRTS Infrastructure Grants and other grants administered by the NJDOT and the Delaware Valley Regional Planning Commission (DVRPC) to implement recommendations identified in this report.
3. Coordinate with the county, state, and DVRPC on any future roadway plans.

Audubon 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.
3. Through continued partnerships and the expertise of the various partners, Audubon Borough 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, Audubon Borough and Audubon School District 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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