The Committee was formed in 2013 to call attention to and eliminate unsafe conditions on Montclair streets for pedestrians and bicyclists of all ages and abilities.
Our Partners:
Successful Launch of the “Drive with Care in Montclair” campaign, which is designed to encourage safe driving behaviors through a variety of media.

Produced banners, flyers, magnets (almost 1,000 given out), safety cards, posters, and ads, funded by Partners for Health Foundation. Online and print articles, and a televised pedestrian safety forum.
Pedestrian Crash Data Analysis
2003 - 2014

Data Source: New Jersey Department of Transportation; Center for Advanced Infrastructure and Transportation, Rutgers, The State University of New Jersey
## CRASH DATA ANALYSIS

### Crashes Resulting in Pedestrian Injury or Death

<table>
<thead>
<tr>
<th>Year</th>
<th>Injury</th>
<th>Fatal</th>
</tr>
</thead>
<tbody>
<tr>
<td>2003</td>
<td>40</td>
<td>1</td>
</tr>
<tr>
<td>2004</td>
<td>45</td>
<td></td>
</tr>
<tr>
<td>2005</td>
<td>34</td>
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<td>2006</td>
<td>37</td>
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<tr>
<td>2007</td>
<td>36</td>
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<tr>
<td>2008</td>
<td>44</td>
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<tr>
<td>2009</td>
<td>47</td>
<td>1</td>
</tr>
<tr>
<td>2010</td>
<td>36</td>
<td></td>
</tr>
<tr>
<td>2011</td>
<td>33</td>
<td>2</td>
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<tr>
<td>2012</td>
<td>47</td>
<td>1</td>
</tr>
<tr>
<td>2013</td>
<td>41</td>
<td>1</td>
</tr>
<tr>
<td>2014</td>
<td>39</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td><strong>479</strong></td>
<td><strong>8</strong></td>
</tr>
</tbody>
</table>
Pedestrian Crashes by Day of the Week

<table>
<thead>
<tr>
<th>Day of the Week</th>
<th>Number of Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday</td>
<td>69</td>
</tr>
<tr>
<td>Tuesday</td>
<td>70</td>
</tr>
<tr>
<td>Wednesday</td>
<td>97</td>
</tr>
<tr>
<td>Thursday</td>
<td>71</td>
</tr>
<tr>
<td>Friday</td>
<td>71</td>
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<tr>
<td>Saturday</td>
<td>48</td>
</tr>
<tr>
<td>Sunday</td>
<td>27</td>
</tr>
</tbody>
</table>
Pedestrian Crashes by Weather Condition

- Overcast: 2%
- Snow: 1%
- Rain: 17%
- Clear: 79%
Pedestrian Crashes by Light Condition

- Dark (Street Lights On/Spot): 5%
- Dark (Street Lights On/Continuous): 26%
- Dark (No Street Lights): 2%
- Dark (Street Lights Off): 1%
- Dusk: 2%
- Dawn: 1%
- Daylight: 63%
- Unknown: 0%
Pedestrian Crashes by Surface Condition

- Slush: 0%
- Icy: 0%
- Snowy: 1%
- Wet: 24%
- Dry: 74%
Alcohol Involvement in Pedestrian Crashes (either driver or pedestrian)

- Alcohol Not Involved: 96.0%
- Alcohol Involved: 4.0%
CRASH DATA ANALYSIS

Pedestrian Crashes by Road Type

- Straight and Level: 74%
- Straight and Grade: 21%
- Straight at Hillcrest: 1%
- Curve and Level: 3%
- Curve and Grade: 1%
Pedestrian Crashes by Intersection

- Not At Intersection: 45%
- At Intersection: 55%
CRASH DATA ANALYSIS
Crashes by Location in Montclair (2003 -2013)

- Bloomfield Ave: 23.62%
- Valley Rd/St: 9.27%
- Grove St: 6.62%
- Upper Mountain Ave: 5.30%
- Clarendon Ave: 3.53%
- Orange Rd: 1.77%
- Park St: 1.77%
- Normal Ave: 1.32%
- Chestnut St: 1.32%
- Park St: 2.87%
- Watchung Ave: 3.09%
- Glenridge Ave: 3.31%
- Bellevue Ave: 3.53%
- Upper Mtn Ave: 1.10%
- Normal Ave: 1.10%
- Orange Rd: 1.55%
- Elm St: 1.77%
- Chestnut St: 1.77%
- Orange Rd: 1.32%
- Walnut Ave: 1.32%
- Orange Rd: 2.87%
- Orange Rd: 1.77%
- Bloomfield Ave: 2.87%
- Normal Ave: 1.32%
- Orange Rd: 1.32%
- Valley Rd/St: 6.62%
- Bloomfield Ave: 23.62%
CRASH DATA SUMMARY

Between 2003 and 2014:

- On average, 40 pedestrian crashes a year resulting in pedestrian injury
- About 1 pedestrian fatality per year
CRASH DATA SUMMARY

NOT THE CONVENTIONAL WISDOM ON PEDESTRIAN CRASHES

- 79% happen in clear, dry weather conditions
- 63% happen during daylight and 25% happen in the dark with street lights on
- 96% don’t involve alcohol
- 74% happen on roads that are straight and level
- 55% occur at intersections, while 45% are mid-block
In 2014, 169 pedestrians were killed by vehicles in New Jersey, a 28% increase over 2013.

Half the victims were older than 50; 7 were children.

In 2013, New Jersey had the second highest percentage in the nation of pedestrian deaths out of total road deaths - 24%. In 2014, it was 30%.
Studies and Reports
Building a Case for Grant Funding

- Senior Walkability Workshop
- Bloomfield Avenue Corridor Plan
- Bloomfield Avenue Health Impact Assessment
- Senior Citizen’s Advisory Council Survey
- Eat Play Live Better Survey
STRATEGIC PLANNING PROCESS

- Pedestrian Safety Committee/Consultant
- October 2014 Public Meeting
- Additional Public Outreach
- Consultant feedback
- Action Plan
- January 2015 Public Meeting
Action Item #1
Police Department Resources

Arnold (Andy) Anderson
Coordinator, Essex County College Police Academy Community Traffic Safety Program
Impact of the Economic Downturn on American Police Agencies
Action Item #2
Speed Limit Re-evaluation

Kim Craft, P.E.
Montclair Township Engineer
Lowering Speed Limits

Lowering Speed Limits

Lowering Speed Limits

- What will it take? N.J.S.A. 39:4-98
  - Engineering studies ($)
  - Supporting ordinance by Township Council
  - Supporting resolution by Essex County (for County roads only)
Lowering Speed Limits

Studies to consider:
- Traffic counts, crash and speed data
- Residential density
- Business/commercial access
- Children walking to school
- Adjacent land use
Lowering Speed Limits

- Timeframe: 6 months to 1 year
- Cost: $3,000-5,000
Action Item #3
Right Turn on Red Re-evaluation

Sgt. Stephanie Egnezzo
Montclair Police Department Traffic Bureau
No Turn on Red Re-evaluation

Understanding the Right on Red law:

Under 39:4-115b of Title 39 Motor Vehicle laws, the law states:

“The driver of a vehicle intending to turn right at an intersection where traffic is controlled by a traffic control signal shall, unless an official sign of the State, municipality or county authority having jurisdiction over the intersection prohibits the same, proceed to make the turn upon a “stop” or “caution” signal with proper care to avoid accidents after coming to a full stop, observing traffic in all directions, yielding to other vehicular traffic traveling in a direction in which the turn will be made, and stopping and remaining stopped for pedestrians crossing the roadway within a marked crosswalk, or at an unmarked crosswalk, into which the driver is turning.”
No Turn on Red Re-evaluation

Restricting turning movements at intersections:

- Improves pedestrian safety

- Makes it safer for children to cross near schools

- Reduces the likelihood of pedestrian crashes
No Turn on Red Re-evaluation

PLAN OF ACTION

- MPD to Conduct No Turn on Red Audit at all signalized intersections
- Determine if signs are missing and repost
- Determine the need for additional signs/ordinances
- Make new or amended recommendations
Intersection Analysis

- Considerations:
  - Crash Data
  - Pedestrian volume
  - Age of pedestrians
  - Traffic volume
  - Proximity to schools and parks
No Turn on Red Re-Evaluation

Task:

- Sign Audit
- Prepare report for additional signs or amendments to current signs
- Draft/amend and pass ordinances

Time Frame:

- 1 - 2 weeks
- 1 - 2 weeks
- 2 - 3 months
Action Item #4
Pedestrian Phase- Valley Road Intersections

Kim Craft, P.E.
Montclair Township Engineer
Pedestrian-Only Phase (Barnes Dance)

- Typical two phase signal
  - Pedestrians conflict with turning vehicles
  - Vehicle delay with heavy pedestrian movements
Pedestrian-Only Phase (Barnes Dance)

- Add exclusive pedestrian phase
  - Pedestrians wait longer to cross
  - Vehicle delay may be increased
Pedestrian-Only Phase (Barnes Dance)

What will it take?

- Engineering studies to estimate impact and develop timing plan if approved ($)
- Add proper ADA ramps and roadway striping ($)
- Supporting ordinance by Township Council
- Supporting resolution by Essex County (for County roads only)
Pedestrian-Only Phase (Barnes Dance)

- **Timeframe**: 6 months to 1 year
- **Cost**: $5,000-8,000
Action Item #5
Monthly Updates

Alex Kent
Coordinator, “Drive with Care in Montclair”
Action Item #5

Monthly Updates

- Monthly Pedestrian Accident Data
- Updates on progress with Action Items
- Share this information via e-mail, social media, and Montclair Times, on a monthly basis
Budget and Ordinances

- **SPEED LIMIT REDUCTIONS**
  $3,000 - $5,000  6 months – 1 year  
  Engineering studies

- **PEDESTRIAN PHASE LIGHTING**
  $5,000 - $8,000  6 months - 1 year  
  ADA ramps, roadway striping, engineering studies

- Township ordinances for speed limits, pedestrian phase lighting, No Right on Red changes

- County resolutions
THANK YOU!

drivewithcare@montclairnjusa.org