

VISION ZERO MONTCLAIR TASK FORCE
PROGRESS REPORT #4
For the period from July 1 to September 30, 2024

Work Completed for This Quarter:

Created agendas and slide decks for monthly meetings
VZM TF Meeting 8/9/24 - Canceled - prepared agenda, slide deck, gathered WG notes, sent monthly summary
Facilitated TF Meetings 7/12/2024, and 9/13/2024 via Zoom
Provided meeting summaries for monthly meetings
Welcomed new Task Force members
Welcomed new Council liaisons

- Reached out to each new council member for VZM Q&A chats

Welcomed new BID liaison
Welcomed new Township Staff members
Wrapped up Phase 2
Followed up with working groups and checked in on outstanding action items

Working Group Status Updates

- **Communications (Internal)**
 - Continued utilizing Basecamp for internal communication
 - Continued utilizing Zoom as meeting platform
 - Both Basecamp and Zoom are licensed to Montclair Center BID
 - Also communicated with members via email as needed
- **Communications (External)**
 - Website Updates
 - Website is officially launched and managed by Township with input from the Communications Working Group. (Note: Administration & Planning coordinate with the interim Comms Specialist to update the website.)
 - Events and Community Engagement Opportunities have been added.
 - VZM Task Force Members have been added.
 - New council liaisons have been added.
 - Preparing to upload updates and newsletter content onto Website.
 - New Speeds
 - a. townwide & school zones
 - b. School Zone Map
 - Crash Data
 - Resurfacing & Demos Update (incl rrfbs)
 - a. Pilots w/ pics
 - Pledge
 - Survey
 - Pace Car
 - Safe Routes to School Survey

- Survey developed and initially distributed through BOE in June 2024.
- Comms WG continued to liaise with BOE & Private Schools during summer.
- Comms WG and BOE agreed to push survey in September/October with a deadline of October 31.
- A summary for each school will be prepared and shared with the Implementation Working Group in Phase 3.
- Community Survey
 - Worked to develop community survey (in progress)
 - Awaiting Township ZenCity to distribute OR will look into purchasing a program like Maptionnaire OR will wait for the consultant team to be brought on board during Phase 3 through the SS4A Grant. On hold per Administration/Planning Staff. TBD
- Newsletter
 - Newsletter prepared and distributed July 2024 (July Newsletter attached)
 - News blurbs prepared for fall update
 - To be added to website in the fall
 - October newsletter draft prepared in September for distribution in October (attached)
 - Collecting Email list from web, in person events, and surveys
 - How to distribute TBD
 - a. Collaborated with TF Members to share with Township, Committee, Commissions, BID, BOE etc.
 - b. Task Force members to mail out to their departments/committees/commissions/groups/etc.
 - We have started a google forms email sign up.
 - <https://forms.gle/yMAxqw5DggNWLoMg9>
- Social Media Messaging Framework
 - Created Facebook and Instagram Pages
 - Working on strategic framework for ongoing messaging
 - Began posting to social media
 - Will coordinate with Township and VZM Members to cross post on Township social media outlets
- Worked to create pithy elevator pitch - draft below:

Let's prioritize our most vulnerable road users, our kids.

Fill out our School Survey. Help identify dangerous spots on your child's route to school.



VISION ZERO MONTCLAIR



THE GOAL:
Eliminate fatalities and serious injuries on our roadways.

HOW:
Create safer roads for all users.

VISION ZERO MONTCLAIR

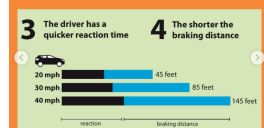
Making Montclair's streets safer.



Vision Zero Montclair

11 likes • 21 followers

Why your speed matters:



VISION ZERO MONTCLAIR

- *"Montclair's Vision Zero Task Force is committed to ensuring everyone can walk, bike, or drive safely, without the risk of death or serious injury, every day. Our goal is simple: zero traffic-related deaths or serious injuries. With a diverse coalition of township departments, community organizations, and local leaders, we are dedicated to data-driven decisions and a proactive approach that creates safe, equitable streets for all."*
 - Community Outreach
 - Held virtual [community forum on VZM](#) on July 18, 2024.
 - Co-hosted screening of Safe Streets Now film screening at the Montclair Public Library on Tuesday, July 23, 2024
 - Participated in community meetings in fourth, third, and first wards.
 - Participated in [Radio Free Montclair on October 8, 2024](#)
 - We've created surveys for Implementation Demo Pilots.
 - Lorraine and Park
 - <https://forms.gle/4xyoQHfEfRBH1NXF8>
 - Alexander and Park
 - <https://forms.gle/FCiAERYkQmiTz8tu9>
- **Complete Streets Policy & Checklist Update**
 - Submitted to Township for review and adoption last quarter
 - Put on hold during New Council Transition
 - Resubmitted to all new council members following July 1 inauguration (email sent July 7, 2024)
 - VZM TF Agrees to PUSH for Adoption and Implementation ASAP. This is THE most important and immediate need.
 - VZM TF suggests separate meeting to discuss in detail
 - a. Meeting held Monday, Sep 23, 2024 w/ Norberto Hernandez, Renee E. Baskerville, Erik D'Amato, Susan Shin Andersen, Janice E Talley, Austin Ashley, Paul Mickiewicz, A Veach, Deb Kagan, L Torchio
 - b. Purpose: to review the Complete & Green Streets Policy, Ordinance, and Checklists and to determine how Council will propel it forward.
 - i. SSA - Confirm process and date for council to hear and adopt ordinance
 - ii. SSA - Will meet with staff and manager by beginning of October
 - iii. SSA - provide any suggested edits to Policy/Ordinance by beginning of October
 - c. No meeting held, no edits provided as of this progress report.
- **Alerts to Action Process**

- Coordinated with Township Communications, IT, and Planning to update and map Montclair's 311 and Report IT app (in progress)
- Categories and work flows were added for
 - **Road/Street Issues**
 - Crosswalk needed [DCS]
 - Not enough time to cross [DCS]
 - Confusing crossing signal [DCS]
 - Unsafe driving/speeding/near misses observed [Police]
 - Bicycle parking is needed [DCS]
 - Obstructed sight lines due to parked cars, overgrown bushes, etc. [DCS/Construction Inspection]
 - Gaps in sidewalk network [DCS]
 - Pedestrian lighting needed [DCS]
 - Flashing Pedestrian Crossing Light needed [DCS]
 - Crossing Guard needed [Police]
 - vehicle illegally parked (handicapped spot, loading zone, bike lane, etc)" [Police]
- UPDATE: this work was put on hold when Annie Uttara resigned from the Township in May 2023
- Norma Tassy, Director of Administration, Code Enforcement, and Environmental Affairs was hired by the Township Manager in May 2023. She and Janice Talley, Director of Planning, worked together with the interim Communications Specialist, Tony Fan, on possibly updating the Montclair 311/Report It App.
- During Phase 2, Norma and Janice indicated that the Township was exploring a communications program called ZenCity which was likely able to function as our "Alerts to Action" platform instead of Montclair 311/Report It.
- In August 2024, they indicated the Township had put ZenCity on hold.
- *No status updates have been provided for Montclair 311/Report It or Zen City since August 2024.*

- **Data Collection & Mapping**

- The VZM TF is committed to taking a data driven approach to recommendations for safety improvements. That means, we review the following:
 - Quantitative AND Qualitative Data
 - Crashes & Equity
 - Crash reports
 - Equity demographics
 - Community Experience/Input
 - VZM Expert Judgement
 - Community 311/Report It input

- Calls to council/manager/police
- Worked with Planning Department Director on staff turn over. New planning staff has gotten up to speed, coordinated with Police Department, and is currently able to provide crash data from 2021 - 2023. Maps being prepared for website, social posts, and inter-departmental collaboration:
 - 1) School Zones Map*
 - School Zones
 - Schools
 - Pedestrian Generators
 - 2) Crossings Map*
 - RRFB Locations
 - Pedestrian Generators
 - 3) Traffic Safety Map*
 - Crash Locations
 - Crashes by Road Segments
 - Equity blocks (per NJTPA Equity Analysis)
 - The dates for the crash data are January 1, 2021 - December 31, 2023. The NJTPA Equity data uses American Community Survey 5 year estimates (2018-2022).

**Maps are attached to this progress report*

● Implementation

- Municipal Roadways
 - School Zones - the Township has agreed that all municipal roads will have a maximum speed limit of 25mph and 20mph in school zones
 - VZM TF reviewed new school zone extent maps and made suggestions for revisions
 - VZM TF recommended "SLOW SCHOOL ZONE 20MPH" pavement markings in school zones
 - DCS purchased and installed 20mph signs in school zones
 - Pavement painting TBD
 - Flashing Beacon (RRFB) Crosswalks - the VZM TF recommended that some light, quick, cheap safety interventions be included in 2024 starting with delineators at the existing flashing beacon crosswalks similar to those in Glen Ridge.
 - VZM TF reviewed locations of existing Flashing Beacon (RRFB) Crosswalks
 - VZM, DCS, and Planning created a prioritization system to review each intersection through ranking criteria including crashes,



proximity to pedestrian generators, school zones, and transit stops.

- DCS reviewed and ordered 100 delineators from their current budget.
- DCS stressed that both budget and labor availability are limitations for 2024 but have been flexible and creative in trying to implement quick safety measures like these. We expect installation to take place during fall of 2024.
- 2024 Roadway Resurfacing Program
 - Each year, DCS budgets for a certain number of miles of paving and curbing throughout the Township. The 2024 Roadway Resurfacing Program called for approximately 10 miles of improvements townwide.
 - Generally, the process is to re-stripe and re-build the roadway as it was prior to the upgrades.
 - VZM made daylighting recommendations for Park St from Bellevue to Buckingham July 8, 2024
 - This year, through collaboration with the VZM Task Force, DCS was able to test two “daylighting” pavement painting scenarios at two intersections that were resurfaced all within the existing budget. See attached case studies for Park St. and Lorraine Ave. and Park St. and Alexander Ave. These “demonstrations” will allow the Township to monitor how subtle changes like these improve safety over time. A public feedback survey has been prepared for each of these demonstrations.
 - The 2025 Roadway Resurfacing Program is currently in development. The VZM TF will assist DCS in the development of a process for prioritizing the projects and considering complete streets elements. It is critical that Council passes the Complete Streets Policy and Ordinance to build this process into the daily business of the department.
 - In the future, DCS will work through the Complete Streets Policy to redesign the streets based on the Montclair SAFE Plan.
 - Rather than put back what was already there, the VZM TF is working with DCS on a method to provide standard painting upgrades to Morris County Co-Op (a municipal shared services program) by default.
 - The VZM task force will work with DCS on cyclical budgets to identify funding priorities.
- Quick, Easy, Demonstration Projects - in planning stage
 - BWM has agreed to assist the VZM Implementation Working Group with quick, temporary, daylighting projects on many intersections throughout town. Using temporary chalk paint and self-standing reflective delineators, we can test some designs and

get community input in the process. Locations will be selected based on crash data, underserved community index, and community input.

- BWM would also like to pilot daylighting an intersection with a bike parking corral in the “No Parking” area of the street. An example might be the intersection of N. Fullerton and Claremont in front of Paper Plane Coffee.
- County Roadways
 - Reduced Speed Limits
 - School Zones - Where school zones are on county roads, the speed limit has been posted at 20 mph.
 - Reducing Speed Limit to 25 mph on county roads requires traffic/speed studies. Upper Mountain and Valley Road have been approved. Grove Street is being studied now. Other county roads like Normal, Bradford, Elm are being discussed. Essex County Commissioner will set up a meeting with the County Engineer.
 - County Intersection Improvements
 - VZM was invited by Essex County to attend a Public Information Center on Tuesday, June 25, 2024 to learn about and offer feedback for 3 Essex County Intersection Improvements within Montclair. The intersections were: Valley/Normal, Valley/Mt. Hebron, Watchung/Grove.
 - a. VZM reviewed locations in relation to speed and crash data to make recommendations
 - b. *Submitted recommendations to Essex County July 8, 2024*
 - c. *Requested a status update on August 26, 2024 and was informed by the County Engineer “We have no further updates at this time.”*
- During every implementation discussion this quarter, the VZM task force stressed the need to pass the Complete Streets ordinance to empower staff.
- **Action Planning**
 - County SS4A Safety Action Plan
 - Consultant selected - Baker Assoc
 - Kick off is soon
 - Township SS4A Safety Action Plan
 - Contract is signed/executed
 - CFO, DCS, Structure RFP in way the grant is written
 - Next - create RFP - then send out for proposals
 - Glen Ridge Ave Bike Lane
 - Proposals - design assistance from DOT
 - DOT is pushing to move fast - supportive
 - Township to include VZM and property owner review
 - Township to loop in VZM on how to structure public input section.

- **Finance**

- The creation of a Finance Working Group was discussed. VZM will prepare a budget for future work following the initial three phases.

Work Anticipated Next Quarter:

Continue to hold and summarize monthly task force meetings

Continue to address working group goals

Revise working groups and goals as needed

Working Group Priorities

- **Communications (Internal)**

- Continue utilizing Basecamp for internal communication

- **Communications (External)**

- Analyze and summarize SRTS Survey & make recommendations for implementation
- Launch Community Survey
- Push resources for community input including Survey, Report It app, Demonstration projects
- Continue to collaborate on TF Member newsletters
- Continue to participate in community meetings/forums when schedules allow

- **Complete Streets Policy & Checklist Update**

- Council liaisons to submit to council for ordinance vote
- Establish protocol for checklist sign-off
- Provide training for staff
- Establish CS Advisory Committee

- **Alerts to Action Process**

- Promote and communicate availability of Montclair 311/Report It
- Create a data sharing protocol between Comms, IT, and Planning to map community input from this resource

- **Data Collection & Mapping**

- Continue to update Crash data
- Map Report It and Community Survey concerns
- Incorporate pavement schedules, planned construction/improvements, etc

- **Implementation / Demonstration Projects**

- Utilize mapping to ID improvement priorities, opportunities to piggy back traffic calming onto pipeline projects, locations and durations for demonstration projects

- Implement traffic calming and bike/ped improvements as part of capital programming
- Create materials lists and costs for demonstration projects
- Coordinate volunteers and staff for demonstration projects
- Implement demonstration projects
- **Action Planning**
 - Review other community VZ plans
 - Determine what from various plans works best with Montclair - and in conjunction with CS policy, Master Plan, SAFE Plan, etc
- **Finance**
 - Prepare budget for VZM after March 2025

Scope and Schedule Changes:

Delays to anticipated deliverables outlined in strategic framework:

- Phase 1 - Complete Streets Policy & Ordinance - on hold per new council. A significant number of calls, emails, listening sessions, and meetings have been held since July and very little movement by council has been made to present or adopt the policy due to onboarding and other priorities.
- Phase 1 - Alerts to Action Process - delayed due to Communications Specialist leaving. Staff has put this on hold in order to explore ZenCity software. Then staff put ZenCity on hold. VZM Chair has asked for status updates for the last 3 months and have received none.
- Phase 1 - Website and Public Engagement - delayed due to staff turnover and lack of a Communications Specialist.
- Phase 2 - Data & Mapping - delayed due to staff turn over in the Planning Department. New planning staff has gotten up to speed, coordinated with Police Department, and is currently able to provide crash data from 2021 - 2023.
- Phase 2 - Demonstration Projects - anticipated SS4A Grant and some initial demonstration projects during Phase 2. SS4A grant has been delayed and is anticipated to launch during Phase 3.
- Phase 2 - County road speed limits - VZM TF has spent significant time trying to work with Essex County to provide input on intersection improvements and coordinate appropriate speed/traffic study measures beyond the 85th percentile approach (as outlined in the MUTCD). This was the focus of several tf meetings as well as attempting to communicate with the County Engineer per request of the County Commissioner. Still awaiting response.
- Phase 3 - possible delay to Phase 3 (October - March) if Township does not confirm funding the BID for task force management and to confirm/extend the end date of the task force 18 month term.

Unanticipated advances in safety interventions:

- Phase 2 - Implementation - Staff was able to be creative with the capital budget and purchase speed limit signs, painted curb extensions at two intersections, and ordered

reflective delineators for flashing beacon locations. Although no VZM recommendations were budgeted for 2024, staff was able to move on some inexpensive interventions.

Attached:

- School Zone Map
- Flashing Beacon Crossings Map
- Traffic Safety Map
- Summer Newsletter
- Fall Newsletter
- Pilot Demonstration Project Case Studies

Linked:

- [School Parent Survey](#)
- [School Student Survey](#)

Prepared by:

Laura Torchio, LLC
lauratorchiollc@gmail.com

Submitted:



October 24, 2024



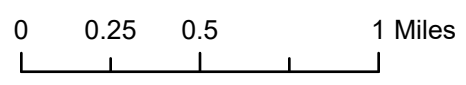
School Zones

Legend

School Zones

-  Schools
-  School Zone Limits

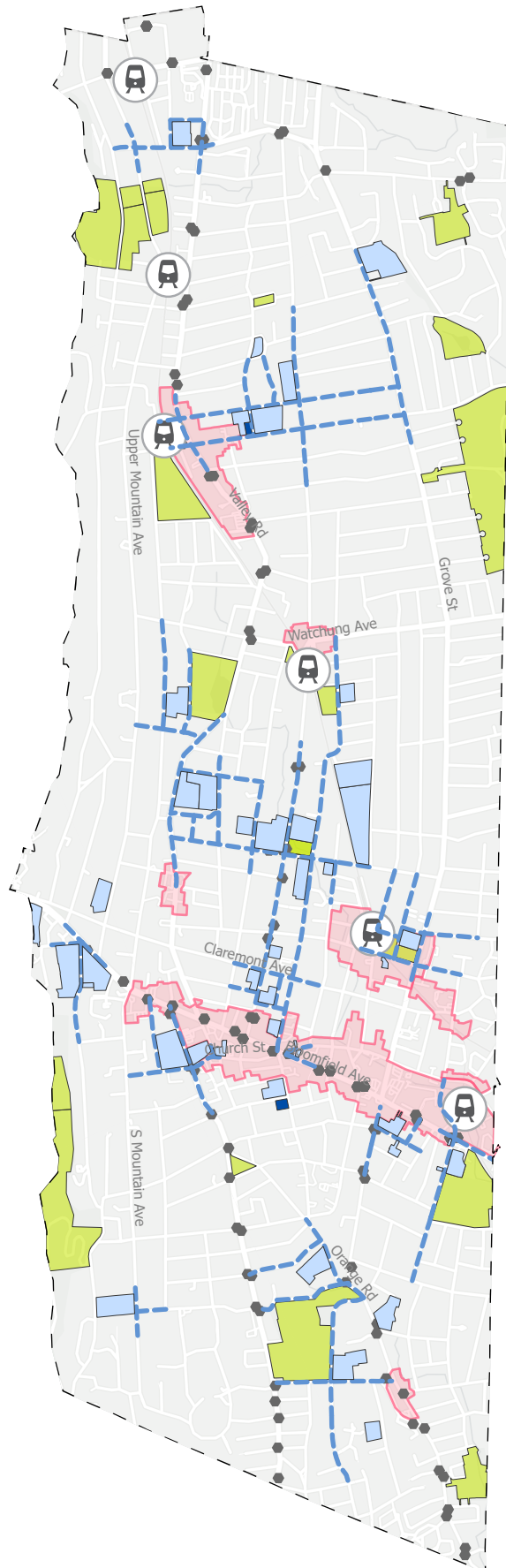
The School Zones represent designated areas around schools where a speed limit of 20 miles per hour is enforced.



Map prepared by Montclair Township Department of Planning and Community Development. October 3, 2024. NJTPA, Numetric, NYC OpenData, New Jersey Office of GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS





Pedestrian and School Zones








Legend

School Zones

-  Schools
-  School Zone Limits

Pedestrian Generators

-  Rail Stations
-  Bus Stations
-  Parks
-  Libraries
-  Commercial Areas

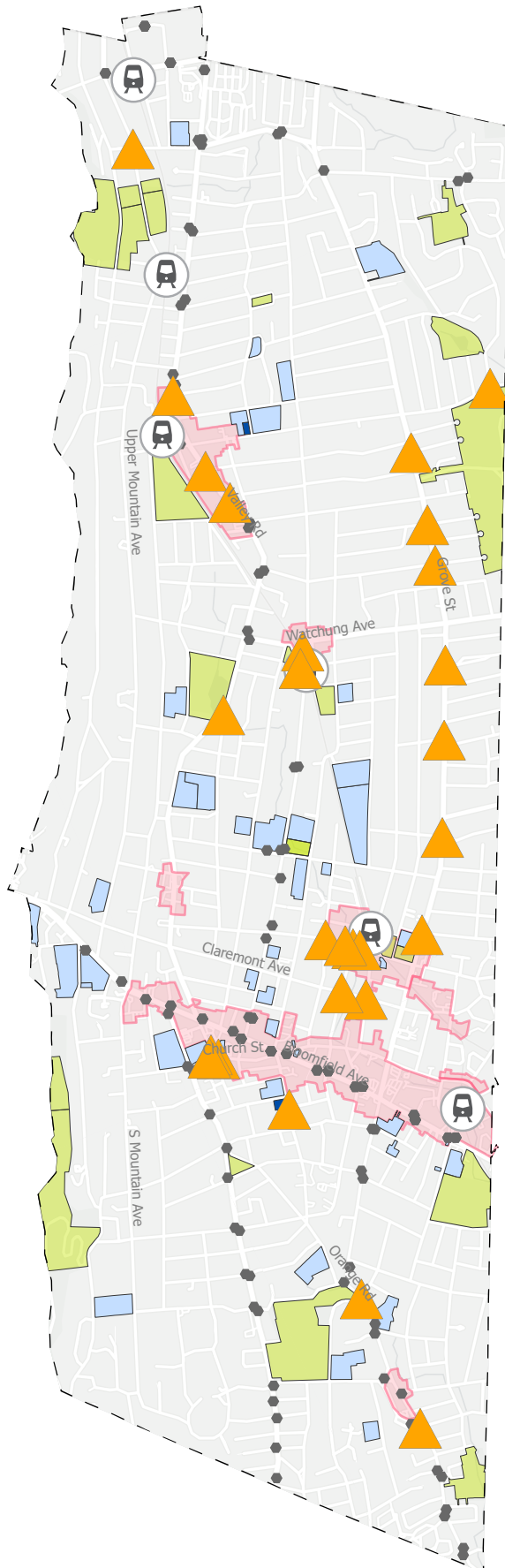
This map highlights key pedestrian zones and school zones in Montclair, showcasing areas where traffic safety is crucial.

School Zones have a designated speed limit of 20 miles per hour for the safety of students and pedestrians.

The map also features various 'pedestrian generators', including rail and bus stations, libraries, parks, and commercial areas, which are common destinations that increase foot traffic and potential interactions between pedestrians and vehicles.


0 0.25 0.5 1 Miles

Safe Crossings









Legend

Safety Infrastructure

-  Rectangular Rapid Flashing Beacons

Pedestrian Generators

-  Rail Stations
-  Bus Stations
-  Parks
-  Libraries
-  Schools
-  Commercial Areas

This map shows pedestrian generators — areas with high foot traffic such as rail and bus stations, libraries, schools, parks, and commercial areas—alongside Rectangular Rapid Flashing Beacons (RRFBs) in Montclair.

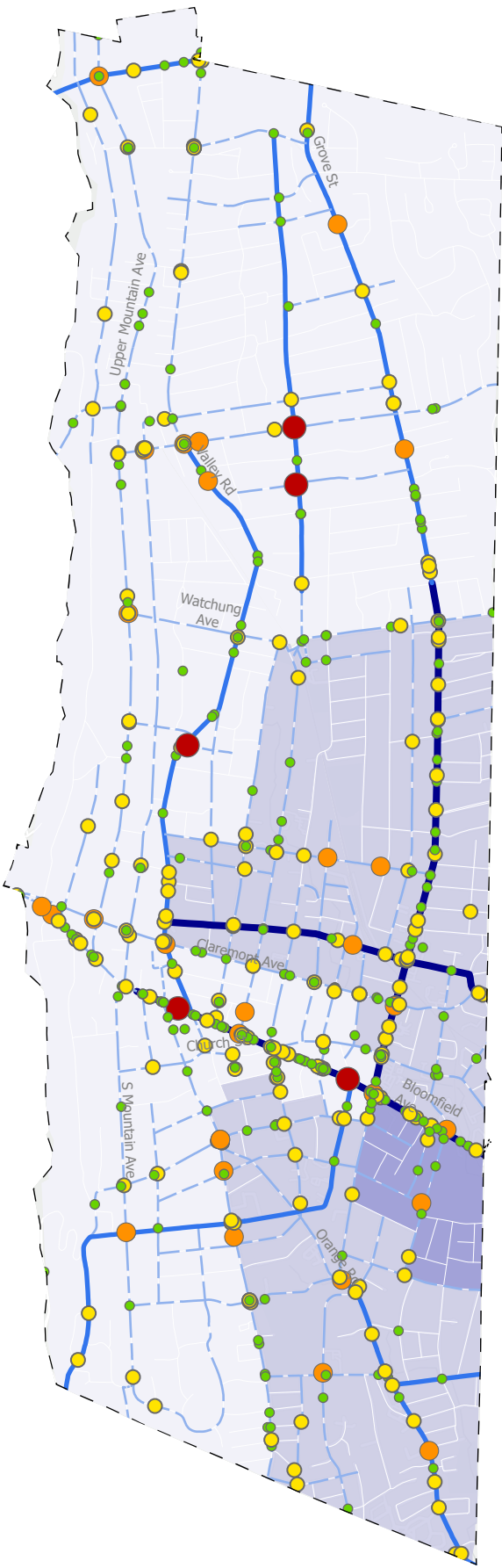
RRFBs are installed at key crossings to enhance pedestrian safety in high-traffic areas.

0 0.25 0.5 1 Miles

Map prepared by Montclair Township Department of Planning and Community Development. October 3, 2024. Source: NYC OpenData, New Jersey Office of GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS



Traffic Safety



Legend

Crash Points 2021-2023

- Fatal Injury
- Suspected Serious Injury
- Suspected Minor Injury
- Possible Injury

Disadvantaged Community Index

- Less than or Equal to 16
- Less than or Equal to 20
- Less than or Equal to 25

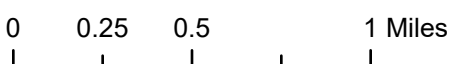
Crash Volumes 2021-2023

- 1 - 9 crashes
- 10 - 25 crashes
- 26 - 66 crashes

This Traffic Safety map showcases crash locations and volumes in Montclair from January 1, 2021 to December 31, 2023, highlighting areas of concern and identifying trends to enhance road safety across the Township.

The Crash Points indicate the locations and severities of crashes, while the Crash Volumes data identifies high-crash areas that may require additional interventions.

The Disadvantaged Community Index provides context on socio-economic factors, with darker purple areas representing the most disadvantaged communities.



Map prepared by Montclair Township Department of Planning and Community Development. October 3, 2024. Source: Numetric, Montclair Police Department, NJTPA Equity Analysis Tool (ACS 2018-2022 5YR Estimates), NYC OpenData, New Jersey Office of GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS



Making Montclair's streets safer.

Every person has the right to travel safely on our roadways, without the risk of death or serious injuries, no matter how or when they travel.

Issue 1 / July 2024



In 2023, Mayor Sean Spiller and the Township Council established the Vision Zero Task Force with the goal of eliminating all traffic related deaths and serious injuries in Montclair by 2028. The Task Force consists of a broad coalition of Montclair's elected officials, representatives from the Township departments and agencies, and community members who are working collectively to meet this goal.

We'll do it with:

- Data-driven decision making
- Proactive policies & procedures
- Increasing safe, healthy and equitable mobility for all

What is Vision Zero?

Vision Zero describes a shift in transportation mindset and approach. It's a strategy to end traffic fatalities and reduce severe injuries by designing safer and accessible streets. Setting clear goals, building collaboration among diverse stakehold-

ers and making systemic changes has shown evidence-based results. It's saving lives. What started in Sweden in the 1990s, has seen repeated success throughout Europe and in the U.S. in cities like Seattle, New York and even here in New Jersey in Jersey City and Hoboken. Hoboken has not had a single traffic fatality for the last seven years!

Vision Zero mindset says:

All traffic fatalities and severe injuries are avoidable. The number of fatalities that are acceptable is:

ZERO.

TRADITIONAL

- Deaths are Inevitable
- Perfect Human Behavior
- Prevent Collisions
- Individual Responsibility
- Saving Lives is Expensive

VS.

VISION ZERO

- Traffic Deaths are Preventable
- Integrate Human Failing in
- Prevent Fatal & Severe Crashes
- Systems Approach
- Saving Lives is Not Expensive

THE GOAL:

Eliminate fatalities and serious injuries on our roadways.

HOW:

Create safer roads for all users.

While the “old mindset” accepted pedestrian injury and death as inevitable, Vision Zero reframes the approach by acknowledging that people make mistakes and have the most to lose. Traditional road design was simply about getting vehicles from point A to B as fast as possible, with little regard to safety or other road users. Vision Zero prioritizes the safety of all road users.

In the “old mindset,” a dangerous intersection with a history of repeated crashes may not be addressed unless it exceeded an average of five crashes during a three year period and a certain volume of vehicles traveled on both roads. Oftentimes, it wasn’t until a person was severely injured or killed that triggered action. Vision Zero doesn’t wait for the worst to happen; it takes proactive action to avoid the worst.

How will Vision Zero do it?

We get there by using the US Department of Transportation’s proven “Safe Systems Approach.” This builds in multi-layered protections to prevent both crashes from occurring in the first place and to minimize injury and overall harm when they do happen. By facilitating safer roads, speeds, vehicles and better post-crash care we can make systemic change.

Because the “Safe Systems Approach” accepts that people will make mistakes and that they are at risk of the greatest injury, it builds in repeated redundancies and protections to compensate for human error.

A “Safe Systems Approach” is the philosophy behind our work. Complete & Green Streets are our method to get there.



What are Complete & Green Streets?

It's a way of designing roads to prioritize safety, create protected pedestrian/bicycle access and add green infrastructure.

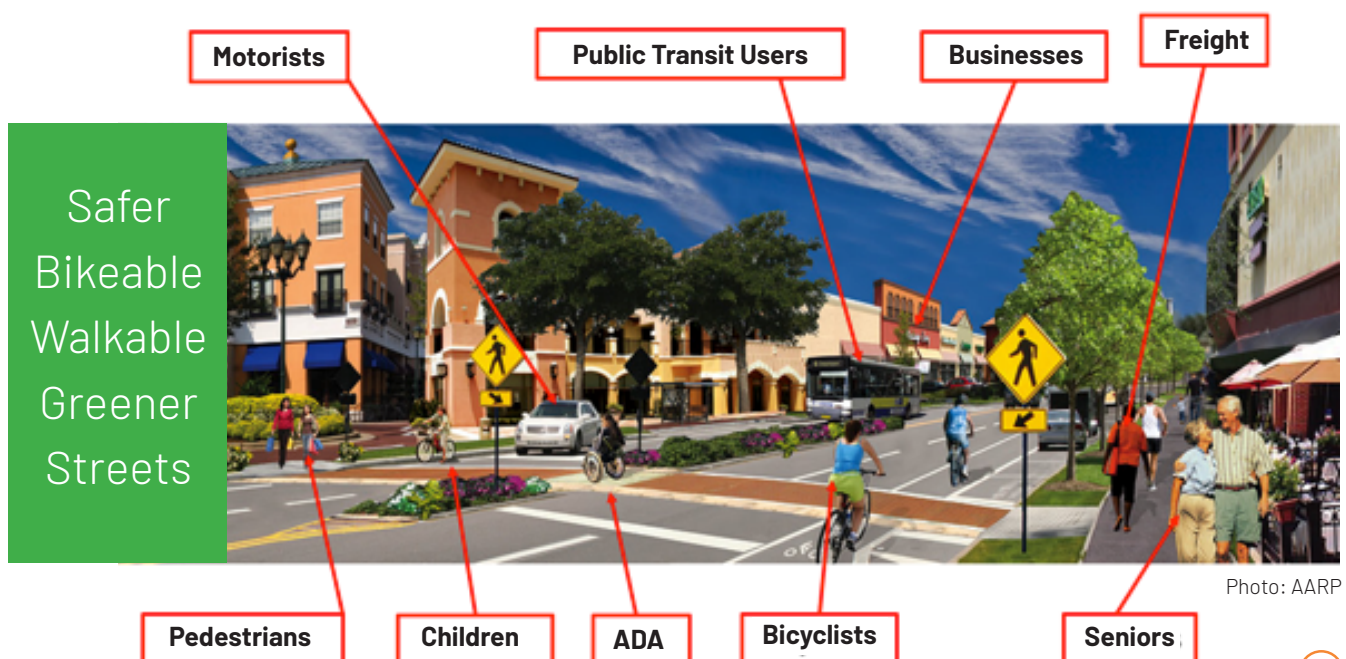
Complete & Green Streets are safe streets.

Vision Zero takes a common sense approach. Go to where the problems are, identify the issues and then address the problem. By mapping Montclair's crash/injury/fatalities data and collecting resident feedback we can make informed decisions and prioritize our most dangerous streets. It sets a clear goal, eliminating traffic deaths and accident severity, and changes the process by bringing the community together, as well as Township and County representatives, engineers, city planners, civic and community groups, and residents to all work towards this. Traditionally, roads are seen as static and any infrastructure change is mired in years of bureaucracy. Vision Zero takes a more progressive approach by setting up temporary and inexpensive demonstration projects. A project could be a protected bike lane or curb extensions adjacent to an elementary school. With paint, bollards and

planters, drivers and residents can see solutions in action. It builds community support and leads to long term infrastructure changes.

Complete & Green Streets are roads designed and built for all users and user abilities. It doesn't prioritize one mode of travel over another, instead it recognizes there are multiple ways for people to get around whether it's by car, foot, bicycle, scooter or wheelchair. Complete & Green Streets include traffic calming infrastructure and adds protected bicycle lanes and sidewalks as safe alternatives for people to get to their destinations. Sidewalks with ADA curbs, accessible for any set of wheels, or features like pedestrian lighting and elevated crosswalks are good examples of Complete Street elements.

Complete & Green Streets are resilient roads built to manage future climate changes. A green streets approach uses vegetation, engineered soil and permeable roads to collect and naturally filter excess stormwater onsite. It adds urban green space and improves both air and water quality by reducing particulate matter and pollutants.



Our Timeline at a Glance: ☒ Completed ☒ In-process ☐ To do

1 Phase (Months 1-6)

- ☒ Establish the Vision Zero Task Force and Working Groups
- ☒ Apply for a Safe Streets and Roads for All (SS4A) grant, seek added funding
- ☒ Establish Marketing, Communications and "Alert to Action" Process
- ☒ Recommendations for Complete & Green Streets Policy

2 Phase (Months 7-12)

- ☒ Collect Crash & Injury Data
- ☒ Secure SS4A grant & added funding
- ☐ Review Best Practice Vision Zero Plans
- ☒ Community Outreach
- ☐ Conduct Demonstration Projects

3 Phase (Months 13-18)

- ☐ Analyze Data and Community Feedback
- ☐ Secure SS4A grant & added funding
- ☐ Create recommendations for Actions Plans



**Develop Montclair's
Complete & Green
Streets Policy**

**Demonstration
Projects & Community
Outreach**

**Vision Zero
Action Plans**



Did you know:

Montclair was one of the first towns to adopt a Complete Streets Policy in 2009? Yet, 15 years later, very few Montclair Roads are designed as Complete & Green Streets.

The new policy is much more comprehensive. It mandates Complete and Green streets on all road and traffic projects as well as coordination among the Township and county departments, agencies and staff. It facilitates community input, prioritizes the most vulnerable road users and is centered on an equitable distribution of funding and resources. It also builds in action plans, implementation strategies and accountability to make safer streets a part of the Township's day-to-day working process.



**Let the new Mayor and Council know you support
Vision Zero's Complete & Green Streets Policy today!**

Vision Zero Montclair needs your help!

Fill out our **Safe Routes To School Survey** to identify dangerous spots on your child's route to school.



FreePik

Speed Limits on all Township roads are now 25 mph and 20 mph in school zones!

Issue 2 / October 2024



The Township aims to make Montclair's streets safer with a Vision Zero initiative to eliminate all pedestrian fatalities and severe injuries. As part of this initiative, speed limits in Montclair have been adjusted to 25 miles per hour (mph) on all Township roads and 20 mph in school zones. The Township is also working with Essex County to reduce all county roads to 25 mph. Both Grove Street and Valley Road, which are currently listed at 30 mph, are in the process of being reviewed by the county. Changing the speed limit is one part of a broader, Safe Systems Approach which includes modifying street infrastructure, educating roadway users and enforcing traffic laws and regulations.

Why adjust the speed limits?

Even a 5 mph change from 30 mph to 25 mph, could save a life. You might think it's insignificant, but to a pedestrian hit by a car or SUV, it could be the difference between making it home for dinner or not making it home at all.

Why your speed matters.

1 There's a lower chance of a fatal outcome.

If struck by a car at:

23 mph	90%	odds of survival
42 mph	50%	odds of survival
58 mph	10%	odds of survival

2 A driver's field of vision is wider

100° view at 25 mph

65° view at 44 mph

3 The driver has a quicker reaction time



20 mph	45 feet
30 mph	85 feet
40 mph	145 feet

reaction braking distance

4 The shorter the braking distance

5 Crashes can be avoided altogether.

NEW! 20 mph School Zones in Montclair!



Look out and slow down for Montclair’s new 20 mph school zones. Montclair Township is committed to establishing clearer school zones and reducing speeds to make our streets safer for all residents. That starts with our kids.

This September, 50 new school zone signs have been installed. More signs have been ordered and will be added to the school network throughout the year along with painted road markings.

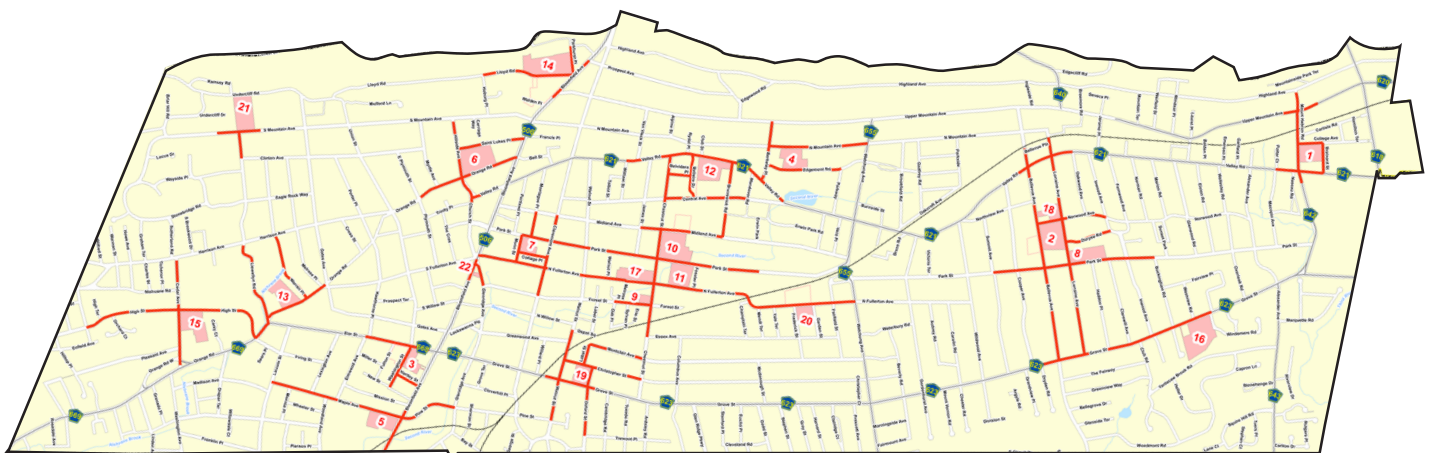
If you haven’t already, fill out our Safe Routes to School Survey.

Help identify areas of concern in your child’s commute. Vision Zero is collecting data to address each school’s individual issues.



NEW K-12 Public and Private School Zones *Township of Montclair / Essex County, NJ*

- | | | |
|--|---|--------------------------------------|
| 1 Bradford Elementary School | 9 Montclair Cooperative School | 16 Northeast Elementary School |
| 2 Buzz Aldrin Middle School | 10 Montclair High School | 17 Renaissance at Rand Middle School |
| 3 Charles H. Bullock Elementary School | 11 Montclair High School-George Inness Annex | 18 St. Cassian School |
| 4 Edgemont Elementary School | 12 Montclair Kimberly Academy- Middle School | 19 The Deron School of New Jersey |
| 5 Glenfield Middle School | 13 Montclair Kimberly Academy- Primary School | 20 Watchung Elementary School |
| 6 Hillside Elementary School | 14 Montclair Kimberly Academy- Upper School | 21 Sawtelle Learning Center |
| 7 Immaculate Conception High School | 15 Nishuane Elementary School | 22 Fusion Academy Montclair |
| 8 Lacordaire Academy | | |



LEGEND

- | | | |
|--|---|---|
|  School Zone Limits |  Montclair K-12 Public and Private Schools |  Adjacent School Property |
|--|---|---|

Demonstration Projects

Demonstration projects are low-cost, temporary solutions that allow residents to see safety measures in action. They can be easily evaluated and, if successful, lead to longer-term applications.

What are painted curb extensions?

Curb extensions change the character of a curb. By extending and adjusting the radius of a corner, it forces drivers to slow down by narrowing the road and tightening the turn. It reduces a pedestrian's crossing distance and creates a safer, more visible pedestrian zone. Curb extensions also provide an added safety measure for pedestrians by eliminating the ability for a car to pass on the right side of a vehicle stopped at a crosswalk.

More pedestrian safety demo projects are coming soon.

Not only is passing a car stopped at the crosswalk against the law and finable of \$200, it's a deadly prospect for any pedestrian. As an added protection, Vision Zero in combination with DCS and the Township planners have prioritized the Flashing Beacon Pedestrian crossing signs throughout Montclair. Adding reflective bollards on both sides of the crosswalks will deter drivers from passing vehicles stopped for pedestrians. It's another simple solution to make our streets safer for pedestrians.



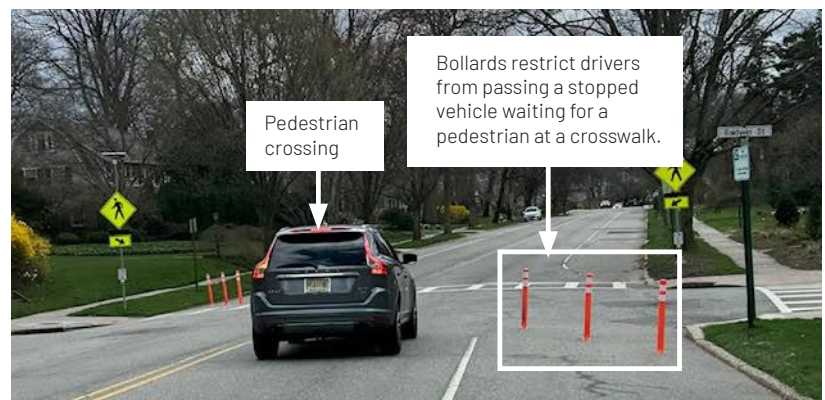
What's in the Works?

Check out our PILOT Projects!

NEW Painted curb extensions have been added to two Park Street Intersections:

1. Park Street and Lorraine Avenue
2. Park Street and Alexander Avenue

While the Department of Community Services (DCS) wraps up their 2024 repaving and milling projects for the remainder of the year, the Vision Zero Task Force has been working with DCS to suggest curb extensions where budgets allow. These PILOT projects are just a start. We will determine the efficiency and potential to implement similar treatments Townwide prioritizing our most dangerous intersections and vulnerable communities.



ABOVE: Painted curb extensions at Park Street and the Lorraine Avenue intersection. Temporary bollards will be replaced with mounted bollards in the upcoming months.
BELOW: Added bollards at a Flashing Pedestrian Beacon crosswalk in Glen Ridge.

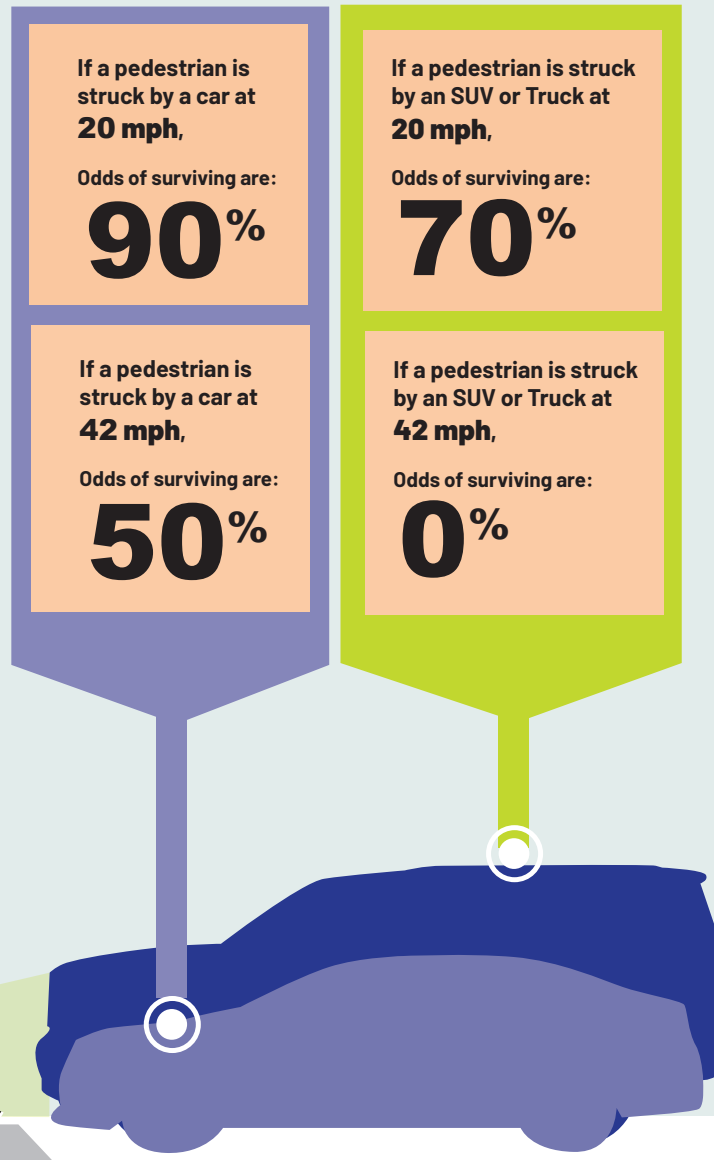


Did You know:

Speed combined with the type of vehicles involved determines the severity of injuries and the chances of a fatality in a crash.

A person hit by a car at 23 miles per hour has a 90% chance of survival. At 42 miles per hour, the odds of survival drop to 50%. Driving an SUV or truck the odds are even worse. If a pedestrian is hit at speeds between 20 and 39 mph there is only a 70% chance of survival. If the SUV is going 40 mph or faster, that impact is 100% deadly.

SUVs and trucks are much more dangerous to pedestrians even at lower speeds. There is an elevated risk of fatality and injury at speeds higher than 19 mph due to the SUV design. Not only are larger and heavier vehicles capable of greater acceleration and speeds, but the taller frame and hood shape can impact a pedestrian in their most vulnerable areas, their head and chest. In addition, larger vehicles have larger blind spots. While SUVs and trucks are designed with safety features for those inside the vehicle, for those outside, they are much more deadly.



Connect with us.

Click here to learn about our latest projects and get involved.

Email Updates.



Follow us.

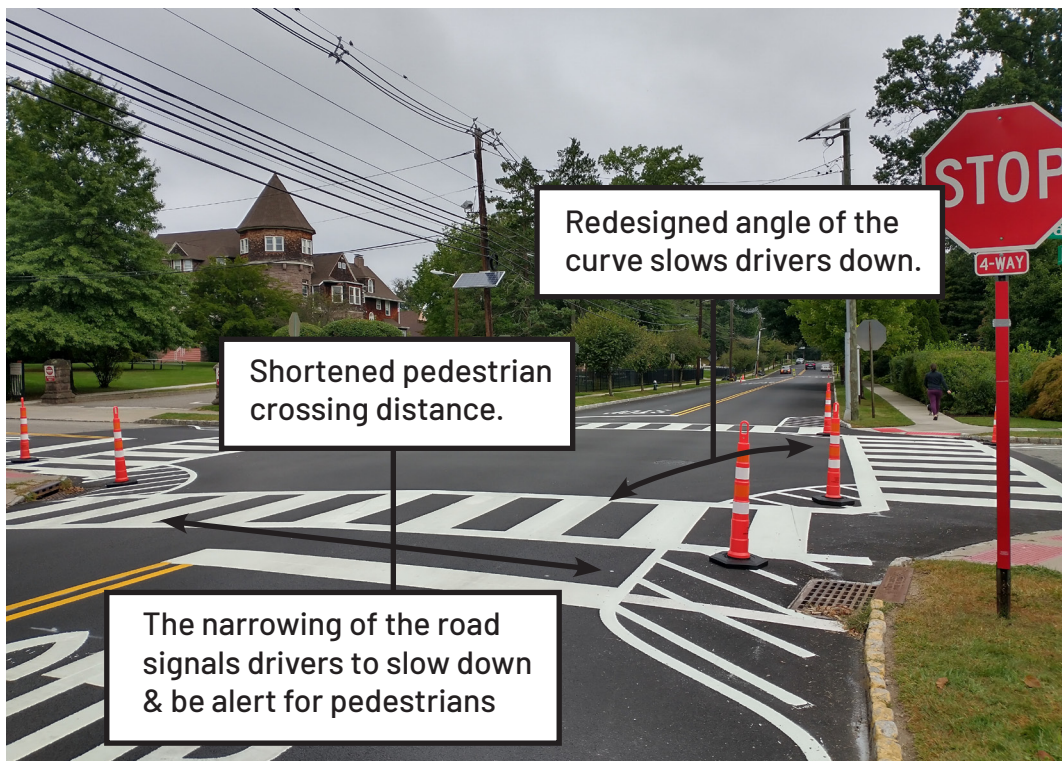
Meeting dates will be released soon.

In Person.

Check out our new PILOT Projects

Park Street and Lorraine Avenue's painted curb extensions.

Case Study: Located in proximity to Lacordaire Academy, Buzz Aldrin Middle School, St. Cassian School and Pilsbury School, this intersection facilitates a large volume of pedestrian and vehicular traffic. Already designated as a 4-way stop, extending the curb with a painted curb and adding bollards around the perimeter, increases pedestrian visibility and calms traffic at this school crossroads.



Park Street and Lorraine Avenue intersection. Temporary bollards will be replaced with mounted bollards in the upcoming months.

Click [here](#) to tell us what you think!

Park Street and Alexander Avenue's new painted curb extensions.

Park Street and Alexander Avenue will become a 4-way stop! Painted curb extensions and bollards will be added as a PILOT demonstration project at three designated corners of this intersection to create protections for pedestrians and drivers alike.

Case Study: Park Street was one of the roads designated for repaving as part of the NJDOT 2024 Municipal Aid Grants. During the repaving process, the Department of Community Services (DCS) reevaluated an existing speed table at the center of the intersection. While the speed table was successful as a speed calming measure, it was clear more could be done. Based on the MUTCD standards and criteria, Township engineers determined this intersection was an ideal location for a 4-way stop.



In lieu of replacing the speed table multiple speed humps on Park Street, between Mount Hebron Road and Bellevue Avenue, will be added to calm traffic.



Park Street and Alexander Avenue intersection. Speed hump signs will be replaced with new 4-way stop signs. Temporary bollards will be replaced with mounted bollards in the upcoming months.

Click [here](#) to tell us what you think!