

Safe Routes to School Program

Charles H. Bullock School Travel Plan

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A prior study was prepared by NJDOT and RBA/NV5 in association with Arterial and EZ Ride in March 2013 and was used as a reference for this update.



NEW JERSEY
Safe Routes to School



U.S. Department of Transportation
Federal Highway Administration

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Executive Summary

A Safe Routes to School (SRTS) Travel Plan is a resource to encourage and increase the number of students walking or bicycling to school. It provides directions for schools, students, families, and the city to build a safer walking and biking environment for residents.

School Travel Plans are site-specific and describe the needs of each particular school being studied. The plan includes observations, ideas, and an action plan to address issues and problem areas. The Plan covers five aspects of the Safe Routes to School program – Education, Encouragement, Enforcement, Evaluation, and Engineering.

The School Travel Plan outlines the timeframe and funding priorities to support a coordinated schedule of streetscape improvements. In fact, the New Jersey Safe Routes to School (SRTS) infrastructure funding program recommends that applicants have an approved School Travel Plan in order to apply for a grant.

1. Goals

The goals of the Charles H. Bullock School Travel Plan are:

- a. Identify any issues that impact safety on the key travel routes used by students
- b. Provide suggestions to improve the safety of the travel environment
- c. Prioritize suggestions in terms of cost and time needed to make improvements.
- d. Propose solutions to encourage more students to walk and bike to school

2. Task Force

This School Travel Plan is the product of a robust and productive partnership. The Charles H. Bullock School SRTS Task Force came together out of a shared community interest in improving the health of students and residents by encouraging more walking and biking. The involvement of local stakeholders is an important part of ensuring the sustainability of the SRTS initiative and the enactment of the Action Plan.

3. Community Barriers to Health

According to a 2022 Community Health Needs Assessment¹ from Essex County Office of Public Health Management, in partnership with Rutgers School of Public Affairs and Administration in Newark, the top unhealthy behavior that impacts the community is a lack of exercise. The top three unhealthy behaviors that are a priority are:

1. Lack of exercise
2. Poor eating habits
3. Alcohol abuse

¹ <https://essexcountynj.org/wp-content/uploads/2022/07/Essex-County-Health-Assessment-Final-Report.pdf>

Montclair is located in Essex County, New Jersey. Statistics from the 2023 County Health rankings show Essex County is ranked among the least healthy Counties in New Jersey, and is higher than the state average in the following areas: Physical Inactivity, Adult Smokers, Uninsured, Mental Health Problems, Severe Housing Problems, Children in Single-Parent Households, and Air Pollution/Particulate Matter.

4. School Travel Data

From July 2024 to October 2024, the Montclair Vision Zero Task Force and Montclair School District conducted surveys to determine how students travel to and from school and to document pedestrian safety concerns. Charles H. Bullock School had 102 responses. About 10 percent of the children walked, 51 percent were bused, 20 percent were driven, and 19 percent used a combination of the three modes of transportation. Bullock School has a bike bus that occurs every Friday, weather permitting. Up to 47 students, or 11 percent of students, biked to school with their parents.

Table 1: Current Student Commute Mode

Mode	Arrival (Morning)
Walk	10%
Bus	51%
Car	20%
Combination	19%

Source: Survey conducted by Montclair Vision Zero Task Force, July-October 2024

5. Barriers and Opportunities Identified for Safer Walking & Biking

In June 2025, the Safe Routes to School Task Force and Community Partners conducted a walk and bike audit of the road conditions along the main routes used by students to walk to school. The major intersections near Bullock School include: Bloomfield Ave. & Elm St., Washington St./Union St. & Elm Street, Bloomfield Ave. & Hartley St., Claremont Ave. & Grove St., and Grove St. & Walnut St.

6. Action Plan

The Safe Routes to School program categorizes the Action Plan into the “Five E’s: Education, Encouragement, Enforcement, Evaluation, and Engineering. This helps the school prioritize action items and execute the recommendations in the order it chooses. This School Travel Plan recommends improvements to encourage safe walking and biking, and the action plan can be used for grant applications to fund improvements.

Key Actions/Recommendations in Action Plan include:

- Encourage more families to walk or bike to school in groups for safety.
- Add pedestrian lighting, LPIs, bike lanes, high-visibility crosswalks, ped. signal heads/push buttons, stop bars, school zone pavement markings, and set up kiss-and-drop-off areas 2 blocks from the school for students older than grade 3.

1. Walking and Cycling to Health

1.1 The Challenge

Over the past few decades, a number of societal and environmental changes have limited children's access to safe places where they can walk, bike, and play. For example, increased traffic, neighborhoods that lack sidewalks, and urban sprawl have contributed to a sharp decline in the number of students who walk or bike to school. Nationally, while 42 percent of children walked or biked to school in 1969, only 13 percent of children did so in 2009. Additionally, the popularity of television and video games as a means to entertain children has contributed to a more sedentary lifestyle. As a result, children and adolescents are less physically active than they were several generations ago.

The decrease in walking and biking to school and less physical forms of play has resulted in an alarming increase in childhood obesity. During the past four decades, the obesity rate for children ages 6 to 11 has more than quadrupled (from 4.2 to 17 percent), and the obesity rate for adolescents ages 12 to 19 has more than tripled (from 4.6 to 17.6 percent).

Developing policies and practices to address these environmental and social barriers to daily physical activity is critical to reducing and preventing obesity among children. Supporting "active transport" (or walking and bicycling) to school presents an excellent opportunity to increase daily physical activity among youth.²

1.2. The Program

Safe Routes to School (SRTS) is a federal program that encourages, teaches, and enables children to safely bicycle and walk to school. The program aims to help children be more physically active with the intent to reduce chronic disease and prevent and reduce obesity. SRTS focuses on increasing the number of children walking and bicycling to school by building and repairing infrastructure such as sidewalks, crosswalks, and bicycle lanes. The program also encourages changes in travel behavior, supports increased enforcement of traffic laws around schools, and educates communities on the benefits and safety aspects of active transport. This report summarizes research on active transport to school. It also explores the factors that influence walking and biking to school, including the impact of SRTS programs.

In the 2013 book, Designing Healthy Communities, Dr. Richard Stockton and Stacey Sinclair note that "walking to school is good for children's cognitive health and learning ability. It improves children's concentration, boosts moods and alertness, and enhances memory, creativity, and overall learning".

² Walking and Biking to School, Physical Activities and Health Outcomes, Robert Wood Johnson Foundation

The SRTS Program is a collaborative effort of multiple stakeholders that include community members, elected officials, city planners, and police departments. SRTS brings a community closer together by implementing programs such as walking school buses, walkability audits, bicycle rodeos, and pedestrian safety presentations. The benefits of SRTS extend far beyond the schools into the community as a whole.

An SRTS School Travel Plan “maps out” specific ways to improve pedestrian and bicycle travel, increasing the number of students who walk and bike to school while enhancing safety. A School Travel Plan identifies the following:

- Where do students currently walk and bike?
- Where would students walk and bike if they had the opportunity?
- What changes are needed so that students can walk and bike to school?

The School Travel Plan identifies both short-term solutions for immediate action and implementation, as well as long-term solutions that may require planning and additional funding. Benefits of developing a School Travel Plan include:

- Creating partnerships between the school and the surrounding community
- Generating ideas and actions so that walking and bicycling are safer
- Building community excitement and support
- Making an application for an SRTS grant more competitive by demonstrating a connection between goals, actions, and targets

1.3. The Team

The New Jersey Department of Transportation (NJDOT) funds and administers the SRTS program in New Jersey, and the Voorhees Transportation Center (VTC) at Rutgers University provides technical and administrative support.

EZ Ride and SRTS

In New Jersey, Transportation Management Associations (TMAs) have taken the lead in coordinating the implementation of the SRTS programs. TMAs are non-profit organizations whose mission is to implement transportation programs and services like carpools, vanpools, shuttles, biking, and walking that reduce congestion and improve air quality. EZ Ride is one of eight Transportation Management Associations (TMAs) in New Jersey, serving Bergen, Essex, Monmouth, Passaic, and Union counties.

Township of Montclair

EZ Ride collaborated with the Township of Montclair to deliver e-bike and e-scooter safety presentations to their middle and high school students in April 2025. The

Township also requested recommendations for potential solutions to reduce crashes around schools, particularly in areas where e-scooters and e-bikes are used.

Montclair Public Schools and BOE

EZ Ride is working in partnership with the Montclair BOE to conduct safety presentations and promote safe walking and biking to school at all of the District's Public Schools in the next few years. To date, EZ Ride has presented at two Public Schools.

Charles H. Bullock School

In 2012, the RBA Group, now NV5, partnered with Montclair Public School District, Charles H. Bullock School, EZ Ride, and Arterial, LLC, to conduct a bike and pedestrian safety audit and create a School Travel Plan. The Regional SRTS Coordinator met with school representatives to plan a date to conduct an audit and to schedule training with the task force. We encouraged the school to assemble a team of students and adults to conduct the audit and compile school travel tallies. The school travel plan was completed in March 2013, along with nine other Montclair School travel plans completed around the same time period.

On March 4, 2025, EZ Ride was contacted by the Montclair Vision Zero Task Force to update the District's School Travel Plans. EZ Ride had a virtual meeting with the Mayor, Complete Streets Director, the Montclair Vision Zero Task Force, the Montclair BOE, and the Montclair Police Department. We were asked to conduct e-scooter and e-bike safety education, potentially develop and implement a demonstration project, and update the school travel plans. On May 9, 2025, the Assistant Principal of Charles H. Bullock School requested EZ Ride's assistance in updating their travel plan to apply for a Sustainable Jersey grant. The school district's goals are to make their community safer for students to walk, bike, e-scooter, and e-bike to school, and to apply for Sustainable Jersey certification and a school grant.

The Charles H. Bullock School was awarded a Silver SRTS award in 2024 and was nominated for a Silver SRTS award in 2025, based on its weekly bike bus program.

Charles H. Bullock School Travel Plan Task Force

Organization	Role/Responsibility	Contact
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EZ Ride Transportation Management Association	SRTS Program Assistance, Community Resource, Safety Education	Brendan Byrne Asst. Manager, Bike & Ped. Program 144 Park Place East Wood-Ridge, NJ 07075 201-939-4242, x137 bbyrne@ezride.org

2. District & School Profile

A school profile for Charles H. Bullock School was developed using data from the Montclair School District website. Additional information was collected from city data, parent surveys, interviews, and on-site visits.

The Montclair School District has been in existence since 1894. It has 11 schools and a student population of 6,157. Student demographics are shown in Table 1 below. The diverse ethnicities of students provide a rich educational experience for pre-kindergarten to secondary school students. The district continues to revise services to meet the changing language needs of students in each school.

Table 2. Montclair Public Schools – Student Demographics

Ethnicity	Number of Students
Hispanic	948
Black	1,139
White	3,103
Asian	332
Native American or Pacific Islander	7
American Indian or Alaska Native	7
Two or More Races	621
Gender	Number of Students
Female	2,955
Male	3,202
Grade Level	Number of Students
Primary (Pre-Kindergarten – Grade 4)	2,413
Middle School (Grade 5 - 8)	1,779
High School (Grade 9 - 12)	1,965
Total Students	6,157

Source: NJ School Performance Report, 2023-24

Academic Performance

Academically, Montclair's public schools are among the highest-performing in the state, and their English Language Arts and Mathematics proficiency rates, as well as their Graduation Ready rates, are above the statewide average. In 2021-22, an alternate measure of academic progress called the Relative School Improvement Measure (RSIM) was used, and the district did not meet the statewide math proficiency target;

however, in the years since then, the NJ School Performance report used another measure and the district has maintained scores above the statewide average.

The NJDOT has directed that SRTS programs in disadvantaged communities should be given higher priority for services. The 2023-24 NJ School District Performance report notes that 12.2 percent of Charles H. School students are economically disadvantaged, 21.5 percent have disabilities, and 0.7 percent are multilingual learners.

An Overburdened Community (OBC), as defined by the law, is any census block group, as determined in accordance with the most recent United States Census, in which: at least 35 percent of the households qualify as low-income households (at or below twice the poverty threshold as determined by the United States Census Bureau); at least 40 percent of the residents identify as minority or as members of a State recognized tribal community; or at least 40 percent of the households have limited English proficiency (without an adult that speaks English “very well” according to the United States Census Bureau).

Montclair has several census block groups that are Overburdened Communities that have large populations of minorities and low-income households. Charles H. Bullock School is located in an Overburdened Community with at least 90.7 percent of the population identifying as minorities and 48.5 percent identifying as low-income.

2.1 Township of Montclair & Essex County Health Profile

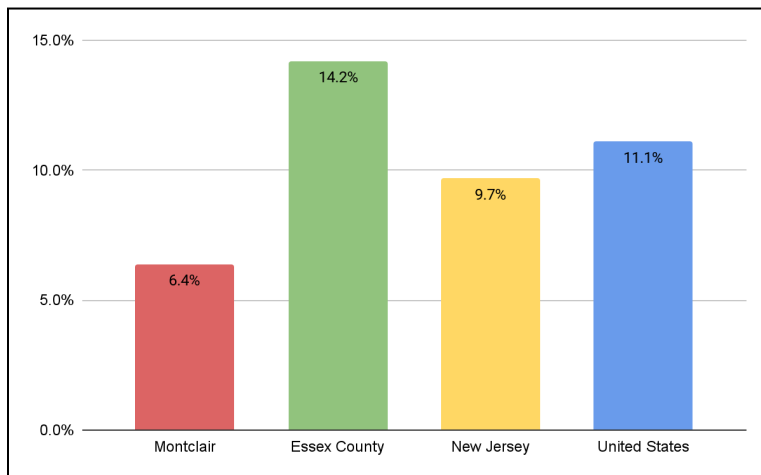
Essex County is the third-most populous county in the state of New Jersey. Due to its high population density and proximity to New York City, the cost of living is high. There are numerous health disparities present in the county. According to countyhealthrankings.org, rates of uninsured, unemployed, and children in poverty are higher than state averages. Individuals in Essex County have unusually high rates of physical inactivity. The violent crime rate is also high in Essex County. Furthermore, air quality throughout the county is slightly lower compared to the state average.

Conditions in the places where people live, learn, work, and play affect a wide range of health risks and outcomes. These conditions are known as social determinants of health. We know that poverty may limit access to healthy food and often coincides with unsafe neighborhoods, and that more education is a predictor of better health outcomes. We also know that differences in health are striking in communities with poor social determinants of health, such as unstable housing, low income, unsafe neighborhoods, or substandard education. By applying what we know about social determinants of health, we can not only improve individual and population health but also advance health equity. Centers for Disease Control and Prevention

Poverty

Montclair has one of the lowest poverty rates in Essex County and New Jersey, with 6.4 percent of the population living in poverty. According to the US Census Bureau, the Bloomfield poverty rate is 45 percent lower than the national poverty rate, 11.8 percent, and over three percent lower than the NJ poverty rate, 9.7 percent. These findings are presented in Chart 1 below.

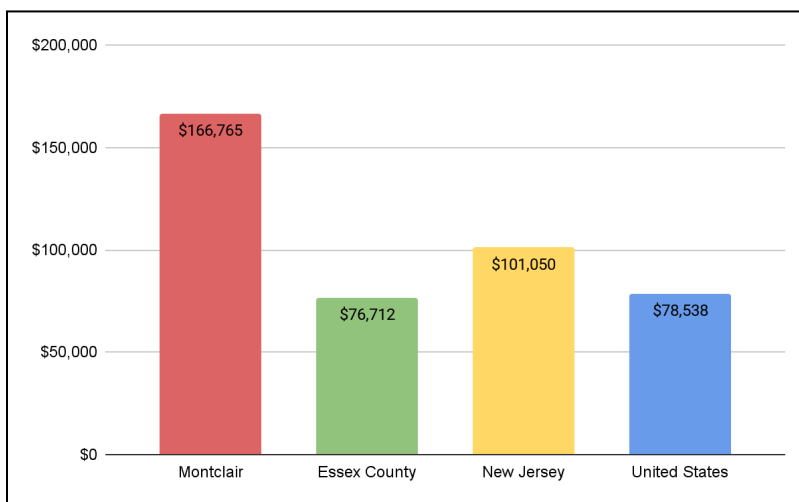
Chart 1: Poverty Rate



Source: US Census Bureau, Quick Facts, 2023-24

According to the US Census Bureau, Montclair's Median Household Income is \$166,765, which is higher than the NJ median of \$101,050, the Essex County median of \$76,712, and the national median income of \$78,538. These findings are presented in Chart 2 below.

Chart 2: Median Household Income



Source: US Census Bureau, 2019-23

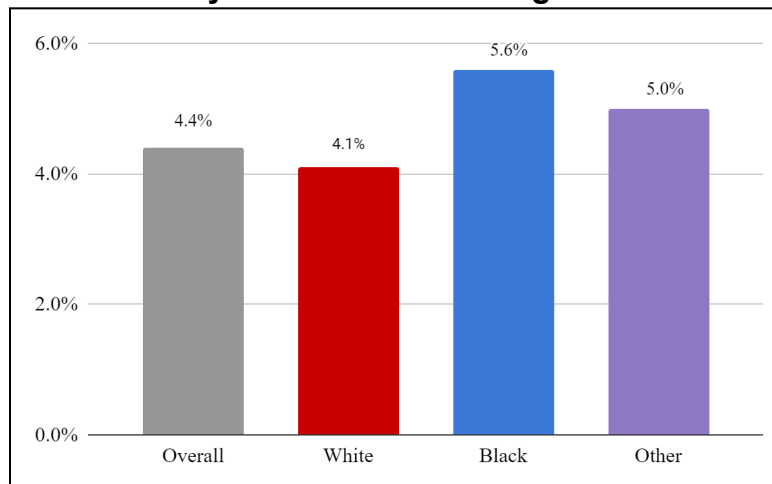
Health

In 2022, the Essex County Office of Public Health Management, in partnership with Rutgers University's School of Public Affairs and Administration in Newark, conducted a Community Health Needs Assessment for Essex County. The results of that Community Health Needs Assessment form the basis for this section of the report.

As of 2022, 4.4 percent of Essex County residents have been diagnosed by their doctors with lung disease. These findings are presented in Chart 3 below. This is slightly less than the number of people who have been told by their doctor they had chronic obstructive pulmonary disease, C.O.P.D., emphysema, or chronic bronchitis, which is 4.6 percent. This is 6.6 percent in NJ. The state rate of asthma is 8.4 percent in adults in NJ and 7.2 percent for children.

African Americans in Essex County are nearly 37 percent as likely to report that their doctor told them they have lung disease.

Chart 3: Percent Surveyed Who've Been Diagnosed with Lung Disease

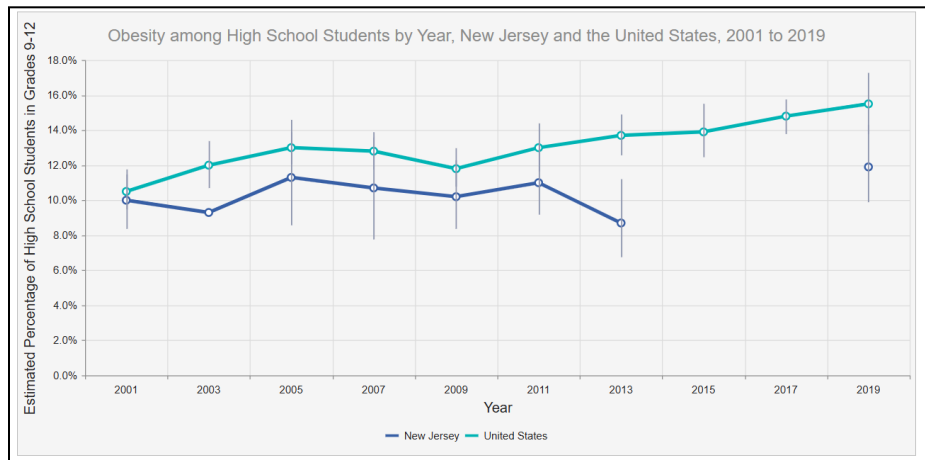


Source: Essex County Community Health Needs Assessment, 2022

Weight

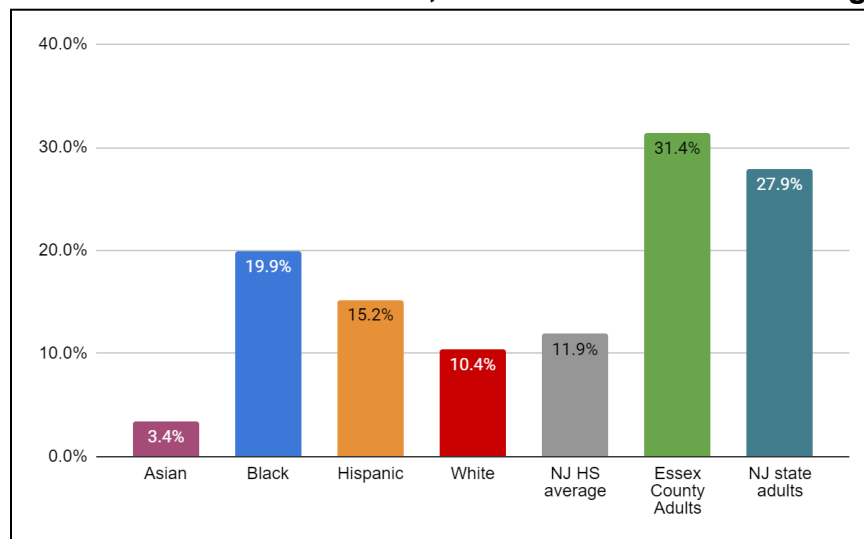
According to the 2022 Healthy Community Planning Report - Essex County, Montclair Township, by NJ Department of Environmental Protection (NJDEP), NJ Department of Health, and New Jersey's Environmental Public Health Tracking Program, one in four adults in Bloomfield is obese. This means that their BMI falls above or at the 95th percentile. While there are no direct statistics on childhood obesity in Bloomfield, 11.9 percent of New Jersey high school students between the ages of 14-18 years old have obesity.

Chart 4: Prevalence of Childhood Overweight & Obesity – New Jersey



Source: Department of Health, NJ.gov

Chart 5: Obesity Prevalence in High School Students & Adults (Children 14-18 who are Obese; BMI in 95th Percentile of Higher)



Source: NJ State Health Assessment Data, 2019

Diet

According to City-Data, residents of Montclair have a higher percentage of residents who eat a healthy diet (53.2 percent) than those in Essex County (48.8 percent) and New Jersey (49.9 percent). Residents also eat, on average, a lower percentage of fast food meals and frozen meals compared to Essex County and NJ residents.

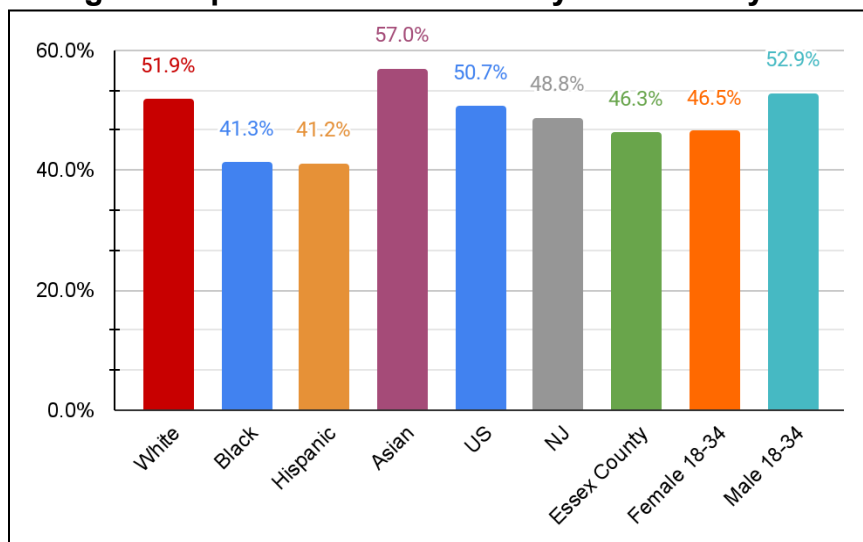
Media Viewing Habits

The American Academy of Pediatrics recommends that children spend no more than two hours per day on entertainment media, including television, computers, and video games.

Exercise

The HHS 2019 Physical Activity Guidelines for Americans recommend that adults engage in at least 2 hours and 30 minutes to five hours of moderate to vigorous physical activity weekly, and that children participate in at least 60 minutes of moderate to vigorous physical activity daily. In New Jersey from 2022 to 2023, 83 percent of children aged 6-17 did not meet this recommendation.

Chart 7: Percentage of Population that Meets Physical Activity Recommendations



Source: NJ State Health Assessment Data, 2011-2017

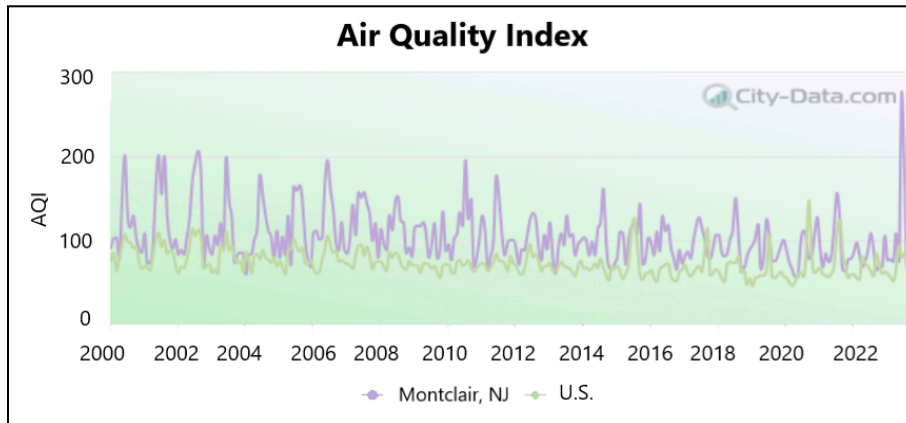
www-doh.state.nj.us/doh-shad/indicator/view/PhysicalAct.Year2.html

Air Pollution

Air pollution is a significant risk factor for developing illnesses, including respiratory infections and asthma. Choosing to use “cleaner” modes of transportation (such as carpooling, reducing trips, public transportation, walking, or biking), conserving energy (by using ENERGY STAR labeled products), and using clean products (such as house cleaning solutions & paint) may lower the air quality index and protect individuals from developing illnesses later in life.

The Air Quality Index is used to measure the concentration of six key air pollutants and to identify potential health risks for a population. It measures ground-level ozone, particulate matter (PM2.5 & PM10), carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead. It translates pollution levels into a color-coded scale (Good to Hazardous) with numbers (0-500+) to help people, especially sensitive groups, understand health impacts and take precautions, like staying indoors when air quality is poor. A higher index average is associated with a greater chance of health disparities/illnesses. Moderate air quality may range from 50 to 100 AQI (Air Quality Index). Montclair tested on average at 111, which is worse than the national average of 74.2.

Chart 8: Air Pollution by Year

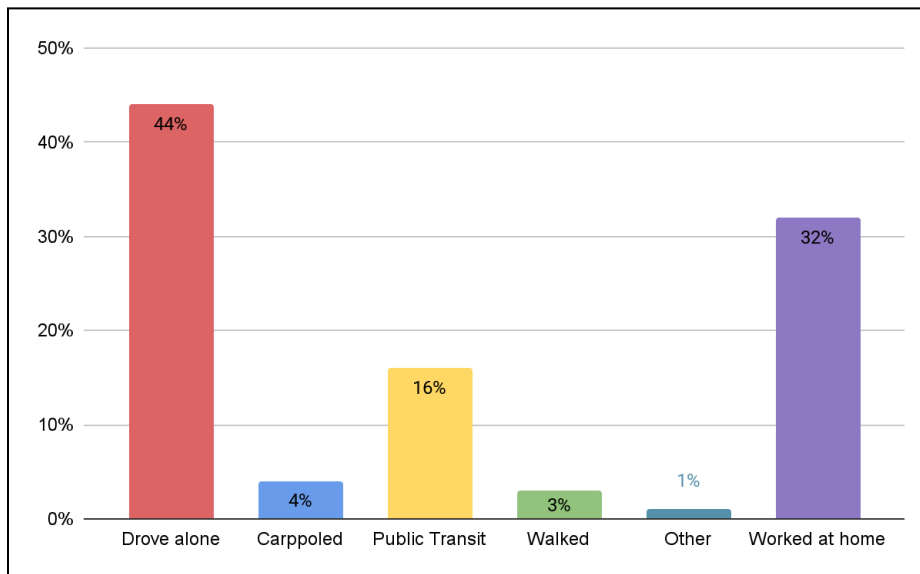


Source: City Data, 2023, <https://www.city-data.com/city/Montclair-New-Jersey.html>

Transportation

According to the Census Bureau, 44 percent of Montclair residents commute to work by driving alone. The next highest percentage of mode share was work from home, at 32 percent, followed by public transportation at 16 percent, carpooling at four percent, walking at three percent, and other means at one percent.

Chart 9: Means of Transportation



Source: Census Reporter, ACS 2023, 5-year, <https://censusreporter.org/profiles/06000US3401347500-montclair-township-essex-county-nj/>

2.2 Charles H. Bullock School

Charles H. Bullock School offers a Kindergarten through Fifth Grade curriculum designed to meet all mandates of the Montclair Public School's Educational Plan and the State of New Jersey's Core Curriculum Content Standards.

The mission of Charles H. Bullock School is to provide all students with a strong academic foundation that will prepare them for success in high school, college, and beyond. The school strives to foster a welcoming school community where students, parents, and staff feel safe, supported, and encouraged to reach their highest potential.

The Charles H. Bullock School is a place where students are eager to attend and receive a quality education, teachers are supported and provided with effective professional development, and parents are excited about the high standards of education and strong community connections. The community and school are all stakeholders in developing students into productive citizens, and our goal is to ensure that high levels of academic excellence are fostered. The school prepares each student for academic, social, and personal success by providing an academically challenging and meaningful educational experience.

The Charles H. Bullock School is situated near the Town Center Historic District, the largest commercial district in Montclair. The Charles H. Bullock School is a magnet school, and up to 11 percent of students bike to school on Fridays. The school district provides busing for students more than one mile away. The Town Center Historic District includes many buildings and roads that were built prior to 1960.

There is constant traffic for students, staff, administrators, families, business owners, and community members who commute by car, on foot, and by bicycle.

Charles H. Bullock School serves approximately 433 students in Kindergarten to Grade Five.

Table 3. Student Enrollment - Charles H. Bullock School

Grade	Number of Students
Kindergarten	62
Grade 1	72
Grade 2	72
Grade 3	68
Grade 4	92
Grade 5	67
Total Students	433
Student Group	Number of Students
Male	203 (47%)
Female	230 (53%)
Economically Disadvantaged	53 (12.2%)
Students with Disabilities	93 (21.5%)

Source: NJ School Performance Report, 2023-24

Table 4 shows that White is the largest racial/ethnic group, comprising 56.8 percent of students, and the next largest group is Black/African American at 18.5 percent.

Table 4: Charles H. Bullock School Enrollment by Student Ethnicity

Racial And Ethnic Group	Percentage of Students
Hispanic	9.2%
Black or African American	18.5%
Native Hawaiian or Pacific Islander	0.2%
White	56.8%
Asian	4.4%
American Indian or Alaska Native	0%
Two or More Races	10.9%

Source: NJ School Performance Report, 2023-24

Table 5 shows that English is the predominant language spoken at home by 92.8 percent of students, and Spanish is the second most spoken language by 2.8 percent of students. 4.4 percent of students speak another language besides English or Spanish at home.

Table 5: Student Language Diversity

Languages Spoken at Home	
English	92.8%
Spanish	2.8%
Other	4.4%

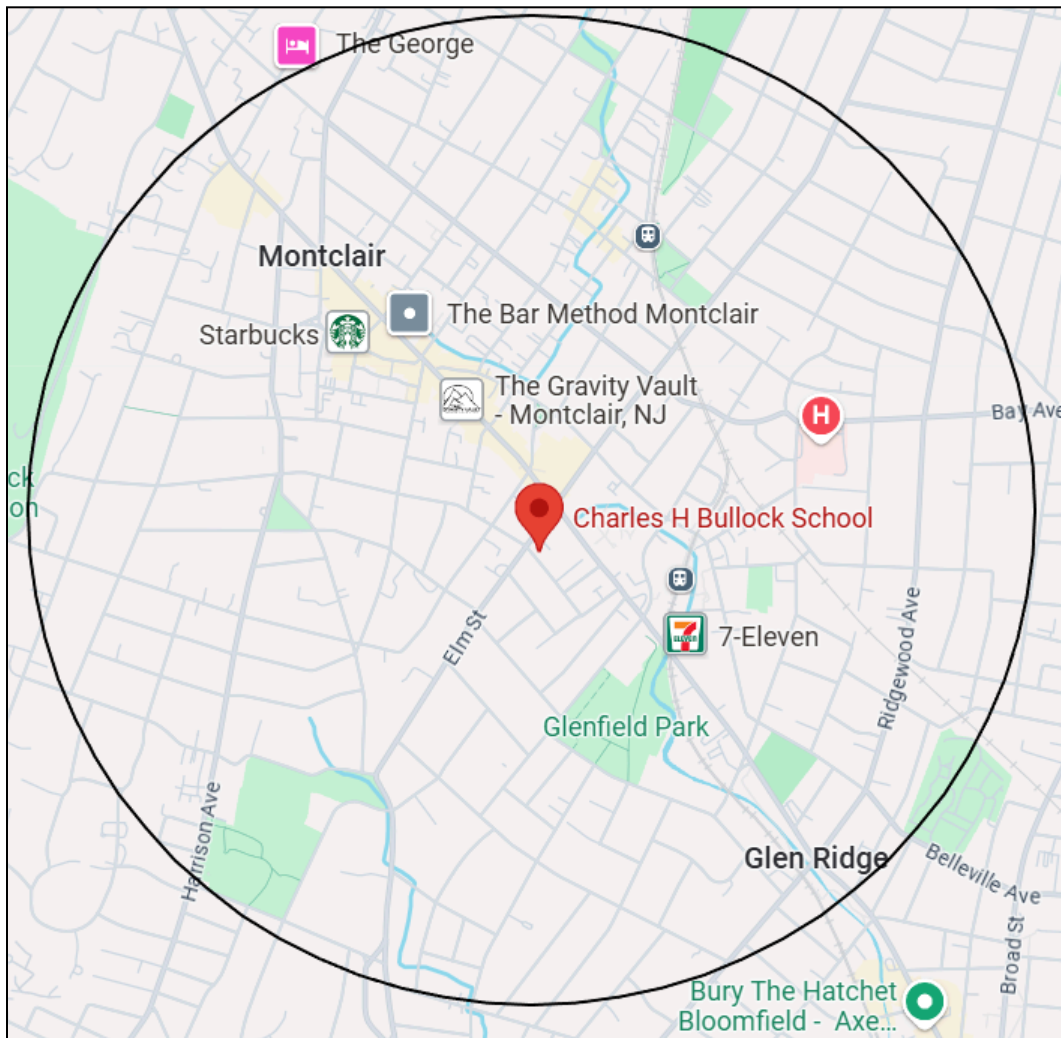
Source: NJ School Performance Report, 2023-24

3. Journey to School

In the 1960s, about 50 percent of children in the United States walked or bicycled to school. Over the last few decades, concerns about vehicle traffic, child safety, and longer commutes have prompted an increasing number of parents to drive their children to school. This results in more traffic on the roads and fewer children walking to school. Today, on average, only about 15 percent of children walk or bike to school.

On the following page, Map 1 provides a one-mile radius of the residential area surrounding Charles H. Bullock School.

Map 1: One-Mile Radius Surrounding Charles H. Bullock School



Source: Google Maps

3.1. Current Student Travel Environment

School Hours

The school day for students starts at 8:50 a.m. and ends at 3:05 p.m., Monday through Friday. There is one before-school program, the Montclair Before Care (K-8) Program, run by the local YMCA, from 7:45 am to the start of school. There are two after-school programs: the Montclair After Care (K-8) Program, conducted by the local YMCA, from school dismissal to 6:00 pm, and the After-School Enrichment (ASE) Program, conducted by the Montclair PTA, from 3:25 to 4:25 pm.

Drop-off/Pickup Procedure

Students who are bused are dropped off near the main door and greeted by Bullock staff members. Students who are carpooled or driven to school are dropped off on the east side of the school's driveway. Students who bike must use crosswalks with the assistance of crossing guards, park their bikes on the east side of the school, and walk to enter through the main entrance. Students who walk must use crosswalks with the assistance of crossing guards and enter the school through the main entrance.

The carpool pick-up procedure has designated doorways for different grade levels. The locations are specified in the school's Family Handbook as noted below:

- Kindergarten: Gym door on the driveway off of Elm St., next to the school garden
- First Grade: at the first side door
- Second Grade: middle cafeteria doors
- Third Grade: beginning cafeteria doors
- Fourth Grade: Elm Street door
- Fifth Grade: front of school, between the bike rack and the front door

School Bus Procedure

School buses for students who live a mile or further drop students off in the morning between 8:30 am and 8:40 am. The bus departs after 3:05, when all designated students have entered.

Crossing Guards

There is one crossing guard at each of the following intersections near the school: Elm St. & Elmwood Ave, Elm St. & Washington St., and Elm St. & Bloomfield Ave. The guards are on duty from 7:30 a.m. to 9:15 a.m. and from 2:00 p.m. to 3:30 p.m.

Student Travel Mode

From July 1 to October 31, 2024, the Montclair Vision Zero Task Force distributed a survey to collect data at different Montclair Public Schools. The district distributed the survey to parents and caregivers in July, and the survey closed in October. The Charles H. Bullock School received 102 responses, documenting how the children in their classes travel to and from school. As shown in Table 6, the analysis revealed that 10 percent of the students walked, 51 percent were bused, 20 percent were driven in a car, and 19 percent used a combination of travel methods. While not explicitly listed in the data, the Charles H. Bullock School has a thriving bike bus on Fridays, with up to 47 students, or 11 percent of the total student population, who bike to school.

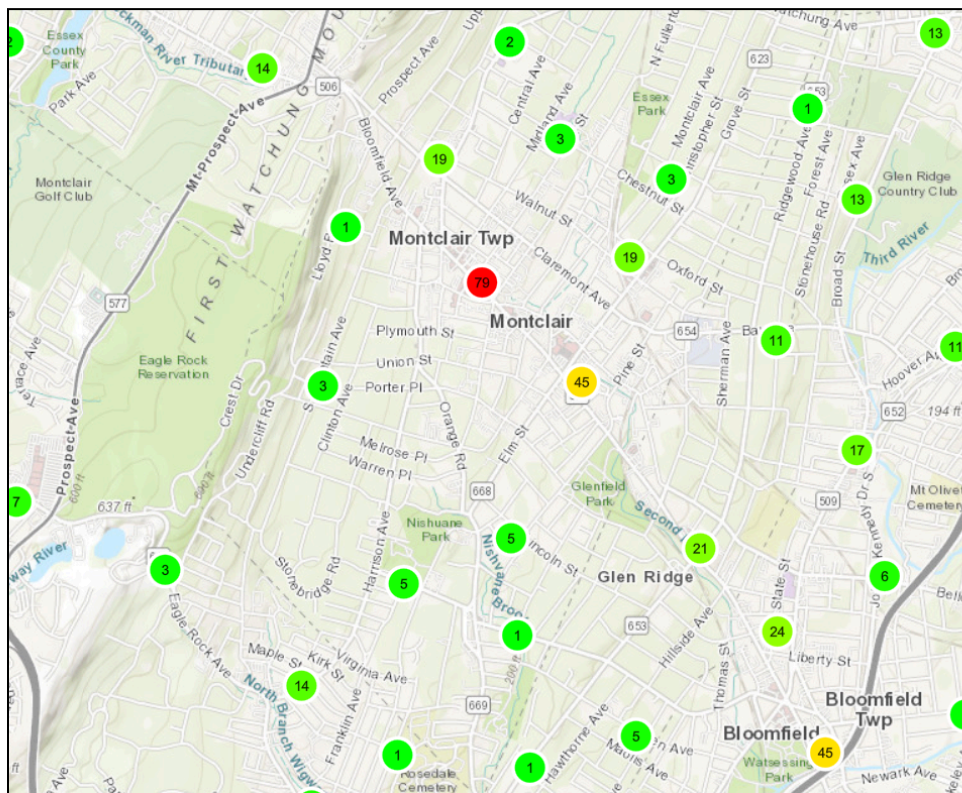
Table 6: How Students Get to and from School

Mode	Arrival (Morning)
Walk	10%
School Bus	51%
Car	20%
Combination	19%

3.2 Pedestrian Safety

EZ Ride conducted an analysis of pedestrian-related crashes within a one-mile radius of the school over a ten-year period, from 2015 to 2024, based on police incident reports. The reported incidents were plotted on Map 2.

Map 2: Pedestrian Crashes within One Mile of Charles H. Bullock School



Source: NJ Safety Voyager, 2015-2024

NJ Safety Voyager is a crash map data program created by the NJ Department of Transportation. The numbered circles on the map show the number of pedestrian and bicycle crashes that have occurred in that general area. Green circles indicate the locations with the lowest number of crashes. Circles turn yellow as the number of crashes increases, and to orange and red to indicate the highest number of crashes.

The pedestrian and bicyclist crash data from Safety Voyager analyzed by age for the Township of Montclair is presented in Table 7 below.

Table 7: Pedestrian & Bicyclist Crashes by Age in Montclair

Victim Age Range	Number of Crashes
0-9	3
10-19	41
20-29	32
30-39	19
40-49	21
50-59	14
60-69	21
70+	12
Unknown	19
Total	182

Source: Safety Voyager, (2020-2024)

Between 2020 and 2024, a total of 182 pedestrians and cyclists were hit by cars. There were 44 crashes involving children and teens aged 19 and younger, which accounted for 24.2 percent of the total pedestrian and bike crashes. The age range with the highest number of crashes was for the group of children and teens aged 10-19 with 41 crashes. The age range with the second-highest number of crashes was for the 20-29 age group, with 32 crashes. The third highest number of crashes were for the age groups, 40-49 and 60-69, with 21 pedestrian and bike crashes each. Nineteen of the police crash reports did not record the age of the victim. **Based on the crash data, which shows the majority of crash victims are children, teens, and young adults, it is suggested that the municipality and the School District work with EZ Ride's Bike and Pedestrian team to focus on educating elementary and high school age students, and young adults about bike, pedestrian, and driver safety.**

3.3 Walkability Assessment

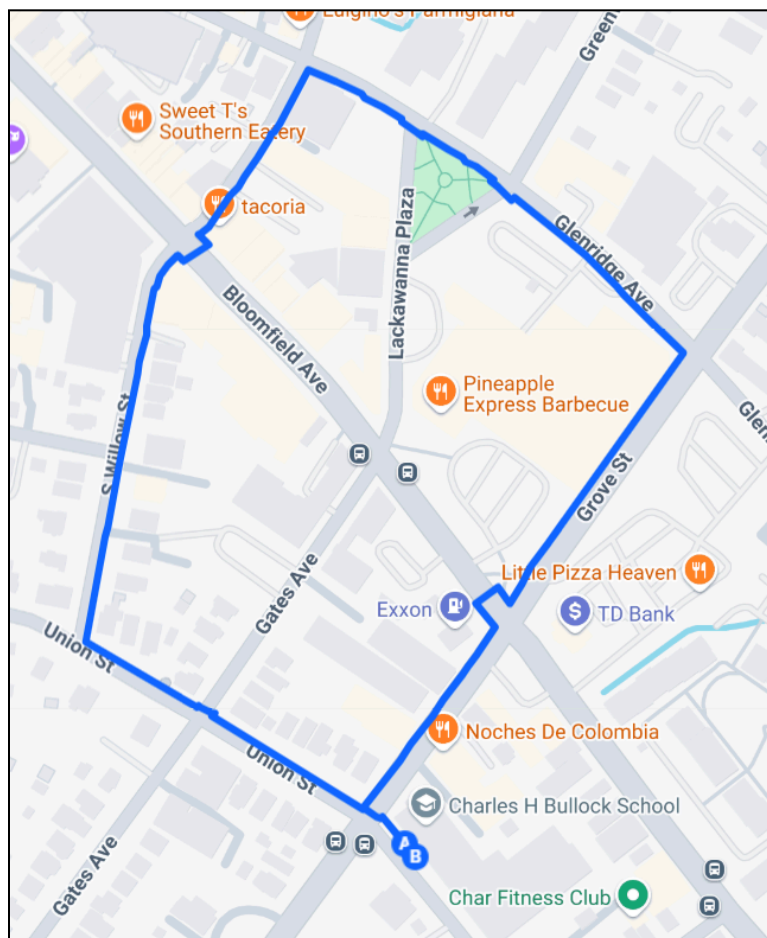
EZ Ride and the SRTS Taskforce conducted an updated walkability and bikeability assessment of the major routes used by students to get to Charles H. Bullock School on June 12, 2025. School children and residents of all ages and abilities walk in and through the neighborhood. Route maps display the walking and biking routes that were evaluated during the audit.

A walkability and bikeability assessment evaluates the sidewalks, roads, crosswalks, lighting, signs, signals, and walking environment along a predetermined route and identifies road improvements that can be made, and notes what is currently done well and what improvements can be made.

3.4 Route Maps

Route 1 Map

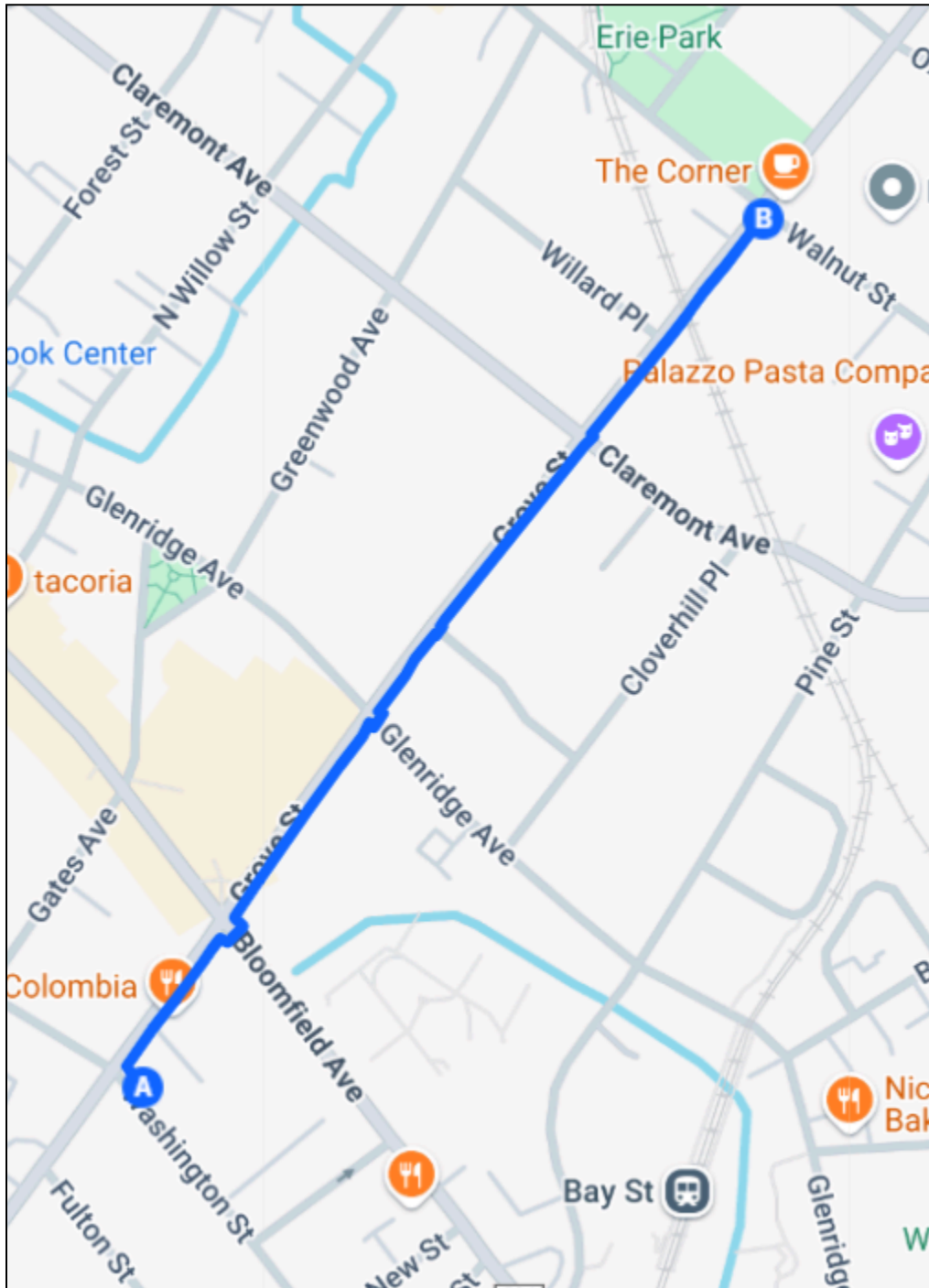
Route 1 Directions: Head west on Washington St./Union St., then turn right onto S. Willow St., right onto Glenridge Ave., and right onto Grove St. to return to school.



Source: Google Maps

Route 2 Map

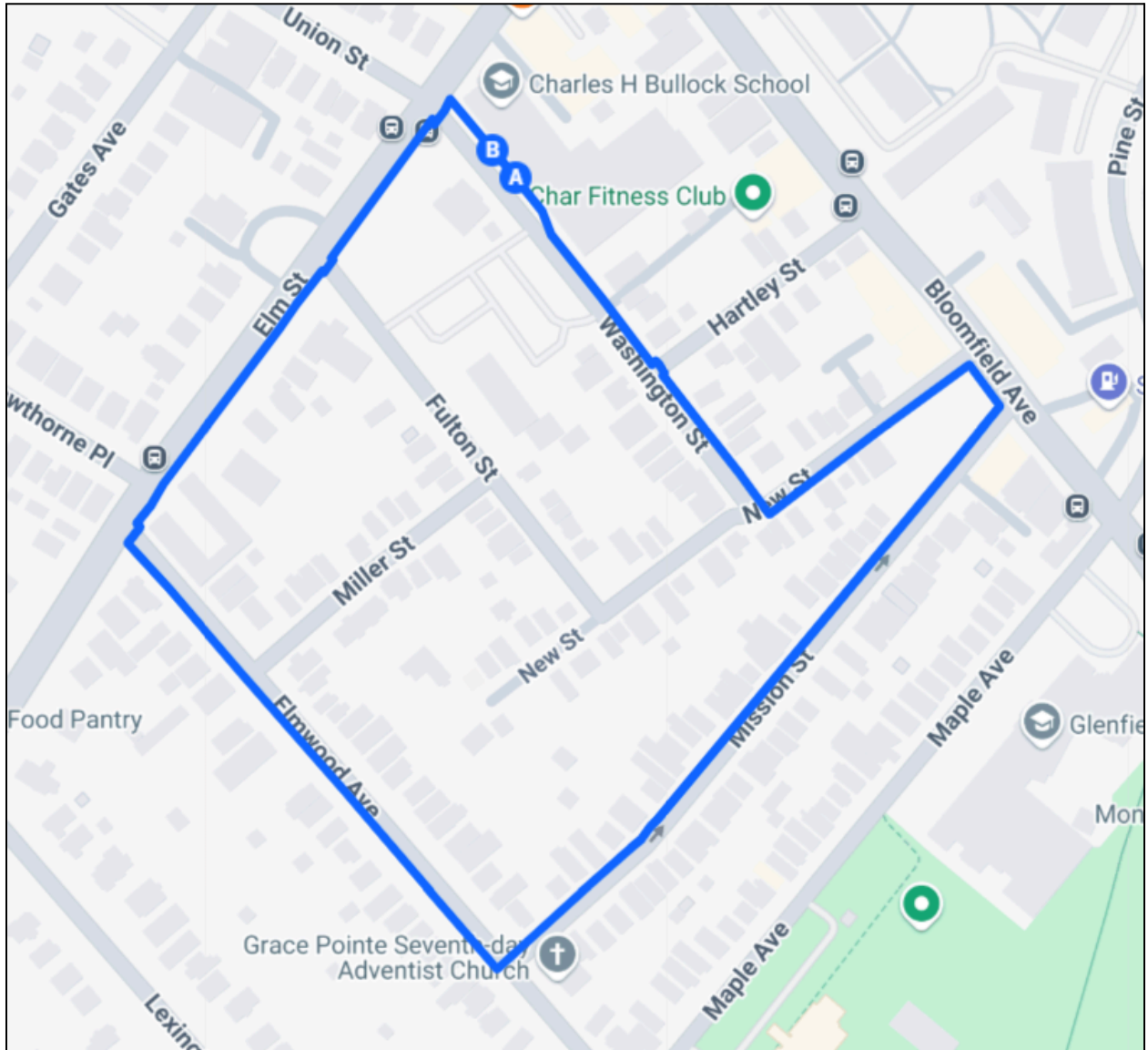
Route 2 Directions: Right on Elm St. Continue on Grove St until Walnut St., cross street, and head southward down Grove St. back to school.



Source: Google Maps

Route 3 Map

Route 3 Directions: Head southeast on Washington St., left of New St., right on Bloomfield Ave., right on Mission St., right on Elmwood Ave., right on Elm St, and back to school.



Source: Google Maps

3.5 Good Practices

The following pictures show good safety practices we observed during the walk and roll assessment. These should be encouraged in the school vicinity, near parks, libraries, businesses, and along the routes where students/residents walk, bike, study, and play.

Elm St. & Elmwood Ave.



High-visibility crosswalk with truncated dome pads crossing Elmwood Ave.

Elm St. & Elmwood Ave.



Crossing guard creating a temporary curb extension on Elm St.

Hawthorne Ave. & Elm St.



High visibility crosswalks crossing Elm St. with Pedestrians Crossing and No Parking Signage.

51 Elm St.



Pedestrian Crossing and School 20 MPH when flashing signs.

Fulton St. & Elm St.



No Left Turn during school hours sign, Do Not Enter sign, and cones blocking through travel on Fulton St. near Elm St.

Washington St. & Elm St.



Do Not Enter Sign and cones blocking through traffic on Washington St. High visibility crosswalks.

19 Elm St.



End School Speed Limit Sign.

Bloomfield Ave. & Elm St.



High visibility crosswalks with truncated dome pads on Bloomfield Ave.

Elm St. & Bloomfield Ave.



High visibility crosswalk with truncated dome pads and pedestrian push button on Elm St. crossing Bloomfield Ave.

Grove St. & Glenridge Ave.



High-visibility crosswalks with pedestrian signals at

Grove St. & Willard Pl.



Pedestrian crossing ahead sign.

Gates Ave. & Union St.



Stop All Way signs with high-visibility crosswalks and truncated dome pads. One stop sign on each side of Gates Ave. has a light-up feature and solar panels

S. Willow St. & Bloomfield Ave.



High visibility crosswalk with truncated dome pads and bike racks.

N. Willow St. & Glenridge Ave.



Light up solar-powered stop signs with high-visibility crosswalks.

3.6 General Areas Needing Improvement

14 Elm St.



Broken solar panel on “School Speed Limit 20 When Flashing” sign.

19 Elm St.



Foliage is blocking the pedestrian path and reducing visibility of signage.

Grove St. & Willard Pl.



Low visibility crosswalk with misaligned truncated dome pads.

Bloomfield Ave. and Elm St.



Faded high-visibility crosswalks.

Union St. & S. Willow St.



Faded low-visibility crosswalk with truncated dome pad.

33 Union St.



Sidewalk slabs lifted due to tree roots.

3.7. Individual Route Assessments

Route 1 Directions: Head west on Washington St./Union St, right on S Willow St, right on Glenridge Ave, right on Grove St, and back to school.

Washington St./Union St. & Elm St.



Washington St. is closed to vehicular traffic during school hours.

Union St. & Gates Ave.



Four-way Stop Signs with high-visibility crosswalks and stop bars.

Union St. & Gates Ave.



Stop written on roadway with high-visibility crosswalk

33. Union St.



“No Parking Here to Corner” Signage.

33 Union



Sidewalk is elevated due to tree roots.

Union St. & S. Willow St.



Truncated dome pad and faded crosswalk.

Union St. & S. Willow St.



Stop sign with faded crosswalk and stop bar.

47 S. Willow St.



"No Parking Anytime" sign and well-maintained sidewalk.

25 S. Willow St.



"No Parking Any Time" and "No Turn on Red" signage. The sidewalk becomes narrow due to telephone poles.

N. Willow St. & Glenridge Ave.



Flashing Stop All-Way Signage with high-visibility crosswalk and stop bar.

N. Willow St. & Glenridge Ave.



The high-visibility crosswalk is slightly faded.

N. Willow St. & Glenridge Ave.



One truncated dome pad with a pedestrian crossing sign.

S. Willow St. & Bloomfield Ave.



High-visibility crosswalks with truncated dome pads.

S. Willow St. & Bloomfield Ave.



High-visibility crosswalk with a cone on the street to warn of a pothole.

Elm St. & Bloomfield Ave.



A car stopped past the stop bar.
Ladder-style crosswalk and No Turn on Red sign.

Elm St. & Bloomfield Ave.



High-visibility crosswalk with pedestrian signals and a Pedestrian Signal button.

Route 2 Directions:

19 Elm St.



Foliage is blocking the pedestrian path and reducing visibility of signage.

Elm St. & Bloomfield Ave.



High visibility crosswalks and wide sidewalk.

Grove Street & Glenridge Ave.



High-visibility crosswalks with truncated dome pads.

Grove Street & Glenridge Ave.



High-visibility crosswalks with stop bars and pedestrian signals.

Grove St. & Grove Terr.



"No Parking Here to Corner" sign and Stop Sign.

Grove St. & Grove Terr.



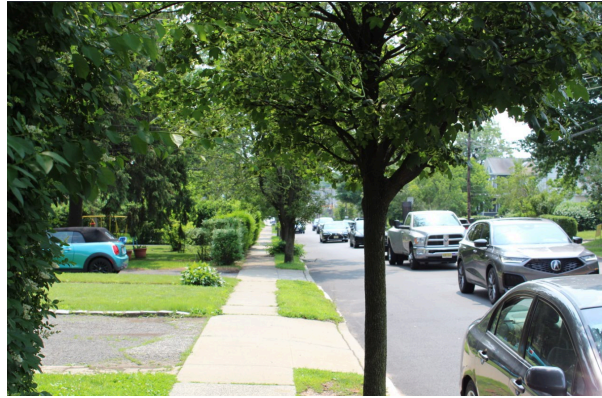
Misaligned truncated dome pad and low-visibility crosswalk.

Grove St. & Grove Terr.



“Speed Limit 25” and “No Parking Here to Corner” signage.

Grove St. & Claremont Ave.



Level sidewalks and several driveway entrances.

Grove St. & Claremont Ave.



High-visibility crosswalks with truncated dome pads and a pedestrian signal.

Grove St. & Claremont Ave.



High-visibility crosswalks with truncated dome pads.

Grove St. & Willard Pl.



Low visibility crosswalk with misaligned truncated dome pads.

Grove St. & Willard Pl.



“Pedestrian crossing ahead” signage.

99 Grove St.



Railroad crossing with "Do Not Stop on Tracks" sign.

114 Grove St.



"Railroad Crossing" sign and paint on roadway - No Train Horn" Signage.

Grove St. & Walnut St.



High-visibility crosswalks with a stop bar.

Grove St. & Walnut St.



"Speed Limit 25" and "No Parking Here to Corner" signage.

Grove St. & Walnut St.



Speed Limit sign blocked by a traffic light.

Washington St. & Elm St.



"School Speed Limit 20", "Essex County Road 668" & "No Parking Any Time" signage.

Route 3 Directions:

Elmwood Ave.



Wide roadway with no centerline striping and “No Parking Here to Corner” sign.

Elm St. & Elmwood Ave.



High-visibility crosswalk with truncated dome pads and stop bar.

Elm St. & Hawthorne Pl.



“Pedestrian crossing” and “No Parking Anytime” signs next to a high-visibility crosswalk and yellow-painted curb.

Elm St. & Hawthorne Pl.



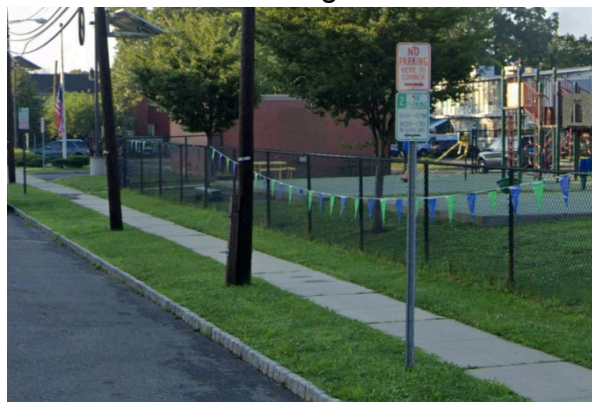
Bus stop sign with yellow painted curbs.

59 Elm St.



Pedestrian Crossing & School Speed Limit 20 MPH when flashing signage.

63 Washington St.



“No Parking Here to Corner” and “2 Hour Parking on School Days” signage next to level sidewalks.

42 Washington St.



Pedestrian crossing and No Parking sign with raised crosswalk.

Washington St. & Hartley St.



Faded high-visibility crosswalk with a Way sign.

6 Washington St.



Wide sidewalk with "No Parking Here to Corner" and 2 Hour Parking During School Hours" signage.

Washington St. & New St.



Stop bar present on Washington St. and no crosswalks.

18 New St.



Level sidewalks with a trash can on the path.

2 New St.



Yellow painted curb with stop bar.

Bloomfield Ave & Mission St.



Missing Truncated dome pad with a level sidewalk.

Bloomfield Ave & Mission St.



Low-visibility crosswalk with Stop Bar and Stop sign.

22 Mission St.



Wide roadway with one-way traffic and parking on one side.

61 Mission St.



Uneven sidewalks and a No Parking Any Time sign.

Mission St. & Elmwood Ave.



Truncated dome pads and low-visibility crosswalk.

25 Elmwood Ave.



Wide, unmarked street with level sidewalks.

4. Action Plan & Recommendations

The Safe Routes to School Action Plan is organized into the “Five E’s”: Education, Encouragement, Enforcement, Engineering, and Evaluation. Additionally, each element of the Action Plan considers two parameters – time and cost, as shown below. Together, they comprise a set of directions to help the community prioritize their action steps to increase safety for students. The tables below identify preliminary recommendations specific to the school and its immediate area. To realize the full benefit of the SRTS program, it is suggested that this School Travel Plan be used to apply for SRTS grant funds to fully implement all the action steps.

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

1. Education: Programs to educate students, parents, and the public about safe walking and biking

Education Actions	Responsibility	Time Frame	Cost
Invite EZ Ride to provide Safety Presentations at school and for Bike Bus members/leaders	Charles H. Bullock School, EZ Ride	Short-term,	None
Reinforce drop-off and dismissal procedures via Robo Call twice a year.	Charles H. Bullock School	Short-term,	Low
Create and update the Family Handbook that defines arrival and dismissal procedures with a map and text that defines drop-off/pick-up areas, the rules and procedures for driving along local streets, and the school driveway	Charles H. Bullock School	Short-term	Low
Notify parents/guardians and school staff by publishing information/updates in School Newsletters and on the school website	Charles H. Bullock School	Short-term	None

Invite EZ Ride to help with bicycle and pedestrian safety education with assemblies or safe bike classes	Charles H. Bullock School, EZ Ride	Short-term,	None
Integrate walking and safety education into the classroom curriculum	Charles H. Bullock School, EZ Ride	Short-term, Mid-term, Long-term	None
Leverage Social Media to spread awareness of the school zone speed limit and the arrival/dismissal process	Charles H. Bullock School, EZ Ride	Short-term, Mid-term, Long-term	None

2. Encouragement: Programs to encourage or promote walking and biking

Encouragement Actions	Responsibility	Time Frame	Cost
Select kiss-and-drop-off areas 2-3 blocks from school where students in grade 3 and up can be dropped off and picked up by parents to reduce congestion near the school - consider parks, houses of worship, parking lots, or businesses with lots which are not open in the early AM.	Charles H. Bullock School	Short-term	None
Hold a student poster contest on walking and biking to school	Charles H. Bullock School, EZ Ride	Short-term	None
Circulate Travel Plan Report via Charles H. Bullock School website	Charles H. Bullock School	Short-term	None
Host Bike/Walk to School Days throughout the school year	Charles H. Bullock School, EZ Ride	Short-term, Annually	None
Participate in International Walk and Roll to School Day in October, Ruby Bridges Walk to School Day in November, National Bike to School Day in May, as well as NJ Walk and Roll to School Day in May	Charles H. Bullock School, EZ Ride	Short-term, Annually	None
Add bike racks in the school yard for kids to park their bikes	Charles H. Bullock School	Short-term	Low

Conduct bicycle registration and helmet giveaways at Back-to-School night	Charles H. Bullock School, Montclair PD, EZ Ride	Short-term,	None
Investigate training Walking School Bus volunteers and enlist PTA to serve as Corner Captains	Charles H. Bullock School PTA, EZ Ride	Mid-term, Long-term	None

3. Enforcement: Activities to improve safety and security for those walking and biking to school

Enforcement Actions	Responsibility	Time Frame	Cost
Check e-bikes and e-motos at MS and HS to identify Class 1-2 e-bikes, Class 3 e-bikes, or e-motos. Advise those with class 3 e-bikes they must be 15, with a NJDMV moped license, registration/insurance. Advise students with e-motos they must be 17, with a NJDMV class D driver's license, registration, and insurance.	Montclair PD	Mid-term	None
Conduct speed studies around the school area	Montclair PD, EZ Ride	Mid-term	None
Ask police or EZ Ride to set up electric signs that post drivers' speeds and remind people not to speed in the school zone – do this 2x a year	Montclair PD, EZ Ride	Short-term, Long-term	None
The Twp. should conduct monthly checks in areas where residents or businesses frequently block sidewalks with vehicles, garbage containers, or signs. Residents should be reminded via communications not to obstruct sidewalks, as it endangers students and forces them to walk on the roads. If necessary,	Montclair PD, DPW,	Short-term, Mid-term, Long-term on a regular basis	None

warnings or fines can be issued to repeat offenders.			
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4. Engineering: Infrastructure upgrades that improve the walking and biking environment

Engineering Actions	Responsibility	Time Frame	Cost
Post “School Zone” signs and paint “SLOW School Zone” on roadways surrounding Charles H. Bullock School	Montclair Engineering or Essex County (if County road), or NJDOT (if State Rt.)	Short to Mid-Term	Low
Paint High Visibility Crosswalks at intersections surrounding the school, as noted, or do as a demo project with EZ Ride.	Montclair Engineering, Essex County, NJDOT, or EZ Ride	Short to Mid-Term	Low
Install & Enforce “No Parking” signs or stripe corner areas and add reflective delineators to prevent illegal parking and increase visibility of crossing pedestrians	Montclair Engineering, Essex County, NJDOT, or add a demo project with EZ Ride	Short-term, Mid-term	Low
Implement traffic calming measures on streets known for speeding, such as speed limit radar signs, speed tables, raised intersections, or bike lanes	Montclair Engineering, Essex County, or NJDOT	Short-term, Mid-term, Long-term	Low, Medium, High
Post signs and paint the area on the street to define Bus and Car drop-off zones	Montclair Engineering, Essex County, Montclair Schools	Short-term	Low
Investigate and ensure ADA compliance of crosswalks and dome pads	Montclair Engineering, Essex County, or NJDOT	Short-term, Mid-term, Long-term	Medium
Investigate traffic speeds around the school and post speed limit signs and no idling/no double parking signs	Montclair Engineering, Essex County, or NJDOT, Montclair Schools	Short-term, Mid-term, Long-term	Low

Add Pedestrian Lighting, Pedestrian Signal Heads, Stop Bars for drivers, and Push Buttons to activate signals at corners where kids cross	Montclair Engineering, Essex County, or NJDOT	Long-term	High
Install Leading Pedestrian Interval (LPI) signal phases where students cross to prevent cars from making turns while students start crossing, and to make pedestrians more visible to drivers	Montclair Engineering, Essex County	Short-term,	None
Install curb extensions, lane separation strips, centerline hardening at intersection medians, and/or buffers to protect pedestrians from traffic	Montclair Engineering, Essex County, NJDOT, or add a demo project with EZ Ride	Short-term, Mid-term, Long-term	High or Low (Demo Project)
Add no double parking and no idling signs all around the school perimeter to reduce traffic congestion and air pollution	Charles H. Bullock School, BOE	Short-term	Low
Install painted bike lanes, or buffered /protected bike lanes that are separated from the driving lanes on the most-traveled bike routes	Montclair Engineering, Essex County, NJDOT, or a demo project with EZ Ride	Short-term, Mid-term, Long-term	Medium or Low (Demo Project)

5. Evaluation: Efforts to monitor and evaluate progress towards the achievement of SRTS goals

Evaluation Actions	Responsibility	Time Frame	Cost
Continue to conduct student travel tallies to measure how effective the SRTS program has been in increasing the number of students walking, biking, or carpooling	Charles H. Bullock School, EZ Ride	Short-term, Mid-term, Long-term	Low

Improve communications between school officials and families, establishing a convenient mechanism to share information and get feedback	Charles H. Bullock School, PTA	Short-term, Mid-term, Long-term	Low
Conduct speed studies to see if speeding is reduced	Montclair PD or EZ Ride	Long-Term	None
Conduct parent surveys regarding travel conditions for those who walk and bike to school	Montclair Green Team	Every 2 years	None

Conclusion

Community priorities around the Charles H. Bullock School is to improve safety for students by reducing the amount of congestion at arrival and dismissal, reducing the speed of traffic in the school zone by adding signs and pavement markings, and improving sidewalks and roads where students may walk or ride bicycles. Adding high visibility crosswalks, pedestrian signal heads and push buttons, bike lanes, curb extensions, pedestrian lighting, Leading Pedestrian Intervals, and removing obstructions from sidewalks are recommended. To reduce the number of cars in the area before and after school, which pose a danger to students, it is suggested to set up kiss-and-drop-off areas 2-3 blocks from the school for grades 3 and up to be dropped off or picked up. These older students can walk to and from school from these areas to reduce traffic congestion, double parking, and idling in the school perimeter. The school community's desire to collaborate to help protect students is admirable and deserves support.

EZ Ride is proud to collaborate with the school and community to improve safety and introduce SRTS programs to the schools. EZ Ride offers "Learn to Ride" and safe bike skills classes, as well as bicycle, pedestrian, e-scooter, e-bike, and driving safety programs at no cost. This is one of ten School Travel Plans that have been prepared for schools in Montclair. The other nine School Travel Plans are currently being updated. New efforts have begun with several charter and parochial schools to improve safety. It is hoped this report will be used to apply for SRTS infrastructure grants or Sustainable Jersey school grants to make the sidewalks and neighborhood safer for students to walk and bike to the Charles H. Bullock School.

Appendix A: Typical Opportunities for Improvement



LONG CROSSING DISTANCES

Long crossing distances prolong the exposure time of pedestrians to motorists and make it difficult to see the pedestrian signal head on the other side of the road.



PEDESTRIAN OBSTRUCTIONS

Obstructions in the pedestrian right-of-way impede pedestrian movement and safety.



LACK OF CURB CUTS

Sidewalks without curb cuts are an obstacle to parents with baby carriages as well as people with disabilities.



POOR MAINTENANCE

Without maintenance pedestrians can trip, it can be a liability issue, and people with disabilities can have trouble negotiating the area.

Typical Bicycle/Pedestrian Treatments



SHARED-USE ROADWAY

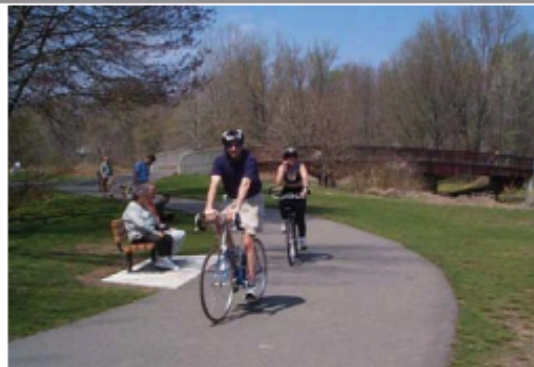
Can be a safe for bicyclists when:

- Width is sufficient
- Speeds are low
- Traffic volumes are low



BICYCLE LANE

- Provides a safe and comfortable environment for bicyclists
- An area that is delineated, but not separated from the roadway
- Typically 4' wide with a bicycle stencil



SHARED USE PATH (TRAIL)

- Offers connections and opportunities not provided in the roadway system
- Can provide valuable connections and recreational opportunities
- Typically 8'-10' wide



OTHER FACILITIES

- Bicycle Lockers
- Bicycle Racks on Transit
- Bicycle Racks
- Bicycle Safety Programs

Typical Bicycle/Pedestrian Treatments



SIDEWALKS

- A portion of the road ROW for the preferential or exclusive use of pedestrians
- Typically at least 5' wide
- Should be free of obstructions along its width and 80" high



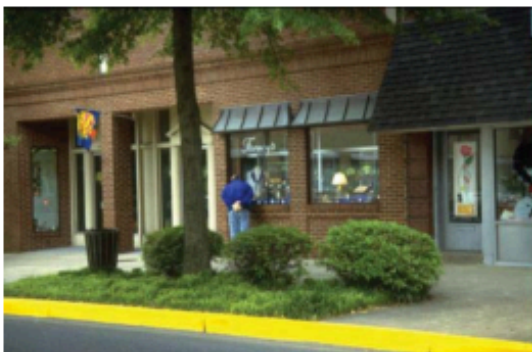
CROSSWALKS

- Provides a designated crossing point
- Helps provide more predictable pedestrian movements
- Alerts drivers to pedestrian areas



SIGNAGE AND STRIPING

- Can help define pedestrian realm
- Provide visual cues for pedestrians and motorists
- Can augment other facilities



AMENITIES AND AESTHETICS

- Lets pedestrians know area was designed for their use
- Helps provide a safe and comfortable environment
- Helps provide sense of "place"

Typical Bicycle/Pedestrian Treatments



CURB EXTENSION

- Reduces Vehicle Speeds
- Reduces Pedestrian Crossing Distance
- Increases Pedestrian Visibility
- Protects Parking Area & Prevents Parking Close to Intersection



FULL CLOSURE

- Can be used to eliminate neighborhood cut-throughs
- Eliminates vehicular access
- Allows pedestrian and bicycle access and egress



MID-BLOCK CROSSING

- Reduces Vehicle Speeds
- Increases Pedestrians Visibility
- Reduces Pedestrian Crossing Distance
- Connects Pedestrian Generators



RAISED MEDIAN GATEWAY

- Provides Defined Entry
- Provides Cue to a Transition Area
- Aesthetically Pleasing
- Provides Pedestrian Refuge
- Reduction in Vehicle Speeds

Typical Traffic Calming Devices



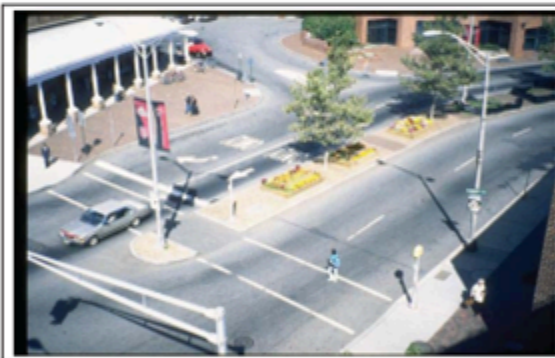
GATEWAY

- Provides Defined Entry
- Provides Cue to a Transition Area
- Aesthetically Pleasing



CURB EXTENSION REDUCED TURNING

- Reduces Vehicle Speeds
- Reduces Pedestrian Crossing Distance
- Increases Pedestrian Visibility
- Protects Parking Area & Prevents Parking Close to Intersection



RAISED

- Reduces Vehicle Speeds
- Increases Pedestrians Visibility
- Reduces Pedestrian Crossing Distance
- Provides Pedestrian Refuge



BIKELANE

- Reduces Vehicle Speeds
- Produces Designated Lane for Bicyclists
- Provides Additional Buffer for Pedestrians

Typical Traffic Calming Devices



CURB EXTENSION

- Reduces Vehicle Speeds
- Reduces Pedestrian Crossing Distance
- Increases Pedestrian Visibility
- Protects Parking Area & Prevents Parking Close to Intersection



MEDIAN REFUGE

- Reduces Vehicle Speeds
- Reduces Pedestrian- Vehicle Conflict
- Reduces Pedestrian Crossing Distance
- Improves Aesthetics if well-maintained



MID-BLOCK CROSSING

- Reduces Vehicle Speeds
- Increases Pedestrians Visibility
- Reduces Pedestrian Crossing Distance
- Connects Pedestrian Generators



Sidewalks and Access

- Simplifies Crossing Movement
- Reinforces pedestrian priority
- Improves visibility
- Provides safe accessibility

Appendix B: Funding Resources to Build Infrastructure

Source: Together North Jersey

(TNJ): https://togethernorthjersey.com/?page_id=24974#home/

Program Name	Program Description	Eligibility Description	Eligibility	Source
21st Century Redevelopment Program	To provide municipalities and counties with the funding necessary to redevelop "stranded assets," which are underutilized or vacant office or retail spaces, usually located far from transit	New Jersey municipal or county governments, and redevelopment agencies	County, Municipal	New Jersey Economic Development Authority
Biking in New Jersey - Planning Resources	NJDOT offers engineering guidelines, a Master Plan for roadways that are compatible with bicyclists and walkers and a resource center for statewide projects	New Jersey communities	Municipal	New Jersey Department of Transportation
Community Development Block Grants	The Community Development Block Grant (CDBG) program is a flexible program that provides communities with resources to address a wide range of unique community development needs	Larger cities and urban counties	County, Municipal	US Housing and Urban Development
Congestion Mitigation and Air Quality Initiatives Program	To advance readily implementable and innovative projects and services that improve air quality and reduce congestion in the NJTPA's air quality maintenance and non-attainment areas	Local, County, State, and Regional governments	County, Municipal, State	NJTPA

Environmental Workforce Development and Job Training Grants	Eligible entities, including nonprofit organizations, to deliver environmental workforce development and job training programs that recruit, train, and place local, unemployed and under-employed residents with the skills needed to secure full-time employment in the environmental field	Non-profit organizations & local government agencies in communities historically affected by economic disinvestment, health disparities, and environmental contamination, including low-income, minority, & tribal communities	County, Municipal, Non-profit organizations	US EPA Environmental Workforce Development and Job Training Grant Fund
Future in Transportation	NJFIT changed the way NJDOT does business in New Jersey by using a comprehensive and cooperative approach to transportation and land use planning. Working with community planners, we can keep jobs, goods and services within reach of every New Jersey citizen and reinvest in our infrastructure by shaping transportation to fit into the environment of our communities	New Jersey Communities.	Municipal	New Jersey Department of Transportation
Geraldine R. Dodge Foundation	Funds Arts, Education, Environment and Informed Communities initiatives that are innovative and promote collaboration and community-driven decision making	no restrictions	State, County, Municipal, Private, Non-profit organizations	Geraldine R. Dodge Foundation

			ons, Other	
Local Planning Services	Local Planning Services (LPS), an office within DCA, works with communities to achieve local land use and planning goals. As part of DCA's commitment to provide technical assistance to municipalities, our professional planning staff offers comprehensive planning services at no-cost to local governments. LPS Can provide a variety of planning services: master plans and redevelopment plans, land use mapping, economic development plans, and special municipal projects	Municipalities	Municipal	New Jersey Department of Community Affairs
Neighborhood Preservation Program	This program provides direct financial and technical assistance to municipalities over a three to five year period to conduct activities associated with the preservation of designated neighborhoods based on strategic revitalization's plans within those municipalities.	Municipalities	Municipal	New Jersey Department of Community Affairs

New Jersey Healthy Communities Network - Community Grants Program	<p>The aim of the initiative is to prevent chronic disease and improve health by advancing environment, policy, and system change; and enhancing the built environment to support healthy eating and active living. Supported projects are creating a culture of health by increasing food access and opportunities for physical activity in communities, schools, places of worship, early care and education, neighborhoods, and municipalities.</p> <p>The Network also facilitates a statewide community of practice to share best practices, provide networking and professional development opportunities, and encourage collaboration. Within this community of practice, grantees will be connected to people and organizations with shared goals and agendas and be recognized as a leader in building healthy communities</p>		Non-profit organizations, Other	New Jersey Healthy Communities Network
Our Town Grants	The Our Town grant program supports creative place making projects that help to transform communities into lively, beautiful, and resilient places with the arts at their core.	Communities	Municipal	National Endowment for the Arts

People for Bikes Community Grants	The People For Bikes Community Grant Program provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives	Communities across the US	Municipal	People for Bikes - Community Grants
Safe Routes to Schools	Provides federal and state funding to projects that enable children in grades K-8 to walk and bicycle more safely to school.	County, municipal governments, school districts, and schools	County, Municipal	New Jersey Department of Transportation
Safe Routes to Schools	Safe Routes to School (SRTS) is a federal, state and local effort to enable and encourage children, including those with disabilities, to walk and bicycle to school. SRTS facilitates the planning, development and implementation of projects that improve safety and air quality, as well as reduce traffic and fuel consumption around school	Communities in New Jersey	County, Municipal	New Jersey Department of Transportation

Safe Routes to Transit	The Safe Routes to Transit program was established in 2006 with state funding to enable counties and municipalities to improve safety in the vicinity of transit facilities and to make routes to bus stops and rail stations safer for bicyclists and pedestrians	Counties and municipalities.	County, Municipal	New Jersey Department of Transportation
Street Smart Program	Communities that participate in the Street Smart Program work to raise awareness of pedestrian safety laws by hosting events, handing out information, and through social media. Local police step up enforcement during the campaign to ensure motorists and pedestrians are obeying the laws. All communities are urged to participate	Municipalities and communities in New Jersey	Municipal	North Jersey Transportation Planning Agency
Sustainable Jersey Grants and Resources	Sustainable Jersey identifies resources to help municipalities develop a comprehensive sustainable community program. This includes financial resources in the form of grants and incentives, and technical support in the form of trainings, access to support organizations, and guidance material	New Jersey municipalities	Municipal	Sustainable New Jersey