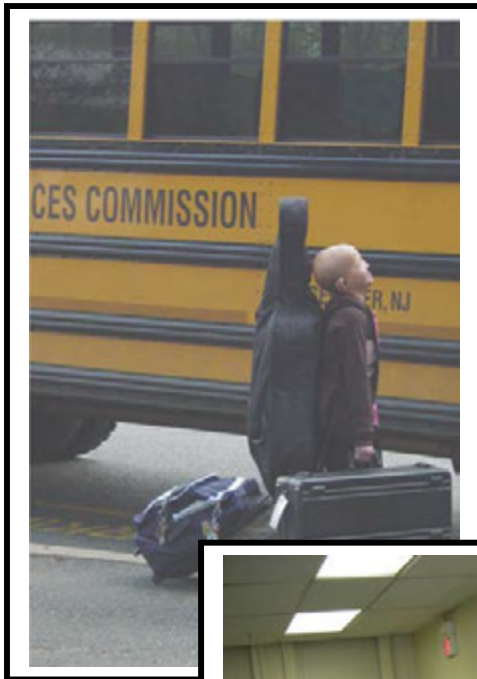


*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*

Safe Routes to School Travel Plan

Borough of Bernardsville, Somerset County



December 2006
submitted to:

**Borough of
Bernardsville**

submitted by:



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Appendix III – Resolutions of Support and Letters of Support

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INTRODUCTION

The Borough of Bernardsville and the Somerset Hills Board of Education have developed a successful collaborative relationship, with the goal of advancing the principles of safe routes to school. This partnership's mission is to provide safe and accessible routes to and from the four (4) area schools located in the Borough of Bernardsville.

As part of their commitment the Committee developed this Travel Plan to document previously completed efforts by the School District and the Borough of Bernardsville. The Travel Plan has also outlined their vision for the immediate and longer term programs and projects that will improve the conditions for and promote the choice of bicycling and walking as a preferred means of getting to and from school and around Bernardsville.

This Travel Plan was developed as a result of a Safe Routes to School Workshop conducted with members of the Town and School Committee, which will oversee and direct the efforts outlined herein.

SCHOOL AND COMMUNITY PROFILE

The Somerset Hills School District is a regional district covering a total of 23.6 square miles, with a total enrollment population of 2018 students. Students in grades K - 12 attend the schools of the Somerset Hills Regional School District, serving students from Bernardsville, Far Hills and Peapack-Gladstone. For grades 9 through 12, students from Bedminster are sent to the district's high school as part of a sending/receiving relationship. The three schools in the district, all located in Bernardsville, are Bedwell Elementary School (K - 4), with a total of 715 students, Bernardsville Middle School (5 - 8), with 550 students, and Bernards High School (9 - 12) with 753 students. The School of Saint Elizabeth, a private school of 191 students, is also located in the Borough of Bernardsville, but is not part of the Somerset Hills School District. See the attached School Location Map for more detail.

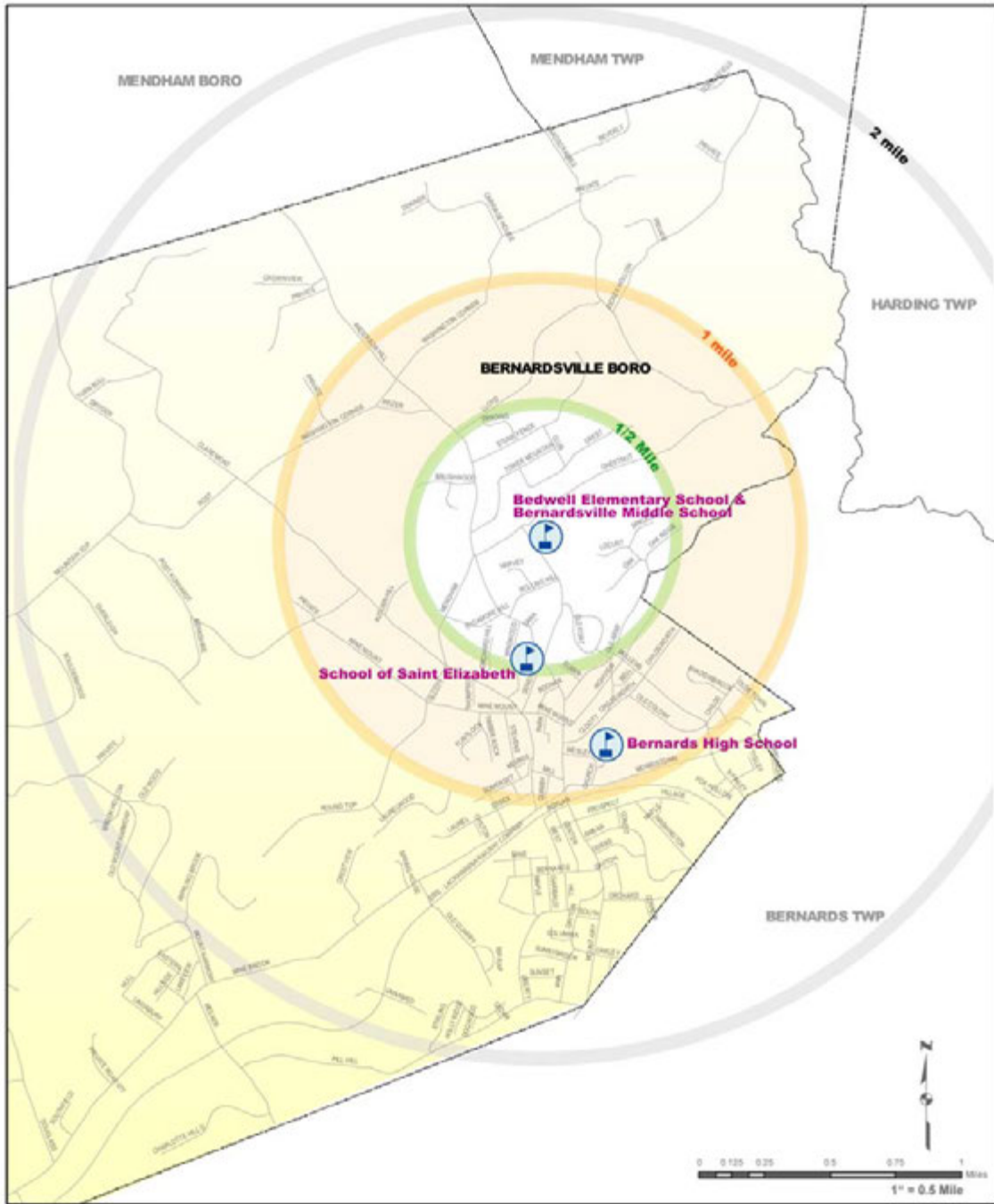
The Borough of Bernardsville has a population of 7,345, and a total area of 12.9 square miles. The main thoroughfare, Morristown Road/U. S. Route 202, runs east/west bisecting the Borough. Route 202, is also the location of many local retail and commercial services. The M & E Gladstone Branch of NJTransit commuter rail services Bernardsville, with a station located along Route 202.

Adjacent to Route 202 are several compact, neatly arranged neighborhoods. This pattern extends for approximately ½ -mile in all directions, except to the south where this pattern extends for 1-mile to the Borough limits. Beyond the ½-mile radius (to the north, east, and west) a suburbanized landscape begins with larger lots and houses.

The Bernards High School is located adjacent to Route 202, within the older core of the Borough. The Bedwell Elementary School and Bernardsville Middle School complex is located ¾-mile north of the High School, just outside the dense core of the Borough.



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**BOROUGH OF BERNARDSVILLE
SCHOOL LOCATION MAP**

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Bedwell Elementary School and Bernardsville Middle School are located on a joint campus, where the school buildings are separated by a common drive. Each of the schools has a different arrival and dismissal time as well as individual drop-off/pick-up areas, which do not conflict.

The Somerset Hills School District is a regional district with students arriving from varying distances and means of transportation. The School District no longer provides courtesy busing, requiring non-remote students, those living within a 2-miles radius of their school, to provide their own transportation (walk, bike or be driven) or pay a fee for bus service. Overall, approximately 50% of the District's student body is classified as non-remote where more than half of the Elementary (56%) and Middle School (53%) students are non-remote students, and 44% of the High School students are non-remote. The following is a summary of travel mode choice by the non-remote students in the Somerset Hills School District.

SOMERSET HILLS SCHOOL DISTRICT
NON-REMOTE STUDENT TRAVEL MODE – 2006

Travel Mode	Elementary	Middle	High
Walk	4%	34%	73%
Own Transportation	26%	26%	17%
Paid/Grant Bus Service	68%	40%	10%

As the above chart reflects, there is currently a majority of elementary and middle school students are bussed or provide their own transportation (e.g., drop-off – pick-up) as a means of transport to and from school.

It should also be noted that a total of 128 students arrive to school via train, and walk to the nearby campuses. Trips via transit mode consist of 6% of the total student population.



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EXISTING CONDITIONS

All three schools located in the District are within an easy walking distance, especially for those living within the core of the Borough, to where the majority of the Borough's population lives. However, the existing sidewalk infrastructure does not provide consistent connectivity to the schools, due to lack of sidewalks, and locations where many of the existing sidewalks are in poor condition and in need of replacement. Also, many of the residential streets used as routes to schools are narrow roads that do not have sidewalks, forcing students to walk in the roadway. Additionally, many of the roadways are winding with limited poor sight distance. This combination of lack of sidewalk facilities and poor sight distance creates a concern for those students currently walking, and poses an impediment to having more students consider walking as a viable mode to school.

Additionally, Route 202, which splits the Borough in half, is a barrier to students walking. The existing high peak traffic volumes, traffic speeds, wide intersections, limited intersection control, poor driver behavior, and deficient pedestrian facilities such as lack of curb ramps and long crosswalks are all major obstacles to students crossing Route 202. Crossing Route 202 is a challenge particularly for those students using the train.

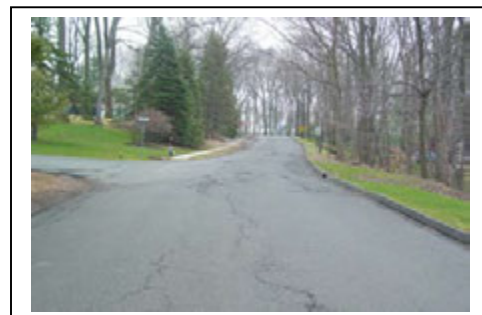
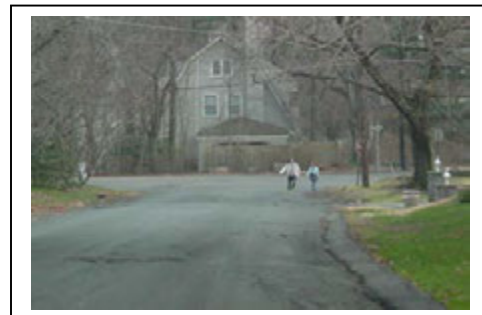
Despite the fair amount of students who currently walk to school, many barriers remain that are hazards and/or prevent more students from walking and biking to school. The following key issues were identified as influential to the walking and biking environment:

Key Issues

- Lack of sidewalks on and to school campus
- Uneven condition of sidewalks (repair and/or replace)
- Visibility of crossing locations
- Handicapped accessibility
- Connectivity to and between schools
- Connectivity to major destinations
- Crossing Route 202 (along and across)
- Access to train station
- Traffic concerns – congestion, volume, cut-through, speeds
- Perception of walking safety
- Uncontrolled intersections
- Lighting of crossing locations

Specific intersections of concern are:

- Old Fort Road & Old Army Road
- Anderson Hill Road & Seney Drive
- Anderson Hill Road & Mine Mount
- Olcott Square
- Route 202 & Claremont Road
- 5 Points



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TOWN AND SCHOOL COMMITTEE

In 2003 the Borough of Bernardsville and Somerset Hills School District organized a joint committee, The Town and School Committee, to cooperatively address and advance the principles of safe routes to school. Each of these agencies has formally adopted resolutions of support in endorsement of the SRTS program. This is a standing committee of the Somerset Hills Board of Education with nine members that includes two members of the town council, three Board of Education members, the School District Superintendent and Assistant Superintendent, the Recreation Director, and Police Chief. See Appendix III for Resolutions of Support.

The Town and School Committee's mission is to promote communication and shared services, as they relate to the following focus areas:

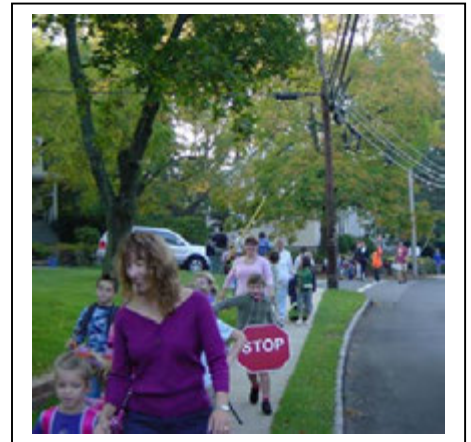
- Pedestrian safety
- Traffic concerns
- Construction of shared facilities
- Recreation and shared maintenance

Over the past several years this committee has demonstrated their commitment to advance initiatives that support the SRTS program. For example:

The first official Walk To School event was held in 2005 with a total of 35 students participating. This event was the impetus to identify the first designated "Route to School", which begins at the Borough library at the intersection of Anderson Hill Road & Mill Street, north to Seney Drive, then along Seney Drive to the Elementary and Middle School joint campus.

The second annual Walk to School event, held in 2006, saw a tremendous increase in participation, with 130 students participating. The Town and School Committee intends to not only make this an annual event, but would like to conduct it on a regular basis (a number of times) throughout the school year.

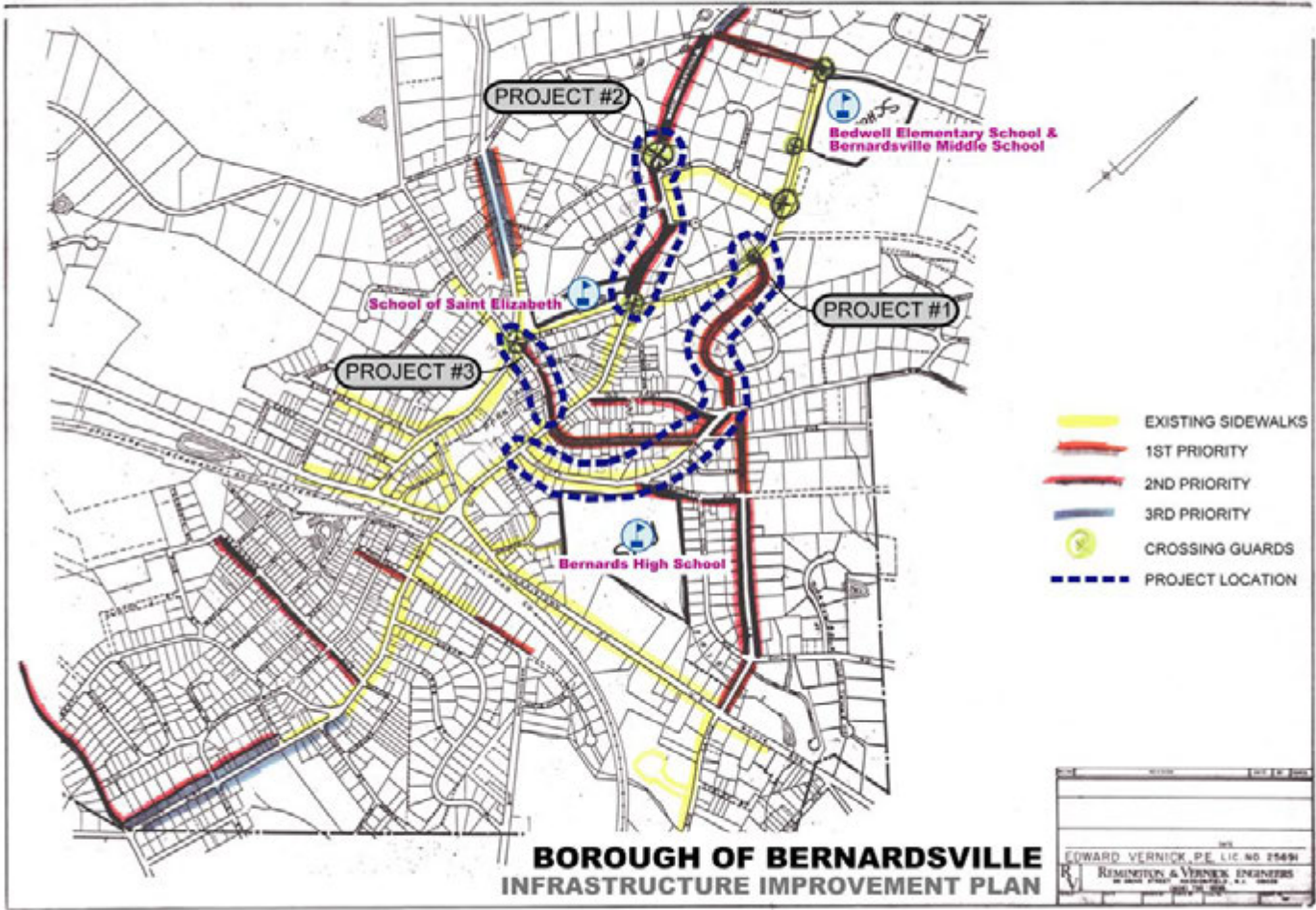
Also, as part of the workshop the Communities developed proposed Routes to School, which provide connectivity between schools, neighborhoods and main destination points. Additional, based on the Committee's earlier sidewalk inventory project, they had already developed a prioritized listing of infrastructure improvements. With this, the workshop session assisted the Committee in further developed a prioritized listing of programs and projects. See the attached Route to School Map and Infrastructure Improvement Map for more details.



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As previously mentioned the Committee also completed a sidewalk inventory and Master Plan. This inventory documented sidewalk deficiencies, gaps in sidewalk, and rated corridors of importance based on providing connectivity to schools. The attached Infrastructure Improvement Map shows specific details and priorities as a result of the sidewalk inventory.

Previous Projects & Programs

The following is a summary of some of the most recent projects and programs that have been completed by the Borough, District, the Town and School Committee. They are listed in terms of the “5-E” principles of the Safe Routes to School program:

ENGINEERING (sidewalks, striping, streetscale)

- Anderson Hill Road Sidewalk Replacement
- Seney Drive Sidewalk Installation
- Developed a town/school sidewalk inventory master plan
- Bernards High School Expansion

The Bernards High School is currently undergoing expansion. This includes a new building and additional parking lot. These improvements are expected to increase the demand of shared uses between the High School, Middle School and Elementary School. Additionally, this project is intended to improve circulation to reduce conflicts between vehicles and pedestrians and add sidewalks in and around the school.

- As a requirement of all development proposals, sidewalks must be installed
- Bernardsville Police Department has made a request to NJDOT to install pedestrian countdown signals along Route 202.
- The School District completed a Circulation Plan for the Bedwell Elementary and Bernardsville Middle School campus. These improvements have since been completed and include: reduced conflict points between vehicles and pedestrians, improved drop-off/pick-up areas, new sidewalks, curbing, ramps, and striping.
- Shared maintenance
- Construction of six new school/municipal tennis courts
- Construction of shared restroom and storage facilities for borough athletic fields and schools
- Construction of a new school/municipal parking lot



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ENCOURAGEMENT

- The Elementary & Middle Schools held a National Walk-to-School Day event in both 2005 and 2006. A significant increase in participants occurred from one year to the next. The event was widely promoted by means of a local television station announcement, a posting on the District's webpage, flyers sent home with students, and announcements made at Back-to-School nights. Also, the NJDOT Safety Cruiser Bus attended the event, which also included collaboration with RideWise of Raritan Valley.
- In 2005, Bedwell Elementary School received a grant to conduct the Miles Across America Program, which is a program that encourages walking and healthy lifestyles beyond the school setting. By the end of the program the entire school had participated with over 700 students involved.
- Planning National "Walk To School" Day event for 2007

EDUCATION

- Kindergarten pedestrian safety education program
- NJDOT Safety Cruiser Bus
- Review of pick-up/drop-off policy during back to school nights
- Organized safety assemblies for student walkers and bikers K-8 in conjunction with the borough police department



ENFORCEMENT

- Conducted a Safe Routes to School Workshop
- Developed a SRTS Travel Plan outlining proposed routes to school and action item directing future efforts
- Police force has received Bike Patrol training and would like to utilize it, but this is currently on hold due to staffing issues.
- Safety patrols
- Currently seven crossing guards are located throughout Bernardsville at key school crossings.
- The Police Department currently places mobile speed trailers through the Borough
- The School District has created the position of a School Security Officer, who will be hired in 2007. The School Security Officer will assist in evaluating and making recommendations regarding safety improvements for students in and around the school.
- Collaborated with the borough police and town council to modify parking regulations to accommodate high school overflow on both borough streets and parking lots.

EVALUATION

- Circulation analysis of pick-up/drop-off areas at the Bedwell Elementary and Bernardsville Middle School
- Traffic study completed at High School as part of building expansion
- Police Department conducts on-call count program. Locations are based on complaints in order to confirm conditions
- Miles Across America program, by the end of the program the entire school, over 700 students, had participated.
- Old Fort Road Traffic Evaluation, 2003 – vehicle and pedestrian counts and observations

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SRTS Workshop

A workshop was held on December 18 to help support the Bernardsville SRTS program. The following summarizes the workshop activities and outcomes:

VISION

Prior to developing recommendations and action items, participants to the Safe Route to School Workshop were asked to share their ideas regarding their long-term outlook for a SRTS program in the Borough of Bernardsville and Somerset Hills School District. The following is a summary of their responses:

PROGRAMMATIC

- Establish the Walking School Bus as standard program, that is conducted several times a year
- Parents and volunteers are committed to developing and sustaining SRTS programs
- Reduce congestion due to peak school start/end times
- Implement innovative programs that will reduce what students need to carry to and from school (eliminating the need for students to carry a backpack with wheels)
- Establish a change in culture regarding the current perception of walking
- Establish maintenance schedule where leaves and snow will not obstruct sidewalks

INFRASTRUCTURE

- Provide convenient and safe walking access to and between school campuses
- Provide a network of sidewalks and pathways between school campuses and all major destinations and amenities throughout the Borough
- Provide sidewalks that are free of debris and are well lighted

Collectively these statements establish a vision for a Safe Routes to School Program that provides a consistent sidewalks which enables children to walk to school safely; reduces the economic and environmental cost of busing; spurs more walking and bicycling among all Bernardsville residents (especially students) and aids in increasing connectivity among the Borough's primary destinations, amenities and schools.

GOALS

The following goals were developed and are based directly on the vision statements expressed during the SRTS Workshop. They take into account the unique circumstances and opportunities that exist at the school and in the community.

- Provide consistent sidewalk network that is free of debris



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- Complete the pedestrian network to connect neighborhoods, schools, and Borough amenities
- Increase in students walking to school as well as others walking in the community
- Establish a Pilot Safe Route to School Coordinator to champion and monitor the objectives of the program
- Raise community and school awareness of the benefits of safe walking and biking through special events and educational programs that teach pedestrian and bicycle safety
- Increase participation of parents and students in SRTS programs and walking to school.
- Study and identify ways to improve vehicular and pedestrian circulation on the school campus through linkages and shared facilities
- Improve pedestrian safety on the school campus through improvements to drop-off and pick-up conflict points
- 50% reduction of students being dropped-off/picked-up
- Reduction in number of buses to Bedwell Elementary

SUMMARY OF ISSUES & ACTION ITEMS

The issues and action items suggest recommended priority projects and activities based on the previous efforts completed by the Committee, and results of the SRTS Workshop, and unique conditions at each site. These are items the school and municipality wish to advance that will promote safe walking and biking to school. The recommendations range from engineering to programmatic (evaluation, education, encouragement, and enforcement) actions.

INFRASTRUCTURE RECOMMENDATIONS

Engineering

Engineering elements are physical improvements to the transportation infrastructure in the vicinity of the school or on school property that are intended to improve access and safety for walking and bicycling. They are typically designed to address specific problems or needs that have been identified. In the case of Bedwell Elementary and Bernardsville Middle School completing a safe and consistent sidewalk and crossing network is recommended.



1) Key Issue: Lack of pedestrian facilities, including sidewalks, connecting the Bedwell Elementary and Bernardsville Middle school campus to the surrounding residential developments, and within the campus itself.

Action Item: Installation and repair of sidewalks, curb ramps, high visibility crosswalks, and advanced warning signs



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Location:

- A. Olcott Avenue & Old Ford Road (between Seney Drive & Anderson Hill Road)
- B. Anderson Hill Road (between Sycamore Hill Road & Seney Drive)
- C. Mine Mount Road (between Claremont Road & Anderson Hill Road)

PROGRAMMATIC RECOMMENDATION

Programmatic recommendations refer to a variety of activities and programs intended to support and encourage walking and bicycling to school. These include the remaining “4 Es” – Evaluation, Education, Encouragement and Enforcement.

Evaluation

1) Key Issue: Difficulty for pedestrians to cross Route 202, especially accessing transit, due to existing roadway width and obstructions to visibility, as well as the volume, and perceived speed of vehicular traffic.

Action Items: Conduct a Pedestrian Study along Route 202 to determine existing pedestrian deficiencies and develop recommendations for improvement

Location: Route 202, Borough of Bernardsville

2) Key Issue: Excessive volumes and perceived speeding of vehicular traffic along designated school routes

Action Items: Conduct a Traffic Study along school designated routes to determine:

- Calming needs
- Crash Rates
- Volumes including bike & pedestrian
- Existing deficiencies with recommendations for improvement

Location:

- A. All designated routes to school
- B. Intersection of:
 - Old Fort Road & Old Army Road
 - Anderson Hill Road & Seney Drive
 - Anderson Hill Road & Mine Mount
 - Olcott Square
 - Route 202 & Claremont Road
 - 5 Points



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3) Key Issue: Develop a baseline to assess progress towards goals and transitioning of attitudes

Action Items:

- Develop and distribute a user and preference survey. This can be distributed using the School District's survey tool
- Conduct count programs at schools to verify existing conditions and monitor changes in drop-off/pick-up rates

Education And Encouragement

The recommendations for the Bedwell Elementary and Bernardsville Middle School SRTS Travel Plan are intended to create cultural change toward current perceptions of biking and walking. Education about the benefits of walking and bicycling to and from school is a logical way to begin. While there are many excellent reasons to start a SRTS program, including improving safety, mobility, independence, and quality of life and place, a good focus area for Bernardsville is health and safety.

EDUCATION

Key Issue: Provide useful simple facts to the community and parents providing ample factual information regarding the benefits (short & long-term) will assist to advance their understanding and support of the SRTS program.

Action Items:

- Incorporate curriculum changes and additions to include the benefits and safety aspects of walking and biking to school, using existing courses such as PE, health, and core subjects
- Establish an outreach component to educate neighbors along designated routes to school
- Produce bi-lingual (English-Spanish) educational and promotional materials
- Promote school zone awareness
- Establish a "Safety Tip of the Month" for students and parents
- Develop and distribute a listing of significant statistics, on health, safety, environmental, and economic issues that will bring awareness of the benefits of walking and biking

ENCOURAGEMENT

Key Issue: More students would walk or bike to and from school if encouraged to do so. There are many programs that help walking and bicycling for the school commute more attractive to students. The following action items are designed to get more students walking and biking to school, and encourage healthier lifestyles.



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Action Items:

- Establish a Pilot - SRTS Coordinator position to champion and maintain momentum of all related projects and programs
- Establish a Walking School Bus Pilot Program
- Establish Neighborhood Groups that would contribute to revising and updating the needs of the SRTS program
- Conduct Bike Rodeos
- Implement a frequent walker cards program
- Continue the Miles Across America program, extending this program to include both walking and biking to and from school
- Establish a car pool program (incentives could include multi-lane/HOV lane/exclusive drop-off and pick-up areas)

ENFORCEMENT

As a valuable resource for planning, data collection and program implementation, the Bernardsville Police should and will be an integral part of the SRTS program. The police understand travel patterns in the community and have access to crash data, which can be helpful in planning walking routes. Although the police may not always be available, it should be understood that quality community design can also influence and support desired behavior. It is also possible, especially in a small community, to establish a culture where pedestrians and cyclists are respected and their mobility is given priority. The SRTS campaign can help cultivate this collective commitment.

Key Issue: Speeding traffic, drivers not yielding to pedestrian right-of-way, cut through traffic, and safety in school zones

Action Items:

- Conduct pedestrian and traffic sting operations along designated routes to school, and appropriate follow-up to measure effects
- Obtain speed feedback signs for placement along designated routes to school
- Establish a “Driveway Watchers” program that would consist of watchers placed along the route to school, promoting safe travel along the corridor. This can be accomplished using neighbors, school aids, or members of the School Association



ACTION PLAN IMPLEMENTATION

Implementing the Action Plan recommendations requires pro-active interest of people in the community. The Town and School Committee, who are committed to implementing improvements for making bicycle and pedestrian travel a viable option for the school commute. They will be the lead organization to spearhead the projects and programs outlined within this Travel Plan.

One of the first steps the Town and School Committee wishes to put in place is to establish a SRTS Coordinator position, which will initially have a programmatic focus advancing the educational, encouragement, and evaluation components of this plan to increase awareness of the overall program and it's goals. The Committee will continue their efforts to develop and implement infrastructure projects outlined within the Travel Plan

Safe Routes to School Travel Plan Borough of Bernardsville, Somerset County, NJ

Phasing And Costs

Implementing infrastructure improvements along the proposed routes to school that lead to the Bedwell Elementary and Bernardsville Middle School are an essential ingredient of the Action Plan. Each proposed improvement plays a part in completing the network needed to implement the SRTS program. Given that sufficient resources to immediately undertake all recommended improvements are unlikely to be available, the practical approach is to phase the implementation of these improvements to maximize their utility. In addition, some recommended improvements, by their nature, may be implemented quickly. Implementing these early on (providing that they have immediate utility) can demonstrate that the SRTS program is progressing. The Committee feels certain that the majority of education encouragement, and evaluation action items can currently be integrated using existing resources, such as conducting a user/preference survey through the School District. The recommended infrastructure improvements and programmatic activities proposed in this Action Plan are listed in order below. Generally they begin with improvements that facilitate walking or improve pedestrian safety along the existing and proposed routes to school from adjacent neighborhoods to the Bedwell Elementary and Bernardsville Middle School campus for student based trips to school.

For the engineering recommendations, the following estimate assumes a basic design, using basic materials (no-frills) and assuming that the tasks are not bid separately but part of a package of improvements, thus minimizing one time costs such as bonding.

ENGINEERING:		Cost
<ul style="list-style-type: none"> Install sidewalks on: 1a) Old Fort Road West/Olcott Avenue between Seney Drive & Old Army Road; Olcott Avenue between Old Army Road & Highview Avenue (~2,250 feet of 5 foot wide concrete sidewalk) 		\$229,000
<ul style="list-style-type: none"> Replace sidewalks on: 1b) Olcott Avenue between Highview Avenue & Anderson Hill Road (~3,800 feet of 5 foot wide concrete sidewalk) 		\$266,000
<ul style="list-style-type: none"> Install sidewalks on: 2) Anderson Hill Road between Rolling Hill to Sycamore Hill & Seney Drive to Sycamore Hill (~1,420 feet of 5 foot wide concrete sidewalk, generally level ground) 		\$217,000
<ul style="list-style-type: none"> Install sidewalks on: 3) Mine Mount Road between Claremont Road to Anderson Hill Road (~840 feet of 5 foot wide concrete sidewalk, generally level ground) 		\$77,000
PROGRAMMATIC:		Cost
<ul style="list-style-type: none"> Safe Route to School Coordinator Stipend (~1 staff, ½ day per week per school year – to implement and monitor all SRTS activities) 		\$7,500

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CONCLUSION

The Borough of Bernardsville and Somerset Hills School District understands the desirability of providing for the needs of non-motorized travel in their community. They have recognized that their community currently does not have ideal facilities to support walking and bicycling. They have responded to this realization by developing a collaborative relationship to pursue plans and actions that would provide accommodations for improving pedestrian and bicycle travel within their community. As part of this effort, they are proactively seeking ways to encourage walking and bicycling as a means of travel to school and have proven successes, which demonstrate this commitment.

All three schools located in the District are within an easy walking distance of many residents, especially for those living within the core of the Borough, where the majority of the Borough's population lives. However, the existing sidewalk infrastructure does not provide consistent connectivity to the schools, due to lack of sidewalks, and locations where many of the existing sidewalks are in poor condition and in need of replacement. These conditions create a concern for those students currently walking, and pose an impediment to having more students to consider walking or bicycling as viable modes to school.

Three critical locations have been identified for priority physical infrastructure improvements and will address the lack of facilities to accommodate walking and bicycling to the school. Providing sidewalks along these segments will close the gap to provide a safe and consistent walking route, and holds the key to encouraging more students to walk or bike to school.

The Borough of Bernardsville and Somerset Hills School District understanding that the SRTS program requires a consistent voice to educate, encourage and enforce the principles behind the program, and are committed to creating a cultural change in their community, where walking and biking is consider the best choice for students getting to and from school as well as to destinations throughout their community.



APPENDIX I:
**SCHOOL STATISTICS & TRANSPORTATION ROUTES &
SERVICES POLICY**

Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ

Somerset Hills School District
25 Olcott Avenue
Bernardsville, NJ 07924

<u>School</u>	<u>Population</u>	<u>Start</u>	<u>Finish</u>	<u>Buses Arrive</u>
Bedwell Elementary School	715	8:55AM	3:31PM	8:30
Bernardsville Middle School	550	7:45AM	2:46PM	7:36-7:45AM
Bernards High School	753	7:45AM	2:41PM	7:25
Total	2,018			

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Current Busing Overview as of 12/8/2006

Remote bus riders	594
Train riders	128
Non-remote bus riders	430 (includes 3 IEP students)
Walkers*	362
Own transportation**	235
	1749

District Bus Routes

<u>School</u>	<u>2004-05</u>	<u>2005-06</u>	<u>2006-07</u>
Bedwell	17	15	16
BMS/BHS	14	12	12
TOTAL	31	27	28

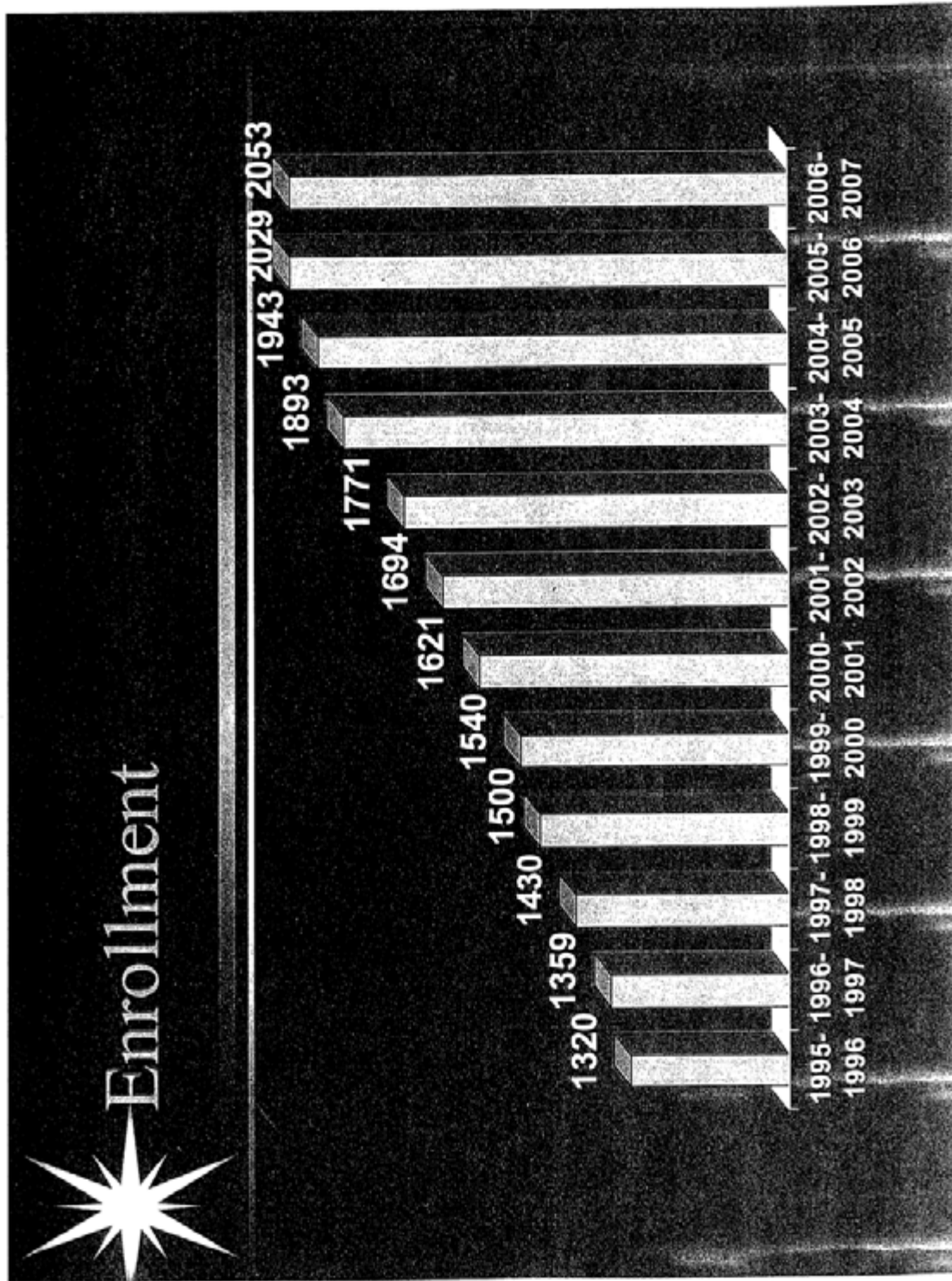
Non-Remote Bus Registration

	<u>Bedwell</u>	<u>BMS</u>	<u>BHS</u>	<u>Total</u>
Non-Remote	403	293	331	1027
Less: Walkers	23	99	240	362
Net Non-Remote students	380	194	91	665
Paid Non-Remote fee	269	117	34	420
Granted Financial Aid	6	1	0	7
Special Education Waiver	0	1	2	3
Total Non-Remote Riders	275	119	36	430
Own transportation**	105	75	55	235
Net Non-Remote students	380	194	91	665

* Lives on identified walker road

** Declined or didn't respond to subscription busing

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Current list of crossing guards and K-12 walker roads

Crossing guards on:

- ✓1 Anderson Hill at Sycamore
- ✓2 Anderson Hill at Seney Drive
- ✓3 Seney Drive at Rolling Hill
- ✓4 Seney Drive at Old Fort
- ✓5 Seney Drive at pool entrance
- ✓6 Seney Drive at Chestnut
- 7 Seney Drive at Claremont

K-2 Walker Roads

- 1 Harvey Drive
- 2 Rolling Hill
- 3 Seney Drive between Anderson Hill and Chestnut #50 and higher

3rd & 4th Walker Roads (all above plus)

- 4 Dana Place
- 5 Old Fort Road

Middle School Walker Roads (all above plus)

- 6 Anderson Hill Road from 202 to Seney Drive #0-88
- 7 Childsworth Avenue and Extension
- 8 Chilton Street
- 9 Church Street
- 10 Claremont Road from 202 to Olcott Lane #0-180
- 11 Elmer Avenue
- 12 Essex Avenue
- 13 Flintlock Court
- 14 Ford Avenue
- 15 Highview Avenue and extension
- 16 Laurel Lane
- 17 Locust Drive
- 18 Mill Street
- 19 Mine Mount Road from Timber Rock to Anderson Hill #0-65
- 20 Morris Avenue
- 21 Mullens Lane
- 22 Oak Place
- 23 Oak Ridge Road
- 24 Olcott Avenue
- 25 Old Army Road from Oak Ridge to Anderson Hill #0-112
- 26 Old Colony Road
- 27 Orchard Hill Road (exception)
- 28 Passaic
- 29 Park Lane
- 30 Quimby Lane
- Seney Drive
- 31 Somerset Avenue
- 32 Spruce Place
- 33 Stevens Street
- 34 Thompson (exception)
- 35 Timber Rock Trail
- 36 Wesley Avenue
- 37 Woodland Road

Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ

High School Walker Roads

- 1 Ambar Place
- 2 Anderson Hill Road from 202 to Chestnut #0-118
- 3 Ann Street
- 4 Bell Terrace
- 5 Bernards Avenue
- 6 Blazure Drive
- 7 Bodnar Street
- 8 Boylan Terrace
- 9 Brookside Avenue
- 10 Burrows Avenue
- 11 Center Street
- 12 Chestnut Avenue #0-92
- 13 Childs Road
- 14 Childsworth Avenue and Extension
- 15 Chilton Street
- 16 Church Street
- 17 Claremont Road
- 18 Columbia Drive
- 19 Condit Place
- 20 Conkling Avenue
- 21 Courter Street
- 22 Dana Place
- 23 Dayton Crescent
- 24 Dayton Street
- 25 Dobbs Street
- 26 Elmer Avenue
- 27 Essex Avenue
- 28 Finley Avenue
- 29 Finklock Court
- 30 Ford Avenue
- Fox Hollow Tr
- 31 Franklin Court
- 32 Garibaldi Street
- 33 Grove Street
- 34 Harvey Drive
- 35 Highview Avenue and extension
- 36 Hill Street
- Laurel Lane
- 37 Laurelwood Drive
- 38 Liberty Road
- 39 Locust Drive
- 40 Maple Street
- 41 Mendham Road to Chestnut Avenue #0-85
- 42 Mill Street
- 43 Maple Village Court
- 44 Mine Avenue
- 45 Mine Brook Road between #45-137, odd numbers only
- 46 Mt. Airy Road
- 47 Mine Mount Road to Olcott Lane #0-103
- 48 Morris Avenue

*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*

49 Morrison Avenue
50 Morristown Road
51 Mullens Lane
52 Oakley Street
53 Oak Ridge Road
54 Olcott Avenue
55 Olcott Lane
56 Olcott Square (#1-45)
56 Old Army Road
57 Old Colony Road
58 Old Farm Road
59 Olde Town Court
60 Orchard Hill Road
61 Orchard Street
62 Park Lane
63 Passaic Street
64 Pennington Avenue
65 Pill Hill Road
66 Pine Street
67 Prospect Street
68 Quimby Lane
69 Rolling Hills Road
70 Round Top Road
71 Seney Drive
72 Somerset Avenue
73 Shadowbrook Court
74 South Street
75 Spruce Street
76 Stevens Street
77 Sunnybrook Road
78 Sunset Drive
79 Sycamore Hill Drive
80 Thompson Street
81 Timber Rock Trail
82 Tysley Avenue
83 Washington Avenue
84 Wesley Avenue
85 West Street
86 Windwood Road
87 Woodland Road

why is Pill Hill walker when Stirling, Dogwood Court, Holly Ridge Court are subscri

Somerset Hills Court .63 to BHS why not walker road

Safe Routes to School Travel Plan

Borough of Bernardsville, Somerset County, NJ

Transportation Routes and Services

Policy #3541.1

The Somerset Hills Board of Education directs the Chief School Administrator or his/her designee to supervise the development of all transportation routes and services for the school district. The Chief School Administrator will review and revise, if necessary, all bus routes and services on an annual basis, and will forward his/her recommendations to the Board of Education. The Board of Education will examine and evaluate all transportation services annually for the purpose of providing cost effective, efficient operations to students. All transportation routes and services shall be approved annually by the Board of Education.

The Somerset Hills Board of Education will provide transportation to and from school for all students, which it is required by law to transport. These students include all those who live remote from school (more than 2 miles if elementary (K-8) and more than 2.5 miles if secondary (9-12)), Special Education students in accordance with their IEPs and all other students as required by law. The Board will provide transportation or "Aid in Lieu" to all nonpublic school pupils and pupils attending charter schools, who live remote, but whose school is located not more than 20 miles from their residence.

The Somerset Hills Board of Education may transport public and nonpublic school students who live within the statutory limits, and may charge a fee for transportation services. The Chief School Administrator or his/her designee will review transportation costs annually, and make recommendations regarding subscription busing costs to the Board, along with guidelines for financial hardship cases. Nonpublic schools may request subscription busing from the Somerset Hills School District and the Board, at its discretion, may approve the request on a space-available basis. The Board of Education will approve all subscription busing fees yearly and notify the community in a timely manner.

The Chief School Administrator or his/her designee will develop transportation guidelines/regulations, and will examine these each year for possible revisions or modifications. The Board of Education must approve all changes/revisions to transportation guidelines/regulations.

Transportation Guidelines/Regulations

1. The Somerset Hills Board of Education will provide all transportation for students, as it is required to do so by law.
2. The Somerset Hills Board of Education may provide "subscription busing" to non-remote students, who are not designated as "Walkers", at a cost to be determined annually by the Board of Education.

*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*

3. To determine if students live remote from school, measurement is made by taking the shortest distance along public roadways or walkways from the entrance to the student's home closest to the roadway or walkway to the nearest public entrance of the school building.
4. The Somerset Hills School District may provide "subscription busing" to qualified non-public school students according to procedures specified by law.
5. Bus routes will be created annually by the Chief School Administrator or his/her designee and will be shared with the communities' Police Departments. Safety of children is the primary consideration for establishing, adjusting, or deleting stops and in developing bus routes.
6. All students, except Kindergartners, will be dropped off at their bus stop whether or not there is someone there to meet them. It is the parents' responsibility to accompany young students to the bus stop and to meet them in the afternoon.
7. All buses used to transport students must meet all state safety standards.
8. Buses are not required to travel along private roads or pick up students who live on cul-de-sacs.
9. Except in extraordinary situations, bus stops should be located within .5 miles of a student's home.
10. All attempts will be made to limit bus routes to 35 minutes for K-4 students and 45 minutes for 5-12 students. Inclement weather, traffic problems, and road repair work may increase the time on a given day.
11. The Business Administrator/Board Secretary, using financial guidelines as established by the Board of Education, will determine qualification for financial assistance. These guidelines will be determined prior to the onset of the next year's transportation notification process. The minimum income levels for determining eligibility for financial assistance will not be less than those prescribed by the United States government in the Free and Reduced Lunch program.
12. The Chief School Administrator or designee, in conjunction with the Bernardsville Police Department, will determine which streets should be designated as "Walking" streets. The "Walking" street list will be revised as necessary.
13. The Business Administrator/Board Secretary or his/her designee will establish timelines for enrolling students in the subscription busing program.

Approved by Board – 6-22-05

*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*

May 3, 2006

Dear Parents:

According to state law, The Somerset Hills Board of Education must provide transportation to all students who reside at a location remote from school. Students who live "non-remote" from school, which is two miles or less from the elementary and middle school and two and one-half miles or less from the high school, may register for subscription bus service. This letter has been sent to you because our records indicate that your home meets the mileage criteria for being "non-remote".

Students living further away from school are eligible for transportation by State law and do not need to register. There is no charge for students who reside on roads designated by Board policy as walking streets.

If you wish your child(ren) to be transported to school next year, you must complete and return the enclosed application form along with a non-refundable fee of \$200 per child. The maximum family cost is \$500. All applications must be received in the district business office by June 15, 2006. After that date the only exceptions will be for new families moving into the district or for an emergency situation. If an emergency situation should occur, please contact me. Registrations postmarked after June 15, 2006 will only be accepted if seats are available on an existing bus.

If you choose not to register for subscription busing, we would appreciate it if you returned the attached form with the "not participating" box checked off. This will help us in planning next year's bus routes.

If your child is eligible for the free or reduced lunch program, you may request a waiver of this fee by contacting me at 908-204-1930 x117 or nhunter@shsd.org. Please contact Transportation Coordinator Ginny Harknett at (908) 630-3015 or gharknett@shsd.org with any other questions.

Thank you for your cooperation.

Sincerely,

Nancy Lee Hunter, SBA/BS

c: G. Harknett

*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*

**SOMERSET HILLS BOARD OF EDUCATION
BUSINESS OFFICE
25 OLCOTT AVENUE
BERNARDSVILLE, N.J. 07924**

**PHONE: 908-630-3015
FAX: 908-953-0699
E-MAIL: gharknett@shsd.org**

NON-REMOTE BUSING REGISTRATION FORM

Students who are 2.0 miles or less from their elementary and middle school (grades K-8) or 2.5 miles or less from their high school (grades 9-12) must register for bus transportation provided by the Board of Education for the coming school year. Mileage is measured by taking the most direct route from the front door of the home to the first door of the school building.

If you would like to secure a seat on the bus for your children, you must complete the application form below and submit it to the above address no later than June 15. The cost per student for this service will be \$200. The maximum family cost is \$500.

Full payment in the form of a check made payable to the Somerset Hills Board of Education must accompany the application. Your cancelled check will be your receipt. Please make sure you intend to use this service before completing the application because refunds will not be available.

Parents Name: _____		
Address: _____		
Daytime Phone Number: _____		
E-Mail Address (optional): _____		
<u>Name of Student</u>	<u>Grade as of September</u>	<u>School student will attend as of September 2006</u>
1. _____	_____	_____
2. _____	_____	_____
3. _____	_____	_____
4. _____	_____	_____
Total Amount Enclosed: \$ _____		Check #: _____
<input type="checkbox"/> I HAVE CHOSEN NOT TO REGISTER FOR BUS SERVICE		
_____ (Signature of Parent or Guardian)		Date: _____

APPENDIX II

PREVIOUS PROJECT AND PROGRAMS

*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*

**Somerset Hills Education Foundation
Grant Application**

Applicant ROBERT PENN / RYAN PENLEVY

☒ **Teacher** ☐ **Parent** ☐ **Community Member**

Address BEOWELL School

Phone Number 908-204-1920 x30

E-mail address rpenn@SHSD.ORG / rpenlevy@SHSD.ORG

Principal of school involved MARIANN HELFANT

Title of Proposed Project MILES ACROSS AMERICA

Projected Starting Date 10/15/05

Projected Ending Date JUNE 2006

SHEF Monetary Grant Request \$ 873.44

*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*

SHEF Grant Project Description

- Describe your proposal. How does it provide an *innovative* educational/enrichment opportunity currently not available in the Somerset Hills School District? STUDENT + THEIR PARENTS WILL COME TO THE GYM AT 8:35AM AND PARTICIPATE IN 15 MIN OF WALKING. THEY WILL LOG THE DISTANCE THEY COVER AND IT WILL BE TOTALLED ONCE A MONTH. THOSE NOT ABLE TO WALK IN THE GYM CAN WALK, JOG, SWIM ETC. OUTSIDE THE SCHOOL SETTING AND LOG THEIR MILES AS A FAMILY (INCLUDING SIBLINGS) ALSO. A MAP OF THE USA WILL BE POSTED IN THE LOBBY AND EACH MONTH WE WILL MARK OUR LOCATION. STUDENTS WILL THEN FIND A "FUN FACT" REGARDING THE LOCATION. OUR GOAL IS TO "WALK ACROSS AMERICA" AS A FUN WAY OF IMPROVING AND PROMOTING FITNESS IN + OUT OF THE SCHOOL SETTING.
- Who will be involved?

All STUDENTS, PARENTS/SIBLINGS, AND FACULTY WISHING TO PARTICIPATE

- What are your goals with this project?
 - MAKING FITNESS A "FAMILY AFFAIR"
 - ENCOURAGING FITNESS AND A HEALTHY LIFESTYLE BEYOND THE SCHOOL SETTING
 - INTEGRATING ACADEMIC SKILLS WITH PE (IE USING MATH SKILLS TO TOTAL MILES, GEOGRAPHY TO MAP LOCATION ETC)
 - PROVIDING A CASUAL, FUN, POSITIVE SETTING FOR FACULTY/PARENT INTERACTION
- Where will the project take place?

Bedwell School GYMNASIUM

- How will the grant monies be spent? Please provide specifics.

Supplies and equipment: \$483.00 - WRIST BANDS \$219.00 FEAT AWARDS \$100.00
Professional services: MILEAGE CERTIFICATES
Transportation:
Other: S+H 49.44
Total: \$873.44

Signatures:

Applicant Robert Penn / Ryan Munkley Date 9/16/05
Building Principal Manana Helgeson Date 9/16/05

*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*

Walk to school in good company! Meet Sparkee from The Somerset Patriots on Wednesday, October 5th*!!

Rain Date for this event is Wednesday, October 12th

Join the Walking School Bus for a fun walk to school!

Sparkee from The Somerset Patriots will lead kids on a Walking School Bus and show them a safe walking route to school. Come join in the fun on this healthy, safe and educational day!

Sparkee knows how important it is for kids to pick a safe route to walk to school, and on October 5th, he will lead a Walking School Bus from the Bernardsville Library to Bedwell Elementary School. A Walking School Bus is a group of students, lead by adults, who walk to school together. Following the Walking School Bus, an in-school assembly will be held to teach students the importance of pedestrian safety, sponsored by the Bernardsville Police Department.

RIDEWISE 
an affiliate of the Somerset County Business Partnership

Walk with Sparkee from the Bernardsville Library to school...

Sparkee, RideWise officials and students will begin at the library and arrive on time for classes at Bedwell Elementary School. The schedule is as follows:

Bedwell Elementary School



Bernardsville Library
Anderson Hill Rd. & Wesley Ave.
Anderson Hill Rd. & Olcott Ave.
Anderson Hill Rd. & Highview Ave.
Anderson Hill Rd. & Old Army Rd.
Anderson Hill Rd. & Boonville Rd.
Anderson Hill Rd. & Seney Dr.
Seney Dr. & Old Fort Rd.
Seney Dr. & Seney Drive
Seney Dr. & Rolling Hill Rd.
Seney Dr. & Open Lot Area
Seney Dr. & School Property Base
Seney Drive & School Entrance

2005

Event sponsored by the Bernardsville Police Department, The Bernards Lions Club, Bedwell Elementary School, and RideWise of Raritan Valley.

*Bedwell Elementary School is located at 141 Seney Drive in Bernardsville.
For more information, call RideWise at (908) 704-1011 or visit their website at www.ridewise.org.*

Under no circumstances, including but not limited to, negligence, shall RideWise of Raritan Valley and the Somerset County Business Partnership be liable for any direct, indirect, incidental, special or consequential damages that result from the use of, or the inability to use RideWise's Walk to School, Safe Routes to School and/or Walking School Bus materials and information. If you are dissatisfied with any RideWise Walk to School, Safe Routes to School or Walking School Bus materials or information, or with any of RideWise's terms and conditions, your sole and exclusive remedy is to discontinue using the RideWise materials or to disinvolve yourself and/or your child from any RideWise Walk to School, Safe Routes to School or Walking School Bus activities.

*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*

Walk to School in good company! Meet Sparkee and The RideWise Safety Bee on Wednesday, October 5th*!!

**Rain Date for this event will be October 12th*

Join the "walking school bus" for a fun walk to school!

Sparkee from The Somerset Patriots and The RideWise Safety Bee will lead kids on a Walking School Bus and show them a safe walking route to school. Come join in the fun on this healthy, safe and educational day!

Sparkee and The RideWise Safety Bee know how important it is for kids to pick a safe route to walk to school. On Wednesday, October 5th, they will lead a Walking School Bus from the Bernardsville Library to Bernardsville Middle School. A Walking School Bus is a group of students, lead by adults, who walk to school together. Following the Walking School Bus, an in-school assembly, sponsored by RideWise and the Bernardsville Police Department will be held to teach students the importance of pedestrian safety.



RIDEWISE
an affiliate of the Somerset County Business Partnership



**Walk with Sparkee and the RideWise Safety Bee
from the Bernardsville Library to school...**

Sparkee, The RideWise Safety Bee, RideWise officials, parents and students will begin at the library and arrive on time for classes at Bernardsville Middle School. The schedules is as follows:

Bernardsville Middle School

Bernardsville Library	6:49 a.m.
Anderson Hill Rd. & Wesley Ave.	6:54 a.m.
Anderson Hill Rd. & Olcott Ave.	6:59 a.m.
Anderson Hill Rd. & Highview Ave.	7:03 a.m.
Anderson Hill Rd. & Old Army Rd.	7:07 a.m.
Anderson Hill Rd. & Boonar St.	7:09 a.m.
Anderson Hill Rd. & Seney Dr.	7:15 a.m.
Seney Dr. & Old Fort Rd.	7:25 a.m.
Seney Dr. & Seney Drive Extension	7:27 a.m.
Seney Dr. & Rolling Hill Rd.	7:31 a.m.
Seney Dr. & Open Lot Area	7:33 a.m.
Seney Dr. & School Property Base	7:35 a.m.
Seney Drive & School Entrance	7:40 a.m.



**Event sponsored by the Bernardsville Police Department, The Bernards Lions Club,
Bernardsville Middle School, and RideWise of Raritan Valley.**

*Bernardsville Middle School is located at 141 Seney Drive in Bernardsville.
For more information, call RideWise at (908) 704-1011 or visit their website at www.ridewise.org.*

Safe Routes to School Travel Plan Borough of Bernardsville, Somerset County, NJ



360 Grove Street
Bridgewater, NJ 08807
Phone: (908) 704-1011
Fax: (908) 704-1494

FOR IMMEDIATE RELEASE

Contact: Melissa Michels, Marketing Director, (908) 704-1011 ext. 14 or
Donna Allison, Executive Director, (908) 704-1011 ext. 16

Bernardsville Walk to School Day event scheduled for October 5th *Students continue to make strides towards better health and less traffic*

Bernardsville, NJ—September 26, 2005—Students and parents will be taking steps to improve their health, when Bernardsville Middle School and Bedwell Elementary School in Bernardsville host its first Walking School Bus, Wednesday, October 5th. The Walking School Bus is a group of children, lead by one or more adults, who walk to school together along a pre-determined route. Additional students are picked up at specific "stops" along the way.


"International Walk to School week begins on October 3rd, so this is the ideal time to educate children about importance of pedestrian safety and promote healthier lifestyles," said Melissa Michels, marketing director for RideWise. Vehicular traffic in and around schools can also cause congestion problems, and motivating children to walk to school is one of the ways to alleviate this problem," added Michels.

Students will follow one of two walking bus routes, both beginning at the Bernardsville Library. The Walking School Bus for Bernardsville Middle School will leave the library at 6:49 a.m. and the bus for Bedwell Elementary School will depart at 7:55 a.m. Somerset Patriots mascot, Sparkee, and the RideWise Safety Bee, will lead students and parents along the routes. Students are encouraged to join the Walking School Bus anywhere along the route. Bedwell Elementary School will host a pedestrian safety assembly sponsored by RideWise and the Bernardsville Police Department for students immediately following the event. Bernardsville Middle School will also host two safety assemblies beginning at 1:00 p.m. The rain date for these events is October 12th.

For more information on the Walking School Bus and Walk to School Day programs, please visit www.ridewise.org or call 908-704-1011.

RideWise, the traffic and transportation affiliate of the Somerset County Business Partnership, works to reduce traffic, improve mobility, and make commuting easier by providing free services to help individuals carpool, use mass transit, bike and walk. For more information, visit the RideWise website at www.ridewise.org.

*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*

RIDEWISE  an affiliate of the Somerset County Business Partnership

Walk

International in the

Walk to School USA

WALK TO SCHOOL DAY is


October 4th*

Well

ite

er 12th

Come walk with Us!



Sparkee from the Somerset Patriots, RideWise staff, local officials, Bernardsville police, parents and students will participate in a Walking School Bus on Wednesday October 4th. This Walking School Bus will start at the Bernardsville Library and walk to the Marion T. Bedwell Elementary School. As the students walk to school, they will be greeted by NJDHTS representatives and their Safety Cruiser, and the Bernardsville Police at the pool parking lot area along Seney Dr. Students will receive giveaways** and safety materials at this stop; the time point is designated in the schedule at left. A Walking School Bus is a group of students, lead by adults, that walks to school together. Refer to the schedule on the left for times to join the walking school bus on its way to school.

Event sponsored by the Bernardsville Police Department, Somerset County Department of Health, ShopRite, New Jersey Division of Highway Traffic Safety, Marion T. Bedwell Elementary School and RideWise of Raritan Valley. For more information, call RideWise at (908) 704-1011 or visit www.ridewise.org.

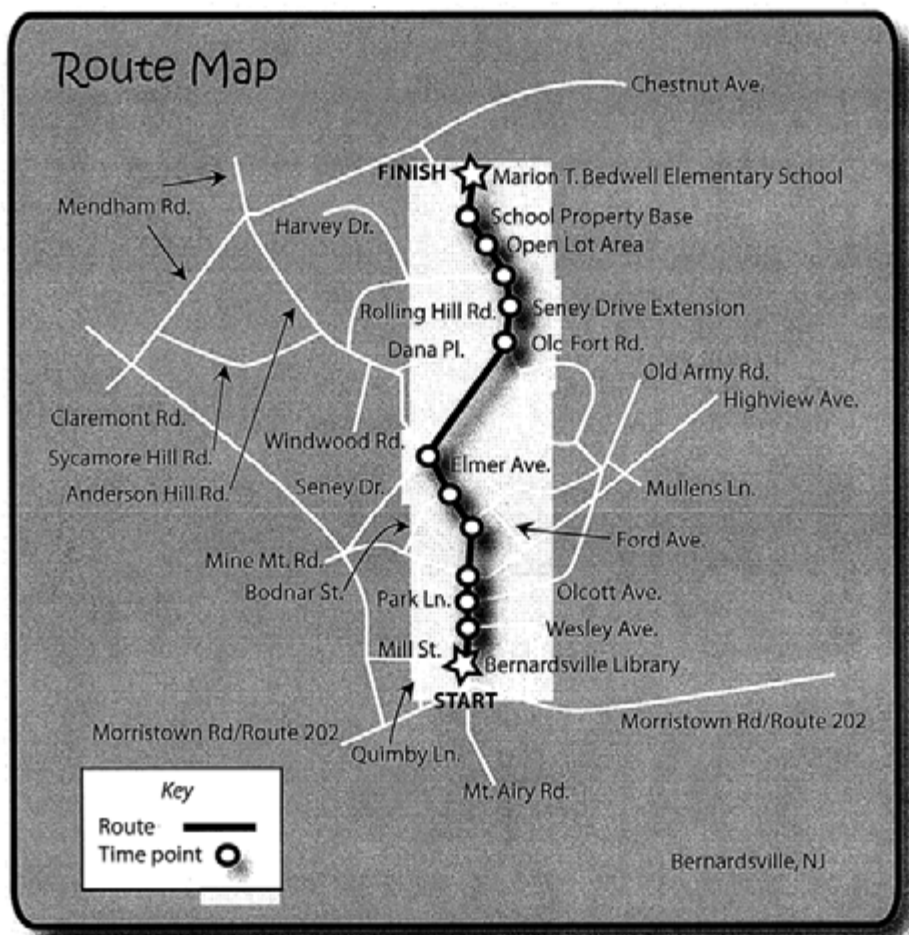
Walk to School Schedule

START at the Bernardsville Library	7:55 a.m.
Anderson Hill Rd. & Wesley Ave.	7:57 a.m.
Anderson Hill Rd. & Olcott Ave.	7:59 a.m.
Anderson Hill Rd. & Highview Ave.	8:03 a.m.
Anderson Hill Rd. & Old Army Rd.	8:08 a.m.
Anderson Hill Rd. & Bodnar St.	8:10 a.m.
Anderson Hill Rd. & Seney Dr.	8:15 a.m.
Seney Dr. & Old Fort Rd.	8:25 a.m.
Seney Dr. & Seney Drive Extension	8:27 a.m.
Seney Dr. & Rolling Hill Rd.	8:35 a.m.
Seney Dr. & Open Lot Area** Giveaways	8:37 a.m.
Seney Dr. & School Property Base	8:40 a.m.
FINISH at Seney Drive & Bedwell School	8:45 a.m.

*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*

Marion T. Bedwell Elementary School

October 4th Walk to School Day Route Map



RideWise of Raritan Valley
360 Grove Street
Bridgewater, NJ 08807
(908) 704-1011 www.ridewise.org

RIDEWISE
an affiliate of the Somerset County Business Partnership

Attention: Walk to School Day Volunteers

Marion T. Bedwell Elementary School

Thank you for volunteering to walk to school on Wednesday October 4th. Please refer to the enclosed materials for information on the walking school bus route and its starting point. *The route map is printed on the back of this flyer.*

***Please arrive at the start point for the route between 7:30 a.m. and 7:45 a.m.
You will receive your name tag upon arrival.***

Students and parents will be joining the walking school bus at the various time points listed on the day of event flyer. As volunteers, you will be overseeing the students on their walk and making sure they are staying on the sidewalk, off of resident's lawns and crossing the street at crosswalks. At a designated stop along the way to school, students will receive refreshments and giveaways courtesy of our sponsors. Contact RideWise with any questions.



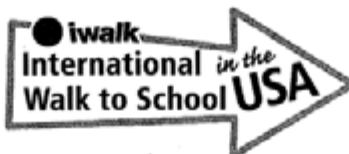
RideWise of Raritan Valley
360 Grove Street
Bridgewater, NJ 08807
908-704-1011
www.ridewise.org
amanda@ridewise.org

RIDEWISE 
an affiliate of the Somerset County Business Partnership



*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*

**FOR IMMEDIATE
RELEASE**
September 26, 2006



CONTACT:
Melissa Michels
Marketing Director
RideWise
(908) 704-1011 x14
Melissa@ridewise.org

**Marion T. Bedwell School in Bernardsville to celebrate
International Walk to School Day on Wednesday October 4th**

WHAT: Marion T. Bedwell School in Bernardsville will be joining schools from around the world to celebrate International Walk to School Day on Wednesday, October 4, 2006.

WHO: Students from the Marion T. Bedwell School, Volunteer staff, the Bernardsville Police Department and community leaders

WHERE: Bernardsville Library, Anderson Hill Road

WHEN: Gather at 7:45 a.m., begin walking at 7:55 a.m.

SIGNIFICANCE: Approximately 25 students from Marion T. Bedwell School will be walking to school Wednesday, October 4th along with parents, teachers and community leaders.

In the U.S., International Walk to School Day is expected to include 5,000 schools from all 50 states. Walkers from the U.S. will join children and adults in 40 countries around the world.

Walk to School events work to create safer routes for walking and bicycling and emphasize the importance of issues such as increasing physical activity among children, pedestrian safety, traffic congestion, concern for the environment and building connections between families, schools and the broader community.

The event is being organized by RideWise in an effort to promote a more healthy and active lifestyle for today's youth, while improve traffic and congestion problems in and around our schools.

For more information, please visit www.ridewise.org or call (908) 704-1011 x14.

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Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ

OFFICE OF THE SUPERINTENDENT

Somerset Hills School District
Job Description

School Security Officer

Reports to:	Building Principal or Designee
Supervises:	Students
Basic Function:	Assists the administration in maintaining a safe and secure learning environment for the school community. Assists in screening visitor access to school facilities, maintaining proper student attendance and timeliness to class, and other responsibilities related to school security operations. Makes recommendations to the school administration for the design and implementation of security measures/plans to help ensure the safety of students and staff.
Requirements:	Minimum of a high school diploma with an associate's degree from an accredited college preferred. Coursework in criminology, law enforcement, child development, psychology, public relations, or related fields. Experience in safety and security of persons and property, preferably as a police officer. Other training, education, and knowledge to effectively perform the responsibilities of a security officer as outlined below:
Responsibilities:	<ol style="list-style-type: none">1. Assist in the protection, safety, and well being of students, employees, and visitors.2. Assist the staff in the enforcement of school rules, regulations, and policies.3. Monitor the inside hallways, parking lot and other outside areas, cafeteria, vacant rooms, restrooms, and remote areas of the school.4. Check visitors on school grounds and in buildings to ensure that they have reported to the main office and have received permission to be present on school premises.5. Confer with students regarding improper behavior and attempts to obtain voluntary compliance with school rules and regulations.6. Maintain records of contacts and activities.7. Report unusual incidents and observations to the school administration.8. Report immediately to the school administration and/or head custodian any vandalism or damage to school facilities.9. Assists in emergency drills and/or crisis situations.

Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ

10. Maintain order and prevent loitering in hallways, cafeteria, restrooms, or any area where students congregate.
11. At the request of the school administration conduct staff in-service programs.
12. Upon request of the Police Department or other law enforcement authority, detain violators and confiscate drugs, alcohol, or any illegal substances, weapons, or devices.
13. Perform all other duties as may be assigned by the school principal or his/her designee.

*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*

FY 1998 LOCAL AID PROJECT

SENEY DRIVE CURB, SIDEWALK AND ROAD RECONSTRUCTION

CHESTNUT AVENUE TO ANDERSON HILL ROAD

LOCAL AID GRANTS \$100,000.

TOTAL PROJECT AMOUNT \$162,900.

*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*



State of New Jersey

OFFICE OF THE GOVERNOR

PO Box 001

TRENTON NJ 08625-0001

November 9, 2000

CHRISTINE TODD WHITMAN
Governor

Honorable Hugh H. Fenwick
Mayor, Bernardsville Borough
PO Box 158
Bernardsville, NJ 07924-0158

Dear Mayor:

I am pleased to inform you that your municipality has been approved for an allotment from the Fiscal Year 2001 Transportation Trust Fund Municipal Aid Formula Program for Anderson Hill Road in the amount of \$100,000.

The Transportation Trust Fund continues to be a major funding source for needed projects throughout the state, enabling communities to pursue transportation needs without increasing the burden of local property taxes. This project will help preserve our existing transportation system and contribute to the social and economic well-being of the citizens it serves. When completed, it will also demonstrate the successful partnership that exists between local and state government.

My best wishes to you and the citizens of your community.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Christie Whitman".

Christine Todd Whitman
Governor

c. Municipal Clerk
Municipal Engineer

*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*



State of New Jersey

OFFICE OF THE GOVERNOR

PO Box 001

TRENTON NJ 08625-0001

October 30, 2001

DONALD T. DiFRANCESCO
Acting Governor

The Honorable Hugh H. Fenwick
Mayor, Bernardsville Borough
PO Box 158
Bernardsville, NJ 07924-0158

Dear Mayor Fenwick:

I am pleased to inform you that your municipality has been approved for an allotment from the Fiscal Year 2002 Transportation Trust Fund for Anderson Hill Road in the amount of \$130,000.

The Transportation Trust Fund continues to be a major funding source for needed projects throughout the state, enabling communities to pursue transportation needs without increasing the burden of local property taxes. This project will help preserve our existing transportation system and contribute to the social and economic well being of the citizens it serves. When completed, it will also demonstrate the successful partnership that exists between local and state government.

My best wishes to you and the citizens of your community.

Sincerely,

A handwritten signature in dark ink, appearing to read "Donald T. DiFrancesco".

Donald T. DiFrancesco
Acting Governor

cc: Municipal Clerk
Municipal Engineer

[Handwritten initials]

*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*

FY 2001 AND 2002 LOCAL AID PROJECT

ANDERSON HILL CURB, SIDEWALK AND ROAD RECONSTRUCTION

MENDHAM ROAD TO MILL STREET

LOCAL AID GRANTS \$230,000.

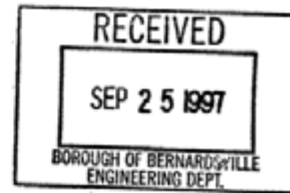
TOTAL PROJECT AMOUNT \$317,800.

*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*

CHRISTINE TODD WHITMAN
Governor



State of New Jersey
OFFICE OF THE GOVERNOR
PO Box 001
TRENTON NJ 08625-0001



September 17, 1997

Honorable Hugh H. Fenwick
Mayor, Bernardsville Borough
PO Box 158
Bernardsville, NJ 07924-0158

Dear Mayor Fenwick:

I am pleased to inform you that your municipality has been approved for an allotment from the Transportation Trust Fund for the following project:

SENEY ROAD \$100,000.00

The Transportation Trust Fund has long been a major source of funding for municipal aid projects around the state, enabling communities to meet important transportation needs without increasing the burden of local property taxes. Your expeditious completion of this project will be further evidence of the successful partnership that exists between local government and state government.

My best wishes to you and the citizens of your community.

Sincerely yours,

Christine Todd Whitman
Governor

c: Municipal Clerk
Municipal Engineer

*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*

OLCOTT SQUARE STREETScape PROJECT

**CHURCH STREET TO NJ TRANSIT BERNARDSVILLE TRAIN STATION
MILL STREET TO MT. AIRY ROAD BRIDGE**

**FY 2001 CENTERS OF PLACE GRANT \$300,000.
FY 2002 TRANSPORTATION ENHANCEMENT GRANT \$200,000.
2005 HUD GRANT \$99,200.**

ESTIMATED TOTAL PROJECT AMOUNT \$1,200,000.

ANTICIPATE 2006 CONSTRUCTION

(SEE ENCLOSED FOR PROJECT DESCRIPTION)

Safe Routes to School Travel Plan

Borough of Bernardsville, Somerset County, NJ

Application for Centers of Place Funding Program for FY 2001

Olcott Square Streetscape Improvements Project Borough of Bernardsville, NJ

Scope of Work

The project is located at the crossroads of Bernardsville known as Olcott Square. This town center (as designated in the State Development and Redevelopment Plan) sits at the intersection of U.S. Route 202, Anderson Road and Mount Airy Road (Somerset County Route 525). The project limits extend along Route 202 from the NJ Transit Station and Claremont Road (Somerset County Route 525) through Olcott Square to Church Street; and along Anderson Road from the new Bernardsville Library through Olcott Square, becoming Mount Airy Road and ending at the NJ Transit bridge, a total of 0.40 miles.

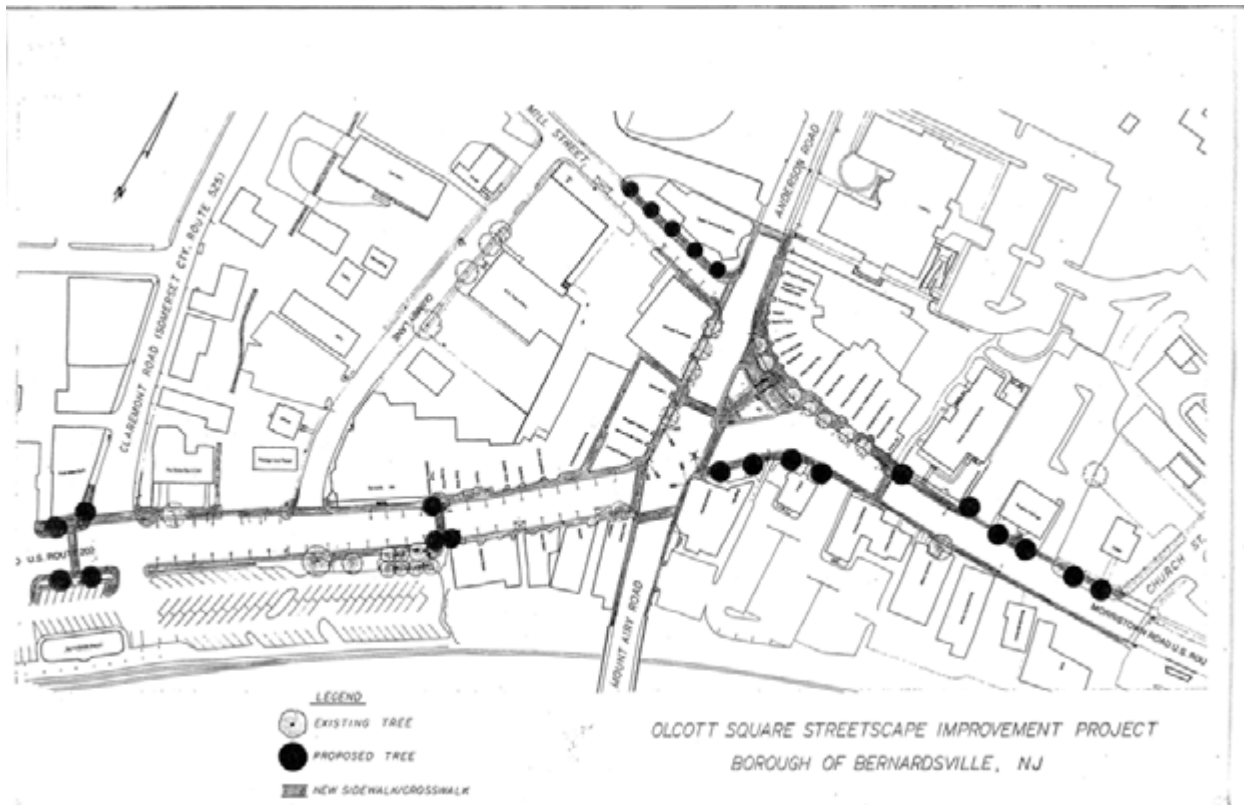
The project scope of work calls for streetscape improvements in the form of new curbing, sidewalks, trees, pocket parks with benches, decorative lighting, along with traffic calming devices such as landscaped sidewalk "bump-outs" and clearly delineated mid-block crosswalks. Additional improvements will include a reconfiguration of the landscaped triangle in Olcott Square and mitigation of the "signage clutter", newspaper racks and other objects that detract from the overall aesthetics of the area.

Intent

Despite the attractive commercial buildings that surround Olcott Square the beauty of the area is marred by a patchwork of curbing and sidewalks in various states of disrepair, a clutter of signs / newspaper racks and unattractive lighting. Completion of this project will stop the deterioration to the downtown infrastructure and bring an attractive uniformity that will define the area as the heart of Bernardsville.

In addition to enhancing the aesthetics of the downtown business district, it is the intention of this project to improve pedestrian traffic circulation through this section of Route 202 that receives an almost continuous high traffic volume from morning peak through evening peak and beyond. In addition to downtown businesses, the project limits include the Bernardsville Train Station, a shopper's parking lot, the Bernardsville Library and a movie theater which all generate high pedestrian activity. Bernards High School is located one (1) block from Route 202 and Church Street and also contributes a generous amount of pedestrian traffic through the project area from students that walk to school (note that some students from Far Hills and Peapack-Gladstone use the train to commute to the Bernardsville Station and then walk to Bernards High). The current system of crosswalks is ineffective in safely transporting pedestrians to their intended destination.

*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*



*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*

Peter Miller
Superintendent of Schools
908-630-3011
pmiller@shsd.org



Glen Lampa
Assistant Superintendent
908-204-1930, ext. 111
glampa@shsd.org

Debra Wilkins
Director of Curriculum & Instruction
908-630-3014
dwilkins@shsd.org

Raymond Krov
Business Administrator/Board Secretary
908-204-1930, ext. 117
rkrov@shsd.org

Judith Impell
Director of Special Services
908-630-3013
jimpell@shsd.org

May 3, 2005

John R. Pidgeon, Esquire
Pidgeon & Pidgeon
600 Alexander Road
Princeton, NJ 08540

Re: Tennis Court Lease

Dear Mr. Pidgeon:

Enclosed is a copy of the executed lease agreement between the Borough of Bernardsville and the Somerset Hills School District for the tennis court project at the polo grounds.

I have attached to the lease a metes and bounds description (Exhibit A), a tennis court lease area map prepared by James A. Baker (P.L.S. 23132, P.P. 3217), and tennis court construction plans prepared by L. John Belle, P.E. of Kinsey Associates. The construction plans cover both the tennis courts and parking lot improvements and are referred to in the lease as concept plan #2A and exhibits B and C.

Please call me if you have any questions.

Thank you.

Sincerely,

Ray Krov, SBA/BS

Cc: Noah Bronkesh, Esquire
Sills Cummis Epstein & Gross [lease with plans]
Peter Miller, Superintendent [lease only]
Sandra Jones, Borough Clerk [original lease with plans]

*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*

— — — SOMERSET HILLS BOARD OF EDUCATION

TO: R. Gualtieri
Board of Education

FROM: P. Kopp *PK*

RE: Bedwell Traffic Study

DATE: August 21, 2000

Attached please find the Final Report for the Bedwell Student Drop - Off / Pick Up Plan, along with a drawing.

The recommendation is for Enhancing the existing infrastructure with sidewalks, curbing and a ramp or stairs from the new outdoor classroom to a new sidewalk. I am meeting with our architect during the next week to walk the property to estimate the project cost. If the project cost is less than \$25,000, we can accept formal quotations. If the cost is more than \$25,000, we will have to have bid specifications prepared, advertise for bidding, etc.

I will keep you informed of the determination.

*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*



150 River Road
Building E
Montville, New Jersey
07045-9421
973.299.2910
Fax 973.299.0347

MEMORANDUM

To: Phyllis Kopp
Somerset Hills School District

From: Gary W. Davies

Subject: Preferred Student Drop-off / Pick-up Plan

Date: October 13, 2000

I am enclosing plans showing the preferred scheme for the pick-up / drop-off area, as discussed at our last meeting. These two sheets show the entire Bedwell School site, and also a smaller blow-up of the rear area that is of most interest.

The plan actually deals with two areas. In order of priority:

1. The preferred treatment is to construct a sidewalk along the main drive, adjacent to the new addition and the paved play area. The sidewalk would extend from a location just south of the paved area, for a distance of about 200 feet to the southerly entrance to the parking area. Students could use either the overhang at the outdoor classroom or the overhangs at the gym entrance on the south side of the building.

I am suggesting that if you were to use the outdoor classroom, a railing should be installed along the west side (toward the driveway), and a ramp should be constructed which would give direct access from the raised platform down toward the paved area and the pickup area. A ramp is better than steps for accessibility reasons. This connection would be important to minimize the time it would take for a student to connect with his/her ride.

I have also suggested that access from the paved area to the sidewalk area be limited to two points, and that landscaping and a fence be used to reinforce and control that.

The existing curb ends at the northerly drainage inlet, and should be extended at least as far south as the southerly inlet as shown on the plan. That inlet will need to be changed from a flat grate to a curb section inlet.

While I have not shown it on the plan, you might want to set out a row of traffic cones each morning and evening that would force vehicles to move in single-file through the drop-off / pick-up area. I am concerned that vehicles might pass on the right while children are getting into or out of the right side of a car.

*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*

Memorandum
October 13, 2000

In general, though, I believe this is an effective way of dealing with the parents' concerns while minimizing the overall cost.

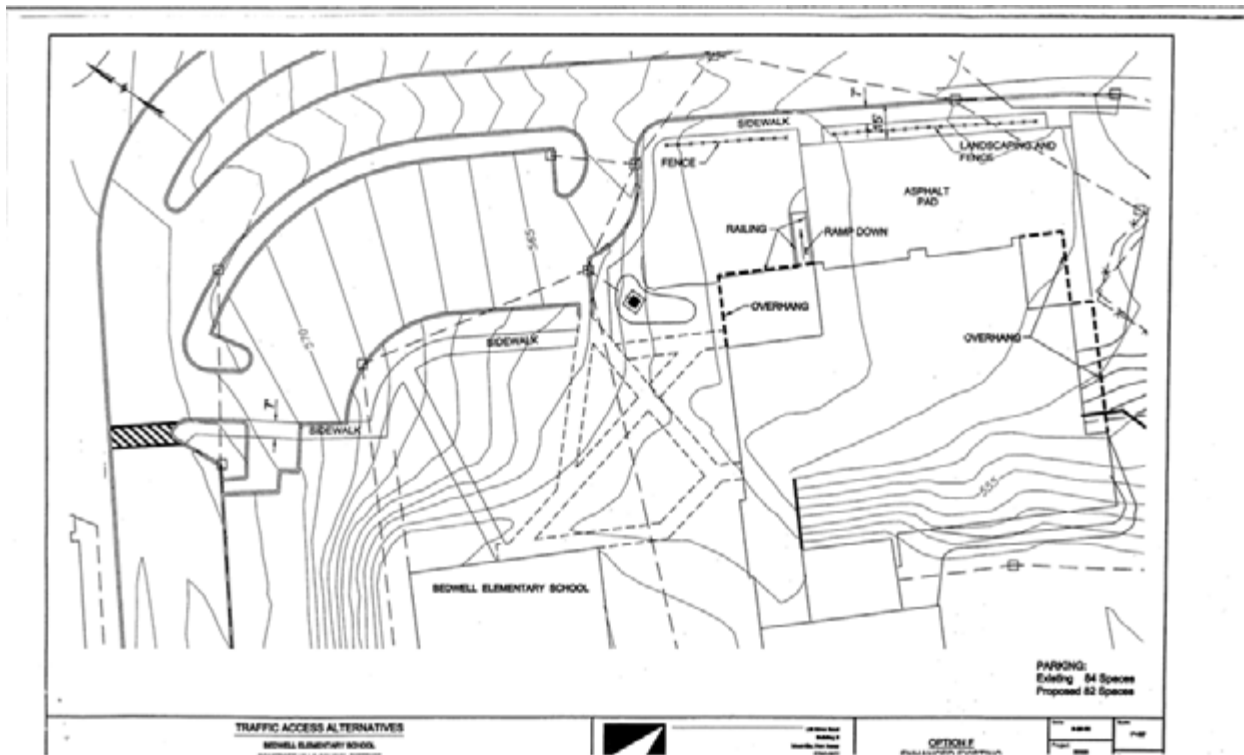
2. If it were desired to continue using the Middle School for pickups, I suggest the construction of a new sidewalk and crosswalk system to connect the two schools. The sidewalk would follow the edge of the parking lot (outside the existing light standards), then toward the current crosswalk area. A new sidewalk connection would also be constructed from the northern Bedwell door to connect to this new sidewalk and crosswalk.

I believe this would improve the movement of students from Bedwell to the Middle School. Currently they walk either in the grass or through the parking area, and this would give them a better pathway. More intensive treatment of the crosswalk would be a safety improvement, although I did not observe a problem there.

Based on this and all of the comments received at our meetings, I believe the first scheme should be implemented. It is economical and safe, and it addresses the concerns the parents had about weather protection.

If I can be of further assistance don't hesitate to call.

*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*



*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*

Old Fort Road Traffic Evaluation

May 28, 2003

THE PROBLEM

Old Fort Road is utilized by a large number of vehicles and pedestrians during peak traffic hours in the morning and afternoon. These traffic hours seem to correspond with local school and commuter traffic.

Residents have complained of speeding vehicles, a high volume of vehicles, an excessive amount of school bus traffic, and pedestrian safety concerns along the street. The street is being used as a direct route of travel for students between the High School and the lower schools (Polo Grounds) as well as for commuter traffic looking to bypass Olcott Square.

The Police study revealed that more than 200 vehicles use the street between the hours 7 – 9 AM and 2:30 – 4:30 PM. Most of that traffic uses the "short leg" of Old Fort Road in both directions. The safety of pedestrians (school children) becomes a concern when we observed that there are times when more than 100 school children are walking on Old Fort Road. **THERE ARE CURRENTLY NO SIDEWALKS ON MOST OF OLD FORT ROAD.**

*~ 2 vehicles
per minute*

School guards have indicated that there is a substantial risk to students as they walk up Old Fort Road from Seney Drive as there are no sidewalks. The students and cars often come head to head as cars round a curve traveling down a hill towards Seney Drive. With no sidewalks available, the students have a tendency to fan out across the road.

Most of these children also cross the street at Old Army Road. This intersection is already marked as a "dangerous intersection" as there is limited sight distance for vehicles approaching from the West and it is located close to the intersection of Mullens Lane, which is a very heavily traveled commuter route. **THERE ARE NO SIDEWALKS IN THIS AREA AND NO CROSSING GUARD CURRENTLY ASSIGNED TO THIS LOCATION.** We have previously discussed the potential need for a guard at this location on several prior occasions.

ACTION TAKEN

5/27/2003

1

Safe Routes to School Travel Plan Borough of Bernardsville, Somerset County, NJ

5/27/2003

As a result of this situation the Police Committee met with residents of Old Fort Road who believed that closing the road to through traffic will increase the safety of pedestrians traveling on the road. The Police Committee responded by looking into the matter further and taking action to regulate the speed and traffic flow on Old Fort Road.

As a result, the Police Department and Borough have taken steps to reduce the speed limit on Old Fort Road to 25 MPH and place other traffic control signs where needed. Police presence on Old Fort Road has increased dramatically in an effort to regulate the speed of vehicles, ensure compliance with traffic signs, and provide a police presence for pedestrian safety. However, our presence in this capacity is directly linked to our availability and interferes with our ability to provide police services in other areas.

In addition Crossing Guards have been reminded that they are to instruct pedestrians about the proper use of available sidewalks and pedestrian safety practices. However, it is apparent that many school children have a tendency to disregard the school guards, especially the High School Students who are more independent. Dr. Caravello has been advised of this situation and will address same with the coaches of sports teams who have participants walking or running to the Polo grounds.

I requested that a professional traffic engineering study be conducted to assess the potential safety concerns that exist and the feasibility of closing Old Fort Road to through traffic. It was determined by the Committee that this would be too costly and the Police Department was eventually used to evaluate the situation. The results of this evaluation are included in this memo.

On one of my many visits to Old Fort Road recently, I observed a large group of fifth and sixth graders walking up Old Fort Road from Seney Drive. They were fanned out across the road and sharing the road with numerous vehicles. When they reached the fork in the road they split into two groups. Six or seven kids that appeared to be older took the "short leg". About 12 other kids took the "long leg". I was curious why they chose the long route and had a brief conversation with them. They related that they would rather take the long way because there are too many cars that travel on the "short leg". When fifth and sixth graders are able to identify walking home from school on a certain street a risky behavior, it is a safe assumption that there is a problem.

EVALUATION RESULTS

The evaluation conducted by the Police Department included several specific actions. Our action consisted of numerous visits to the area by Lt. Perez and myself, interviews with School Crossing Guards, a vehicle count and pedestrian count during peak hours, interviews with Officers assigned to radar details on Old Fort Road regarding their observations.

The results of the evaluation were somewhat surprising in that the number of vehicles and pedestrians traveling on Old Fort Road significantly exceeded our expectations.

Generally speaking, the following observations were made.

1. The number of vehicles using the road was about the same in the morning and in the afternoon, but did vary slightly from day to day.
2. The number of pedestrians is always higher in the afternoon and lower in the morning. Pedestrian traffic is impacted daily by weather conditions and sports schedules at the schools, but appears to be always present during peak hours. Pedestrians seem to include

5/27/2003

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Safe Routes to School Travel Plan Borough of Bernardsville, Somerset County, NJ

5/27/2003

mostly children walking to and from school, children walking between sporting events at the Polo Grounds and High School after school, and children walking to the library after school.

3. Most vehicle traffic seems to correspond with school and commuter traffic. Speed does not appear to be a significant factor when Police have been present. However, the volume of traffic is high for a residential neighborhood.
4. Traffic and pedestrian compete for use of the paved portion of the roadway. There is little shoulder area for pedestrians to walk, and the area along the much of the street is in poor condition for walking. Most of the vehicles and pedestrians opt for the "short leg".
5. There is a significant safety concern present due to the lack of a sidewalk approaching the intersection with Seney drive. The grade and curve create a difficult situation for pedestrians.
6. There is a significant safety concern for pedestrians present due to the lack of a School Crossing Guard and sidewalks in the area of the intersection with Old Army Road. This is more problematic in the afternoon than in the morning.
7. Pedestrian traffic along Old Fort Road is complicated by a perpetual curve that makes up much of both the short and long legs of the road which limits sight distance of vehicles traveling on the road.
8. Pedestrian Safety along Old Fort Road is complicated by steep grades approaching major intersections at Seney Drive and Old Army Road. During snow and ice periods pedestrians share the paved portion of the road creating a potential hazard for a vehicular/pedestrian accident.
9. School enrollment has increased and is projected to increase. Pedestrian traffic (School Children) has the potential to increase also. Traffic through the Borough and in school areas has dramatically increased and will increase with increased development and school enrollment. All of this indicates a trend of increased traffic and use on Old Fort Road.

Recommendation

When this process began I took the position that the residents request to close Old Fort Road was largely a political decision and not a Police decision. I reserved comment and recommendations regarding this issue pending the need for more information, a traffic study and an assessment of the impact on surrounding roadways. Upon completion of our evaluation in this matter I would be remiss if I did not bring a recommendation to the attention of the borough Council. My recommendation is as follows.

1. Old Fort Road should not be closed to through traffic. The volume of traffic that would be displaced onto other roads would in my opinion create additional safety concerns. I am concerned that the intersection of Seney Drive and Anderson Road would become a major safety concern. This is already one of the most dangerous intersections in the Borough. Also, traffic already backs up significantly at school arrival and dismissal times. More traffic will interfere with the orderly and safe dismissal of students. I am also concerned that increased traffic on Old Army Road will further compromise the safety of pedestrians on this street, as there are no sidewalks available.

5/27/2003

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Safe Routes to School Travel Plan Borough of Bernardsville, Somerset County, NJ

5/27/2003

2. An additional School Crossing Guard should be hired and placed at the intersection of Old Army Road and Old Fort Road for the beginning of the next school year. Also, a proper crosswalk should be established at this location with appropriate signs warning of the hazard.
3. A sidewalk should be constructed on Old Fort Road from Old Army Road to Seney Drive. This will give pedestrians a safe place to walk without competing with cars for space.

For purposes of this evaluation only issues relating to Old Fort Road were addressed. It is apparent that there are increasing significant traffic related concerns that must be addressed. Of primary importance are those issues regarding pedestrian safety along school walking routes and the lack of sidewalks for safe passage. The council should take immediate steps to construct the sidewalks that are called for in the Master Plan and review the need for other sidewalks where appropriate. The volume of traffic through the Borough increases daily while the available resources to manage and deal with this has not increased.

5/27/2003

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*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*

5/27/2003

BERNARDSVILLE POLICE DEPARTMENT

OLD FORT ROAD TRAFFIC COUNT

MAY 13, 14, 15, 18 2003

May 13, 2003

0700 Hours – 0900 Hours

North	119 cars	10 buses
South	113 cars	10 buses
Total	232 cars	20 buses

1430 Hours – 1630 Hours

North	102 cars	10 buses	
South	122 cars	10 buses	
Total	224 cars	20 buses	56 Children Crossed

May 14, 2003

0700 Hours – 0900 Hours

North	112 cars	6 buses	
South	148 cars	5 buses	
Total	260 cars	11 buses	2 Children Crossed

5/27/2003

5

*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*

5/27/2003

May 14, 2003	1430 Hours – 1630 Hours		
North	103 cars	5 buses	25 Children Crossed
South	103 cars		
Total	206 cars	5 buses	25 Children Crossed

May 15, 2003	0700 Hours – 0900 Hours		
North	95 cars	5 buses	3 Children Crossed
South	140 cars		
Total	235 cars	5 buses	3 Children Crossed

1430 Hours – 1630 Hours

North	No Data
South	No Data
Total	No Data

5/27/2003

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*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*

5/27/2003

Monday, May 18, 2003 0700 – 0900 Hours

0700	North	Cars 1	South Cars 4		Children 6
0715	North	Cars 9	South Cars 10		
0730	North	Cars 35	South Cars 30	Buses 1	
0745	North	Cars 14	South Cars 30		
0800	North	Cars 7	South Cars 8		
0815	North	Cars 13	South Cars 8		
0830	North	Cars 13	South Cars 15	Buses 1	
0845	North	Cars 8	South Cars 15		
Totals		Cars 100	South Cars 121	Buses 2	Children 6

Monday, May 18, 2003 1400 – 1600 Hours

1400	North	Cars 6	South Cars 8		
1415	North	Cars 8	South Cars 7		
1430	North	Cars 8	South Cars 8	Buses 1	
1445	North	Cars 20	South Cars 30	Buses 1	Children 1
1500	North	Cars 10	South Cars 24		Children 77
1515	North	Cars 18	South Cars 15		Children 9
1530	North	Cars 7	South Cars 20	Buses 5	Children 4
1545	North	Cars 2	South Cars 4		
Totals		Cars 79	South Cars 116	Buses 7	Children 91

5/27/2003

7

APPENDIX III

RESOLUTIONS OF SUPPORT AND LETTERS OF SUPPORT

*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*



Borough of Bernardsville

Incorporated June 2, 1924

Somerset County

Route U.S. 202, P.O. Box 158

Bernardsville, NJ 07924

*Administration (908) 766-3000
Engineering (908) 766-3850*

*Fax (908) 766-2401
Fax (908) 766-2788*

**RESOLUTION
PLANNING BOARD OF THE BOROUGH OF BERNARDSVILLE
SAFE ROUTES TO SCHOOLS**

WHEREAS, a Safe Routes to School Plan for Bernardsville is to be created by the Borough of Bernardsville and the Somerset Hills School District, and

WHEREAS, the Safe Routes to School Plan will support and encourage students to walk and bike to school through on-going programs, and through improvements to the walking and biking environment, and

WHEREAS, the Safe Routes to School Plan will support and encourage increased parent education and community involvement, decrease the amount of traffic near the schools, and encourage children to be independent and healthy, and

WHEREAS, the Safe Routes to School Plan will provide a way to pursue public policy goals related to:

- Reducing traffic congestion around schools
- Creating safer, calmer streets and neighborhoods
- Improving air quality and providing a cleaner environment
- Increasing physical activity for children
- Fostering a healthier lifestyle for the whole family, and

WHEREAS, the Safe Routes to School Plan will support and encourage objectives such as:

- Teaching age-appropriate walking and bicycle traffic safety skills routinely in school and offering special events such as Walk and Bike to School Days, and other encouragement models including classroom participation and contests
- Providing opportunities for the community to participate in developing plans for making streets, sidewalks, pathways, trails, and crosswalks safe, convenient and attractive for walking and bicycling to school
- Enforcing all traffic laws near schools and on school routes, and in other areas of high pedestrian and bicycle activity
- Applying the use of human and technological resources, including volunteers, to provide routes to school that feel secure to both parents and children alike, and

*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*

WHEREAS, there will be participation by school and/or district administrators, teachers, students, parents, and municipal and community representatives to implement the Safe Routes to School Plan in the 2006-2007 and following school years, and

WHEREAS, the Planning Board of the Borough of Bernardsville has been unable to discover any existing coherent plan, and

WHEREAS, the Planning Board has produced an initial list and map of additional sidewalks necessary to support the proposed Safe Routes to School Plan,

NOW, THEREFORE, BE IT RESOLVED, the Planning Board of the Borough of Bernardsville endorses the efforts of the Borough of Bernardsville and the Somerset Hills School District to produce a Safe Routes to School Plan and an application for funding by New Jersey's Safe Routes to School Program in support of any physical, enforcement, and/or educational measures called for by such Plan.

Those In Favor: *Mr. Foster, Mr. Graham, Mr. Kaudson, Mr. Paluch, Mayor
Parsons, Mrs. Kechet, Mrs. Simoff, Mrs. Thompson*
Those Opposed: *None*

I, Joy Vavrek, Recording Secretary of the Planning Board of the Borough of Bernardsville, hereby certify the foregoing to be a true and exact copy of a resolution adopted by the Planning Board at a duly convened meeting held Thursday, November 16, 2006.

Joy W. Vavrek
Joy Vavrek, Recording Secretary

Safe Routes to School Travel Plan Borough of Bernardsville, Somerset County, NJ

A VITAL STAFFING
Superintendent of Schools
908-630-3011
pmiller@shsd.org


The
Somerset Hills
School District

AN ASSISTANT SUPERINTENDENT
Assistant Superintendent
908-204-1930, ext. 111
glampo@shsd.org

Debra Wilkins
Director of Curriculum & Instruction
908-630-3014
dwilkins@shsd.org

Nancy Lee Hunter
Business Administrator/Board Secretary
908-204-1930, ext. 117
nhunter@shsd.org

Judith Impell
Director of Special Services
908-630-3013
jimpell@shsd.org

SAFE ROUTES TO SCHOOL

WHEREAS, A Safe Routes to School Plan has been established and the Somerset Hills Board of Education has reviewed and support the Plan elements, and

WHEREAS, the Safe Routes to School Plan will support and encourage students to walk and bike to school through on-going programs, and through improvements to the walking and biking environment, and

WHEREAS, the Safe Routes to School Plan will support and encourage increased parent education and community involvement, decrease the amount of traffic near the schools, and encourage children to be independent and healthy, and

WHEREAS, the Safe Routes to School Plan provides a way to pursue public policy goals related to:

- Reducing traffic congestion around schools
- Creating safer, calmer streets and neighborhoods
- Improving air quality and providing a cleaner environment
- Increasing physical activity for children
- Fostering a healthier lifestyle for the whole family, and

WHEREAS, the Safe Routes to School Plan will support and encourage objectives such as:

- Teaching age appropriate walking and bicycle traffic safety skills routinely in school and offering special events such as Walk and Bike to School Days, and other encouragement models including classroom participation and contests
- Providing opportunities for the community to participate in developing plans for making streets, sidewalks, pathways, trails, and crosswalks safe, convenient and attractive for walking and bicycle activity
- Enforcing all traffic laws near schools and on school routes, and in other areas of high pedestrian and bicycle activity
- Applying the use of human and technological resources, including volunteers, to provide routes to school that feel secure to both parents and children alike, and

WHEREAS, there will be participation by school and/or district administrators, teachers, students, parents, and municipal and community representatives to implement the Safe Routes to School Plan in the 2006-2007 school year.

*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*

**The Somerset Hills School District
PUBLIC INPUT & ACTION MEETING MINUTES – NOVEMBER 29, 2006**

Facilities & Operations

Action Items

Mr. Palma moved Facilities & Operations resolution 1, seconded by Mr. Steinkopf. The resolution was approved by unanimous roll call vote of 9-0.

Action

1. Endorse Safe Routes to School Plan

Resolution

Resolved, that the Somerset Hills Board of Education endorses the Safe Routes to School Plan for the Bedwell Element School, Bernardsville Middle School and Bernards High School.

Certified True & Correct

Nancy Lee Hunter

Nancy Lee Hunter, SBA/BS

*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*



Borough of Bernardsville

Incorporated June 2, 1924

Somerset County

166 Mine Brook Road
Bernardsville, NJ 07924-2112

Administration (908) 766-3000
Engineering (908) 766-3850

Fax (908) 766-2401
Fax (908) 766-2788

December 21, 2006

Ms. Elise Bremer-Nei
New Jersey Safe Routes to School Coordinator
NJ Department of Transportation
Office of Bicycle and Pedestrian Programs
PO Box 600
Trenton, NJ 08625-0600

Re: Safe Routes to School

Dear Ms. Bremer-Nei:

This letter is to provide assurance that the Borough of Bernardsville, the Somerset Hills Board of Education, and adjoining property owners will maintain the improvements made as part of this project.

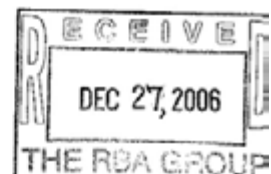
Any sidewalk improvements will be maintained by the adjoining property owner. The Borough has an ordinance in effect that requires an adjoining property owner to maintain sidewalks. The ordinance is attached hereto.

If you require any additional information or assurance on the maintenance of the proposed projects, please feel free to contact me.

Respectfully,

Ralph A. Maresca, Jr.
ADMINISTRATOR/C.M.F.O.

RAM/as
Attachment



*Safe Routes to School Travel Plan
Borough of Bernardsville, Somerset County, NJ*

**CHAPTER XIV
STREETS AND SIDEWALKS**

14-1 MAINTENANCE AND USE OF SIDEWALKS AND STREETS.

14-1.1 Record of Streets to be Kept Current. It shall be the duty of the Borough Clerk to keep a record of all public streets and roads in the Borough. The record shall state whether each recorded street or road is maintained by the State, County or Borough, and if it be a Borough street or road, the width and limits thereof, and whether the grade of the same has been established by ordinance of the Borough. All streets and roads hereafter laid out or accepted by the Borough shall be duly recorded in the record of public streets.

Any sidewalk hereafter constructed in any road or street in the Borough shall be constructed, paved, and maintained and shall substantially correspond to the plans and sections showing typical conditions for streets, curbs, sidewalks, and drainage including catch basins, headwalls, etc. all as shown on drawings herewith or to be filed in the office of the Borough Engineer. Where these typical sections cannot be used because of local conditions and difficulties, the Engineer is authorized to make special drawings to meet the situation. (Ord. #8 §1)

14-1.2 Dumping Prohibited. No person shall dump or deposit or cause to be dumped or deposited on any street or park in the Borough any ashes, rubbish, garbage or offensive matter of any kind. (Ord. #8 §2)

14-1.3 Damage to and Removal of Trees Prohibited.*

14-1.4 Defacing or Removal of Equipment Prohibited. No person, except an officer or an employee of the Borough acting within the scope of his duty, shall remove or disturb any road material on any street in the Borough belonging to the Borough, nor remove, deface or injure any road machinery, street-signs, traffic posts, lamp, or lamp-post, belonging to the Borough. (Ord. #8 §4)

14-1.5 Building of Fire Prohibited. No person shall make a bonfire, or any fire, of leaves, paper, brush, sticks or other inflammable matter on any bituminous bound roadway, or in any paved gutter in any street in the Borough. (Ord. #8 §5)

*Editor's Note: Refer to Section 13-4, Cutting or Removal of Trees.

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14-1.9 Sleds and Carts on Sidewalks Prohibited.

No person shall coast with a sled or cart down or along the sidewalk of any street within the Borough. (Ord. #8 §9)

14-1.10 Removal of Snow and Ice.

a. *Removal Required.* The owner, occupant or tenant of premises abutting or bordering on any street in the Borough shall remove all snow and ice from the abutting sidewalks of such streets, or in the event of ice which may be so frozen as to make removal impracticable, shall cause the same to be thoroughly covered with sand, ashes, salt, sawdust or some other nonslippery or adhesive substance so as to make the same safely passable, within eight (8) hours of daylight after the same shall fall or be formed thereon and shall continue to maintain said sidewalk in a safe and passable condition and shall continue to keep said sidewalk free of snow and ice. In addition to any other remedy provided by this section, any person who violates this section shall be subject to the penalty provided in Chapter I, Section 1-5.

b. *Removal by Borough.* In the event snow or ice shall not be removed from sidewalks as provided in this section, the same may be removed under the direction of the Public Works Manager or the Borough Administrator. The cost of removal of any snow or ice by the Borough shall be certified to the governing body. The governing body shall examine the certificate, and if found to be correct, shall cause the cost to be charged against the real estate abutting upon the sidewalk, and the amount charged shall become a lien and a tax on the real estate and shall be added to and be part of the taxes next to be levied and assessed thereon, and enforced and collected with interest in the same manner as other taxes.

c. *Placing of Snow or Ice on Public Rights-of-Way Prohibited.* No person shall throw, place or deposit any snow or ice which has accumulated upon private property into or upon any public sidewalk, handicapped parking space, bicycle route or the paved portion of any public street in the Borough or into or upon any area within the right-of-way lines of any street.
(Ord. #8 §10; Ord. #2003-1335 §1; Ord. #2004-1340 §1)

14-1.11 Sidewalks to be Kept Clean at All Times.

The owner or occupant of premises abutting upon any street in the Borough shall at all times keep the sidewalks and gutters in front of his premises open and free from all weeds, mud, dirt, gravel, sticks, loose stones, leaves, rubbish and other obstructions; shall provide open gutters across or adequate drains under his entrance walks or drives which shall at all times be kept open, clean and free from obstructions of all sorts. (Ord. #8 §11)

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STREETS AND SIDEWALKS

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and place for examination of the report, shall examine the report, and if properly made, shall confirm and file it with the Tax Collector. Such assessments shall bear interest from the date set at the time of confirmation at the rate specified for delinquent real estate taxes and shall be a lien on the real estate assessed. (Ord. #343 §3)

14-2.4 Payment of Assessments.

Any assessment made as provided above may, in the discretion of the Mayor and Council, be paid in equal yearly installments, not to exceed five (5) with legal interest thereon, reserving to the owner the right to prepay any balance with accrued interest thereon at any one time. (Ord. #343 §4)

14-2.5 Municipal Engineer to Supervise and Inspect.

Any and all improvements, reconstruction or repair work done pursuant to the provisions of this chapter shall be in accordance with municipal specifications and plans approved by the Municipal Engineer. All work and materials shall be subject to the inspection, supervision and approval by the Municipal Engineer and, upon completion of any such work, the Municipal Engineer shall certify to the Mayor and Council that the work has been done in accordance with the provisions of this chapter and has been satisfactorily completed. (Ord. #343 §5)

14-3 DOWNTOWN SIDEWALKS.

14-3.1 Construction of Downtown Sidewalks.

When budgetary considerations permit, the Borough Council, in its sole discretion, may undertake the construction and reconstruction of those downtown sidewalks described in subsection 14-3.2 below at the cost of both the Borough and the abutting property owners pursuant to N.J.S.A. 40:65-1, et seq. (Ord. #99-1179 §1)

14-3.2 Affected Sidewalks.

For purposes of this section "downtown sidewalks" shall include sidewalks in the downtown business district. (Ord. #99-1179 §1)

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14-3.3 Discretion of the Council. Nothing in this section shall require the Council to contribute to the cost of constructing or reconstructing the downtown sidewalks. The Council may require the downtown sidewalks to be constructed or reconstructed solely at the cost of the abutting property owners in accordance with Section 14-2. In exercising its discretion, the Council may take into account the municipal budget, the availability of Federal and State grants and other relevant factors. (Ord. #99-1179 §1)

14-3.4 Maintenance of Downtown Sidewalks. The abutting property owners shall remain solely liable, at their sole cost and expense, for the repair and maintenance of the sidewalks. (Ord. # 99-1179 §1)

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December 11, 2006

The Honorable Jay Parsons
Borough of Bernardsville
166 Mine Brook Road
Bernardsville, NJ 07924

Dear Mayor Parsons:

The Town and School Committee of the Board of Education supports the RBA Group, Inc. to work with the Town Council and the school district on the Safe Routes to School Grant.

Sincerely,

Francine Dello Russo
Town & School Committee Chairperson

c: Bernardsville Town Council

APPENDIX IV

COST ESTIMATE

*Safe Routes to School Travel Plan
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**Bernardsville Safe Routes to School -
Project Cost Summary**

Item No.	Item	Unit	Unit Price	PROJECT NO. 1A		PROJECT NO. 1B		PROJECT NO. 2		PROJECT NO. 3	
				Estimated Quantity	Extended Total	Estimated Quantity	Extended Total	Estimated Quantity	Extended Total	Estimated Quantity	Extended Total
1	Design/Engineering	L.S.			\$15,000.00		\$10,000.00		\$9,000.00		\$8,000.00
2	Construction										
2A	Maintenance and Protection of Traffic	L.S.			\$5,000.00		\$5,000.00		\$5,000.00		\$5,000.00
2B	Clearing Site	L.S.			\$5,000.00		\$5,000.00		\$6,000.00		\$3,000.00
2C	Excavation, Unclassified	CY	\$40.00	175.00	\$7,000.00	0.00	\$0.00	800.00	\$32,000.00	0.00	\$0.00
2D	Retaining Wall	S.F.	\$30.00	0.00	\$0.00	0.00	\$0.00	3,100.00	\$93,000.00	0.00	\$0.00
2E	Intersection Reconstruction to Improve Site Distance	L.S.			\$25,000.00		\$0.00	0.00	\$0.00	0.00	\$0.00
2F	Granite Block Curb	LF	\$25.00	2,520.00	\$63,000.00	3,800.00	\$95,000.00	60.00	\$1,500.00	340.00	\$21,000.00
2G	Sidewalk (4" thick, 5' wide)	SY	\$60.00	1,400.00	\$84,000.00	2,100.00	\$126,000.00	825.00	\$49,500.00	500.00	\$30,000.00
2F	Topsoil, Seed and Mulch	SY	\$4.00	1,750.00	\$7,000.00	2,250.00	\$9,000.00	1,500.00	\$6,000.00	500.00	\$2,000.00
2G	Inspection and Testing	L.S.			\$10,000.00		\$10,000.00		\$10,000.00		\$3,000.00
	Total Construction Cost				\$206,000.00		\$250,000.00		\$203,600.00		\$64,000.00
3	Signage and Striping	L.S.			\$5,000.00		\$3,000.00		\$2,000.00		\$2,000.00
4	Evaluation	HR	\$125.00	24.00	\$3,000.00	24.00	\$3,000.00	24.00	\$3,000.00	24.00	\$3,000.00
	Total Estimated Project Costs (Items 1 thru 4)				\$229,000.00		\$266,000.00		\$217,600.00		\$77,000.00

APPENDIX V

EDUCATION & ENCOURAGEMENT RESOURCES

Safe Routes to School Travel Plan Borough of Bernardsville, Somerset County, NJ

SRTS Guidance and Exemplary Programs

The following web sites offer a wealth of information on SRTS programs, including sample press releases, data, how-to guides, community presentations and ideas to help develop messages.

- FHWA's Office of Safety – SRTS
<http://safety.fhwa.dot.gov/saferoutes>
- NHTSA Safe Routes to School Tool Kit www.nhtsa.dot.gov/people/injury/pedbimot/bike/Safe-Routes-2002/toc.html
- National Center for Bicycling & Walking
www.bikewalk.org/safe_routes_to_school/SR2S_introduction.htm
- Pedestrian & Bicycle Information Center
www.saferoutesinfo.org
- Active Living Resource Center
www.activelivingresources.org
- CDC, Kids Walk to School (community presentation)
www.cdc.gov/nccdphp/dnpa/kidswalk/index.htm
- Marin County (CA) Safe Routes to School
www.saferoutestoschool.org
- Go For Green (Canada)
www.goforgreen.ca/walktoschool.com
- Green City (Canada)
www.greencity.org
- Sustrans SR2S program (Bristol, UK)
www.saferoutestoschools.org.uk

Encouragement Programs

Walking School Bus

The WSB has worked in many communities throughout the United States, Canada, Europe and Australia. Additional information on WSBs is available from:

- RideWise TMA
www.ridewise.org/walksafely.shtml
- Pedestrian Bicycle Information Center/Partnership for a Walkable America
www.walkingschoolbus.org
- Active and Safe Routes to School – California
www.saferoutestoschool.ca
- Go for Green – California
www.goforgreen.ca
- Travel Smart – Australia
www.travelsmart.gov.au/schools/schools2.html

Golden Sneakers

On International Walk to School Day, held October 5, 2005, the Mechanicsburg School District in

Safe Routes to School Travel Plan Borough of Bernardsville, Somerset County, NJ

Pennsylvania rewarded walkers who found the golden sneakers that were hidden along the routes to school. Each “finder” was entered into a drawing to win backpacks full of prizes. While this program revolves around motivating and rewarding good behavior, it can also promote school spirit.

Walk/Bike Across America

Each week, at a designated time, the students total the distance the whole class has traveled and plot it on a map. Then they “travel” to a destination chosen by the class within those miles. Students become aware that they can travel great distances on foot or bike. Each new destination can be reached by the class to find out more about other parts of the country. At the end of a designated time, the class that traveled the farthest gets a special reward. Bedwell Elementary as already shown success with this program and should expand it to include biking and walking to school. www.saferoutestoschools.org/events.html.

Bicycle Rodeos

A bicycle rodeo provides children with a basic understanding of the rules of the road; educates those children and their parents about elementary bike safety; gives trained personnel a chance to look over the equipment the kids are riding; and involves parents, teachers, and/or a local civic organizations in a worthwhile activity. A bicycle rodeo involves "stations" that teach skills, such as:

- Looking over a shoulder without weaving
- Fast-braking without skidding
- Dealing with traffic at intersections

More information on bicycle rodeos is available through:

- *Bicycling Life* at www.bicyclinglife.com/SafetySkills/BicycleRodeo.htm
- *Guide to Bicycle Rodeos* (Adventure Cycling Association) at 1-800-721-8719

Campus Walks

An excellent source of information on promotional events and classroom activities is The Safe Routes to School Tool Kit prepared by NHTSA. It can be found on the web at www.nhtsa.dot.gov/people/injury/pedbimot/bike/Safe-Routes-2002/toc.html.

International Walk to School Day

International Walk to School Day is celebrated every year in early October. Information on the event, including instructions on how to organize the event, press releases, downloadable signs, posters and other resources, is available at:

- www.iwalktoschool.org
- www.walktoschool-usa.org

Morton Way School (Brampton, Canada)

Encouragement for schools in the early stages of an SRTS program (www.saferoutestoschool.ca):

- On the first Wednesday of each month, parents and grandparents who walk to school with students are invited into the school library for a cup of coffee or hot chocolate, conversation and an opportunity to sign out library books to read with their children.
- A thermometer made by teachers, along with a complementary graph displayed inside the school, alert drivers of how many vehicles dropped off students the day before. Daily announcements update students on progress, as posters are displayed around the school.

Education Programs

Walking Math

- Math activities for an elementary math class:
www.thelearningcalendar.com/Newsletter/2005/October2005/WalkingMath.htm
- Instructions on how to take students on a *Math Trail*
www.findarticles.com/p/articles/mi_qa3666/is_200411/ai_n9465002#continue

Calculate Miles Per Gallon and Auto Emissions (math and science classes)

Students can calculate gas mileage, auto emissions and compare the miles per gallon (mpg) for different vehicles. These figures have a significant impact on the amount of air pollution produced by a vehicle.

Students use the following steps to calculate the gas mileage of their family's car:

- Write down the odometer reading when the gas tank is full.
- The next time the gas tank is filled, write down the odometer reading again and how many gallons of gas it took to fill the tank.
- Subtract the first odometer reading from the second odometer reading to calculate the number of miles traveled between the two fill-ups.
- Divide the number of miles traveled by the number of gallons of gas used. This is the gas mileage of your family's car.
- Calculate the amount of pollution generated by your car. Compare that with the amount of pollution generated by buses, by trains, by carpooling, by walking and biking. (Your local Air Quality District can provide this information.)

Source: NHTSA Toolkit – “Smart Tripper” of Kitsap County, Washington.

Classroom Activities by Subject

Similar lessons can be brought in to health, science, physical education and other class lesson plans.

Resources for these programs include:

- Safe Kids – New Jersey State at (732) 524-3864 or cgiardel@corus.inj.com
- Safe Kids – Southern New Jersey at (856) 968-8687 or safekids@cooperhealth.edu
- The National Safe Kids Campaign at www.safekids.org/members/unitedStates.html
- The League of American Bicyclists at www.bikeleague.org/educenter/labsrts.htm

Enforcement Programs

School Zone Safety

- Information on the Washington Traffic Safety Commission school zone safety program at www.wa.gov/wtsc/school_safety.html.
- More information on school zone safety from the Active Living Resource Center at www.activelivingresources.org/safe_school_zones.html.

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Pedestrian Sting Operations

- More information is available at www.walkinginfo.org/ee/sting.htm.

Speed Trailers

- More information at www.nhtsa.dot.gov/people/injury/research/pub/HS809012.html.

Sidewalk, Building and Property Maintenance Laws

- NHTSA resource guide to laws governing pedestrian and bicycle safety at www.nhtsa.dot.gov/people/injury/pedbimot/bike/resourceguide/index.html.
- The Pedestrian and Bicycle Information Center list of exemplary pedestrian plans at www.walkinginfo.org/pp/exem2005.htm.

"Keep Kids Alive – Drive 25" Campaign

An excellent program that details a community-based approach to reducing driving speeds is the *Keep Kids Alive – Drive 25* campaign. Their mission involves demonstrating how communities can mobilize in a number of ways, using local resources to effectively reduce travel speeds to 25 mph. Their web site can be found at www.keepkidsalivedrive25.org.

Engineering Tools

Walkability/Bikeability Assessments

- The PBIC Walkability Checklist can be found at <http://www.walkinginfo.org/pdf/walkingchecklist.pdf>
- The PBIC Bikeability Checklist can be found at <http://www.bicyclinginfo.org/pdf/bikabilitychecklist.pdf>

ENVIRONMENTAL FACT SHEET

Alternatives To Driving Alone

- People in mixed-use compact communities drive 30-50% less than sprawling communities. They are easier to serve by public transit and it is easy to walk or bike to run errands, and to get to school or work. (National Resources Defense Council)
- If just one out of every 10 commuters who now drive to work switched to walking, we'd save 2 billion gallons of gas a year and reduce carbon dioxide emissions by 25.4 million tons. (Green Commutes, Makower)
- Switching for a month from a five mile car commute to a bike commute keeps close to a pound of hydrocarbons, six pounds of carbon monoxide and half a pound of nitrogen oxide from entering the air. (Divorce your Car, Katie Alvord, 2000)
- Every transit commuter who bikes to the station saves an average of 150 gallons of gas a year. Every car commuter who switches to biking and transit can save 400 gallons of gas a year. (Divorce your Car)
- Eight bicycles can be parked in the space required for just one car. (Divorce your Car)
- Going by bus instead of car cuts nitrogen oxide pollution by 25%, carbon monoxide by 80% and hydrocarbons by 90% per passenger mile. (Divorce your Car)
- One full 40-foot bus will take 58 cars off the road. (Divorce your Car)

Automobile Use

- The United States moves into the 21st century with less than 30% of its original oil supply (Global 200 Revisited Gerald O. Barney)
- Los Angeles residents drive 142 millions miles—the distance from Earth to Mars—every single day. (Going Place, Making Choices, 4H)
- Americans drive more than 2 trillion vehicle miles per year. (4H)
- Short motor trips contribute significant amounts of air pollution because they typically occur while an engine's pollution control system is cold and ineffective. Shifting 1% of automobile trips to walking or biking decreases emissions by 2-4%. (Way to Go, British Columbia)

Safe Routes to School Travel Plan Borough of Bernardsville, Somerset County, NJ

- Roads and parking in urban and suburban communities cover between 30-50% of land base. If just 5% of a watershed is covered with impervious surfaces, such as roads and parking facilities, water quality of streams and waterways is seriously degraded due to oily runoff from streets. (Way to Go)
- The number of cars grew three times faster than the human population world wide in the 1990's. (BioScience, Oct 1998)
- Americans lose an estimated 2000-2800 acres of rural land every day to highways, housing developments, shopping malls, airports and other non-farm uses. That's 730,000 to 1,020,000 acres a year. If current trends continue, in the next 100 years approximately 1/3 of America's farmland will be lost to suburbs, malls and other uses. (Natural Resource Conservation Management for a Sustainable Future, 1998)

Global Warming

- As carbon dioxide builds in the atmosphere, it traps heat so that the earth warms as if it were in a giant greenhouse. These greenhouse gases allow the sun's energy to penetrate the atmosphere to the earth's surface, but do not allow as much of it to escape as heat. These are altering air temperature and movement, causing changes in weather and climate. This is enough to raise ocean levels causing flooding for some coastal areas. (R. Monastersky, Science News, Jan 2, 1999)
- Global average surface temperatures increased by about 1.7 degrees Celsius from 1900 to 1998. (Science News)
- Seven of the globe's ten warmest years have been recorded since 1990. (Science News)
- The incidence of extreme weather events has gone up 28% since 1975 and it is now confirmed that the Arctic ice caps are melting, threatening coastal regions with flooding and actually drowning some small islets. (U.S. E.P.A.)
- Atmospheric concentrations of CO₂, the main greenhouse gas implicated in global warming, are higher than they've been in 160,000 years, and they're rising. (Intergovernment Panel on Climate Change, 1995)
- Driving is the biggest contributor to increased greenhouse gases. (New State of the Earth Atlas, 1995.)

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Pollution

- Motor vehicle use is now generally recognized as the source of more air pollution than any other single human activity. (New State of the Earth Atlas, 1995.)
- In a year, a typical North American car will add close to five tons of CO₂ into the atmosphere. Cars account for an estimated 15-25 percent of U.S. CO₂ emissions. (Internal Council for Local Environment, 1995)
- While cars today are cleaner than they were in 1970, the increases in the number of cars and miles driven have offset much of that gain. (Divorce your Car)
- Oxides of nitrogen, volatile organic compounds, carbon monoxide and particulate matters are just a few of the noxious pollutants that come out of our cars and into our air and water. (Divorce your Car)
- Oil spills damage marine life and habitats. The number of small spills under 100,000 gallons has grown worldwide and as of the mid 1990s totaled around 10 million gallons yearly. Large spills — over 10 million gallons—occur at a rate of 1-3 a year worldwide. (Oil Spills, Joanna Burger, 1997)
- Disposal of used motor oil sends more oil into the water each year than even the largest tanker spill. (U.S. EPA)
- About 800 million scrap tires are stockpiled around the U.S. Every year we throw out over 260 million tires. Tires trap gases inside and tend to float or work their way to the tops of dumps. (U.S. EPA)

Prepared by Safe Routes to Schools, a Project of the Marin County Bicycle Coalition.

Safe Routes to School Travel Plan Borough of Bernardsville, Somerset County, NJ

General Health

- It is well documented that developing healthy eating and exercise habits at an early age lead to a lifelong personal commitment to a healthy lifestyle.
- Public health officials and scientists agree that everyone should accumulate 30 minutes of physical activity every day to reduce the risk of chronic disease and early death. A brisk walk tops their list of recommendations. Unfortunately the Center of Disease Control estimates that as few as 20 percent of adults meet that standard.
- On top of the daily 30 minutes of moderate physical activity children need another 20 minutes of vigorous activity several days per week. Yet 78 percent of young boys and girls fall short of this recommended dose of exercise.

Exercise and Youth

- Nearly half of young people aged 12-21 years do not engage in vigorous physical activity on a regular basis. Participation in physical activity declines strikingly as children get older
- Health professionals agree that exercise patterns need to be established in childhood so as to reduce the chances of coronary heart disease, reduce blood pressure, counter obesity, lower lipids, retard osteoporosis, improve psychological well-being and possibly reduce the risk of cancer.
- The process of cholesterol buildup of the arteries begins in childhood and continues through their teens.

Heart Disease

- Like any muscle, the heart needs a constant supply of oxygen and nutrients that are carried to it by the blood in the coronary arteries. Good nutrition combined with exercise can give your children the insurance they need to have a strong and healthy heart. Thirty minutes of exercise a day is recommended as enough to protect against future heart disease.
- Seven million Americans suffer from Coronary Heart Disease (CHD), caused by narrowing the coronary arteries that feed the heart. CHD is the number one killer of both men and women in the United States. Each year more than 500,000 Americans die of heart attacks caused by CHD. Many of these deaths could be prevented because CHD is related to certain aspects of the lifestyle, including high blood pressure, high blood cholesterol, smoking, obesity, and physical inactivity.

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Physical Fitness

- Walking and biking are both excellent forms of exercise, since they stimulate and maintain muscular strength and good joint function; involve a large percentage of the body; can be maintained throughout life; and do not provoke hip, knee or other weight bearing injuries.
- California law requires school districts to administer physical fitness testing to all 5th, 7th and 9th grade students annually. In 1999, 80 percent of the students tested failed to meet the minimum standards to be considered physically fit.
- Physical activity is often limited to specific sports or games. In order for children to learn to love physical activity, it is necessary to provide a variety of options so that children can choose the activity they most want to learn and enjoy.
- Physical activity helps kids to concentrate, makes them stronger and more energetic, prevents weight gain, keeps bodies supple, keeps hair and skin looking good, and contributes to higher self-esteem, and lower anxiety and stress
- 70 percent of children watch at least one hour of TV each day; 35 percent watch five hours or more.

Obesity

- Nationally, childhood obesity has reached epidemic proportions with 4.7 million youths, ages 6-17 now overweight or obese. 22 percent of American children are now considered obese and that number is doubling every 10 years.
- Children who are overweight often feel stigmatized, have lower self-esteem, and are less likely to engage in physical activity in order to avoid ridicule from classmates.

Sources: *California Cardiovascular Disease Prevention Coalition; California Department of Health Services; Children, Transport and the Quality of Life, Mayer Hillman 1993; National Heart, Lung, and Blood Institute (NHLBI); Surgeon General Report on Physical Activity and Health, 1996.*

Compiled by Safe Routes to Schools, a project of the Marin County Bicycle Coalition
P.O. Box 201
Forest Knolls, CA 94933
(415) 488-4101
www.safeoutestatoschools.org

*This information can also be found on page 68-69 of the NHTSA *Safe Routes to School Toolkit*

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Guidelines for Good Pedestrian Behavior

- **For Children**
 - Look both ways before crossing (left, right, left again)
 - Walk, don't run, across the street
 - Cross only at safe corners, even if you walk farther
 - Choose the route with fewest streets to cross
 - When possible, cross streets at the crosswalk and traffic signs/signals
 - Obey traffic signs and signals
 - Face traffic when walking on roads without sidewalks
 - Watch for turning cars
 - Keep from walking between parked cars
 - Refuse to ride with strangers (U.S. Department of Transportation)
- **For Parents**
 - Group children along school routes for better visibility and driver awareness. When larger numbers cross together it makes motorists more aware of kids crossing, increases driver compliance with stopping for crosswalks, and helps justify the installation of more extensive crossing protection devices.
 - Children are not small adults. They often act before thinking and may not do what parents or drivers expect. They assume that if they see the driver, the driver sees them. They have one-third narrower side vision, can't judge speed and are less able to determine the direction of sounds. They are shorter than adults and can't see over cars, bushes and other objects. (NHTSA)

Helmets Can Save Lives

- Bike helmet use can reduce the risk of head injury by 85 percent when worn correctly.
- Each year more than 700 people are killed in bike crashes in the United States, and up to 50 percent of those deaths could have been prevented if bike riders had worn helmets.
- Helmets must be snug and level and cover the upper part of the forehead; you should have room for no more than two fingers between the straps and your chin. (NHTSA, AAA)

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Success Stories

- The City of Seattle reported a 77 to 91 percent reduction in traffic collisions in some communities after it installed 700 traffic circles, while Portland, Oregon, experienced a 58 percent reduction in the number of reported crashes. (ITS)
- The City of Santa Monica is redesigning at least a dozen major streets, installing bike lanes, and widening sidewalks and medians. The city is also embedding flashing yellow lights in the pavement to illuminate some crosswalks. Police have issued more than 700 citations to drivers failing to yield to pedestrians in nine months. (City of Santa Monica, CA)
- In Odense, Denmark, the city created a network of traffic-free foot and bike paths, established slow speed areas, narrowed roads and installed traffic islands. Crashes declined by 85 percent. Twenty percent of all journeys in Denmark are now made by bike compared with 3 percent in Great Britain and 1 percent in the United States. (Dept. of Environment and Transport Regions, London, England)
- In Great Britain, speed zones were reduced to 20 mph, resulting in 70 percent fewer child pedestrian casualties and 28 percent fewer bicycling casualties. (Dept. of Environment and Transport Regions, London, England)

Some Statistics

- A pedestrian struck by a car traveling:
 - 40 mph has a 15 percent chance of survival
 - 30 mph has a 55 percent chance of survival
 - 20 mph has an 85 percent chance of survival
- 73 percent of children aged 5-9 that were killed in accidents were riding in cars.
- 20-25 percent of morning traffic is parents driving their children to school.
- 46 percent of crashes involving child-pedestrians occur when he/she darts into the street.
- 50 percent of children hit by cars near schools are hit by parents of other students.
- Less than 1 percent of children ride bicycles to school – a 60 percent decrease since 1970.
- 61 percent of adults would walk more if they had safe, secure paths
- It takes about 10 minutes to walk a quarter of a mile or bike an entire mile.

*This information can also be found on page 72-73 of the *NHTSA Safe Routes to School Toolkit*

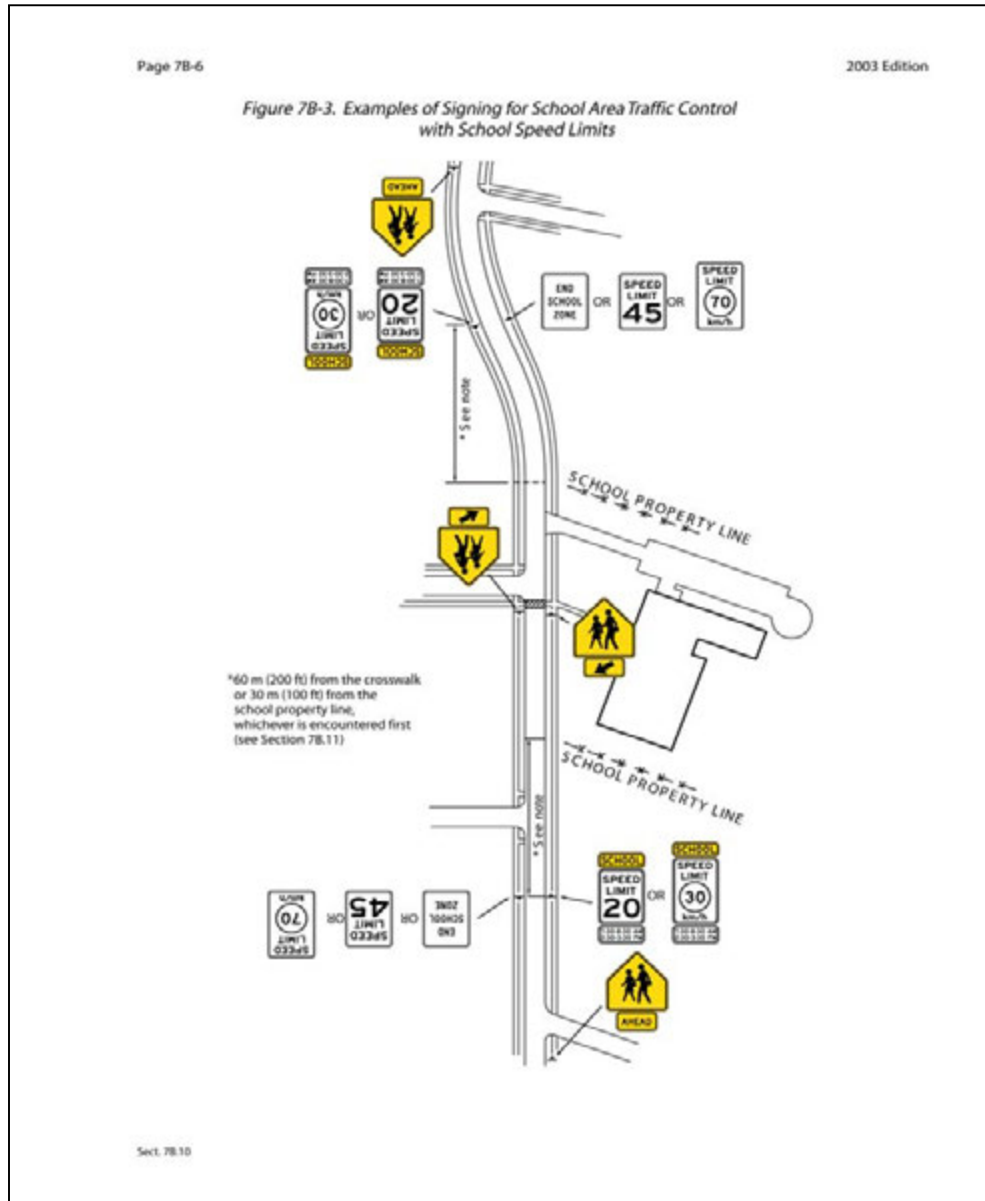
APPENDIX VI

SUPPLEMENTAL REFERENCE INFORMATION

Safe Routes to School Travel Plan Borough of Bernardsville, Somerset County, NJ

School Zone

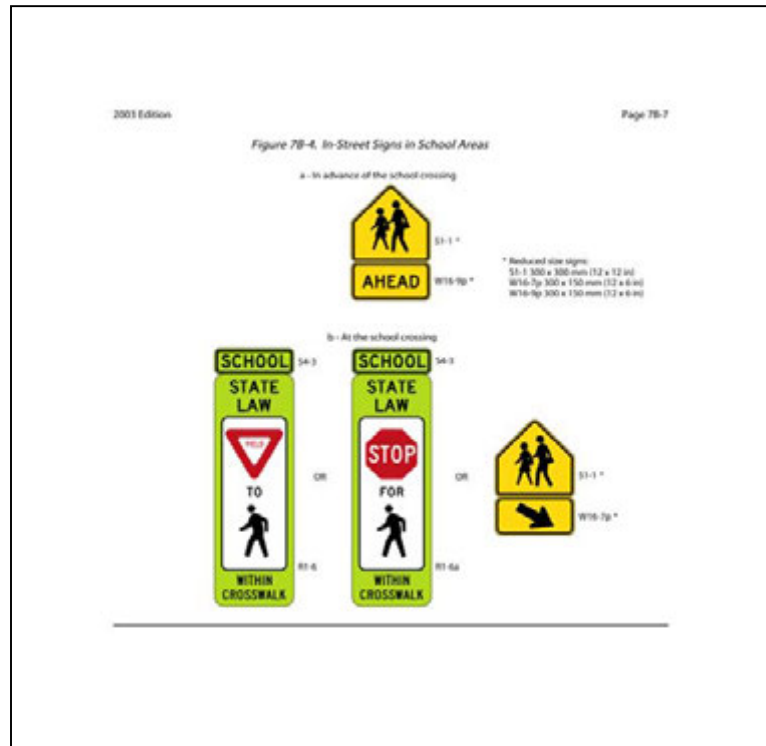
This graphic – reproduced from the 2003 Edition of the Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways – displays the appropriate placement of signs to designate a school zone. Further detail on where, when and how to designate school zones can be found in Chapter 7 of the MUTCD.



Safe Routes to School Travel Plan Borough of Bernardsville, Somerset County, NJ

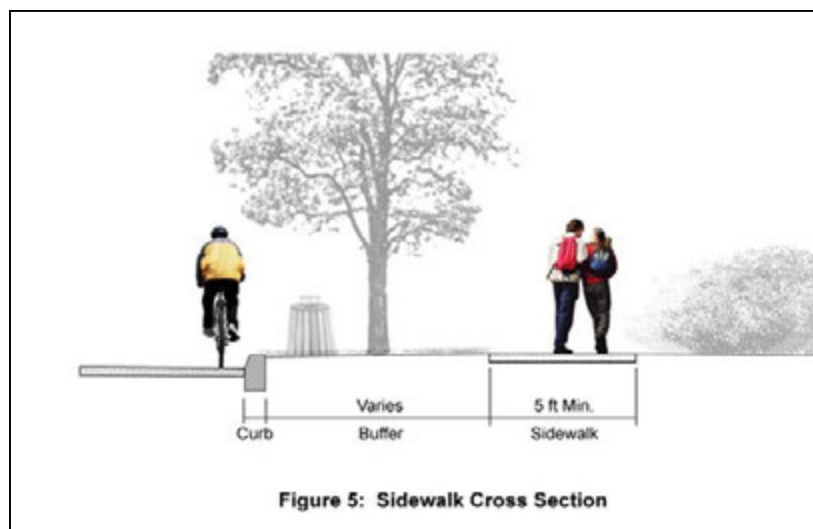
School Crossing

This graphic, also reproduced from the 2003 MUTCD, presents the appropriate signs used in advance of or at school crossings. Further detail on where, when and how to designate school crossings can be found in Chapter 7 of the MUTCD.



Sidewalks – Cross Section

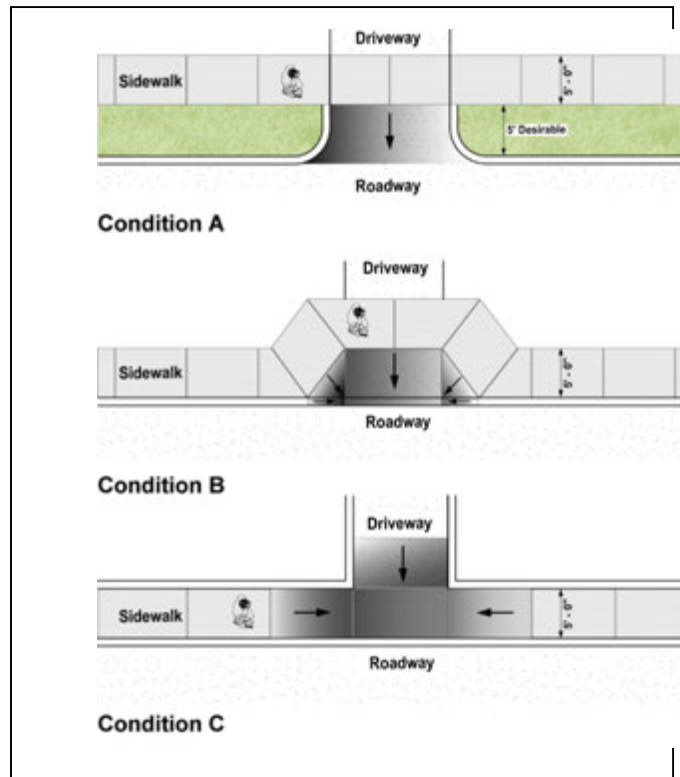
This graphic displays a cross section view of a typical sidewalk, buffer area and outside edge of a roadway. Note the separation, street trees and street furniture such as trash barrels. The vertical curb also help to define the edge of the roadway and channelize drainage.



Safe Routes to School Travel Plan Borough of Bernardsville, Somerset County, NJ

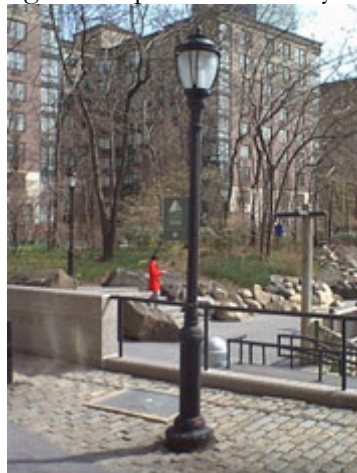
Sidewalk – Plan Views

A minimum width of 5 feet is recommended to separate a sidewalk and traveled way. This keeps pedestrians out of the “splash zone” and provides a more comfortable walking environment. Cross-slopes from driveways should be minimized; this may require additional separation from the roadway. To maintain a relatively level walking area, the sidewalk and driveway slopes should be coordinated, longitudinal sidewalk ramps may also be used if right of way is limited.



Lighting

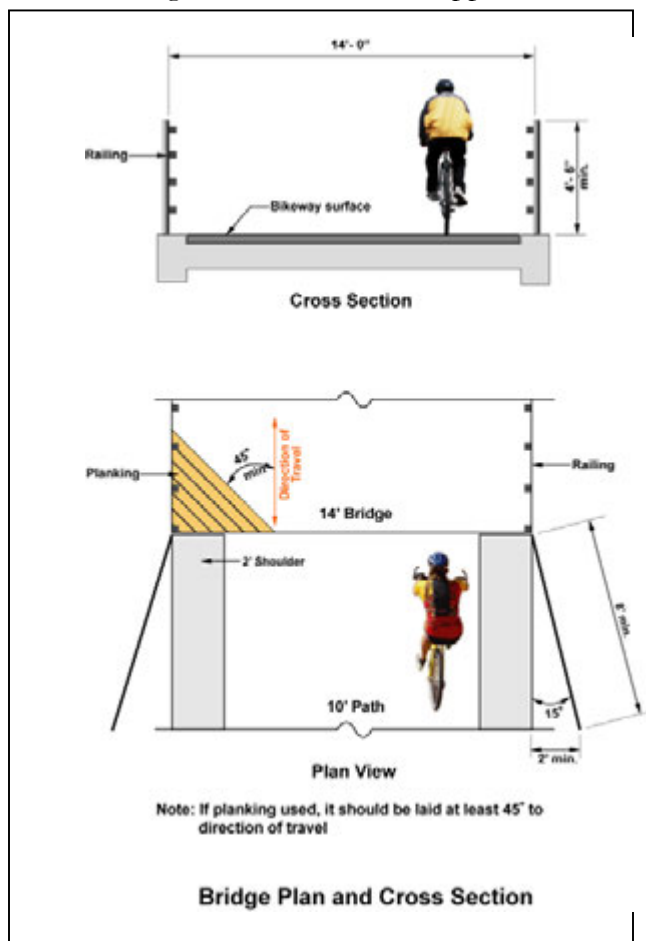
Pedestrian scale lighting focuses light on the sidewalk, rather than traditional roadway lighting that focuses on the roadway. This smaller scale lighting can help create friendly walking environments.



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Bridges

The minimum recommended width for a non-motorized access bridge is 14 feet. This accommodates a 10-foot wide path section, with two feet of clear space on each side. If planking is used for decking, it should be angled to the travel direction; railings should be flared at approach.



Prefabricated bridges, such as this one for the Patriot's Path in Morris County, can be cost effective, and minimize environmental impacts.



APPENDIX VII

CONTACT INFORMATION

***Safe Routes to School Travel Plan
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SRTS Workshop Attendees & Consultants

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APPENDIX VIII

FUNDING SOURCES

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This table lists the more likely funding sources that may be available to fund Safe Routes to School (SRTS) planning, program activities and projects. While SRTS funding opportunities are constantly changing, this list will provide you with a place to begin your search. Because SRTS programming ranges from engineering improvements to encouragement campaigns, education courses to enforcement operations, the funding sources are quite diverse. Thus, the sources have been categorized as **planning** assistance, **program** activities or **project** implementation funds. Please note that the agencies listed in the table have not been consulted, but SRTS initiatives may be eligible under each entry. The entries are not presented in any particular order.

TITLE / WEBSITE	TYPE	TIMELINE	DESCRIPTION
County Aid Program www.state.nj.us/transportation/business/localaid/countyaid.shtm Source: NJDOT	Project	Application Deadline falls in mid April	This program, administered by NJDOT's Division of Local Aid and Economic Development, provides funding to counties for general design, ROW, and road construction. Independent bicycle or pedestrian projects could be funded under this program. Each county must develop an Annual Transportation Program (ATP), which indicates projects to be undertaken their estimated costs. NJDOT's policy states "bicycle and pedestrian traffic should be incorporated in the planning, design, construction and operation of all projects and programs funded or processed by the NJDOT."
Municipal Aid Programs www.state.nj.us/transportation/business/localaid/municipalaid.shtm Source: NJDOT	Project	Typically, a solicitation is sent out in January Application Deadline falls in mid April Note: As of 2/7/06, solicitation letters for FY 2007 have not been sent out.	This program is administered by NJDOT's Division of Local Aid and Economic Development. The program provides funding to municipalities in New Jersey. It is NJDOT's policy that all "bicycle and pedestrian traffic should be incorporated in the planning, design, construction and operation of all projects and programs funded or processed by the NJDOT." Independent bicycle or pedestrian projects could be funded under this program. NJDOT will pay 75 percent of the total cost at the time of the award and the other 25 percent at the time of completion of the project.
Discretionary Funding Program www.state.nj.us/transportation/business/localaid/descripfun.shtm Source: NJDOT	Project	Applications can be made at any time.	This program is administered by NJDOT's Division of Local Aid and Economic Development. Primarily, this funding is used to address both emergency and regional needs. Projects are approved by the Commissioner. Under this program, counties and municipalities may apply for bicycle and pedestrian projects. Payment of project costs is the same as the Municipal Aid Program.
Locally Initiated Bicycle Projects www.state.nj.us/transportation/business/localaid/bikeways.shtm Source: NJDOT	Project	Typically, a solicitation is sent out in January Application Deadline falls in mid April Note: As of 2/7/06, solicitation letters for FY 2007 have not been sent out.	NJDOT's Division of Local Aid and Economic Development administers this program. These funds could be used for roadway projects to improve bicycle travel or for designated bikeways such as signed routes, bicycle lanes, or multi-use trails. NJDOT staff evaluates projects and the Commissioner determines the final selection.

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TITLE / WEBSITE	TYPE	TIMELINE	DESCRIPTION
Safe Streets to Schools www.state.nj.us/transportation/business/localaid/safestree.htm Source: NJDOT	Project	Typically, a solicitation is sent out in January Application Deadline falls in mid April Note: As of 2/7/06, solicitation letters for FY 2007 have not been sent out.	This program, administered by NJDOT's Division of Local Aid and Economic Development, is for pedestrian access and safety projects along routes to schools. NJDOT Staff evaluates projects and the Commissioner determines the final selection.
Centers of Place www.state.nj.us/transportation/business/localaid/centerplace.htm Source: NJDOT	Project	Typically, a solicitation is sent out in January Application Deadline falls in mid April Note: As of 2/7/06, solicitation letters for FY 2007 have not been sent out.	This program is administered by NJDOT's Division of Local aid and Economic Development. The Centers of Place program is designed to assist municipalities who have formally participated in implementation of the New Jersey State Development and Redevelopment Plan (SDRP). The program provides an opportunity to apply for funds to support non-traditional transportation improvements to advance growth management objectives.
Transit Villages www.state.nj.us/transportation/business/localaid/transitvillage.htm Source: NJDOT	Project	Typically, a solicitation is sent out in January Application Deadline falls in mid April Note: As of 2/7/06, solicitation letters for FY 2007 have not been sent out.	This program is administered by NJDOT's Division of Local aid and Economic Development. The Transit Village Grant Program is designed to assist municipalities who have been formally designated as Transit Villages by the Commissioner of Transportation and the inter-agency Transit Village Task Force.
Transportation Enhancements (TE) www.state.nj.us/transportation/business/localaid/enhancements.htm Source: FHWA/NJDOT	Project	Typically a solicitation is sent out in early February. No solicitation has been made yet this year.	This program administered by NJDOT's Division of Local Aid and Economic Development, focuses on transportation-related projects that promote alternative modes of transportation while preserving and protecting environmental resources. The program fosters more livable communities, enhances the overall travel experience, and promotes new transportation partnerships. The program is funded by a set-aside percent of Federal Surface Transportation Program.
Local Scoping Projects Source: FHWA/NJDOT/DVRPC www.state.nj.us/transportation/business/localaid/scoping.htm	Planning and Project	MPO's establish application and selection timeline.	This program, administered by the MPO (DVRPC) provides federal funds to the sub-regions (counties) to advance projects through preliminary engineering and environmental reviews. Municipalities are eligible for the program but must work through the County. NJDOT is involved in the selection process and in requesting authorization of federal funding and review of environmental documents.

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TITLE / WEBSITE	TYPE	TIMELINE	DESCRIPTION
Local Lead Projects Source: FHWA/NJDOT/NJTPA www.state.nj.us/transportation/business/localaid/lead.shm	Planning and Project	MPO's establish application and selection timeline.	This program, administered by the MPO (DVRPC), provides funding on a competitive basis to advance projects through final design and right-of-way. After selection, NJDOT is involved in processing, establishing federal funding, and reviews.
Pedestrian Safety Grants Source: NHTSA/NJDLPS (Section 402 Funds) www.nj.gov/lps/hts/grants/pedestriangrants.html www.njsaferoads.com/downloads/instrucgrant.pdf www.njsaferoads.com/downloads/grant_application.pdf	Program	Grant operates on the Federal Fiscal Year (i.e. FY 2007 = October 1, 2006-September 30, 2007). Grant application deadline is February 28, 2006; Grant approval letters will be sent July/August, 2006.	This program provides funding to governmental subdivisions, often police departments, for pedestrian safety education and enforcement. The education component provides funding for materials to educate high-risk pedestrian groups. The enforcement component provides overtime funding to enforce traffic laws at high-risk pedestrian locations. Grants are typically given to police departments.
Comprehensive Traffic Safety Programs (CTSP) Source: NHTSA/NJDLPS (Section 402 Funds) www.nj.gov/lps/hts/grants/ctspgrants.html www.njsaferoads.com/downloads/instrucgrant.pdf www.njsaferoads.com/downloads/grant_application.pdf	Program	Grant operates on the Federal Fiscal Year (i.e. FY 2007 = October 1, 2006-September 30, 2007). Grant application deadline is February 28, 2006; Grant approval letters will be sent July/August, 2006.	Grants are available typically to counties to initiate a comprehensive traffic safety program. Under the guidance of a steering committee at the county level, funds can address a variety of traffic safety issues including impaired driving, pedestrian/bicycle safety, school bus safety, work zone safety, aggressive driving, speed enforcement and child safety.
Safe Routes to School Funding (Under SAFETEA-LU) Source: FHWA/NJDOT	Program and Project	Program guidelines and funding process to be established in 2006.	The SRTS program is a new program under the current Federal transportation funding legislation. Safe, Flexible, Efficient Transportation Equity Act: A legacy for Users (SAFETEA-LU). The State SRTS coordinator administers federal funding. The program will fund the planning, and implementation of projects and programs that access and safety and thereby facilitate walking and bicycling to school. The Federal share is 100 percent.
Association of New Jersey Environmental Commissioners (ANJEC) 2006 Smart Growth Planning Grants for Municipalities www.anjec.org	Planning	Application Deadline March 31, 2006	A matching grant program with grants of up to \$20,000 for New Jersey communities. The goal of the grant program is to promote local land use planning that reduces sprawl, creates efficient, walkable communities with open space and green areas and protects environmentally sensitive areas.

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TITLE / WEBSITE	TYPE	TIMELINE	DESCRIPTION
Transportation Management Associations (TMAs) <i>Source:</i> FHWA/NJDOT	Program and Planning		TMAs receive substantial funding assistance through the NJDOT and New Jersey Transit. They have carried out and are encouraged to continue to develop and undertake work program elements involving the promotion of bicycling and walking, development of bicycle suitability maps, effective cycling presentations, etc.
School District Funds	Program and Project		School Districts can provide funds through the annual budget to provide program support or capital improvements. Each individual school district will have several different ideas for funding.
County or Municipal Funds	Program and Project		Counties and municipalities can provide funds in the Capital Improvement Budget for physical improvements and program development and support. For example, sidewalks can be added instead of providing courtesy busing.