

March 2026

Stony Brook Elementary School Travel Plan

Hopewell Township, NJ

Prepared By

Greater Mercer TMA

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INTRODUCTION

This Safe Routes to School (SRTS) travel plan is for Stony Brook Elementary School, located in Hopewell Township, Mercer County. This plan was prepared by Greater Mercer Transportation Management Association (GMTMA), a nonprofit, public-private partnership dedicated to promoting and providing transportation choices designed to reduce congestion, improve mobility, increase safety, and further sustainability in Mercer and Ocean County. Established in 1984, the association consists of large and small employers, local governments, metropolitan planning organizations, and state agencies who share a commitment to providing transportation choices that are good for the community, commuters, businesses, and the environment. Hopewell Township and Stony Brook Elementary School were interested in creating a school travel plan to explore ways to support and encourage safe walking and biking to school.

TRAVEL PLAN GOALS

A School Travel Plan documents specific challenges to walking and biking to school and identifies short-term and long-term solutions to address these issues. The School Travel Plan aims to create a safer walking and bicycling environment for students so that more students and their parents can comfortably choose active transportation for the trip to school. An increase in students walking and biking contributes to additional Safe Routes to School goals, including improving children's overall health through increased physical activity and reducing congestion and the accompanying negative environmental impacts of automobile trips to school.

SAFE ROUTES TO SCHOOL

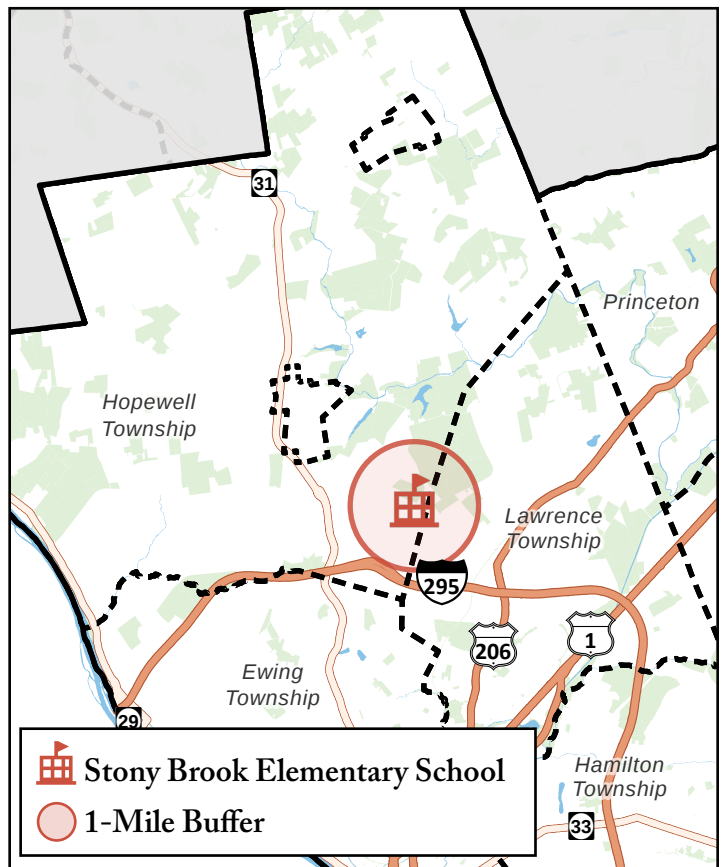
Safe Routes to School is a federal, state, and local program that aims to make it safer and more accessible for students to walk and bike to school. To achieve its goals, Safe Routes to School programs incorporate the Five E's: engagement, engineering, encouragement, education, and evaluation.

The NJ Safe Routes to School Program, provided by Greater Mercer TMA in Mercer and Ocean County, and the NJ Safe Routes to School Resource Center, is sponsored by the New Jersey Department of Transportation with funding from the Federal Highway Administration.

SETTING AND SCHOOL DESCRIPTION

Hopewell Township is a suburban municipality located in Mercer County, New Jersey, known for its rural character, open space, and strong public schools. Spanning approximately 58 square miles, the township has a population density of around 300 residents per square mile, with a total population of 17,491 according to the 2020 Census.

Stony Brook Elementary School, located at 20 Stephenson Road, serves students in grades PK–5. The school is situated in the Brandon Farms neighborhood (see Map 2 on page 3), a residential area featuring a mix of single-family homes, townhouses, and age-restricted housing. The area surrounding the school is characterized by wooded neighborhoods, farmland, and preserved open space, reflecting the township's semi-rural identity. Additionally, two gas pipeline easements run through the Brandon Farms neighborhood. While most students are driven or take the bus to school due to the township's low walkability and spread-out housing, there are opportunities for pedestrian improvements that may increase the amount of walking and biking to school.



Map 1 - Location of Stony Brook Elementary School

Stony Brook Elementary School is part of the Hopewell Valley School District, which serves the communities of Hopewell Township, Hopewell Borough, and Pennington Borough. There are a total of four elementary schools, one middle school, and one high school.

SCHOOL DEMOGRAPHICS

For the 2024-2025 school year, there were 409 students enrolled at Stony Brook Elementary School. Table 1 summarizes the number of students by grade.

According to the NJ Department of Education 2022-23 School Performance Report:

- 20.8% of students had disabilities
- 9.5% of students were Hispanic
- 6.4% of students were Black or African American
- 38.9% of students were White
- 2.0% of students were of two or more races
- 43.3% of students were Asian
- 7.3% were English learners
- 5.4% were economically disadvantaged

Table 1 - Students Per Grade (2024-2025 School Year)	
Grade	Students
Pre-K	15
Kindergarten	55
1st Grade	78
2nd Grade	57
3rd Grade	63
4th Grade	59
5th Grade	82
Total	409

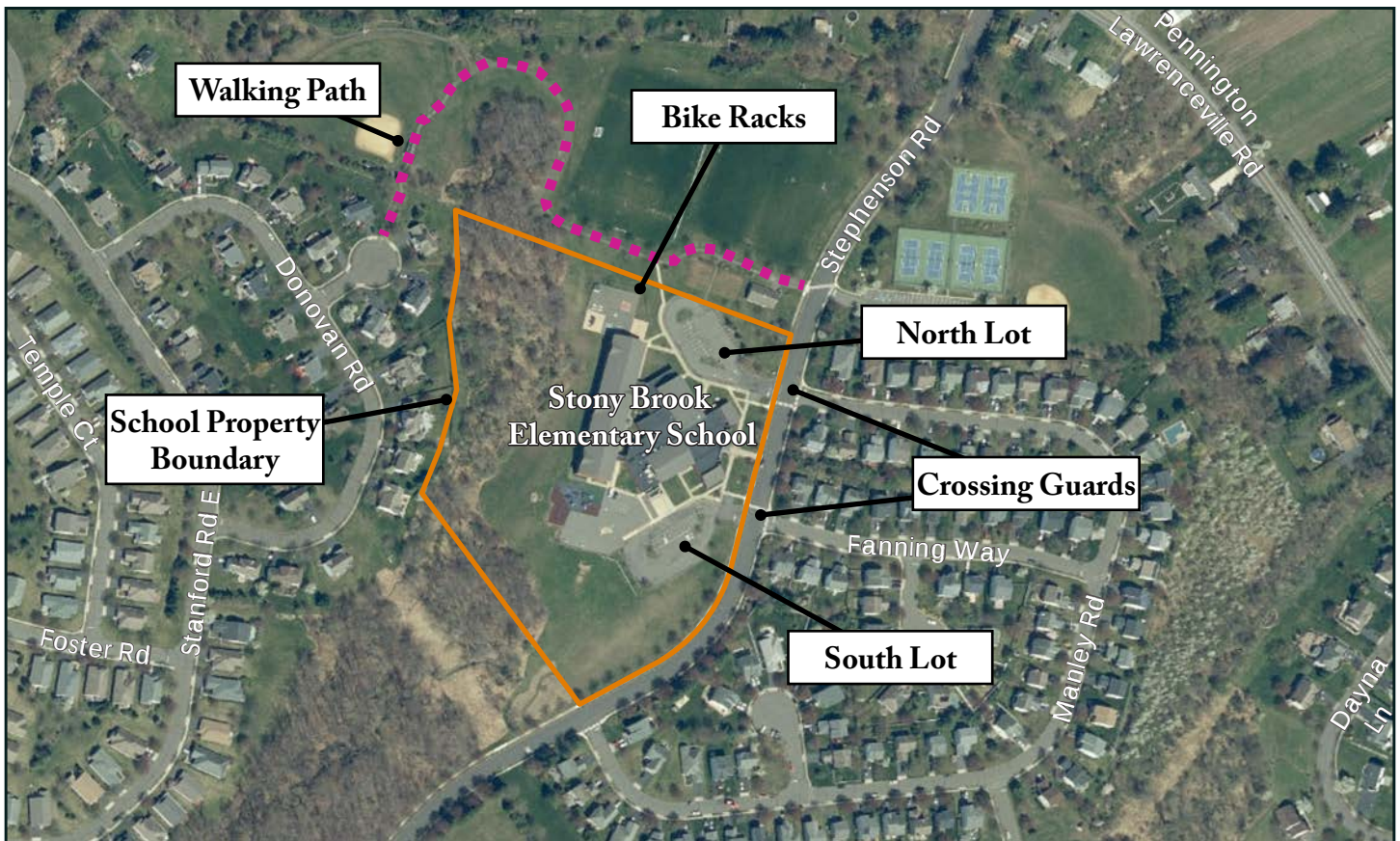
Table 2 - Hopewell Valley Regional School District: School Day Hours

	REGULAR FULL DAY		EARLY DISMISSAL		90-MINUTE DELAYED OPENING		2-HOUR DELAYED OPENING	
	Starting Time	Dismissal Time	Starting Time	Dismissal Time	Starting Time	Dismissal Time	Starting Time	Dismissal Time
Central High	7:45 a.m.	2:45 p.m.	7:45 a.m.	12:00 p.m.	9:15 a.m.	2:45 p.m.	9:45 a.m.	2:45 p.m.
Timberlane Middle	7:45 a.m.	2:45 p.m.	7:45 a.m.	12:00 p.m.	9:15 a.m.	2:45 p.m.	9:45 a.m.	2:45 p.m.
Elementary Schools Grades K - 5	8:35 a.m.	3:35 p.m.	8:35 a.m.	12:45 p.m.	10:05 a.m.	3:35 p.m.	10:35 a.m.	3:35 p.m.
Elementary Schools AM PEECH	9:00 a.m.	11:30 a.m.	9:00 a.m. - 11:30 a.m. ALTERNATE WITH PM CLASS (PLANNED Dismissal)		CANCELLED		CANCELLED	
Elementary Schools PM PEECH	12:30 p.m.	3:00 p.m.	9:00 a.m. - 11:30 a.m. ALTERNATE WITH AM CLASS (PLANNED Dismissal) =====		12:30 p.m.	3:00 p.m.	12:30 p.m.	3:00 p.m.
Elementary Schools SKIP (HES) SKIP+ (BTES)	9:00 a.m.	3:00 p.m.	9:00 a.m.	11:30 a.m.	10:30 a.m.	3:00 p.m.	11:00 a.m.	3:00 p.m.

Map 2 - Project Study Area



Map 3 - Stony Brook Elementary School Grounds



WORKING GROUPS AND PARTNERSHIPS

Greater Mercer TMA developed this plan in partnership with the Working Group shown below. Key partners for implementation are also listed. An asterisk (*) indicates which members also participated in the April 8th walk audit.

Table 4 - Working Groups and Partnerships		
Organization	Role/ Responsibility	Contact
Greater Mercer Transportation Management Association	Key Partner	Cheryl Kastrenakes, Executive Director ckastrenakes@gmtma.org
Greater Mercer Transportation Management Association	Key Partner	Steven daCosta*, Senior Planner sdacosta@gmtma.org
Greater Mercer Transportation Management Association	Key Partner	Kathleen Ebert*, Bicycle and Pedestrian Safety Coordinator kebert@gmtma.org
Greater Mercer Transportation Management Association	Key Partner	Chris Townley*, Transportation Planning Specialist ctownley@gmtma.org
Greater Mercer Transportation Management Association	Key Partner	Emma Montemurro*, Sustainable Transportation Coordinator emontemurro@gmtma.org
Hopewell Township	Community Partner	George Snyder*, Township Administrator, Director of Public Works info@hopewelltp.org
Hopewell Township Police	Community Partner	James Rosso*, Chief of Police jrosso@hopewelltp.org
Stony Brook Elementary School	School Partner	Nicole Gianfredi*, Principal nicolegianfredi@hvrsd.org
Hopewell Valley Regional School District	School Partner	Dr. Rosetta Treece, Superintendent HVRSD rosettatrece@hvrsd.org
Other Community Members	Walk Audit Participant	Don Hirsch*, neighborhood resident
*Participated in the April 8th, 2025 walk audit		

EXISTING SCHOOL TRAVEL CONDITIONS

ARRIVAL

GMTMA observed arrival and dismissal at Stony Brook Elementary School in Hopewell Township on February 19, 2026. Based on discussions with the principal and field observations, most students appear to arrive by private vehicle; however, no formal data are available to confirm the exact mode split.

School begins at 8:35 a.m. At approximately 8:00 a.m., prior to student arrival, a school staff member sets up cones in both the north and south parking lots to help organize parent drop-off traffic. In the north lot, a temporary “No Right Turn” restriction is implemented, and in the south lot, a temporary “No Left Turn” restriction is established. Cones are also placed at the intersection of Stephenson Road and Fanning Way to prevent vehicles from parking too close to the intersection. This practice helps maintain clear sight lines for both the crossing guard and approaching drivers.

Stony Brook Elementary School has some students bused. The first school bus arrived at approximately 8:10 a.m., the second at 8:22 a.m., and the third at 8:26 a.m. Buses unload students along Stephenson Road in front of the school, between Manley Road and Fanning Way. After the conventional school buses unloaded and left, a few mini school buses arrived at 8:31 a.m., 8:37 a.m., and 8:40 a.m.

Students arriving by private vehicle began arriving around 8:20 a.m. Parents may use either the north or south parking lot for drop-off. In addition, many parents park along Stephenson Road and walk their children to the school entrance. Based on observed vehicle approach patterns, most parents appear to arrive from the southern end of Stephenson Road.

Students who walked to school generally approached from the surrounding neighborhood. We observed small groups of students accompanied by parents or guardians coming from the south side of Stephenson Road, as well as from Fanning Way and Manley Road. No students were observed using the walking path behind the school that connects to Fiske Cul-de-sac; however, snowy conditions on the day of observation may have limited use of this route.

No bicyclists were observed during the arrival period. The principal indicated that a small number



Figure 1 - Cones set up to direct traffic near south parking lot



Figure 2 - Cones blocking cars from parking on Fanning Way



Figure 3 - Bus waiting to drop students off on Stephenson Road

of students typically bike to school. Bicycle racks are available on school grounds; however, they were not in use during this observation. The crossing guard at Manley Road indicated that there are generally not too many students who regularly bike.

Preschool students typically arrive around 9 a.m., and we noticed some children arriving at that time.

Overall, the student arrival period was active and somewhat congested. Both crossing guards at Fanning Way and Manley Road were effectively directing traffic and assisting pedestrians. We observed some parents crossing Stephenson Road mid-block between parked vehicles. In addition, several drivers were observed making K-turns on Stephenson Road during the arrival period.

DISMISSAL

The Stony Brook Elementary School day ends at 3:35 p.m. Unlike during arrival, parents are not permitted to use the north or south parking lots for pickup. Instead, parents and guardians must park and exit their vehicles to meet their children at the front entrance of the school. Most vehicles are parked along Stephenson Road, Manley Road, and Fanning Way during dismissal.

Prior to dismissal, a school staff member places cones near the intersection of Stephenson Road and Fanning Way to prevent vehicles from parking too close to the corner and to maintain clear sight lines. Additional cones are used to fully block access to both the north and south parking lot entrances, preventing vehicular entry during the pickup period.

Parents begin parking along Stephenson Road and lining up at the school entrance as early as 3:15 p.m. Due to the high number of vehicles parked along Stephenson Road, we observed several parents cutting across the grassy field adjacent to the south parking lot as a shortcut to reach the school.

Students who take the bus are dismissed through the gymnasium doors near the north parking lot. Buses stage and load students within the north parking lot before departing.

EXISTING POLICIES

Complete Streets Policy

In 2014, Hopewell Township passed a Complete

Streets ordinance. Hopewell Township's Complete Streets policy aims to ensure that all street projects accommodate pedestrians, cyclists, transit users, and motorists of all ages and abilities. This policy guides the design of new construction and reconstruction projects to include facilities for walking and biking, following standards from the NJDOT and other organizations.

School District Transportation Policy

In accordance with state law, N.J.S.A. 18A:39-1, all public elementary school students (grades K-8) who live more than two miles from their school and all public secondary school students (grades 9-12) who live more than two-and-a-half miles from their school are entitled to transportation. These students are said to live "remote from school." Whenever a school district is required to provide transportation to students attending regular public school programs, students attending nonpublic schools who meet those distance requirements may also be entitled to transportation services. In addition, any student classified with special needs who either meets these distance requirements or for whom transportation is required in the student's Individual Education Plan must be transported.

School Wellness Policy

The Hopewell Valley Regional School District provides guidance on overall wellness for students and faculty, as described on their Wellness Department website, stating the following: "the curriculum is built around standards that provide a consolidated approach to instruction with Wellness as a common theme. We endeavor to teach students to take responsibility for their actions and well-being, stay physically fit, and prepare for a healthy and active lifestyle."

SAFE ROUTES TO SCHOOL PROGRAMMING

Stony Brook Elementary School has participated in Safe Routes to School (SRTS) Programming as summarized below:

- November 14, 2024 - Participated in Ruby Bridges Walk to School Day
- Summer of 2025 - Stony Brook Elementary School was awarded Bronze SRTS Recognition on behalf of NJDOT and GMTMA for the years 2025-2027



Figure 4 - Student crossing Stephenson Rd



Figure 7 - Buses dropping off students in front of school



Figure 5 - No right turn sign at north parking lot exit



Figure 8 - Dismissal cone set-up on Fanning Way and south lot



Figure 6 - Parents cutting accross field to reach school near south parking lot during dismissal



Figure 9 - Line of cars parked on Stephenson Rd at dismissal

CROSSING GUARDS

Stony Brook has two crossing guards in front of the school to assist students crossing over Stephenson Road at Manley Road and Fanning Way.

CATCHEMENT AREA AND STUDENT LOCATIONS

Anonymized student location data was shared with GMTMA by Stony Brook Elementary School. Map 4 shows the location of current students of Stony Brook Elementary School and Map 5 shows the walksheds towards the school. Using this data, GMTMA was able to create estimates on how many current students are within walking distance to the school. As shown in table 5 below, approximately 116 students, or 31%, are within 1 mile of the school. The vast majority, 69%, are outside 1 mile of the school. For reference, a 3rd grader can walk 1 mile in around 25 minutes.

Table 5 - Current Student Distance From School

	Number of Students	% of Students
Less than 1/4 Mile	22	6%
Between 1/4 mile and 1/2 mile	30	8%
Between 1/2 mile and 1 mile	64	17%
Greater than 1 mile	255	69%

SPEED LIMITS

All roads in the study area have 25 MPH speed limits. There are no school zone speed limits.

EXISTING PEDESTRIAN INFRASTRUCTURE

The Brandon Farms neighborhood, including the areas around Stony Brook Elementary School has almost a complete sidewalk network. All main roads have complete networks, with side roads having sidewalks on one side of the road. In addition, there are crosswalks present at most intersections, with some notable exceptions being the intersections of Watkins Road & Stephenson Road and Glifford Street & Stephenson Road. In addition, there are multiple off-road sidewalks and shared-use paths that provide further connectivity for pedestrians. Map 6 shows the locations of sidewalks, shared-use paths, and



Figure 10 - Walking path entrance at Fiske Ct

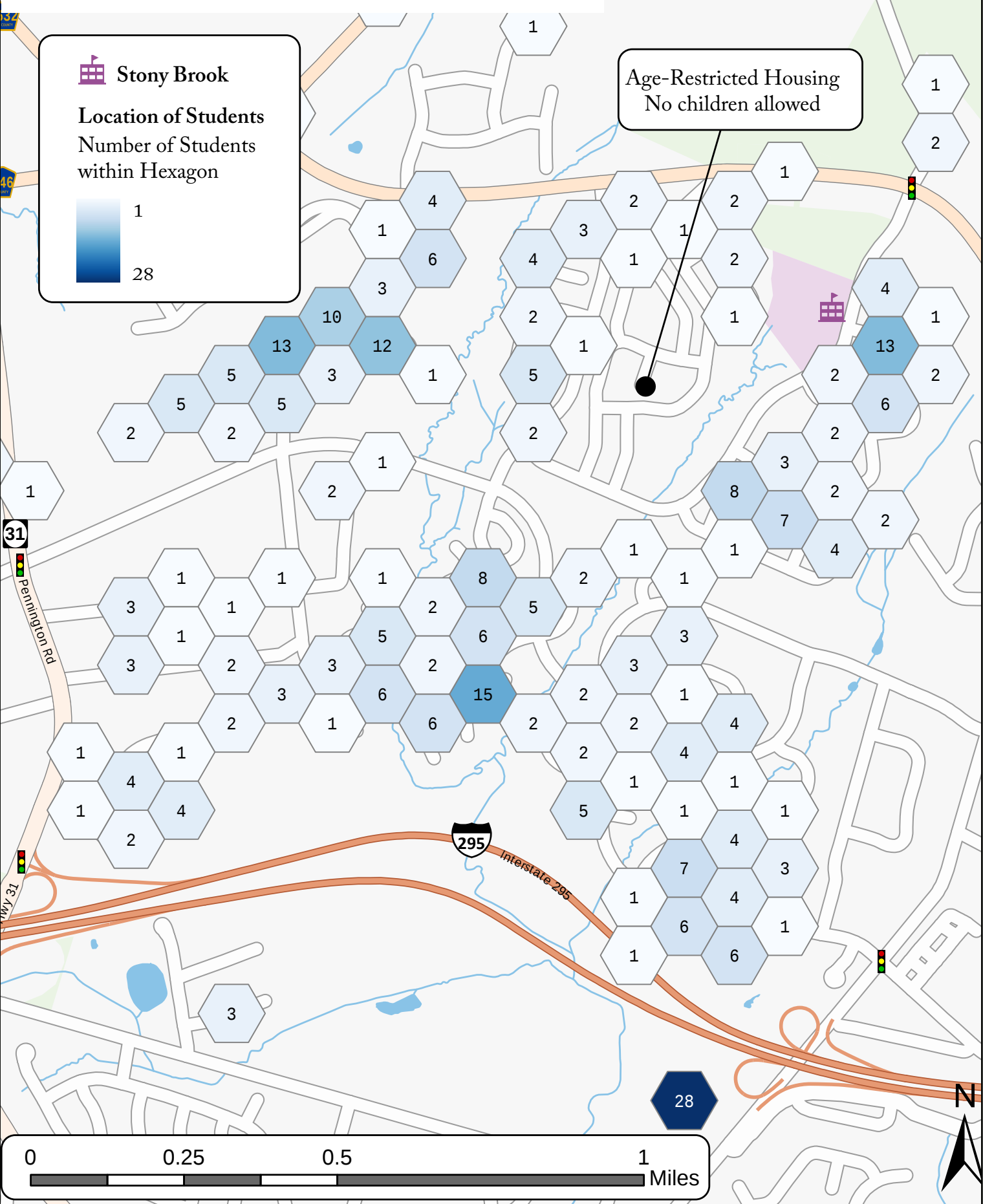


Figure 11 - Front of Stony Brook Elementary School

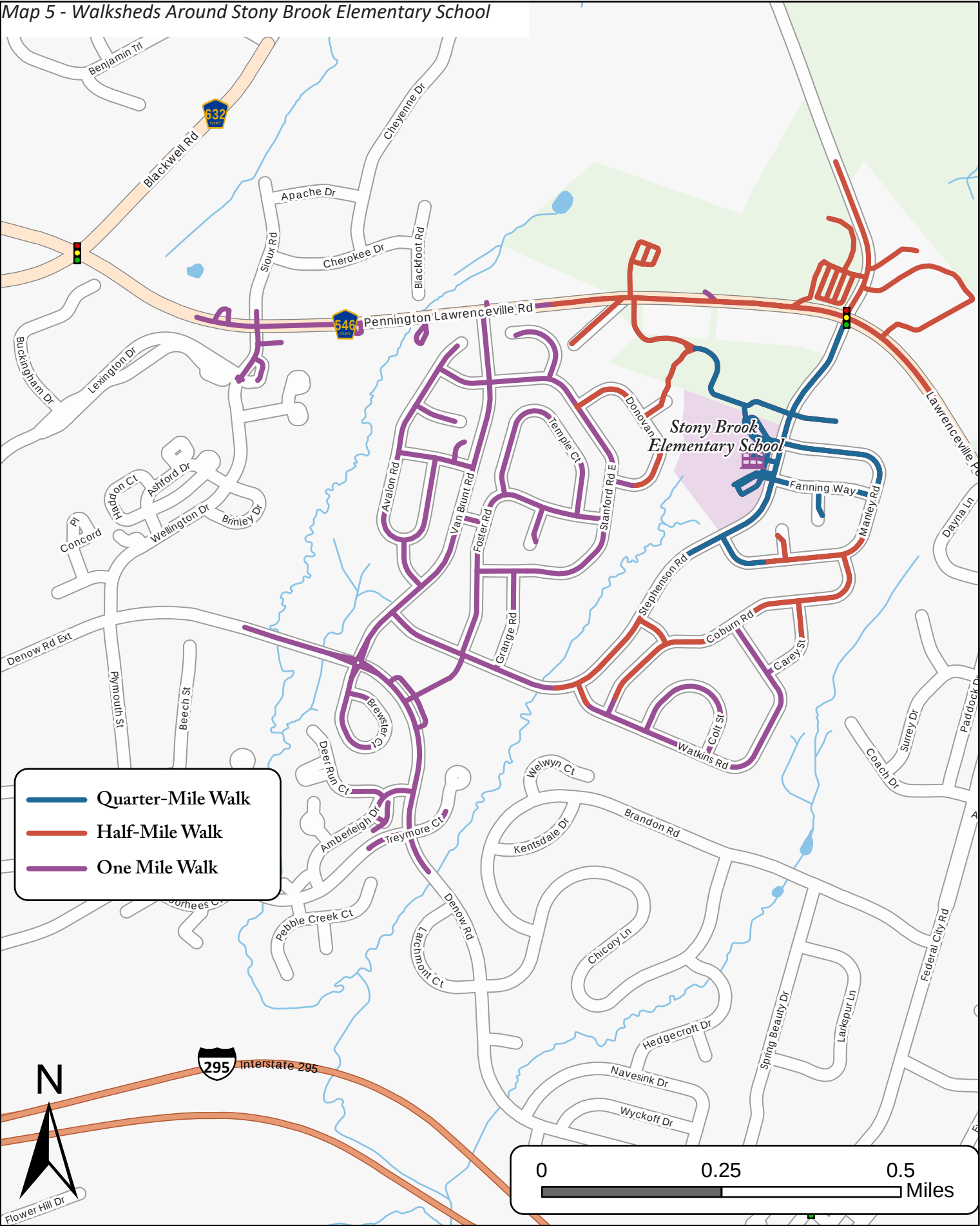


Figure 12 - Bike racks on north side of school

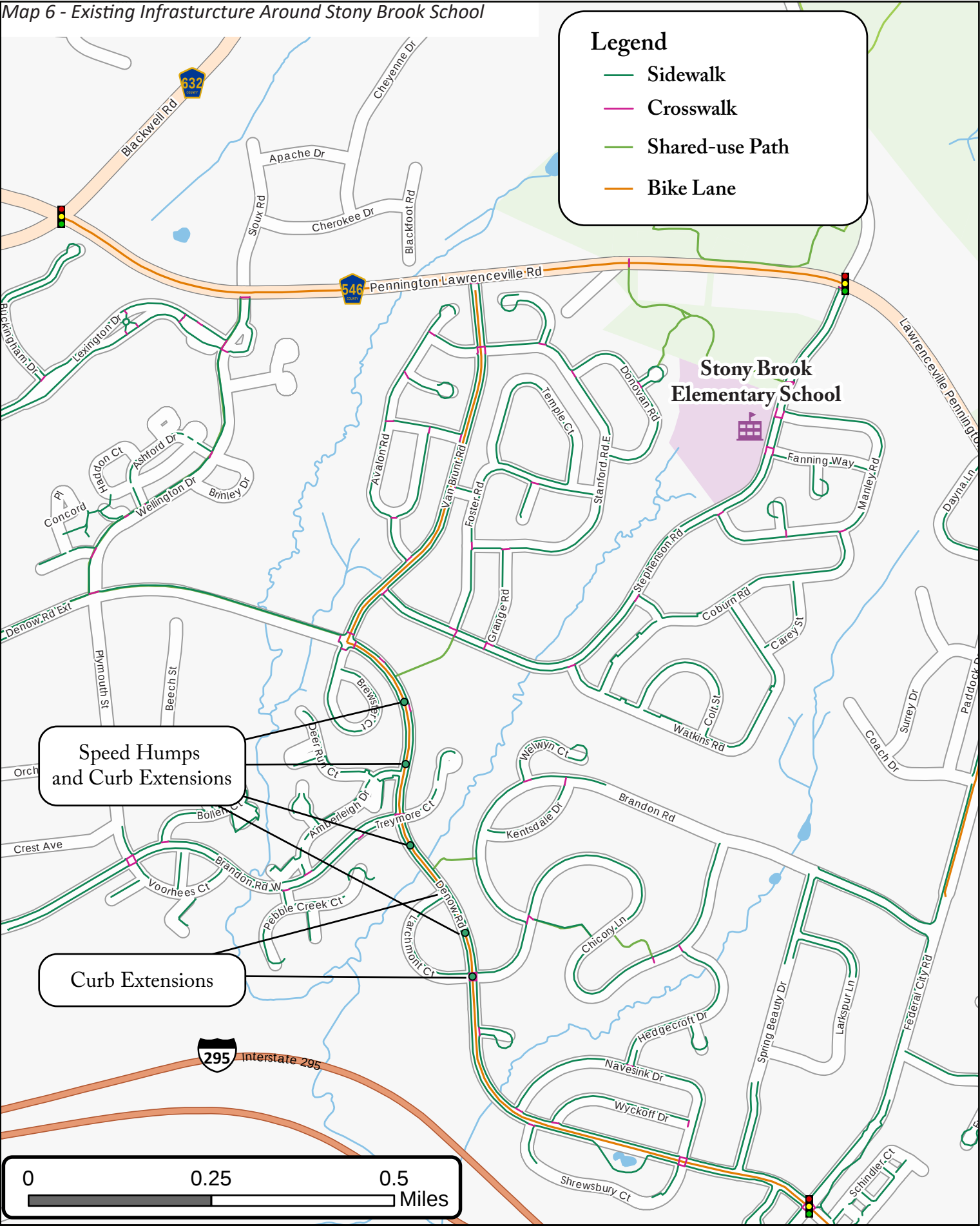
Map 4 - Location of Current Stony Brook Elementary School Students



Map 5 - Walksheds Around Stony Brook Elementary School



Map 6 - Existing Infrastructure Around Stony Brook School



CRASH DATA

Data Set & Study Area

Crash records were used for the most recent ten years of complete data, 2024 through 2014, however there were no crashes in the study area between 2014 and 2017. The study area is the Brandon Farms neighborhood, the Stony Brook Elementary School catchment area. The major roads surrounding the study area, State Route 31 and Lawrencville-Pennington Road were not included as no students need to walk along these streets to get to the school. In total, 26 crashes occurred within the study area between 2024 and 2014.

Crash Overview

Of the 26 crashes in the study area, none were fatal, one involved serious injuries, and two involved minor or possible injury. This is a count of crashes, not people. See Map 8 and Map 9 for the location of crashes by crash severity and crash type.

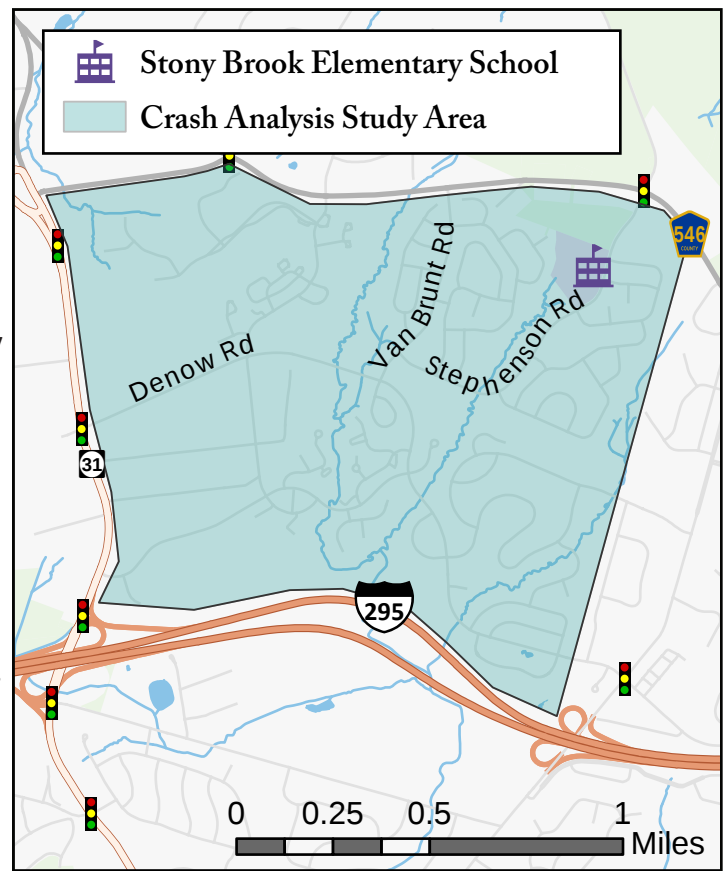
Crash Types

There was only one pedestrian involved in a crash. This crash took place on March 9th, 2023, on Denow Road near the Freedom Way intersection. At the time of the crash, this intersection had curb bumpouts, crosswalks, and Rectangular Rapid Flashing Beacons (RRFB).

When property damage only (PDO) crashes are included, many drivers hit parked cars. In the study area, 27% of all crashes involved people hitting parked cars. The second and third largest categories are fixed-object crashes (23%) and backing crashes (15%), respectively. See Figure 5 for the breakdown of crashes by crash type.

Crashes along Walk Audit Route

Along Stephenson Road, only three reported motor vehicle crashes were reported between 2014 and 2024. Two of crashes resulted in no serious injuries, while one resulted in suspected serious injury. The crash types are as follows: Left Turn (1), Struck Parked Vehicle (1), Fixed Object (1). None of the crashes had speed listed as a contributing factor. None of the crashes involved pedestrians or cyclists.



Map 7 - Crash Analysis Study Area

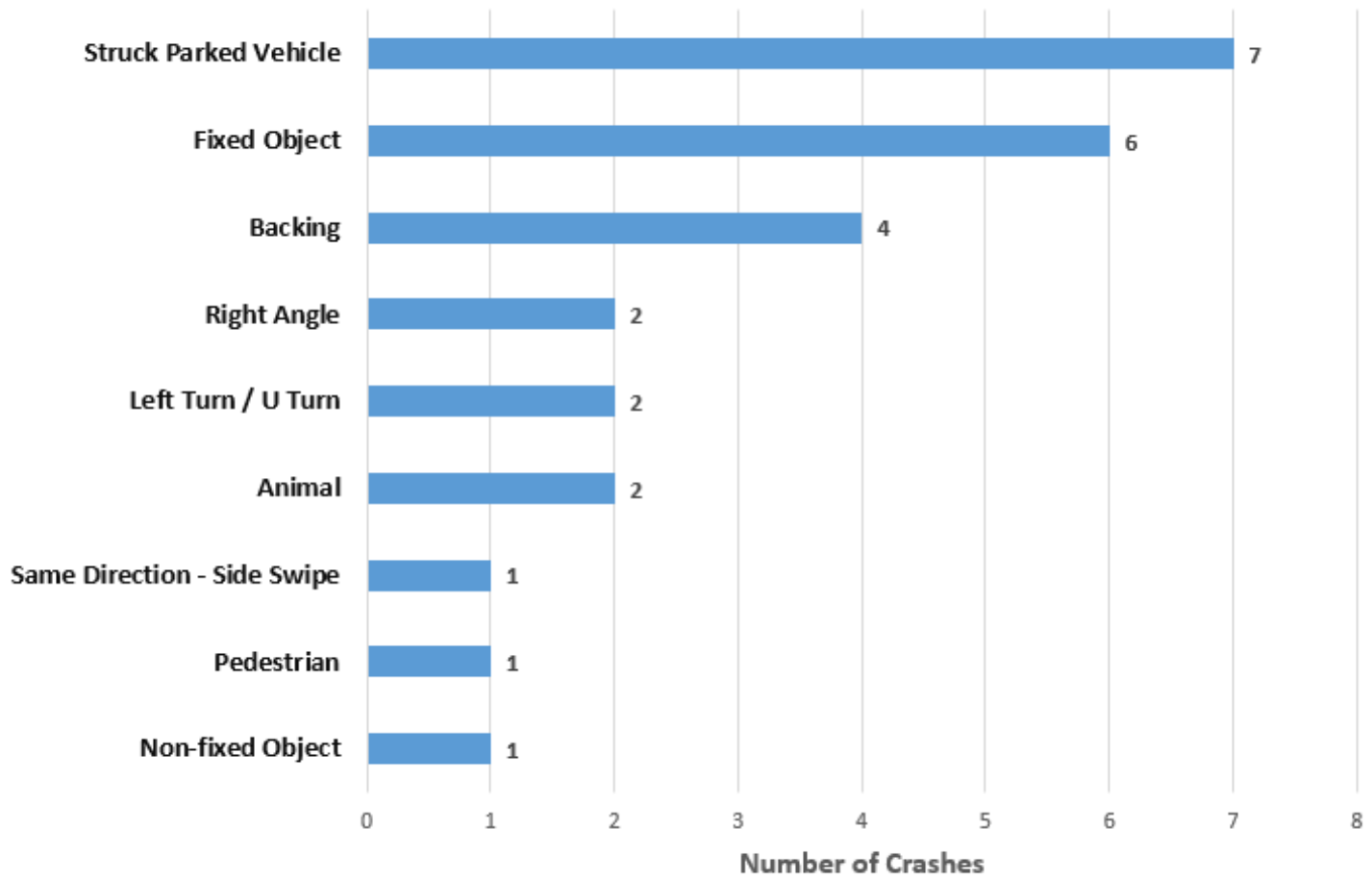
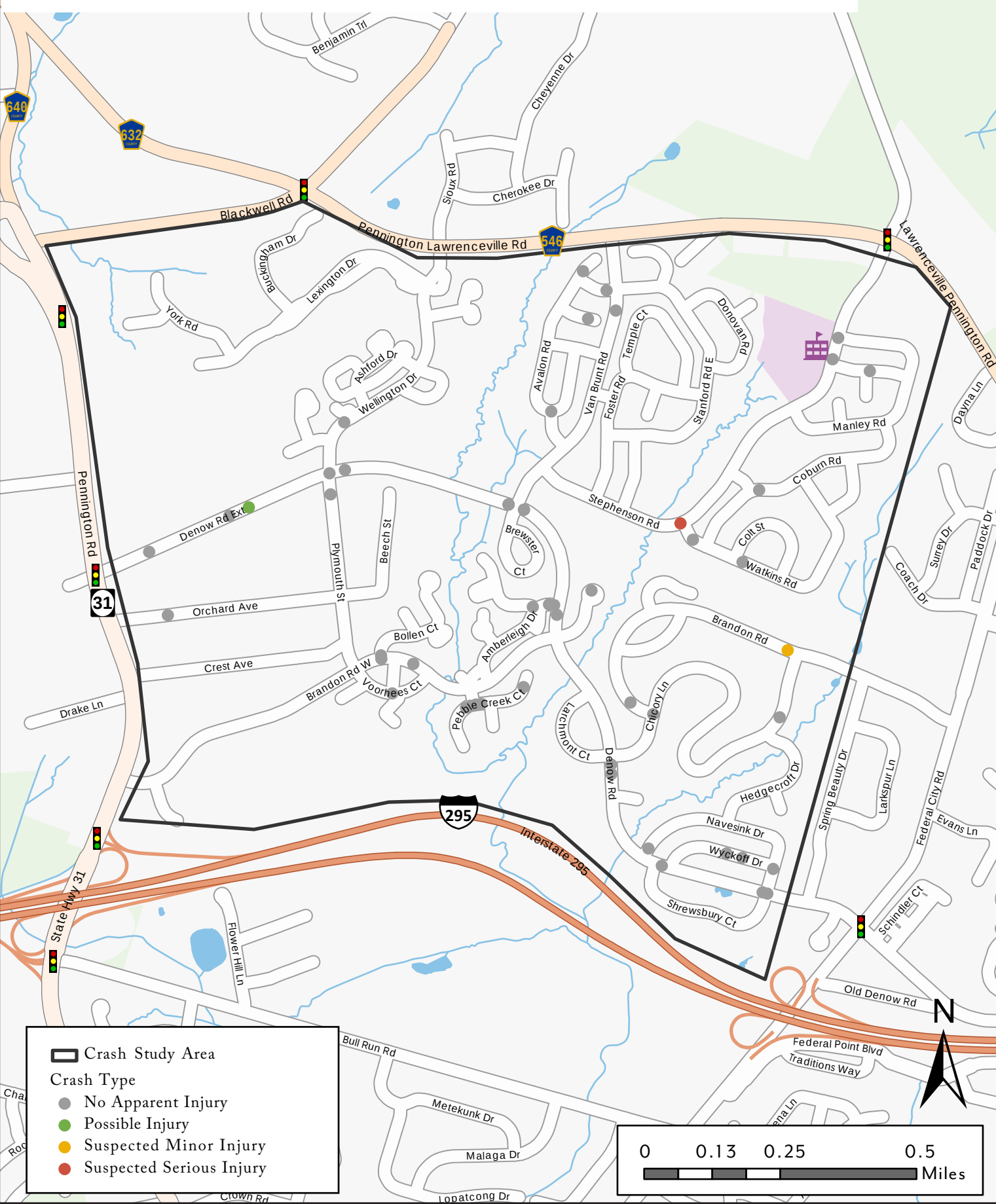
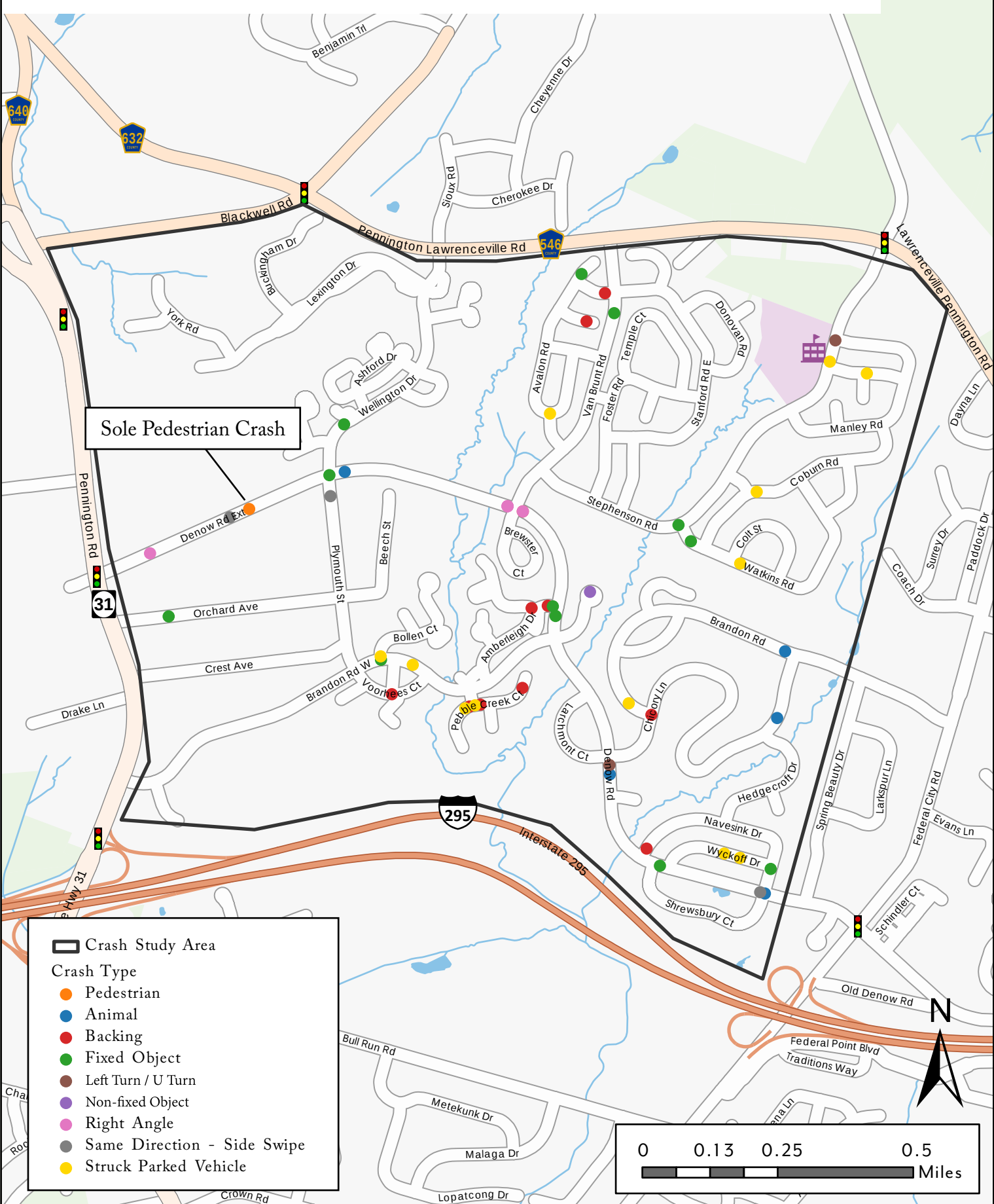


Figure 13 - Crash Type by Severity in the Study Area, 2017-2021

Map 8 - Location of Crashes Around Stony Brook Elementary School by Crash Severity (2014 - 2024)



Map 9 - Location of Crashes Around Stony Brook Elementary School by Crash Severity (2014 - 2024)



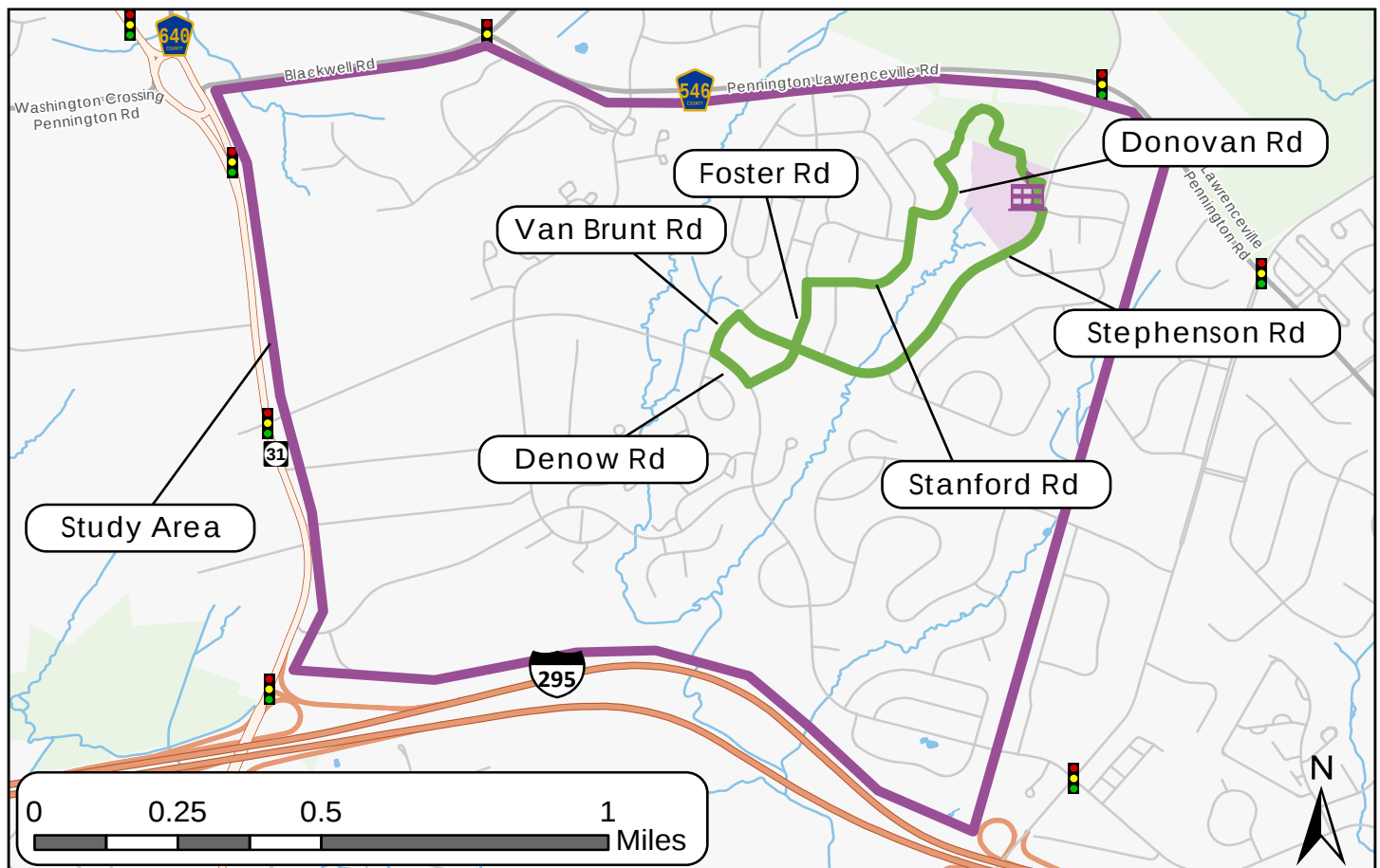
AUDIT FINDINGS AND RECOMMENDED INFRASTRUCTURE IMPROVEMENTS

The following sections discuss the findings of the walk audit. It is divided up into two sub-sections. The first section provides a general overview of the walk audit conducted. The following two sections, “General Findings and Recommendations” and “Intersection & Corridor Findings and Recommendations,” summarize the issues and recommendations found during the walk audit. The “General Findings and Recommendations” section summarizes issues observed multiple times during the audit or not on a major corridor. The “Intersection & Corridor Findings and Recommendations” describes issues and recommendations at key intersections and corridors.

WALK AUDIT STUDY AREA

Pedestrian safety conditions near Stony Brook Elementary School in Hopewell Township were assessed by conducting two walk audits on March 12th, 2025 and April 8th, 2025. See Table 4 (page 4) for details about who attended the walk audit. The audit aims to identify strengths and weaknesses of the existing infrastructure available to students to walk or bike to school and offer recommendations based on the findings.

The walk audit began at the front of Stony Brook Elementary School. From there, the audit team walked south along Stephenson Road before turning left onto Van Brunt Road. The team continued south until reaching the Denow Road roundabout. They then briefly traveled east along Denow Road to a side path near the Four Seasons Clubhouse. This path was followed to Foster Road, after which the team continued along Stanford Road and Donovan Road. The route then used another side path that connects the neighborhood to the school and runs alongside the baseball fields. The audit concluded at the front of Stony Brook Elementary School.



Map 10 - Walk Audit Route

GENERAL FINDINGS AND RECOMMENDATIONS

Sidewalks and shared-use paths

Well-designed and maintained sidewalks improve the safety and mobility of pedestrians and provide dignity to those who travel without a vehicle. People should have a comfortable, direct, and connected network of walking routes to desired destinations without gaps or abrupt changes, especially students trying to reach their school. Sidewalks provide a 65% - 89% reduction in crashes involving pedestrians walking along the roadway.¹

Sidewalks were present and in good condition in most of the study area. All main roads have sidewalks on both sides of the street, and side roads have either complete or single side coverage. Along the audit route, sidewalks were in good condition, no ADA violations were spotted. Map 6 on page 10 shows the location of all sidewalks in the study area.

The main issue identified during the walk audit and subsequent analysis was general access to the school. Stony Brook Elementary School is not centrally located in the Brandon Farms neighborhood, and the existing street network was not designed with pedestrian access in mind. As shown in the walkshed analysis on page 7, only 6% and 8% of current students are within a quarter-mile and half-mile of Stony Brook Elementary School, respectively.

Thus it is recommended that new sidewalk and paths be constructed to better connect families to Stony Brook Elementary School. Map 11 shows the locations of proposed paths in the study area. Adding these additional paths would increase the number of households within a half-mile and 1 mile by 20%. See Appendix A for more information on this analysis.

Recommendations

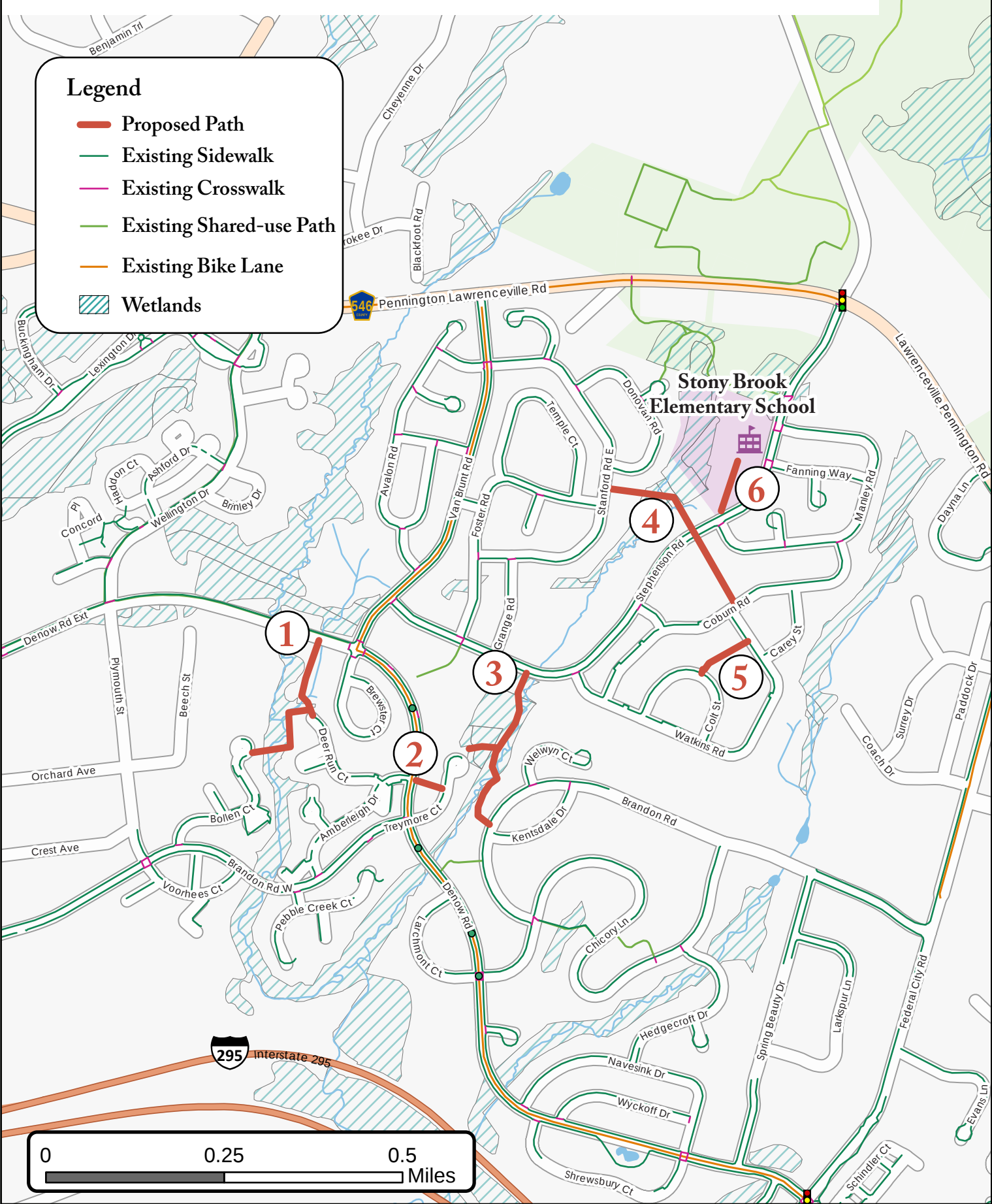
- Install new paths to better connect the Brandon Farms neighborhood to Stony Brook Elementary School. See Table 6 and Map 11 for more details.

1 <https://highways.dot.gov/safety/proven-safety-countermeasures/walkways>

Table 6 - Proposed Paths in Brandon Farms (See Map 11)				
Path Number	Wetlands Present	Property Owner*	Length (In Feet)	Description
1	Yes	Brandon Farms Property Owners Association	1,301	Connects Denow Rd Ext to townhomes along Bollen Ct and Deer Run Ct
2	No	Brandon Farms Property Owners Association	203	Connects Treymore Ct to Denow Rd
3	Yes	Brandon Farms Property Owners Association	1,503	Connects Brandon Rd and Treymore Ct to Stephenson Rd
4	Yes	Brandon Farms Property Owners Association & Four Seasons at Brandon Farms Homeowners Assoc	1,397	Connects Stanford Rd and Coburn Rd to Stephenson Rd. It is partially located on a utility ROW, and is also part of the Greater Mercer Trails Plan
5	No	Brandon Farms Property Owners Association	429	Connects Colt St to Coburn Rd
6	No	School Property	374	Sidewalk for parents using field as shortcut to get to school during dismissal

*For projects on private land, there must be a written legal easement or other written legally binding agreement that ensures public access to the project.

Map 11 - Location of Proposed Paths in Study Area (Numbers Correspond to Table 8)



Crosswalks

Where they are present, the crosswalks in the study area are typically longitudinal bar crosswalks, which is considered a high visibility crosswalk type. According to the FHWA, high-visibility crosswalks like those shown in Figure 14 can reduce pedestrian injury crashes by up to 40%.¹

In the study area, there are longitudinal bar crosswalks located at all intersections with major roads. Major roads include: Stephenson Road, Denow Road, and Van Brunt Road. However, at 3-way or T intersections, there is typically only crosswalks to cross over the side road, rather than the major road.

Raised crosswalks and Rectangular Rapid Flashing Beacon (RRFB) can help slow vehicle speeds and make crossing for pedestrians more comfortable. While there are raised crosswalks along Denow road, there are currently no RRFBs in the study area.

Recommendations

- Add high-visibility crosswalks at T-intersections along the major roads of Stephenson Road (add 3), Denow Road (add 4), and Van Brunt Road (add 4).
- Install a raised crosswalk with Rectangular Rapid Flashing Beacons (RRFB) on Denow Road in front of the Four Seasons Managment Office to allow for better access to the off-road sidewalk.

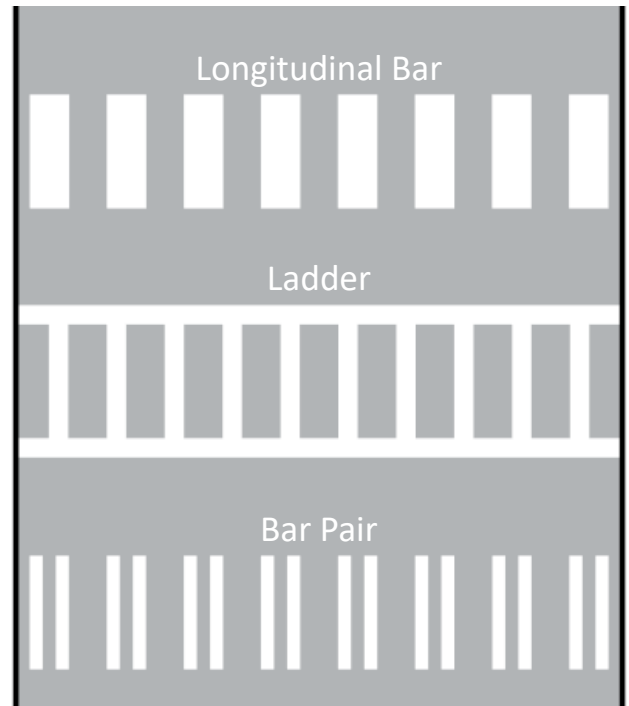


Figure 14 - High-visibility crosswalk examples from MUTCD Figure 3C-1 Crosswalk Markings



Figure 15 - Missing Crosswalk over Stephenson Rd at Gifford St

¹ <https://highways.dot.gov/safety/proven-safety-countermeasures/crosswalk-visibility-enhancements>

Lane Widths

Lane widths in an suburban setting should be as narrow as possible to encourage slower vehicle speeds and increase safety for all road users. Currently, there are bike lanes on Denow Road and Van Brunt Road. There are no edge lines nor bike lanes on Stephenson Road nor any of the side streets. Adding bike lanes or edge lines will help visually narrow the street and direct drivers to stay closer to the centerline, encouraging slower speeds. However, adding bike lanes on Stephenson Road would require the removal of on-street parking. As noted in the arrival and dismissal sections, parents rely heavily on on-street parking for student drop-off and pick-up. If bike lanes are considered, careful evaluation will be needed to balance bike lane benefits with the operational needs of school-related parking.

Recommendations

- Add lane striping to reduce travel lanes to 11' on Stephenson Road, while bike lanes are not recommended, striping should be done in a way that accommodates bikes, including storm drain markings.



Figure 16 - No center or edge lines on Stephenson Road



Figure 17 - Bike lanes on Van Brunt Rd

Lighting

With the overwhelming majority of pedestrians being killed in the dark, pedestrian-scale lighting is very important. Schoolchildren often leave for school early in the morning while it may still be dark in the winter, and if they stay late for after-school activities, they could be walking home near dusk. Well-lit sidewalks and crosswalks are vitally important. Intersection lighting can reduce pedestrian crashes up to 40%¹

Recommendations

- Evaluate current lighting at crosswalk locations and add pedestrian scale lighting where necessary.

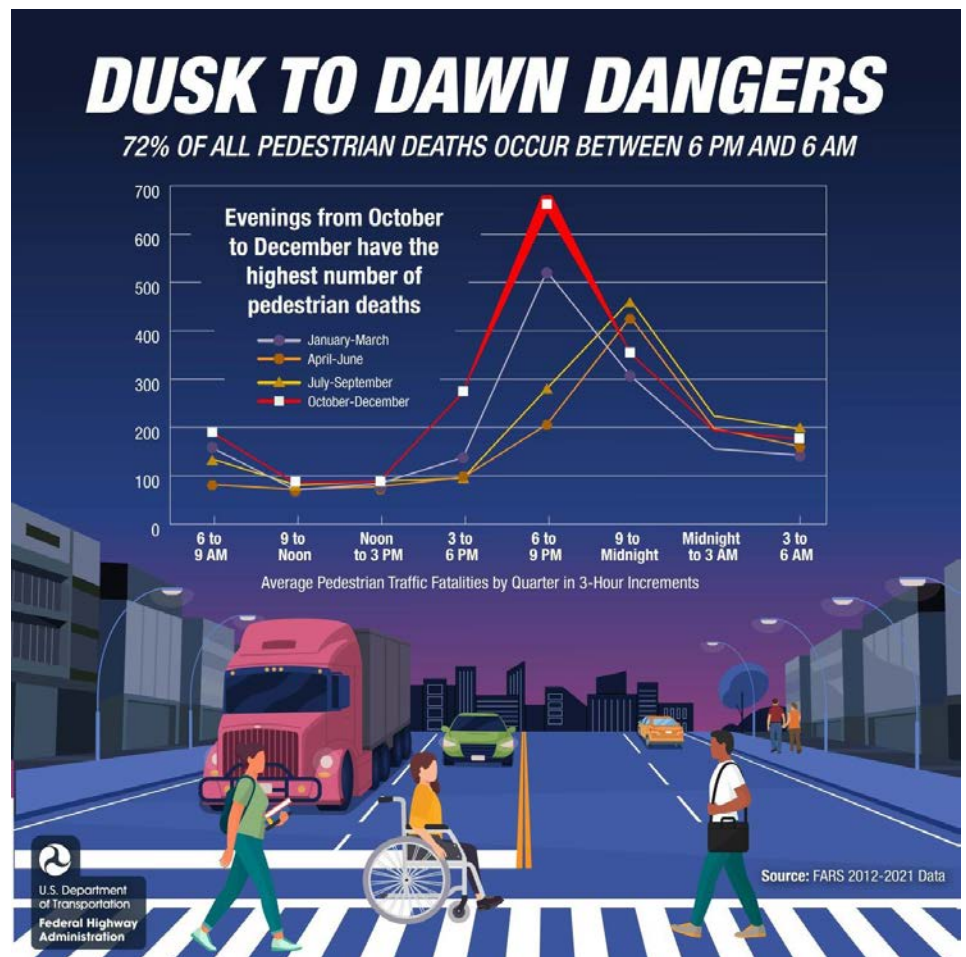


Figure 18 - FHWA night-time crash data

¹ <https://highways.dot.gov/safety/proven-safety-countermeasures/crosswalk-visibility-enhancements>

SPECIFIC INTERSECTION AND CORRIDOR FINDINGS AND RECOMMENDATIONS

This section addresses more specific issues observed at key corridors and intersections near Stony Brook Elementary School. These include Stephenson Road and Denow Road.

Stephenson Road

Stephenson Road is a two-lane municipal roadway that functions as a minor arterial. It serves as a primary north–south route for students walking or biking to school and for residents traveling to and through the Brandon Farms neighborhood.

Speed data collected by Greater Mercer TMA (GMTMA) in 2025 indicate that approximately 77% of drivers were traveling above the posted 25 MPH speed limit, and 51% exceeded the speed limit by more than 5 MPH. Refer to Appendix B for the complete speed study results.

Several traffic calming measures could help reduce vehicle speeds along this corridor. Potential improvements include narrowing travel lanes to 11 feet through restriping, installing vertical traffic calming devices (such as speed humps or raised crosswalks), and adding marked crosswalks at key intersections, as noted in previous sections. While the addition of bike lanes could also contribute to traffic calming, they are not recommended at this time due to the high volume of on-street parking during arrival and dismissal periods. Edge lines should still be added for traffic calming.



Figure 19 - Shared-use path that connects Stephenson Rd to Denow Rd

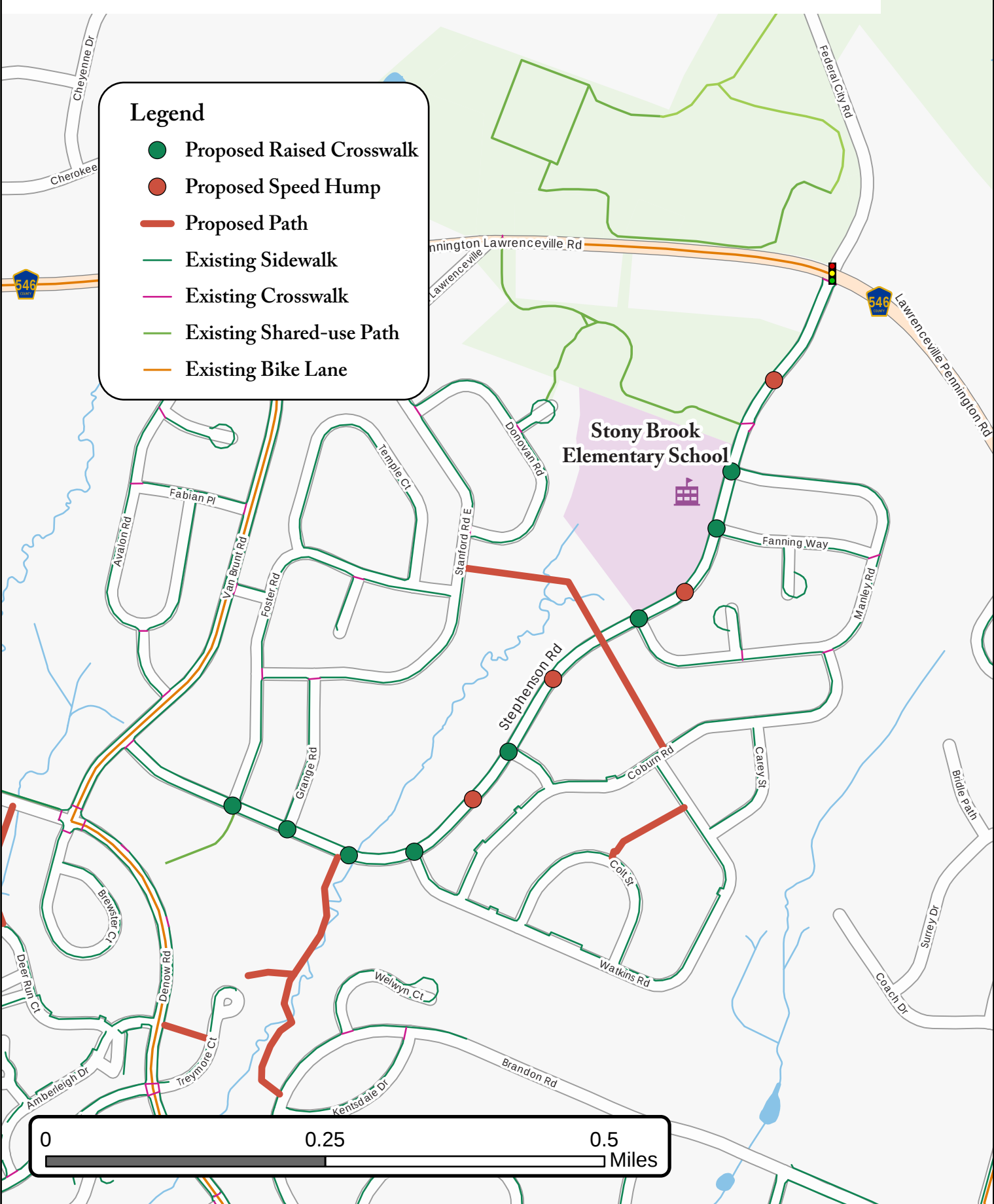
Overall, sidewalks and existing crosswalks along Stephenson Road were observed to be in good condition. However, marked crosswalks across Stephenson Road are not present at the intersections of Watkins Road, Glifford Street, and Manley Road.

Recommendations:

- Add raised crosswalks and/or speed humps along the entire length of Stephenson Road at a spacing of 260' to 500' to keep operating speed between 25 and 30 mph.¹ Map 12 shows a potential layout of speed humps and raised crosswalks (8 raised crosswalks; 4 speed humps).
- Add curb extensions at all speed hump and raised crosswalk locations, some locations at intersections have storm drains that need to be modified in order to fit in curb extensions.
 - Number of curb extensions that do not require storm drain modification: 16
 - Number of curb extensions that require storm drain modification: 6
- Add lane striping to reduce travel lanes to 11', while bike lanes are not recommended, striping should be done in a way that accommodates bikes, including storm drain markings.

¹ <https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-2>

Map 12 - Potential Locations of Vertical Speed Controls along Stephenson Road



Denow Road

Denow Road is a two-lane municipal roadway that functions as a minor arterial and serves as a key east–west route for students walking or biking to school, as well as for residents traveling to and through the Brandon Farms neighborhood.

Speeding does not appear to be a significant concern along Denow Road within Brandon Farms. Traffic calming measures—including speed humps, raised crosswalks, and curb extensions—are already in place and appear to be effective in moderating vehicle speeds.

A roundabout connects Denow Road with Van Brunt Road and Brewster Court. However, at both the eastern and western approaches to the roundabout, there is insufficient spacing between the yield line and the marked crosswalk (see Map 13). As a result, vehicles waiting to enter the roundabout were observed stopping within the crosswalk, creating potential conflicts with pedestrians. The Manual on Uniform Traffic Control Devices recommends a minimum separation of 20 feet between the yield line and the crosswalk at roundabout approaches to reduce this issue.

Finally, there is an important off-road sidewalk connection between Denow Road and Stephenson Road located near the Four Seasons Homeowners Association clubhouse. While a marked crosswalk is provided at the Stephenson Road terminus of this path, no marked crosswalk is present where the path meets Denow Road.

Recommendations

- Consider re-configuring/moving the crosswalks further from the yield during the next repaving schedule/curb upgrades to increase the already existing safety benefits of roundabouts
- Install a raised crosswalk with Rectangular Rapid Flashing Beacons (RRFB) on Denow Road in front of the Four Seasons Management Office to allow for better access to the off-road sidewalk



Figure 20 - Bike lanes, curb extension and raised crosswalk on Denow Rd



Figure 21 - Crosswalk too close to yield line at Denow Rd Roundabout



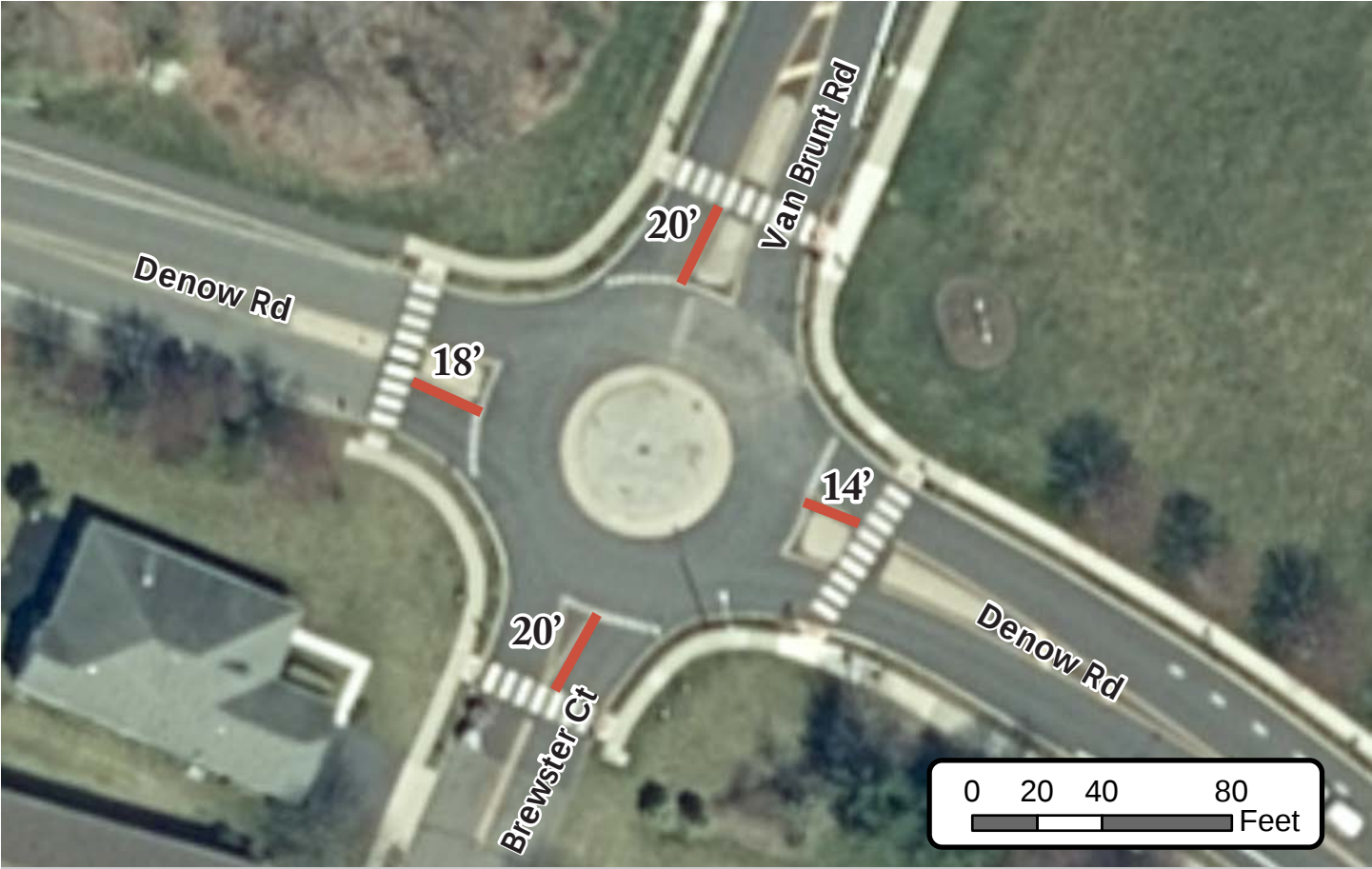
Figure 22 - Entrance and access point to Four-seasons clubhouse shared-use path



Figure 24 - Truck slowing for speed hump on Denow Rd



Figure 23 - Western approach to Denow roundabout



Map 13 - Denow Road Roundabout Crosswalk-Yield Line Spacing

SUMMARY OF INFRASTRUCTURE AND NON-INFRASTRUCTURE RECOMMENDATIONS

The recommendations in this travel plan are intended to increase safety for students on their walk or bike ride to and from school and when appropriate, encourage more students to walk or bike. The table below identify those actions and a cost estimate. Cost estimates are for planning purposes only – a professional engineer should prepare the actual estimates used for grant application. These estimates were prepared using the NJDOT Transportation Alternatives Program 2024 Cost Estimate Guidelines And Recommendations For Pedestrian, Bicycle And Traffic Calming Projects. The estimated costs shown here have been escalated 5% per year for two years (2024 - 2026), and include a 30% allowance on top of construction costs for design fees. No costs are included for Maintenance and Protection of Traffic, Right-of-Way costs or Utility Relocation costs.

Table 7 - Summary of Recommendations				
ID	Recommendation	Category/Location	Type	Estimated Cost
1	Install 4,833 linear feet of new off-road shared-use paths to better connect the neighborhood to Stony Brook Elementary School	Side-paths	Infrastructure	NA
2	Add 3 Inverted U style bike racks near south entrance of Stony Brook Elementary School	Bike-racks	Infrastructure	\$1,504
3	Add high-visibility crosswalks at T-intersections along the major roads of Stephenson Road (add 3), Denow Road (add 4), and Van Brunt Road (add 4), total 11	Crosswalks	Infrastructure	\$47,297
4	Add curb ramps to all new crosswalk locations, total 22	Crosswalks	Infrastructure	\$63,063
5	Add detectable surfaces to all new crosswalk locations, total 22	Crosswalks	Infrastructure	\$11,036
6	Evaluate current lighting at crosswalk locations and add pedestrian scale lighting where necessary	Lighting	Infrastructure	NA
7	Add raised crosswalks, total 8	Stephenson Road	Infrastructure	\$114,660
8	Add 4 speed humps	Stephenson Road	Infrastructure	\$57,330
9	Add curb extensions at all speed hump and raised crosswalk locations, no storm drain modification required, total 16	Stephenson Road	Infrastructure	\$183,456
10	Add curb extensions at all speed hump and raised crosswalk locations, storm drain modification required, total 6	Stephenson Road	Infrastructure	\$214,987
11	Add lane striping to reduce travel lanes to 11', while bike lanes are not recommended, striping should be done in a way that accommodates bikes, including storm drain markings.	Stephenson Road	Infrastructure	NA

Table 7 - Summary of Recommendations

ID	Recommendation	Category/Location	Type	Estimated Cost
12	Re-configure the Denow Road roundabout so that the yield line and crosswalk have at least twenty feet of space between	Denow Road	Infrastructure	NA
13	Install a raised crosswalk with Rectangular Rapid Flashing Beacons (RRFB) on Denow Road in front of the Four Seasons Managment Office to allow for better access to the off-road sidewalk	Denow Road	Infrastructure	\$42,997

CONCLUSION

The Stony Brook Elementary School Travel Plan identifies specific, evidence-based opportunities to improve safety and accessibility for students traveling to and from school. While the surrounding Brandon Farms neighborhood includes several existing traffic calming features, field observations and speed data indicate that additional targeted improvements are necessary—particularly along Stephenson Road and at key pedestrian crossing locations.

One of the key issues identified in this study is that distance to the school is a barrier for students who might otherwise walk or bike. To address this challenge, this plan proposes several off-road sidewalk and path connections designed to create more direct routes to the school and improve overall network connectivity. By providing more direct connections between neighborhood streets and existing sidewalks, the proposed paths would reduce travel distance, improve connectivity, and create safer routes that avoid higher-traffic roadways. These improvements would make walking and biking to school more practical for many families in the surrounding neighborhoods and support the broader goal of encouraging active transportation among students.

Stephenson Road remains a primary concern. Speed study results show a high percentage of vehicles exceeding the posted 25 MPH speed limit, creating elevated risk for students who walk or bike. Given its role as a major north–south connection and a primary school access route, traffic calming on Stephenson Road should be prioritized. Recommended measures include lane narrowing to 11 feet, installation of vertical traffic calming devices such as raised crosswalks or speed humps, and the addition of marked crosswalks at currently unmarked intersections, including Watkins Road, Glifford Street, and Manley Road.

At the Denow Road roundabout, insufficient spacing between yield lines and crosswalks has resulted in vehicles blocking pedestrian crossings. This condition should be corrected to align with guidance in the Manual on Uniform Traffic Control Devices, which recommends a minimum 20-foot separation. Adjusting pavement markings and signage at this location would significantly improve pedestrian visibility and right-of-way compliance.

In addition, the off-road path connection between Denow Road and Stephenson Road near the Four Seasons Homeowners Association clubhouse represents a critical pedestrian corridor. Installing a marked crosswalk where this path meets Denow Road should be prioritized to formalize and protect this existing desire line.

Implementation of the recommendations in this plan will strengthen the safety of the school travel environment, reduce vehicle speeds, and encourage active transportation. By prioritizing improvements along Stephenson Road and at key crossing locations, Hopewell Township can meaningfully enhance safety for students while maintaining the character of the surrounding neighborhood.

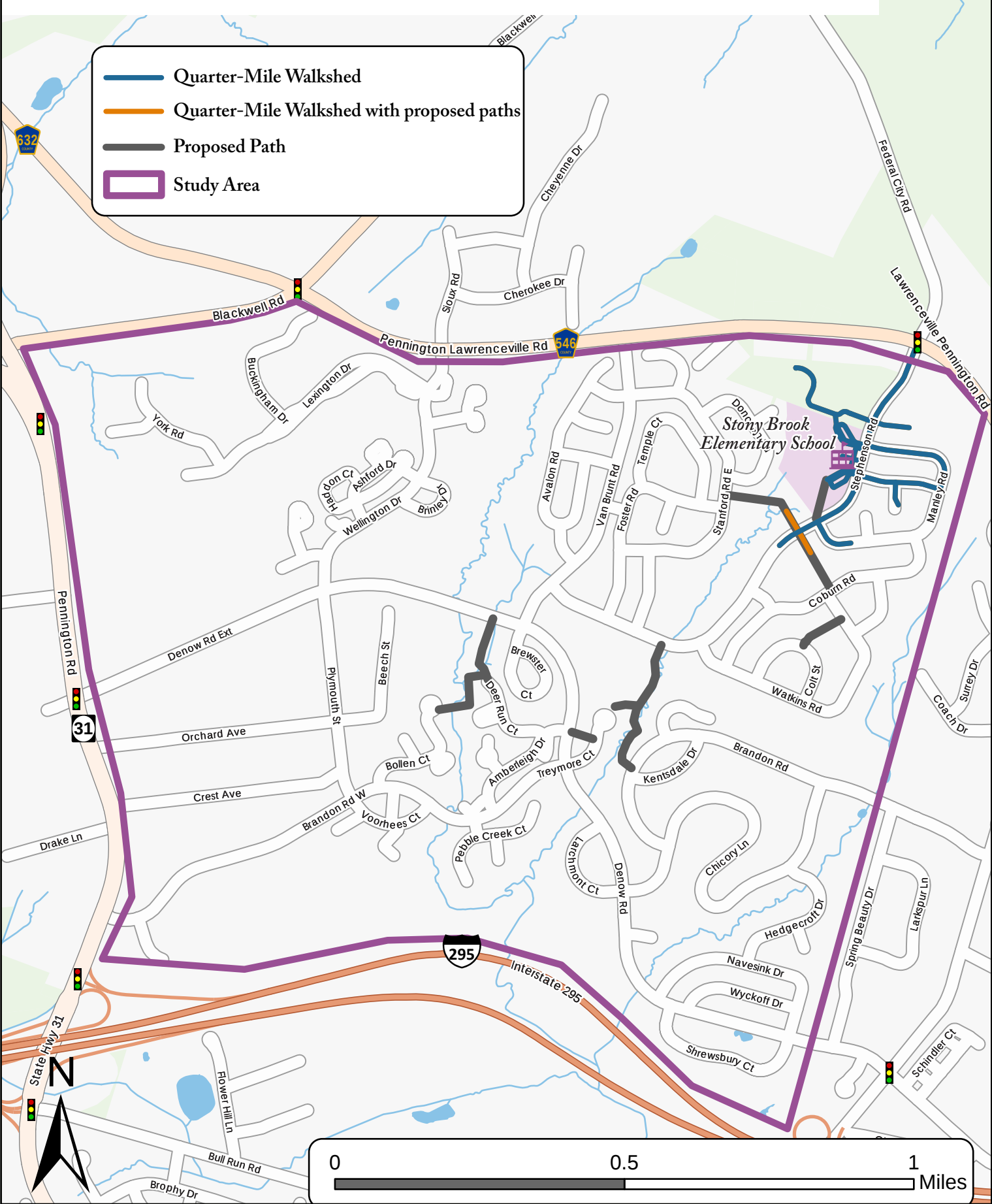
APPENDIX A: PROPOSED PATHS WALKSHEDS

The following maps illustrate the impact of the proposed path improvements on school accessibility. Three walkshed distances are shown: quarter-mile, half-mile, and one mile.

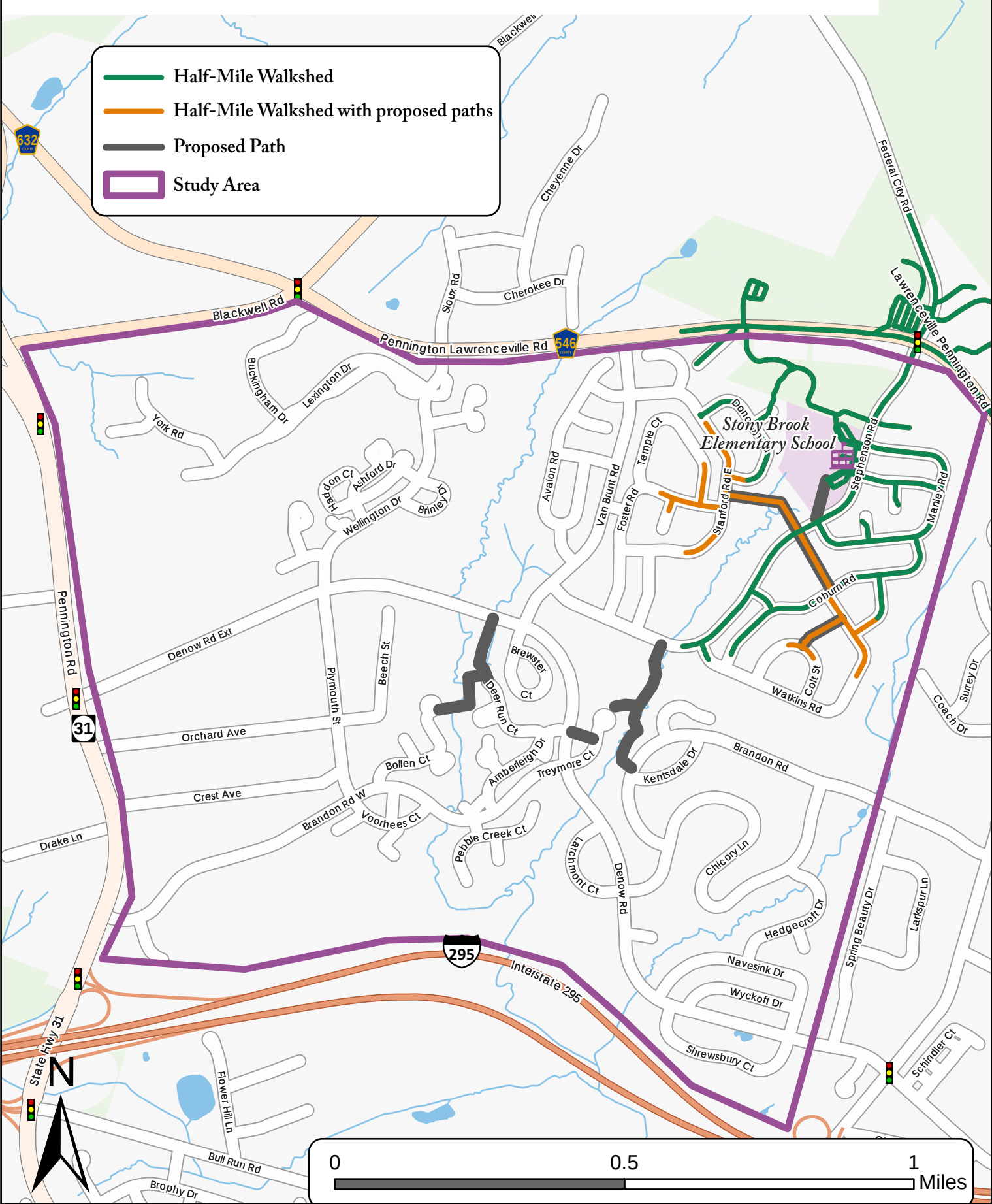
This analysis was conducted in ArcGIS Pro using two street network models—one reflecting existing conditions and one incorporating the proposed path improvements. For each scenario, the number of households located within each of the three walksheds was calculated. The analysis excluded any households that are in the Four Seasons at Brandon Farms age-restricted community. The results of this analysis are summarized in the table below.

Table 8 - Results Analysis of School Access via Walking				
	Existing Conditions	With Proposed Paths	Increase	% Change
Less than 1/4 Mile	83	83	0	0
Within 1/2 Mile	235	287	52	18%
Within 1 Mile	504	615	111	18%

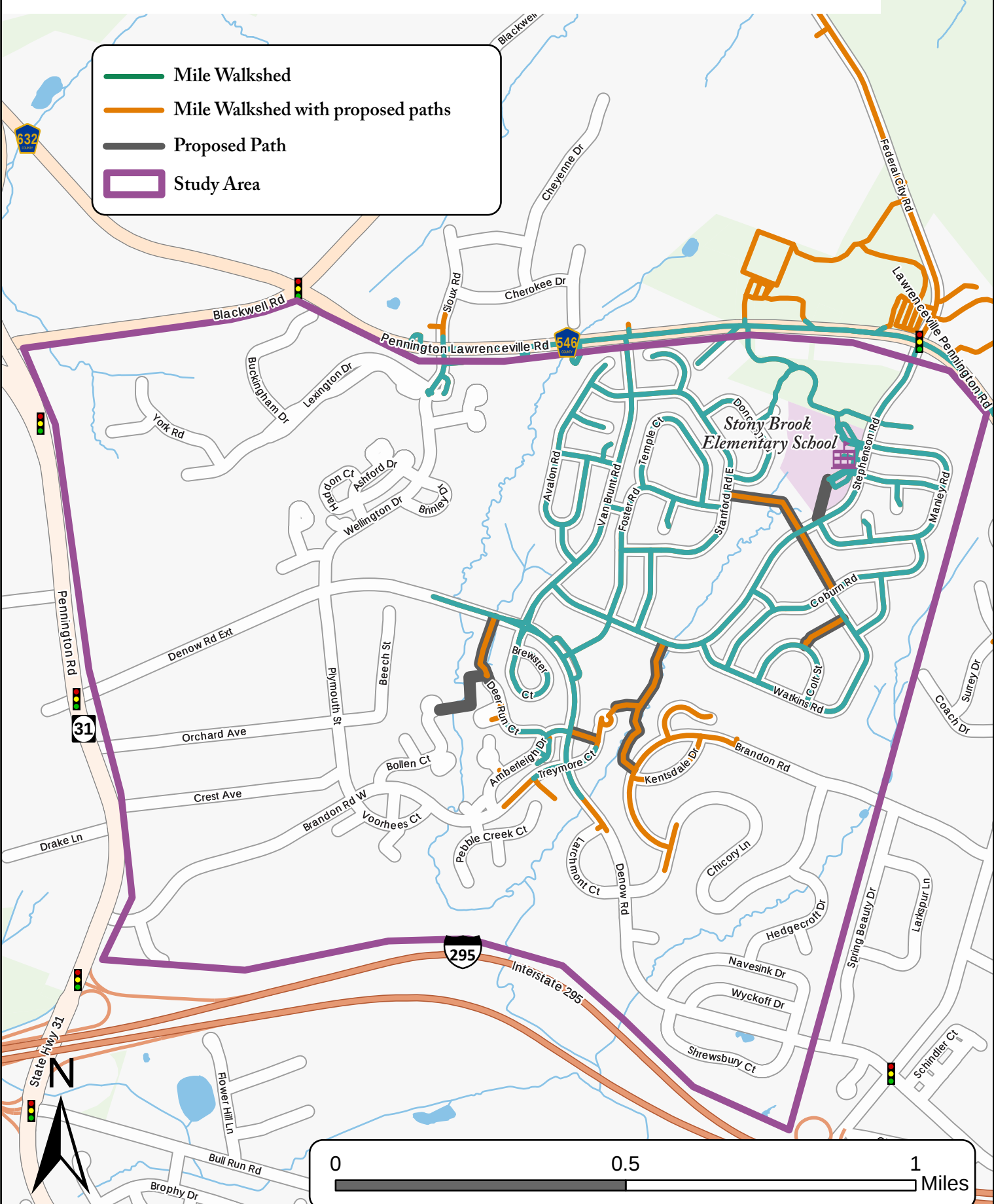
Map 14 - Quarter-mile Walksheds with Proposed Paths



Map 15 - Half-mile Walksheds with Proposed Paths



Map 16 - Mile Walksheds with Proposed Paths



APPENDIX B: PROVEN SAFETY COUNTERMEASURES

The Federal Highway Administration is promoting safety through proven roadway design features.

For more information, see: <https://highways.dot.gov/safety/proven-safety-countermeasures>

Below is the complete list. The following pages provide a detailed explanation of select countermeasures.

OFFICE OF SAFETY

Proven Safety Countermeasures

SPEED MANAGEMENT

 Speed Safety Cameras	 Variable Speed Limits	 Appropriate Speed Limits for All Road Users
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ROADWAY DEPARTURE

 Wider Edge Lines	 Enhanced Delineation for Horizontal Curves	 Longitudinal Rumble Strips and Stripes on Two-Lane Roads
 SafetyEdge™	 Roadside Design Improvements at Curves	 Median Barriers

INTERSECTIONS

 Backplates with Retroreflective Borders	 Corridor Access Management	 Dedicated Left- and Right-Turn Lanes at Intersections
 Reduced Left-Turn Conflict Intersections	 Roundabouts	 Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections
 Yellow Change Intervals		

PEDESTRIANS/BICYCLES

 Crosswalk Visibility Enhancements	 Bicycle Lanes	 Rectangular Rapid Flashing Beacons (RRFB)
 Leading Pedestrian Interval	 Medians and Pedestrian Refuge Islands in Urban and Suburban Areas	 Pedestrian Hybrid Beacons
 Road Diets (Roadway Reconfiguration)	 Walkways	

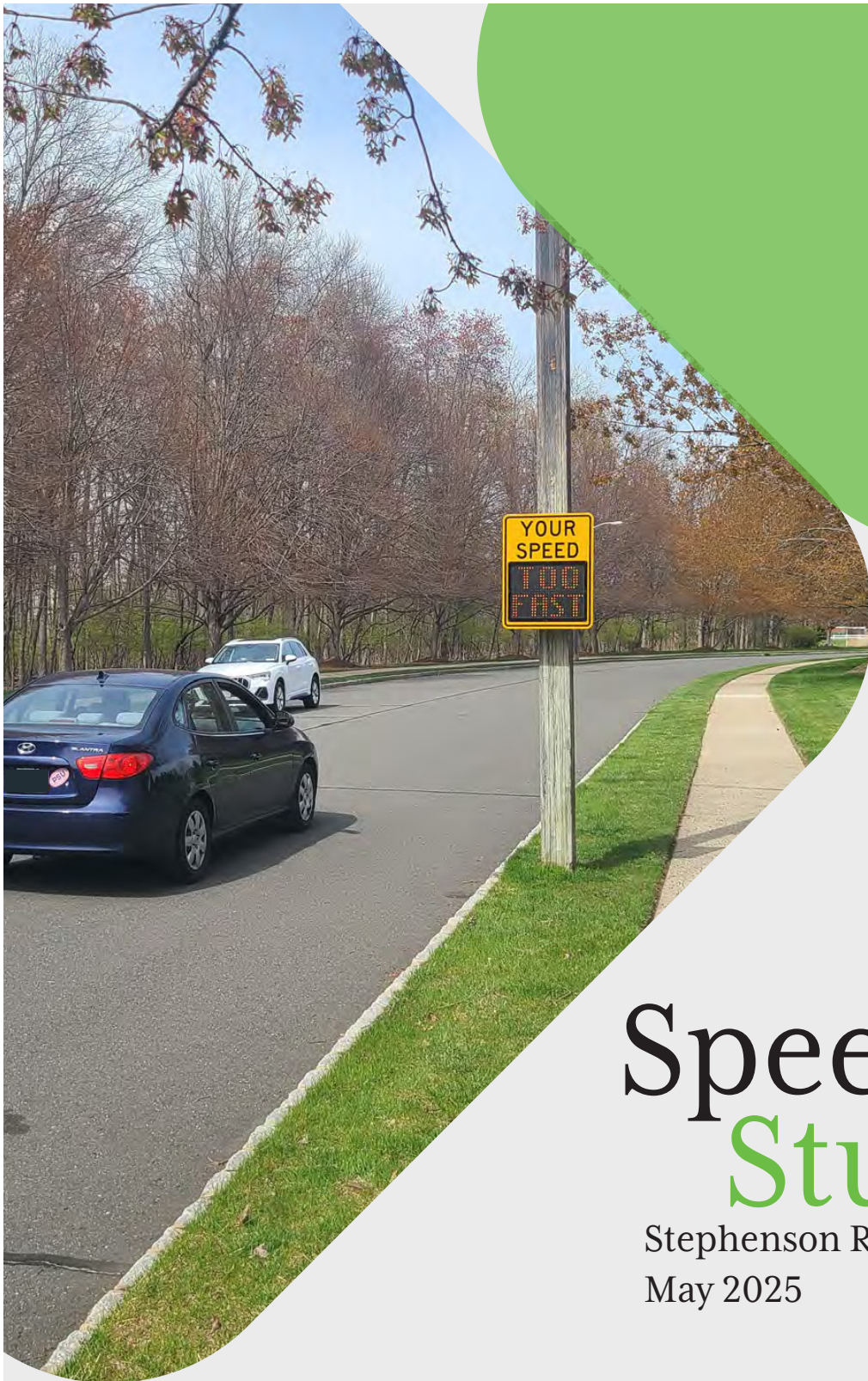
CROSSCUTTING

 Pavement Friction Management	 Lighting	 Local Road Safety Plans
 Road Safety Audit		

FHWA-SA-21-082

APPENDIX C: STEPHENSON ROAD SPEED STUDY

A speed study was conducted in May 2025 for Stephenson Road. The following pages display the full study.



Speed Study

Stephenson Road
May 2025



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Why Speed Matters?.....	1
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Average Weekday and Weekend Number of Vehicles by Speed Category by Time of Day Tables	8
Potential Funding Sources to Assist with Complete Streets, Placemaking, and Infrastructure Improvement Projects	11

Introduction

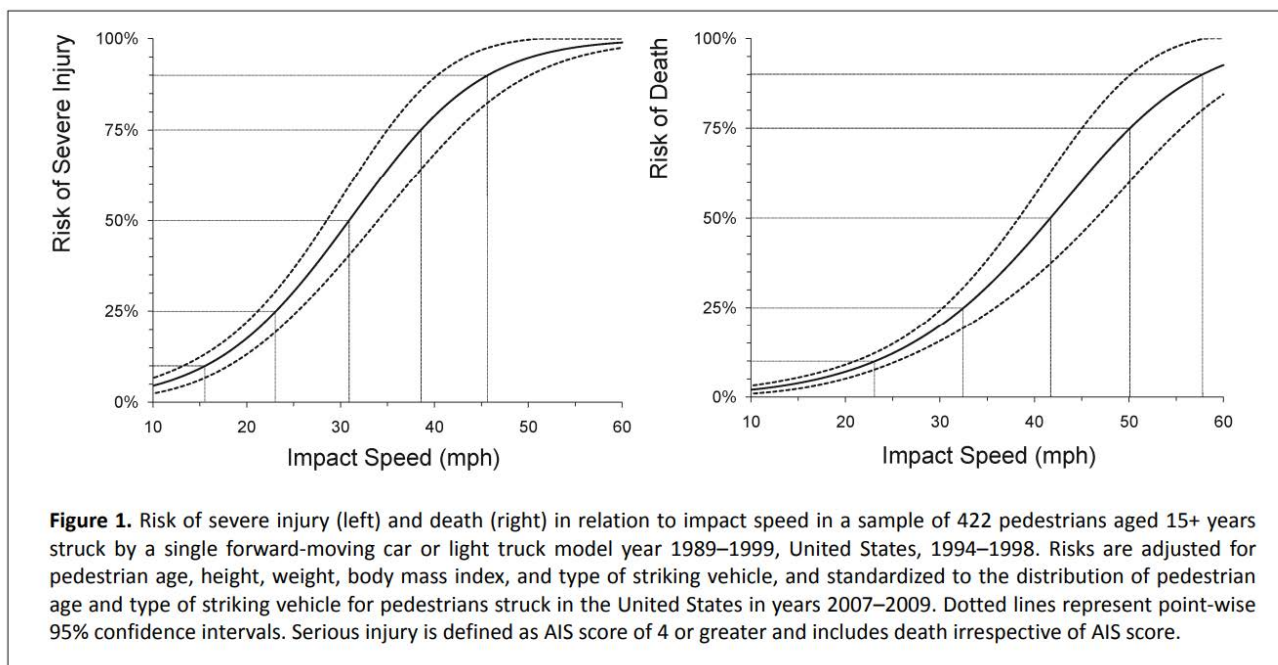
This study was prepared by the Greater Mercer Transportation Management Association (GMTMA), a nonprofit, public-private partnership dedicated to promoting and providing transportation choices designed to reduce congestion, improve mobility, increase safety, and further sustainability in Mercer and Ocean County. Established in 1984, the association consists of large and small employers, local governments, metropolitan planning organizations, and state agencies who are committed to providing good transportation choices for the community, commuters, businesses, and the environment.

This study aims to help Hopewell Township learn more about speeding by collecting speed data using a Traffic Logix FM12 radar speed sign and help slow traffic by providing driver feedback. This study summarizes the data collected for Stephenson Road. Stephenson Road is a local two-lane residential road with a speed limit of 25 MPH. The road is primarily residential, with one elementary school, Stony Brook Elementary School. The road is 36 feet wide with no painted shoulder or centerline.

Lastly, while the data presented in this study is helpful for understanding speeding generally, it should not be used as a replacement for a speed study conducted and signed by a licensed engineer.

Why Speed Matters?

Speed plays a critical role in the cause and severity of a crash. This is particularly true for pedestrian-involved crashes. Studies have shown that a pedestrian's average risk of death reaches 10% at an impact speed of 23 mph, 25% at 32 mph, 50% at 42 mph, 75% at 50 mph, and 90% at 58 mph¹.



In addition to increasing the severity of a pedestrian-involved crash, speeding also makes it more likely for a crash to occur in the first place. This is because as a driver's speed increases, their stopping distance and field of vision is reduced. At 10 - 15 miles per hour (mph), a car will need 25 feet of distance to be able to stop. If the speed is increased to 30 - 35 mph, the

¹ Impact Speed and a Pedestrian's Risk of Severe Injury or Death, AAA; <https://aaafoundation.org/wp-content/uploads/2018/02/2011PedestrianRiskVsSpeedReport.pdf>

stopping distance increases to 75 feet. At 40 mph, the distance is 118 feet. Similarly, an increase in driver speeds causes a decrease in their awareness and peripheral vision. This is illustrated in the figure below.

Effects of increased speed on a driver's visual focus (Source: NACTO)



As a result, even small decreases in vehicle speeds can result in large safety gains. The Highway Safety Manual states that just a 1 MPH reduction in operating speeds can result in a 17% decrease in fatal crashes². An additional study found that a 10% reduction in the average speed resulted in 19% fewer injury crashes, 27% fewer severe crashes, and 34% fewer fatal crashes.³

Additional Resources:

Urban Street Design Guide – Design Speed (NACTO)

<https://nacto.org/publication/urban-street-design-guide/design-controls/design-speed/>

City Limits: Setting Safe Speed Limits on Urban Streets (NACTO)

https://nacto.org/wp-content/uploads/2020/07/NACTO_CityLimits_Spreads.pdf

² American Association of State Highway and Transportation Officials (2010). Highway Safety Manual. <http://www.highwaysafetymanual.org/>

³ Traffic safety dimensions and the Power Model to describe the effect of speed on safety; <https://lup.lub.lu.se/search/ws/files/4394446/1693353.pdf>

Speed Sign Parameters and Location Schedule

Between March 13th, 2025, and May 2nd, 2025, a Traffic Logix FM12 radar speed sign was installed on Stephenson Road near Stony Brook Elementary School in Hopewell Township, New Jersey. The sign spent approximately three weeks in “stealth” mode to collect baseline data before the feedback display was turned on. Nothing is displayed in stealth mode, and the sign appears off. Once turned on, the speed sign shows drivers their current speed. Only the vehicle's current speed is displayed when traveling at or below the speed limit. When traveling one MPH over the speed limit, the speed sign flashes the vehicle’s current speed and turns red. When traveling two MPH or more above the speed limit, the sign displays the text “Too Fast,” and a strobe light flashes continuously. If the vehicle slows down to the posted speed limit or slower, the sign reverts to displaying vehicle speed.

The sign would only display speeds for cars traveling 10 MPH or more to conserve energy. In addition, the sign would stop showing speed information if the driver was traveling above 55 MPH. This discourages drivers from seeing how high they can get the speed sign to go. In both cases, the sign still collects speed data for the vehicle. Table 1 below shows the dates and times the speed sign was active. Map 1 on the following page shows the location of the speed sign.

The table below shows the dates for each data collection period.

Table 1: Data Collection Dates

<i>Data Collection Period</i>	<i>Start Date</i>	<i>End Date</i>	<i>Number of Days</i>
Stealth Data Collection	3/13/2025	4/7/2025	25
Display On Data Collection	4/14/2025	5/2/2025	18

Stephenson Road Crash Analysis

In June 2025, twelve years of crash data were collected from Numetric for a Stephenson Road in Hopewell Township. The data indicates three reported motor vehicle crashes from 2012 to 2024 (the most current year available). Two of these crashes resulted in no apparent injury, while one resulted in suspected serious injury. The crash types are as follows: Left Turn (1), Struck Parked Vehicle (1), and Fixed Object (1). The fixed object crash resulted in suspected serious injury. The other two crashes had no injuries reported. None of the crashes had speed listed as a contributing factor. None of the crashes involved pedestrians or cyclists. Map 2 on page 4 shows the locations and type of crash.

Map 1: Location of Radar Speed Sign in Hamilton Township



Map 2: All Crashes 2012 - 2024



Data Collection

The radar speed sign collects data on the total number of vehicles traveling on the roadway and their respective travel speeds. The sign cannot distinguish the type of vehicle, for example, a sedan from a truck. For optimal data collection, the sign manufacturer recommends placing the sign where there is at least 250 feet of straightaway before the sign location and 600 feet beyond any stop signs or intersections. For this study, only the straightaway parameter is met. To account for turning vehicles, this report includes two sets of tables. The first will use all data collected, and the second will only include vehicles traveling more than 16 MPH.

In addition, this report uses two metrics to measure the number of speeders. The first, % of Speeders, is the percentage of vehicles traveling over the speed limit, and the second, % of High Speeders, is the percentage of vehicles traveling more than 5 MPH over the speed limit. The following formulas were used:

$$\% \text{ of Speeders} = \frac{\text{Number of Vehicles Traveling Above Posted Speed Limit}}{\text{Total Number of Vehicles}}$$

$$\% \text{ of High Speeders} = \frac{\text{Number of Vehicles Traveling 5 MPH Above Posted Speed Limit}}{\text{Total Number of Vehicles}}$$

For the second set of tables that do not include vehicles traveling less than 16 MPH, this report calculated the “% of speeders” and “% of High Speeders” fields using the following formulas:

$$\% \text{ of Speeders} = \frac{\text{Number of Vehicles Traveling Above Posted Speed Limit}}{\text{Number Vehicles Traveling } > 16 \text{ MPH}}$$

$$\% \text{ of High Speeders} = \frac{\text{Number of Vehicles Traveling 5 MPH Above Posted Speed Limit}}{\text{Number Vehicles Traveling } > 16 \text{ MPH}}$$

Another metric calculated in this study is the 85th percentile speed. The 85th percentile speed is a measure often used by traffic engineers to determine the speed limit of a roadway. It is defined as the speed at or below which 85% of drivers travel on a road segment. This assumes that most drivers (85%) drive within reasonable limits. The posted speed limit is usually the 5 – mph increment just below the 85th percentile speed. For example, if the 85th percentile speed has been determined by an engineering survey to be 57 mph, the posted speed would be 55 mph. The logic behind this method of determining the posted speed limit is that it allows for a reasonable posted speed limit that can be enforced by local agencies, without creating a speed trap. In addition, it helps reduce the disparity between the slowest and fastest vehicles on a roadway. This method reflects roadway design, rather than road context, i.e. downtown, residential, etc. Therefore, using this method frequently ignores other factors, such as pedestrian and bicyclist safety.

The 85th percentile speed is calculated by multiplying 85% by the number of vehicles in the study. Then, the vehicle’s speeds are ordered from smallest to largest. The vehicle speed that corresponds with the integer from the first step is the 85th percentile speed. The difference between the speed limit and the 85th percentile speed can help highlight that the road’s design speed is inappropriate for the posted speed limit. When the 85th percentile speed is higher than the posted speed limit, this likely indicates that the road design should be altered to better suit the needs and safety of all road users.

Lastly, it is also important to note that during heavy traffic, the speed sign cannot count all vehicles that pass by. Previous studies have determined that the speed sign accounts for approximately 70% of vehicle traffic.

Findings

Overall, speeding was a significant issue on Stephenson Road. The 85th percentile speed and average speed for weekdays during the initial stealth data collection period were found to be 23 MPH and 31 MPH, respectively. For weekdays, approximately 56% of vehicles were driving over the speed limit, with 37% driving 5 MPH or more over the speed limit.

When excluding vehicles traveling less than 16 MPH (i.e. vehicles who are likely turning, or slowing down to park), these numbers increase to 77% of vehicles speeding, and 51% of vehicles traveling 5 MPH or more over the speed limit. The average speed also increases to 30 MPH when excluding vehicles traveling less than 16 MPH. The following tables summarize this data.

Table 2: Percent of Speeders, High Speeders, Average Speed, and 85% Speed (All data)

<i>Day of Week</i>	<i>% Speeders</i>	<i>% High Speeders</i>	<i>Average Speed</i>	<i>85% Speed</i>
Weekday	56%	37%	23	31
Weekend	46%	32%	22	32

Table 3: Percent of Speeders, High Speeders, Average Speed, and 85% Speed (Only vehicles traveling over 15 MPH)

<i>Day of Week</i>	<i>% Speeders</i>	<i>% High Speeders</i>	<i>Average Speed</i>	<i>85% Speed</i>
Weekday	77%	51%	30	Not Calculated
Weekend	70%	48%	29	

Effect of Sign Feedback on Speeding

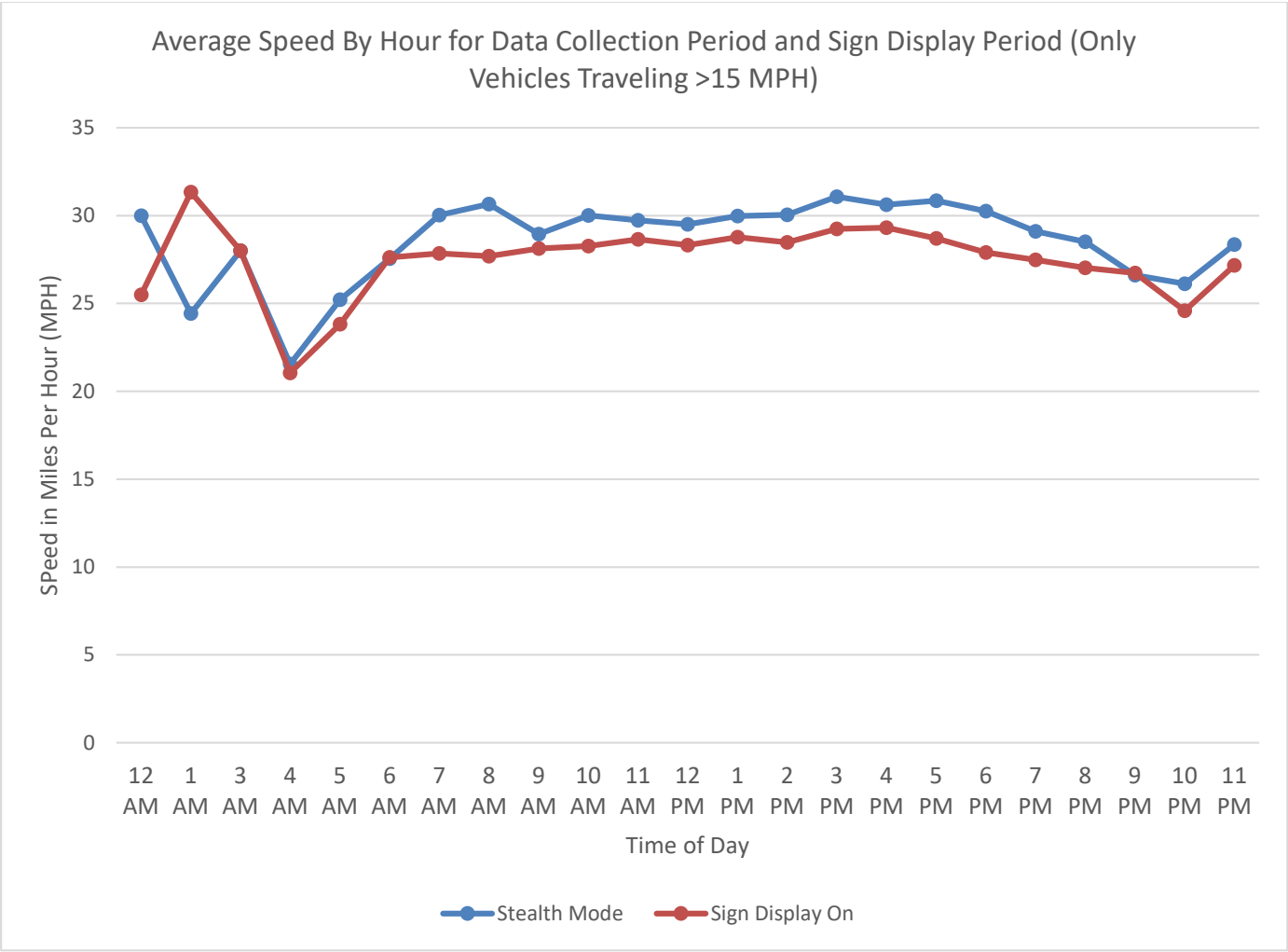
The sign was mildly effective at reducing vehicle speeds on Stephenson Road. Average speeds on weekdays and weekends were reduced by 2 MPH and 1 MPH, respectively. The percentage of speeders was also reduced by seven percentage points and four percentage points, respectively.

Table 5: Average Speed and % Speeders by Sign Display Period

	<i>Average Speed (Only Includes Vehicles Traveling > 15 MPH)</i>		<i>Percent Speeding (Only Includes Vehicles Traveling > 15 MPH)</i>	
	<i>Off</i>	<i>On</i>	<i>Off</i>	<i>On</i>
Weekday	30	28	77%	70%
Weekend	29	28	70%	66%

Average Speed By Hour (Weekdays Only)

The following graph shows the average speed by hour for Stephenson Road for weekdays during the data collection period and the sign display period. Speeds generally remain stable throughout the day, with a slight dip in speeds in the evening. In addition, due to a lack of data, 2 AM is excluded from this graph.



Average Weekday and Weekend Number of Vehicles by Speed Category by Time of Day Tables

The following tables show the average number of vehicles by speed category and time of day. The last two columns show the average percentage of speeders for each hour and the average percent of high speeders for each hour (High speeders are defined as those traveling more than 5 MPH over the speed limit). Cells shaded red are the top five speeding hours, and cells shaded green are the lowest five speeding hours for each location. For each location, the first table includes weekday data and the second includes weekend data.

Since driver behavior will likely return to the pre-speed sign period, the tables only include data from the stealth data collection period and weekdays. This assumption is based on research on the effectiveness of speed signs.

The speed sign sometimes undercounts the total number of vehicles traveling. This is especially true for busier roads. Therefore, the tables below are likely an undercount of the total number of vehicles.

Stephenson Rd Average Weekday Speed Counts | Speed Limit: 25 MPH | (Only includes data from weekday stealth data gathering period)

Time	≤ 25 MPH	26-30	31-35	36-40	41-45	46-50	51-55	> 56 MPH	Hourly Average Speeders	Hourly Average High Speeders	% over Speed Limit	% 5 MPH Over Speed Limit
12 AM	4	0	0	0	0	0.0	0	0	1	0	13%	13%
1 AM	1	0	0	0	0	0.0	0	0	0	0	9%	9%
2 AM	1	0	0	0	0	0.0	0	0	0	0	0%	0%
3 AM	1	0	0	0	0	0.0	0	0	0	0	7%	7%
4 AM	5	0	0	0	0	0.0	0	0	0	0	5%	5%
5 AM	5	0	0	0	0	0.0	0	0	1	1	16%	16%
6 AM	7	1	2	1	0	0.1	0	0	4	3	36%	36%
7 AM	20	8	12	4	2	0.3	0	0	26	18	56%	56%
8 AM	28	21	24	12	3	0.5	0	0	59	39	68%	68%
9 AM	15	4	8	3	0	0.0	0	0	15	11	49%	49%
10 AM	12	5	7	3	0	0.2	0	0	15	11	56%	56%
11 AM	15	5	6	4	1	0.2	0	0	15	10	50%	50%
12 PM	18	8	9	4	1	0.0	0	0	21	14	55%	55%
1 PM	14	6	6	3	1	0.3	0	0	17	11	55%	55%
2 PM	14	5	8	3	1	0.2	0	0	18	12	56%	56%
3 PM	18	16	19	9	2	0.2	0	0	46	30	72%	72%
4 PM	17	8	13	6	1	0.2	0	0	29	21	63%	63%
5 PM	24	11	16	8	2	0.2	0	0	37	26	60%	60%
6 PM	21	8	12	5	1	0.1	0	0	26	18	55%	55%
7 PM	17	5	6	2	0	0.0	0	0	14	9	46%	46%
8 PM	12	3	3	1	0	0.0	0	0	7	4	37%	37%
9 PM	10	2	2	0	0	0.0	0	0	4	2	27%	27%
10 PM	6	1	1	0	0	0.1	0	0	2	1	26%	26%
11 PM	2	0	0	0	0	0.0	0	0	1	1	35%	35%
Daily Average	286	118	153	69	14	2	0	0	357	239	56%	37%

*Cells shaded red are the top five speeding hours, and cells shaded green are the lowest five speeding hours

Stephenson Rd Average Weekend Speed Counts | Speed Limit: 25 MPH | (Only includes data from weekday stealth data gathering period)

Time	≤ 25 MPH	26-30	31-35	36-40	41-45	46-50	51-55	> 56 MPH	Hourly Average Speeders	Hourly Average High Speeders	% over Speed Limit	% 5 MPH Over Speed Limit
12 AM	1	1	0	0	0	0.0	0	0	1	1	60%	33%
1 AM	0	0	0	0	0	0.0	0	0	0	0	75%	25%
2 AM	0	0	0	0	0	0.0	0	0	0	0	0%	0%
3 AM	0	0	0	0	0	0.0	0	0	0	0	100%	100%
4 AM	1	0	0	0	0	0.0	0	0	0	0	0%	0%
5 AM	3	0	0	0	0	0.0	0	0	0	0	5%	5%
6 AM	4	0	1	1	0	0.3	0	0	2	2	30%	26%
7 AM	7	1	2	1	0	0.0	0	0	4	3	34%	27%
8 AM	15	3	4	2	0	0.0	0	0	8	6	36%	25%
9 AM	21	4	6	2	0	0.0	0	0	12	8	37%	26%
10 AM	16	4	6	4	1	0.0	0	0	17	12	51%	38%
11 AM	19	4	7	4	1	0.1	0	0	16	12	47%	35%
12 PM	18	5	9	4	1	0.1	0	0	18	14	51%	38%
1 PM	19	5	9	4	1	0.1	0	0	19	14	51%	37%
2 PM	19	4	7	4	1	0.0	0	0	15	11	45%	32%
3 PM	16	4	9	4	1	0.1	0	0	18	14	52%	41%
4 PM	18	6	7	3	0	0.0	0	0	17	11	48%	31%
5 PM	19	5	9	3	1	0.0	0	0	18	12	48%	33%
6 PM	19	5	6	3	1	0.0	0	0	16	10	46%	30%
7 PM	10	5	4	1	0	0.0	0	0	10	6	51%	28%
8 PM	11	4	2	1	0	0.0	0	0	7	4	40%	20%
9 PM	5	2	2	1	0	0.0	0	0	5	3	51%	29%
10 PM	4	1	1	0	0	0.3	0	0	3	2	42%	27%
11 PM	4	1	1	0	0	0.1	0	0	2	1	33%	21%
Daily Average	247	64	92	43	9	1	0	0	209	145	46%	32%

*Cells shaded red are the top five speeding hours, and cells shaded green are the lowest five speeding hours

Potential Funding Sources to Assist with Complete Streets, Placemaking, and Infrastructure Improvement Projects

Name	Funding Agency	Purpose	Eligibility Description
Local Bicycle and Pedestrian Planning Assistance Program	NJDOT	Provides municipalities with consultant expertise to develop circulation elements and other transportation-related initiatives.	New Jersey municipalities
Local Lead	NJDOT	Provides funding for design, right-of-way, or construction of projects located on roads with functional classifications other than rural minor collector, rural local collector, or urban local, or part of the National Highway System (NHS).	New Jersey municipalities and counties
Local Scoping	NJDOT	Funds projects located on the National Highway System or an eligible Federal Aid road through preliminary engineering and the National Environmental Policy Act.	New Jersey municipalities and counties
Locally Initiated Pedestrian Projects	NJDOT	Provides funds for municipalities and counties for pedestrian access construction.	New Jersey counties and municipalities
Safe Routes to School	NJDOT	Enables safer and more appealing transportation alternatives.	New Jersey municipalities or counties
Bikeway Grant Program	NJDOT	Provides funding to construct dedicated bike paths.	New Jersey counties and municipalities
Comprehensive Traffic Safety Program	New Jersey Division of Highway Traffic Safety	Addresses traffic safety concerns.	New Jersey municipalities and counties, law enforcement agencies, and non-profits
Local Aid Infrastructure Fund	NJDOT	Provides funding for emergencies as well as for pedestrian safety and bicycle projects.	New Jersey municipalities and counties
Local Technical Assistance Program – New Jersey	NJDOT	Provides municipalities with consultant expertise to address local transportation and quality-of-life issues.	New Jersey municipalities
Transportation and Community	DVRPC	A grant opportunity that funds local planning initiatives that also advance the goals of the	New Jersey municipalities

Development Initiative (TCDI)		region’s long-range plan, Connections 2050: Plan for Greater Philadelphia. TCDI focuses on linking land use, transportation, and economic development planning that.	
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