



APPENDIX IV: WHARTON SRTS STRATEGY MEETING MINUTES

TAC Meeting #1 - August 29, 2005

In attendance were: Rick Bitondo – Wharton Superintendent of Schools, Vince Binkowski – Wharton Councilman, Peter Weigly – Wharton School Business Administrator, Alan Bocchino – Wharton School Supervisor of Curriculum, Chris Herdman – MacKinnon Middle Principal, Jon Reinhardt – Wharton Borough Administrator, David Young – Wharton Borough Councilman, Susana Matos-Kruck – Duffy Elementary Principal, Anthony Fernandez – Wharton Chief of Police, Jerry Bernotas – Wharton Police Department, Deena Cybulski – Morris County DOT, and Patrick Franco – Morris County DOT.

Notes

- Wharton Borough already has established “safe routes” for walking and bicycling
- Morris County DOT will map those routes in GIS to be sent home to parents during the first week of school
- Morris County DOT will make 36 “safe routes maps” to be displayed in all classrooms throughout the school
- A Walk to School Day letter, Informational Flyer, and copy of “safe routes map” will be sent home to parents during the first week of school
- A reward (possibly homework pass) will be given to students who participate in Walk to School Day upon arrival at school
- Walk to School Day will be October 5, 2005 with an alternate rain day on October 6, 2005
- A Safe Routes to School TAC meeting will be scheduled during the second week of September (date and time is yet to be determined)

TAC Meeting #2 - September 14, 2005

In attendance were: Jerry Bernotas – Police Department, Vince Binkoski – Borough Council, Joseph Birchenough – NJDOT Local Aid, Rick Bitondo – Superintendent, Joseph Caravella – TransOptions, Michelle Caulfield – Board of Education President, Sue Chodkiewicz – School Nurse, Gladys Cifuentes – Board of Education, Anthony Fernandez – Police Department Chief, KJ Feury – Morristown Memorial Hospital/NJ SafeKids, Chris Herdman – MacKinnon Middle School Principal, Susana Matos-Kruck – Duffy Elementary School Principal, Jon Rheinhardt – Borough Administrator, Leigh Ann Von Hagen – Voorhees Transportation Center, Peter Weigly – Board of Education, David Young – Borough Council, Jerry Rohsler – Morris County DOT, Deena Cybulski – Morris County DOT, and Patrick Franco – Morris County DOT.

Notes

- Opening of Meeting and Introductions
- Safe Routes to School, National and International Perspective – Leigh Ann Von Hagen
 - Ms. Von Hagen of the Voorhees Transportation Institute at Rutgers University gave a general overview of Safe Routes to School (SRTS). She provided a number of



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statistics on mode choice and child health. Ms. Von Hagen highlighted a number of SRTS programs in other countries; the concept originated in Denmark. She highlighted the walking school bus using a video from Australia. She then addresses current programs within the United States and noted that the Community Tool Kit prepared in Boston could be of use to this group. The new funding allotted by the SAFETEA-LU legislation to the SRTS program was addressed. Ms. Von Hagen finished her presentation with a discussion of current SRTS activities in New Jersey, including the NJDOT SRTS Demonstration Program.

- Morris County Safe Routes to School Program – Patrick Franco
 - Mr. Franco of the Morris County Division of Transportation gave a presentation on the federal funding received through the North Jersey Transportation Planning Authority (NJTPA) to conduct the Wharton Borough Safe Routes to School Program. He explained the tasks that were outlined in the Request for Proposals (RFP) that are due on October 5, 2005. He explained that the initial step of the consultant is to evaluate the existing conditions. Another crucial task is to identify available funding, so that short and long term strategies may be implemented. The goal is to plan in a way that results in long term SRTS success. The plan's success will be measured and reported in a How-To Guide that will be available to other counties and municipalities. The group had a small discussion about the perspective consultant's need to gather data and observe the area around the school prior to award of the contract.
- International Walk to School Day (October 5, 2005) – Open Discussion
 - There are two designated student drop-off areas in front of the schools. The middle school starts at 7:50 a.m. and the elementary school starts at 8:30 a.m. The elementary school has full-day kindergarten. The group discussed briefly the number of handouts that would be needed for the event and Mr. Bitondo suggested contacting Councilman Young who works for Xerox. Ms. Feury of North Jersey Safe Kids was concerned at the short time frame to plan the event. It was discussed that this would be a small event, just enough to recognize that a SRTS program is beginning in Wharton. Ms. Feury announced that she could get giveaways from FedEx. Mr. Bitondo suggested that a subcommittee be assembled to deal with the planning of the event. The following is a draft list of the subcommittee members:
 - Rick Bitondo, Superintendent
 - Vince Binkoski, Councilman
 - Patrick Franco, Morris County DOT
 - KJ Feury, North Jersey Safe Kids
 - Leigh Ann Von Hagen, Voorhees Transportation Institute
 - Don Watt, TransOptions
 - Gladys Cifuentes, Board of Ed
 - The Superintendent volunteered one of the principals
 - The Police Chief volunteered one officer, perhaps the traffic safety officer
 - Chief Fernandez suggested that raffle tickets, which could be redeemed for ice cream in the cafeteria, be handed out by volunteers. The Chief questioned what the target age of the program was. Ms. Von Hagen answered that children age 10 and over



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have the ability to safely judge the speed of an oncoming car, and they, therefore, would be appropriate candidates.

- Modifications to the safe routes map were discussed. It was suggested that the aerial mapping be eliminated from the map. It was also determined that the title should read “Wharton Borough Police Designated Safe Routes.”
- Other Business
 - Principal Matos-Kruck questioned why the Borough does not have more bike lanes and suggested that the older students may be more prone to bike. Chief Fernandez replied that the roadways are too narrow. Ms. Cybulski of the Morris County DOT replied that on-street parking often hinders the delineation of bike lanes.
 - The school nurse relayed the problem that students are refusing to wear helmets while riding their bikes to and from school. She added that she has called home to parents and has been told that the child does own a helmet. A number of people suggested that the new law requiring all children age 17 and younger to wear helmets may help.
 - Mr. Caravella of TransOptions discussed the concept of school pools, or car pools for transporting students. He raised the issue of liability and said that it has dampened the creation of many school pools.

Kick-Off Meeting - December 12, 2005

In attendance were: Chris Herdman – MacKinnon Middle School Principal, Susana Matos-Kruck – Duffy Elementary School Principal, Peter Weigly – Board of Education Business Administrator, Gladys Cifuentes – Board of Education, Vince Binkoski – Wharton Borough Council, William Zimmerman – Wharton Police, Jon Rheinhardt – Borough Administrator, Rick Bitondo – Superintendent, Joseph Birchenough – NJDOT Local Aid, Sue Chodkiewicz – School Nurse, Leigh Ann Von Hagen – Voorhees Transportation Center, Patrick Franco – Morris County DOT, Jerry Rohsler – Morris County DOT, Deena Cybulski – Morris County DOT, Bettina Zimny – The RBA Group, Mike Dannemiller – The RBA Group, and Sarah Higgins – The RBA Group.

- Welcome
 - Patrick Franco opened the meeting, noting that the purpose today is to introduce the project team, review scope/schedule, and discuss roles and responsibilities.
- Introductions
 - Names/Organizations of attendees (see sign-in sheet)
- Bettina Zimny introduced the consultant team
 - The RBA Group
 - Bettina Zimny – Project Manager
 - Michael Dannemiller – Technical Engineering/Planning
 - Sarah Higgins – Organization/Logistics
 - Other team members
 - National Center for Bicycling and Walking – Programs/Education
 - Steve Spindler Cartography – GIS/Graphics



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- Vertices – GIS/Interactive tools
- AmerCom – Engineering
- Eng-Wong Taub – Data Tracking
- Bettina Zimny went over the Two-phase project schedule
 - Plan Development phase → December 2005 to April 2006
 - Draft Report – SRTS Overview (a menu of SRTS options) by mid-February
 - Visioning exercise
 - Implementation phase → May 2006 to May 2007
- Bettina Zimny asked the group to share their ideas of the most important elements of and vision for an SRTS program
 - Rick Bitondo – Wharton Borough Public Schools Superintendent
 - Grants and infrastructure improvement for sidewalks/crosswalks
 - Beautification of downtown
 - Improved perception of Wharton (residential and business interests)
 - Patrick Franco – Morris County Division of Transportation
 - Looking forward to Public Visioning – gives local people a voice
 - Involve other projects
 - SRTS will become well-known, bringing the community together
 - Jerry Rohsler – Morris County Division of Transportation
 - Making walking to school part of day-to-day activity (SRTS)
 - Reduction in traffic around school
 - Leigh Ann Von Hagen – Voorhees Transportation Center
 - Provide base program for other towns in the county/state to emulate
 - Remember to evaluate success of the program for attaining future funding
 - Deena Cybulski – Morris County Division of Transportation
 - This community will have positive results
 - Some infrastructure/walking already exists
 - We can take the ideas that worked here to other places where the right attitudes/infrastructure may not currently exist
 - Joseph A. Birchenough – NJDOT Local Aid (engineer)
 - Interested in the technical aspects of SRTS
 - Location-specific problems
 - Can provide help with grant applications
 - Chris Herdman – MacKinnon Middle School Principal
 - Getting the SRTS message to students and parents
 - Middle schoolers are harder
 - Reduce traffic around the school
 - Susana Matos-Kruck – Duffy Elementary School Principal
 - Increase the sense of community – kids can have fun walking together
 - Some parents even pay for carpooling
 - Peter Weigly – Board of Education Business Administrator
 - Reduction in traffic around school
 - Bicycle as a new commonplace



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- Gladys Cifuentes – Board of Education
 - As a resident – little kids should grow up with it
 - Worked with high school kids in WTS day
- Vince Binkoski – Town Council
 - Goal: bring life back to the downtown
 - Spend money to become eligible for more grants; Wharton as a model town
 - Cultural change towards more walking and biking – eliminate stigmatism
- William Zimmerman – Wharton Police
 - Goal = SAFETY
 - Lots of walking down E. Central
 - Sidewalks not at certain places
 - Concern = intersections
 - Walk to School Day was great
 - Liability issues with traffic calming – more than just “bumps and humps”
 - No child pedestrians have been struck by vehicles YET
 - Crossing guards have been struck E. Central and Main Street
- Jon Rheinhardt – Wharton Borough Administration
 - Looking for new funding mechanisms
 - Money already spent on Baker Avenue, E. Central, etc.
 - In five years, SRTS should be a maintenance/damage control issue
- Sue Chodkiewicz – Wharton Schools Nurse
 - Wants to see a bilingual SRTS program
 - Concerned especially with children at Main Street
 - More children need to wear bicycle helmets
- Bettina Zimny asked the group to describe the Walk to School Event, held in early October in Wharton (resources, key people, etc.)
 - Key to success was the team effort
 - Borough, PD, Schools, FedEx, St. Clare’s Hospital
 - The word spread quickly, even though planning began late
 - A letter was sent home with all kids
 - The school looked different; it was obviously a special day
 - Atmosphere felt like a fair (giveaways, decorations, etc.)
 - Borough discussed the future of SRTS at meetings
 - Need to making walking/biking a habit, but can use these types of encouragement to create the habit
 - 60-70 percent of students walked that day; 20-25 percent on a normal day
 - Middle School teachers used SRTS in Social Studies class
 - The week before Walk to School Day
 - Teachers would do it again, but need to be notified in advance
 - The weather was also great for the Walk to School Day event
 - High school students had the day off, so they helped out
 - Signs and other materials were available in Spanish
 - Officer Zimmerman addressed the students who biked without helmets



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- Some were embarrassed
- Need to send home helmet awareness material
- Marty, bike shop owner, did some bike helmet promotions
- FedEx (sponsor) brought their directors
- Safe Kids Organization was impressive:
- Borough of Wharton is open to change (motto = “Tradition with Progress”)
- Bettina Zimny asked for other events that may incorporate the SRTS program
 - Bike Rodeo in April 2006
 - Bettina Zimny passed out an events list compiled by RBA
 - She asked for feedback and contact person for each possible event
 - The Borough calendar will be on the web site in February
 - Dates to avoid: the next two weeks, the week off in February, the last three weeks in March – state testing (noted that the Schedule for the outreach meetings will require adjustment), and April 10-14 – Spring Break
 - Selected revised dates for the TAC, BOE/Borough Meeting and Public Visioning
 - Three meetings to be held in this order: TAC → early April, BOE/Borough → early April and Public Visioning → late April
- Bettina Zimny mentioned a few last minute items
 - Homework assignment for stakeholders → Prioritize SRTS Actions
 - Engineering
 - Programs (Education, Encouragement, Enforcement)
 - Data collection
 - Speeds/crash statistics → MC gets numbers from DOT
 - Morris County can do GIS and mapping
 - Need the electronic “Routes to School” map
 - Clarify procedures/policy for photos of kids

Student Classroom Exercises – March 14, 2006

Morris County and RBA conducted several exercises with students at the McKinnon School in Wharton. A class of 23 7th grade Algebra students participated. The overall purpose of these activities was for the project team to solicit insight on the identified and potential routes to school from the student’s perspective.

The principal introduced the team and explained the importance of the exercise to the overall Safe Routes to School project. This helped to set a positive tone for the project team involvement, and displayed the principal’s support for the project. Teams of six to eight students each worked with a staff person to complete each of the following activities.

Walking: Time-Radius Map

Students walked along identified walking routes and noted how far they got at five, ten and fifteen minute intervals. The three teams headed different directions from the school property. By marking



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these results on a map, rough walking time radii can be displayed on one aggregate map. This can be useful in determining total area of town that is within various walking times from the school. This exercise was based on an idea used in the Auckland, New Zealand SR2S program.

Walkability Audits

Students assessed the condition of the walking routes utilizing a checklist developed by the Pedestrian and Bicycle Information Center. Each of the route assessments yield a number result, which can range between 5 and 30. The consultant staff also completed these same assessments for the identified corridors. The students generally ranked the roadways a bit higher (better) than the consultant staff, which was more conservative in their assessments.

Cross Section Measurements

To quantify the roadway measurements field inventory forms were completed. This helped document the width and condition of the sidewalk, buffer, curb, roadway and various corridor conditions. Completing these forms introduced the students to this documentation process, and gave them an appreciation for the variances in the roadway environment.

Camera Exercise - (*The Good, The Bad, and The Ugly*)

A student volunteer photographer and a note keeper were paired to document the elements along the walk that struck them as either good for walking, bad for walking or anything else that stood out to them that would affect their decision on whether or not to walk to school. The students took photos and kept notes on the photos taken. These will be used during the public visioning meeting and throughout the project.

Emissions - How Much Pollution is that Car Producing?

The students were lead through an exercise where they calculated the level of emissions that were NOT generated during the walk, or their daily commute to school if done by bicycle or on foot. This was based on the Walking for Health & the Environment Curriculum from Walk Boston. This kept the focus of the day's activities relevant to the student's Algebra course.

Public Visioning Meeting - April 25, 2006

In attendance were: Eileen Mitchell, Ann Marie Cuhna (Teacher), Sage (Student), Jessica (Student), Darlene Darling (Parent), John Manna, Stephen Skelly (Parent/BOE), Patrick Skelly (Student), Russel Krutissia, Heather Ginder (Parent), Alyssa Ginder (Student), Bernadette Lengyel (Parent), Voula Serevis (Parent), Carol Pillsbury (Teacher), Rick Bitondo (WBPS Superintendent), Chris Herdman (MacKinnon School Principal), Lisa Donovan (Parent), Virginia Vertetis (Teacher), Vince Binkoski (Wharton Borough Council), Karen Skelley (Parent), Maira Rogers (PTA President), Theresa Yeager (Parent), Tom Yeager (Parent), Salwant K. Banga (Teacher/Parent), Brian Donovan (Parent), Jerry Rohsler (Morris County DOT), Deena Cybulski (Morris County DOT), Patrick Franco (Morris County DOT), Bettina Zimny (The RBA Group), Mike Dannemiller (The RBA Group), and Sarah Higgins (The RBA Group).

Welcome

Rick Bitondo, Wharton Borough Public Schools Superintendent, and Vince Binkoski, Wharton Borough Councilman, opened the meeting by welcoming and thanking all of the attendees. They



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described how the partnerships formed throughout the SRTS program duration – including the municipality, school, community and private businesses – would help to position the Borough for further SRTS funding from various sources in the near future. Jerry Rohsler, Director of the Morris County Division of Transportation, also discussed the county’s role in the project.

Introduction to SRTS

Mike Dannemiller, Senior Planner at The RBA Group, presented an overview of the SRTS program, including history and purpose of the effort. He engaged the crowd by presenting several pictures with obvious pedestrian and bicycle obstacles. He asked “What’s wrong with this picture?” Several children responded not only enthusiastically, but correctly to his question.

Visioning Exercise

Mike Dannemiller asked all meeting participants to provide us with their vision for SRTS.

Responses included:

- 10 maybe 15 years from now, a walk to school will be magnificent. In the sense of being able to walk without worrying about tripping, and also being able to cross streets with drivers’ awareness more keen. Also with the use of cars at a decline, the overall environmental health shall be improved.
- Wharton is a family-oriented town that provides a safe, comfortable, traffic-controlled zone so that our children can walk safely to school.
- The Borough of Wharton envisions a Safe Routes to School program that enables the children to walk or bike safely to school with supervision; increases the amount of parent education and community involvement; decreases the amount of traffic near the school; and encourages children to be independent and healthy.
- Create a buddy system with older and younger kids paired up. Increase communication between parents and form network that they can rely on each other.
- Vehicle speeds near the school are decreased.
- More effective drop-off and pick-up zones.
- Sidewalks on all streets.
- Enforcement of keeping sidewalks free of debris, brush, snow, ice, etc.
- Children are more physically active and healthier.
- Children want to bike and walk to school (parents too!)
- All crosswalks are clearly marked (and level....no puddles!)
- One of the visions for the Borough of Wharton is to have more people and students walk to school and have the parents feel safe about their children walking to school.
- It should be warm every day so we can walk.
- A school-community partnership that recognizes the importance of walking/cycling and in doing so encourages the fitness and safety of safe routes and automobile courtesy.
- Our vision is foremost to keep our children safe, in all environments; show them how much fun it can be to walk to and from school; increase their overall health; and do our part to improve our environment.
- Less traffic in town (Dewey Avenue). Busy in AM when kids would be walking to school.
- A way to know if kids make it to school



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- Children enjoy getting together with their friends and siblings to walk or bike to and from school; builds community, friendship, trust and confidence.
- Children would choose to play smaller band instruments
- Continuous, smooth sidewalks for bikes and skateboards

Wharton Activities to Date

Patrick Franco, Senior Planner for Morris County DOT, presented a brief overview of the Wharton SRTS Program Technical Advisory Committee. He described their role in the project overall and how their expertise has helped make the project a success thus far.

Next, Mike Dannemiller and Patrick Franco asked some of the students who had participated in SRTS classroom activities to present their ideas to the group.

- A seventh grade pre-algebra class had performed a walkability audit of the sidewalks around the school. Three class-members discussed their experience and were awarded with a prize. Their speech read as follows:
 - “With our class, we took a field trip through certain sections of Wharton, to observe the conditions of our town’s walkways and calculate the amount of pollutants put into the air. We split into three groups and we each went separate routes so we could get a better idea about our routes to get around town. Also, we stopped every five, ten, and fifteen minutes to see how far we had traveled.

Along our walk, we found many things of interest, good and bad. Cracks in streets, litter, and uneven sidewalks are a few examples of some bad things that we saw. These made it unsafe to walk through there, by possibly tripping from uneven sidewalks or scattered trash. Although there were bad things, there were some good things we observed. Helpful walkways on streets, and signs telling driver’s to slow down in the school zone made it safer to walk, and makes drivers aware that the area is highly trafficked after school hours.

Afterwards, we came back to the school, and all of the students were given a worksheet. This helped us find out the amount of pollution we would save by walking, or biking to and from school. These results were quite astounding, realizing how much pollutants are put into the air from a short distance car ride to school. After that, we realized that we can make the world a better place if we cut down pollution in motor vehicles, or walk to school every once in a while. We could save our Earth.”

- Second graders were asked either to write a poem or draw a poster relating to SRTS. The winning poem and poster were displayed at the meeting. In addition, the winning artist and poet received a small award.

The 5 E’s (PowerPoint Show)

Mike Dannemiller presented the 5 E’s of SRTS: Engineering, Education, Encouragement, Enforcement, and Evaluation.



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Route Planning Exercise

Participants were asked to mark the following on maps of Wharton Borough. Results included:

- Where students currently walk/bike in Wharton
 - Stirling Street
 - Oram Drive
 - Columbia Street
 - Summit Avenue
 - Lafayette Street
 - Fern Avenue
 - Washington Street
 - North Main Street
 - Luxemburg Avenue
 - Baker Avenue
 - Stickle Avenue
 - East Central Avenue
 - Burns Street
 - Pine Street
- Where students could walk/bike if conditions were improved
 - Through the park behind the water towers (off-road path)
 - Lafayette Street (north of Central Avenue)
 - Fern Avenue
 - Pontoon Bridge over Washington Ford Pond
 - Intersection of Baker Avenue and Lafayette Street (w/crossing guard)
 - Along the railroad line
- Major walking/biking obstacles
 - Intersection of St Mary's Street and Garden Avenue/Hance Street
 - Cars park at the intersection of Stirling Street and Main Street
 - No crosswalk from North Central Avenue to Pine Street
 - No sidewalks on Pine Street from Burns St to Oxford Road
 - No sidewalks on Rice Avenue
 - No sidewalks on W. Central Avenue
 - Speeding at intersection of Dewey Avenue and Luxemburg Street
 - Trucks on curb at bend of North Central Avenue /Main Street
 - Crosswalk needed at intersection of Thomas Street and Main Street
 - High speeds on Baker Avenue from Davison Street to Stickle Avenue
 - High speeds on East Central Avenue from Princeton Street to Michigan Street
 - Sidewalks on Stickle Avenue
 - Obstacles in sidewalks
- Major walking/biking attractors
 - Mike's Corner Market
 - MacKinnon/Duffy Schools (including soccer fields)
 - Mimmo's Pizza
 - Little League Park
 - Stirling Park (Block of Wabash-Columbia-Lafayette-Stirling)



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- Intersection of Garden Avenue and Cross Road (?)
- Day Care on corner of Fern Avenue and Curtis Street
- Children's Workshop on corner of Church Street and Grove Street
- Borough Hall
- Sterling Heights (90 homes)
- Additional Comments
 - Walk to school lane
 - Frequent walking miles
 - Pine Street and Fern Avenue are routes (no sidewalk?)
 - Day Care nearby
 - Need crossing guard
 - Fern Avenue would be better if there were crosswalks
 - Parks are used as connectors
 - Some kids walk at very early hours (i.e. band begins at 7:30 a.m.)
 - Concerns regarding Princeton Street & East Central Avenue
 - Interest in off-road paths
 - Stirling Park used as a cut-through, though not a formal route
 - Stirling Heights is a problem area
 - Stickle Avenue sidewalks are broken/obstacles
 - Path to Dewey Street a concern
 - Main Street and Dewey Street = critical intersection
 - Luxemburg Street and Main Street → speeding problems, want enforcement
 - Carpenter's Corner → trucks (9/10 wheels go over the curb)
 - Crosswalks needed at Thomas Street and Main Street
 - Maria's/Bakery/Library = key destinations
 - No sidewalk:
 - W. Central Avenue to Pine Street
 - W. Central Avenue to Fire Station
 - Want traffic calming on Baker Avenue, W. Central Avenue and Dewey Street
 - Traffic calming devices to slow cars at W. Dewey and Luxemburg Streets
 - Police are needed at the intersection of W. Dewey and Luxemburg Streets to enforce:
 - Speed limit (cars speed through, especially during rush hour)
 - "Local traffic only"
 - Want bumper stickers/ signs for cars that read:
 - "I stop for pedestrians"
 - "I stop at crosswalks"

Voting on Preferred Treatments/Programs

Participants were asked to vote on their favorite education, encouragement and enforcement programs, along with their favorite engineering treatments. Green dots meant the voter loved the idea, orange dots meant they hated the idea, and yellow dots meant they would consider it.



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Encouragement:

Rank	Activity	Love it	Hate it	Consider it
1	Walking Wednesday	8	0	2
2	Frequent Walker Cards/ Rider Miles	7	0	2
3	Walk and Roll School Days	7	0	0
4	Walk to School Day/I-Walk	6	0	1
5	Golden Sneaker Awards	5	0	3
6	Walking School Bus/Cycle Train	4	0	1
7	Pace Cars	4	0	0
8	Walk to School Contests	3	0	4
9	Bicycle Rodeo	3	0	1
10	Bicycle/Pedestrian Safety Quiz Show	2	1	1
11	Proclamations/Resolutions	2	3	1

Education:

Rank	Activity	Love it	Hate it	Consider it
1	Assemblies/Guest Speakers	6	0	2
2	Neighborhood Working Groups	5	0	4
3	Walk or Bike Across America	5	1	0
4	Walking Math	5	1	0
5	Activity at our Family Picnic (Write-In)	4	0	0
6	Walkability Assessments	3	0	1
7	Art/Language Arts Class Activity	3	0	0
8	Classroom Activities	3	0	0
9	Campus Walk	2	0	1
10	Auto Emissions Exercise	2	1	1
11	Walking Education Programs	1	3	0
12	Time Radius Map	0	1	1

Enforcement:

Rank	Activity	Love it	Hate it	Consider it
1	Sidewalk/Building/Property Laws	9	0	2
2	Keep Kids Alive – Drive 25 Campaign	9	0	0
3	Pedestrian Sting Operations	8	1	0
4	School Safety Zones	7	0	0
5	Law Enforcement Presence	6	0	0
6	Neighborhood Watch Programs	3	0	4
7	Photo Enforcement	1	1	2
8	Speed Trailers	0	7	1



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Engineering:

Rank	Activity	Love it	Hate it	Consider it
1	Traffic Calming (Speed Control)	14	0	3
2	Bicycle Lanes	14	0	0
3	Color Coded Sidewalk Stencils	9	0	0
4	Off Road Paths	9	0	0
5	Pedestrian Scale Lighting	8	0	1
6	Sidewalks	8	0	0
7	High Visibility Crosswalks	7	0	0
8	Signing & Marking the School Zone	6	0	1
9	Bike Racks	5	0	1
10	Shared Lane Bicycle Markings	3	0	0
11	In-Road Illuminated Crosswalks	3	1	1
12	Roadway Markings	0	0	1

Evaluation

Susan O'Donnell discussed the surveys, both parent and student, and how the results will aid Wharton schools in created a successful SRTS program.

Next Steps/Schedule

Deena Cybulski, Supervising Planner at Morris County DOT, closed the meeting by sharing key upcoming dates for the SRTS Program.

- June 2006 – Web Site/Brochure
- June 2006 – Final Plan
- May 2006-May 2007 – Implementation
- May 2006-May 2007 – Surveys