

# NJ SRTS: MONTCLAIR

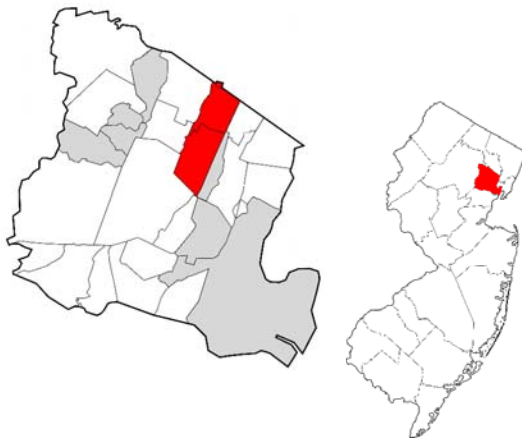




## INTRODUCTION

New Jersey Safe Routes to School (NJ SRTS) Resource Center, created and supported by the New Jersey Department of Transportation (NJDOT) with funding from the Federal Highway Administration, enables and encourages safer and more accessible walking and bicycling environments for children in New Jersey through education, training, and research. Safe Routes to School projects result in physical improvements to the environment as well as encouragement programs that promote walking and bicycling to and from school.

NJDOT contracts with the Alan M. Voorhees Transportation Center at Rutgers, The State University of New Jersey (VTC), through support of the NJ SRTS Resource Center and Transportation Management Association (TMA) Regional Coordinators, to contact federal-aid Safe Routes to School funding recipients to assess grantees' experiences in applying for and implementing SRTS-funded programming in their community. VTC used this information to assess the program's effectiveness and to identify strategies for



### Montclair Township, Essex County, NJ

improving access to the program in the future. In 2015, the NJ SRTS Resource Center conducted phone interviews with recipients awarded SRTS grant funds from 2007 to 2015 and queried them about grantee experiences, progress, challenges, and plans for the future. These interviews yielded: 1) an analysis of the grant implementation process, and 2) case studies detailing grants awarded to four NJ municipalities—Brick Township, Garfield City, Montclair Township, and Ridgewood Village.

## BACKGROUND

First settled in the late 1600s, Montclair Township owes much of its development to the advent of the Newark-Pompton Turnpike and the Morris Canal in the early 19th century and the railroads mid-century. Railroads continued to shape the community into the 20th century as Montclair grew as a commuter suburb of New York City. The Township hosts six NJ TRANSIT train stations and several commuter bus routes. Montclair is well-served by major roadways (NJ Route 3, US Route 280, and the Garden State Parkway).

## THE PROBLEM

Montclair recognized an issue and sought to improve safety conditions for its pedestrians and bicyclists. Between 2001 and 2006, 263 auto-pedestrian/bicyclist conflicts occurred in the community—many causing injuries, some involving children, and several resulting in fatalities. The Township identified high traffic speeds, a failure to “share the road”, and drop-off congestion around the schools as contributing factors. The Township also recognized limited facilities for bicycles and high bicycle theft rates as conditions to be addressed. Montclair acknowledged that SRTS initiatives can be more difficult to implement successfully in magnet school districts as students may travel greater distances between their home and school than in traditional districts. Montclair’s desire to nurture awareness and a culture of active transportation through its SRTS program both at schools and in the Township was aimed at overcoming these challenges and informed its goal of improving walking and bicycling conditions Town-wide.

## GETTING STARTED

Montclair has been on the forefront for many “firsts” in the state. In October 2009, Montclair was the first municipality in the State to adopt a Complete Streets policy, and thereby laid the groundwork for the adoption of a Complete Streets policy by the NJ Department of Transportation later that year. All ten Montclair elementary and middle schools have completed School Travel Plans, and the Township is the first school district in NJ where multiple schools have district-wide coverage by School Travel Plans. Montclair is one of two designated Walk Friendly Communities in the State and one of

five designated Bicycle Friendly Communities. The ongoing Safe Routes to School program was a key factor in receiving both designations.

In 2005, NJDOT selected Montclair Township to participate as an “urban school” in its SRTS demonstration program. To launch the program, representatives from NJDOT, Meadowlink TMA, and the consultant team held a coordination meeting with Rand School and Montclair Township representatives in August 2005. This meeting established the SRTS team and outlined the responsibilities of each party for a daylong workshop held in October 2005. Interested teachers, parents, community members and local government representatives participated in the workshop and identified issues and actions to promote children walking to school. Participants engaged in a brainstorming session informed by on-site observations of students’ arrival and departure behaviors and a discussion of local issues. Drawing on the results of the initial coordination meeting and daylong workshop, the consultant team prepared an Action Plan for the Rand School and recommended a variety of engineering improvements and programmatic activities.

## KEY ACTORS

NJDOT cited the pilot program as an early success, recognizing its collaborative and committed team of champions. Bike&Walk Montclair and the Health & Wellness Partnership provided strong backing for the program as the Township pursued the initiative and each worked to maintain community partnerships regardless of funding. Kimberli Craft, Montclair Township Engineer, served as the key contact for the non-infrastructure SRTS Grants. The Township manager assembled a Task Force to manage the SRTS projects. Task Force members included:

**Patrick Franco**, Assistant Planner, Montclair Township

**Gray Russell**, Environmental Coordinator, Montclair Township

**Kimberli Craft**, Township Engineer, Montclair Township

**Joanne Aidala**, Director, Montclair Public Schools Health & Wellness Partnership

**Officer John Timchak**, Montclair Township Police Department

**Laura Torchio**, Chair, Bike&Walk Montclair

## Montclair Demographics

	Montclair Township	Essex County	New Jersey
Population	38,021	791,609	8,904,413
Population 5 to 14 years (%)	14.9%	13.5%	12.7%
Median age (years)	40.6	36.9	39.4
Households	14,517	278,085	3,189,486
Median household income (\$)	\$99,105	\$53,976	\$72,093
Per capita income (\$)	\$62,832	\$32,708	\$36,582
Persons below the poverty line (%)	6.7%	17.30%	10.8%
Persons with Bachelor's degree or higher (%)	64.0%	30.0%	34.2%
Land area (sq mi)	6.3	126.2	7,354.2
Population per square mile	6,026	6,272	1,211

2011-2015 American Community Survey 5-Year Estimates

## Montclair Race & Ethnicity

	Montclair Township	Essex County	New Jersey
White	65.2%	41.9%	68.3%
Black	23.8%	39.9%	13.5%
Asian	4.3%	4.9%	9.0%
Other race	2.6%	10.5%	6.6%
Two or more races	4.1%	2.8%	2.5%
Hispanic or Latino	8.9%	21.7%	19.0%
Foreign Born	na	25.5%	21.7%

2011-2015 American Community Survey 5-Year Estimates

## Montclair School Characteristics

	Montclair Township	Essex County	New Jersey
Students in targeted schools	4,653	NA	NA
Students in area or district	6,663	117,209	1,372,755
Students receiving free or reduced lunch (count)	1,268	58,185	516,704
Students receiving free or reduced lunch (%)	19%	49.6%	37.6%
Spending per student	\$20,506	\$20,652	\$19,651
NJ District Factor	I	NA	NA

NJ Department of Education. Enrollment Data, 2007-2015.

<http://www.state.nj.us/education/data/enr/>

## MONTCLAIR SRTS GRANTS

Montclair received five grants through the NJ SRTS program. In 2007, the Township received approval for two grants focused on the Rand Elementary School, totaling \$323,550. The first grant supported infrastructure improvements while the second provided for non-infrastructure programming. These grants addressed recommendations made during the 2005 NJDOT SRTS Demonstration Program. In 2009, Montclair received three more grants for \$334,000, in total. The grants funded an infrastructure upgrade of school routes and two non-infrastructure programs to support travel safety enforcement conduct and an SRTS encouragement program. The 2009 grants addressed the needs of all seven elementary and three middle schools.

## RAND SCHOOL I (2007)

**Grant Type: Infrastructure Project**

**Grant Amount: \$290,550**

**Purpose: Safety signage installation \* Crosswalk improvements \* Sidewalk improvements \* Drainage improvements \* Traffic calming \* Pedestrian-scale lighting \* Bicycle racks**

### The problem

Township studies identified numerous auto crashes involving pedestrians and bicyclists—some involving children and several leading to fatalities. The SRTS team at Rand School recognized a lack of adequate pedestrian crossings and sidewalks and excessive traffic speeds as the main problems affecting pedestrian safety around the school. The grant sought to address pedestrian safety conditions and the adequacy of bike and walking facilities.

### What they did

The grant team implemented the recommendations of the 2005 5E Action Plan for the Rand School, a plan developed during the NJDOT SRTS Demonstration Program. Grant funding supported the installation of a new sidewalk across from Rand School and sidewalk widening in front of the school, school bicycle parking, pedestrian-scale lighting, high-visibility crosswalks, and traffic calming features that included a raised intersection, two speed humps, two curb extensions, and driver feedback signs around the school. The team comprised members of the Montclair SRTS Task Force, appointed in 2006 by the Township Manager, and included representatives

## PARTNERS

Bike&Walk Montclair  
Essex County Department of Community Affairs  
Essex County Parks Department  
Essex County Planning Department  
Meadowlink Transportation Management Association  
Montclair Green Team  
Montclair Police Department  
Montclair Public Schools  
Health & Wellness Partnership  
Montclair Safe Routes to School Task Force (during early grant phases)  
Montclair Township Board of Education  
Montclair Township Council & Manager  
Montclair Township Department of Planning  
Montclair Township Engineering Bureau (Montclair SAFE)  
Montclair Township Pedestrian Safety Committee  
Montclair Township Traffic and Parking Advisory Committee  
Montclair YMCA  
New Jersey Bike and Walk Coalition  
New Jersey Department of Transportation  
Partners for Health Foundation's Eat. Play. Live... Better Initiative  
Safe Routes to School National Partnership, NJ Network Program  
Alan M. Voorhees Transportation Center, Bloustein School of Planning and Public Policy  
Rutgers, The State University of New Jersey

### Walk & Roll event at the Rand School





from Township Engineering, Planning, and Environmental Departments; the Essex County Department of Community Affairs; Meadowlink Transportation Management Association (TMA); Montclair Police Department Division of Traffic Safety; Montclair Board of Education Department of Health and Wellness; Bike&Walk Montclair; and other community representatives.

Improvements resulted in the following changes and additions to the Township's walking and biking environment:

- Drop-off/pick-up zone upgrades
- Part-time car-free zone on North Fullerton Ave
- Bike parking
- Pedestrian-scale lighting around the school
- School zone defined
- Sidewalks widened along school property
- Driver speed feedback signs
- High visibility crosswalks
- Traffic calming elements (e.g. speed humps)
- Sidewalk installation on the east side of North Fullerton Ave

## Challenges

Montclair representatives noted several logistical concerns during the implementation of the grant. Montclair found the application process, new to NJDOT, somewhat cumbersome. They voiced concerns about limited staffing at the Region II Local Aid Office in Newark, which they felt hampered efficient grant management and implementation. Finally, they found managing cash flows arising from the nature of the reimbursable grant created difficulties.

## Impacts & achievements

This project was one of the first SRTS grant funded projects in New Jersey. Montclair was an early participant in SRTS through the NJDOT SRTS Demonstration Program, which was conducted before federal SRTS funding was available to communities. The quick and efficient collaboration between the school community and the municipality was in place well before "SRTS" became a commonly used term, and was a testament to the forward-thinking, action-oriented community.

The grant team viewed the SRTS grant as a viable solution for improving pedestrian and bicycle access and use because it took a comprehensive approach that incorporated improvements to the

built environment, enforcement, and educational and encouragement programs and that was achievable through a collaborative partnership between the school community and the Township. Specifically, the infrastructure improvements funded by this grant included new sidewalks, concrete driveway aprons, corner handicap ramps, solar power lighting and radar speed signage, and installation of new fences—all in the proximity of Rand School.

**This event was great and the Bikery guys were great too. Several kids are now biking and walking to school regularly, including me!**

**~Susan Bartol, Rand School**

As Montclair is a magnet school district where each school enrolls a broad mix of students, the grant provided benefits to typically underrepresented socio-economic populations including students with disabilities who comprised about 14% of the student population.

## RAND SCHOOL II (2007)

**Grant Type: Non-Infrastructure**

**Grant Amount: \$33,000**

**Purpose: Map \* Walk to School Days \* Education programs \* Traffic enforcement**

## The problem

Grant recipients sought ways to increase the number of students walking/biking to school, decrease the number of vehicles at drop-off and pick-up time, build physical activity into the daily routine of students, and reduce carbon emissions through a number of educational programs and events. Additional concerns to be addressed were a perception of stranger danger, unsafe driver behavior, and insufficient traffic enforcement.

## What they did

The aim of this grant was to support and encourage more and safer walking and biking by promoting a better understanding of SRTS issues within the school community and to improve safety through increased driver awareness and reduced driver speeds. Paired with the 2007 Rand School infrastructure grant discussed above, this grant supported the development and distribution of a safe school routes map, introduction of walk

to school days, integration of a SRTS program into the school curriculum, a bike rodeo, a program awareness campaign geared toward parents, a ticket/warning campaign aimed at motorists, disobedient driver reporting, increased enforcement of traffic laws in the school zone, and a local SRTS program coordinator stipend.

What started out two and a half years ago as a small group of rebel parents, when biking to school was “not allowed”, as of today we could not fit all of the bikes on the racks. We were locking them to rails, trees and the flagpole.

~Holly Korus-Jenkins, Hillside School Parent

The Task Force pursued the following activities:

**Education programs** for parents, students, and special education students that included the introduction of biking and walking issues into driver education curricula

**Parent engagement program** including the adoption of a Block Parent program, creating neighborhood safe havens

**Student engagement & encouragement programs and contests** including a Walking School Bus program, Town-based Walking Wednesday events, Walk to School Day events, a Bike Rodeo demonstrating the use of bike helmets and other safe biking behaviors, and the development of a Travel to School Map as well as the collection of student feedback through art and written projects

**Media and public information campaign** designed to communicate and promote the benefits of walking and biking to school to the larger Montclair community

### Challenges

Key actors voiced concerns about the cumbersome nature of the newly adopted application process, lack of adequate staffing at the Region II Local Aid Office in Newark, and cash flow issues arising from grant reimbursement.

### Impacts & achievements

Grant recipients observed increased biking to school and frequent usage of bike racks, which were full on most days. Students now bike as a regular part of their daily routines.

## SCHOOL ROUTE ENHANCEMENT UPGRADE (2009)

**Grant Type:** Infrastructure

**Grant Amount:** \$204,000

**Purpose:** Crosswalk improvements \* Sidewalk ramp improvements \* Bike network

### The problem

The Township recognized that motorists traveled at high speeds and failed to yield for pedestrians in crosswalks in or near school zones and elsewhere, either due to a lack of awareness or disregard. Montclair sought to promote the safety of bicyclists, who lacked lanes or zones to ride protected from careless motorists. The SRTS grant was intended to improve awareness and safety in all these areas.

### What they did

Montclair sought to (a) encourage adherence to posted speed limits in school zones, (b) repair and upgrade crosswalks and corner sidewalk ramps within a one-quarter mile radius of each school, and (c) establish a Township-wide bicycle network with the effects of lowering speed limits, increasing law enforcement, and improving bicycle route awareness and safety.

### Challenges

Experience gained through implementation of earlier grants allayed challenges pertaining to this grant.

### Impacts & achievements

Though Montclair operates as a magnet school district where students may attend any school in the district, many students live within one mile of their school. Work supported by the grant encouraged students to leave their family car at home and walk or bike to school resulting in reduced congestion at drop-off and pick-up times and a decline in associated safety and environmental hazards. Additionally, the project improved biking and walking environments within two miles of each of the ten project schools and established a Town-wide network of safe biking and walking routes. The Township's initiatives to improve bicycling facilities throughout an interconnected network of streets and to provide bicycle parking at the schools demonstrated its commitment to expanding bicycling safety.



## SCHOOL TRAVEL SAFETY ENFORCEMENT CONDUCT (2009)

**Grant Type:** Non-Infrastructure

**Grant Amount:** \$25,000

**Purpose:** Safe Havens \* Local traffic enforcement \* Increased police presence

### The problem

Montclair recognized parental concerns about allowing children to walk or bike to school arising from fear of crime, traffic volume, and motorist behavior. This grant aimed to alleviate these fears and address safety concerns through stepped-up enforcement.

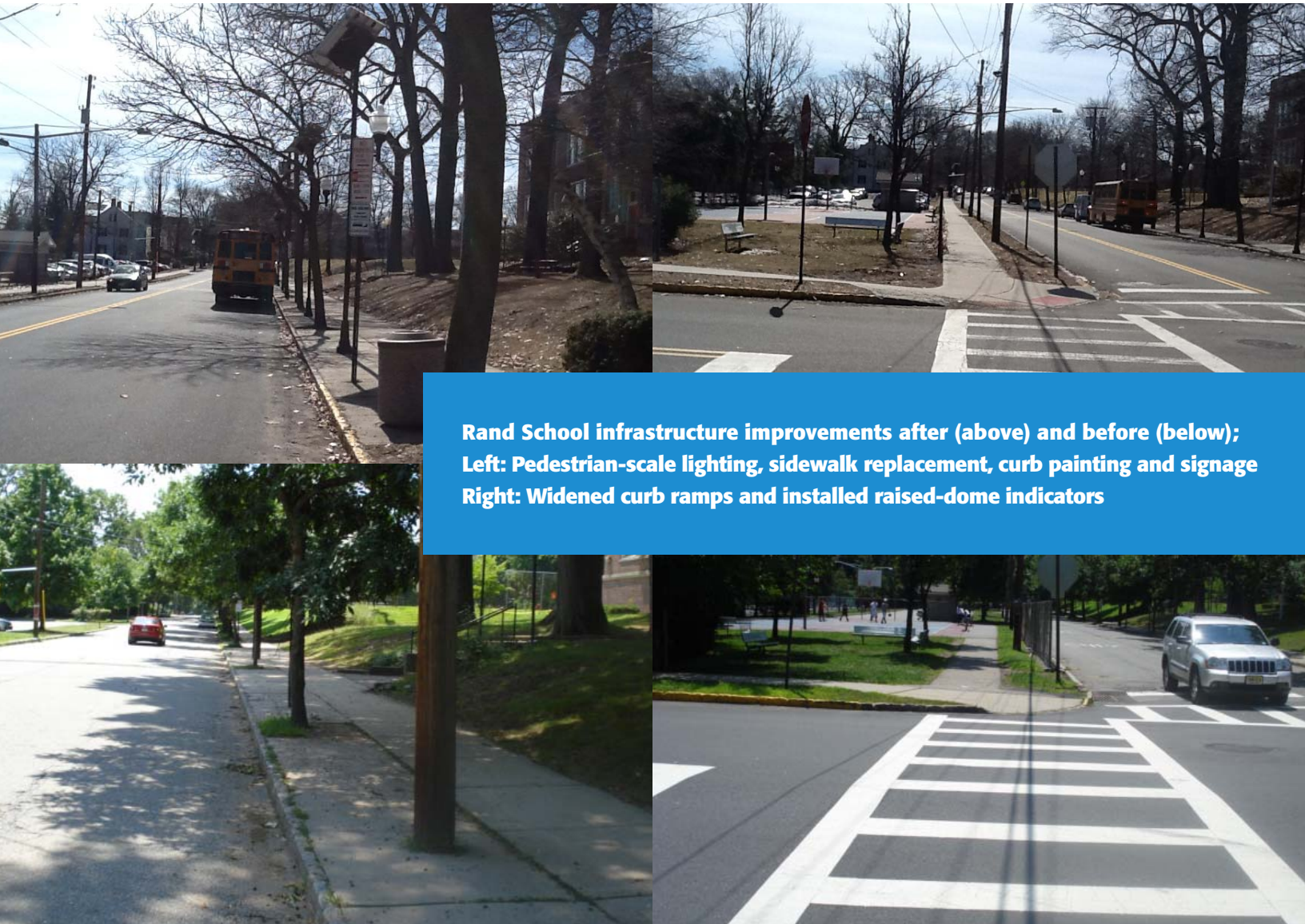
### What they did

The SRTS Task Force developed a Town-wide School Travel Plan. The purpose was to outline a comprehensive SRTS Program for the Township that followed the two primary goals of the State and national SRTS programs: 1) Where it's safe, get kids walking and bicycling to school, and 2)

Where it's not safe, make it safe. The grant team sought to address the second issue with the use of this \$25,000 Safety Enforcement Conduct grant. The Police Traffic Bureau administered the grant, utilizing the funds to enhance local enforcement strategies and increase patrols to improve enforcement of traffic laws in school zones and raise driver awareness. Improved police enforcement protected walkers and bicyclists from preventable hazards and encouraged more activity.

To begin implementation of the Town-wide School Travel Plan, the SRTS Task Force reconvened to apply for this grant. Other grant partners included representatives from each of the schools, Evelyn Spivey-Gonzales (Montclair Board of Education), Officer Dan Pronti (Montclair Police Department), David Antonio (Essex County Planning Department), Rich Felsing (Meadowlink TMA), and Elise Bremer-Nei (NJDOT SRTS Coordinator).

The SRTS Task Force met with the parent liaisons of the Health & Wellness Partnership to assess the needs of the school communities. The parent



**Rand School infrastructure improvements after (above) and before (below);**  
**Left: Pedestrian-scale lighting, sidewalk replacement, curb painting and signage**  
**Right: Widened curb ramps and installed raised-dome indicators**

liaisons worked directly with the school PTAs and principals to identify the primary issues at each school. In addition, the SRTS Task Force, collaborated to develop the best approach for a comprehensive Town-wide program. The primary actors were Montclair Police Officers John Timchak and Dan Pronti. Their efforts were supplemented by Kenneth Miscia and Stephanie Egnezzo.

### Challenges

Experience gained through implementation of earlier grants allayed challenges pertaining to this grant.

### Impacts & achievements

Grant recipients implemented three programs to improve safety and promote enforcement of traffic safety laws:

**Neighborhood Safe Havens:** Established around all seven middle schools and three elementary schools.

**Traffic Safety Campaign:** Montclair Police Department implemented enhanced enforcement of traffic safety laws during morning school rush, lunch, and dismissal times in and around all ten Township middle and elementary schools. Montclair Police focused on the enforcement of laws that protect bicyclists and pedestrians.

**Speed Monitoring System:** Montclair Police adopted the use of driver speed feedback signs to improve enforcement of local traffic safety laws and support improved safety and awareness of bicyclists and pedestrians.

## SCHOOL/COMMUNITY ENCOURAGEMENT PROGRAM (2009)

**Grant Type:** Non-Infrastructure

**Grant Amount:** \$105,000

**Purpose:** District-wide education and encouragement programs

\* SRTS coordinator \* Events

### The problem

Montclair gained success through the 2005 NJDOT SRTS Demonstration Program and the 2007 SRTS Grants for Rand School. As a next step toward reaching its SRTS goals, the Montclair SRTS Task Force sought to expand the program and extend SRTS Education and Encouragement activities to schools throughout the district. To do so required

coordination to limit duplication of tasks and strain on individuals and to encourage continued involvement and momentum of the program.

### What they did

Award of the grant allowed the Montclair SRTS Task Force to advance its School-Community Encouragement Program, a district-wide initiative to promote walking and bicycling to school. The program entailed two elements: support for a SRTS Coordinator and ten School Community SRTS training workshops. The goal was to institutionalize SRTS throughout the district and support programs at each school.

To this end, the Montclair SRTS Task Force hired an SRTS program coordinator, Alex Kent, to oversee the initiative and administer the district-wide encouragement program. Ms. Kent managed activities that encouraged SRTS throughout the Montclair community, including School Community SRTS Workshops. Initially hired to serve half-time for 18 months during the school year, Ms. Kent's initial term was extended by a year with additional funding provided by the Partners for Health Foundation.

The School Community SRTS Workshops served to educate and encourage each school community to maintain its own local SRTS program. Topics explored with each school community included:

**Facility design** to meet the needs of children

**Activities and programs** utilized at other Montclair schools and elsewhere that encourage children to walk and bicycle to school

**Engagement activities** to spur the participation of local families in SRTS activities and maintain momentum over time

**Program evaluation** to measure effectiveness

An NJDOT on-call consultant team facilitated each School Community SRTS Workshop. The workshops resulted in a 5E School Travel Plan focused on each elementary and middle school and provided each community tools and strategies to implement school specific SRTS programs. Per state and national guidelines, the 5E approach provided each community insights on how to overcome barriers, map assets, and secure community participation. Each school community outlined education and incentive programs to achieve more students walking and bicycling to school safely. Workshop design focused on fitting



SRTS goals organically into existing community priorities through a series of actions aimed at improving school environment, health, and safety.

## Challenges

Experience gained through implementation of earlier grants allayed challenges pertaining to this grant.

## Impacts & achievements

Montclair schools conducted a number of activities as a result of the grant:

**School travel tallies:** Each school completed school travel tallies documenting student travel to school modes.

**Tracking:** Edgemont Elementary School installed an application offered by Active4.me (formerly Boltage) to encourage and track walkers and bikers.

**Policy change:** Hillside Elementary School overturned a “no biking” policy. The school is now one of the biggest biking schools in the district. Hillside parents and community donations funded two new bike racks at the school.

**Bike racks:** Bradford Elementary School parents coordinated efforts to install a bike rack and purchase a school bike for the principal or teachers to ride when participating in the bike trains.

**Bike swaps:** Bullock Elementary School and Hillside Elementary School hosted in seven bike swaps in the past two years. Facilitated by Bike&Walk Montclair, the swaps match used bikes to new riders.

**Pop-up bike lane:** Since October 2014, Bike&Walk Montclair and Montclair Police facilitated a “pop-up” bike lane at three schools: Renaissance at

Rand Middle School, Bullock Elementary School, and Edgemont Elementary School.

The School Community SRTS Workshops developed an appreciation among teachers and principals for the benefits that students receive from walking and bicycling to school. Principals and teachers agreed that kids who eat well and who are physically active display better achievement in school.

Montclair schools elected to participate in National Bike to School Day in the National Bike Month of May, despite coinciding with state-sponsored testing. Many NJ districts participate in the NJ Bike to School Day held each April, an event established by the NJ SRTS Resource Center so as to not conflict with the state testing schedule. All Montclair elementary and middle schools now also hold Walk and Bike to School Days in October. Many of the district's schools hold monthly Walk and Bike to School Days and promote Walking Wednesdays.

An ethos of collaboration continued as a result of this program. Township Engineer Ms. Craft noted the encouragement program brought together a committed team of staff, non-profit stakeholders, and parent volunteers who continue to work together to promote walking and bicycling to school. She also recognized that students who participated in programs while in elementary school are now in high school and continue to walk and bike to school on a regular basis and,

**Pop-up bike lane, Mt Hebron Road near Renaissance at Rand Middle School**



perhaps more significantly, mentor and serve as role models for the younger students. Non-profit support of SRTS programs continues through the work of Bike&Walk Montclair, which for the past several years has utilized interns from Montclair High School to support its programs.

## LESSONS LEARNED

**Long-term planning \* Building on success \* Community involvement \* District-wide approach**

Step-by-step Montclair has built an ethos of support for children walking and bicycling to school

and, more generally, for walking and bicycling by all residents of the community. As an early participant in SRTS programs, Montclair began its journey through a 2005 demonstration program. Subsequent grants supported both infrastructure improvements and ongoing engagement events as well as supportive, plans and policies that helped perpetuate active transportation initiatives in the community. The following time line of milestones provides a snapshot of the actions and activities undertaken by the Montclair SRTS community to advance their goals.

## MILESTONES

- |  |  |
|--|--|
| <p><b>2005</b> NJ SRTS Demonstration Project. 2005 5E Action Plan for the Rand School developed.</p> <p><b>2006</b> Montclair SRTS Task Force established.</p> <p><b>2007</b> First grants awarded.</p> <p><b>2008</b> Bike&amp;Walk Montclair hosted SRTS-themed Tour de Montclair. The annual event brought over 1,000 cyclists to community.</p> <p>Montclair was one of two pilot locations for pedestrian decoy operations where police set up stings to enforce NJ's pedestrian laws.</p> <p><b>2009</b> Bike&amp;Walk Montclair became a 501(c)(3) organization with a Board of Trustees.</p> <p>Bike&amp;Walk Montclair hosted Complete Streets-themed Tour de Montclair with more than 1,000 participants. The event highlighted an awareness campaign and sponsored a petition signing for the adoption a Township Complete Streets policy.</p> <p>Montclair Township adopted the first Complete Streets policy in New Jersey.</p> <p><b>2010</b> Although many elementary schools participated in past Walk to School days, Bike&amp;Walk Montclair, the Montclair Public Schools Health &amp; Wellness Partnership and Montclair YMCA worked together to institute an annual Walk &amp; Bike to School Day and Crossing Guard Appreciation Day in all public schools.</p> <p>Montclair received federal funding (402 Safety Funds), one of 18 municipalities in the state, for its "Cops in the Crosswalk" or pedestrian decoy operations. The Montclair Police Department's Traffic Bureau conducted four or more pedestrian decoy operations per year.</p> <p><b>2011</b> Montclair Township hired a SRTS coordinator.</p> | <p><b>2012</b> Based on the success of the Rand Elementary School Action Plan, Montclair Township hosted SRTS workshops that resulted in School Travel Plans for the remaining ten public schools.</p> <p><b>2013</b> Montclair Engineering Bureau launched Montclair SAFE (Streets Are For Everyone) with Facebook and Twitter presence to call attention to infrastructure improvement needs associated with the Complete Streets initiative. As a result of overwhelming community support, Montclair installed a Rectangular Rapid Flashing Beacon crosswalk warning device.</p> <p>Bike&amp;Walk Montclair facilitated the Township applications to the League of American Bicyclists and the Pedestrian and Bicycle Information Center. Montclair recognized as a Bronze Bike Friendly Community and Silver Walk Friendly Community.</p> <p><b>2014</b> Montclair Township and all ten Montclair elementary and middle schools received NJ SRTS Gold Recognition awards, the highest available recognition for their program to promote safe walking and biking to schools. Only two other schools in the state have received the award.</p> <p>Montclair Police Department and Bike&amp;Walk Montclair established a "pop-up" or a temporary protected bicycle lane for students traveling to school on International Walk and Bike to School Day in October.</p> <p><b>2015</b> Montclair Township Pedestrian Safety Committee declared 2015 "A Year of Action".</p> <p>Montclair Police Department and Bike&amp;Walk Montclair facilitated two additional "pop-up" bike lanes in May and October.</p> |
|--|--|





One thing I love about my involvement for 10 years is – what started as a tentative pilot with many hesitant parents and lots of hand holding, has now become an institution in the district. Parents get it. Kids love it. And principals and teachers have embraced it because kids who eat healthy and are physically active do better in school.

~Laura Torchio, Bike&Walk Montclair

Above left: Bicycle parking bench, Rand School  
Above right: Montclair Community Street Quilt, intersection of Forest Street and Chestnut Street  
Below: Sign displaying information from "Cops in the Crosswalk," a pedestrian decoy program

# MONTCLAIR

## DRIVERS YIELDING TO PEDESTRIANS

### LAST WEEK 26%

### RECORD 26%









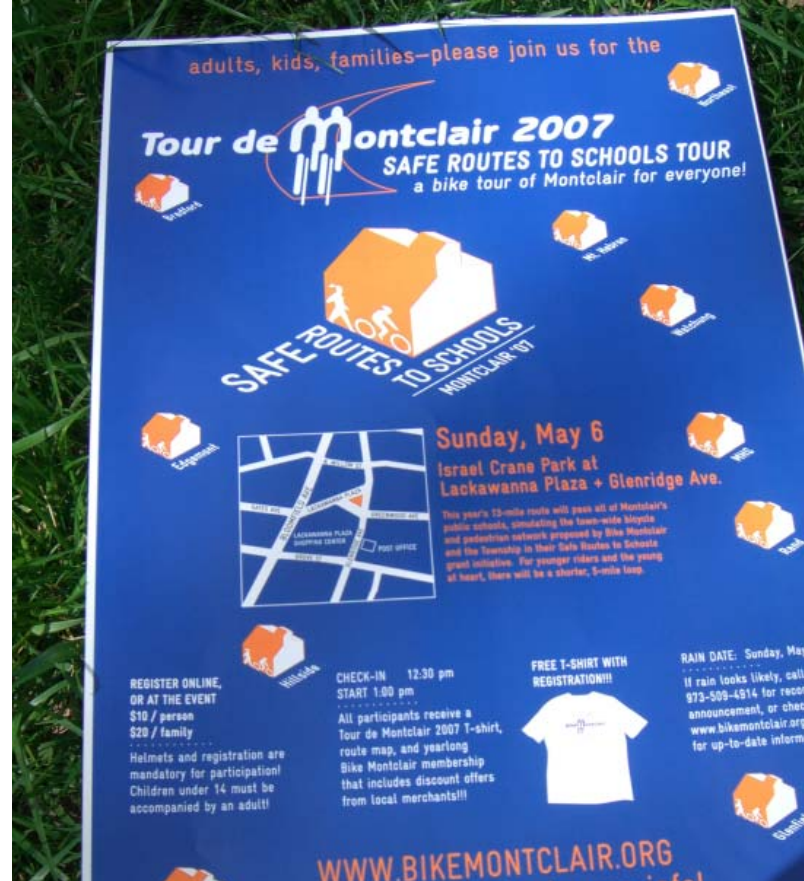
## PLANS FOR THE FUTURE

According to Ms. Craft, Montclair's Engineer, the Township's plans for the future can be summed up in three words, "Infrastructure! Infrastructure! Infrastructure!"

## RESOURCES

RBA, Arterial, and EZ Ride. 2013. Safe Routes to School Travel Plan: Renaissance at Rand Middle School. <http://www.saferoutesnj.org/wp-content/uploads/2011/12/Renaissance-Travel-Plan-4-25-13.pdf>

The NJ SRTS Resource Center supports public officials, transportation and health professionals, and the general public in creating a safer and more accessible walking and bicycling environment through primary research, education, and dissemination of information about best practices in policy and design. The NJ SRTS Resource Center is supported by the NJ Department of Transportation with funds provided by the Federal Highway Administration. The NJ SRTS Resource Center is managed by the Alan M. Voorhees Transportation Center, at the Edward J. Bloustein School of Planning and Public Policy at Rutgers, The State University of New Jersey.



Above: 2007 Tour de Montclair event featured a Safe Routes to School theme

Below: 2009 Tour de Montclair event highlighted the benefits of Complete Streets



On cover:

Above left: New crossing striping at the Rand School

Above right: Traffic safety enhancement signage

Below: Community engagement 2007 Tour de Montclair