

2013

Safe Routes to School Travel Plan

Renaissance at Rand Middle School



Prepared By:

RBA

In Association with:



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Montclair Safe Routes to School Program

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

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INTRODUCTION

[Safe Routes to School](#) is a national and international movement to create safe, convenient, and fun opportunities for children to bicycle and walk to and from schools. The program has been designed to reverse the decline in children walking and bicycling to schools and can also play a critical role in reversing the alarming nationwide trend toward childhood obesity and inactivity.

Montclair’s Safe Routes to School Program began in 2005 when the Rand School (now Renaissance at Rand) was one of New Jersey Department of Transportation’s pilot [Safe Routes to School Demonstration Program schools](#). Since then, the Montclair Safe Routes to School Program has received over \$700,000 in federal grants to improve infrastructure in all elementary and middle school neighborhoods, increase traffic safety enforcement, and encourage children and their families to get active on their way to and from school. This School Travel Plan is the result of that federal funding and identifies issues and solutions that are unique to the school’s culture and priorities.

The purpose of the Renaissance at Rand Middle School Safe Routes to School (SRTS) Travel Plan is to identify measures including both infrastructure projects and programmatic activities aimed at improving and/or encouraging walking and biking to school. These measures will serve as part of an implementable action plan which, when carried out by the school community and its partners, will encourage more Renaissance at Rand students and parents to walk, bike or otherwise engage in active ways to getting to school. Traditionally, SRTS programs look at a 2 mile radius. Because Montclair is a [Magnet School System](#), students 1 mile or more from the school they attend are provided courtesy busing. This Travel Plan will focus on the area within a one mile radius of Renaissance at Rand Middle School (Grades 6-8).

Renaissance at Rand Middle School is one of 10 schools in the Township of Montclair’s Safe Routes to School (SRTS) Program. In 2008, the Township of Montclair, through its SRTS Task Force, applied for and received funding through NJDOT for the development of three (3) E’s of its district-wide Safe Routes to School program (Engineering, Encouragement and Enforcement). The goal of the Montclair SRTS Task Force’s goal was to expand on the success of the Rand School SRTS Pilot and bring a

| Montclair Elementary Schools | Montclair Middle Schools |
|------------------------------|--------------------------|
| 1. Bullock | 1. Glenfield |
| 2. Bradford | 2. Mount Hebron |
| 3. Edgemont | 3. Renaissance at Rand |
| 4. Hillside | |
| 5. Nishuane | |
| 6. Northeast | |
| 7. Watchung | |

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sustainable Safe Routes to School Program to all of the Township's elementary and middle schools.

As part of this effort, the Township selected a consultant team lead by The RBA Group and assisted by Arterial and Meadowlink TMA (project team) to conduct SRTS workshops and develop travel plans. The travel plans stemming from the workshops compliment the work already undertaken by the Montclair SRTS Task Force, and reflect the Township's desire to create safer, healthier, active and sustainable school environments town-wide.

In developing the Renaissance at Rand Travel Plan, the project team confirmed preliminary walking and bicycling routes and analyzed the basic elements required for safe walking and bicycling routes. Information was gathered from local stakeholders – staff, parents, as well as community members such as the Township Engineer, local police, health and bicycle advocates, board of education transportation representatives, and local crossing guards through interviews, travel surveys and the community workshops. In these workshops, stakeholders worked with the project team to identify existing barriers that limit walking and biking and opportunities that could prompt an increase in walking and biking to the school. The results of this collaboration is a list of potential projects and/or activities (action items) intended to make walking and biking to Renaissance at Rand a safer and more appealing option than taking the car.

The Renaissance at Rand Middle School Travel Plan actively promotes the five E's of a successful SRTS program – engineering, education, enforcement, encouragement, and evaluation. These categories provide the framework for the action items identified in the plan. At the conclusion of the project, the goal is to have the school community take an active role in improving their SRTS program goals for getting students to and from school safely using active modes of travel. This Travel Plan should be adopted by the school and updated on an annual basis to reflect changes in priorities, leadership and conditions.

MONTCLAIR SRTS TEAM AND PARTNERSHIPS

A key element in the planning process was for the project team to foster partnerships within the school community. The first goal was to establish a SRTS Team Leader at each school. The project team worked with the SRTS Team Leader to gain a better understanding of the challenges families face in getting their students to and from school safely. In working with closely with the SRTS Team Leader, the project team was able to set the stage for the Team Leader to move forward on his own and maintain ownership of the SRTS program. Each SRTS Team Leader was given several tasks:



- *Prepare an introductory letter/email to inform parents of the SRTS program and the need to fill out the parent/caregiver survey.*
- *Disseminate survey.*
- *Identify for the consulting team the major routes to the school, and any important issues related to arrival and dismissal.*
- *Coordinate workshop locations, times, distribute flyers and provide snacks the day of the workshop.*
- *Collect data from the school via the Stakeholder Interview Sheet.*
- *Invite stakeholders to the workshop meeting.*
- *Discuss and brainstorm with the project team any incentives to use for encouragement throughout the year.*
- *Attend the workshops as a participant/parent and share thoughts and concerns.*
- *Attend the classroom presentations conducted with students by the project team, if possible.*

After gathering key information about the school through interim SRTS Team Leader, the project team needed to assemble active community groups and organizers whose missions and abilities complement the goals of the Montclair SRTS Program in the hopes that they will be able to support and sustain the SRTS program over time. These local stakeholders

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were continuously invited to be a part of the development of each of the schools' travel plans. The Renaissance at Rand School SRTS Partner Organizations List includes:

Renaissance at Rand SRTS Partner Organizations

| Organization | Contact | Role/Responsibility |
|--|--|---|
| Renaissance at Rand School | Barbara Weller, Principal P: (973) 509-5741 E: bweller@montclair.k12.nj.us | Programmatic Activity and Implementation |
| Renaissance at Rand School | Bridgette Devine, SRTS Team Leader E: bdevinems@gmail.com | Programmatic Activity and Implementation |
| Renaissance at Rand School | Cherie Effenbein, Health & Wellness Liaison E: healthandwellness@renaissancepta.org | Programmatic Activity and Implementation |
| Renaissance at Rand School | Helen Fallon and Grace Grund, Co-PTA Presidents E: ptapres@renaissancepta.org | Programmatic Activity and Implementation |
| Montclair Township | Alex Kent, Safe Routes to School Coordinator P: (917) 841-1516 E: akent@montclairnjusa.org | Programmatic Activity and Implementation |
| Montclair SRTS Task Force | Janice Talley, Township Planner, SRTS Task Force Coordinator P: (973) 509-4953 | Township SRTS Coordination |
| Montclair Township | Kimberli Craft, Township Engineer P: (973) 509-5707 E: kcraft@montclairnjusa.org | Engineering Project Implementation |
| Montclair Police Department | Sergeant Stephanie Egnezzo, Traffic Bureau P: (973) 509-4718 E: segnezzo@montclairnjusa.org | Safety Education, Enforcement, and Crossing Guard Assignment |
| | Officer John Timchak, Traffic Bureau P: (973) 509-4752 E: jtimchak@montclairnjusa.org | Safety Education, Enforcement, and Crossing Guard Issues |
| Montclair Dept. of Community Services (Public Works & Parks) | Steve Wood, Director P: (973) 509-5711 E: swood@montclairnjusa.org | Streets, public property and parks, snow and leaf removal, all community infrastructure, pothole repair |
| Montclair Board of Education | BOE Special Projects | BOE SRTS Coordination |

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| Organization | Contact | Role/Responsibility |
|--|--|---|
| Montclair Board of Education – Transportation Office | Gisela Aultmon, Transportation Manager P: (973) 509-4055 E: gaultmon@montclair.k12.nj.us | School Bus Coordination |
| Meadowlink Transportation Management Association | SRTS Program Manager P: (201) 939-4242 | Travel Plan Implementation, Programmatic Activity, SRTS Program Assistance/Resource, Grant Writing Assistance |
| Voorhees Transportation Center/NJ SRTS Resource Center | Leigh Ann Von Hagen, Research Specialist P: (848) 932-7901 E: srts@ejb.rutgers.edu | Web-based resources, Technical Assistance, SRTS Recognition Program, Helpdesk assistance, and SRTS Tools, Tips and Training |
| Safe Routes to School National Partnership | Nora L. Shephard, NJ Advocacy Organizer E: nora@saferoutespartnership.org | Advocacy, Event and Encouragement Activities, Policy Change, Best Practices & Technical Assistance, Publications |
| Bike&Walk Montclair | Rika Alper, President P: (973) 866-5028 E: info@bikewalkmontclair.org | Advocacy, Event, Education and Encouragement Activities |
| NJ Department of Transportation - SRTS | Elise Bremer-Nei, NJDOT SRTS Program Coordinator P: (609) 530-2765 E: elise.bremer-nei@dot.state.nj.us | State SRTS Program Assistance; Non-Infrastructure Grant Funding |
| Essex County Planning Department | David Antonio, County Planner P: (973) 226-8500 E: dantonio@essexcountynj.org | SRTS Program Assistance |
| Essex County Board of Chosen Freeholders | Brendan W. Gill, Freeholder, District 5 P: (973) 621-4479 E: bgill@freeholders.essexcountynj.org | County SRTS Coordination |

SCHOOL PROFILE

School Description

The Renaissance at Rand Middle School is located at 176 North Fullerton Avenue in the Claremont Avenue/Forest Street neighborhood. This section of Montclair is primarily residential but has a commercial district, known as the Walnut Street Business District. This commercial district is centered on NJ TRANSIT's Walnut Street Train Station which is located approximately a ¼ mile from the school. The school is bordered by Walnut Street to the south, Chestnut Street to the north, Park Street to the west and N. Fullerton Avenue to the east.



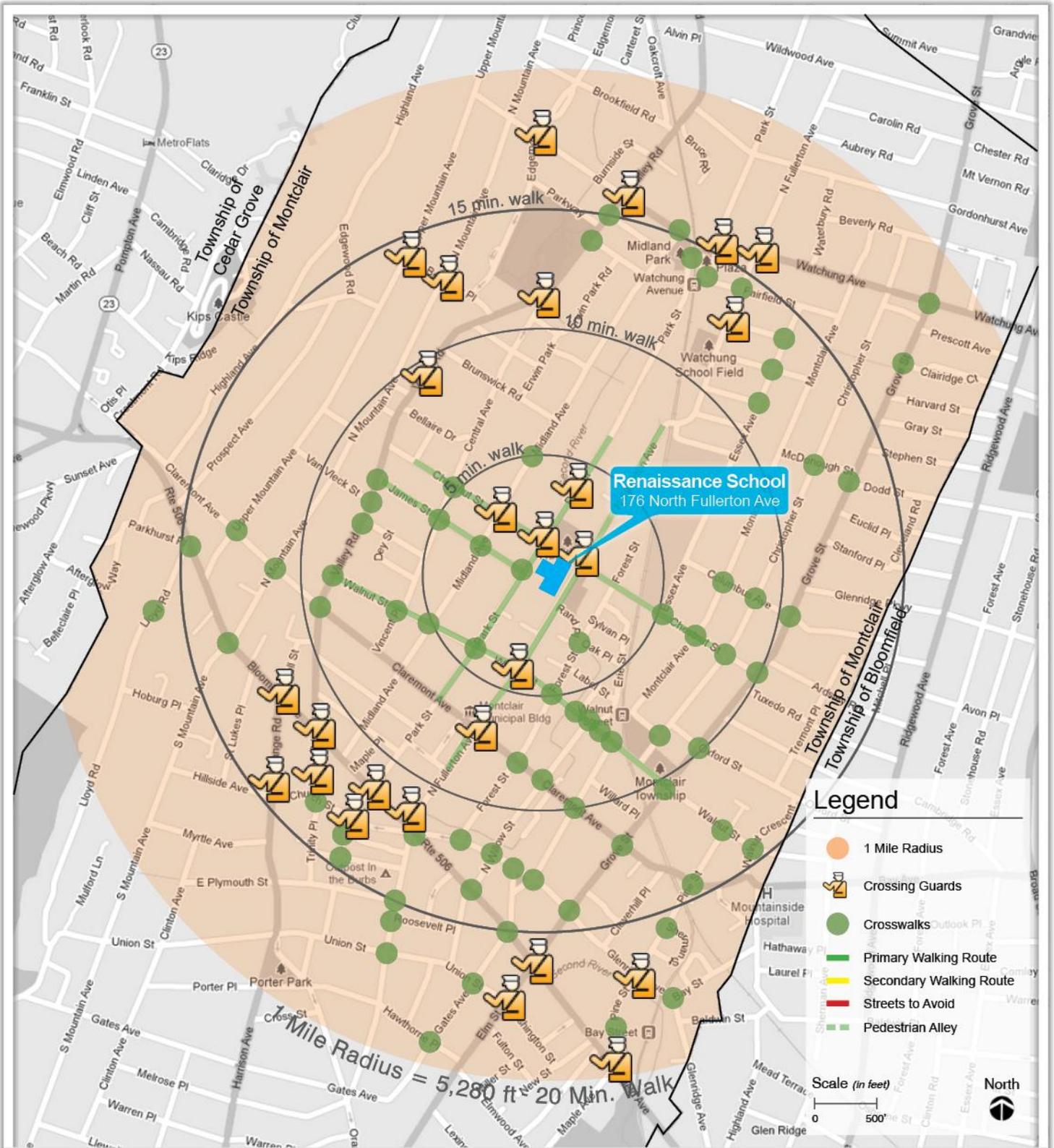
School access point along Chestnut Avenue

Renaissance at Rand is part of the Montclair Public School District and has a school population of approximately 246¹ students in grades 6-8. In Montclair's magnet school system, all schools have a theme. Renaissance at Rand's theme is "Liberal Arts."

The primary entrance for students walking or being dropped-off by the school bus is located along N. Fullerton Avenue. **Map 1 – School Location** identifies key features of the school neighborhood such as the location of crossing guards, primary and secondary walking routes and crosswalks.

¹ 2010-2011 NJ Department of Education School Report Card, www.education.state.nj.us

Renaissance School



Map 1 - School Location Map

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School Demographic Information

➤ **Student Demographics**

| Ethnicity | Renaissance at Rand | State Average |
|---------------------------|----------------------------|----------------------|
| White | 60% | 54% |
| Black or African American | 26% | 17% |
| Hispanic or Latino | 8% | 20% |
| Asian | 6% | 8% |

Source: www.greatschools.net; NCES, 2008-2009

➤ **Economic Diversity**

Free and reduced-price lunch

These statistics show the percentage of students eligible for the federal free and reduced-price lunch program as reported by National Center for Education Statistics (NCES). This percentage is one indication of the student economic level (or family income level) at a school.

| Free or reduced-price lunch program | Renaissance at Rand | State Average |
|---|----------------------------|----------------------|
| Students eligible for free or reduced-price lunch program | 9% | 30% |

Source: www.greatschools.net; NCES, 2008-2009

➤ **Individualized Education Programs (IEPs)**

These statistics show the percentage of students with Individualized Education Programs (IEPs) as reported by the state. IEPs are specialized educational programs created for students with disabilities. When planning for activities related to SRTS, we want to make sure to think about all members of the student population, including students with IEPs.

| Students with Disabilities | Renaissance at Rand |
|--|----------------------------|
| Percentage of students with IEPs (Individualized Education Program) regardless of placement/programs | 12.6% |

Source: NJDOE 2010-2011 Report Card

➤ **Language Diversity**

| Limited English Proficient (LEP) | Renaissance at Rand |
|---|----------------------------|
| Percentage of Limited English Proficient students | None reported |

Source: NJDOE 2010-2011 Report Card

| Language Spoken At Home | Renaissance at Rand |
|--------------------------------|----------------------------|
| English | 100% |

Source: NJDOE 2010-2011 Report Card

CURRENT SCHOOL TRAVEL ENVIRONMENT

Student Travel Mode

Because Montclair is a magnet school system, courtesy busing is provided to students who live farther than one mile from the school.

There are approximately six (6) buses that provide service to the Renaissance at Rand School. Students are permitted to ride their bike to school and the school has participated in a number of Walk/Bike to School Days to promote walking and biking as a means for getting to school.

Drop-Off/Pick-Up Procedures

Bus drop-off takes place in front of the school building on N. Fullerton Avenue. Car drop-off takes place on N. Fullerton south of Rand Place or on the Chestnut Street side of the building. At dismissal time, buses are lined up in front of the building on N. Fullerton for pick-up.

The school's [drop-off/pick-up procedures](#) are located on the school's website and give parents' explicit directions for how to properly behavior in the school zone.

School Hours

The official hours of instruction at the school are 8:20am-4:05pm (Monday-Thursday); 2:35pm (Friday). On abbreviated days, dismissal time is 1:10pm.

Crossing Guards

There are two crossing guards in the immediate school vicinity posted along Chestnut Avenue at the intersections of Park Street and N. Fullerton Avenue that provide assistance during arrival and dismissal.

Transportation to and from school is available for students in the Montclair Public Schools system who meet the eligibility requirements that are based on the distance from the child's residence to the school he/she is attending. According to Board policy, transportation will be provided for the following students:

- 1. All elementary students who reside more than 1 mile from their assigned school.*
- 2. All middle school students who reside more than 1 mile from their assigned school.*

Source: Montclair Board of Education website, <http://www.montclair.k12.nj.us/WebPage.aspx?Id=23>

EVALUATING OPPORTUNITIES AND CONSTRAINTS

The information gathering process for the Renaissance at Rand Middle School followed a series of steps conducted by the project team including stakeholder interviews, data collection, workshop previews, student classroom activity and a SRTS workshop. Together, these steps allowed the project team to develop an Action Plan listing recommendations to be implemented in the school neighborhood to improve conditions for students on their way to and from school.

Stakeholder Interviews

In the spring of the year prior to the workshops, Montclair’s SRTS Coordinator Alex Kent met with the PTAs and the Principals of all the Montclair schools, and talked to them about the barriers they have to walking or biking to school, safety or otherwise. During the process of gathering information for this Travel Plan, SRTS Team Leaders were also asked to gather insight about problems locations within the school vicinity. In the Renaissance at Rand Middle School, some areas of concern (“hot spots”) within the school neighborhood were identified. Their verbatim thoughts are included below:

Parents’ Thoughts

- Lighting is not great on N. Fullerton side by mid-street crosswalks.

Neighborhood Mapping

Team Observation

Prior to the community workshop, the project team performed a field investigation to observe the conditions around the Renaissance at Rand Middle School. Observations were made of the physical conditions all around the school campus and surrounding neighborhood; parking patterns and restrictions; auto and foot traffic and circulation using the Crosswalk[©] data collection and assessment system.

Summaries and results of these collection efforts and field investigations are summarized in Appendix A. This summation includes detailed maps annotated with comments about the school commute dynamics and conditions for walking or bicycling to and from school. Photos of each major issue are included and keyed to the maps by number.

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School Community Observation

STUDENT CLASSROOM ACTIVITY

Members of the project team met with eight Renaissance at Rand students to discuss obstacles to walking and bicycling in their school neighborhood. In talking with these students about reasons why they walk or bike to school, here's a summary of notes from that discussion:



General Discussion

- *Most walk, usually when it is nice weather*
- *A couple bike*
- *Some students don't walk because they are lazy and want to sleep later*
- *More students walk home from school than to school*
- *Walkers are on N. Fullerton Avenue for the majority of their commute*
- *Bike/Walk to School Day takes place once a month in the Fall and Spring*
- *At least one student thinks a bike train could be good*
- *Parking should be moved further from corners so pedestrians can see oncoming traffic easier at intersections*
- *Crossing guards don't seem to help students on bikes cross*

Students participated in a classroom activity in the form of a focus group to help the project team identify issues and general concerns of safety around the school neighborhood. As part of the exercise, students were asked to identify their **top issues** verbally and in written form. Here's what the students said:



Identify Main Issues

- *Sidewalks in bad condition*
- *Not enough room for bikes on shoulders*
- *Bad road conditions, a lot of potholes or poorly filled potholes*
- *Cars not stopping at crosswalks*
- *Cars on Park St. and Central Ave.*
- *Cars parking too close to intersection*

After giving them the opportunity to identify their issues, students were asked to think about "walking wishes" – the most important changes that they wanted to see in their school neighborhood. Here's what the students said:

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Walking Wishes

- *More flat and stable sidewalks*
- *Enforce crosswalks on busy streets*
- *Drivers need to be better informed on how to behave when cyclists are around*
- *Make shoulders on every road for bikers*

In calling out specific “hotspots’ here’s what the students had to say:

| Location | Issues |
|-------------|-----------------------|
| Park Street | Is a little dangerous |



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Community Workshop

Observation of Student Arrival

The project team met at the Renaissance at Rand Middle School at 8:00 am on Thursday, March 14th, 2013 to observe arrival of Renaissance at Rand's students with parents and stakeholders. The purpose of this exercise was to allow workshop attendees the opportunity to have a first-hand observation of the existing and potentially hazardous behaviors within the school neighborhood.



Community Workshop

The workshop began directly after the observation of student arrival. Members of the Renaissance at Rand school community and local community attended the workshop to discuss Safe Routes to School program at Renaissance at Rand. The project team's goal for this working meeting was to present sufficient information on Safe Routes to School programs to the community as well as supplying audience members with anecdotal information from their earlier discussion with students and their own observations of the schools' arrival. Workshop participants identified barriers, areas of concerns and opportunities in the environment around Renaissance at Rand in their discussion and through the mapping exercise facilitated by the project team.



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Student crossing at the intersection of N. Fullerton Avenue and Rand Place



The approach to Renaissance at Rand along northbound N. Fullerton Avenue

CREATING SOLUTIONS FOR THE SCHOOL NEIGHBORHOOD

Since its initial involvement in the New Jersey Department of Transportation’s pilot Safe Routes to School Demonstration Program, physical and programmatic improvements have been made in and around the Renaissance at Rand school neighborhood (See Appendix H for Press Related to these improvements). These improvements were the result of a federal grant received by the Township for the Rand School neighborhood in 2007 and include educational and encouragement programs for the students, increased police enforcement in the school zone during school hours, and enhancements to pedestrian safety along and across the streets within the school zone.

Despite these enhancements, there are additional measures that could be implemented to leverage Renaissance’s success and take its SRTS program even further. Based on the recent experience and observations at Renaissance at Rand Middle School, the project team offers the following suggestions for priority actions related to continuing to build the Renaissance at Rand SRTS program.



New pad installed for bicycle rack



New solar-powered pedestrian scale lighting, sidewalk and retaining wall

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Top SRTS Priority Recommendations

A full listing of the recommendations are provided as options for the Renaissance at Rand Middle School to consider while implementing its SRTS plan and are included in the Action Plan Matrix, later in this Travel Plan. The top priority concepts for each of the 5 E's (Engineering, Education, Encouragement, Enforcement and Evaluation) are also listed here:

Engineering

- Revise drop-off procedures to separate cars and buses. Have buses only in front of school along N. Fullerton Ave, and two options for cars:
 - Chestnut Street on the side of the school and with students using the side door
 - Rand Place across from the school
- Reverse the direction of traffic along Rand Place to flow westbound from Forrest Street to N. Fullerton Ave and prohibit right turns onto N. Fullerton Avenue by adding a "No Right Turn" sign
- Widen the sidewalk along Rand Place
- Install "Pull Up Here" signage along Chestnut Street to reinforce the proper location for curbside drop-off

Enforcement

- Update current arrival and dismissal procedures with a map that defines the drop-off/ pick-up traffic circulation plan, including rules and procedures for driving along local streets within school campus and any school driveway access
- Create a student safety patrol
- Create and distribute "warm fuzzies" to thank parents and/or drivers for exhibiting model behavior.
- Create and distribute fake "tickets" to reprimand drivers/walkers/bicyclists for unsafe behavior

Education

- Integrate walking and safety education into classroom curriculum (see Appendix E for sample lesson plan information).
- Invite Montclair Police Department to give safety presentation and conduct bicycle registration at Back to School night.
- Invite NJ TRANSIT to give their SAFETY RULES! Assembly presentation every year.
- Promote Bike&Walk Montclair's Courteous Driving Pledge.
- Invite [Meadowlink TMA](#) and [Bike&Walk Montclair](#) to help with bicycle and pedestrian education at assemblies or weekend Bike Rodeos.



NJ TRANSIT offers a no-cost, 45-minute statewide safety education program to public, non-public and charter schools, Grades PreK-12, highlight the need for safe behavior and caution around rail systems and buses. According to NJ TRANSIT, the presentation includes an age-appropriate video, safety tips and procedures, question and answer session, and free educational materials that reinforce important safety messages. For more information or to schedule presentations, go to the [Safety Education Program](http://www.njtransit.com/rq/rq_servlet.srv?hdnPageAction=SafetyTo) site at:

(http://www.njtransit.com/rq/rq_servlet.srv?hdnPageAction=SafetyTo)

Encouragement

- Organize Bike Trains/Walking School Buses to connect students and families who also want to walk or bike, and would be more comfortable as part of a group
- Host a classroom activities focused on walking and biking safety.
- Continue Bike/Walk Fridays and include teachers in the activities Utilize the school website to advance Safe Routes to School safety campaign/messages.
- Form a bike club to support student riders
- Create and promote annual essay contest “Why it’s good to walk or bike to school”
- Circulate Time Radius Map and Travel Plan Report on school website.

Evaluation

- Continue to conduct student travel surveys to measure how effective the SRTS program has been in increasing the number of students walking, biking, carpooling or taking transit to school.
- Conduct tracking exercises for distances students walk both on-line and in the classroom.

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Incentives

To encourage families to arrive by foot, bike or any other form of active transportation, Renaissance at Rand's SRTS Team Leader should continue to work with the SRTS team at Meadowlink (the Transportation Management Agency covering all of Montclair and the surrounding area), to develop a plan to best leverage the incentive items and other SRTS efforts.

Meadowlink will be providing bicycle and pedestrian safety themed incentives, such as stickers, to Renaissance at Rand and all of the other Montclair Schools participating in the SRTS program. Going forward, Meadowlink will offer assistance in the implementation of further SRTS initiatives such as, a walking school bus or bike rodeo, and incentives for these events will be provided as necessary.

PROGRAM EVALUATION AND MONITORING

In order to continue the momentum and keep up with the growing needs of a changing school population, Renaissance at Rand should use various data collection methods to evaluate the effectiveness of its SRTS Program over time. Some of those preliminary actions should be:

- **Conduct Student Travel Mode (Hands-Up) Surveys**

Renaissance at Rand should measure the number of children walking and bicycling to school by conducting Student Travel Mode (Hands-Up) Surveys at least twice a year. The results will be evaluated yearly to show if there has been a shift in the number of children walking and bicycling to school.

For these surveys, Renaissance at Rand can work with their SRTS Team Leader and Meadowlink TMA to coordinate this effort with Voorhees Transportation Center at Rutgers University to tabulate survey data. A copy of the Student Travel Mode Survey can be found in Appendix B.

- **Continue to conduct Parent Surveys**

Renaissance at Rand should continue to distribute parent/caregiver take-home/[online](#) attitudinal surveys to evaluate parents' attitudes towards walking and bicycling to school over time. The 2012 New Jersey Safe Routes to School Parent/Caregiver Survey Form is included in Appendix B. Using survey information on the number of children that currently walk and bike to Renaissance at Rand as a baseline measure, these yearly surveys should be conducted to determine if there has been a shift in attitudes and/or

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actions since the implementation of actions related to the SRTS program. Renaissance at Rand's SRTS Team Leader and Meadowlink TMA can work together to ensure that the surveys are distributed, collected and then tabulated by Voorhees Transportation Center at Rutgers University.

- **Conduct School Traffic Counts**

School traffic counts can be a good way to collect baseline data on parent/student behavior during arrival. Unlike typical traffic counts that use automated traffic counting equipment, these visual counts involve using students to manually record how students are being dropped off to school. Renaissance at Rand should institute a school traffic counts initiative to do these counts either as a single classroom activity or can use it as a school-wide motivator to get parents and students to walk and bike more often. These counts should be done at the beginning and the end of the school year to see if any of the SRTS activities have had an impact in reducing the number of cars dropping off students. It is important that the counts are done the same way each time to ensure that results can accurately compared.



Children of the Ganllwyd School in England counting passing vehicles as part of their Junior Road Safety Officers Program.

Source: <http://www.jsocymnu.org.uk/en/1100.htm>

The SRTS Team Leader should invite a representative from the Montclair Police Department, the Township Planner, or the Township Engineer to help kick-off the school's traffic count initiative. The counts should be coupled with encouragement activities such as:

- Making a school-wide pledge to walk and bike more often
- Setting a school-wide goal and holding a celebration if the goal is met.
- Having class discussions on how to reduce the impacts of traffic by using alternative modes of transportation such as biking and walking.

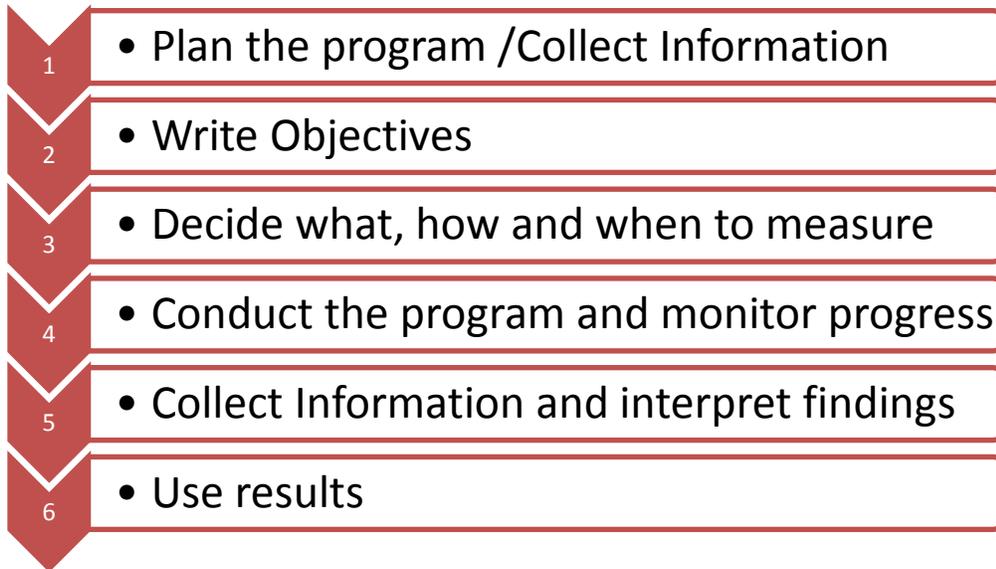
A sample of a traffic count form can be found in Appendix C.

Before carrying out any of these activities, the Renaissance at Rand SRTS Team should consider creating a mechanism for evaluation. As noted in the *Complete Safe Routes to*

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*School Guide*² there is a six-step process that works best for evaluating SRTS programs and is demonstrated in the following graphic:



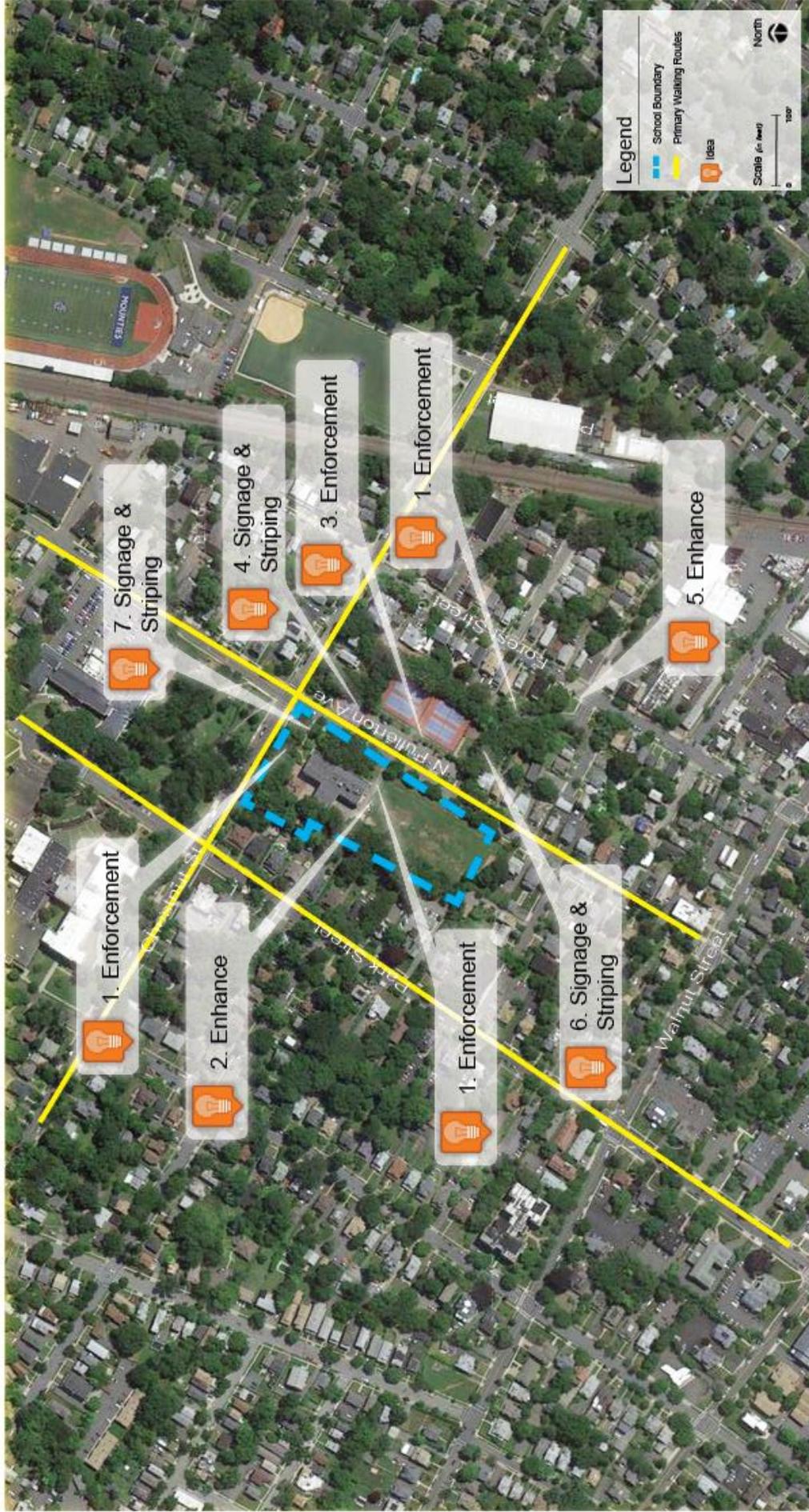
Creating a plan at the onset of the program will be most beneficial in setting goals for your program and determining strategies to will help you attain those goals.

² This guide is maintained by the National Center for Safe Routes to School at www.saferoutesinfo.org .

MAPPING SOLUTIONS FOR THE SCHOOL NEIGHBORHOOD

The walking environment around Renaissance at Rand Middle School is generally in good condition. With some minor changes, the walking routes to school can be very attractive to nearby families.

Map 2 - School Neighborhood Recommendations (on the following page) illustrates the suggested physical improvements that are aimed at improving the overall conditions for families walking and biking to school. If implemented in conjunction with the other strategies outlined in the Action Plan Matrix (page 26), these physical improvements will offer walking and/or biking as a safe and more convenient option to getting to school.



Map 2 - School Neighborhood Recommendations

1. Revise drop-off procedures to separate cars and buses. Have buses only in front of school along N. Fullerton Ave, and two options for cars: A. Chestnut Street on the side of the school with students using the side door. B. Rand Place across from the school.
2. Replace and relocate current bike rack.
3. Prohibit all traffic (except buses) along N. Fullerton Ave between Chestnut Ave and Rand Place during school hours.
4. Install 'No Stopping or Standing' signs along northbound N. Fullerton Ave
5. Reverse the direction along Rand Place to flow westbound from Forest Street to N. Fullerton Ave and prohibit right turns onto N. Fullerton Ave by adding a 'No Right Turn' sign.
6. Widen the sidewalk along Rand Place
7. Install 'Pull Up Here' signage along Chesnut Street to reinforce the proper location for curbside drop-off.

ACTION PLAN MATRIX

The following Action Plan Matrix for implementing the Renaissance at Rand Middle School SRTS program is intended to increase safety for students on their journey to and from school and, where appropriate encourage more students to walk or bike. The tables below are organized by the logical lead entity and identify those preliminary recommendations, specific to the Renaissance at Rand School campus and the immediate area, partners, a time frame and a level of cost for implementing each recommended action.

To give the Renaissance at Rand SRTS program more depth, it is recommended that these concepts be reinforced beyond the immediate school neighborhood. Renaissance at Rand's SRTS program can best realize full success if its community and municipal partners implement the township-wide action items that support Renaissance at Rand's SRTS program. These township-wide recommendations have been identified in Appendix D and are organized by the 5 E format (Engineering, Education, Encouragement, Enforcement and Evaluation) for implementing the SRTS program.

Montclair Safe Routes to School Program

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

Action Plan Matrix – Renaissance at Rand School Neighborhood Specific

| Timeframe Definition | Cost Definition |
|---|--|
| Short-term = less than 3 months | Low = Less than \$2,000 |
| Mid-term = between 3 to 6 months | Medium = between \$2,000 and \$10,000 |
| Long-term = longer than 6 months | High = more than \$10,000 |

| No. | Action | Partners | Timeframe | Cost | Notes |
|-------------------------------|---|----------------------------------|------------------------|-------------|---|
| Lead Entity: Principal | | | | | |
| 1 | Update current arrival and dismissal procedures with a map that defines the drop-off/ pick-up traffic circulation plan, including rules and procedures for driving along local streets within school campus and any school driveway access | PTA/ Meadowlink TMA/ BWM | Short-term | Low | Share the plan/map via school web site |
| 2 | Create school map of preferred drop-off/pickup locations, walking routes, biking routes, crosswalks, etc. | PTA/ Meadowlink TMA/ BWM | Short-term | Low | Include school map on poster for Back to School Night or other events |
| 3 | Revise drop-off procedures to separate cars and buses. Have buses only in front of school along N. Fullerton Ave, and two options for cars: -Chestnut Street on the side of the school and with students using the side door -Rand Place across from the school | Montclair Engineering/ BWM | Short-term | Low | Returning to the previous Chestnut Street option would also require unlocking the corner gate at N. Fullerton Ave |
| 4 | Create a student safety patrol | PTA /SRTS Team Leader | Short-term | Low | |
| 5 | Encourage staff to set a good example by using crosswalks | PTA/Safety Patrol | Short-term/ ongoing | Low | |
| 6 | Consider replacing and relocating current bike rack with a new state-of-the-art bike rack | Montclair Engineering/ BWM | Short-term | Medium | See Appendix F for bike rack considerations |
| 7 | Continue the SRTS team/group | PTA/ Meadowlink TMA | Short-term | Low | |

Montclair Safe Routes to School Program

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

| No. | Action | Partners | Timeframe | Cost | Notes |
|-------------------------|--|---|--------------------|------|--|
| 8 | Invite NJ TRANSIT to give their SAFETY RULES! Assembly presentation every year | Montclair BOE/NJ TRANSIT | Short-term/ongoing | Low | www.njtransit.com/rg_servlet.srv?hdnPageAction=SafetyTo |
| 9 | Invite Montclair Police Department to give safety presentation and conduct bicycle registration at Back to School night | Montclair BOE / Montclair Police | Short-term/ongoing | Low | Contact Sgt. Egnezzo |
| 10 | Invite Meadowlink TMA and Bike&Walk Montclair (BWM) to help with bicycle and pedestrian education at assemblies or weekend Bike Rodeos | Montclair BOE/ Meadowlink TMA/ BWM/ PTA/ SRTS Coordinator | Short-term/ongoing | Low | |
| 11 | Circulate Time Radius Map and Travel Plan Report on school website | Montclair BOE | Short-term | Low | |
| 12 | Utilize the school website to advance Safe Routes to School safety campaign/messages | Montclair BOE | Short-term/ongoing | Low | Include NJ rail safety PSAs i.e. http://oli.org/video/view/new-jersey-transit-psa-you-dont-win |
| 13 | Integrate walking, bicycling, and traffic safety education into classroom curriculum | Meadowlink TMA /Montclair BOE /PTA | Short-term | Low | See Appendix E for sample lesson plans. Meadowlink can provide training to trainers |
| 14 | Continue to conduct student travel surveys to measure how effective the SRTS program has been in increasing the number of students walking, biking, carpooling or taking transit to school | Montclair BOE/ Meadowlink TMA | Mid-term | Low | |
| Lead Entity: PTA | | | | | |
| 15 | Create and distribute fake "tickets" to reprimand drivers/walkers/bicyclists for unsafe behavior | Safety Patrol/SRTS Team Leader/PTA | Short-term | Low | |

Montclair Safe Routes to School Program

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

| No. | Action | Partners | Timeframe | Cost | Notes |
|-----|---|--|---------------------|------|---|
| 16 | Create warm fuzzies or "thank you's" to reward drivers/walkers/bicyclists for displaying model behavior | Safety Patrol/SRTS Team Leader/PTA | Short-term | Low | |
| 17 | Participate in International Walk to School Day in October and National Bike to School Day in May and NJ Walk and Bike to School Day in May | Principal/ Meadowlink TMA/ SRTS Coordinator/ SRTS Team Leader/ BWM | Short-term/ ongoing | Low | |
| 18 | Include Crossing Guard Appreciation Day with every bike/walk to school event | Principal/ Meadowlink/ SRTS Coordinator/ SRTS Team Leader/ BWM | Short-term/ ongoing | Low | |
| 19 | Organize Bike Trains/Walking School Buses to connect students and families who also want to walk or bike, and would be more comfortable as part of a group | Meadowlink TMA | Short-term/ ongoing | Low | Could be set up similar to Meadowlink's carpool program |
| 20 | Continue Bike/Walk Fridays and include teachers in the activities | Meadowlink TMA/BWM | Short-term/ ongoing | Low | |
| 21 | Form a bike club to support student riders | Meadowlink TMA/BWM | Short-term | Low | For an example, see the Loyal Heights Urban Cycling Club: http://walkbikeschools.wordpress.com/2013/03/06/the-loyal-heights-urban-cycling-club/ |
| 22 | Create and promote annual essay contest "Why it's good to walk or bike to school" | BWM/SRTS Coordinator | Short-term/ ongoing | Low | |
| 23 | Share the updated arrival/dismissal procedures/walking and Bike Route maps via PTA web site | Principal/ Montclair Engineering/ BWM | Short-term | Low | |

Montclair Safe Routes to School Program

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

| No. | Action | Partners | Timeframe | Cost | Notes |
|---|--|--|------------------------|--------|---|
| 24 | Circulate Travel Plan on PTA website, especially the map of walking routes with the time radius | Montclair BOE | Short-term | Low | |
| 25 | Promote Bike&Walk Montclair's Courteous Driving Pledge | BWM | Short-term | Low | |
| 26 | Coordinate with BWM to offer Bike Safety Classes – Bike 101 for any students who want to ride to school | BWM | Short-term | Low | |
| 27 | Complete "Achievements" as part of the SRTS Recognition Program to reach the Gold Level | Meadowlink/ BWM/ SRTS Coordinator | Short-term/ ongoing | Low | See Appendix F for details on Achievements |
| Lead Entity: Montclair Engineering | | | | | |
| 28 | Prohibit all traffic (except buses) along N. Fullerton Ave between Chestnut Avenue and Rand Place during school hours | Montclair Town Council/ Montclair DPW | Short-term | Low | Install temporary "Do Not Enter" signs in each direction. |
| 29 | Install "No Stopping or Standing" signs along northbound N. Fullerton Avenue | Montclair DPW | Mid-term | Low | This would support the revised drop-off and pick-up procedures, but may not be needed if the "Do Not Enter" is implemented. |
| 30 | Reverse the direction of traffic along Rand Place to flow westbound from Forrest Street to N. Fullerton Ave and prohibit right turns onto N. Fullerton Avenue by adding a "No Right Turn" sign | Montclair Town Council/ Montclair DPW | Mid-term | Low | There are no residents along this section of Rand Place |
| 31 | Evaluate crosswalk lighting for midblock crossing along N. Fullerton Avenue in front of the school | Montclair DPW | Mid-term | Low | Possibly install additional pedestrian scale lights |
| 32 | Widen the sidewalk along Rand Place | Montclair DPW | Mid-term | Medium | Would better accommodate the recommended drop-off and pick-up procedure |

Montclair Safe Routes to School Program

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

| No. | Action | Partners | Timeframe | Cost | Notes |
|---|---|--------------------|------------|------|--|
| 33 | Install "Pull Up Here" signage along Chestnut Street to reinforce the proper location for curbside drop-off | Montclair DPW | Short-term | Low | Will help minimize site visibility issues from cars pulling up too close to the intersection |
| Lead Entity: Montclair Police Department | | | | | |
| 34 | Include information on crossing bicyclists during annual crossing guard training | Meadowlink TMA/BWM | Short-term | Low | |
| 35 | Provide information about bicycle registration that can be shared with the school community | Principal/PTA/BWM | Short-term | Low | |
| 36 | Enforce traffic prohibition between Chestnut and Rand Place during school hours | Principal/PTA | Short-term | Low | |
| 37 | Enforce "No Parking" in front of school on N. Fullerton Ave. during school hours | Principal/PTA | Short-term | Low | This will ensure drivers comply with the proposed "Do Not Enter" |

APPENDICES

Appendix A. Crosswalk[®] Neighborhood Analysis

The following maps and notes are a record of the issues identified both during initial field observations and during the workshops as noted by participants:

Assessment Categories:



School Location/ Crossing Guard Location



Ideas/ Primary Destination/ Secondary Destination



Pedestrian Issues – Good/ Minor/ Major



Bicycling Issues - Good/ Minor/ Major



Driver Behavior – Good/ Poor/ Bad



Intersection Issues - Good/ Poor/ Bad



Environmental Issues - - Good/ Poor/ Bad

Montclair Safe Routes to School Program
Safe Routes to School Travel Plan – Renaissance at Rand Middle School

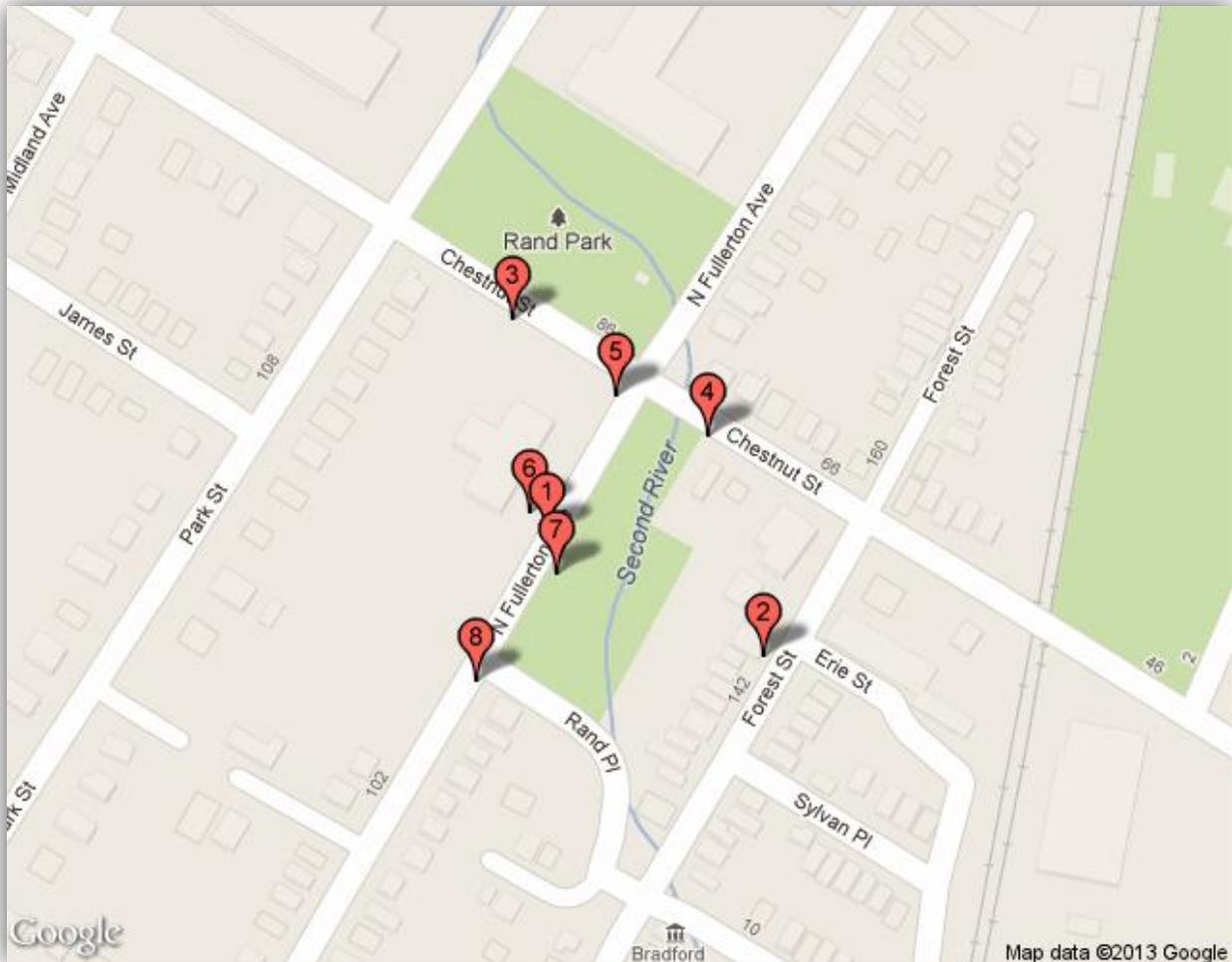
 **Primary Destinations**



1. Front Entrance.



Secondary Destinations

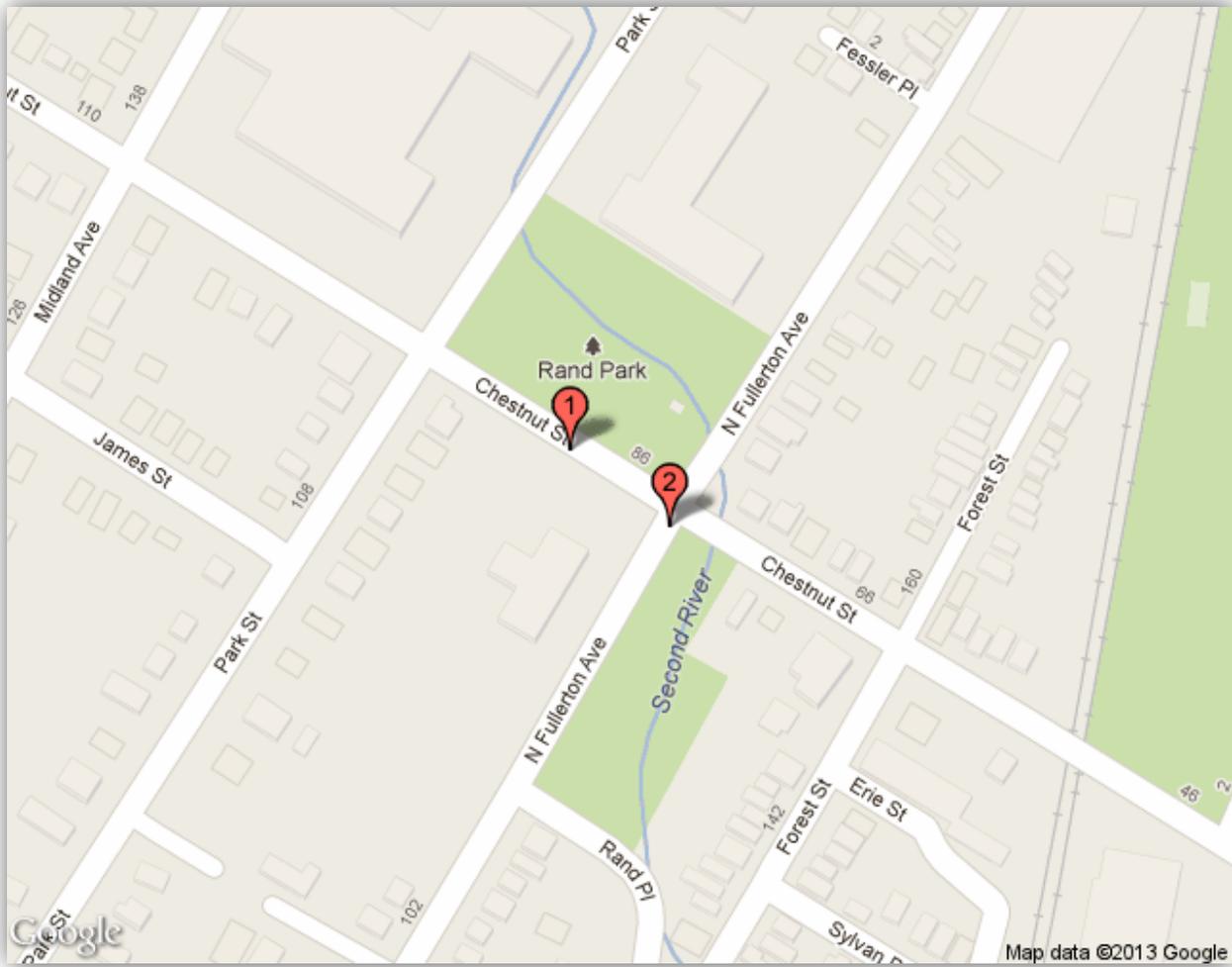


1. **Bus Loading and Drop-off.** Buses load and drop-off from here to corner.
2. **Montclair COOP School Art Studio.**
3. **Access Point.** Side access to school.
4. **Informal drop-off / pick-up location.** Parents appear to pick-up and drop-off here.
5. **Access Point.** Corner access point.
6. **Bicycle Parking.**
7. **Rand Park.** This is a key destination and "hang-out" for students before and after school.
8. **Drop-off/Pick-up Pattern.** This is a makeshift location that parents use for drop-off and pick-up.

Montclair Safe Routes to School Program
Safe Routes to School Travel Plan – Renaissance at Rand Middle School



Crossing Guards

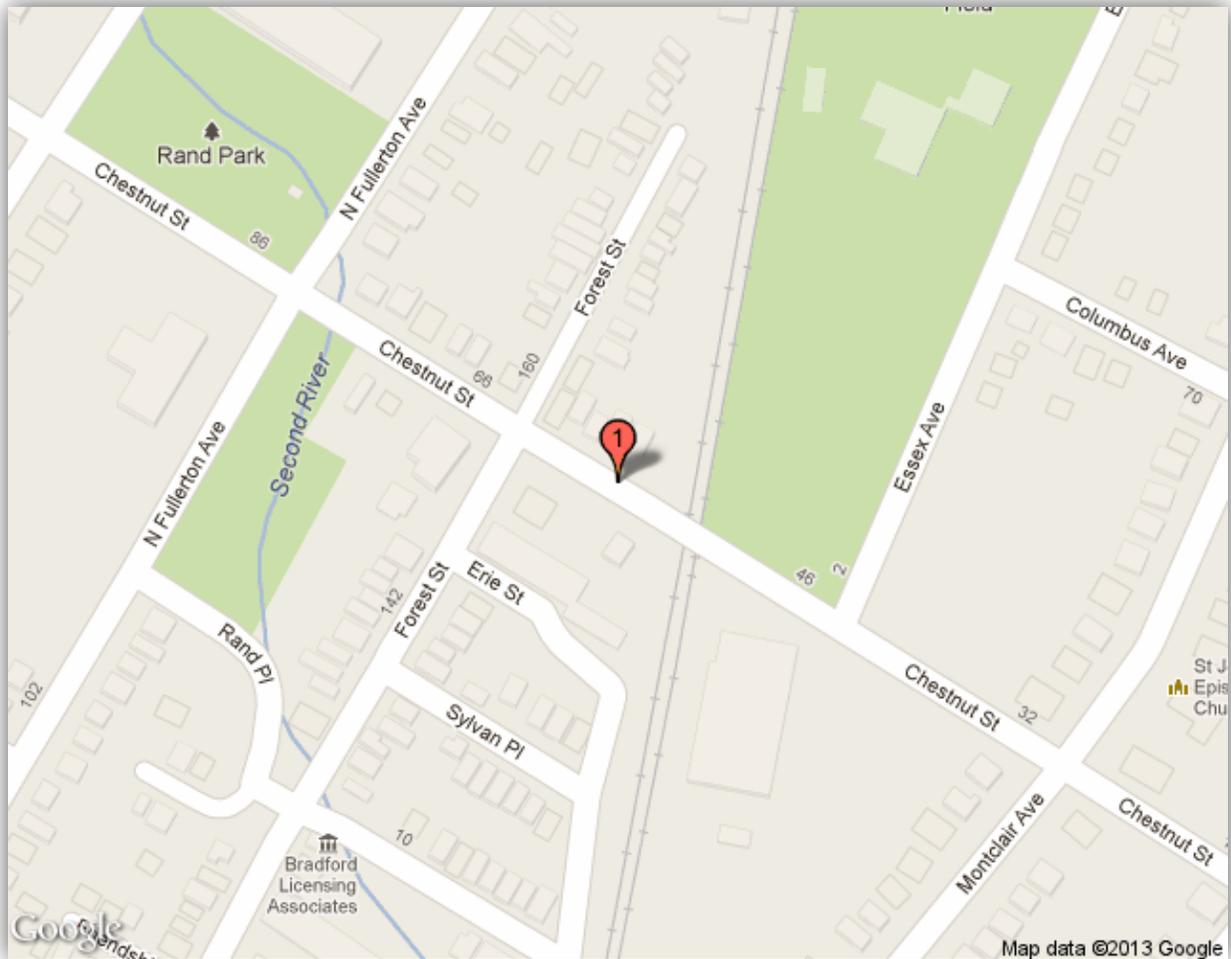


- 1. **Crossing Guard.**
- 2. **Crossing Guard.**

Safe Routes to School Travel Plan – Renaissance at Rand Middle School



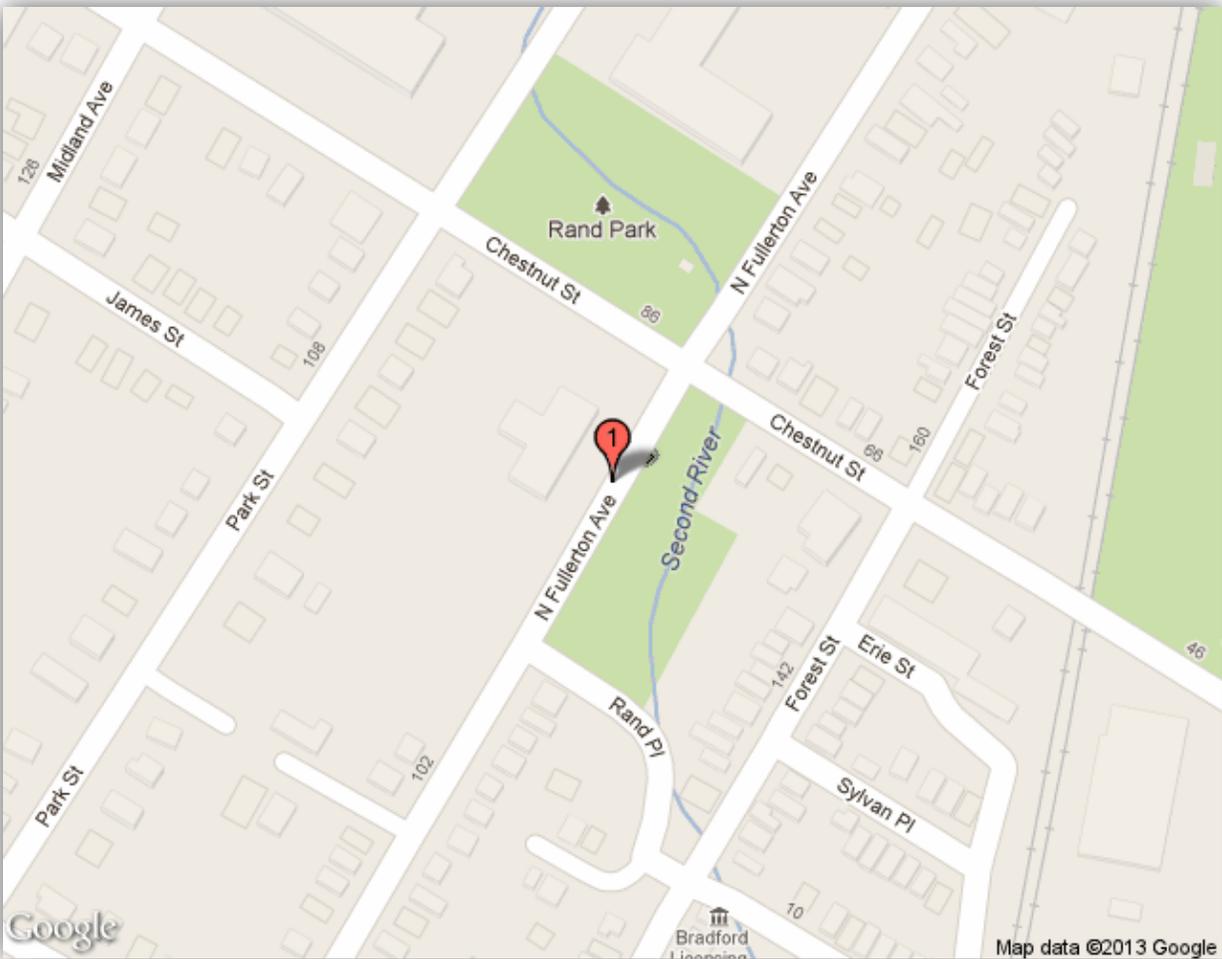
Driver Behavior - Bad



1. Poor Driver Visibility/Expectation. Cars traveling west on Chestnut speed up this steep hill and cannot see pedestrians in the crosswalk.

Montclair Safe Routes to School Program
Safe Routes to School Travel Plan – Renaissance at Rand Middle School

 **Driver Behavior - Poor**

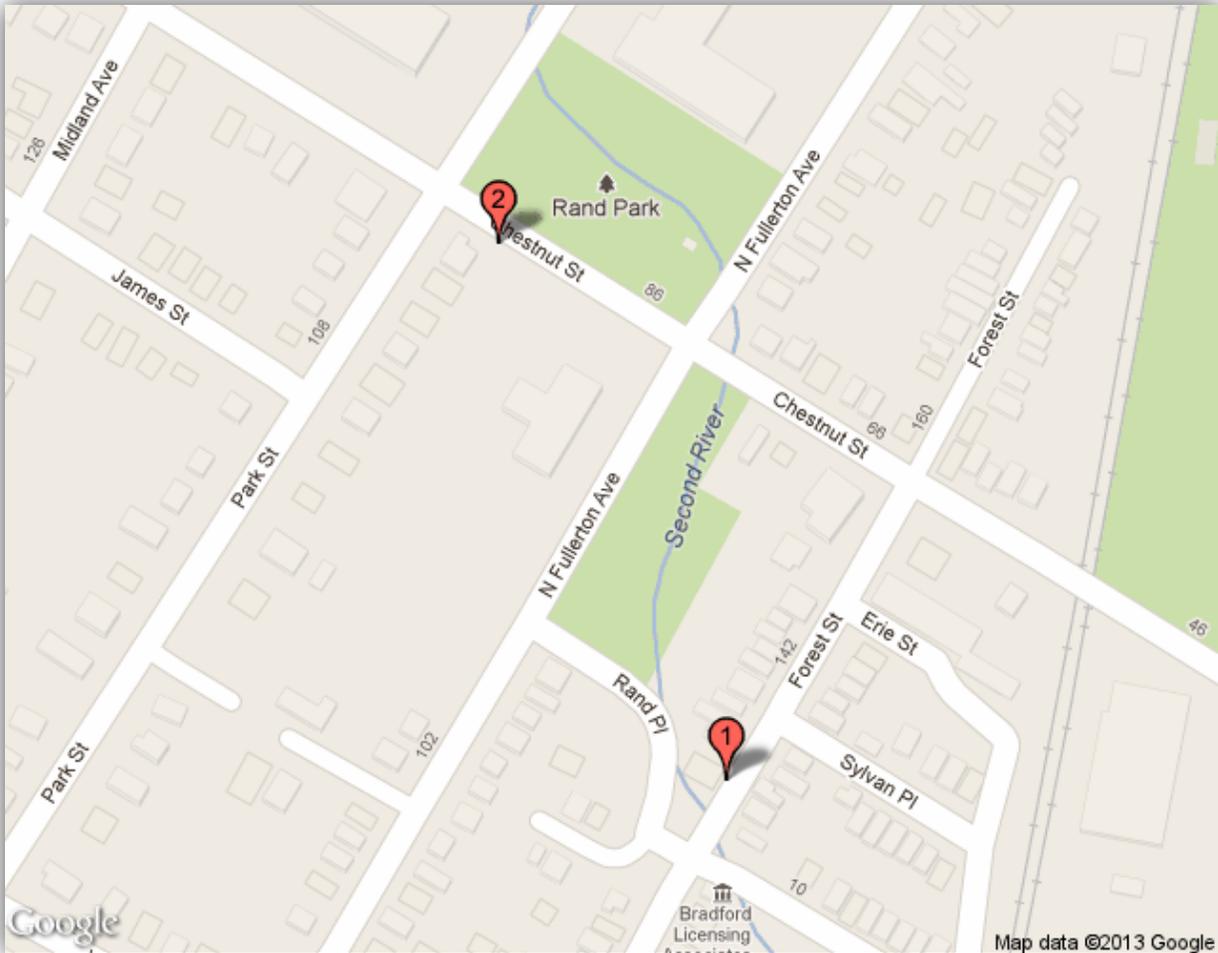


1. **Drop-off Zone.** Parents drop-off in "bus zone" if buses are not present.

Safe Routes to School Travel Plan – Renaissance at Rand Middle School



Environment - Poor

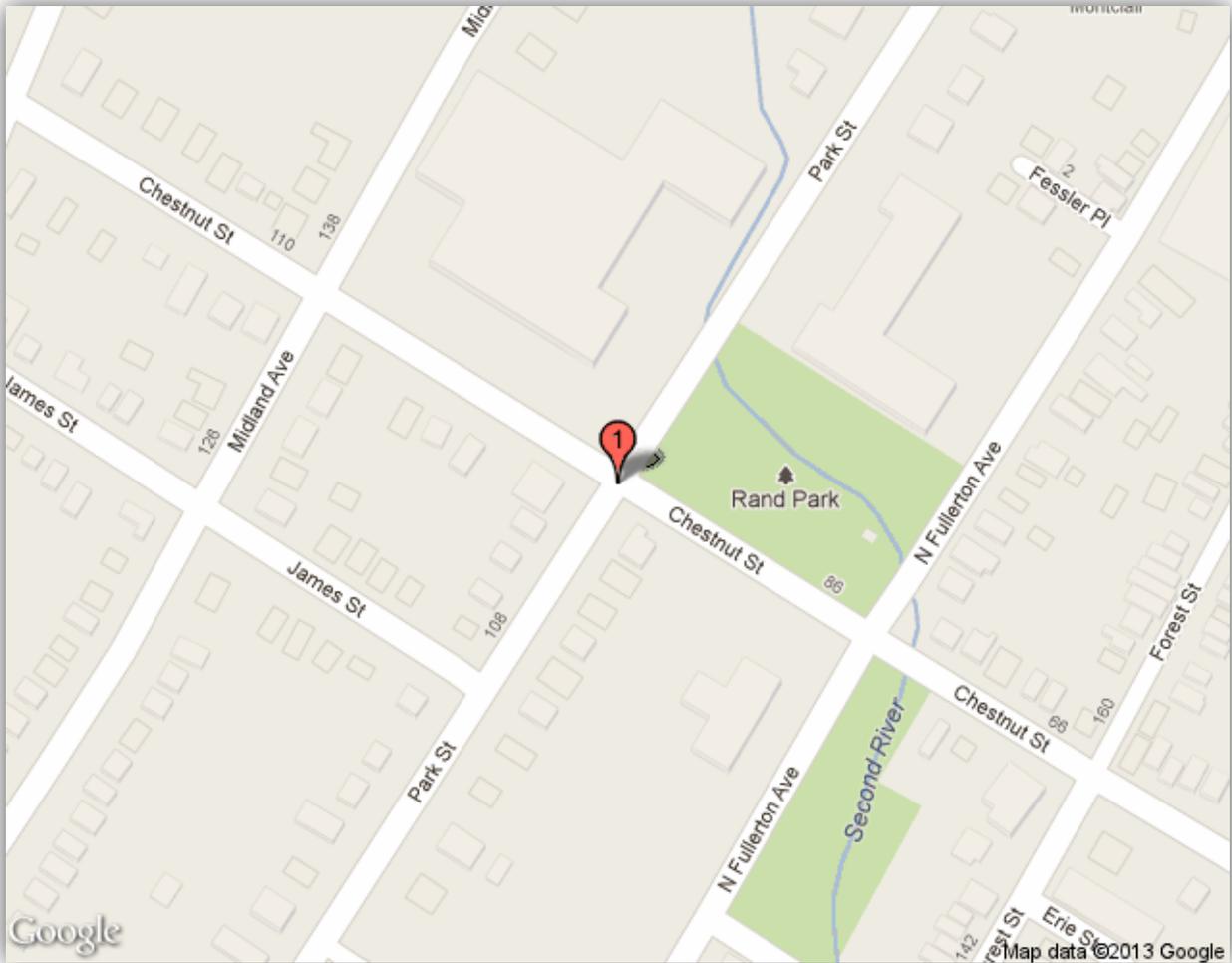


1. **Isolated Feeling.** This street can feel a little unsafe and isolated in portions due to surface parking and lack of ground floor activity.
2. **Unmaintained Driveway.** Wide driveway that appears to be unmaintained with trash spilling onto sidewalk.

Safe Routes to School Travel Plan – Renaissance at Rand Middle School



Intersection – Good

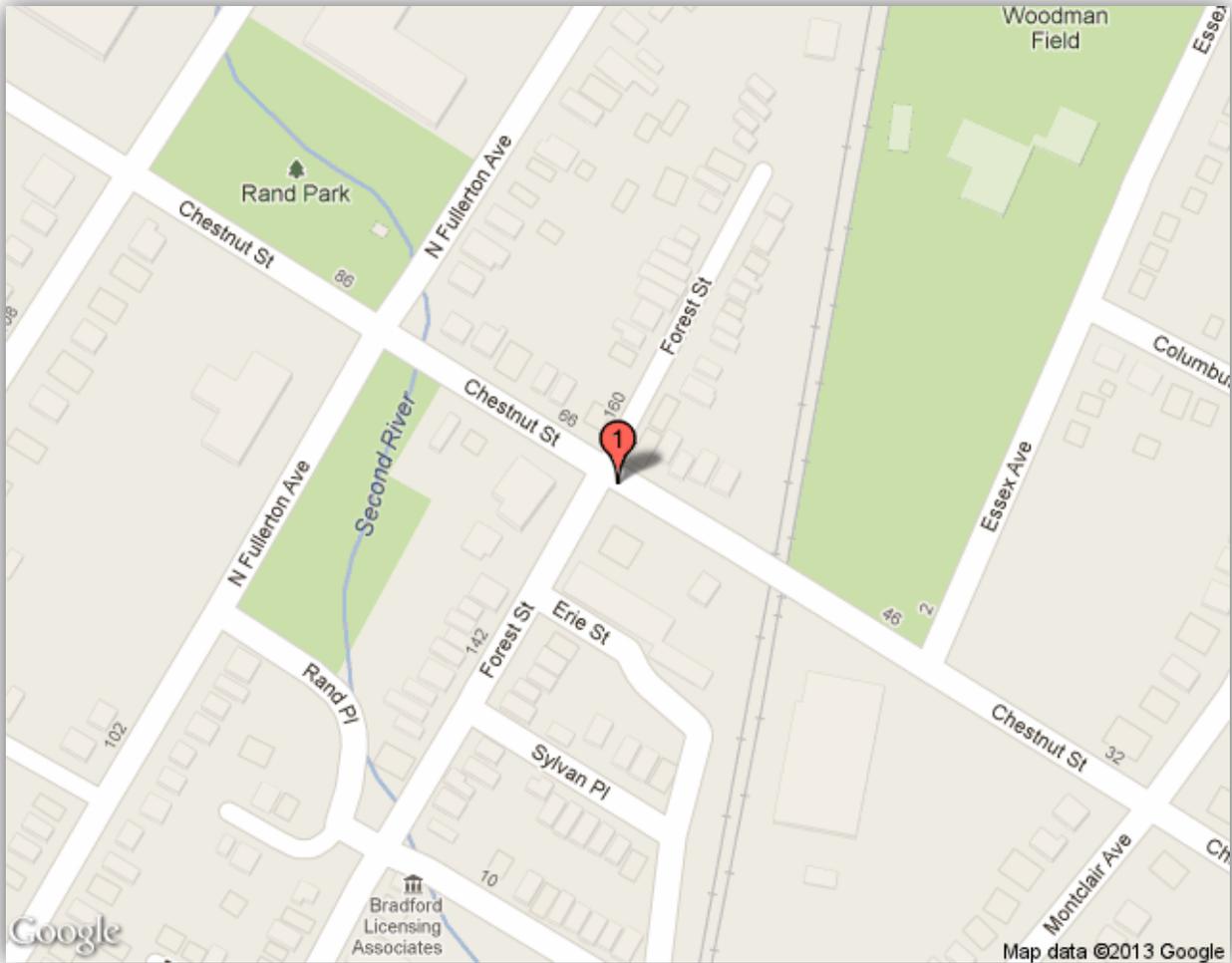


1. **Good Intersection** Signalized with clear crosswalks and a crossing guard.

Safe Routes to School Travel Plan – Renaissance at Rand Middle School



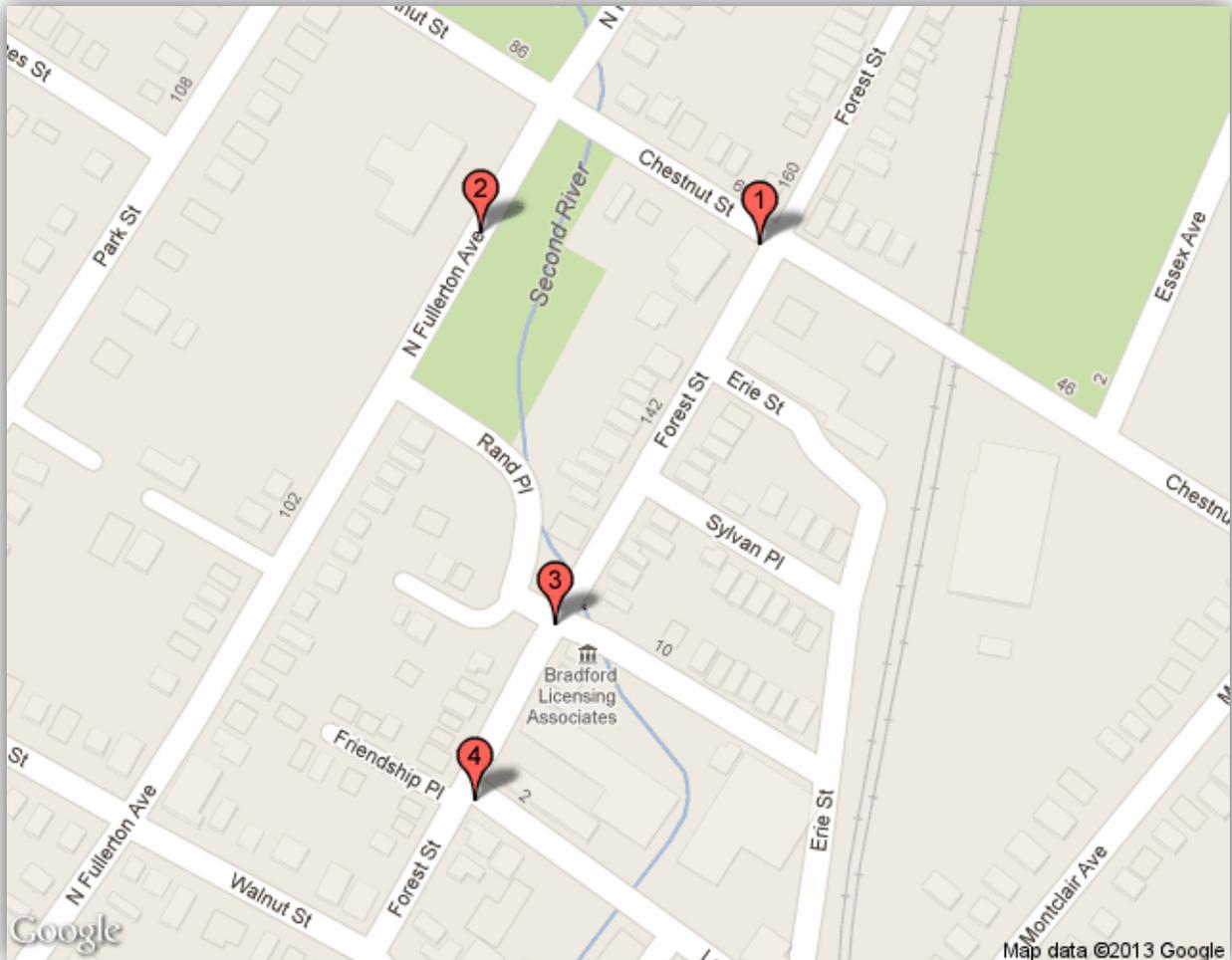
Intersection – Bad



1. **Poor Visibility.** There is very poor visibility from Chestnut Street to this intersection due to steep slope.



Intersection – Poor

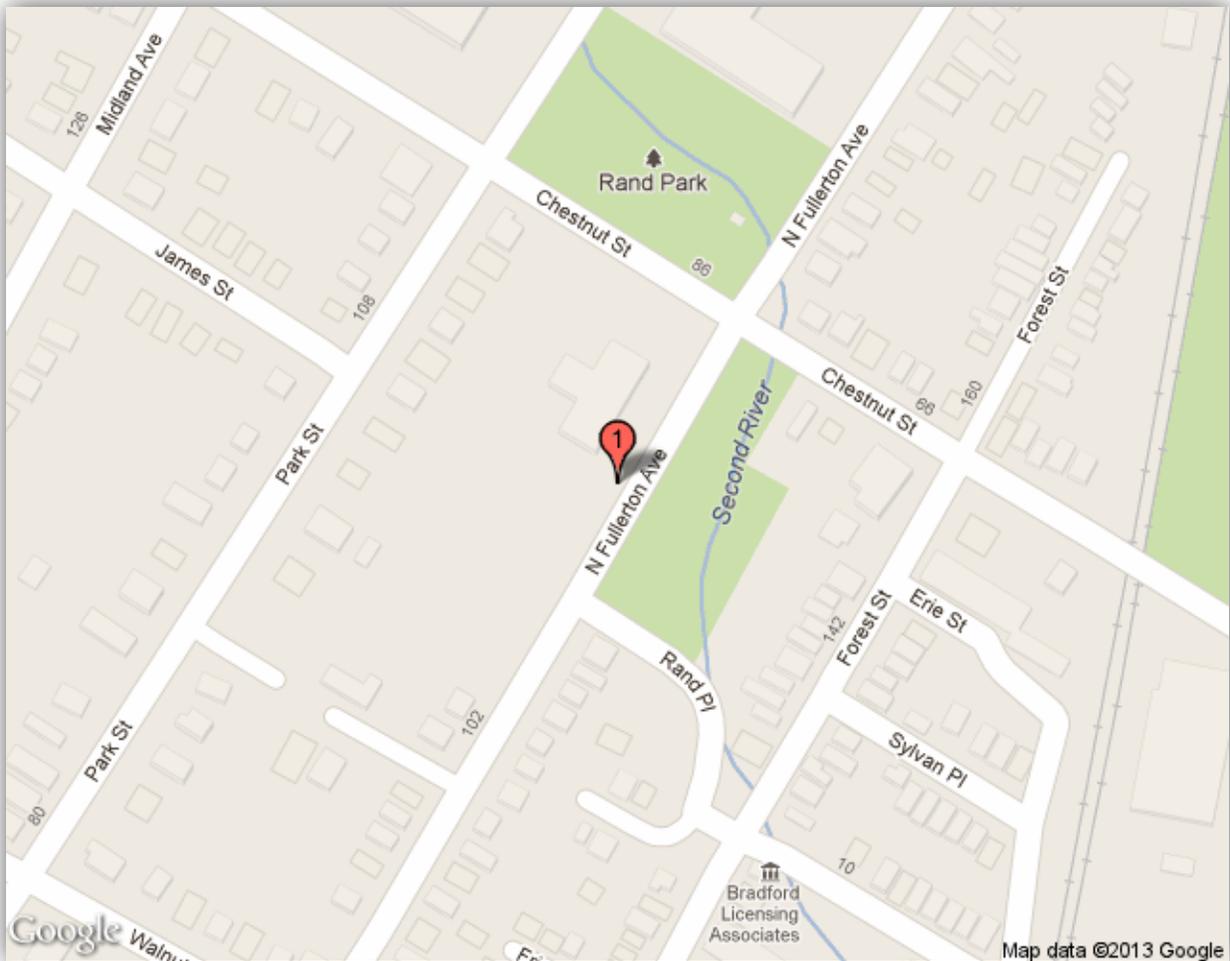


1. **New 4-way Stop.** This intersection was converted to a 4-way stop within the past couple of months. This is due to cars speeding down Chestnut Street and through the intersection. The stop sign is in the middle because drivers were ignoring the 4-way stop.
2. **Mid-block Crossing.** Clearly defined mid-block crossing passes between buses during drop-off - pick-up.
3. **Crosswalk / Curb Ramp.** Intersection improvements are needed including curb ramps and corner landings.
4. **Curb Ramps.** Curb ramps needed (along most of this street).

Safe Routes to School Travel Plan – Renaissance at Rand Middle School



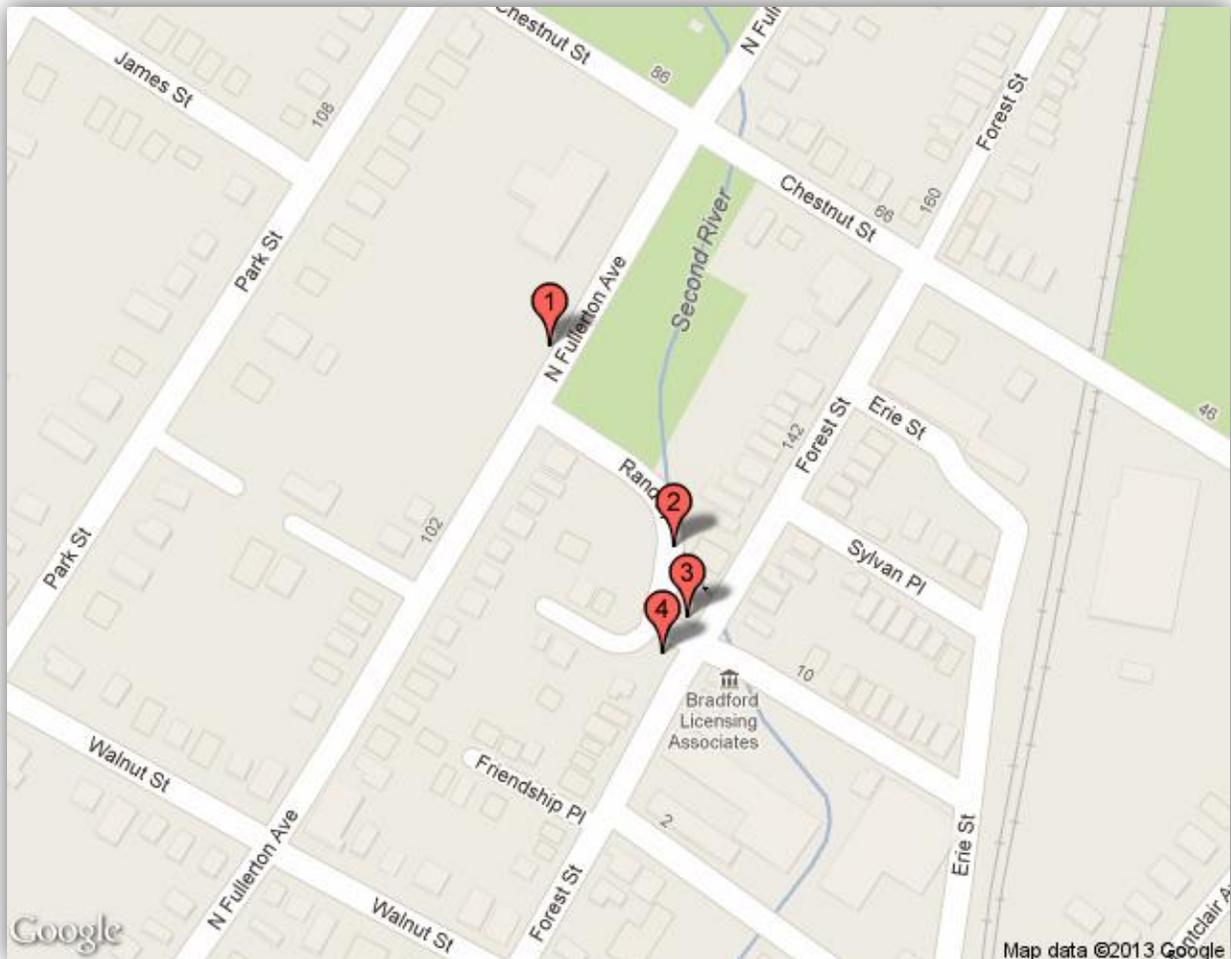
Pedestrian Issue – Major



1. **Driveway Access.** It is unclear if this driveway is used by students. It appears that paths link to this driveway.



Pedestrian Issue – Minor

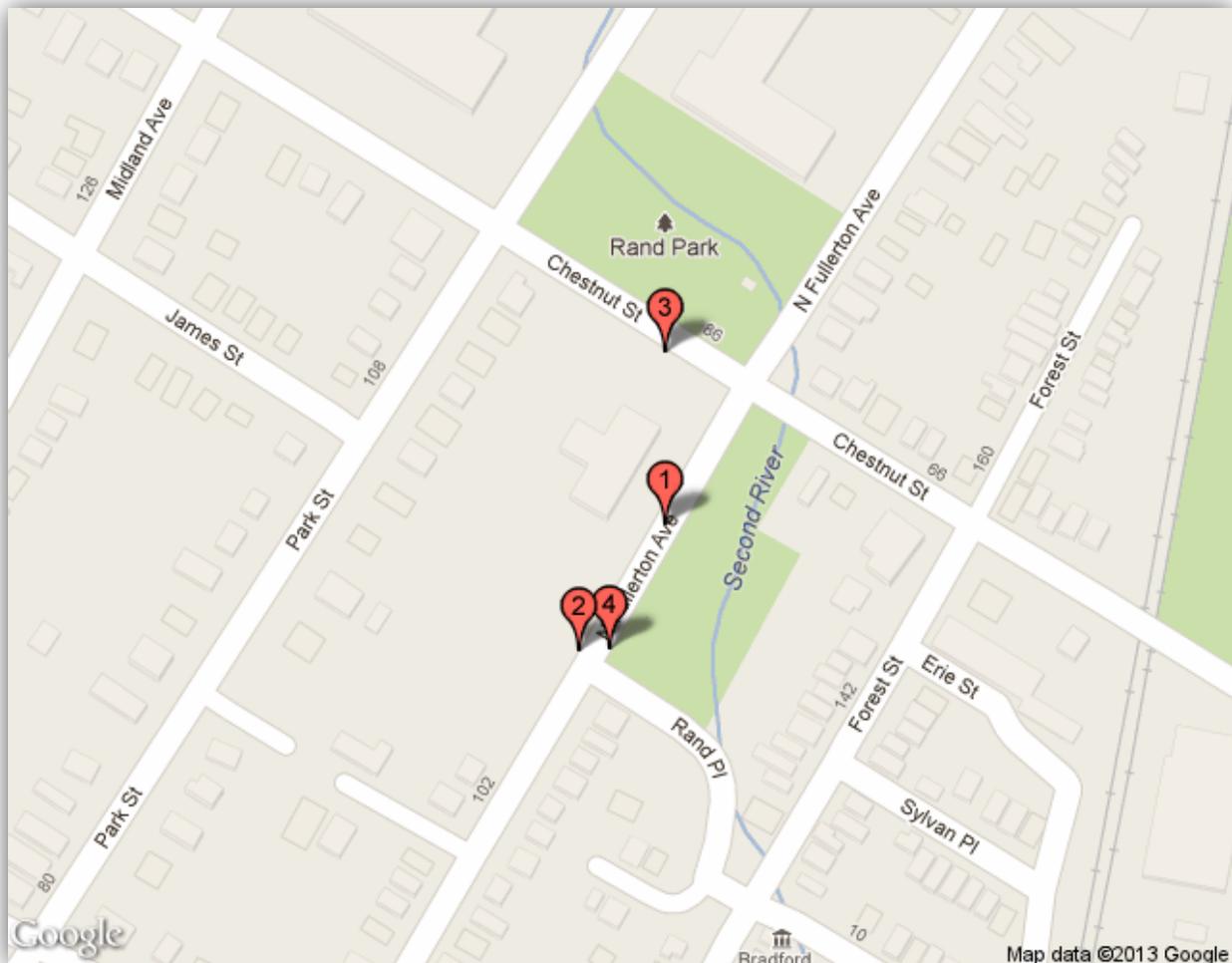


1. **Narrow Sidewalk.** Sidewalk is a little narrow through this area. Students are dropped off here by parents and it is the primary path to the field.
2. **Sidewalk Width.** Sidewalk narrows as it passes near a steep slope and is an obscured turn for cars.
3. **Desire lines.** Desire lines show pedestrians cutting this corner.
4. **Desire lines.** Desire lines show pedestrians cutting this corner.

Safe Routes to School Travel Plan – Renaissance at Rand Middle School



Pedestrian – Good

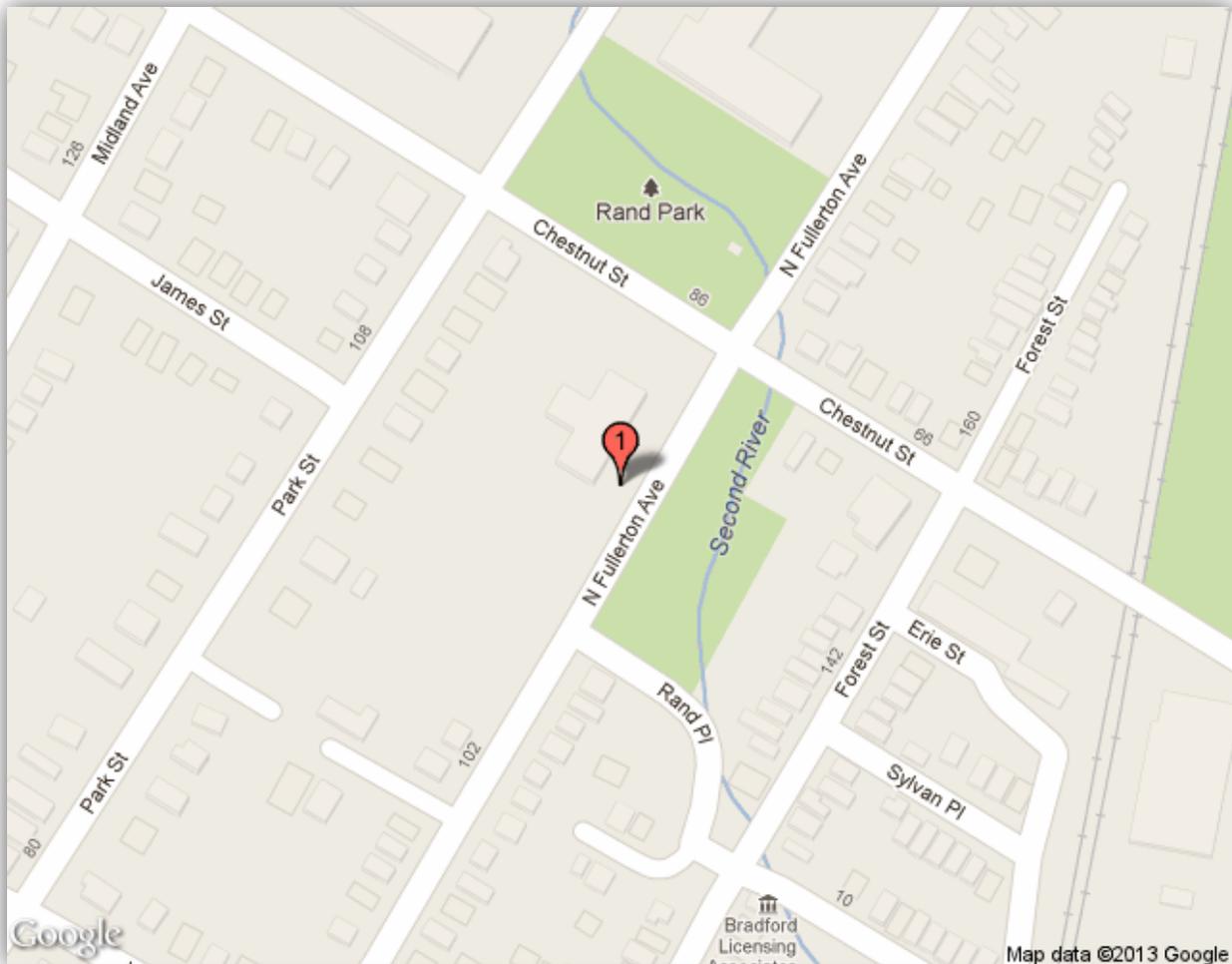


1. **Sidewalk Condition.** Good sidewalk width and condition around school. Width gets tight at tree pits.
2. **Mid-block Crossing.** Well defined and signed mid-block crossing.
3. **Good Sidewalks.** Ample sidewalk widths that appear to be new.
4. **Sidewalk Condition.** Ample sidewalks provided.

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

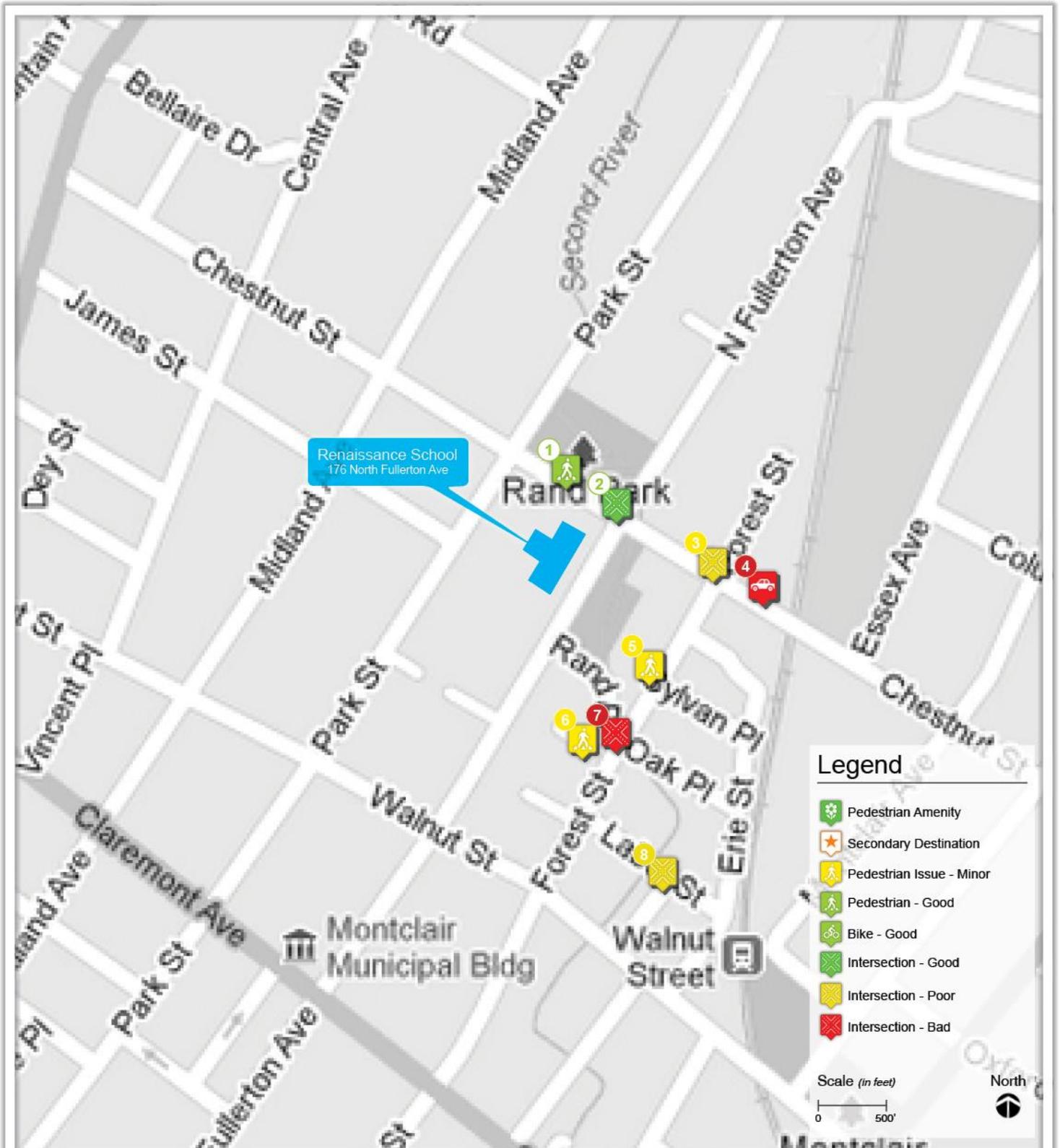


Bike Issue – Minor



1. **Bicycle Racks.** Bicycle racks appear to be difficult to access due to slope and lack of a path or sidewalk.

Renaissance School



Neighborhood Area Photography



1 Ample sidewalk widths that appear to be new.



2 Signalized with clear crosswalks and a crossing guard.



3 This intersection was converted to a 4-way stop.



4 Poor Visibility
Cars traveling west on Chestnut speed up this steep hill and cannot see pedestrians in the crosswalk



5 Clearly defined mid-block crossing situated between buses during drop-off/pick-up.



6 Sidewalk is in poor condition and narrows around corner, obscuring pedestrians from sight.



7 Intersection improvements are needed including curb ramps and corner landings.



8 Curb ramps needed (along most of this street).



Map 4 - School Campus Area Analysis

Montclair Safe Routes to School Program

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

Appendix B. Surveys – Travel Mode & Attitudinal

Montclair Safe Routes to School Program
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Parent/Caregiver Attitudinal Survey

The online version of the survey can be found here:

https://rutgersbcsr.us2.qualtrics.com/SE/?SID=SV_8uZQeguvLZ7cjRP

NEW JERSEY
SafeRoutes
to School



To take this survey online, visit:
www.NJSafeRoutes.org

Dear Parent or Caregiver,

Your child's school has partnered with the NJ Department of Transportation, New Jersey's Transportation Management Associations, and researchers at the Rutgers University Voorhees Transportation Center to learn your thoughts about children walking and biking to school.

Purpose of Survey

Safe Routes to School (SRTS) is a nationwide effort to encourage more and safer walking and bicycling to school. The goal of this study is to understand any issues or concerns you have about allowing your child to walk or bike to and from school. The information gathered will be used to assess your local, state and national Safe Routes to School programs.

Please note that all responses will be kept anonymous and neither your name nor your child's name will be associated with any results. If you have any questions about your rights as a participant in this study, you may contact the Institutional Review Board administrator at Rutgers University at 732-932-0150 ext. 2104.

Your participation in this study is completely voluntary; however, your opinions are highly valued. If you have any questions about the survey, please contact Leigh Ann Von Hagen of the NJ Safe Routes to School Resource Center at Rutgers University at lavh@ejb.rutgers.edu, or 732-932-6812, extension 613.

Thank you for participating!

Sincerely,

Elise Bremer-Nei
State Safe Routes to School Coordinator
New Jersey Department of Transportation



Montclair Safe Routes to School Program

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

Survey Directions

Please answer the questions below for the child who brought home this survey. We ask that each family complete only one survey per school your children attend. This survey will take about 5 - 10 minutes to complete. Remember, all the requested information will be anonymous.

1. What is the name of your child's school? _____

2. In what grade is your child currently enrolled? _____

3. Is your child: Male Female

4. Does your school district provide your child with busing?

- Yes
- No

5. Does your child have a disability that prevents her/him from walking or biking to school?

- Yes
- No

6a. What town do you live in? _____

6b. What is the street intersection nearest your home? _____ and _____

7. During a typical 5-day school week, how many days does your child go to school and leave from school using these types of transportation:

| | Walk | Bike | School Bus | Family Vehicle <i>(only children in your family)</i> | Carpool <i>(with children from another family)</i> | Public Transit <i>(city bus, subway, etc...)</i> | Other | Total = 5 days |
|--------------------------|--------|-------|------------|---|---|---|-------|-------------------|
| EXAMPLE | 2 days | 1 day | 2 days | | | | | = 5 days |
| Goes to School by... | | | | | | | | = 5 days |
| Leaves from School by... | | | | | | | | = 5 days |

8. If your child walks or bikes to school, with whom do they usually travel? *(Check all that apply.)*

- Alone
- Parent or Guardian
- Other Children
- Sibling
- Other Adult
- My child does not walk or bike to school

9. What is the driving distance between your home and school in minutes and miles? *(please give your best estimate)*

a. minutes: _____ b. miles: _____ Don't Know

10a. When your child walks, bikes, or takes a school bus to school, how long, on average, does it take her or him to travel from your home to school?

| | Number of Minutes | Does not... | Don't Know |
|------------|-------------------|---|--------------------------|
| Walk | | walk... <input type="checkbox"/> | <input type="checkbox"/> |
| Bike | | bike... <input type="checkbox"/> | <input type="checkbox"/> |
| School Bus | | take school bus... <input type="checkbox"/> | <input type="checkbox"/> |

Montclair Safe Routes to School Program

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

10b. How does your child usually get to and from school? (Check all that apply)

- Walk Bike Ride the School Bus Drive/Ride in Car Other

11. Does your child’s school encourage walking to and from school?

- Yes No Don’t Know

12. Does your child’s school encourage biking to and from school?

- Yes No Don’t Know

13. In what ways does your child’s school encourage walking or biking? (If applicable)

| Walking | Biking |
|--|---|
| <input type="checkbox"/> Walk to school days | <input type="checkbox"/> Bike to school days |
| <input type="checkbox"/> School walking club | <input type="checkbox"/> School bike club |
| <input type="checkbox"/> Walking School Bus program | <input type="checkbox"/> Bike rodeo |
| <input type="checkbox"/> Providing walking route maps | <input type="checkbox"/> Providing bike route maps |
| <input type="checkbox"/> Distributing informative materials on walking | <input type="checkbox"/> Distributing informative materials on biking |
| <input type="checkbox"/> Don’t know | <input type="checkbox"/> Bicycle racks are present |
| <input type="checkbox"/> Other: _____ | <input type="checkbox"/> Don’t know |
| | <input type="checkbox"/> Other: _____ |

14. Does your child have a bike that they can ride to school?

- Yes
 No

15a. Currently, how important are the following in your decision to let your child walk or bike to school? Please indicate below how important each of the following factors affects your decision and in the last column on the right, please indicate which one factor is the most important.

Please indicate the one factor that is most important



| | Very Important | Somewhat Important | Neither Important or Unimportant | Somewhat Unimportant | Very Unimportant | Most Important Factor |
|--|--------------------------|--------------------------|----------------------------------|--------------------------|--------------------------|--------------------------|
| Distance to and from school | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Availability of sidewalks | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Availability of bike paths and/or trails | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Availability of bike parking | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Amount of traffic on roads | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Speed of traffic on roads | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Availability of crossing guards | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Weather | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Availability of school bus | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Unsafe crossings or intersections | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

15b. Currently, how important are the following in your decision to let your child walk or bike to school? Please indicate below how important each of the following factors affects your decision and in the last column on the right, please indicate which one factor is the most important.

Please indicate the one factor that is most important



| | <i>Very Important</i> | <i>Somewhat Important</i> | <i>Neither Important or Unimportant</i> | <i>Somewhat Unimportant</i> | <i>Very Unimportant</i> | <i>Most Important Factor</i> |
|---|--------------------------|---------------------------|---|-----------------------------|--------------------------|------------------------------|
| Age of my child | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Family schedule | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Child's before and after school activities | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Weight of book bag | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Availability of adult supervision | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Bullying | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Personal safety (theft, gangs, abandoned buildings, etc...) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| "Stranger Danger" | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

15c. Please tell us if there are any other important factors in your decision to let your child walk or bike to school?

Tell Us About Yourself...

These questions are asked so that we can group your responses together with those of everyone we interview.

16. What is your age as of today?

_____ age

17. Are you male or female?

- male
- female

18. Please indicate how many people in your household, including yourself, are in each of the following age categories. [Fill in number]

- _____ Under 4 years
- _____ 5 to 11 years
- _____ 12 to 16 years
- _____ 17 to 19 years
- _____ 20 to 55 years
- _____ 55 years or older

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

19. What is the highest level of education you've completed?

- Less than high school graduate
- High school graduate (or GED)
- Some college (or technical vocational school/professional business school)
- Two-year college degree (AA: Associate in Arts)
- Four-year college degree (BA or BS: Bachelor of Arts/ Science degree)
- Graduate work, but no advanced degree
- Graduate degree (Masters, PhD., Lawyer, Medical Doctor)

20. Which ONE of these descriptions of race and ethnic backgrounds most applies to you:

- White Hispanic
- White not Hispanic
- Black Hispanic
- Black not Hispanic
- Asian
- Native American
- Other

21. What is your total annual household income?

- Less than \$25,000
- \$25,000 to \$50,000
- \$50,000 to \$100,000
- \$100,000 to \$150,000
- \$150,000 or more

22. How many motor vehicles are kept at home for use by members of your household?

_____ vehicles

23. What is your marital status?

- Single/Never Married
- Married/Civil Union
- Divorced
- Widowed
- Living with a partner

24. What type of residence do you live in? Is it a...

- Single family home
- Multi-family home
- Townhouse
- Apartment building
- Condominium
- Other, specify _____

THANK YOU FOR PARTICIPATING IN THIS SURVEY

Montclair Safe Routes to School Program

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

Appendix C. Traffic Count Instructions and Form

INSTRUCTIONS FOR TRAFFIC COUNT FORM

1. Have kids pair up in teams of two to count walkers and bicyclists. Car counters need teams of three.
2. Each team is assigned a location where children are arriving at school.
3. One person is the counter and the other is the recorder. When counting cars, one person counts cars and another counts the number of children in each car.
4. The counters call out a car (biker or walker) when it (they) arrives. The recorder makes a mark for the number of cars and writes out the number for the number of children per car. (Make sure they keep the tic marks in groups of five). The bike and walking counters should make marks for each child.
5. At the end they total the number of marks. Then they count how many cars that had more than one child in the car, which counts the number of carpools. Note: If the class has learned how to average, then have them compute the number of children per carpool.
6. Combine all the forms to find out how many children walked to school, biked to school, came in a carpool, or came alone in a car.
7. Return the forms to the Safe Routes to School box in the office or contact _____ at _____.

Thanks for helping out the Safe Routes to School program

*Safe Routes to School is a project of:
NAME OF SCHOOL, ADDRESS, PHONE, E-MAIL*

Montclair Safe Routes to School Program

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

Appendix D. Action Plan Matrix – Township-wide

Montclair Safe Routes to School Program

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

Action Plan Matrix – Township-wide

| Timeframe Definition | Cost Definition |
|---|--|
| Short-term = less than 3 months | Low = Less than \$2,000 |
| Mid-term = between 3 to 6 months | Medium = between \$2,000 and \$10,000 |
| Long-term = longer than 6 months | High = more than \$10,000 |

| No. | Action (Township-wide) | Partners | Timeframe | Cost | Notes |
|--------------------|--|-----------------|------------------|---------------|--------------|
| Engineering | | | | | |
| A1 | Install pedestrian countdown signal heads and R10-3e placards with instructions for use at appropriate locations | County | Short-term | Medium | |
| A2 | Install pedestrian crossing signs with school children symbols at unsignalized school crossings | County | Short-term | Low | |
| A3 | Establish, through ordinance, all school zones as "Zero Tolerance" areas where fines for speeding are doubled | County | Short-term | Low | |
| A4 | Post "Zero Tolerance" signs in all school zones | County | Mid-term | Medium | |
| A5 | Evaluate appropriate locations for pedestrian scale lighting paying special attention to existing and future sidewalks | County | Short-term | Low | |
| A6 | Install pedestrian scale lighting - paying special attention to existing and future sidewalks | County | Short-term | Medium - High | |
| A7 | Conduct a sidewalk assessment and create a prioritized list of locations for installation of ADA-compliant curb ramps with detectable warning surfaces at locations where they are missing | County | Short-term | Low | |

Montclair Safe Routes to School Program

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| No. | Action (Township-wide) | Partners | Timeframe | Cost | Notes |
|------------------|--|---|--------------------|--------|-------|
| A8 | Install ADA-compliant curb ramps with detectable warning surfaces at locations where they are missing | County | Short-term | Medium | |
| A9 | Provide high visibility crosswalks fluorescent, yellow-green advanced school crossing and school warning signs within school zones and along designated school routes | County | Short-term | Low | |
| A10 | Install signage within the school zones clearly denoting the school zone speed limit, associated fines for speeding and applicable hours | Township | Short-term | Low | |
| Education | | | | | |
| A11 | Sponsor and host bicycle rodeos for all students to improve their cycling skills | Meadowlink TMA/Bike Shops/Bike&Walk Montclair/PTA | Short-term/ongoing | Low | |
| A12 | Provide better training for aides on the school bus | SRTS Coordinator/Board of Education | Short-term/ongoing | Low | |
| A13 | Introduce bicycle and pedestrian safety into the school curriculum through programs such as WalkSafe™ or BikeSafe™ or event based programs through SafeKids or the Brain Injury Association of New Jersey | School Superintendent | Short-term | Low | |
| A14 | Provide educational materials about the dangers of speeding or other violations, especially in the school area, at major community gathering locations such as the Library, Montclair BID, churches, bike shops and Township buildings | Meadowlink TMA/Bike&Walk Montclair | Short-term | Low | |

Montclair Safe Routes to School Program

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

| No. | Action (Township-wide) | Partners | Timeframe | Cost | Notes |
|------------|--|--|------------------------|-------------|---|
| A15 | Circulate school walking and bicycling event information with municipal utility or tax bills. | Board of Education | Short-term/ ongoing | Low | |
| A16 | Include the health benefits of conducting a SRTS program in Teacher Training programs | School Superintendent/SRTS Coordinator | Short-term | Low | |
| A17 | Promote Bike&Walk Montclair's Courteous Driving Pledge | Bike&Walk Montclair/PTA | Short-term/ ongoing | Low | Should have pledges and magnets on hand at the Municipal Bldg & Community Services Bldg |
| A18 | Create a doortag or flyer for property owners and businesses with information on Chapter 297 STREETS AND SIDEWALKS of the Township's Code, including fines associated with violations and the importance of keeping the pedestrian passageway free from obstructions | Township Code Enforcement | Short-term | Low | See Appendix E for sample |
| A19 | Educate parents to let their children out of the car curbside instead of in the street | SRTS Team Leader/PTA/Meadowlink TMA/School Safety Patrol | Short-term/ ongoing | Low | |
| A20 | Create web-based traffic safety quizzes that include bicyclist, pedestrian and motorist safety questions on the school website | Board of Education/Meadowlink TMA | Short-term | Low | |

Montclair Safe Routes to School Program

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| No. | Action (Township-wide) | Partners | Timeframe | Cost | Notes |
|-----|--|--------------------------------------|------------|--------------|-------|
| A21 | Initiate a public education program/campaign, such as Street Smarts, that uses a dual approach of media and community relations to educate and raise community awareness about traffic safety issues for all users | Meadowlink TMA | Short-term | Low - Medium | |
| A22 | Provide better training for the aid on the school bus | SRTS Coordinator/Board of Education/ | Short-term | Low | |

Enforcement

| | | | | | |
|-----|---|---|------------------------|--------------|--|
| A23 | Conduct a series of "pedestrian decoy" operations at conflict intersections to strongly reinforce that Montclair takes its motor vehicle laws and pedestrian rights seriously. Consider repeating every six weeks until driver behavior is perceived to be more respectful of pedestrian's right to travel safely | Police Department/ NJHTS/Rutgers University | Short-term | Low - Medium | |
| A24 | Continue bicycle and pedestrian safety education within the school system | Board of Education/Police Department/Meadowlink TMA/Bike&Walk Montclair | Short-term/ ongoing | Low | |
| A25 | Use crossing guards to hand out safety information and information on the NJ Pedestrian Crossing Law | Police Department | Short-term/ ongoing | Low | |
| A26 | Create a zero tolerance traffic enforcement program and assign extra patrol to these areas during arrival and dismissal | Police Department | Short-term | Low | |

Montclair Safe Routes to School Program

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

| No. | Action (Township-wide) | Partners | Timeframe | Cost | Notes |
|----------------------|---|--|---------------------|------|---|
| A27 | Strictly enforce the 25 mph speed limit on all Township streets | Police Department | Short-term | Low | |
| Encouragement | | | | | |
| A28 | Host a poster contest for International Walk and Bike to School Day | SRTS Coordinator | Short-term | Low | |
| A29 | Circulate school walking and bicycling event information with municipal utility or tax bills. | SRTS Coordinator | Short-term/On-going | Low | |
| A30 | Create a pamphlet/palm card/ and/or any other print or web material geared towards parents highlighting the benefits of walking and biking to school | SRTS Coordinator/NJ SRTS Advocacy Organizer | Short-term | Low | |
| A31 | Have designated walking school bus meeting points mapped and signed for all elementary and middle schools | Police Department/ Board of Education | Short-term | Low | |
| A32 | Create and publish a press release detailing the school's involvement in the SRTS program and the Travel Plan developed for the school. | SRTS Coordinator | Short-term | Low | |
| A33 | Use Channel 34 and the Township website to provide public safety information, events, messages to residents related to bicycling and walking such as bike and walk to school day | SRTS Coordinator | Short-term | Low | |
| A34 | Apply for funding to create a transportation matching and participation program at each school that will link parents/students interested in carpooling, biking, or walking to and from school. | Board of Education/SRTS Coordinator/Meadowlink TMA/NJDOT | Short-term | Low | Use Florida DOT's SchoolPool as an example. |

Montclair Safe Routes to School Program

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

| No. | Action (Township-wide) | Partners | Timeframe | Cost | Notes |
|-------------------|--|--|---------------------|-------------|--------------|
| A35 | Create and sign a joint powers agreement for maintenance of bike/pedestrian facilities | County | Short-term | Low | |
| A36 | Adopt a resolution endorsing the Renaissance at Rand SRTS Travel Plan | Board of Education | Short-term | Low | |
| A37 | Market/brand Montclair's SRTS Program as "Montclair's Active & Safe Routes to School Program" | SRTS Coordinator/Board of Education/SRTS Team Leader | Short-term/ongoing | Low | |
| Evaluation | | | | | |
| A38 | Conduct student travel surveys in all schools to determine and measure how students travel to school | Board of Education/Rutgers VTC | Short-term | Low | |
| A39 | Designate weeks on the school calendar to conduct traffic counts at the beginning and end of the school year | SRTS Coordinator/Board of Education/SRTS Team Leader | Short-term/On-going | Low | |

Montclair Safe Routes to School Program

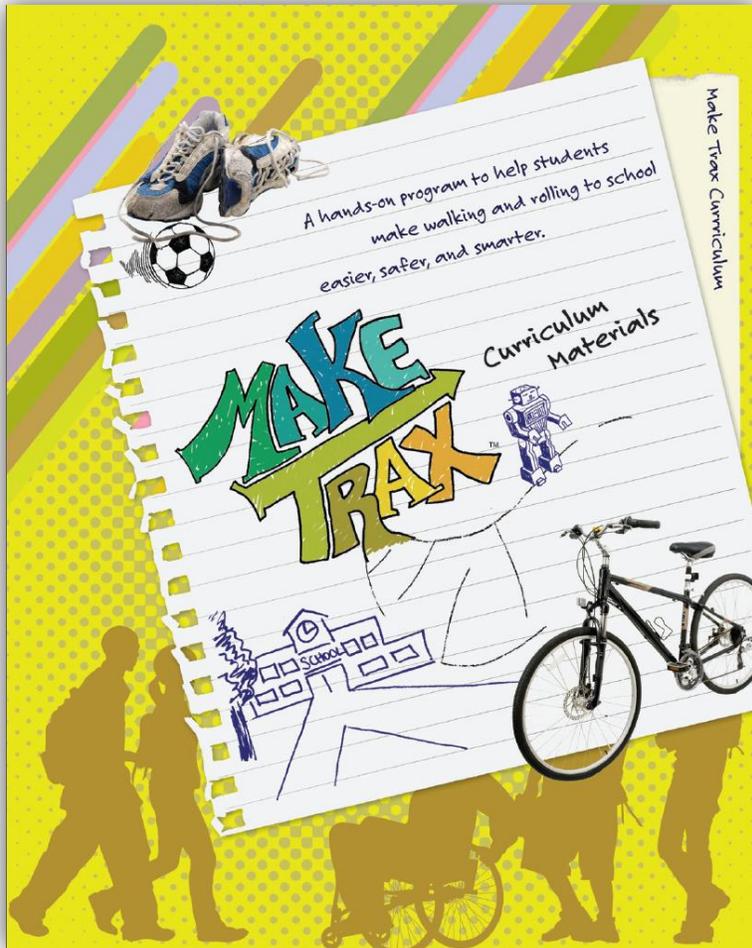
Safe Routes to School Travel Plan – Renaissance at Rand Middle School

Appendix E. Samples of SRTS Educational Materials

Montclair Safe Routes to School Program

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

SRTS Curriculum



<http://saferoutesmichigan.org/maketrax>

Message:

- The adoption of a pedestrian/bicycle curriculum by a school or school district helps assure that children will receive repeated age-appropriate education.

Background:

Michigan Fitness Foundation's Make Trax Curriculum is geared toward middle school aged children and making the SRTS program "cool." The curriculum has 8 different lessons to hook the pre-teens' interest including mapping technology, fieldwork lessons, how to gather data and photography.



Source: Coldfall Primary, London, UK provided by www.iwalktoschool.org;

Message:

In the classroom, SRTS education can be integrated into existing topics. A few examples of integrating SRTS education are:

- Safety education can be infused into traditional classroom subjects such as language arts or science taught by the classroom teacher.
- Math: calculating average walking speeds or distances.
- Biology: walk to collect samples, observe nature.
- Reading: read about nature, walking.
- Language arts: write about walking, what see on way to school, design posters to encourage walking.
- Geography: track mileage and plot on a map. Learn about places that the school or class "visits."
- Arts: Photography contests, drawing contests where students depict their routes to school

Montclair Safe Routes to School Program

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

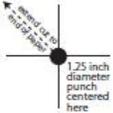
Sample Door Tag Template



For further information regarding File Preparation click on the link below:

<http://www.48hourprint.com/preparing-files.html>

Sample Text for Door Tag

| | |
|---|--|
|  |  |
| <p>SHOVELING YOUR SIDEWALK</p> <p>IT'S THE NEIGHBORLY THING TO DO!</p> <p>(IT'S ALSO THE LAW)</p> <p>Make Chicago safe for everyone by clearing snow and ice from the public sidewalks around your property.</p> <p>We are all pedestrians at some point in the day, whether walking to the bus, to a car, or to a neighborhood store. Without a wide, clear path, snow and ice on the sidewalk make it difficult for everyone -- especially people with disabilities, seniors, and children -- to walk safely.</p> <p>Be a good neighbor and offer help to those in your community who are physically unable to clear their own sidewalks.</p> <p>Chicago Municipal Code, sections 4-4-310 and 10-8-180, specifies that both homes and businesses must clear snow from sidewalks next to their property.</p> | <p>LIMPIE LA NIEVE DE LA ACERA</p> <p>¡ES LO QUE DEBE HACER UN BUEN VECINO!</p> <p>(TAMBIEN ES LA LEY)</p> <p>Ayude a hacer que Chicago sea una ciudad segura para todos y limpie la nieve y el hielo de las aceras públicas alrededor de su propiedad.</p> <p>En algún momento del día, todos somos peatones, cuando caminamos al autobús, al carro o a la bodega. Es difícil para todos pero especialmente para personas con discapacidades, personas de la tercera edad y niños caminar con seguridad por la acera sin un camino ancho y limpio de nieve y hielo.</p> <p>Sea un buen vecino y ofrezca ayuda a las personas en su comunidad que no tienen la capacidad física de limpiar las aceras alrededor de sus propiedades.</p> <p>Código Municipal de Chicago, secciones 4-4-310 y 10-8-180, especifica que las casas y los negocios deben limpiar la nieve de las aceras públicas alrededor de su propiedad.</p> |
| <p>Please help make Chicago safe for everyone!</p>    | <p>¡Por favor, ayude a hacer que Chicago sea un lugar seguro para todos!</p>    |

Source: www.cityofchicago.org

Windshield Warning



Source: Los Alamitos, CA, provided by David Parisi

Montclair Safe Routes to School Program

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

Appendix F. SRTS General Resources

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

Student Pledge

SafeRoutes

Colorado Safe Routes to School



Student Pledge

**As a Pedestrian/Bicyclist Safety Smart Student
I Promise to always...**

1. Stop and Look Left, Right, and Left again before I cross the street.
2. Wear and buckle a bicycle helmet every time I ride my bicycle.
3. Stay alert when walking and bicycling - I will watch out for all other traffic around me.
4. Wear bright colors if I am walking or bicycling during the day so I can be seen.
5. Take extra care if walking or bicycling in low visibility conditions or at night. I will wear retro-reflective gear and carry/wear a bright light or have required bike lights.
6. Walk on a sidewalk if one is present, if not, walk facing traffic.
7. Always bicycle in the same direction as traffic whether riding on the sidewalk or road.
8. Stay 5 giant steps away from the street when I'm waiting for a bus.
9. Stop, Look and Listen before I cross railroad tracks and never play on or near the tracks.

Student's Name

Date

Colorado Safe Routes to School ~ www.saferoutesinfo.org ~ srts@dot.state.co.us ~ (303) 757-9088

Parent Pledge



Parent Pledge

As a Pedestrian/Bicyclist Safety Smart Parent

I Promise to set a good example for my children and all children by making sure that....

1. My children know to Stop, Look Left, Right, and Left again before crossing the street.
2. All family members must wear and buckle a properly fitted bicycle helmet every ride.
3. Family members must always stay alert for traffic (no cell phones or earphones), especially when walking and bicycling.
4. Everyone stays 5 giant steps away from the street when waiting for a bus.
5. My family wears bright colors and reflective markers to be seen in the dark.
6. My children know to Stop, Look and Listen before crossing railroad tracks and never to play on or near the tracks.
7. My child walks/bicycles to school with me or with a group of children led by a responsible parent, adult or older sibling.
8. I lead and encourage others around my child to lead by example by demonstrating smart and safe pedestrian and bicycle behavior at all times.
9. I ensure the safety of all pedestrians and bicyclists by driving cautiously, especially around children of all ages.

Parent's Name

Date

Colorado Safe Routes to School ~ www.saferoutesinfo.org ~ srts@dot.state.co.us ~ (303) 757-9088

Montclair Safe Routes to School Program

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

Community Pledge

Safe Routes to School

Pledge to Renaissance at Rand Middle School’s Children

Take the Pledge

In the last 35 years, our children have lost a lot of the freedom and independence they once had to explore our neighborhoods. As we have designed our communities around automobiles, activities like walking or bicycling to school have declined dramatically. *We believe it’s time for a change. We pledge that by the time the sixth grade class of 2013 graduates high school, the majority of school trips will once again be made safely by foot or bicycle.*³

To our children, we pledge to make your health and safety our number one priority, including to:

- Make the streets safe, convenient and attractive enough to let you walk or bicycle to schools.
- Ensure the streets around your schools have frequent, safe places to cross.
- Drive slowly through school zones.
- Enforce traffic laws in school zones and neighborhoods to slow down motor vehicle traffic.
- Locate schools within walking and bicycling distance of as many pupils as possible.
- Reduce the amount of traffic around your schools.
- Provide secure bicycle parking at your schools.
- Teach traffic safety skills routinely throughout your school career: first as a pedestrian, next as a bicyclist, and then as a motorist.
- Encourage staff and students at your schools to walk and bicycle more often.

Signed (any combination of the following),

Mayor

Township Council

Township Manager/Administrator

Township Engineer/Public Works

Township Planner

Township Police

School District Board of Education

School Principal

School Teacher(s)

School Nurse

PTA/Parents/Caregivers

Community Liaison

Other community groups

³ Pledge to Children is based on the Active Living Resource Center’s SRTS Pledge.

Bike Rack Considerations for Placement

Bike Racks

Students must have a functional, secure place to park their bike once they reach school. Not having a well planned bicycle parking option can lead to several undesirable outcomes, such theft, damage and locked bikes in or on critical safety infrastructure like emergency exits, hand rails and fire hydrants.

According to the Association of Pedestrian and Bicycling Professionals Bicycle Parking Guidelines, there are four elements to a bicycle rack system:

1. The Rack Element

The rack element is the part of the bike rack that supports one bicycle. A good bike rack element holds the bike frame without bending the wheel and should have no moving parts. Rack elements are typically constructed of metal in an inverted u-shape, which allows for a variety of bicycle sizes and locks.

2. The Rack

A rack is one or more rack elements joined on any common base or arranged in a regular array and fastened to a common mounting surface. Anchor the rack so that it cannot be stolen with the bikes attached and provides easy, independent bike access. Inverted u-shaped rack elements mounted in a row should be placed on 30" centers, allowing two bicycles to be secured to each rack element.

3. The Rack Area

The rack area is a bicycle parking lot where racks are separated by aisles and may contain one or more racks. If possible, the rack area should be protected from the elements using any combination of structures, like a wall and awning. Try to avoid locating a bike rack area on grass or dirt as a rainy day can turn the bicycle parking lot into a mess. Instead, locate the bike rack area on a concrete pad.

4. The Rack Area Site

The rack area site is the relationship of the rack area to a building entrance and approach. Locate the bike rack area within visibility of the building

entrance it serves and consider the route cyclists' use to approach that entrance. Bike rack areas should be sited in a space that minimizes vandalism and maximizes use, while avoiding conflicts with driveways, buses, and large numbers of pedestrians.

Ideally, rack areas should be sited as close, or closer, than the nearest car parking space and provided near all high traffic building entrances. When choosing between a larger bicycle rack area or multiple smaller rack areas, it is preferred to choose multiple locations that are more convenient to users.



Montclair Safe Routes to School Program

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

NJ SRTS Info Sheet

Safe Routes to School in New Jersey Info Sheet

| | NJ Department of Transportation (NJDOT) | Voorhees Transportation Center (VTC) | Transportation Management Associations (TMAs) | Safe Routes to School National Partnership |
|---|--|--|--|---|
| Description: | NJDOT supports Safe Routes to School and Complete Streets initiatives in NJ. NJDOT provides infrastructure SRTS Federal grant funding to schools and communities and provides assistance with non-infrastructure programs through the SRTS Resource Center . | VTC is the home of the NJ Safe Routes to School Resource Center and the New Jersey Bicycle and Pedestrian Resource Center. These centers provide primary research, education, and outreach about best practices in policy and design to create safer and more accessible walking and bicycling. | New Jersey's 8 TMAs each offer assistance in their service areas by forming alliances with non-profit, public/private sectors to assist local businesses, governments, and schools with transportation services and to solve transportation problems or issues. TMAs are familiar with all transportation in their service areas and can provide advice and assistance at the local level related to mass transportation, ndesharing, walking, and bicycling and walking. Each TMA employs a SRTS Regional Coordinator who is the point person for all SRTS activities and events in the area. | The SRTS National Partnership is a non-profit organization providing assistance for safe walking and bicycling. The Partnership is a network of over 600 organizations, agencies, schools and professional groups. New Jersey is one of 7 states in the National Partnership's State Network Project. Policy goals are: |
| How does this affect New Jersey? | NJDOT provides the following resources to communities: <ul style="list-style-type: none"> Statewide Bike / Ped coordinator Statewide SRTS coordinator Grants administered through the Division of Local Aid | | <ul style="list-style-type: none"> Leverage funding & increase obligation rates of federal funding Facilitate Complete Streets policies and implementation Advance joint-use/shared use agreements | |
| Contact if you are looking for: | <ul style="list-style-type: none"> Information on infrastructure grants Information on statewide projects Contact with the state SRTS Coordinator Contact with the state Bike/Ped Coordinator | <p>The NJ SRTS Resource Center provides:</p> <ul style="list-style-type: none"> Web-based resources on SRTS in New Jersey Regularly updated NJ SRTS blog A recognition program to acknowledge SRTS successes Primary research Helpdesk assistance Technical Assistance Tools Tips and Training | <p>TMA SRTS Coordinators provide:</p> <ul style="list-style-type: none"> Technical Assistance Assistance with walk and bike to school and education events Guidance for creating School Travel Plans Help with grant writing Promote Complete streets policies | <p>The partnership contributes to communities through:</p> <ul style="list-style-type: none"> Advocacy Policy Change Best Practices & Technical Assistance Publications |
| Websites and social media: | <p>Websites:</p> <ul style="list-style-type: none"> http://www.state.nj.us/transportation/community/srts/ http://www.njbikeped.org/ http://www.policy.rutgers.edu/vtc/ <p>Facebook:</p> <ul style="list-style-type: none"> http://www.facebook.com/VTCrutgers <p>Twitter:</p> <ul style="list-style-type: none"> @VTC_Rutgers | <p>Websites:</p> <ul style="list-style-type: none"> http://www.saferoutesnj.org/ http://www.njbikeped.org/ http://www.policy.rutgers.edu/vtc/ <p>Facebook:</p> <ul style="list-style-type: none"> http://www.facebook.com/VTCrutgers <p>Twitter:</p> <ul style="list-style-type: none"> @VTC_Rutgers | <p>Websites:</p> <ul style="list-style-type: none"> http://saferoutespartnership.org/ <p>Blog:</p> <ul style="list-style-type: none"> http://saferoutespartnership.org/blog <p>Facebook:</p> <ul style="list-style-type: none"> http://www.facebook.com/SRTS.NationalPartnership <p>Twitter:</p> <ul style="list-style-type: none"> @SafeRoutesNow | <p>Websites:</p> <ul style="list-style-type: none"> http://www.saferoutespartnership.org/ <p>Blog:</p> <ul style="list-style-type: none"> http://saferoutespartnership.org/blog <p>Facebook:</p> <ul style="list-style-type: none"> http://www.facebook.com/SRTS.NationalPartnership <p>Twitter:</p> <ul style="list-style-type: none"> @SafeRoutesNow |
| Contact Information: | <p>Elise Bremer-Nei—State SRTS Coordinator Sherree Davis—Bicycle and Pedestrian Coordinator David Kuhn—Assistant Commissioner, Capital Investment, Planning and Grant Administration srts@dot.state.nj.us bicycle_advocate@dot.state.nj.us</p> | <p>Leigh Ann Von Hagen—Senior Research Specialist Sean Meehan—Project Manager Maevie Johnston—Project Coordinator srts@eb.rutgers.edu 848-932-7901</p> | <p>Find your TMA and your local SRTS Coordinator by visiting http://www.saferoutesnj.org/about/regional-coordinator-tmas/</p> <p>Most TMAs also have Facebook pages. Go to their websites for more information.</p> | <p>Deb Hubsmith – Director 415-454-7430 deb@saferoutespartnership.org Laura Torchio—NJ Advocacy Organizer 973-783-5939 laura@saferoutespartnership.org</p> |
| Funded by: | Federal Highway Administration(FHWA) | NJDOT/FHWA | NJDOT/FHWA | The Robert Wood Johnson Foundation Hosted by the Bikes Belong Foundation |

|  |  |  | NEW JERSEY Safe Routes to School | www.saferoutesnj.org |
|--|---|--|---|--|
| Enroll in the New Jersey Safe Routes to School Recognition Program Participants can be: Schools (public, private, or charter) and municipalities. | | | | |
|  First Step | | Level Get Going! Get your SRTS program established. | Achievements <ul style="list-style-type: none">• Complete a nomination form online• Identify a SRTS champion (champions can be PTA reps, principals, teachers, municipal reps, local bike/ped advocates, others.) | |
|  Bronze | | Build Momentum! Start annual traditions and build SRTS awareness. | <ul style="list-style-type: none">• Complete First Step achievements• Endorsement letter or Resolution of Support from municipal government, school board or other equivalent body• Hold at least two SRTS programs or events such as walk to school day or a bike clinic | |
|  Silver | | Achieve Sustainability! Help your municipality get Sustainable Jersey certified. | <ul style="list-style-type: none">• Meet Bronze Level achievements• Meet one of the following requirements:<ul style="list-style-type: none">• Hold a total of 4 or more SRTS events• Create a School Travel Plan• Conduct SRTS tally, parent/caregiver survey or walk/bike assessment | |
|  Gold | | Keep it Going! Make your SRTS program part of your school's identity. | <ul style="list-style-type: none">• Meet Silver Level achievements• Show ongoing support from PTA, PTO, Green Team, etc.• Complete at least two higher level SRTS projects from the approved list | |
| Get started! Visit us at saferoutesnj.org for more information and to contact your regional coordinator. Nomination form deadlines: December 1 and May 1. You can also become a friend of the New Jersey Safe Routes to School Program by completing an online enrollment form and agreeing to support, promote, and encourage SRTS programs. | | | | |

Montclair Safe Routes to School Program

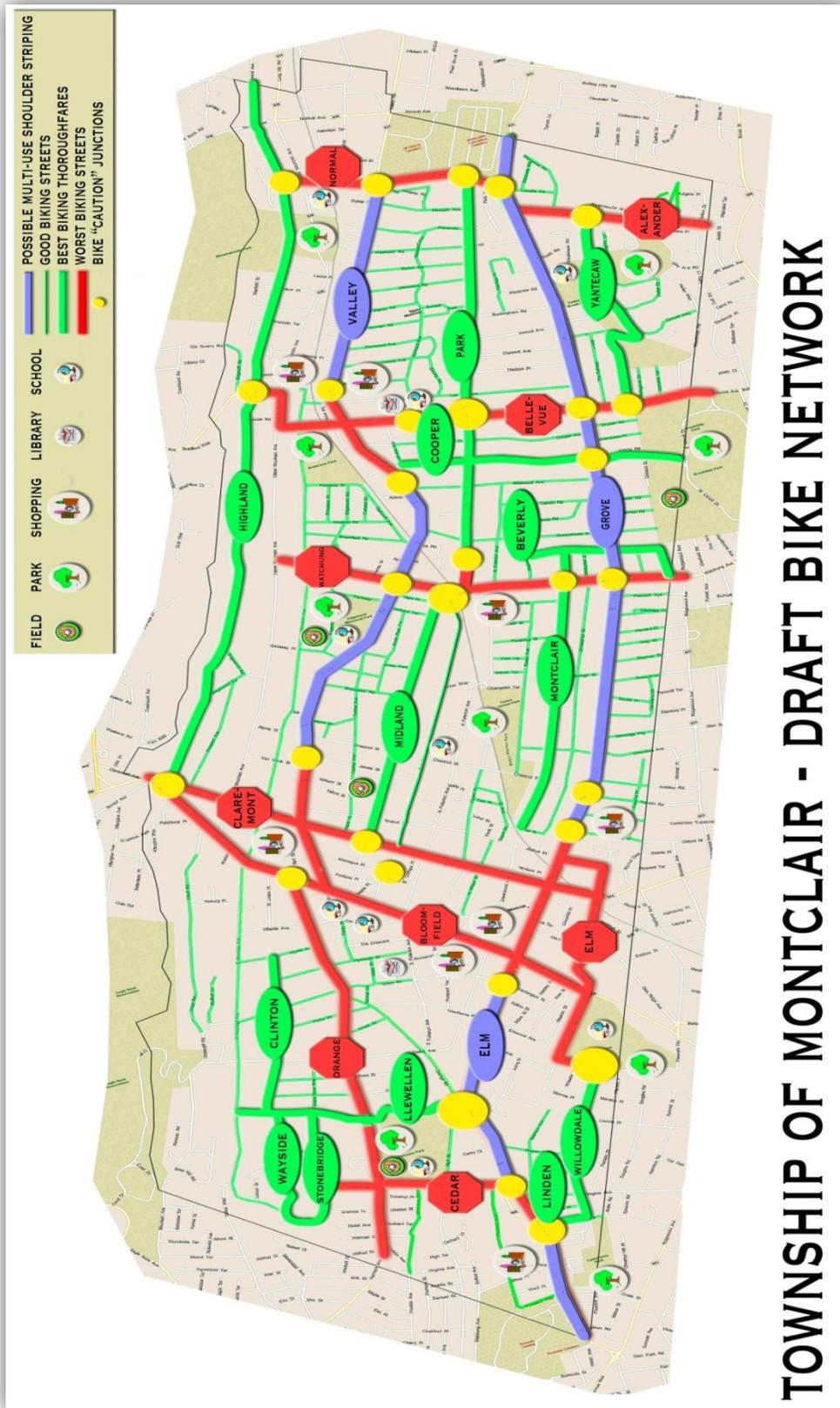
Safe Routes to School Travel Plan – Renaissance at Rand Middle School

Appendix G. Montclair-Specific Resources

Montclair Safe Routes to School Program

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

Township of Montclair Draft Bike Network Map



Montclair Safe Routes to School Program

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

Bike&Walk Montclair Bicycle Education Program



Smart Cycling Classes

Learn to Ride Kids

Is your child at that age where he or she wants to ride a two-wheeler? If so, this class is for you.

This class teaches a safe, easy, effective way to learn to ride. Using this “balance first” method, Our facilitators help get these children rolling while the child does most of the work. Participants learn the basics of balancing, starting, stopping, and steering a bike, as well as proper helmet fit and adjustment. Most people learn to ride their bike while taking the class, but even if they don’t, they will leave with an easy, hands-free, crash-free, and low-stress way to learn to ride.

Learn to Ride Adults

This is the same course as the Kids Learn to Ride, but has been tailored specifically for adults.

Ride Rodeo Workshop

This workshop takes those who have demonstrated that they can ride their bikes, and enhances their skill levels to be able to ride on the streets and trails. This is for young people and adults alike.

This year we are also reaching out to Safe Routes to School (SRTS) initiatives, as well as School PTAs and Church Groups in our area to offer customized Ride Rodeos as part of a larger bike safety awareness program. Contact us for details.

Street Savvy Cyclist

Bike&Walk Montclair’s goal is more bikes and feet on every street. We start by showing you how to be visible, predictable and courteous to motorists, pedestrians, and other cyclists. You’ll see a short video about road safety from a “Kid’s Eye View” of the road. We’ll take you through the proper way to enter and progress through intersections. Most importantly, we all go out on a short ride through the streets of Montclair. We encourage families to take the class together. Learn the safe way to be smart cyclists, individually, and as a group. Once the class is over, we will help you find a group ride for your skill set and schedule.

All Classes & Workshops

All classes and workshops, whether Learn to Ride or organization-specific Ride Rodeos, are taught by Certified Instructors from the League of American Bicyclists (LCIs)

Learn to Ride: Weekends April through September

Montclair High School Faculty Parking Lot
North Fullerton Avenue
(at Chestnut Street)

Duration: Approximately 2 hours

Refreshments Provided



Registration

Online registration is requested for the Learn to Ride classes prior to the class to insure enough instructors are on hand:

<http://bikewalkmontclair.org/bike-edu/smart-cycling-course/>

Registration at Rideo Rodeos through the SRTS initiatives, and through Church groups will be handled through the school PTAs and the specific organizational bodies involved.

Contact

Education Committee

education@bikewalkmontclair.org
or phone (973) 280-9686
for more information

Montclair Safe Routes to School Program

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

Appendix H. Rand Elementary SRTS Program Background



Rand School Builds Strong Partnerships to Form a Committed SRTS Team

During the spring of 2005, The New Jersey Department of Transportation (NJDOT) selected Rand Elementary School in Montclair, NJ to participate in a Safe Routes to School (SRTS) Demonstration Program. The program aimed to demonstrate how communities can collaborate on SRTS improvements by developing relationships among the school, municipality and community. The Rand School, an Environmental Magnet School, and the Township of Montclair exemplified collaboration by forming a diverse and knowledgeable team – several individuals who came together with the common goal of making walking and bicycling safer for the children of Montclair. Building these relationships allowed this team to lead a successful SRTS workshop, at which goals and strategies for their SRTS Travel Plan and the overall program were identified.

Because implementing a School Travel Plan requires the pro-active interest of several community members, the initial coordination team – consisting of representatives from both Rand School and Meadowlink Transportation Management Association (TMA) – sought to expand their group by reaching out to stakeholders who would be able to share insight into Montclair-specific SRTS goals. Each stakeholder was invited to become a member of the SRTS team and participate in a SRTS workshop, where the team would devise a SRTS Travel Plan.

In October 2005, twenty-three SRTS team members, including teachers, parents, community members and local government representatives, attended the SRTS “Day of Discovery” planning Workshop. The group put their heads together to identify issues and actions that promote children walking and biking to school. This brainstorming session included on-site observations of students’ arrival and departure, along with discussion of local issues.

RESULTS

The following representatives participated in the Rand School SRTS workshop:

School Representatives

Parents/PTA – Two parents, both involved in the Montclair PTA Health and Wellness Initiative, served on the initial coordination team that began building the larger SRTS team. Jodi Godfrey and Bob MacLay invested much time and effort into garnering support for the SRTS program from both the Rand School community and the School District as a whole. In addition, both used their previous involvement in public health and bicycle advocacy respectively to reach out to influential players in both fields – locally and statewide. Parents, representing both Rand School and other schools in the district, helped to identify obstacles to walking and bicycling on the various routes to school.

Teachers – Susan Bartol, an Environmental Science teacher at Rand, was also part of the initial coordination team. She rallied support for SRTS from the Rand School faculty and staff. In addition, Evelyn Gonzalez Spivey, the Principal at Rand School, encouraged support for the program by asking fifth grade teachers to include SRTS in their classes (see results in ‘students’ section). Two other teachers, along with the Rand School’s Family Coordinator, joined the workshop, providing insight into the students’ attitudes toward walking and bicycling.

Key Facts

- Municipal representatives were already on board with many SRTS goals as demonstrated through their township-wide traffic calming program and their Bicycle/Pedestrian Action Plan.
- Community concerns included:
 - Personal safety of students walking and biking
 - Adequacy of facilities on which to bike or walk
- Both health- and bicycle-related advocacy groups were engaged in the workshop planning process from the beginning.

Innovative Ideas

- Involve local advocacy group and concerned citizens in the SRTS collaboration process.
- Explore PTA and/or Board of Education committees as potential partners.
- Actively involve students in developing the SRTS vision and plan of action
 - Collect student feedback in the form of papers, art projects, etc.

Montclair Safe Routes to School Program

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

Students – Fifth graders at Rand Elementary School spent the weeks before the training workshop learning about Safe Routes to School. They formed teams and created SRTS posters with mottos and tips on how to be safe walking/biking to school. They presented the posters to workshop attendees, identifying their routes to school and their perceived obstacles to walking and biking. They called their project “a patriotic stand to make it safer to walk or ride your bike to school.” A few of their safety tips included: don’t talk to strangers; wear a helmet; know where you are; and stay close to an adult.

Municipal Representatives

Montclair Township had outstanding representation at the brainstorming workshop, as representatives from the Montclair Police, Engineering and Environmental Departments participated in the meeting. Two police officers provided information on traffic safety issues in Montclair, while Kim Craft, the Township Engineer, elaborated on the role that infrastructure design can have on improving the safety of school walking routes. Finally, Gray Russell, Township Environmental Coordinator, offered insight into how SRTS can improve the environmental quality of life in Montclair; an example involves reducing diesel bus emissions.

The SRTS Program for the Rand School fits well with some of the other initiatives in which the Township has been involved. For several years, the Township has been engaged in streetscape and traffic calming enhancements. They have also recently completed a NJDOT-funded Bicycle and Pedestrian Action Plan that outlines several township-wide improvements needed to make bicycling and walking more safe and appealing.

Community Representatives

Representation from community and regional advocates for bicycling and walking also shared their input at the brainstorming meeting. *Bike Montclair* sent several members who were able to comment specifically on bicycle issues that may affect the development of safer routes to Montclair’s schools. Other *Bike Montclair* initiatives include the annual “Tour de Montclair” bicycle ride each

May and the “Drive 25” campaign. In addition, a crossing guard from the Rand School area shared her stories, which illustrated a need for motorists to show greater respect for and awareness of pedestrians and cyclists. Finally, a representative from Meadowlink Transportation Management Association (TMA) provided a regional perspective on SRTS.

The Vision for Rand School, which was developed at the *SRTS Day of Discovery Planning Workshop*, reflects the team’s diverse interests:

Rand School and Montclair Township envision a Safe Routes to School Program that enables children to walk to school safely; increases the amount of physical activity the children perform daily; encourages adult residents to help children become familiar and comfortable with their community in the form of Safe Havens and Neighborhood Watch Groups; urges motorists to respect non-motorized forms of transportation; and contributes to a more environmentally sustainable community, including a reduction in diesel bus emissions.



For more information:

Susan Bartol
Rand Environmental Specialist
sbartol@montclair.k12.nj.us

Jodi Godfrey
Rand PTA Health & Wellness Initiative
jodigodfrey@comcast.net

Rosaria Ippolito
Meadowlink TMA
info@meadowlink.org

Bob MacLay
Montclair PTA Health and Wellness Initiative
maclundry@att.net

Resources:

Safe Routes to School Toolkit (NHTSA)
www.nhtsa.dot.gov/people/injury/pedbimot/bike/Safe-Routes-2002/toc.html
Safe Routes to School “Practice and Promise” (NHTSA)
www.nhtsa.dot.gov/people/injury/pedbimot/bike/Safe-Routes-2004/
Safe Routes to School Guidance (FHWA)
<http://safety.fhwa.dot.gov/saferoutes/srtsguidance.htm>

Montclair, Essex County

| | |
|-------------------------------------|-----------------------|
| Population (2000) | 38,658 |
| Area | .616 square miles |
| Density | 6,186 people/sq. mile |
| Public School Participant: | |
| Rand Elementary School (grades K-5) | approx. 390 students |



NJ Department of Transportation

Produced by:
RBA
The RBA Group

Montclair Safe Routes to School Program

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

NJDOT SRTS Success Story: Rand School Builds Strong Partnerships



NEW JERSEY SAFE ROUTES to SCHOOL

Rand Elementary/Montclair Township

ACTION PLAN BRIEF

Collaborating for

School and Township Launch Safe Routes to School Program

During the spring of 2005, The New Jersey Department of Transportation (NJDOT) selected Rand Elementary School in Montclair to participate in the “Safe Routes to School” (SRTS) demonstration program. SRTS programs involve developing and implementing strategies that promote walking and biking to school to achieve a wide range of benefits for students, school and community. These benefits include improved pedestrian/bicycle access and safety, increased physical activity among students and reduced traffic in the vicinity of schools. SRTS programs are taking place worldwide, and New Jersey is actively supporting SRTS programs in our schools and communities.

NJDOT, along with The RBA Group and The National Center for Bicycling and Walking, worked to demonstrate how communities can collaborate on SRTS improvements through partnerships between municipalities and schools. To launch the program, representatives from NJDOT, Meadowlink TMA and the consultant team held a coordination meeting with the Rand School and Montclair Township representatives in August 2005. This meeting established the SRTS team and outlined the responsibilities of each party in holding a daylong workshop. In October, 23 interested teachers, parents, community members and local government representatives, participated in the workshop training to identify issues and actions that promote children walking to school. This brainstorming session included on-site observations of students’ arrival and departure, along with discussion of local issues.

Drawing on the results of both the initial coordination meeting and daylong workshop, the consultant team prepared an **Action Plan** for Rand School, highlighting recommendations for a variety of engineering improvements and programmatic activities. The recommendations will guide the school and municipality in supporting an on-going SRTS program aimed at improving the quality of life for students throughout the township. One of the most important outcomes of the program is establishing a local SRTS Task Force to oversee implementation of the **Action Plan**.



Vision

Rand School and Montclair Township envision a Safe Routes to School Program that enables children to walk to school safely; increases the amount of physical activity the children perform daily; encourages adult residents to help children become familiar and comfortable with their community in the form of Safe Havens and Neighborhood Watch Groups; urges motorists to respect non-motorized forms of transportation; and contributes to a more environmentally sustainable community, including a reduction in diesel bus emissions.



The NJ Safe Routes to School Demonstration Program was sponsored by the New Jersey Department of Transportation, Bicycle and Pedestrian Unit with technical assistance from The RBA Group and the National Center for Bicycling and Walking. The program seeks to explore effective ways for New Jersey public schools and municipalities to collaborate in launching SRTS activities. The three selected school/municipal teams were Ashbrook Elementary School in Lumberton, John F. Kennedy Elementary School in Jamesburg, and Rand Elementary School in Montclair.



Montclair Safe Routes to School Program

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

New Jersey Steps Up Safe Routes Initiatives

After the recent passage of SAFETEA-LU, the federal transportation bill, \$612 million in Safe Routes to School (SRTS) funding will be divided among the 50 states based upon student enrollment as determined by the United States Department of Education. Of the allotted monies, \$15 million will come to New Jersey over the next five years. As outlined in the bill, 70-90 percent of SRTS funds can be used for infrastructure-related projects (engineering), while the remaining 10-30 percent can be used for programmatic projects (education, encouragement and enforcement). In addition, the bill requires each state to hire a full time SRTS Coordinator in order to become eligible for federal SRTS funding. Elise Bremer-Nei will serve as New Jersey's SRTS Coordinator out of the NJDOT Office of Bicycle and Pedestrian Programs. She can be reached at (609) 530-2765 or elise.bremer-nei@dot.state.nj.us.



Local Task Force Oversees Ongoing SRTS Program

Implementing **Action Plan** recommendations requires pro-active interest of people in the community – the SRTS Task Force – including parents, teachers, school board members, municipal officials, advocates and others who understand the benefits of bicycle and pedestrian access to schools. The Task Force should meet periodically to advance the recommendations made in the **Action Plan** and gauge the progress of the program as a whole. Although this gauging of the process may seem a tedious task, it can actually be quite simple. Key indicators of a successful SRTS program include: an increase in the number of children walking/biking to school; a decrease in the number of vehicles (cars and/or buses) present at drop-off and pick-up time; a lower travel speed and/or speed limit near the school; a higher number and/or quality of sidewalks and bike lanes/paths; and a decrease in levels of air pollution.

Rand Fifth Graders Spread the Word on SRTS

Fifth graders at Rand Elementary School spent the few weeks before the training workshop learning about Safe Routes to School. They formed teams and created SRTS posters with mottos and tips on how to be safe walking/biking to school. They presented the posters to workshop attendees, identifying their routes to school and their perceived obstacles to walking and biking. They called their project “a patriotic stand to make it safer to walk or ride your bike to school.” A few of their safety tips included: don't talk to strangers; wear a helmet; know where you are; and always stay close to an adult.

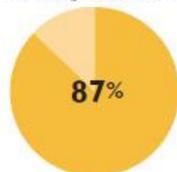
Key Issues

- Abduction and child predators are major fears among parents in Montclair who do not allow their children to walk and/or bike to school.
- Driver behavior is a major concern among parents, as they do not trust motorists to respect the rights of pedestrians/cyclists.
- Montclair crossing guards alone cannot ensure the safety of children walking and biking to school; they need additional support from the school and municipality.

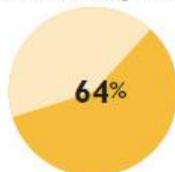
School & Community Profile

School Name: Rand Elementary
 Enrollment: 393
 Grades: K-5
 Setting: Urban
 Municipality: Montclair Township
 Population: 38,977

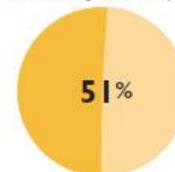
Students living within two miles:



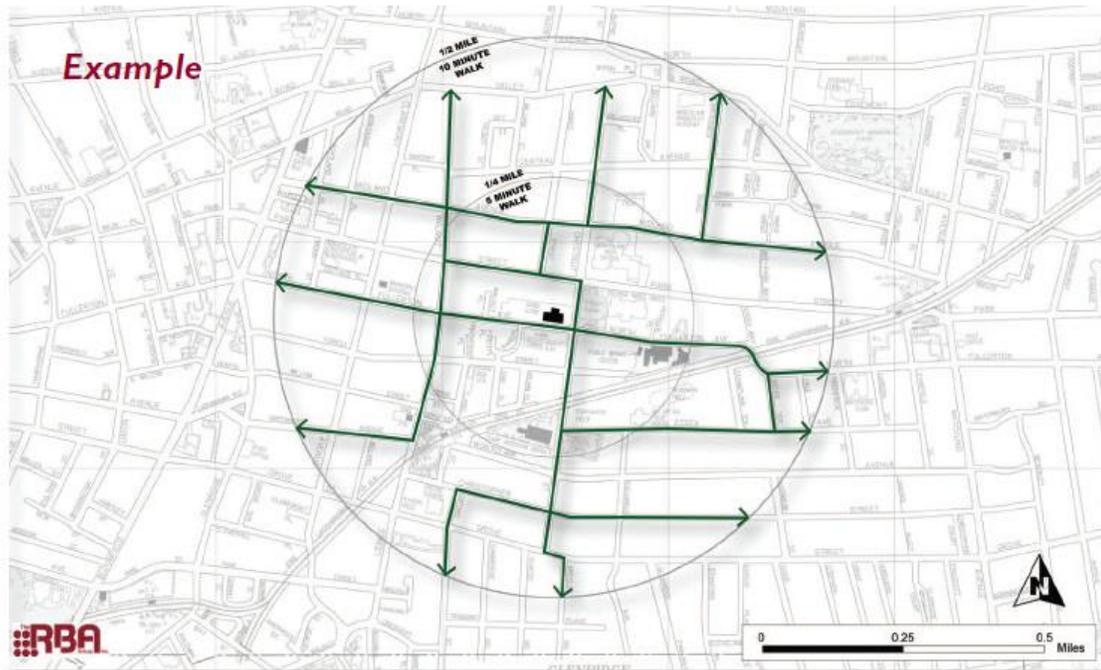
Students being bused:



Students being courtesy-bused



Safe Routes to School Travel Plan – Renaissance at Rand Middle School



Rand Elementary School, Montclair, NJ
Recommended Walking Routes
 Dec, 2005

← RECOMMENDED WALKING ROUTES

Engineering Recommendations

Improving the walking and biking environment

- Redefine drop-off/pick-up zones
- Create a part time car-free zone on N. Fullerton Avenue
- Enhance bike parking
- Install pedestrian scale lighting around the school
- Define the school zone
- Widen sidewalks along school property
- Install driver speed feedback signs
- Install high visibility crosswalks
- Install traffic calming elements (e.g. speed humps)
- Complete sidewalk on N. Fullerton Avenue, east side

Education Recommendations

Building understanding that supports change

- Offer parent education programs
- Offer student education programs
- Collect student feedback in the form of papers, art projects, etc.
- Integrate biking/walking issues into driver education programs
- Hold media and public information campaign

Enforcement Recommendations

Raising driver awareness

- Enforce traffic safety laws (speeding, cell phones, etc.)
- Establish a neighborhood watch program
- Allow crossing guards to report disobedient drivers
- Conduct a driver ticketing/warning campaign
- Utilize speed trailers throughout the community
- Enforce sidewalk building and property maintenance laws
- Increase presence/visibility of law enforcement

Encouragement Recommendations

Making it fun to walk and bicycle

- Establish a task force to carry out the SRTS mission
- Develop a map of travel routes to school (*see example above*)
- Hold encouragement programs and contests
- Establish a Walking School Bus program
- Establish a Block Parent Program
- Hold a Bike Rodeo, emphasizing the use of bike helmets
- Hold Walking Wednesday events throughout the town
- Hold Walk to School days

This document contains excerpts from a complete Safe Routes to School Action Plan. Please contact the school or municipality for information on the full report.

Montclair Safe Routes to School Program

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

Definitions

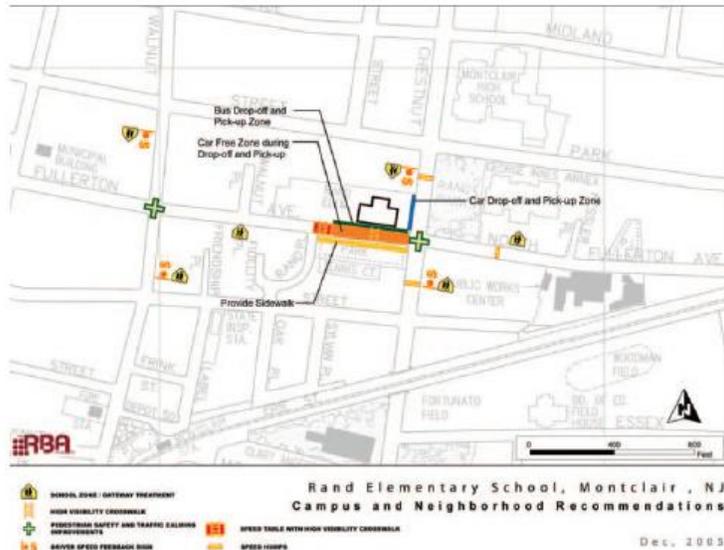
En-gin-eer-ing creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic, and establish safe and accessible crossings, walkways, trails and bikeways.

En-for-ce-ment partnering with local law enforcement to ensure traffic laws (i.e. speeding, idling, cell phone, yield-to-pedestrian) are obeyed in the vicinity of schools and initiating community enforcement, such as crossing guard programs.

Ed-u-ca-tion teaching children and parents about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills, and launching driver safety campaigns in the vicinity of schools.

En-cour-age-ment using events and activities to promote walking and bicycling to school on a regular basis.

E-val-u-a-tion monitoring and documenting outcomes and trends through the collection of data, including the collection of data before and after the intervention.



Campus Improvements

Congestion and pedestrian safety issues on Fullerton Avenue during drop-off and pick-up lead to unsafe conditions for pedestrians and cyclists. A proposed solution calls for temporary closure of Fullerton Avenue – between Rand Place and Chestnut Street (illustrated above) – to automobile traffic; bus traffic will still be allowed. This would eliminate the conflicts with automobile traffic for students and staff that cross Fullerton Avenue. Students arriving by bus would be dropped off at the Fullerton Avenue entrance, while children arriving by car would be dropped off at the side entrance on Chestnut Street.

In addition, lack of adequate pedestrian crossings/sidewalks and perceived excessive traffic speeds compromise safety. These issues can be remedied with a combination of treatments, including:

- High-visibility crosswalks
- Pedestrian-scale lighting
- New sidewalks
- Sidewalk widening
- School Zone signage
- Enhanced bike parking
- Curb extensions
- Raised intersections
- Speed humps
- Speed Trailers
- Driver feedback signs

Action Plan

The **Action Plan** recommends priority projects and activities that the school, municipality and community can advance to promote safe walking and biking to school. The **Action Plan** describes current attitudes and existing conditions, desired outcomes of the program and strategies for achieving those outcomes. It can include maps, concept sketches and “toolbox” templates that guide implementation of action items. **Action Plan** recommendations reflect the vision and goals discovered through the workshop, survey results and the unique conditions of each school and community. The recommendations range from engineering improvements to programmatic actions (education, enforcement and encouragement).

School & Community Coordination Team

Susan Bartol, Environmental Magnet Specialist – Rand School
Jodi Godfrey, PTA Health and Wellness Initiative – Rand School

Bob MacLay, At-Large Health and Wellness Liaison – Montclair PTA
Rosaria Ippolito, Marketing Coordinator – Meadowlink TMA

Consultant Services: The RBA Group with support from the National Center for Bicycling & Walking and Eng-Wong, Taub & Associates

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

Bike&Walk Montclair News, "What's New at Renaissance at Rand", September 2011

Source: <http://bikewalkmontclair.org/news/what%E2%80%99s-new-at-renaissance-at-rand/>

WHAT'S NEW AT RENAISSANCE AT RAND?

A Look at Renaissance at Rand: Shaping Up the Streetscape

September 14, 2011



Have you noticed the new sidewalks, curb ramps and retaining wall at Renaissance at Rand? The intersection of North Fullerton Ave. and Chestnut St. in Montclair is getting a facelift. The improvements to the intersection and school zone are the result of a federal grant received for the Rand School neighborhood in 2007 which was part of the [NJDOT Safe Routes to School \(SRTS\) Pilot Program](#).

The [infrastructure improvements](#) include new sidewalk, concrete driveway aprons, corner handicap ramps, solar power lighting and radar speed signage, and installation of new fences.

During the pilot, Rand School and [Montclair Township](#) envisioned a SRTS Program that "enables children to walk to school safely; increases the amount of physical activity the children perform daily; encourages adult residents to help children become familiar and comfortable with their community in the form of Safe Havens and Neighborhood Watch Groups; urges motorists to respect non-motorized forms of transportation; and contributes to a more environmentally sustainable community, including a reduction in diesel bus emissions."



This construction is the final phase of a three-part SRTS program grant at Rand School which included educational and encouragement programs for the students, increased police enforcement in the school zone during school hours, and enhancements to pedestrian safety along and across the streets within the school zone. The students who were attending Rand School at the time this grant was awarded, got to experience the educational and encouragement activities as well as the increased enforcement the grant brought. Now that federal authorization for construction has been finalized, and construction has begun, some of those same students from Rand Elementary may now be enjoying these improvements as part of their Renaissance at Rand Middle School experience.

Montclair Safe Routes to School Program

Safe Routes to School Travel Plan – Renaissance at Rand Middle School

4/11/13

Bike&Walk Montclair » WHAT'S NEW AT RENAISSANCE AT RAND?

For the back story, check out:

- [NJ SRTS Program Brief: Rand Elementary School, Montclair, NJ](#)
- [NJ SRTS Success Story: Rand School Builds Strong Partnerships](#)

There's more to come. Prepare for similar improvements to school zones throughout Montclair as part of the second round of federal funding which was awarded to Montclair Township in 2009. This town-wide grant is currently being authorized and will cover school zone infrastructure improvements, enforcement enhancement and school/community encouragement programs at Montclair's public elementary and middle schools.

Bike&Walk Montclair has played a key role in both the Rand School and the Township-wide SRTS programs, helping to initiate a SRTS Task Force and apply for federal funding. For the past 4 years, Bike&Walk Montclair has worked closely with the Montclair Public Schools [Health & Wellness Partnership](#) and [Montclair YMCA](#) to institute Walk & Bike to School Day in the public schools and [Crossing Guard Appreciation Day](#) to coincide with it. Parent Health & Wellness PTA Liaisons are busy planning to participate in [International Walk & Bike to School Day](#) on Wednesday, October 5, 2011. This year, we'll celebrate how walking and bicycling to school help us to make healthy choices easier with our [Eat Play Live...Better](#) partners. Save the date and watch for more info to come!

For more information on the status of Montclair's Safe Routes to School Program, contact:

Alex Kent, Community Liaison & SRTS Coordinator
Montclair Health & Wellness Partnership
akent@montclairhealthandwellness.org



One Response to "WHAT'S NEW AT RENAISSANCE AT RAND?"

1. [Elise Bremer-Nei Says:](#)
[September 15th, 2011 at 9:25 am](#)

Congratulations to the Rand School and to all their Montclair partners. This took a lot of work. You totally rock!!

Elise Bremer-Nei, AICP/PP
Safe Routes to School Program Coordinator
New Jersey Department of Transportation
Office of Bicycle and Pedestrian Programs
<http://www.state.nj.us/transportation/community/srts/>
<http://www.saferoutesinfo.org>