



Alan M.
Voorhees
Transportation
Center



Safe Routes to School: Open House Report

prepared by:

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prepared for:

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December 2006 Update

New Jersey Safe Routes to School: Open House Report

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I. Introduction

Safe Routes to School (SRTS) is a national initiative which aims to encourage and enable children to safely walk and bicycle to school. Through an approach that combines encouragement, education, engineering, enforcement and evaluation, SRTS seeks to improve bicycle and pedestrian safety around schools and to build a sense of community.

The purpose of the federally funded SRTS program¹ is to:

“Enable and encourage children, including those with disabilities, to walk and bicycle; to make walking and biking to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.”

The SRTS program provides federal-aid highway funds to state Departments of Transportation over five years. In New Jersey, \$15 million will be administered by the New Jersey Department of Transportation (NJDOT) over fiscal years (FY 2005 – FY 2009). 3.2 million dollars will be available via NJDOT’s Division of Local Aid and Economic Development in the first year of the grant program, fiscal year 2007. The Alan M. Voorhees Transportation Center, located in the Edward J. Bloustein School of Planning and Public Policy at Rutgers, The State University of New Jersey, is providing assistance in the coordination and implementation of the statewide program.

II. Official Program Launch

On October 24th, New Jersey Department of Transportation Commissioner Kris Kolluri launched the \$15 million Safe Routes to School student and pedestrian safety program. Congressman Bill Pascrell, Essex County Executive Joseph N. DiVincenzo, Jr., Senator Nia Gill, Assemblyman Thomas Giblin and Montclair Mayor Ed Remsen joined Commissioner Kolluri for the announcement in Montclair’s Rand Park. (See Appendix A for event Press Release)



Commissioner Kolluri Launches NJ SRTS

Elise Bremer-Nei, NJ SRTS Program Coordinator

III. Open Houses

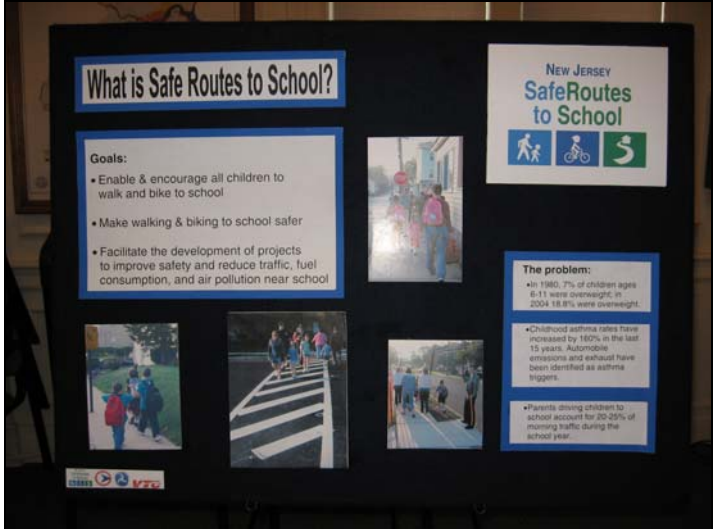
During October and November 2006, NJDOT and the Voorhees Transportation Center held seven Open Houses throughout the state to inform potential applicants of the SRTS program, the local aid grant program and the application process. The Open Houses were held between 3:00 p.m. and 7:00 p.m. in an informal, information center format. Staff was available to talk with

¹ The Safe Routes to Schools Program is a federal program of the US Department of Transportation's Federal Highway Administration (FHWA). It was created by Section 1404 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Act, referred to as [SAFETEA-LU](#).

attendees one-on-one about specific questions and projects. Open Houses were held in the towns of Newton (Sussex County), Montclair (Essex County), New Brunswick (Middlesex County), Vineland (Cumberland County), Morristown (Morris County), Point Pleasant (Ocean County) and Haddonfield (Camden County). The Open House schedule can be found in Appendix B: Open House Flyer. A program summary, general guidance and project examples were presented on display boards. Representatives from NJDOT, including NJ Safe Routes to School Program Coordinator Elise Bremer-Nei, and the Voorhees Transportation Center were on hand to answer questions and provide additional information.

At the request of Bergen County, a SRTS presentation was given by Elise Bremer-Nei during a meeting in Hackensack on November 29, 2006. Following the presentation, materials from the Open Houses were available for participants. The event was hosted by the Bergen County Department of Planning and Economic Development.

The following information was presented on display boards at each Open House:

<p><u>What is Safe Routes to School?</u> <u>Safe Routes to Schools Goals</u></p> <ul style="list-style-type: none"> • Enable & encourage all children to walk and bike to school • Make walking & biking to school safer • Facilitate the development of projects to improve safety and reduce traffic, fuel consumption, and air pollution near schools <p><i>The problem:</i></p> <ul style="list-style-type: none"> • In 1980, 7% of children ages 6-11 were overweight; in 2004 18.8% were overweight. • Parents driving children to school account for 20-25% of morning traffic during the school year. • Childhood asthma rates have increased by 160% in the last 15 years. Automobile emissions and exhaust have been identified as asthma triggers. 	
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The Application Process

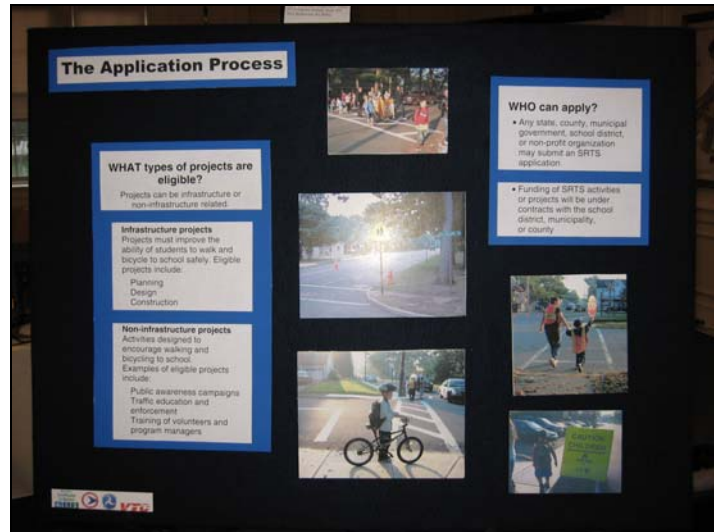
WHO can apply?

- Any state, county, municipal government, school district, or non-profit organization may submit an SRTS application
- Funding of SRTS activities or projects will be under contracts with the school district, municipality, or county

WHAT types of projects are eligible?

Projects can be infrastructure or non-infrastructure related.

- **Infrastructure projects**
Projects must improve the ability of students to walk and bicycle to school safely. Eligible projects include:
 - Planning
 - Design
 - Construction
- **Non-infrastructure projects**
Activities designed to encourage walking and bicycling to school. Examples of eligible projects include:
 - Public awareness campaigns
 - Traffic education and enforcement
 - Training of volunteers and program managers



Ineligible Costs

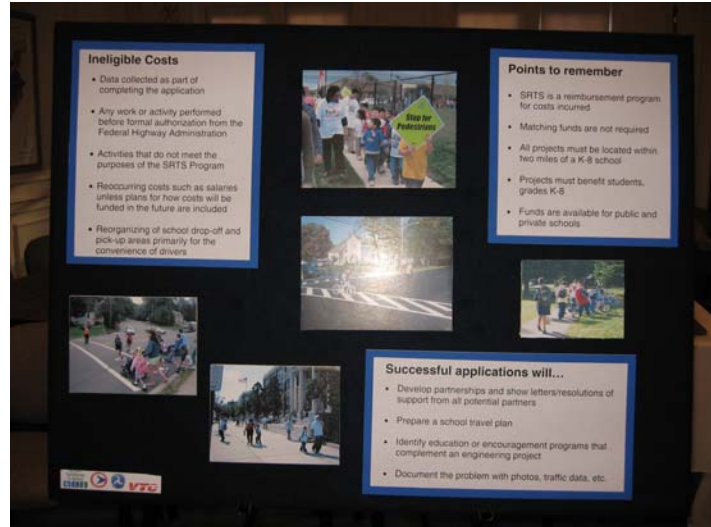
- Data collected as part of completing the application
- Any work or activity performed before formal authorization from the Federal Highway Administration
- Activities that do not meet the purposes of the SRTS Program
- Reoccurring costs such as salaries unless plans for how costs will be funded in the future are included
- Reorganizing of school drop-off and pick-up areas primarily for the convenience of drivers

Points to remember

- SRTS is a reimbursement program for costs incurred
- Matching funds are not required
- All projects must be located within two miles of a K-8 school
- Projects must benefit students, grades K-8
- Funds are available for public and private schools

Successful applications will...

- Develop partnerships and show letters/resolutions of support from all potential partners
- Prepare a school travel plan
- Identify education or encouragement programs that complement an engineering project
- Document the problem with photos, traffic data, etc.



Getting Started

Organize a Committee

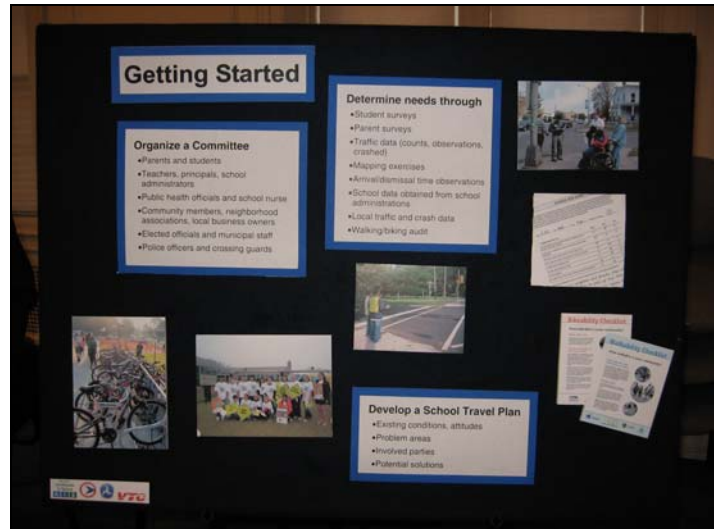
- Parents and students
- Teachers, principals, school administrators
- Public health officials and school nurse
- Community members, neighborhood associations, local business owners
- Elected officials and municipal staff
- Police officers and crossing guards

Determine needs through

- Student surveys
- Parent surveys
- Traffic data (counts, observations, crashed)
- Mapping exercises
- Arrival/dismissal time observations
- School data obtained from school administrations
- Local traffic and crash data
- Walking/biking audit

Develop a School Travel Plan

- Existing conditions, attitudes
- Problem areas
- Involved parties
- Potential solutions



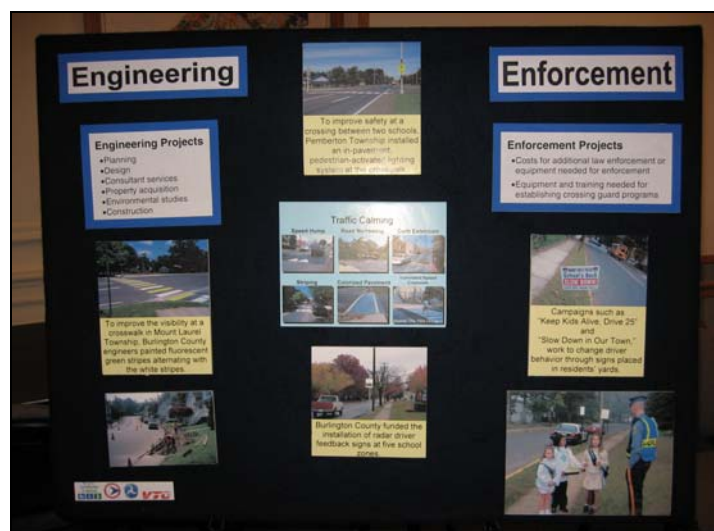
Project Details

Engineering Projects

- Planning
- Design
- Consultant services
- Property acquisition
- Environmental studies
- Construction

Enforcement Projects

- Costs for additional law enforcement or equipment needed for enforcement
- Equipment and training needed for establishing crossing guard programs

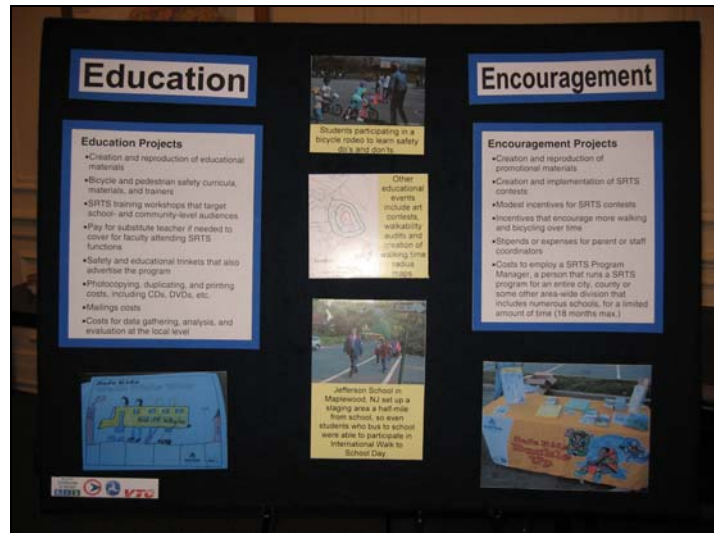


Education Projects

- Creation and reproduction of educational materials
- Bicycle and pedestrian safety curricula, materials, and trainers
- SRTS training workshops that target school- and community-level audiences
- Pay for substitute teacher if needed to cover for faculty attending SRTS functions
- Safety and educational trinkets that also advertise the program
- Photocopying, duplicating, and printing costs, including CDs, DVDs, etc.
- Mailings costs
- Costs for data gathering, analysis, and evaluation at the local level

Encouragement Projects

- Creation and reproduction of promotional materials
- Creation and implementation of SRTS contests
- Modest incentives for SRTS contests
- Incentives that encourage more walking and bicycling over time
- Stipends or expenses for parent or staff coordinators
- Costs to employ a SRTS Program Manager, a person that runs a SRTS program for an entire city, county or some other area-wide division that includes numerous schools, for a limited amount of time (18 months max.)



In addition to the information provided on the display boards, Open House attendees were provided with the following handouts:

- New Jersey Department of Transportation Safe Routes to School Brochure
- SRTS Application Resource Guide with Toolkit summary (Appendix C)
- Who's Who in New Jersey for Safe Routes to School (provided on request) (Appendix D)

Sign-up sheets were also available for the NJ_SRTS email listserv and the NJ SRTS Newsletter.

A. Open House Attendance

According to sign-in sheets the seven Open Houses drew in 177 attendees. The largest attendance was in Haddonfield (43 attendees) followed by Point Pleasant (34 attendees). The least attended Open House was Newton, where only eight people attended. A total of 63 municipalities and 10 counties were represented among all attendees. Attendees represented a variety of organizations, positions and other affiliations. Representatives of municipalities such as planners, engineers, municipal staff and council members comprised the largest group (35 attendees) followed by members of police departments (28 attendees), representatives of Boards of Education (18 attendees), and private consultants (16 attendees). Other attendees included representatives of state agencies, bicycle and pedestrian advocacy groups, non-profit organizations, schools and school districts, transportation management associations (TMAs) and environmental and health care organizations. (See Appendix E for a complete list of Open House attendees.)

Each Open House was staffed by representatives from the New Jersey Department of Transportation's Office of Bicycle and Pedestrian Programs and Division of Local Aid and Economic Development as well as staff from the Voorhees Transportation Center, local TMAs and Counties.

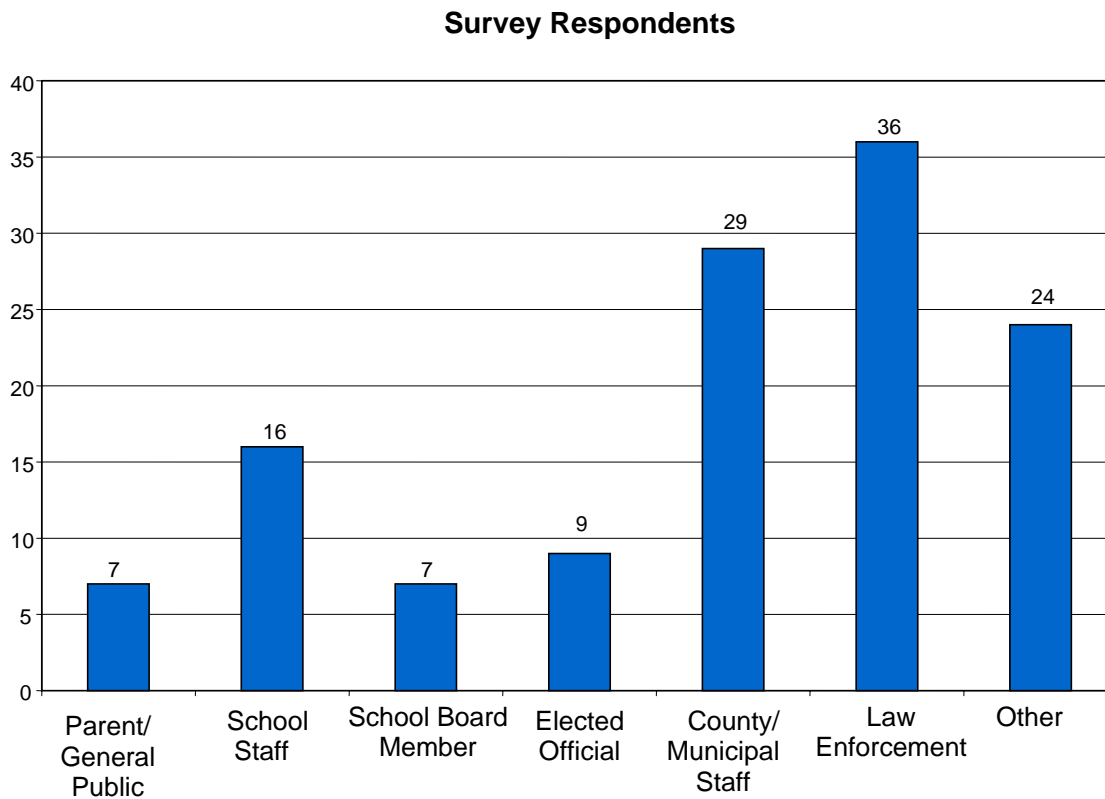
The Bergen County presentation was attended by 95 individuals representing law enforcement personnel, school staff, board of education members, county and municipal staff, elected officials, private consultants, representatives from non-profits, and members of the general public. Over 40 municipalities were represented.

B. Open House Survey

Surveys were conducted at each Open House and at the Bergen County presentation. The purpose of the survey was to record the organizational affiliation of the attendees and their primary interests and concerns about walking and bicycling to school. Responses will be used to guide future SRTS program outreach and awareness activities. Following is a summary of survey results. (See Appendix F for the Survey Form)

Of all the attendees, slightly more than 40% (119) filled out a survey. Those who filled out the survey were from a variety of backgrounds (Figure 1). A majority of respondents were law enforcement personnel (36). There were also county or municipal staff members (29), school staff and school board members (23), elected officials (9) and parents and the general public (7). Finally, 24 respondents represented non-profits, environmental groups, Metropolitan Planning Organizations and transportation management associations.

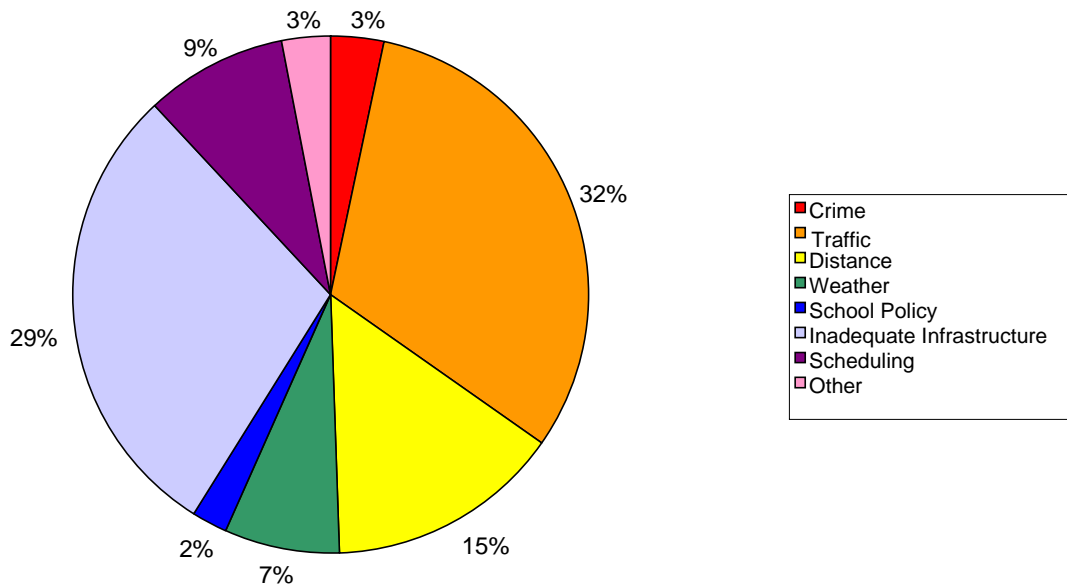
Figure 1



Those surveyed were asked to indicate the main barriers to walking and bicycling to school in their municipality/school district/county (Figure 2). Both traffic concerns and inadequate infrastructure topped the list as the main barriers, receiving a 32% and 29% response respectively. Distance to school followed with 15% of respondents indicating this to be a problem. Other issues included scheduling conflicts (9%), weather concerns (7%), fear of crime (3%) and school policy which prevents walking and biking (2%). Three percent listed other reasons including public perception of walking and biking and parental fear or refusal to allow children to walk or bike to school.

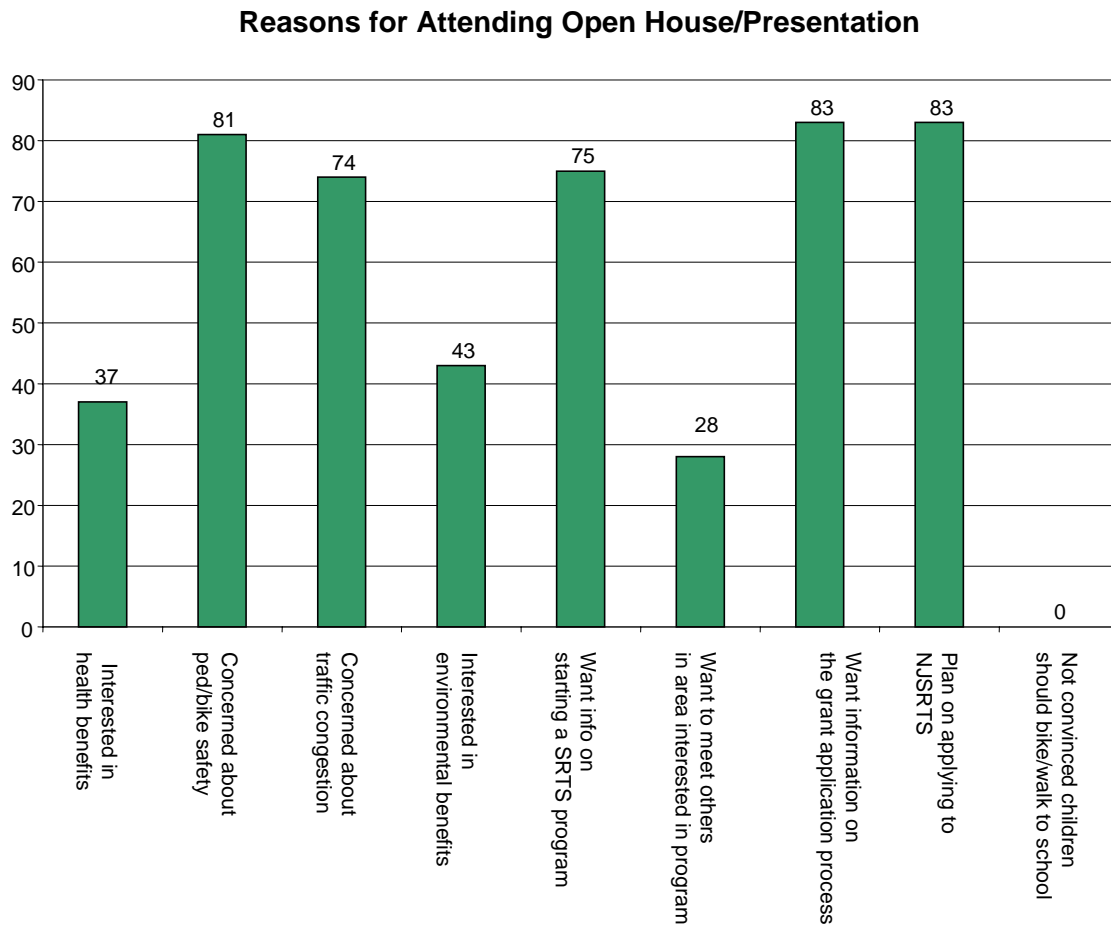
Figure 2

Local Barriers to Walking and Biking



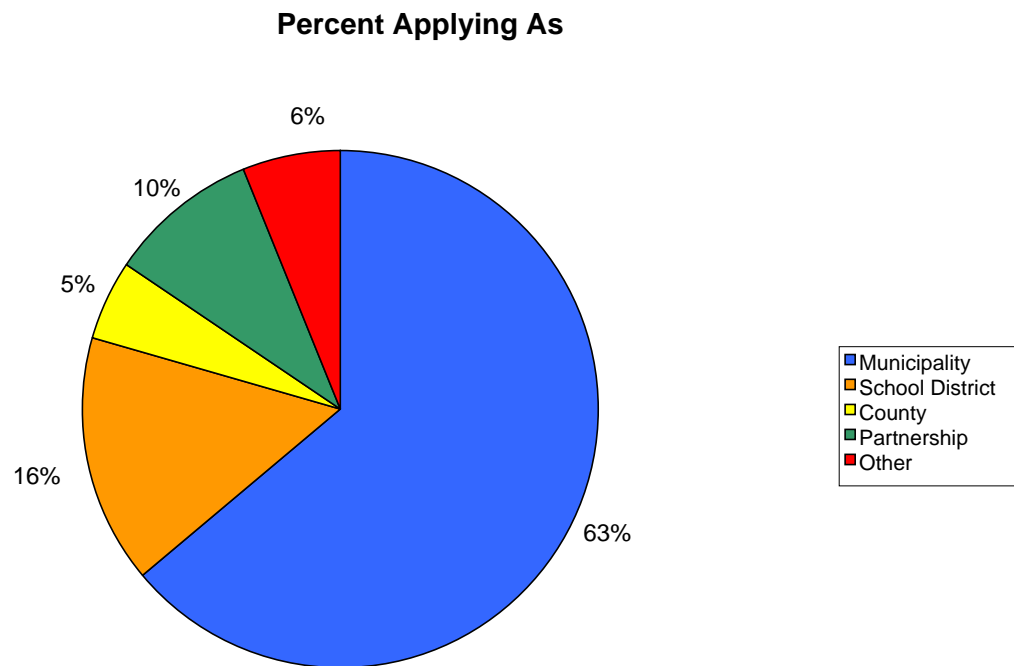
Each person had a variety of reasons for attending an Open House or the presentation. Some were there solely to gather information, but most came because they were concerned about safety and health in their town and wanted to find out how Safe Routes to School could help to address these issues. (Figure 3) Bicycle and pedestrian safety topped the list of concerns (81), followed by concerns about traffic congestion (74). Some were interested in the environmental benefits of enacting a Safe Routes to School program (43). Sixty-one (83) respondents were there to gather information about the grant application process and fifty-six (75) wanted information about starting a program in their area. No respondents answered that they are “not convinced that we should encourage children to walk or bike to school.”

Figure 3



About 70% of those who filled out a survey indicated that they were planning on applying for a SRTS grant. Most of the respondents (63%) were planning on applying for a grant as a municipality. Some were planning on applying as a school district (16%). The remainder wanted to apply as a county (5%), non-profit or other organization (6%), or as a partnership between multiple stakeholders, such as a school district and a municipality or a municipality and a non-profit (10%). (Figure 4)

Figure 4



A number of respondents included comments on their survey form. Some of the comments were directed toward the Open House specifically, some were questions about the program and the rest were general observations. Here is a representative sample of the comments:

- I hope to be kept informed of the program where the money is going and how it will help.
- We need more driver education stressing pedestrian right-of-way by the Motor Vehicle Agency. Consider making it a rule banning right on red at signals.
- Thank you for all of your assistance, information, and ideas this afternoon. I am very excited about starting this program within my school district.
- There may be limited opportunities in Sussex Co. for the SRTS program due to the rural character of the county and the remote locations of some/most of the schools in the county.
- I was disappointed in the layout. Thought it would be like a classroom presentation.
- I want to expand bike/ped facilities.
- Both our town and school district are trying to become more pedestrian friendly. Our Middle School (in the center of a residential area) is under construction to build additions that will house K-5 and allow the school district to sell the elementary school which is in the middle of nowhere. We hope your program can help us become the safe-pedestrian town that we want to be.

- Have a very dense population group for school attendance but lack sidewalks and bike routes due to municipal financial limitations. Would be interested in any program which would allow borough to expand sidewalks and redirect vehicular traffic in and around school building at start & dismissal times.
- Really just came for guidance in writing the grant.

C. Frequently Asked Questions

The following questions were commonly raised with staff at the Open Houses, in the comments section of the survey and through the NJ_SRTS listserv.

1. Q: *Where can I find information on creating student travel and parent surveys?*

A: The NJDOT online toolbox, currently in development, will have fact sheets on “needs assessments” and sample survey questions. Until the toolbox is completed, the National SRTS Clearinghouse web site, <http://www.saferoutesinfo.org/resources/index/cfm>, is a useful resource. Two sample surveys are available under the “Evaluation” section.

The sample surveys from the National SRTS Clearinghouse do not contain questions assessing how students would prefer to travel to and from school. These types of questions can be useful when presenting SRTS program information to parents. See <http://www.co.morris.nj.us/transportation/Docs/SafeRoutesToSchoolNews2.pdf> for an example of how Wharton Borough in Morris County, NJ used results from questions that addressed how students would prefer to travel to school.

Additional sample surveys are available from Sustrans, a non-profit organization in the United Kingdom, at <http://www.saferoutestoschools.org.uk/index.php?p=TK10>.

2. Q: *What exactly should be included in a School Travel Plan?*

A: A Safe Routes to School Travel Plan “maps out” how to improve pedestrian and bike travel to and from school for the purpose of increasing the number of students who bike or walk to school. A School Travel Plan is a non-required but strongly recommended component of the application package. Additional points will be awarded to applicants with completed plans. The development of a plan is not an activity eligible for funding under the grant program.

The NJDOT online toolbox, currently in development, will have fact sheets describing how to develop a School Travel Plan. Until it is released, Sustrans offers a valuable resource on the development and implementation of a School Travel Plan. Just as a wide variety of people should be involved in the creation of a SRTS program, many individuals ought to be included in the creation of the Travel Plan. The following is a list of items a School Travel Plan should contain. For more detailed information, visit the Sustrans web site: http://www.saferoutestoschools.org.uk/index.php?f=travel_plans.htm.

- Basic description of the school location, size, and type
- Brief description of the travel problems faced by the school. Issues affected by choice of travel mode include safety, the environment, health, availability of cycling and walking facilities, management of auto drop-off/parking at the school, and adequacy of bus drop off points.
- Information on student travel at regular start/end times, for pre- and after-school events and for trips made during the school day
- Results of a survey that identifies how student currently travel to school and how they would prefer traveling to school.
- Clearly articulated goals and objectives
- Details of proposed improvements and initiatives. Measures should be linked to targets

- A clear timeline for implementation, measures can be either short- or long-term
- A division of responsibilities. All interested parties should be consulted in hopes of gaining wide support
- Proposals for periodic monitoring and review. Plans should be modified to reflect changes in needs and circumstances

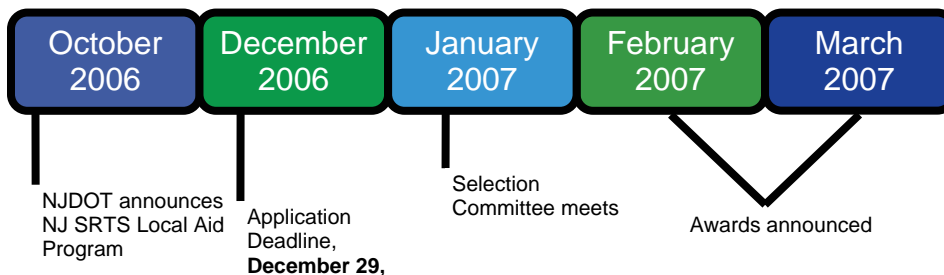
After completing a basic School Travel Plan, you will have pinpointed the issues and potential solutions associated with your specific SRTS program. This basic plan will enable you to take action in implementing some short-term solutions and identifying some long term ones. The School Travel Plan for Wharton Borough is available for download from the Morris County Division of Transportation web site, <http://mcdot.org/Accessories/Transportation-SafeRoutesToSchool.asp>. Chapters 3 and 4 – describing project recommendations and implementation strategies, respectively – are especially informative for potential applicants.

3. Q: *What is the timeline for the NJ SRTS local aid grant application process? When is the final application due?*

A: Applications are due by noon on December 29, 2006. Ten copies of the application package may be hand-delivered or mailed to:

David A. Kuhn, Director
 Division of Local Aid and Economic Development
 New Jersey Department of Transportation
 1035 Parkway Avenue
 Trenton, NJ 08625

Other key dates include:



*Please note that this is a preliminary schedule.

Additionally, all selected projects must receive Federal authorization for construction or implementation within **two** years of the award announcement. This includes completion of all federally required documents such as environmental impact statements. Failure to receive authorization within this time period will result in the grant being rescinded. Any expenditure made prior to grant authorization is **not** reimbursable. This includes any costs incurred during the development of the application.

4. Q: *What is the maximum amount of funding available to any one municipality/county/school district, etc.?*

A: There is not a set limit to the amount of funds any one applicant can request. However, SRTS is a reimbursement program and not a “cash-up front” program. Applicants and sponsors must ensure that they have the financial capability to advance project costs for materials and contractors. No matching funds are required.

The selection process is two-tiered, with the initial “shortlist” prepared based on a list of selection criteria without being constrained by the actual Program budget. It is expected that the total amount requested by these “shortlisted” projects will equal approximately twice the value of available funds. Projects on the “shortlist” will undergo further evaluation that will include assessment of projected costs and technical feasibility. There are no preferred project cost levels. Projects will be selected based on their ability to meet program goals with consideration given to geographic distribution and project variety.

New Jersey is receiving a total \$15 million in federal funds through this program, which will be administered across fiscal years 2007-2009. The amount of funds available for the 2007 fiscal year equals \$3.2 million. It may be helpful to know that federal guidelines stipulate that not less than 10% and not more than 30% of the total state funds shall be used for non-infrastructure project-related activities. This does not mean that each application must include 70% infrastructure costs and 30% non-infrastructure costs. Projects that consist of primarily non-infrastructure costs are also eligible.

5. Q: *Are there any resources I can use to help prepare my SRTS grant application?*

Transportation management associations (TMAs) in New Jersey are regional non-profit organizations that promote alternatives to driving alone (such as ridesharing, transit, bicycling, walking, and telecommuting) in order to reduce congestion and improve air quality. TMAs have conducted a variety of activities with schools and children that complement the goals of SRTS, including walkability audits, walking school buses, school safety education events, and rideshare matching for parents who drive their children to school. Contact your local TMA to find out more about how they can aid in the development of your SRTS program. A TMA locator map with contact information can be found at www.driveless.com.

Eight TMAs serve New Jersey. They are:

- Cross County Connection, serving Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester and Salem Counties
- HART Commuter Information Services, serving Hunterdon County
- Hudson TMA, serving Hudson County
- Greater Mercer TMA, serving Mercer and Ocean Counties
- COAST, serving Ocean County
- TransOptions serving Morris, Sussex, Warren, and suburban Essex, Passaic and Union Counties
- Keep Middlesex Moving, serving Middlesex County
- Ridewise, serving Somerset County
- Meadowlink Commuter Services, serving Bergen, Monmouth, and the urban portions of Essex, Passaic and Union Counties



The Voorhees Transportation Center has a clearinghouse of resources called the New Jersey Bicycle and Pedestrian Resource Center at www.njbikeped.org. Staff are available to answer questions regarding developing a Safe Routes to School program. Visit the "Submissions and Requests" section of the website to request technical assistance or send an email to srts@rci.rutgers.edu.

6. Q: *How can I connect with others in my area who are interested in applying to the grant program?; Q: How can I stay informed of what's happening with the NJ SRTS program? I want to know which entities received funding and where the money is going.*

A: The NJ_SRTS listserv is a great way to find others interested in SRTS in a particular area and to keep abreast of the latest news. The New Jersey SRTS listserv was developed as way to share information, trade ideas, publicize related upcoming events, communicate successes, and to get help with a problem or issue with which you may be struggling. Membership is open to everyone interested in SRTS in New Jersey. Sign up for the listserv at https://email.rutgers.edu/mailman/listinfo/nj_srts.

Early in 2007, NJDOT and the Voorhees Transportation Center will be launching an electronic newsletter that covers Safe Routes to School topics. To register for the newsletter, visit https://email.rutgers.edu/mailman/listinfo/nj_srts_news.

Also see the attendees list in Appendix E of this document to find out if members of your community attended the Open House meetings.

7. Q: *What is involved in meeting the evaluation requirement of the grant?*

A: This program is intended to yield measurable results. Applicants are encouraged to describe how you will be measuring the results of the projects and activities that are part of this funding request. At a minimum, grant recipients will be required to record the number of participants in their programs, and the results of a follow-up survey of how students travel to and from school.

Other outcomes can also be a part of your evaluation process including:

- Changes in public/student perception of safety (survey)
- Increased awareness of safe walking and bicycling behaviors
- Increased awareness of safe driving behaviors
- Reduction in crashes
- Compliance with signage and speed limits in school zones
- Improvement in crime statistics

There are two parts to the evaluation requirement - measuring any increase in walking and bicycling to school, and measuring the safety benefits of your project. It is understood that "hard" data on safety, such as the number of accident reports, often do not show the complete picture over the short term, therefore, an equally permissible measure of safety benefits might be changes in parental attitudes towards walking and biking to school (revealed through a survey), or number of drivers exposed to pedestrian awareness outreach, for example.

An important thing to remember is that you need travel and opinion surveys both before and after you implement your project in order to effectively measure change.

8. Q: *Should I submit one application per school/project, or combine multiple schools, projects, or jurisdictions into a single application?*

A: Because you will need to show support from both the municipality and school district where you are proposing improvements, you are encouraged to apply for all SRTS projects in one application. You can list all non-infrastructure activities in Section 5 of the application. The projects that will result in infrastructure (planning, design, and construction) should be listed in Section 6 of the application. Separate proposed budgets for infrastructure and non-infrastructure projects are encouraged.

If grant money is to be distributed between multiple recipients, e.g. the municipality and the school district, choose a primary applicant to receive and distribute the funds.

Appendix

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Appendix A: New Jersey Department of Transportation News Release

RELEASE: October 24, 2006

NJDOT launches statewide Safe Routes to School Program

(Trenton) - In an effort to encourage New Jersey's children to walk and bike to school, Commissioner Kris Kolluri today launched the New Jersey Department of Transportation's (NJDOT) \$15 million Safe Routes to School Program. The 2006 initiative will provide \$3.4 million to local governments for projects including the creation of safer walkways, bikeways and street crossings near schools.

"The Safe Routes to School program is a critical component of Governor Corzine's landmark pedestrian safety initiative," said Kolluri. "By working with municipalities, we can improve safety on our roads for all pedestrians, and especially schoolchildren. I encourage local officials to help improve pedestrian safety by participating in the Safe Routes to Schools program."

NJDOT will immediately begin accepting applications for Safe Routes to School funding. The goal of New Jersey's Safe Routes to School Program is to assist communities in developing and implementing projects and programs that encourage walking and bicycling to school while enhancing the safety of these trips. The program also increases pedestrian safety awareness among motorists and schoolchildren.

"Providing safe routes for our children to get to school is a critical component of the pedestrian safety initiative," stated Congressman Bill Pascrell, a senior member of the House Committee on Transportation and Infrastructure. "Student safety on our streets requires a combination of education, engineering, and enforcement. Most importantly it requires a commitment from the community. Governor Corzine and Commissioner Kolluri have made that commitment by designating the state and federal dollars to implement our shared vision."

These programs can bring a wide range of benefits to students and the community. Safe Routes to School can provide an easy way for children to improve their health by getting regular physical activity and can help ease traffic jams and reduce pollution around schools.

"Pedestrian safety must be one of New Jersey's top priorities. The Safe Routes to Schools Program provides important funding that helps create safe routes for our children to walk to school" said Assemblyman John S. Wisniewski, "The program promotes walking and bicycling to school as an alternative to driving, and addresses the safety concerns of parents by funding sidewalks, dedicated bikeways and other means to make our streets safer."

Governor Jon S. Corzine in September announced the creation of a five-year, \$74 million initiative to improve pedestrian safety throughout New Jersey by encouraging motorists to safely share the road with pedestrians through engineering, education and enforcement. The initiative includes \$15 million over five years for the Safe Routes to Schools program.

The NJDOT Safe Routes to School program is part of a national program conducted in all 50 states and the District of Columbia. Through the 2005 passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Congress designated a total of \$612 million toward developing the National Safe Routes to School Program.

New Jersey Safe Routes to School Open Houses



Safe Routes to School is a federal, state and local effort to enable and encourage children to walk and bicycle to school.

Statewide grants to fund Safe Routes to School projects will be available to municipalities, counties, school districts and non-profits.

The New Jersey Department of Transportation, in partnership with the Federal Highway Administration and the Alan M. Voorhees Transportation Center at Rutgers University, invites you to stop by and learn about Safe Routes to School and the new grant program.

Thursday, October 19, 2006 [3:00 to 7:00 p.m]
at the **Sussex County Administrative Center**
1 Spring Street – **Newton**

Tuesday, October 24, 2006 [3:00 to 7:00 p.m]
at the **United Way of North Essex**
60 South Fullerton Avenue – **Montclair**

Wednesday, October 25, 2006 [3:00 to 7:00 p.m]
at the **Middlesex County Offices in the Elks Lodge**
40 Livingston Avenue – **New Brunswick**

Monday, October 30, 2006 [3:00 to 7:00 p.m]
at the **Vineland City Hall**
640 East Wood Street – **Vineland**

Wednesday, November 1, 2006 [3:00 to 7:00 p.m]
at the **Lewis Morris County Park Cultural Center**
300 Mendham Road – **Morristown**

Thursday, November 2, 2006 [3:00 to 7:00 p.m]
at the **Point Pleasant Borough Hall**
2233 Bridge Avenue – **Point Pleasant**

Wednesday, November 8, 2006 [3:00 to 7:00 p.m]
at the **Haddonfield Borough Hall**
242 Kings Highway East – **Haddonfield**

For more information and directions visit www.njbikeped.org/srts or e-mail SRTS@rci.rutgers.edu.

Visit the NJ Safe Routes to School website at www.state.nj.us/transportation/community/srts.



Safe Routes to School Application Resource Guide



New Jersey Resources

New Jersey Department of Transportation

www.state.nj.us/transportation/community/srts/

Includes the following resources:

- Program overview and frequently asked questions
- Demonstration Program information
- Success Stories from New Jersey
- Alternate funding sources
- Useful links
- Schedule of Open House events

Future resources:

- Toolkit – How-to guides on developing your SRTS program (See reverse for more details.)
- Grant application forms, schedule and programs guidance documents

Voorhees Transportation Center

www.njbikeped.org/srts

Includes the following resources:

- Listserv – Sign up to the NJ_SRTS listserv to ask questions and get answers from VTC staff and fellow listserv members.
- Clearinghouse – Search for articles and research papers for program ideas and promotional material.

Future resources:

- Newsletter – Download the latest NJ SRTS Newsletter with articles and tips on getting the most out of your SRTS program.

Transportation Management Associations

www.driveless.com

Partner with your local Transportation Management Association.

National Resources

Federal Highway Administration

<http://safety.fhwa.dot.gov/saferoutes/>

This site provides history and guidance on Federal Aid funding.

Pedestrian and Bicycle Information Center

<http://www.saferoutesinfo.org/>

The national SRTS Clearinghouse can be found at this site. Search for relevant articles and resources to assist in developing your SRTS program.

Centers for Disease Control

<http://www.cdc.gov/nccdphp/dnpa/kidswalk/>

Discover the health benefits of walking and biking and get help with promotion and curriculum.

National Highway Traffic Safety Administration

<http://tinyurl.com/53kfa>

Download various toolkits and guides to use in formation of your program.





Safe Routes to School Toolkit

Coming Soon!

In order to help schools, communities and neighborhoods develop a local Safe Routes to School program, The New Jersey Department of Transportation will be providing a downloadable toolkit to serve as a how-to document. The toolkit will be found at: www.state.nj.us/transportation/community/srts/

It will include the following elements:

- **Building your SRTS Team: *Collaboration through Partnerships Among School, Municipality and Community*** - Find out which community member should be included on your SRTS team, how the team will function, the goals of the team and actions the team will take to get the program off the ground.
- **Conducting a Needs Assessment** - An SRTS needs assessment is a way to see how accessible your school is to bicycles and pedestrians by helping to evaluate walking and cycling conditions in your neighborhood. Here you will find necessary steps towards completing a comprehensive assessment as well as surveys that can be used during your assessment.
- **Developing a Travel Plan for Your School** - The who, what, why, and how guide to mapping out necessary improvements for bicycle and pedestrian routes in your study area. Find out who should be included in the mapping process, what you are mapping and how to develop solutions for bicycle and pedestrian issues.
- **Starting a Walking School Bus** - Find out what a walking school bus is and how it can supplement your SRTS program. Plus, tips and ideas are included on how to run the program successfully.
- **SRTS Glossary** - Here you can find definitions and explanations for key topics and terms associated with the SRTS program.

The following elements are in the process of being developed and will cover these topics:

- **Liability Issues - Questions, Concerns and Solutions**
- **Estimating Costs for Your Safe Routes to School Program**
- **Stranger Danger and Crime Risk in New Jersey**



Who's Who in New Jersey for Safe Routes to School

Prepared By: Alan M. Voorhees Transportation Center
Edward J. Bloustein School of Planning and Public Policy
Rutgers, The State University of New Jersey

Prepared For: New Jersey Department of Transportation

Funded By: Federal Highway Administration

September 2006





INTRODUCTION

Safe Routes to School (SRTS) is a federal, state and local effort to enable and encourage children, including those with disabilities, to walk and bicycle to school - and to make walking and bicycling to school safe and appealing.

In New Jersey, as in other parts of this country, travel to school by walking and bicycling has declined dramatically over the past several decades. The adverse impacts of this trend on air quality, traffic congestion and childhood health are alarming.

The goal of New Jersey's Safe Routes to School Program is to assist New Jersey communities in developing and implementing projects and programs that encourage walking and bicycling to school while enhancing the safety of these trips.

Who's Who in New Jersey for Safe Routes to School is a guide to national, statewide and regional resources available for creating a local Safe Routes to School Program.

Note: The resources and contacts referenced in this document are subject to change. If information in this document is no longer valid, please notify the New Jersey Bicycle and Pedestrian Resource Center at www.njbikeped.org.



NATIONAL

US Federal Highway Administration (FHWA)

<http://safety.fhwa.dot.gov/saferoutes>

The Safe Routes to Schools Program (SRTS) is a federal program of FHWA. SRTS is funded at \$612 million over five federal fiscal years – FY 2005- FY2009 – administered by state departments of transportation. The federal program provides funds to the states to substantially improve the ability of primary and middle school students to walk and bicycle to school safely. Funding is available for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage walking and bicycling to school.

Contact: Karen Yunk, New Jersey Contact - karen.yunk@fhwa.dot.gov, 609-637-4207

National Center for Safe Routes to School

<http://www.saferoutesinfo.org>

The National Center for Safe Routes to School aims to assist communities in developing successful Safe Routes programs and strategies. The Center offers a centralized resource of information on how to start and sustain a Safe Routes to School program, case studies of successful programs as well as many other resources for training and technical assistance.

Contact: Lauren Marchetti, Director - lauren_marchetti@unc.edu, 919-962-7412

Safe Kids

<http://www.usa.safekids.org>

<http://www.preventionworks-nj.org/>

Safe Kids Worldwide is a global network of organizations whose mission is to prevent accidental childhood injury, a leading killer of children 14 and under. More than 450 coalitions in 16 countries bring together health and safety experts, educators, corporations, foundations, governments and volunteers to educate and protect families. Safe Kids has partnered with FedEx Express to create "Safe Kids Walk This Way" to help prevent pedestrian related injury to children through hosting Walk to School events and by providing grants to communities toward making safety improvements at high-risk intersections. Safe Kids also offers "Safe Kids Ready to Roll" which provides how-to kits on organizing community-based wheel safety programs, such as bike rodeo.

New Jersey has four coalitions working to reduce fatalities, injuries and property damage due to unintentional injuries on the road, at home and at play.



Contacts:

Carol Ann Giardelli, New Jersey Safety Council, Statewide Representative -
cgiardel@corus.nj.com 732-524-3864

Diana Starace, Robert Wood Johnson University Hospital, Middlesex County
Representative - diana.doherty@rwjuh.edu, 732-418-8026

Karen Jean Feury, Morristown Memorial Hospital, Northern NJ Representative -
karenjean.feury@ahsys.org, 973-971-4327

Maureen Donnelly, The Cooper Health System, Southern NJ Representative -
safekids@cooperhealth.edu, 856-342-2082

STATEWIDE

New Jersey Department of Transportation

<http://www.state.nj.us/transportation/community/srts/>

It is the mission of NJDOT to provide reliable, environmentally and socially responsible transportation and motor vehicle networks and services to support and improve the safety and mobility of people and goods in New Jersey. New Jersey will receive approximately \$15 million for SRTS program in fiscal years 2005 - 2009. NJDOT is applying the new funding to advance SRTS activities throughout the state including education and training programs, promotion and support documentation, and competitive grant programs.

Contact: Elise Bremer-Nei, New Jersey Safe Routes to School Coordinator -
elise.bremer-nei@dot.state.nj.us, 609-530-2765

NJDOT Local Aid and Economic Development

<http://www.state.nj.us/transportation/business/localaid/>

NJDOT is committed to advancing projects that enhance safety, renew the aging infrastructure and support new transportation opportunities. The Division of Local Aid and Economic Development works with county and municipal government officials to improve the efficiency and effectiveness of the state's transportation system. The County Aid, Municipal Aid and Discretionary Aid programs serve as alternate sources of funding for SRTS projects. The district offices administer Local Aid programs and benefit from local partnerships with government officials and engineers.

Contacts:

Main Office: Statewide, 609-530-3640

District 1, Mount Arlington: Hunterdon, Morris, Passaic, Somerset, Sussex & Warren
Counties, 973-770-5070

District 2, Newark: Bergen, Essex, Hudson & Union Counties, 973-877-1500



District 3, Freehold: Mercer, Middlesex, Monmouth & Ocean Counties, 732-308-4002

District 4, Cherry Hill: Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester & Salem Counties, 856-486-6618

New Jersey Division of Highway Traffic and Safety

<http://www.state.nj.us/lps/hts>

Located within the NJ Department of Law and Public Safety, the New Jersey Division of Highway Traffic Safety develops state highway safety plans and coordinates the funding for state and local projects to reduce the incidence of traffic crashes and their resulting deaths and injuries. To achieve its mission of reducing fatalities, injuries and property damage resulting from traffic crashes, the Division undertakes traffic safety programs relating to Education, Enforcement, and Engineering.

Contacts:

Bob Gadosh, Northern Region, 609-633-9022

Al Tindall, Central Region, 609-633-9028

Ed O'Connor, Southern Region, 609-633-9048

Alan M. Voorhees Transportation Center (VTC)

<http://policy.rutgers.edu/vtc/>

<http://www.njbikeped.org/srts>

A national leader in the research and development of innovative transportation policy, this center is one of 13 research centers that make up the Edward J. Bloustein School of Planning and Public Policy at Rutgers University. VTC has developed specialized expertise in bicycle and pedestrian transportation, state transportation finance, transit-oriented development, intercity and commuter rail, truck and rail freight movement, community outreach and safety issues involving the elderly.

Within VTC is the New Jersey Bicycle & Pedestrian Resource Center (NJ BPRC) which was established in 2000 by NJDOT to help local elected officials, decision-makers and transportation professionals clearly understand the needs and capabilities of bicyclists and pedestrians, and how to address those needs. The NJBPRC is helping to coordinate and implement many different aspects of the SRTS program by providing education, training, and clarification of technical issues to participating parties. They will also research and report on best practices for program implementation and make publicly available a substantial cache of SRTS resources.

Contacts:

Leigh Ann Von Hagen- lavh@rci.rutgers.edu, 732-932-6812, ext. 613

Peter Bilton - bilton@rci.rutgers.edu, 732-932-6812, ext. 586



REGIONAL

Transportation Management Associations (TMAs)

Transportation Management Associations are non-profit, public/private partnerships that have been established to form partnerships with businesses and local government to provide commuter information and services. TMAs give those in business and local government a voice in local/regional/statewide transportation decision-making and also offer public-private forums on transportation planning, financing and implementation of alternatives to commuting alone. Several TMAs in New Jersey offer presentations on bicycle and pedestrian safety and the environmental effects of traffic congestion and air pollution. TMAs also offer lesson plans, teaching aids and speakers. There are eight TMAs in New Jersey, listed below.

- **Cross County Connection:** Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, and Salem Counties.
www.transportationchoices.com, 856-596-8228
- **Greater Mercer TMA:** Mercer and Ocean Counties
www.gmtma.org, 609-452-1491
- **Hudson TMA:** Hudson County
www.hudsontma.org, 201-792-2825
- **HART Commuter Information Services:** Hunterdon County
www.hart-tma.com, 908-788-5553
- **Keep Middlesex Moving, Inc.:** Middlesex County
www.kmm.org, 732-745-4465
- **Meadowlink Commuter Services:** Bergen County, western portions of Hudson County and eastern portions of Essex, Passaic and Union Counties
www.meadowlink.org, 201-939-4242
- **Ridewise:** Somerset County
www.ridewise.org, 908-704-1011
- **TransOptions:** Morris, Sussex, and Warren Counties and western portions of Passaic and Essex Counties
www.transoptions.org, 973-267-7600



Metropolitan Planning Organizations (MPOs)

The 1962 Federal-Aid Highway Act required that transportation projects in urbanized areas be based on a continuing, comprehensive, urban transportation planning process undertaken cooperatively by the states and local governments. Urban areas were required to designate MPOs or other organizational entities that would be capable of carrying out the required planning process. Today MPOs are responsible for maintaining the continuing, cooperative, and comprehensive transportation planning process and provide a forum for cooperative decision-making among state and local officials, public and private transit operators and the general public. New Jersey is completely covered by the following three MPOs:

- **The North Jersey Transportation Planning Authority:**

www.njtpa.org

Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union, and Warren Counties and Jersey City and Newark.

As part of its mission, the NJTPA seeks to link transportation planning with safety and security, economic growth, environmental protection, growth management and quality of life goals for the region. NJTPA partners with citizens, counties, cities, state, and federal entities to develop and promote the transportation plan.

Contacts:

Ron Tindall, Regional Transportation Plan Development - tindall@njtpa.org,
973-639-8416

Lois Goldman, Corridor Studies and Project Planning - lgoldman@njtpa.org,
973-639-8413

- **South Jersey Transportation Planning Organization:**

www.sjtpo.org

Atlantic, Cape May, Cumberland and Salem Counties
SJTPO coordinates the planning activities of participating agencies and provides a forum for cooperative decision-making among state and local officials, transit operators, and the general public. In addition, SJTPO adopts long-range plans to guide transportation investment decisions, and maintains the eligibility of its member agencies to receive federal transportation funds for planning, capital improvements, and operations.

Contact: Teresa Thomas, South Jersey Traffic Safety Alliance -
teresa@sjtsa.org, 856-794-1941



- **Delaware Valley Regional Planning Commission:**

www.dvrpc.org

Burlington, Camden, Gloucester, and Mercer Counties

DVRPC works to foster regional cooperation in a nine-county, two-state area.

Representatives from city, county and state agencies work together to address key issues including transportation, land use, environmental protection, information sharing and economic development.

Contacts:

John Madera, Office of Transit, Bicycles and Pedestrian Planning -
jmadera@dvrpc.org, 215-592-1800

Joseph Hacker, Ph.D., Office of Transit, Bicycles and Pedestrian Planning -
jhacker@dvrpc.org, 215-238-2935



List of Attendees NJ SRTS Open House Series

Location: Sussex County Administrative Center, Newton

Date: October 19, 2006, 3:00 p.m. to 7:00 p.m.

Attendees:

John Risko	County of Sussex, Division of Engineering
Richard Wolak	Franklin Borough Administrator
Donna Snyder	Newton Board of Education
John Tomasula	Newton Police Department
Debbie Hiet	NJ DOT Community Relations
Tom Drabic	Sussex County Planning Department
Debra Lockwood	Town of Newton
Joseph Caravella	TransOptions, Inc.

Location: United Way of North Essex, Montclair

Date: October 24, 2006, 3:00 p.m. to 7:00 p.m.

Attendees:

Ken Aloisio	Bergen County Department of Planning
Jerry Fried	Bike Montclair
Albert Maiocchi, PE	Consultant Engineer
Mehdi Mohammadish	Essex County Traffic Engineer
Bob Maclay	Health and Wellness League of American Bicyclists
Renee Resky	Livingston Environmental Commission
Jeffrey Banks	Meadowlink
John Carlton	Montclair Board of Education
Andrea Del Guercio	Montclair Board of Education
Robin Schlager	Montclair Fund for Educational Excellence
Jodi Godfrey	Montclair/Hillside Renaissance Schools
John Timchak	Montclair Police Department
Dan Pronti	Montclair Police Traffic Bureau
Kathleen Smith	Montclair Public Schools
Patrick Franco	Montclair Township
Eric Benson	New Jersey Environmental Federation
Kim Craft	Township of Montclair
Larry Peter	West Caldwell Police

Location: Middlesex County Offices in the Elks Lodge, New Brunswick

Date: October 25, 2006, 3:00 p.m. to 7:00 p.m.

Attendees:

Brendan Nally	Borough of Somerville
Wendy Berk	Brain Injury Association of New Jersey
Mike Kruimer	East Coast Greenway Alliance
Lisa Parziale	Highland Park Board of Education
Donald Newton	Highland Park Police, Traffic Safety Division
Joseph Olarra	Highland Park Police, Traffic Safety Division
Sean Meehan	Keep Middlesex Moving
Matthew Lewson	Mercer County Planning
Paul Sauers	Middlesex County Bicycle and Pedestrian Task Force
Tony Gambilongli	Middlesex County Planning Department
Caroline Granick	Middlesex County Planning Department
Nick Tufaro	Middlesex County Planning Department
George Ververides	Middlesex County Planning Department
Shukri Abuhuzeima	NJDOT – Local Aid
Dave Lippincort	Piscataway Bikeways and Pedestrian Committee
Joann Buser	Piscataway Township
Dawn Corcoran	Piscataway Township
James Crane	Ridewise
Diana Starace	Safe Kids Middlesex County, RWJUH
John Jennings	Schoor DePalma
Ken Wedeen	Somerset County
Sandra Kowalsky	South Brunswick Board of Education
San Chavan	Township of Hamilton
William Khoos	Township of North Brunswick
Alice Dambok	Winfield School District

Location: Vineland City Hall, Vineland

Date: October 30, 2006, 3:00 p.m. to 7:00 p.m.

Attendees:

Samantha Kiley	Atlanticare
Lt. Matt Gallagher	City of North Wildwood Police Department
David Battistini	City of Vineland Engineering Department
Dan Cabral	City of Vineland Engineering Department
Brian Myers	City of Vineland Engineering Department

Ronda R. Urkowitz	Cross County Connections
John Gilly III	Egg Harbor City Schools
Ellen Gregory	Egg Harbor Township Schools
Charles Fralinger	Fralinger Engineering
Troy Midgett	Galloway Township Police Department
Stephen J. Bonanni	Galloway Township Public Works
George Berglund	Gloucester City Police Department
Patricia Feliciano	NJDOT – OC4
Robert James	Northland Police Department
Ron Moore	Pennonni Associates
Teresa Thomas	South Jersey Transportation Planning
Les Varga	South Jersey Transportation Planning
Eric Berry	Township of Willingboro
Tammy Wetzel	Triad Associates
Joe Callaviri	Vineland Board of Education
Donald Lewis	Vineland Board of Education
Donna VanHorn	Weymouth Township School

Location: Lewis Morris County Park Cultural Center, Morristown

Date: November 1, 2006, 3:00 p.m. to 7:00 p.m.

Attendees:

Mary-Anna Holden	Borough of Madison
Frank Colachino	Bruno Associates
Ellen Felicetta	Bruno Associates
Josh Kitchen	Bruno Associates
Cheryl Shiber	Bruno Associates
Jan Welsh	Bruno Associates
Peggy Otalvaro	City of Englewood
Darleen Reveille	Garfield Health
Gordon Meth	Greenman Pedersen
Gail Yazersky	GY Associates
Matthews David	NJDOT Local Aid
Jim Grube	Netcong Public School
Karin Mille	NJ DHSS
Rita McCarthy	Mayo, Lynch & Associates
Michele Siekerka	Mercer Regional Chamber of Commerce
Paul Breda	Mine Hill Board of Education
Barry Lewis	Mine Hill Township
Deena Cybulski	Morris County

Anthony Barile	Montville Township
Kathy Werheim	Montville Township
Frank Russo	Omland Engineering
Mike Pucilowski	Parsippany-Troy Hills
Denise Chaplick	The RBA Group
Bettina Zimny	The RBA Group
Ralph Tango	Schoor DePalma
Laura Leach	Town of Morristown
Don Watt	TransOptions

Location: Point Pleasant Borough Hall, Point Pleasant

Date: November 2, 2006, 3:00 p.m. to 7:00 p.m.

Attendees:

Bill Doty	Barnegat Board of Education
Art Drexler	Barnegat Police Department
John Defiliipis	Bay Head Council
Sergeant Anthony Chiorazzi	Berkeley Township Police Department
Patty Thomas	COAST NJ
Tom Leach	Dover Township Police Department
Veronica Wolf	Freehold Borough Board of Education
Helen Henderson	Lacey Rail-Trail
Robert Faston	Lacey Township Resident
Sue Lynch	Lacey Township Schools Board of Education
Colin Grant	Lavallette Police Department
Peter Morris	Lavallette Schools
Doris Ogden	Little Egg Harbor School District
Tom Miserendino	Long Branch Schools
Ingrid Reitano	Monroe Township Board of Education
Denise Casper	Neptune Township Board of Education
Roden Lightbody	Ocean County
Vicki Pecchioli	Ocean County Planning
Tiffany Robinson	Ocean County Planning
Lourdes LaGuardia	Ocean Gate Board of Education
Dennis Mulvihill	Pleasantville Borough
John Kaklamanis	Point Pleasant
Daniel DePolo	Point Pleasant Beach
Brian Savage	Point Pleasant Beach
Christine Riehl	Point Pleasant Beach Administration
David Maffei	Point Pleasant Borough

Shawn O'Rourke	Point Pleasant Borough
Steve Corso	Point Pleasant School
Peter Thorne	Scouting for Sidewalks
Scott Entrikin	Stafford Township Board of Education
Margaret Minnieh	Toms River Schools
Tara Paxton	Township of Brick
David Breeden	Township of Barnegat
John Szabo	Washington Township Public Schools

Location: Haddonfield Borough Hall, Haddonfield

Date: November 8, 2006, 3:00 p.m. to 7:00 p.m.

John Custodio	Black Horse Pike Regional BOE
Chris O'Berg	Black Horse Pike Regional BOE
Linda Graumann	Borough of Newfield
Sue Quick	Brain Injury Association of NJ
William Hunt	Burlington County Police Department
Jim Lex	Camden County
Paul Redman	Camden Department of Development & Planning
Uzo Ahiarakwe	Camden Division of Engineering
Lt. Anthony Carmichael	Camden Police Department
Erica Coy	Camden Police Department
Patrick Gorman	Cherry Hill Township
Earle Señeres	Cherry Hill Township
James Watts	Cherry Hill Police Department
Bob Elbertson	City of Burlington Police Department
Alan Snow	City of Burlington Police Department
Todd M. Viereck	City of Burlington Police Department
Anthony Wallace	City of Burlington Police Department
Jim Baker	City of Linwood
Ken Mosca	City of Linwood
John Hainsworth	Cross County Connection TMA
Patrick McHugh	Delran Township Police Department
Sgt. John Williams	Delran Township Police Department
Scott Carew	Eastampton Township
Tom Cardis	Gloucester Township Administration
Joan Eller	Gloucester Township Administration
Joyce Howell	Haddonfield TAPS
Crystal Barnes	Hunterdon County Planning Board
Gregory Evans	Key Engineers, Inc.

Jennifer Polakowski	Lawrence Township Board of Education
Paul Vereb	Long Beach Township Police
Rich Meder	Medford Police Department
Robert Dugan, Jr.	Medford Lakes
Beth Richmond	Medford Township
Matt Wysong	Melvin Kernan
Steven Martin	Mount Holly Police Department
Bill Seitz	Mount Holly Police Department
Peter Kroll	NJ Conservation Foundation
Patricia Feliciano	NJDOT – OCR
John J. Cantwell	Remington & Vernick Engineers
Tom Cundey	Remington & Vernick Engineers
Dan McGinnis	Remington & Vernick Engineers
Catherine Shipley	Township of Lumberton
Dave Cox	Urban Engineers

Bergen County Presentation

Location: County Administration Building, Hackensack

Date: November 29, 2006, 7:00p.m.

Walter Reyes	Aide to Freeholder
Christopher Helms	Bergen County Department of Planning
P.O. Jeffery Vecchione	Bergen County Police Department, Hackensack
Michael Brophy	Bogota Police Department
Liz White	Borough of Allendale
Leslie Shenkler	Borough of Allendale, Administrator
Chuck Jacion	Borough of Cresskill
Lenora Benjamin	Borough of Glen Rock
Tom Sarlo	Borough of Little Ferry Council
Jack Doyle	Borough of Montdale Administration
Louis A. Raimondi	Borough of Northvale
Charles Smiley Jr.	Borough of Oakland
Donald T. Burns	Borough of Oakland
Lt. Edward Kasper	Borough of Oakland Police Department
Ptl. Thomas Pianettini	Borough of Oakland Police Department
John Foster	Borough of Paramus
Alan Macchietto	Borough of Paramus Police Department
Cheryl Avagnano	Borough of Paramus Police Department
Gail Wiser	Borough of Paramus School District
Alan D. Negreann	Borough of River Edge

Joe DiGiacomo	Borough of Tenafly
Dana Maloney	Borough of Tenafly Board of Education
Malvika Apte	Burgis Associates Inc.
Marlene Casey	Capital Allternative
Nancy Savinovich	City of Englewood
Karen Sasso	City of Hackensack
Albert Maiocchi	Consultant
Charles Khouny	Cresskill Schools
Nicole Habeiche	Dewberry-Goodkind Inc
Robert Voorhis	Dumont Police Department
Dennis Rivelli	East Rutherford Police Department
Marino Rotondo	East Rutherford Police Department
Sgt. Richard Mottley	Emerson Police Department
Sgt. Reilly	Englewood Police Department
Tommy Snee	Fairlawn Board of Education
Nancy Goree	Fairlawn Board of Education
Ken Garrison	Fairlawn Borough Engineering Department
P.O. Tim Franco	Fairlawn Police Department
Sgt. Derek Bastinck	Fairlawn Police Department
David Coble	Fairlawn Schools
Dennis Andrezza	Fairview Police Department
P.O. Kevin Mahon	Fort Lee Police Department
Jack DeNichilo	Fort Lee School District
William Colligan	Franklin Lakes Police Department
Roger Bayersdorfer	Franklin Lakes Schools
Ali Bellenger	Garfield Board of Education
Ron Polonkay	Garfield Police Department
George Connelly	Glen Rock Board of Education
Steven Cherry	Glen Rock Police Department
Steve Lo Iacono	Hackensack City Manager
P.O. Pete Fay	Harrington Park Police Department
Paul A. Hoelscher	Harrington Park, Mayor
Mike Kronyak	Hasbrouck Heights
Thomas Archer	Hasbrouck Heights Police Department
Daniel McLaughlin	Hillsdale Police Department
Greg Kallenbiereg	Ho-Ho-Kus Police Department
Sgt. Scott Tamagny	Leonia Police Department
Ronald Held	Little Ferry PE
Capt. R. Klein	Little Ferry Police Department
Lt. Jerry Onnembo	Lyndhurst Police Department

Sgt. Scott Cherven	Mahwah Police Department
John Jahr	Maser Consulting
James Cullinane	Maywood Police Department
Sgt. Wayne Hackbarth	Maywood Police Department
Tom Richards	Maywood, Mayor
Jeffrey Banks	Meadowlink
John Mulvaney	Moonachie Police Department
Chief Frank Papapietro	New Milford Police Department
Sgt. Charles Amorosso	Northvale Police Department
PR. Salvatore Russino	Norwood Police Department
Ptl. Thomas Tobin	Norwood Police Department
Rich Mammome	Ramsey Department of Zoning
Roberta Stern	Ridgefield Borough
Lt. Clifford Hamblen	Ridgefield Park Police
George Fosdick	Ridgefield Park, Mayor
Timothy F. Stafford Esq.	Rutherford Administration
Chief Steven Nienstedt	Rutherford Police Department
Bruce Berger	Saddle Brook Board of Education
James Heinegg	Saddle Brook Schools
Robert Elia	Saddle Brook Township
Ralph Tango	Schoor Depalma
Linda LePiccolo	Township of South Hackensack
Joseph Clementi	Township of Teaneck
Michael Ferrante	Township of Teaneck Police Department
Robert Carney	Township of Teaneck Police Department
Gregg Hackbarth	Township of Washington Police Department
Jovan Mehawdzic	Village of Ridgewood
Jeanne Johnson	Village of Ridgewood Safety Advisory Committee
Ed Weber	Waldwick Police Department
Jordan Batlisti	Waldwick Police Department
Lt. Frank Durante	Westwood Police Department
Sgt. Michael Pontillo	Westwood Police Department
Capt. Benjamin Fox	Wyckoff Police Department
Sgt. Richard Curran	
Vince Barra	



NJ Safe Routes to School Public Open House Survey

Please answer the following questions. Responses will help guide future Safe Routes to School program outreach and awareness activities.

1. I am attending this Open House as a...
(Please check all that apply)

Parent/General Public

School Staff

School Board

County/Municipal Elected Official

County/Municipal Staff

Law Enforcement

Other: _____

2. Please provide your organization/affiliation (*organization name, municipality, school district, etc.*): _____

3. Please rate your top three barriers related to students' walking/bicycling to/from school:
(Rank 1, 2, and 3)

___ Crime

___ Traffic

___ Distance

___ Weather

___ School policy

___ Inadequate sidewalks, crosswalks,
bike paths, etc.

___ Before/after school activities &
scheduling

___ Other: _____

___ No Barriers

4. Why are you attending this Open House? (Please select all that apply)

- I am interested in the health benefits of walking/biking to school.
- I am concerned about pedestrian and bicycle safety.
- I am concerned about traffic congestion around the school.
- I am interested in the environmental benefits of decreasing school-related traffic.
- I want information on how to start a Safe Routes to School Program.
- I want to meet others in my area interested in starting a Safe Routes to School Program.
- I want information on the grant application process.
- I plan on applying to the NJ Safe Routes to School local aid program as a:
- School District
- Municipality
- County
- Other: _____
- I'm not convinced that we should encourage children to walk or bike to school.

Turn Over to Complete



5. Thank you for your interest in Safe Routes to School. Your opinions and comments are important to the success of this program. If you have any additional comments please take a moment to write them below.

6. The NJ Safe Routes to School listserv is a great way to share information, trade ideas, publicize related upcoming events, communicate successes, and to get help with a problem or issue with which you may be struggling. If you would like to sign up please provide the following information:

Name: _____

Email: _____

You may hand in your survey as you leave to any of the Safe Routes to School representatives or fax it to the Voorhees Transportation Center at 732-932-3714. Comments may also be e-mailed to SRTS@rci.rutgers.edu.

