TECHNICAL APPENDICES

November 2020

MONTCLAIR

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appendix A

IN THIS APPENDIX

POLICY SETTING

This section documents the existing plans and policies that form the planning context for the Montclair SRTS Plan. An understanding of the existing planning context ensures that the Plan helps the City make advancement towards achieving the vision and goals planned for the City and the region. Furthermore, the knowledge gained allowed the SRTS team to identify recommendations that leverage existing resources to develop a more implementable Montclair SRTS Plan.

A.1 MUNICIPAL EFFORTS

Montclair General Plan (forthcoming 2020/2021)

The General Plan presented a new vision to reimagine the City of Montclair. Eight Guiding Principles collectively form the vision. Extracted from the General Plan, the Guiding Principles are:

- ***Our Natural Community***: Promote and ensure equitable access to clean air and water, parks and open space, and develop an integrated green infrastructure.
- ***Our Prosperous Community:*** Attract and retain jobs within growth industries; nurture small entrepreneurial businesses; redevelop underutilized properties along key corridors and districts; and build the city's fiscal capacity.
- ***Our Well Planned Community:*** Conserve and enhance stable areas, promote contextual infill, and direct new growth to downtown, Arrow Highway Mixed-Use District, and corridors.
- ***Our Accessible Community:*** Transportation networks support and encourage mobility and broader community goals of safety, health, economic development, and environmental sustainability.
- ***Our Healthy Community:*** Promote health and well-being for all through inclusive approaches where healthy habits are encouraged.
- ***Our Safe Community:*** Promote a safer community by minimizing threats to life from natural and man-caused hazards.
- ***Our Active Community:*** Promote and ensure inclusive and equitable access to a range of opportunities for physical activities including parks, open space, and recreation.
- ***Our Creative Community:*** Enhance our creative community through strengthening partnerships, integrating public art, creating and enhancing venues; and leveraging our creative economy.

The vision rests upon several key ideas that are important to the development of the Montclair Safe Routes to School Plan. These ideas include:

- Organization of the city into a green network that is consisted of

creek, trails, green streets, open spaces, and parks.
- Reimagined four main streets: Central Avenue, Holt Avenue, Arrow Highway, and Mission Boulevard.
- Identification of catalytic projects, many of which are streetscape enhancement and streetscape improvement projects.
- Proposal of new urban form structure and land use classifications.

Other Plans

The City also has three specific plans: ***Holt Boulevard Specific Plan, North Montclair Specific Plan,*** and ***North Montclair Downtown Specific Plan.*** The North Montclair Downtown Specific Plan lies within the North Montclair Specific Plan.

While little has been envisioned for biking and walking on Holt Boulevard from the Holt Boulevard Specific Plan, the North Montclair Specific Plan envisions the transformation of the area between the Montclair Transcenter and the Montclair Plaza mall into a mixed-use transit-oriented district. The Montclair Transcenter refers to the area around the Metrolink station and also includes connection to bus routes on Foothill Transit, Omnitrans, and other agencies. It is also the site of the planned future terminus of the Metro Gold Line extension.

The plan proposes to use a form-based code for the North Montclair Downtown area to enhance its potential as a Town Center. Another major proposal is to provide a high-quality pedestrian and transit connection on Fremont Avenue between the Transcenter and the mall. Pedestrian improvements are planned throughout the area. There are several schools located in and near the North Montclair plan area, including Moreno Elementary School and Serrano Middle School.

In addition to the specific plans, the City has completed the Montclair Systemic Safety Analysis Report which provides a framework that aims to reduce the number and severity of collisions in the City of Montclair. Many of the priority projects identified in the report are located within a quarter mile from the schools studied in the Montclair SRTS Plan.

The City is currently working on two other planning efforts: the Montclair Active Transportation Plan and a specific plan for the Arrow Highway Mixed-Use District, an area in the northeast corner of the city.

A.2 REGIONAL PLANS

Regional Safe Routes to School Plan Phase I & II, San Bernardino County

The San Bernardino Safe Routes to School (SRTS) Plan aims to promote walking and biking to schools to improve the overall health of students and the community by providing safer and more accessible bicycle and pedestrian facilities. Phase II of the planning effort, completed in 2017, focuses on developing and prioritizing more site-specific SRTS infrastructure improvements. Walk audits were conducted across 55 identified San Bernardino County schools to assess active transportation infrastructural needs and concerns. The Plan also assembled an inventory of site-specific bicyclist and pedestrian network improvements. Two of the school walk audits occurred at schools located in the City of Montclair. These are (walk audit dates in parentheses):

- Moreno Elementary School (October 26, 2016)
- Serrano Middle School (October 19, 2016)

Each site-specific plan included analyses of student tallies and parent surveys that were collected during the planning effort. According to the findings, many parents stated that they do not feel comfortable letting their children walk or bike to school due to vehicle speeds and crime, though approximately one-fifth of students at each school do already walk or bike to school.

Non-Motorized Transportation Plan, San Bernardino County Transportation Authority (SBCTA)

In 2011, San Bernardino County adopted the Non-Motorized Transportation Plan (NMTP) which aims to coordinate and guide the provision of all bicycle and pedestrian- related plans, programs, and projects within San Bernardino County. The Plan was subsequently revised in June 2018. One of the goals specified by the NMTP is to "Increased bicycle and pedestrian access -Expand bicycle and pedestrian facilities and access within and between neighborhoods, to employment centers, shopping areas, schools, and recreational sites."

The NMTP makes proposals for a regional bikeways network, including providing recommendations for the City of Montclair. It shows the City's existing bike network as a Class II bike lane on Mills Avenue and the Pacific Electric Trail, a 20-mile trail connecting six cities in the Inland Empire. It plans for east-west Class II bikeways on San Bernardino Street, Orchard Street, Mission Boulevard, and Benson Avenue each of which would provide access to several parks and schools.

Points of Interest Pedestrian Plan, San Bernardino County

The Point of Interest Pedestrian Plan (PIPP) assists local jurisdictions in the identification and prioritization of future pedestrian projects. It supplements the NMTP by identifying pedestrian projects, as the original document primarily focused on bike improvements. For the City of Montclair, the PIPP notes five locations that could benefit from pedestrian improvements, including areas near Serrano Middle School, Moreno Elementary School, and Lehigh Elementary School. It makes several recommendations for the area around the Montclair Civic Center, which is adjacent to Alma Hofman Park and Monte Vista Elementary School. These include proposals to add high-visibility crosswalks, curb extensions, and missing sidewalks.

Comprehensive Pedestrian Sidewalk Inventory Plan, San Bernardino County

The Comprehensive Pedestrian Sidewalk Inventory Plan effort aims to identify areas for potential sidewalk improvements across the San Bernardino County. This effort is a joint collaboration between SBCTA and local jurisdictions, including the City of Montclair.

Community Vital Signs Initiative and San Bernardino County Community Transformation Plan, San Bernardino County

The Community Vital Signs Initiative was formed to address strategies to improve wellness in the county. A data-driven policy framework is used to promote programs that improve the health and quality of life in San Bernardino County. The San Bernardino County Community Transformation Plan – developed by the Community Vital Signs – sets short- and long-term goals and more immediate strategies for several areas, including 'Access to Health and Wellness' and 'Safety'. The "Access to Health and Wellness" strategy seeks to increase the number of residents engaged in active living activities, including increasing options for residents to use active transportation. The "Safety" strategy seeks to improve children's perception of safety at school through partnering with law enforcement at school sites.

Connect SoCal – The 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategies

Connect SoCal is Southern California's long-range strategy to improve the region's mobility, economy, and sustainability.

Active Transportation and Safe Routes to School efforts are integral components of the Connect SoCal effort. Their significance are highlighted in a stand-alone technical report on the impact of Active Transportation. The report also discusses many strategies for increasing active transportation options in Southern California.

appendix B

IN THIS APPENDIX

EVENT SUMMARIES

This section provides the summaries of the outreach events that occurred as a part of the planning process for the Montclair SRTS plan. These include public meetings and community events. Event summaries of Walking Safety Assessments for each school can be found in Ch.4 School Plans.

PUBLIC MEETING AT CIVIC CENTER

EVENT SUMMARY

Tuesday, September 3, 2019 | 5:45 PM - 7:00 PM

OVERVIEW

The Montclair Safe Routes to School team engaged with more than **15** community members and elected officials at the workshop. Given their similiarities, the workshop was co-hosted with the Kick-off Workshop for the Montclair Active Transportation Plan. The primary purpose of the event was to introduce the Montclair Safe Routes to School effort to the greater Montclair community and gather preliminary feedback.

ACTIVITIES

Presentation: The project team gave a presentation to introduce workshop partcipants to the Montclair SRTS effort. The topics that were discussed in the presentation included community outreach strategies and efforts, data collection and preliminary analyses, and upcoming events.

Display Boards: The project team engaged with participants through series of display boards. Comments received from the activity will help inform project recommendations.

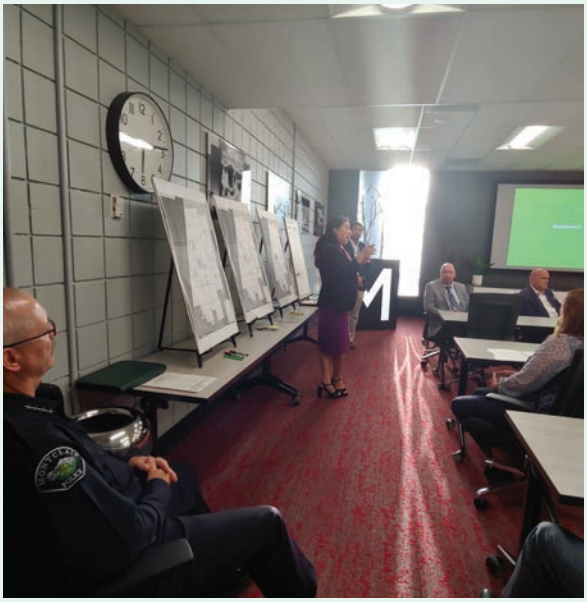
Handouts: Workshop participants received a project factsheet and upcoming events flyer. They were encouraged to participate in upcoming Walking Safety Assessments and other outreach events.

Montclair
Safe Routes to School

PUBLIC MEETING AT CIVIC CENTER

EVENT SUMMARY

Tuesday, September 3, 2019 | 5:45 PM - 7:00 PM



COUNTRY FAIR JAMBOREE AT ALMA HOFMAN PARK

EVENT SUMMARY

Saturday, June 1, 2019 | 10:30 PM - 6:30 PM

OVERVIEW

The Montclair Safe Routes to School team participated in the Country Fair Jamboree to introduce the community to the City's Safe Routes to School project. The purpose was to get the community's input to develop safer routes to schools, that reflect the concerns of the neighborhood. Over the course of the event, more than **150** children, parents, students, and the general public stopped by the booth.

ACTIVITIES

SRTS Display Boards: The project team set up a booklet of boards to engage with the community. The project team received more than **50** comments about the local schools.

Event Table: At the table, the project team asked community members to sign up for more information or be a part of the SRTS Champions Committee.

Safety Coloring Activity: The project team also prepared coloring worksheets to teach younger attendees about pedestrian safety. Approximately **35** young attendees enthusiastically participated in the activity and showcased their artistic talents. The worksheets were showcased in the booth.

Montclair
Safe Routes to School

COUNTRY FAIR JAMBOREE AT ALMA HOFMAN PARK

EVENT SUMMARY

Saturday, June 1, 2019 | 10:30 PM - 6:30 PM

MONTCLAIR AFTER SCHOOL PROGRAM PARENT ORIENTATION

EVENT SUMMARY

Saturday, September 14, 2019 | 9:00 AM - 12:00 PM

OVERVIEW

The Montclair Safe Routes to School team presented to more than **100** parents/guardians and students at the Montclair After School Program (MAP) Parent Orientation to gather feedback for the City's Safe Routes to School project. The MAP is part of the City's Expanded Living Program (ExLP) which provides a safe, nurturing, educational, and recreational experience for children in the community. The ExLP is provided to students and families through a grant funding received by the Ontario-Montclair School District through the California Department of Education.

ACTIVITIES

SRTS Display Boards: The project team gathered information from participants through series of display boards. Comments received from the activity will help inform project recommendations.

Event Table: The project team also recruited participants to be a part of the SRTS Champions Committee.

Safety Coloring Activity: Lastly, the project team provided coloring worksheets to educate younger attendees about pedestrian safety. The project team showcased the worksheets that students colored on the wall space.

Montclair
Safe Routes to School

MONTCLAIR AFTER SCHOOL PROGRAM PARENT ORIENTATION

EVENT SUMMARY

Saturday, September 14, 2019 | 9:00 AM - 12:00 PM

SRTS CHAMPIONS COMMITTEE WORKSHOP

EVENT SUMMARY

Tuesday, February 4, 2020 | 6:00 PM - 7:30 PM

OVERVIEW

The Montclair SRTS Team hosted a meeting with community stakeholders and City staff to launch the SRTS Champions Committee. A handful of enthusiastic parents and caretakers participated in the event.

DESIRED OUTCOME

- Provide information about Safe Routes to School (SRTS) Programs and City of Montclair SRTS Plan Project
- Learn about the Role of SRTS Champion(s)
- Generate interest and excitement for SRTS potential programs
- Hear from participants about pedestrian and bicycle safety issues in the community and at schools.

ACTIVITIES

The workshop presentation included a general overview of the Safe Routes to School National Movement. It provided examples of Safe Routes to School "programming" that could readily be initiated and implemented via school/parent/volunteer efforts at any time – Equity, Education, and Encouragement. The workshop also described the role of a program/project champion and provided examples of appropriate activities and actions.

Montclair
Safe Routes to School

SRTS CHAMPIONS COMMITTEE WORKSHOP

EVENT SUMMARY

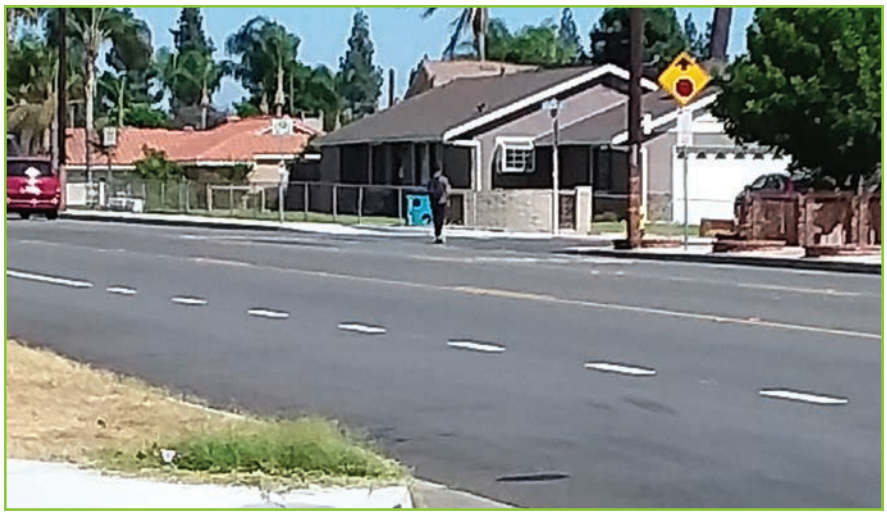
Tuesday, February 4, 2020 | 6:00 PM - 7:30 PM

Presentation at SRTS Champions Committee Workshop

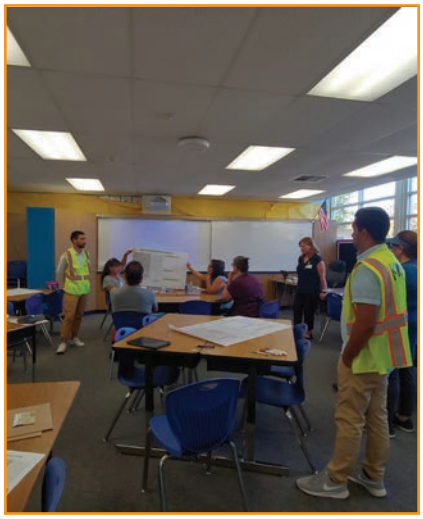
Safety Assessment Walk at the Montera Elementary School Walking Safety Assessment (WSA)

Families sharing feedback at the pop up table at the Howard Elementary School WSA

Outreach event at the Country Fair Jamboree



Observations made at the Monte Vista Elementary Walking Safety Assessment



Group Discussion at the Kingsley Elementary School WSA

Observations from the Safety Assessment Walk at the Lehigh Elementary School WSA

Students and families at Ramona Elementary

appendix C

IN THIS APPENDIX

SCHOOL-SPECIFIC EXISTING CONDITIONS ANALYSES

The analyses in this section build upon the findings on existing environmental and infrastructure conditions discussed in each school-specified plans. They help to identify the needs of the communities that live near each school and discern barriers for students to walk and bike to school.

Buena Vista Arts - Integrated Magnet School

DEMOGRAPHIC CHARACTERISTICS

Median Household Income

Over 50% of households within ½ mile of Buena Vista Arts Integrated have a median household income less than $50,000 per year. For this same area, the estimated median household income is $50,816 which is less than both the citywide median of $54,192 and the countywide median of $57,156. Block groups with the lowest median household incomes reside within the Buena Vista Arts-Integrated Magnet School boundary and to the east Montclair-Ontario border in Ontario.

Population Younger than 18 Years Old

Approximately 1 in 4 (27.8%) of residents living within ½ mile of Buena Vista Arts-Integrated are under the age of 18. This ratio is just above the citywide population share of 25.6% and the countywide share of 27.0%. The block group that the school boundary resides in and the block group northeast of the school boundary in the City of Ontario have percentages higher than 30%.

Households with Limited English Capabilities

The area surrounding Buena Vista Arts-Integrated has a large Hispanic community. Approximately 67% of households within ½ mile of the school are of Hispanic descent. The abundance of Hispanic households within the area has a positive correlation with households with limited English Capabilities. Roughly 7% of households are limited English households.

MEDIAN HOUSEHOLD INCOME

	Percent
< $25,000	20.4%
$25,000 - $49,999	30.4%
$50,000 - $74,999	22.1%
$75,000 - $99,999	12.8%
$100,000 - $149,999	10.8%
$150,000 or More	3.5%

AGE

	Percent
< 18	27.8%
18 - 34	27.9%
35 - 49	18.4%
50 - 64	16.1%
65 or older	9.7%

LANGUAGE CAPABILITIES

	Percent
English Only Speaking Households	46.4%
Spanish Speaking Household	46.4%
Spanish Speaking Households w/ Limited English	6.3%
Limited English Households	7.6%

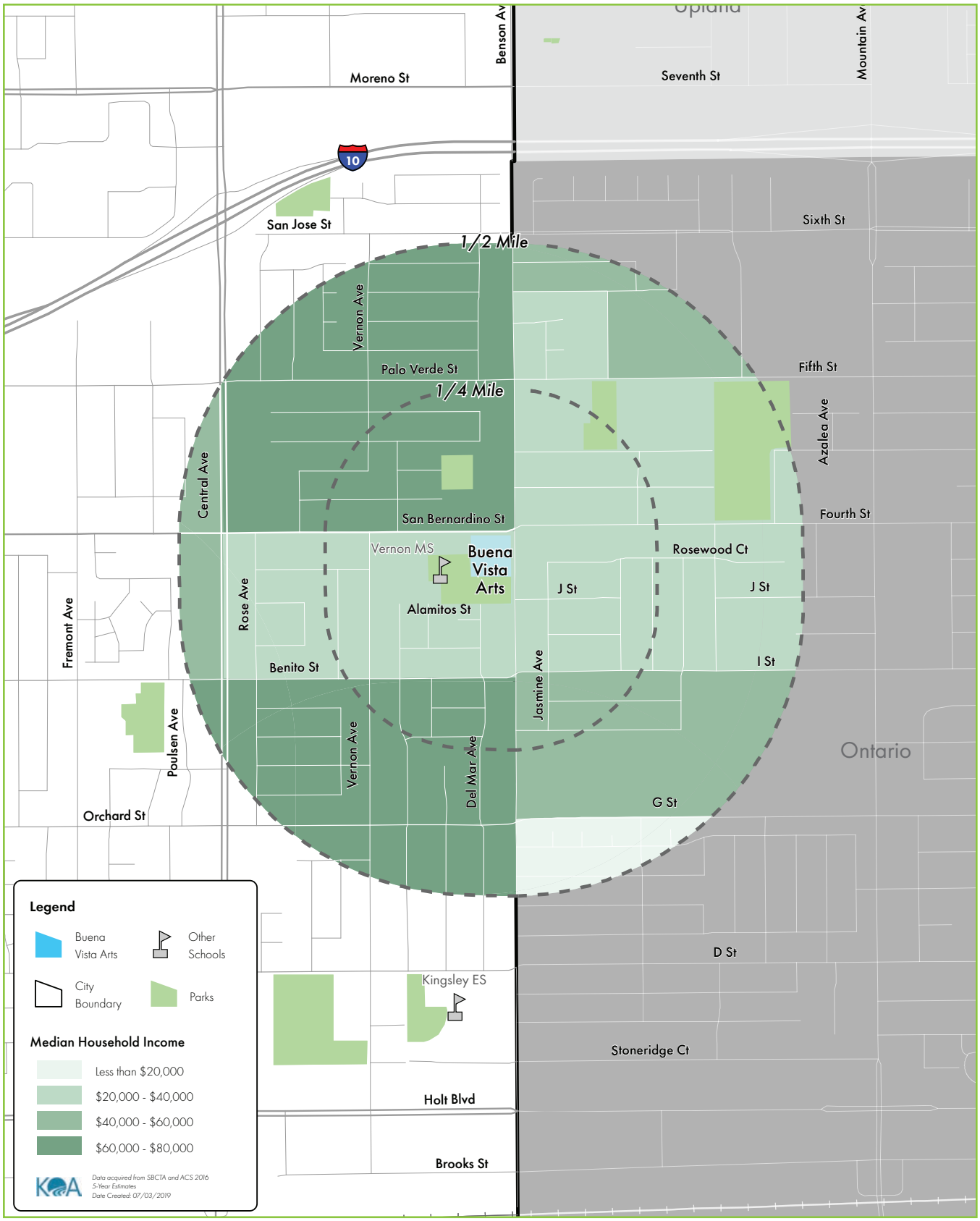


Figure C-1.1: Median Household Income Within A 1/4 And 1/2 Mile Of Buena Vista Arts - Integrated Magnet School

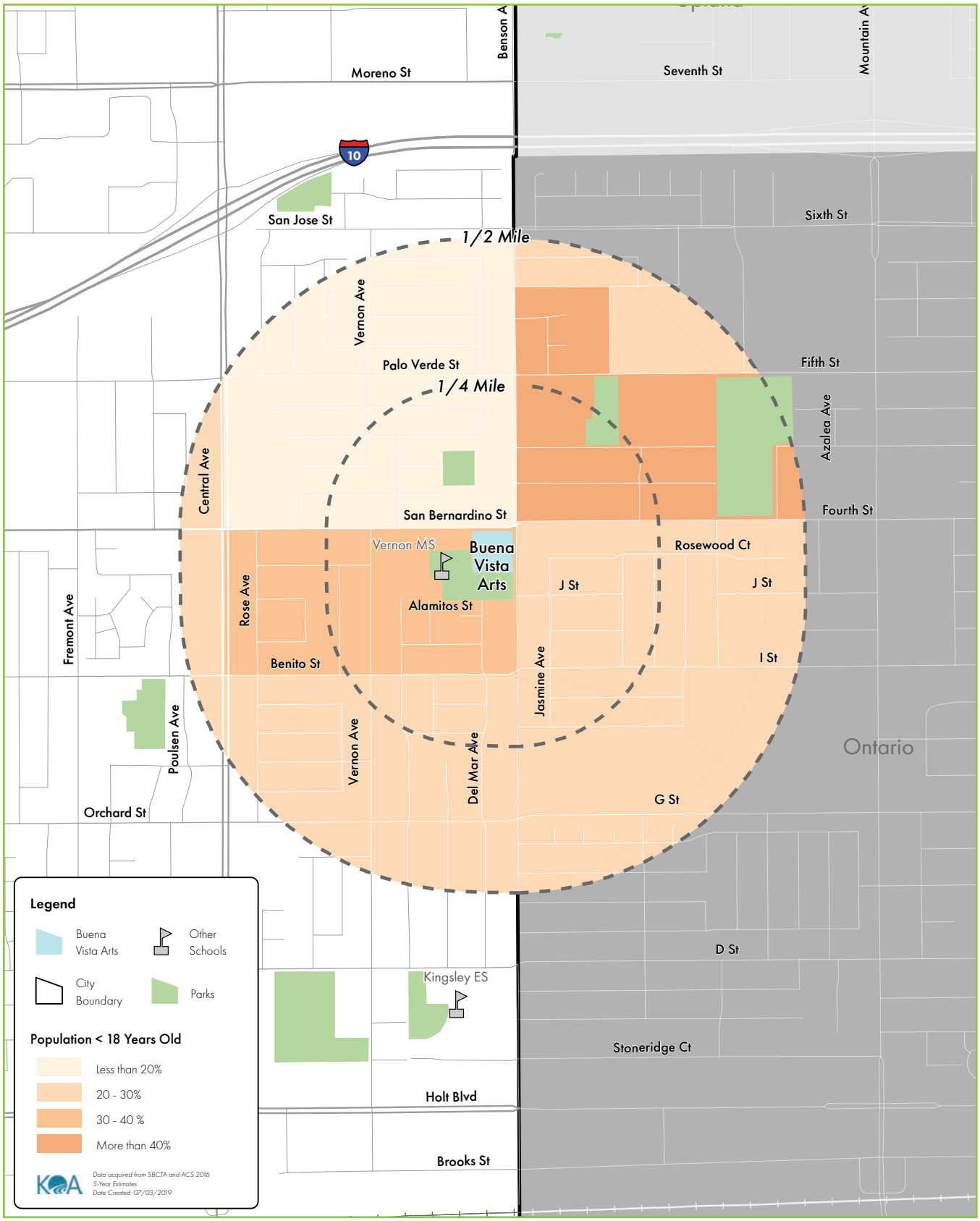


Figure C-1.2: Population Younger Than 18 Years Old Within A 1/4 And 1/2 Mile Of Buena Vista Arts - Integrated Magnet School

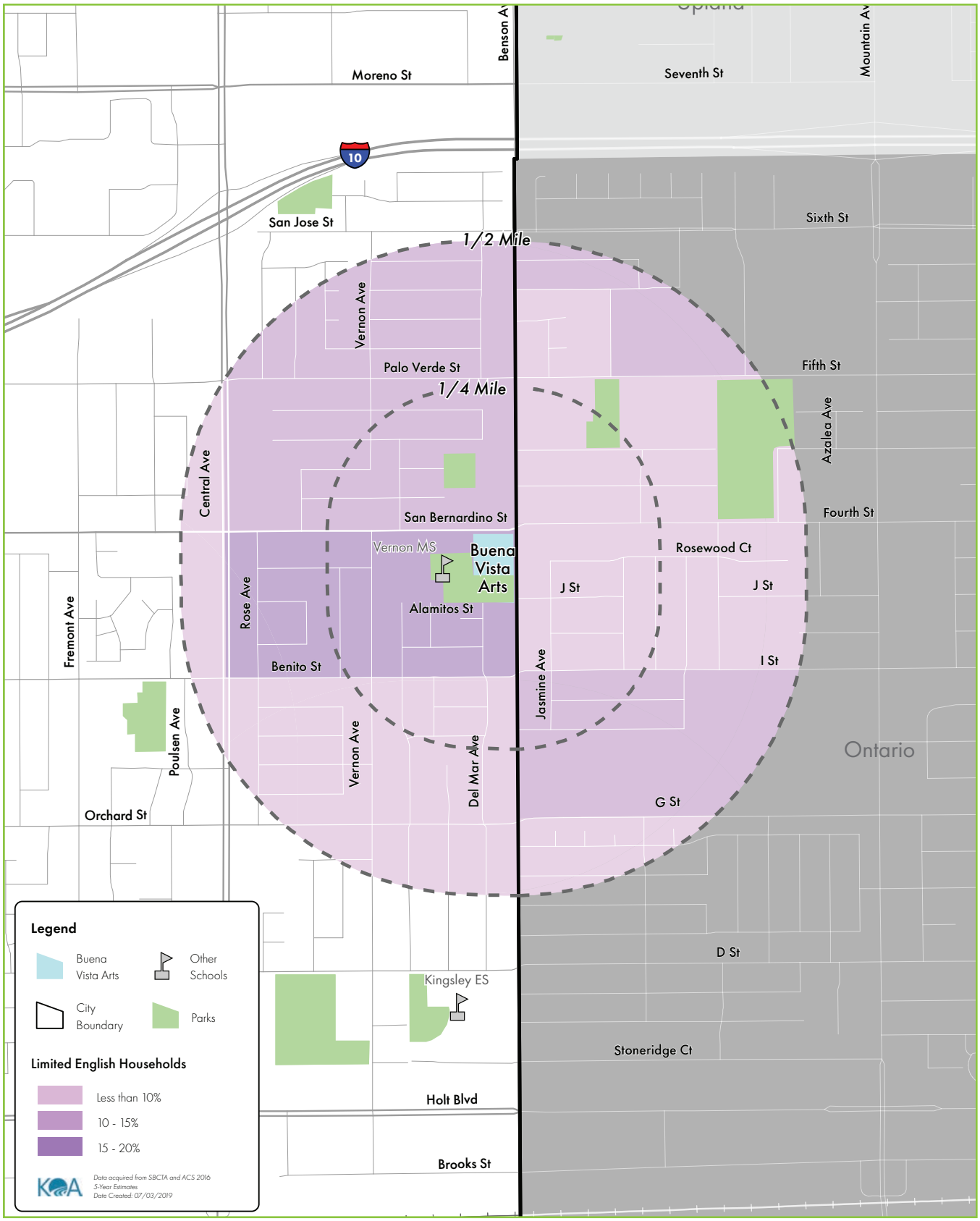


Figure C-1.3: Households With Limited English Capabilities Within A 1/4 And 1/2 Mile Of Buena Vista Arts - Integrated Magnet School

Vehicle, Pedestrian-Involved, and Bicycle-Involved Collisions

Within a ½ mile radius of Buena Vista Arts-Integrated Magnet School, 138 collisions occurred between 2014-2018. Of those collisions, 20.3% involved a pedestrian or bicyclist. One of the 28 pedestrian and bicyclist-involved collisions resulted in a fatality. The top two primary collision factors for pedestrian-involved collisions were pedestrian right-of-way and pedestrian violation. Pedestrian right-of-way indicates that the vehicle was infringing on the pedestrian's right-of-way, while a pedestrian violation indicates that the pedestrian was infringing on the vehicle's right-of-way. The top two primary collision factors for bicyclist-involved collisions were bicyclists biking on the wrong side of road and bicyclists/ motorists violating traffic signals & signs. The intersection of Central Avenue & San Bernardino Street had the most pedestrian and bicyclist- involved collisions with three and four, respectively.

COLLISION TYPE

	# of Collisions	Percent
Pedestrian	18	13.0%
Bicycle	10	7.2%
Total Collisions	138	100.0%
Total Ped & Bike Collisions	28	20.1%

PEDESTRIAN INJURY STATUS

	# of Collisions	Percent
Fatal	1	7.7%
Severely Injured	0	0.0%
Visible Injury	12	92.3%
Complaint of Pain	5	00.0%
Total Injured or Killed	18	100.0%

BICYCLE INJURY STATUS

	# of Collisions	Percent
Fatal	0	0.0%
Severely Injured	0	0.0%
Visible Injury	5	50.0%
Complaint of Pain	5	50.0%
Total Injured or Killed	10	100.0%

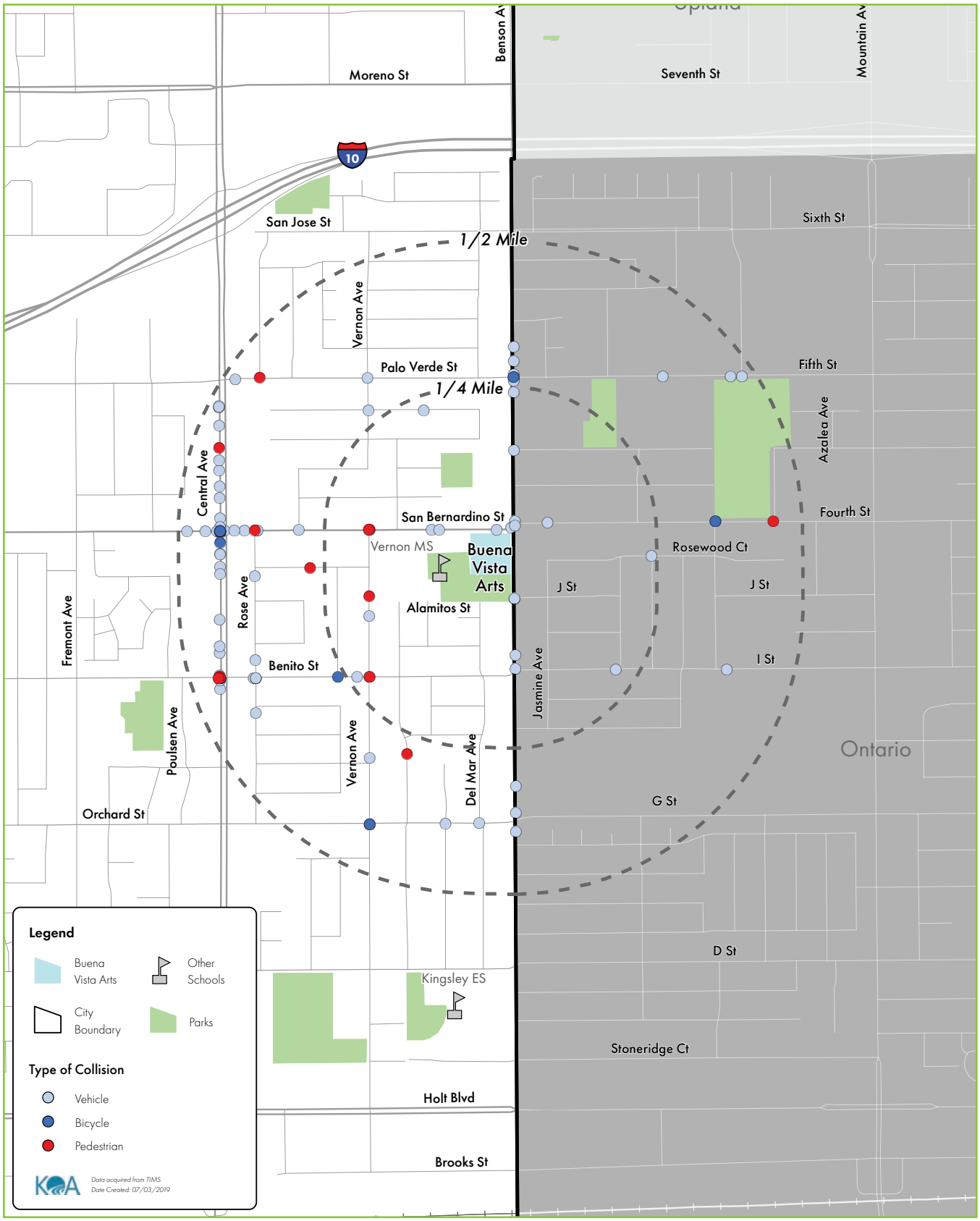


Figure C-1.4: Map Of Pedestrian, Bicycle, And Vehicle Collisions That Occurred Within A 1/4 And 1/2 Mile Of Buena Vista Arts - Integrated Magnet School

Montclair Police Citations

Within ¼ mile of Buena Vista Arts-Integrated, 132 police citations were noted. Of those, 83% were as a result of a vehicle failing to stop at the stop sign limit line, crosswalk, or entrance of the intersection. Other notable violations within the area pertained to speeding and the failure to obey MUTCD, regulatory signage, and signals. Approximately 82% of citations occurred on weekdays (Monday – Friday) and roughly 47% occurred during peak AM and PM hours. The top three intersections for citation frequency within ¼ mile of the school were San Bernardino Street & Vernon Avenue, San Bernardino Street & Benson Avenue, and Benito Street & Benson Avenue. Other notable intersections and locations within ¼ mile of the school included Palo Verde Street & Central Avenue, Palo Verde Street & Vernon Avenue, and Orchard Street & Vernon Avenue.

CITATION VIOLATION

	# of Citations	Percent
Failure to stop at stop sign limit line, crosswalk, or entrance of intersection	136	78.6%
Speeding (speed greater than in reasonable)	10	5.8%
Failure to obey MUTCD/ regulatory sign/ signal	8	4.6%
Failure to yield right-of-way for pedestrian in crosswalk	7	4.1%
Failure to obey turning movement sign/ signal	4	2.3%
Jaywalking between two adjacent signalized intersections	3	1.7%
Unsafe turning/ lane change	3	1.7%
Failure to stop at red traffic signal	2	1.2%

CITATION TIME OF DAY

	# of Citations	Percent
12:00-2:59AM	6	3.5%
3:00 - 5:59AM	9	5.2%
6:00 - 8:59AM	51	29.5%
9:00 - 11:59AM	28	16.2%
12:00 - 2:59PM	31	17.9%
3:00 - 5:59PM	16	9.2%
6:00 - 8:59PM	20	11.6%
9:00 - 11:59PM	12	6.9%

CITATION DAY OF THE WEEK

	# of Citations	Percent
Monday	25	14.5%
Tuesday	23	13.3%
Wednesday	49	28.3%
Thursday	25	14.5%
Friday	19	11.0%
Saturday	21	12.1%
Sunday	11	6.4%

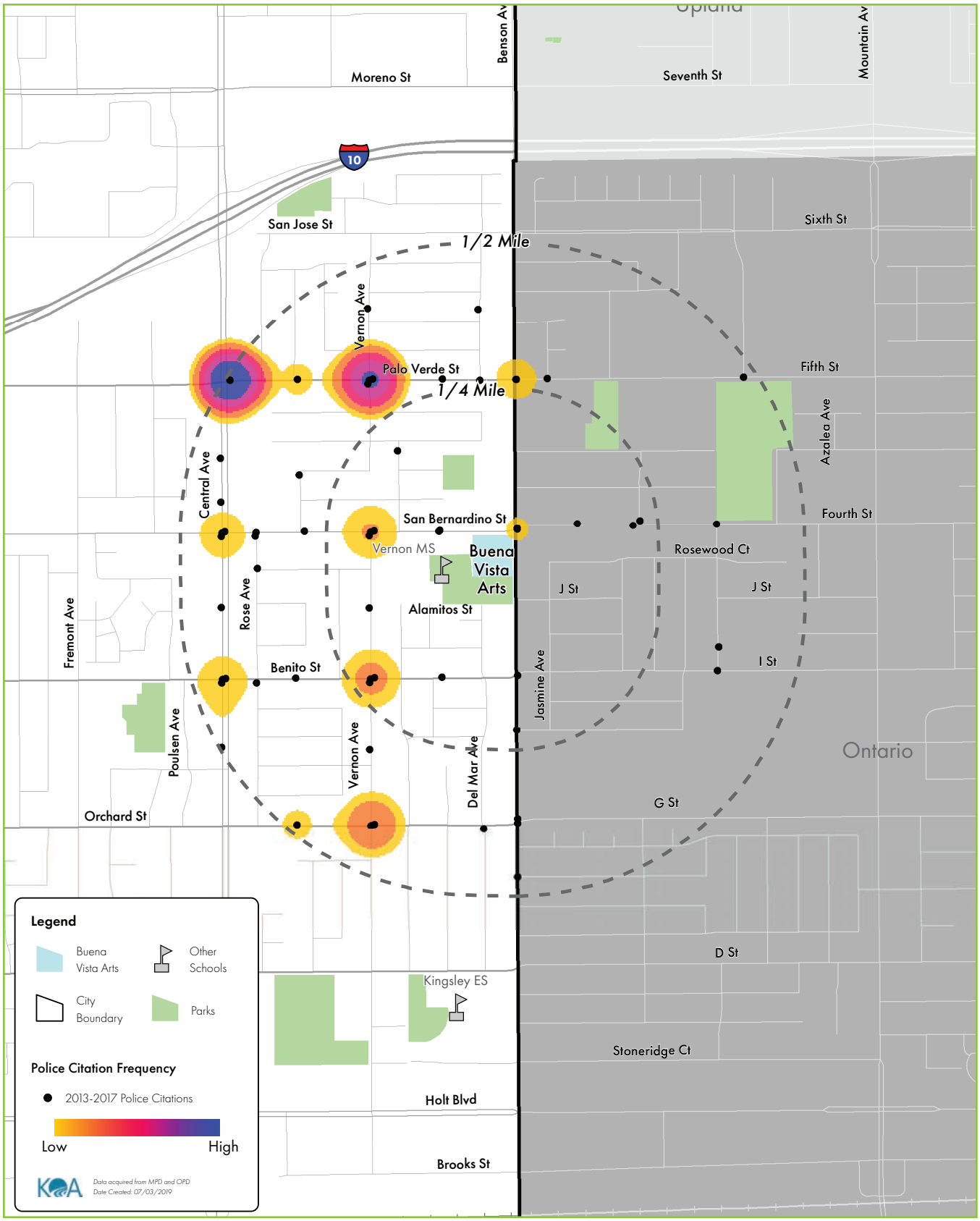


Figure C-1.5: Location Of Police Citations Within A 1/4 And 1/2 Mile Of Buena Vista Arts - Integrated Magnet School

Population with Asthma

The rates of asthma-related hospital visits surrounding Buena Vista Arts-Integrated ranked in the 57th percentile of all statewide Census Tracts according to CalEnviroScreen 3.0. Both census tracts within ½ of the school and within Montclair ranked above the 70th percentile of all census tracts in California. Prioritizing the active transportation mode within these communities could decrease pollution leading to enhanced air quality and lower rates of asthma.

Households with Cardiovascular Disease

The rates of cardiovascular disease-related hospital visits surrounding Buena Vista Arts-Integrated ranked in the 65th percentile of all statewide Census Tracts according CalEnviroScreen 3.0. These communities would benefit from improved active transportation infrastructure, and active transportation awareness and education. While most cases of cardiovascular disease were among adults, educating the younger generation of the benefits of walking and riding a bicycle would encourage healthy lifestyle habits which could reduce the risk of developing cardiovascular diseases in adulthood.

HEALTH CHARACTERISTICS

	Percentile
Asthma Percentile	57th
Cardiovascular Disease Percentile	65th
Ozone Percentile	72nd
PM 2.5 Percentile	76th
Diesel PM Percentile	74th
Traffic Density Percentile	56th

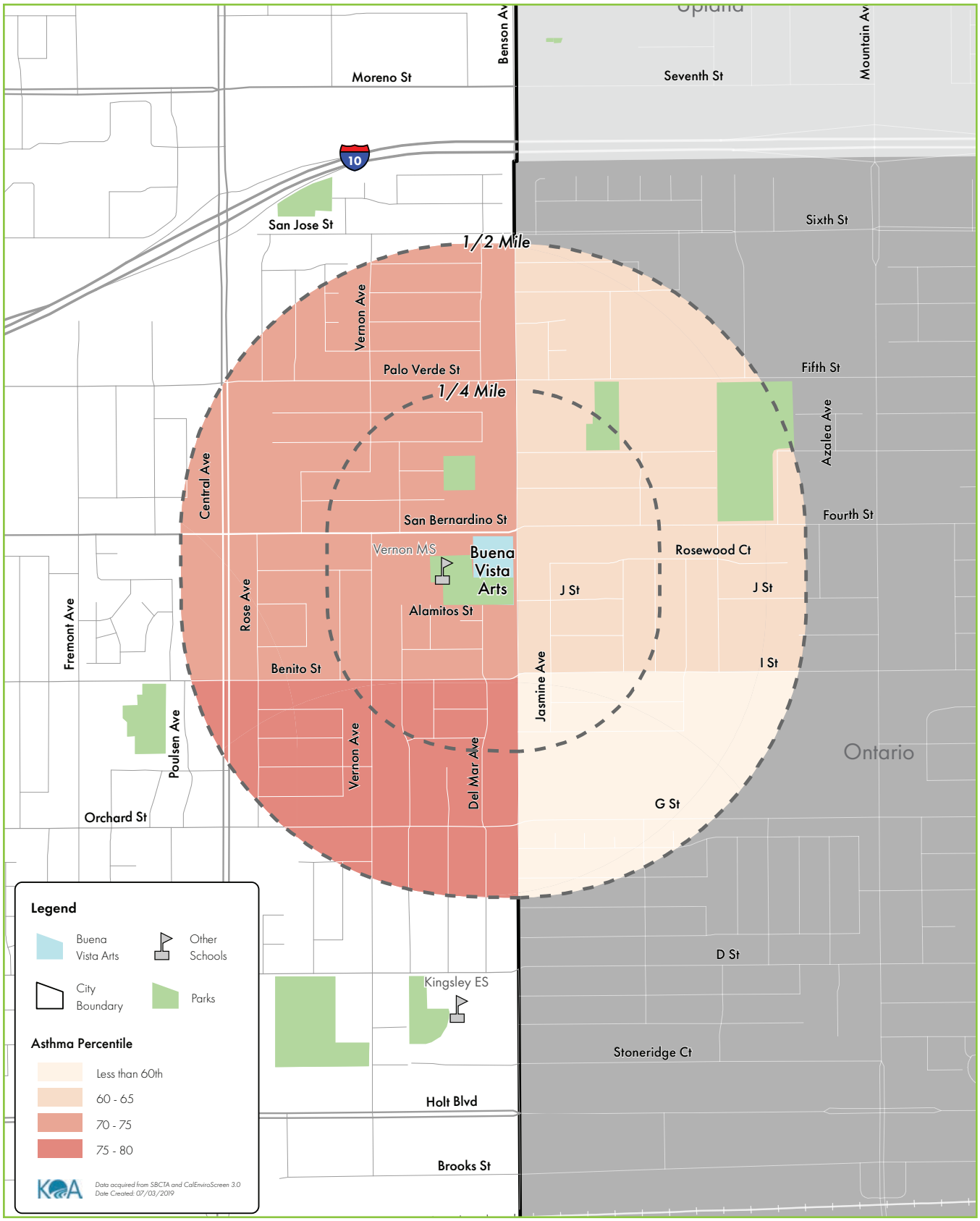


Figure C-1.6: Population With Asthma Within A 1/4 And 1/2 Mile Of Buena Vista Arts - Integrated Magnet School

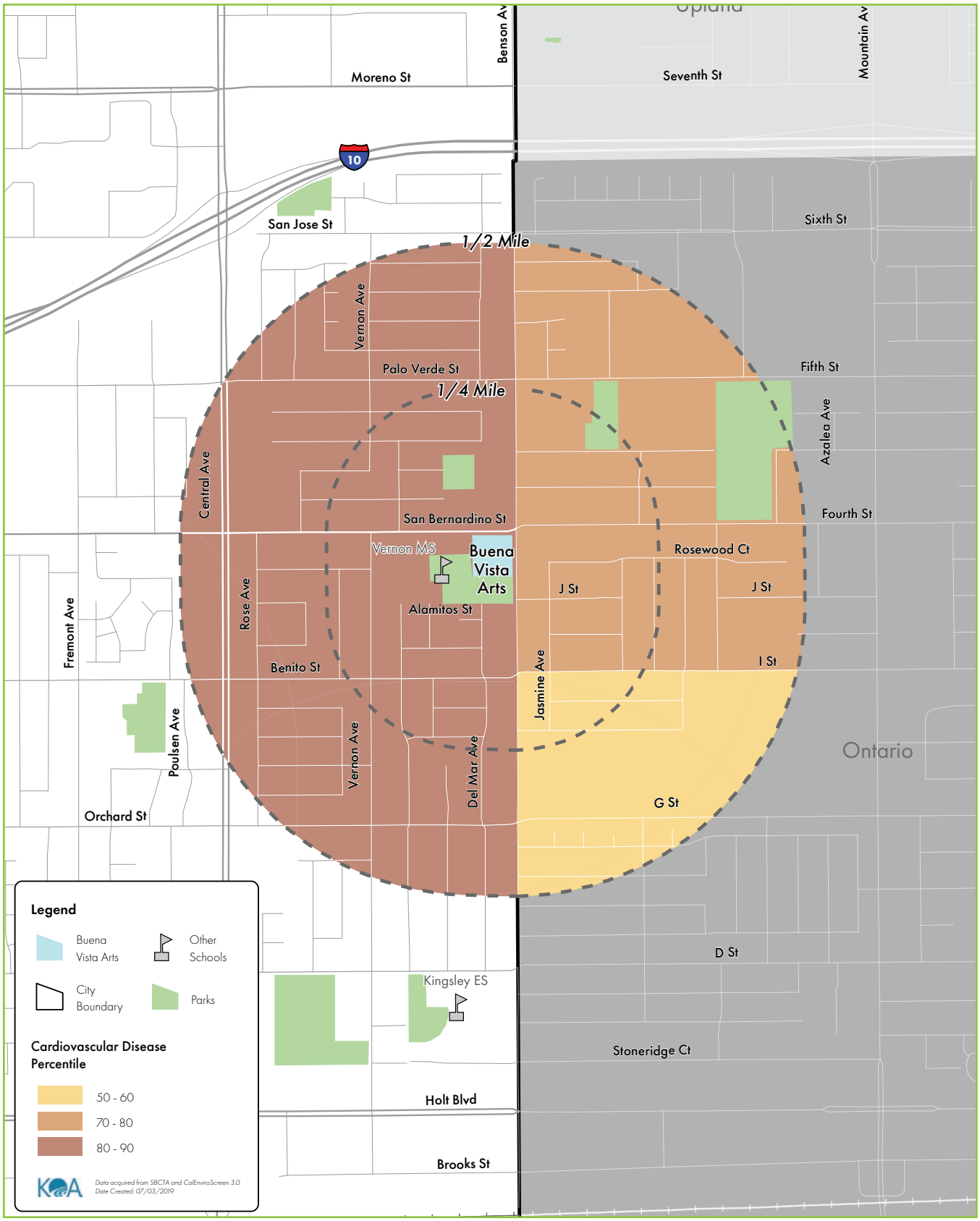


Figure C-1.7: Population With Cardiovascular Disease Within A 1/4 And 1/2 Mile Of Buena Vista Arts - Integrated Magnet School

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Howard Elementary School

DEMOGRAPHIC CHARACTERISTICS

Median Household Income

Approximately 40% of households within ½ mile of Howard Elementary School have a median household income less than $50,000 per year. For this same area, the estimated median household income is $57,696 which is higher than both the citywide median of $54,192 and the countywide median of $57,156.

Population Younger than 18 Years Old

Approximately 1 in 4 (26.7%) of residents living within ½ mile of Howard Elementary School are under the age of 18. This ratio is just above the citywide population share of 25.6% and just below the countywide share of 27.0%. Within ½ mile of the school boundary, all Census Block Groups have a rate between 20% - 30%.

Households with Limited English Capabilities

The area surrounding the Howard Elementary School boundary have large Asian and Hispanic communities. Approximately 64% of households within ½ mile of the school are of Hispanic descent and 15% are of Asian descent. The abundance of Asian and Hispanic households within the area has a positive correlation with households with limited English Capabilities. Roughly 17% of households are limited English households.

MEDIAN HOUSEHOLD INCOME

	Percent
< $25,000	15.7%
$25,000 - $49,999	24.1%
$50,000 - $74,999	24.0%
$75,000 - $99,999	13.8%
$100,000 - $149,999	15.0%
$150,000 or More	7.3%

AGE

	Percent
< 18	26.7%
18 - 34	24.7%
35 - 49	18.1%
50 - 64	20.8%
65 or older	9.7%

LANGUAGE CAPABILITIES

	Percent
English Only Speaking Households	34.3%
Spanish Speaking Household	49.3%
Spanish Speaking Households w/ Limited English	11.6%
Limited English Households	17.2%

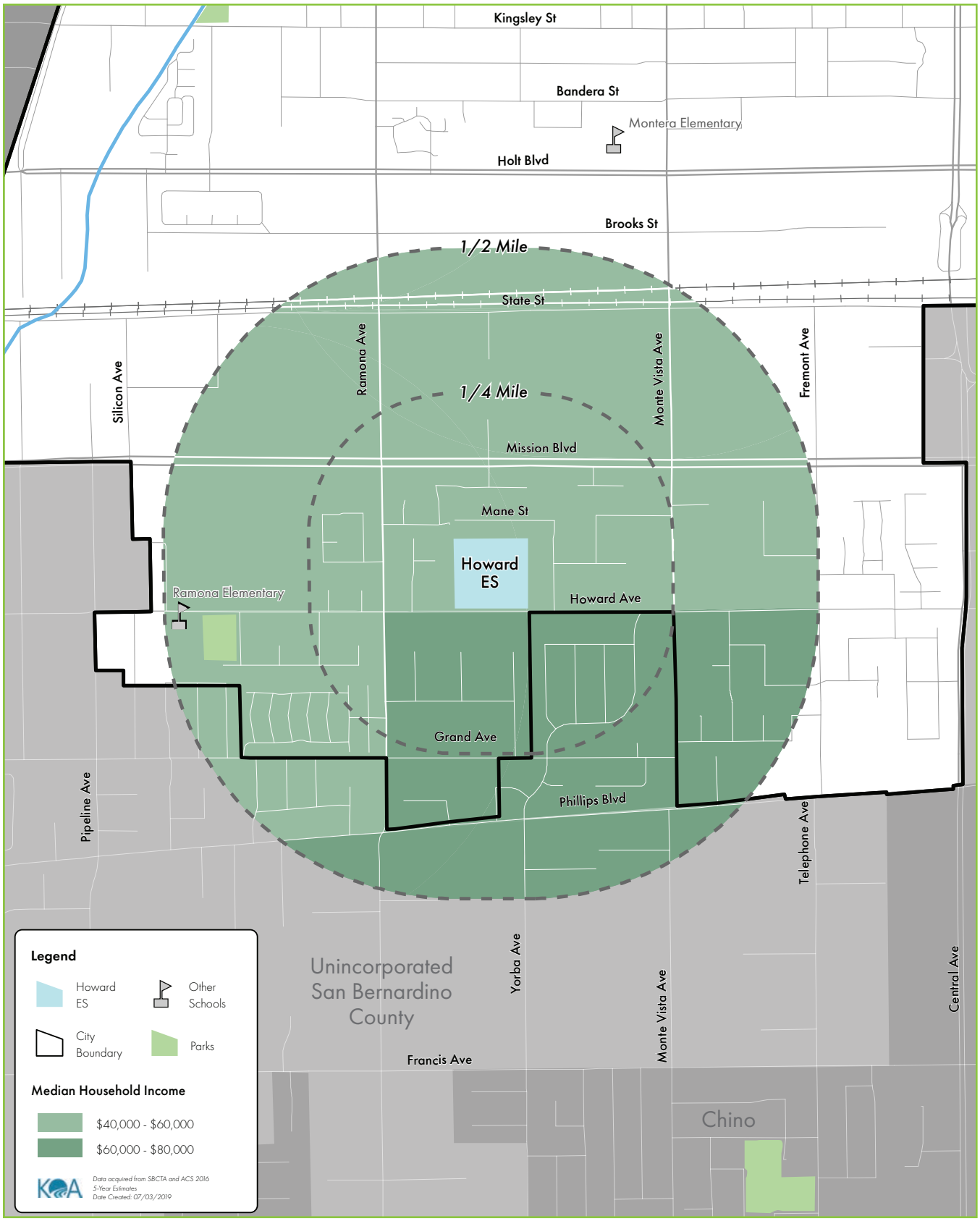

Figure C-2.1: Median Household Income Within A 1/4 And 1/2 Mile Of Howard Elementary School

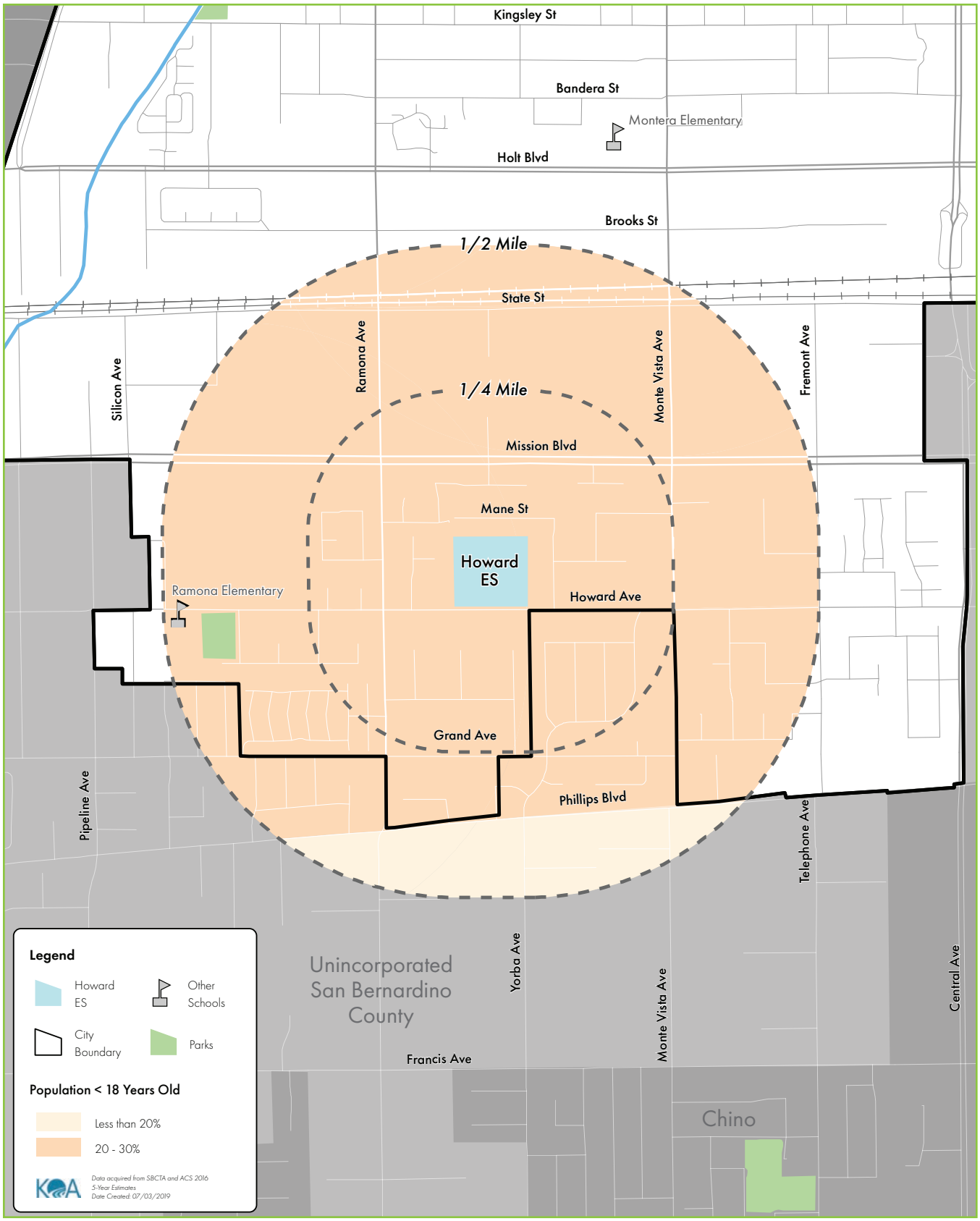

Figure C-2.2: Population Younger Than 18 Years Old Within A 1/4 And 1/2 Mile Of Howard Elementary School

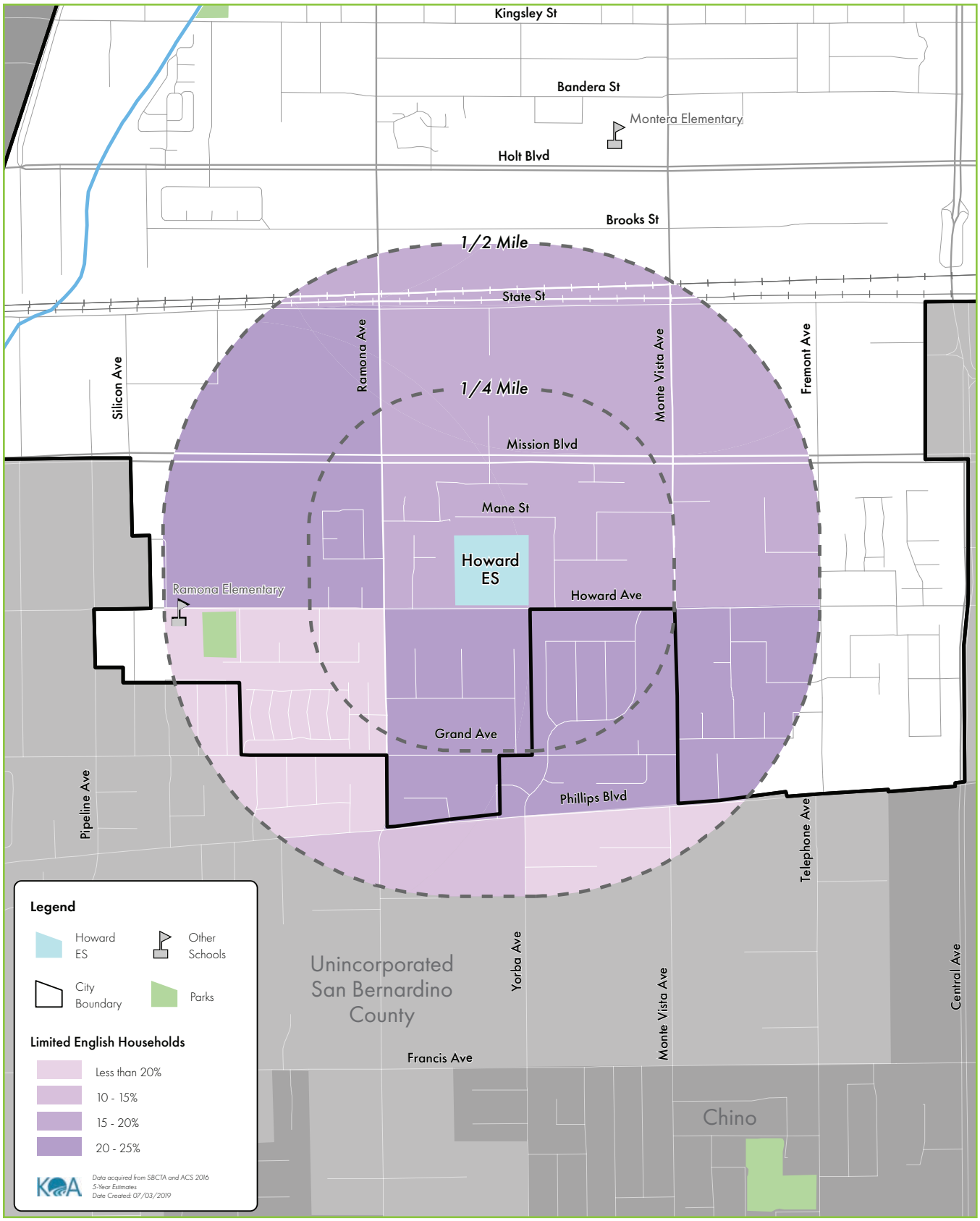

Figure C-2.3: Households With Limited English Capabilities Within A 1/4 And 1/2 Mile Of Howard Elementary School

Vehicle, Pedestrian-Involved, and Bicycle-Involved Collisions

Within a ½ mile radius of Howard Elementary School, 148 collisions occurred between 2014-2018. Of those collisions, 11.5% involved a pedestrian or bicyclist. Of the 17 pedestrian and bicyclist-involved collisions, none resulted in a fatality, but two resulted in victims with severe injuries. The top two primary collision factors for pedestrian-involved collisions were pedestrian violation and pedestrian right-of-way. Pedestrian right-of-way indicates that the vehicle was infringing on the pedestrian's right-of-way, while a pedestrian violation indicates that the pedestrian was infringing on the vehicle's right-of-way. Bicyclist - involved collisions were evenly distributed across multiple collision factors which included bicyclists biking on the wrong side of road, bicyclists/ motorists violating traffic signals & signs, motorists making unsafe speed, and bicyclists biking on the automobile right-of-way. The intersections of Mission Boulevard & Ramona Avenue and Howard Street & Ramona Avenue both had three pedestrian and bicyclist-involved collisions.

COLLISION TYPE

	# of Collisions	Percent
Pedestrian	10	6.8%
Bicycle	7	4.7%
Total Collisions	148	100.0%
Total Ped & Bike Collisions	17	11.5%

PEDESTRIAN INJURY STATUS

	# of Collisions	Percent
Fatal	0	0.0%
Severely Injured	2	20.0%
Visible Injury	3	30.0%
Complaint of Pain	5	50.0%
Total Injured or Killed	10	100.0%

BICYCLE INJURY STATUS

	# of Collisions	Percent
Fatal	0	0.0%
Severely Injured	0	0.0%
Visible Injury	5	71.4%
Complaint of Pain	2	28.6%
Total Injured or Killed	7	100.0%

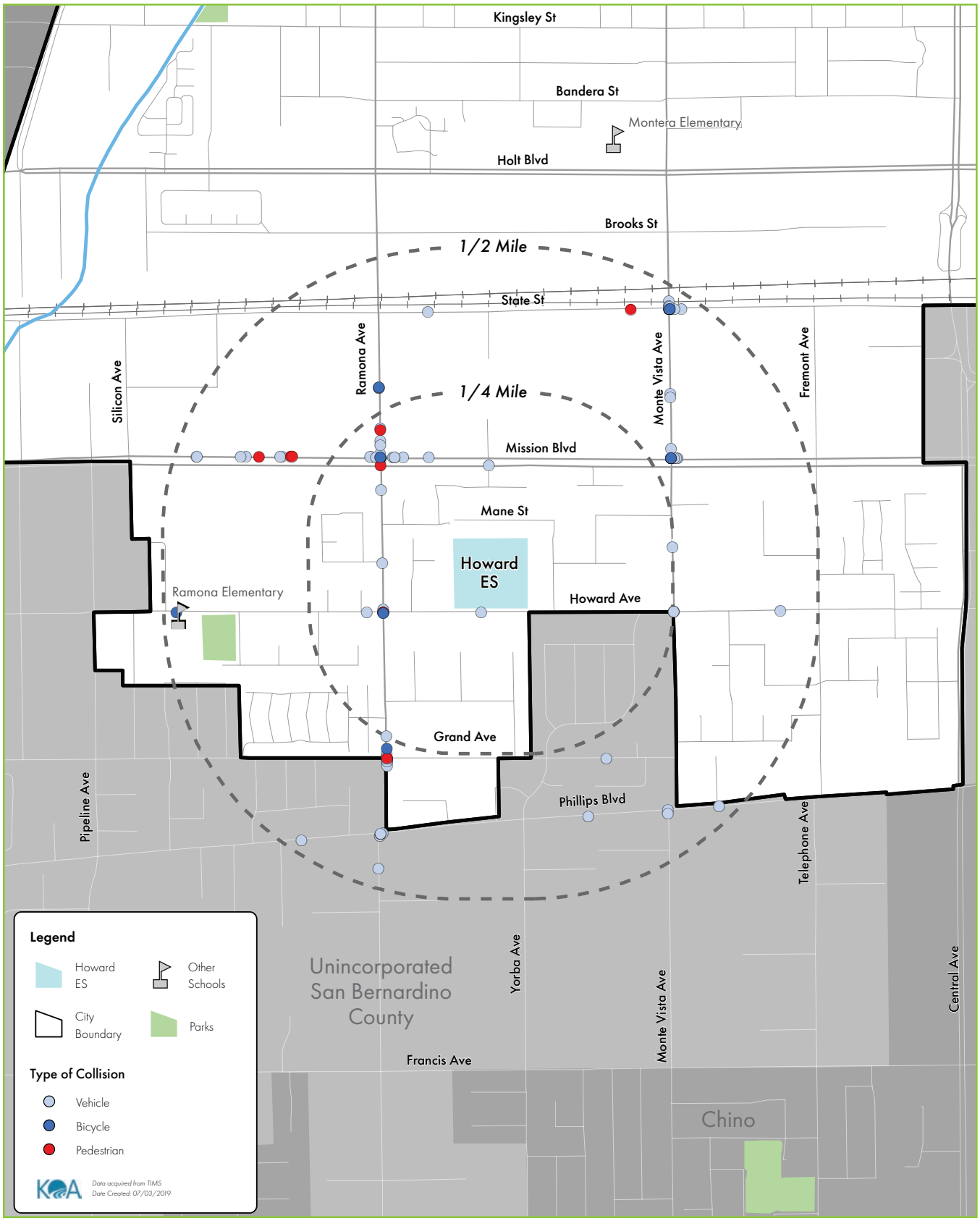

Figure C-2.4: Map Of Pedestrian, Bicycle, And Vehicle Collisions That Occurred Within A 1/4 And 1/2 Mile Of Howard Elementary School

Montclair Police Citations

Within ¼ mile of Howard Elementary School, 484 police citations were noted. Of those, 80% were as a result of a vehicle failing to stop at the stop sign limit line, crosswalk, or entrance of the intersection. Additionally, 17% were as a result of a vehicle failing to obey MUTCD, regulatory signage, or signals. Approximately 76% of citations occurred on weekdays (Monday – Friday) and roughly 28% occurred during peak AM and PM hours. The top three intersections and locations for citation frequency within ¼ mile of the school were Howard Street & Ramona Avenue, 11000 Ramona Avenue, and 11100 Ramona Avenue. Other notable intersections and locations within ½ mile Howard Elementary included Grand Avenue & Ramona Avenue, and Monte Vista Avenue & State Street.

CITATION VIOLATION

	# of Citations	Percent
Failure to stop at stop sign limit line, crosswalk, or entrance of intersection	389	80.4%
Failure to obey MUTCD/ regulatory sign/ signal	84	17.4%
Speeding (speed greater than in reasonable)	10	2.1%
Turning against red arrow signal	1	0.2%

CITATION TIME OF DAY

	# of Citations	Percent
12:00-2:59AM	31	6.4%
3:00 - 5:59AM	17	3.5%
6:00 - 8:59AM	104	21.5%
9:00 - 11:59AM	51	10.5%
12:00 - 2:59PM	33	6.8%
3:00 - 5:59PM	34	7.0%
6:00 - 8:59PM	101	20.9%
9:00 - 11:59PM	113	23.3%

CITATION DAY OF THE WEEK

	# of Citations	Percent
Monday	49	10.1%
Tuesday	68	14.1%
Wednesday	83	17.2%
Thursday	79	16.3%
Friday	90	18.6%
Saturday	57	11.8%
Sunday	58	12.0%

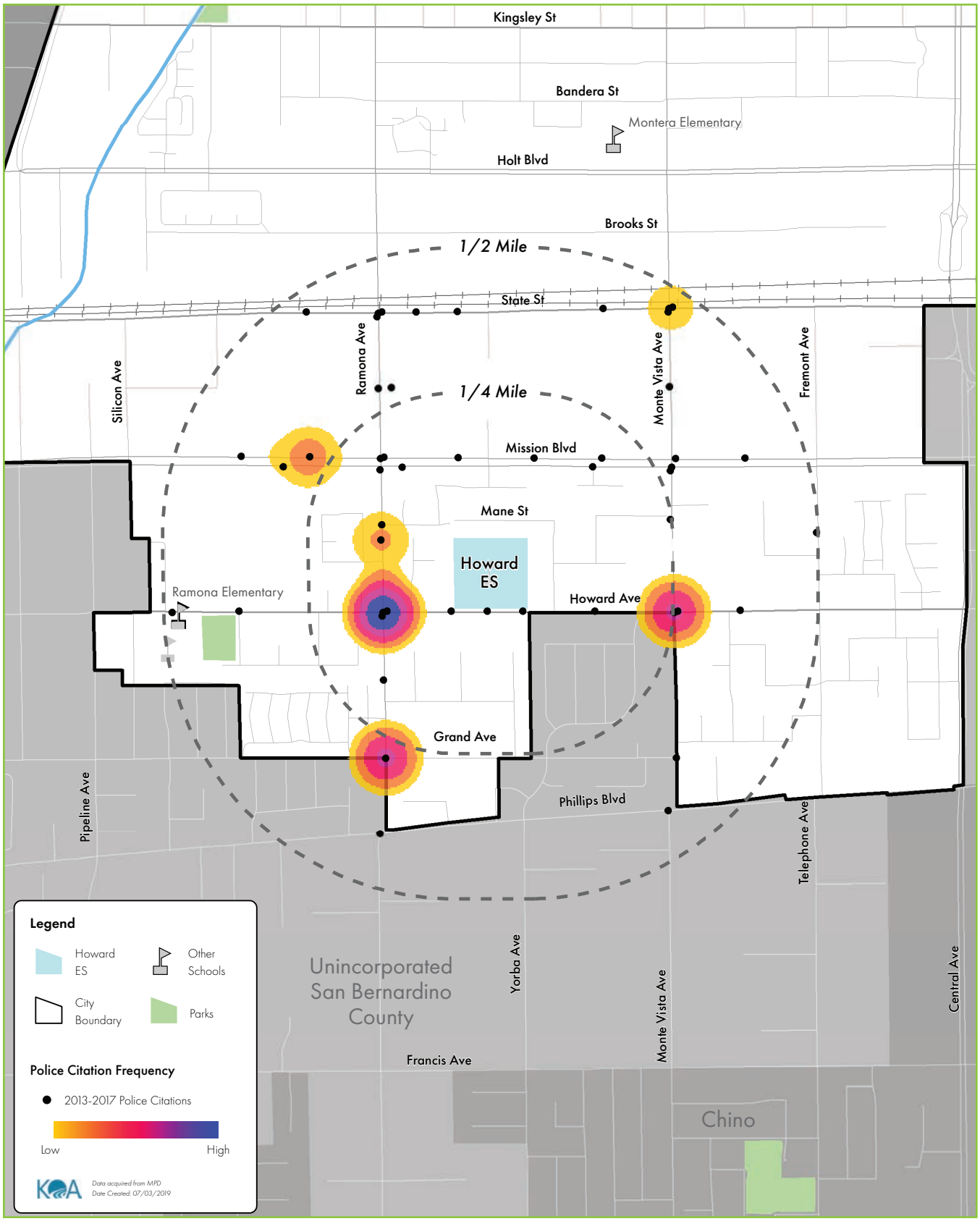

Figure C-2.5: Location Of Police Citations Within A 1/4 And 1/2 Mile Of Howard Elementary School

Population with Asthma

The rates of asthma-related hospital visits surrounding Howard Elementary School ranked in the 47th percentile of all statewide Census Tracts according to CalEnviroScreen 3.0. A portion of the Census Tract north of State Street ranked in the 80th percentile or greater of all Census Tracts in California. Prioritizing the active transportation mode within communities with high asthma rates could decrease pollution leading to enhanced air quality and lower rates of asthma.

Households with Cardiovascular Disease

The rates of cardiovascular disease-related hospital visits surrounding Howard Elementary School ranked in the 55th percentile of all statewide Census Tracts according CalEnviroScreen 3.0. These communities would benefit from improved active transportation infrastructure, and active transportation awareness and education. While most cases of cardiovascular disease were among adults, educating the younger generation of the benefits of walking and riding a bicycle would encourage healthy lifestyle habits which could reduce the risk of developing cardiovascular diseases in adulthood.

HEALTH CHARACTERISTICS

	Percentile
Asthma Percentile	47th
Cardiovascular Disease Percentile	55th
Ozone Percentile	73rd
PM 2.5 Percentile	80th
Diesel PM Percentile	73rd
Traffic Density Percentile	17th

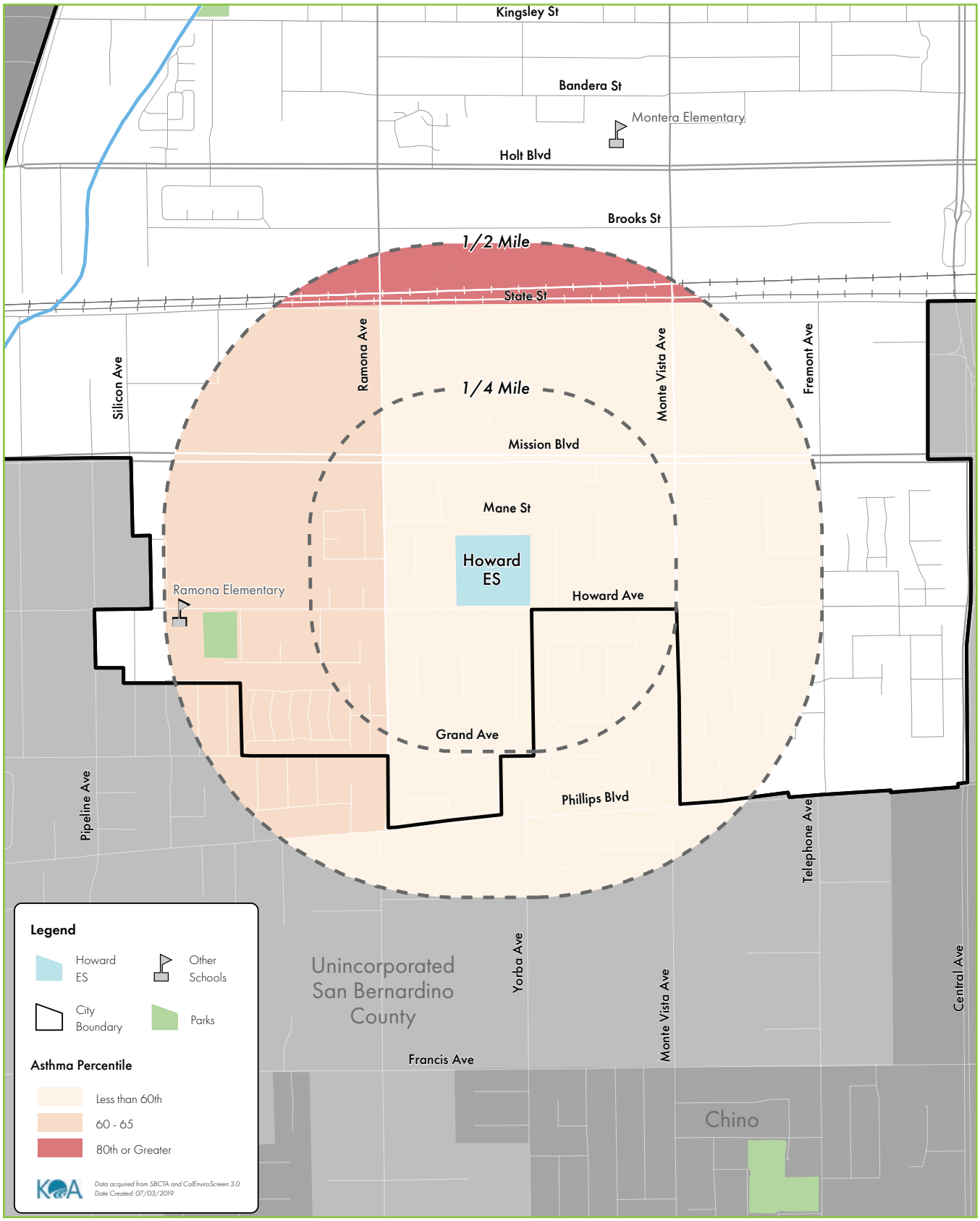

Figure C-2.6: Population With Asthma Within A 1/4 And 1/2 Mile Of Howard Elementary School

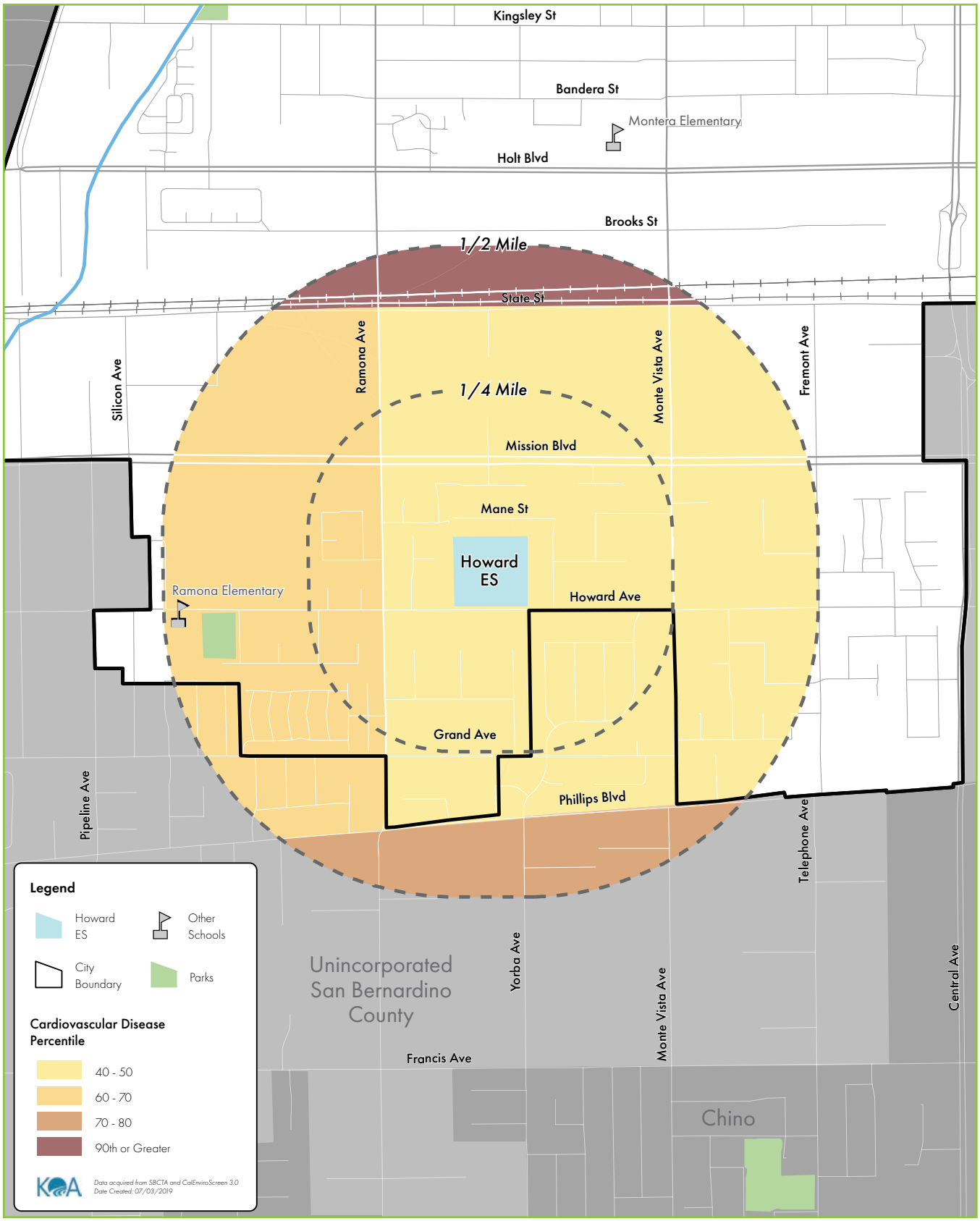

Figure C-2.7: Population With Cardiovascular Disease Within A 1/4 And 1/2 Mile Of Howard Elementary School

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Kingsley Elementary School

DEMOGRAPHIC CHARACTERISTICS

Median Household Income

Approximately 51% of households within ½ mile of Kingsley Elementary School have a median household income less than $50,000 per year. For this same area, the estimated median household income is $50,401 which is lower than both the citywide median of $54,192 and the countywide median of $57,156.

Population Younger than 18 Years Old

Approximately 1 in 4 (28.0%) of residents living within ½ mile of Kingsley Elementary School are under the age of 18. This ratio is just above both the citywide population share of 25.6% and the countywide share of 27.0%. Within ½ mile of the school boundary, a majority of the Census Block Groups have a rate between 20% - 30%.

Households with Limited English Capabilities

The area surrounding the Kingsley Elementary School boundary has a large Hispanic community. Approximately 78% of households within ½ mile of the school are of Hispanic descent. The abundance of Hispanic households within the area has a positive correlation with households with limited English Capabilities. Roughly 13% of households are limited English households.

MEDIAN HOUSEHOLD INCOME

	Percent
< $25,000	20.5%
$25,000 - $49,999	30.6%
$50,000 - $74,999	20.5%
$75,000 - $99,999	20.5%
$100,000 - $149,999	10.7%
$150,000 or More	2.6%

AGE

	Percent
< 18	28.0%
18 - 34	26.8%
35 - 49	22.2%
50 - 64	15.6%
65 or older	7.4%

LANGUAGE CAPABILITIES

	Percent
English Only Speaking Households	31.5%
Spanish Speaking Household	62.9%
Spanish Speaking Households w/ Limited English	12.0%
Limited English Households	13.0%

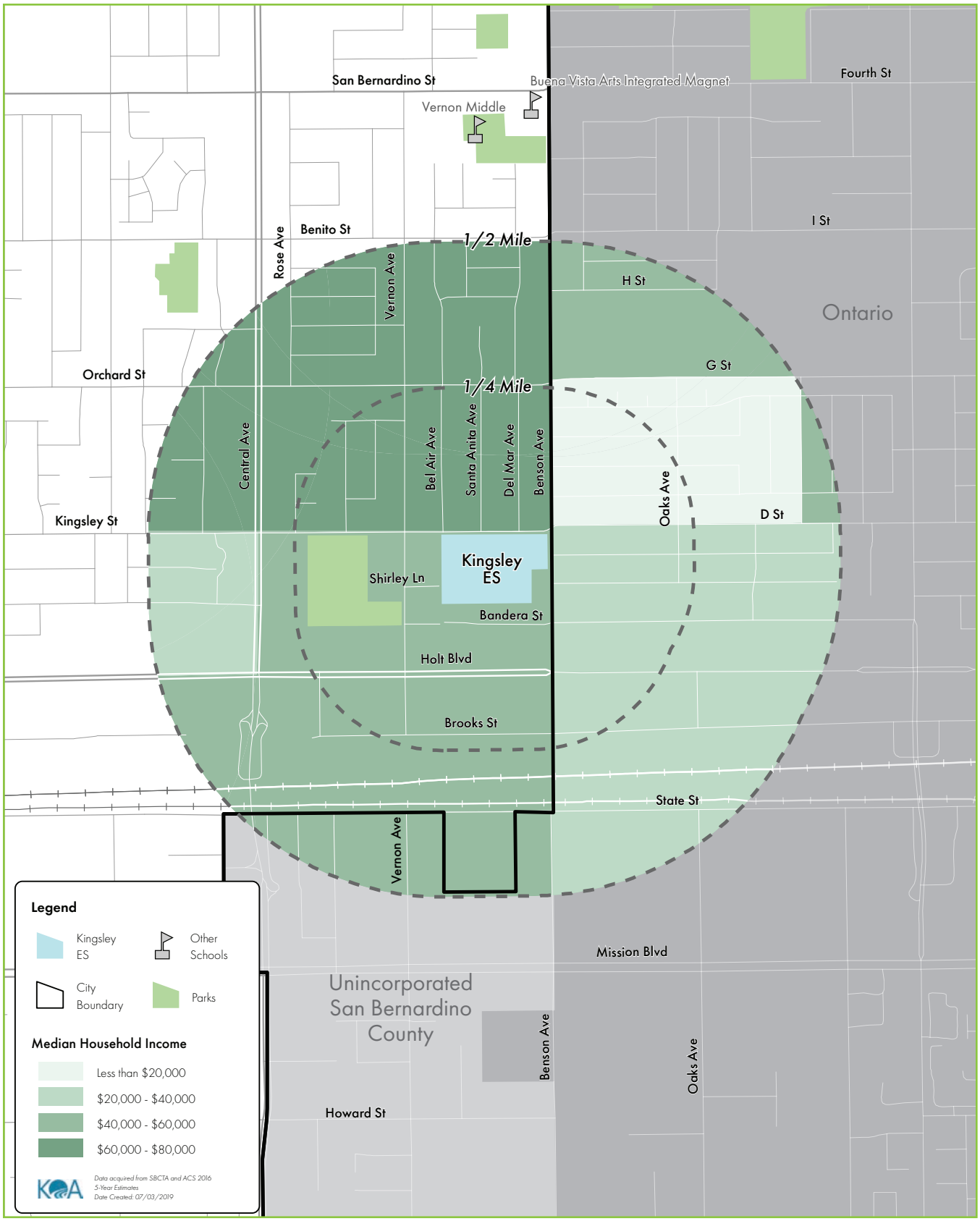

Figure C-3.1: Median Household Income Within A 1/4 And 1/2 Mile Of Kingsley Elementary School

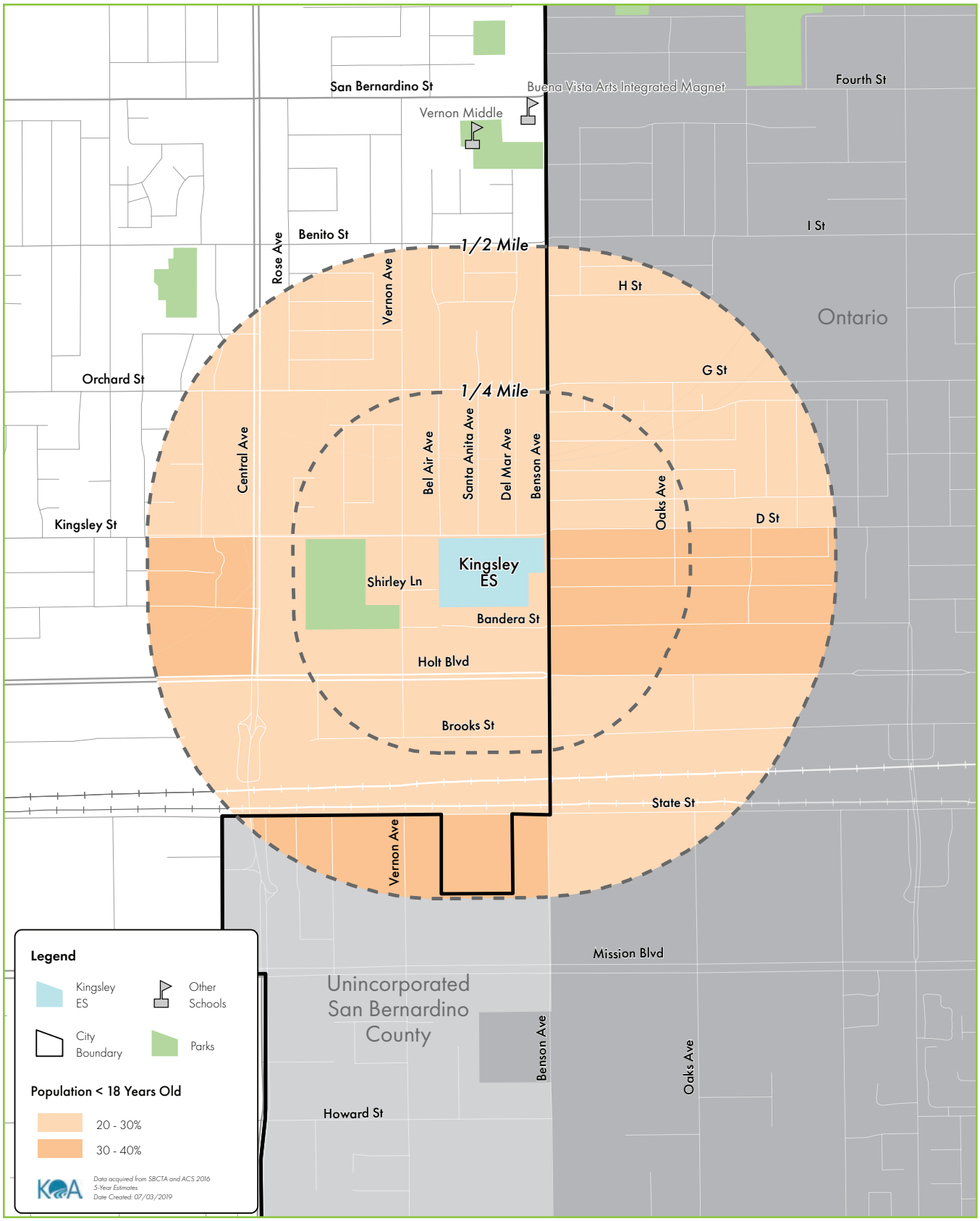

Figure C-3.2: Population Younger Than 18 Years Old Within A 1/4 And 1/2 Mile Of Kingsley Elementary School

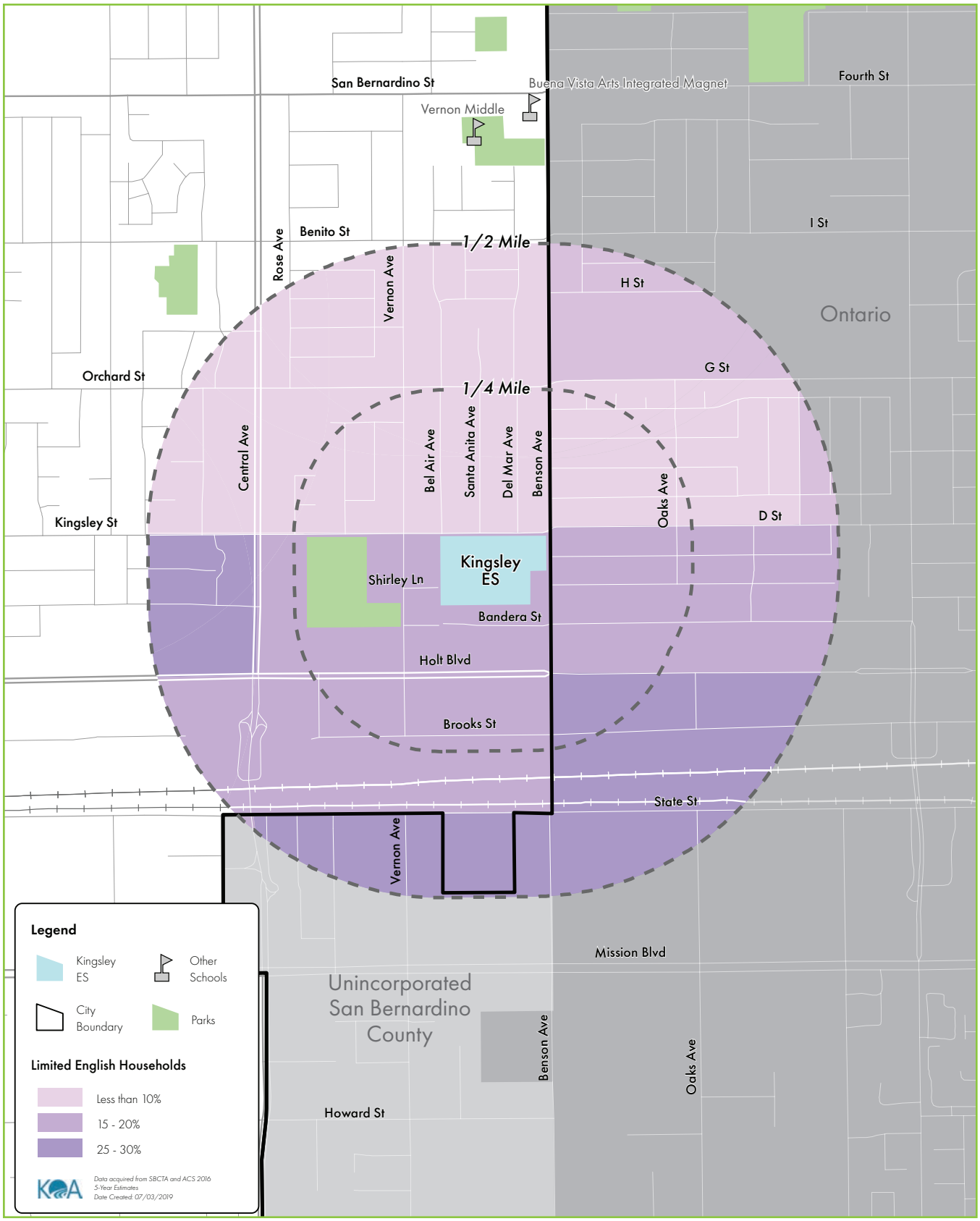

Figure C-3.3: Households With Limited English Capabilities Within A 1/4 And 1/2 Mile Of Kingsley Elementary School

Vehicle, Pedestrian-Involved, and Bicycle-Involved Collisions

Within a ½ mile radius of Kingsley Elementary School, 164 collisions occurred between 2014-2018. Of those collisions, 17.1% involved a pedestrian or bicyclist. Of the 28 pedestrian and bicyclist-involved collisions, none resulted in a fatality, but four resulted in victims with severe injuries. The top two primary collision factors for pedestrian-involved collisions were pedestrian violation and pedestrian right-of-way. Pedestrian right-of-way indicates that the vehicle was infringing on the pedestrian's right-of-way, while a pedestrian violation indicates that the pedestrian was infringing on the vehicle's right-of-way. The top two primary collision factors for bicyclist-involved collisions were bicyclists biking on the wrong side of road and bicyclists/ motorists violating traffic signals & signs. The top two intersections for pedestrian involved-collisions were Central Avenue & Orchard Street and Central Avenue & Kingsley Street, both with two collisions each. The top two intersections for bicyclist- involved collisions were Benson Avenue & Holt Boulevard and Central Avenue & Holt Boulevard with five and two collisions, respectively.

COLLISION TYPE

	# of Collisions	Percent
Pedestrian	12	7.3%
Bicycle	16	9.8%
Total Collisions	164	100.0%
Total Ped & Bike Collisions	28	17.1%

PEDESTRIAN INJURY STATUS

	# of Collisions	Percent
Fatal	0	0.0%
Severely Injured	3	25.0%
Visible Injury	6	50.0%
Complaint of Pain	3	25.0%
Total Injured or Killed	12	100.0%

BICYCLE INJURY STATUS

	# of Collisions	Percent
Fatal	0	0.0%
Severely Injured	1	6.3%
Visible Injury	7	43.8%
Complaint of Pain	8	50.0%
Total Injured or Killed	16	100.0%

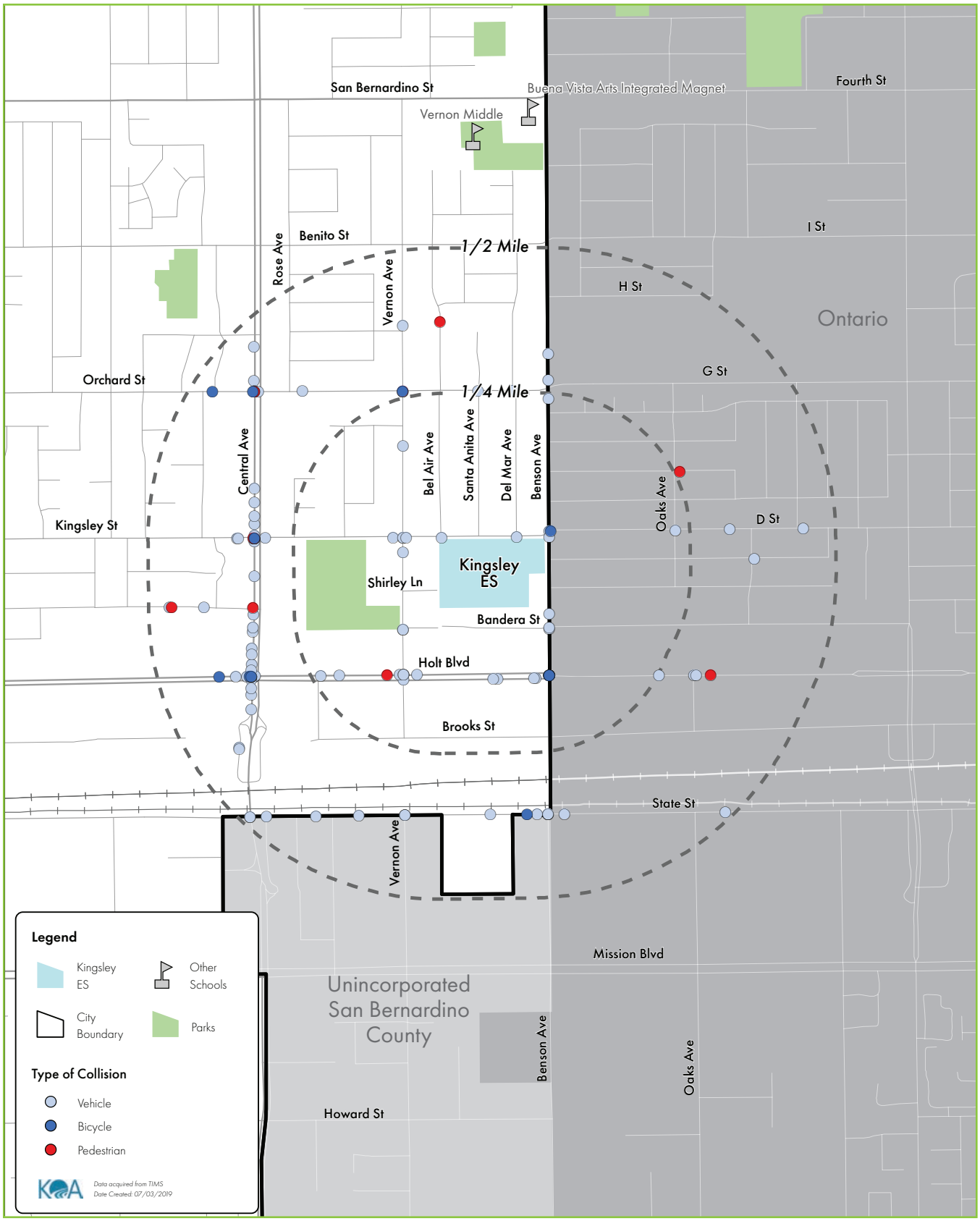

Figure C-3.4: Map Of Pedestrian, Bicycle, And Vehicle Collisions That Occurred Within A 1/4 And 1/2 Mile Of Kingsley Elementary School

Montclair Police Citations

Within ¼ mile of Kingsley Elementary School, 290 police citations were noted. Of those, 67% were as a result of a vehicle failing to stop at the stop sign limit line, crosswalk, or entrance of the intersection. Additionally, 13% were as a result of a vehicle failing to obey MUTCD, regulatory signage, or signals, and 10% were as a result of speeding. Approximately 75% of citations occurred on weekdays (Monday – Friday) and roughly 37% occurred during peak AM and PM hours. The top three intersections for citation frequency within ¼ mile of the school were Kingsley Street & Ramona Avenue, Kingsley Street & Vernon Avenue, and Orchard Street & Ramona Avenue. Other notable intersections and locations within ½ mile Kingsley Elementary included Grand Avenue & Ramona Avenue, and Monte Vista Avenue & State Street.

CITATION VIOLATION

	# of Citations	Percent
Failure to stop at stop sign limit line, crosswalk, or entrance of intersection	202	65.8%
Failure to obey MUTCD/ regulatory sign/ signal	38	12.4%
Speeding (speed greater than in reasonable)	35	11.4%
Failure to stop at red traffic signal	12	3.9%
Failure to yield right-of-way for pedestrian in crosswalk	10	3.3%
Unsafe turning/lane change	8	2.6%
Turning against red arrow signal	2	0.7%
Non-Intersection U-turn in business district	1	0.3%

CITATION TIME OF DAY

	# of Citations	Percent
12:00-2:59AM	26	8.4%
3:00 - 5:59AM	28	9.1%
6:00 - 8:59AM	81	26.3%
9:00 - 11:59AM	24	7.8%
12:00 - 2:59PM	32	10.4%
3:00 - 5:59PM	38	12.3%
6:00 - 8:59PM	38	12.3%
9:00 - 11:59PM	41	13.3%

CITATION DAY OF THE WEEK

	# of Citations	Percent
Monday	42	13.6%
Tuesday	46	14.9%
Wednesday	44	14.3%
Thursday	64	20.8%
Friday	34	11.0%
Saturday	41	13.3%
Sunday	37	12.0%

Figure C-3.5: Location Of Police Citations Within A 1/4 And 1/2 Mile Of Kingsley Elementary School

Population with Asthma

The rates of asthma-related hospital visits surrounding Kingsley Elementary School ranked in the 65th percentile of all statewide Census Tracts according to CalEnviroScreen 3.0. The Census Tracts that resided within Montclair and were within ½ mile of the school ranked in the 75th percentile or greater of all Census Tracts in California. Prioritizing the active transportation mode within communities with high asthma rates could decrease pollution leading to enhanced air quality and lower rates of asthma.

Households with Cardiovascular Disease

The rates of cardiovascular disease-related hospital visits surrounding Kingsley Elementary School ranked in the 75th percentile of all statewide Census Tracts according CalEnviroScreen 3.0. These communities could benefit from improved active transportation infrastructure, and active transportation awareness and education. While most cases of cardiovascular disease were among adults, educating the younger generation of the benefits of walking and riding a bicycle would encourage healthy lifestyle habits which could reduce the risk of developing cardiovascular diseases in adulthood.

HEALTH CHARACTERISTICS

	Percentile
Asthma Percentile	65th
Cardiovascular Disease Percentile	74th
Ozone Percentile	77th
PM 2.5 Percentile	83rd
Diesel PM Percentile	80th
Traffic Density Percentile	38th

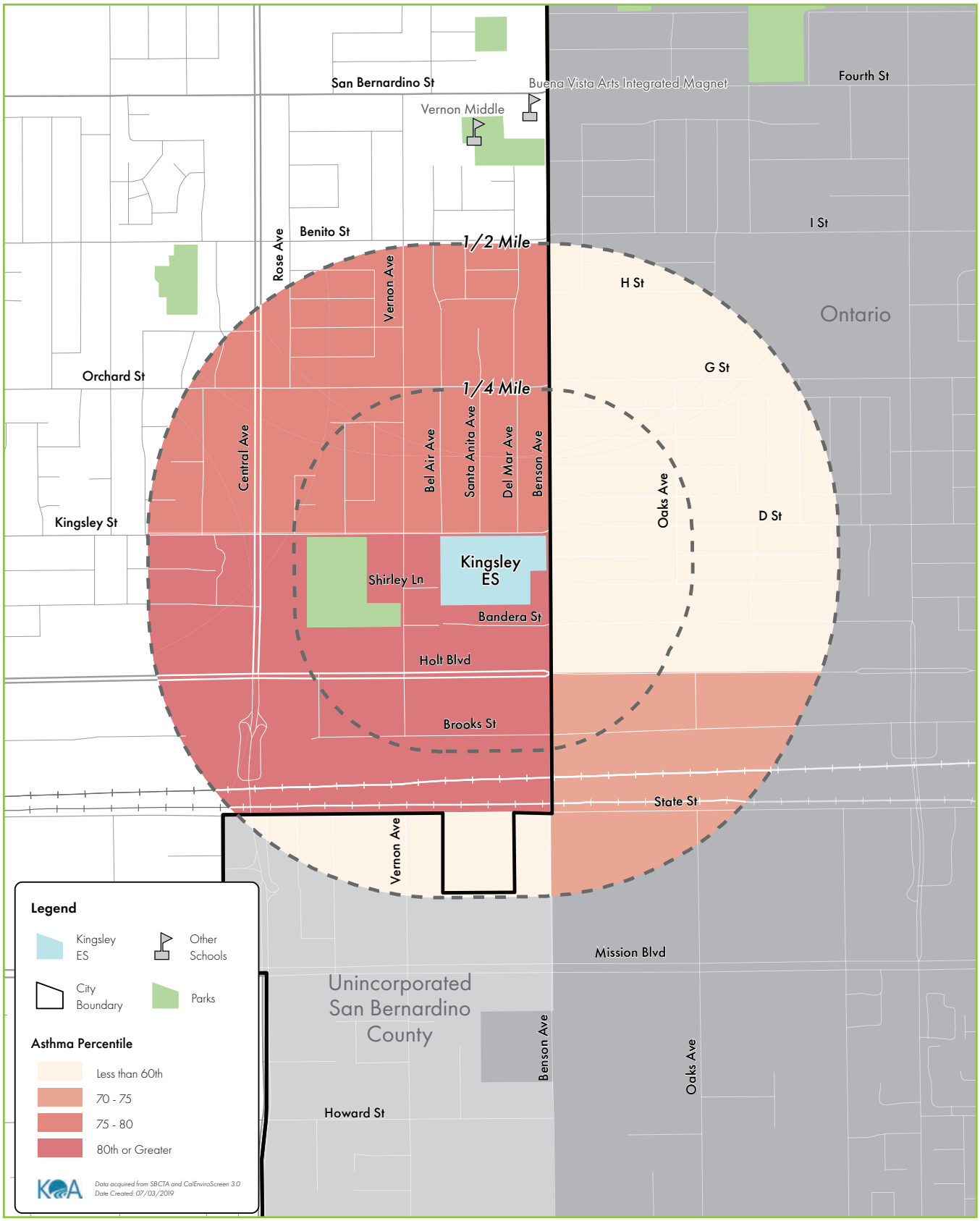

Figure C-3.6: Population With Asthma Within A 1/4 And 1/2 Mile Of Kingsley Elementary School

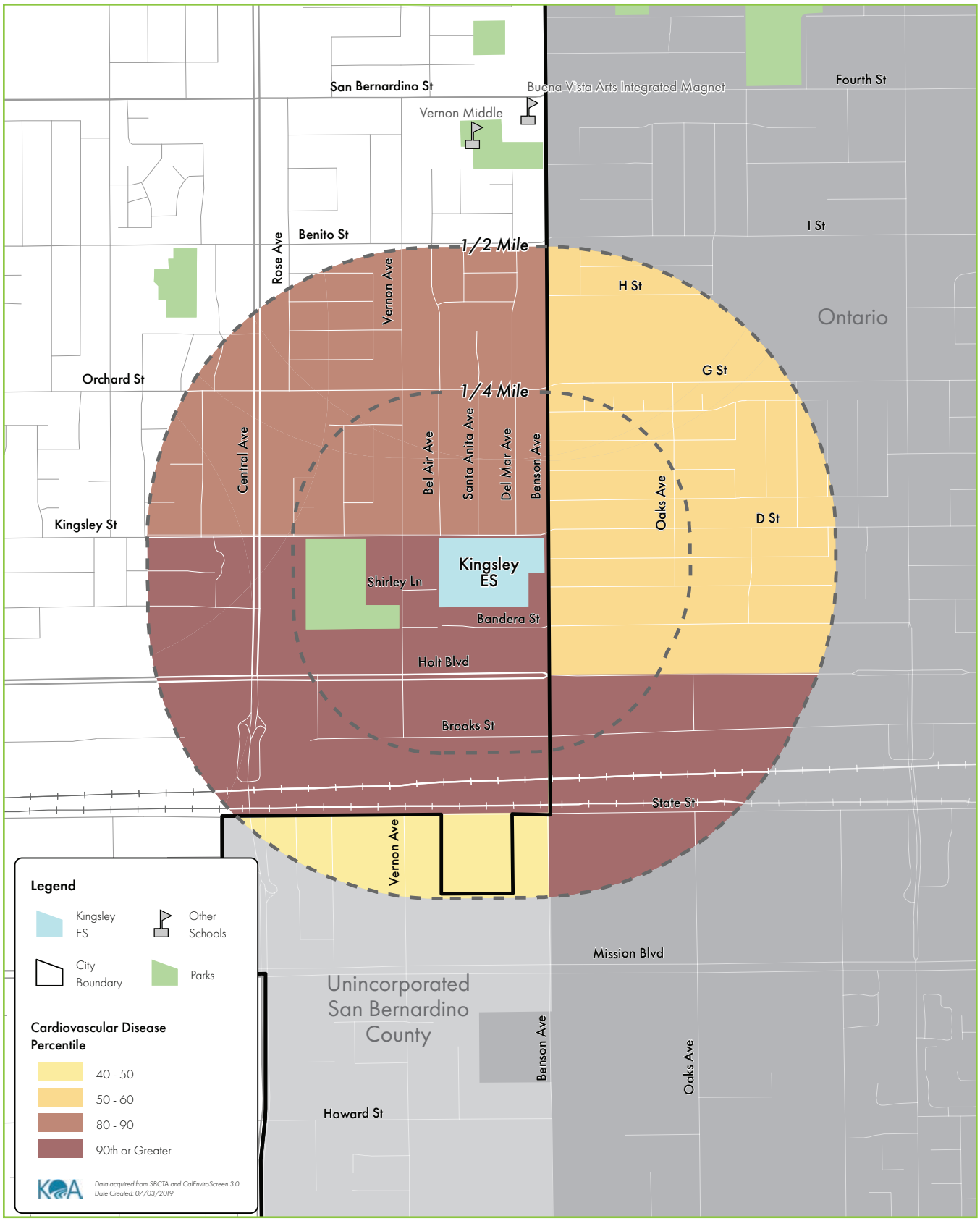

Figure C-3.7: Population With Cardiovascular Disease Within A 1/4 And 1/2 Mile Of Kingsley Elementary School

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Lehigh Elementary School

DEMOGRAPHIC CHARACTERISTICS

Median Household Income

Approximately 60% of households within ½ mile of Lehigh Elementary School have a median household income less than $50,000 per year. For this same area, the estimated median household income is $49,792 which is lower than both the citywide median of $54,192 and the countywide median of $57,156.

Population Younger than 18 Years Old

Approximately 1 in 4 (27.1%) of residents living within ½ mile of Lehigh Elementary School are under the age of 18. This ratio is just above both the citywide population share of 25.6% and the countywide share of 27.0%. Within ½ mile of the school boundary, a majority of the Census Block Groups have a rate between 20% - 30%.

Households with Limited English Capabilities

The area surrounding the Lehigh Elementary School boundary have large Asian and Hispanic communities. Approximately 77% of households within ½ mile of the school are of Hispanic descent and 11% are of Asian descent. The abundance of Asian and Hispanic households within the area has a positive correlation with households with limited English Capabilities. Roughly 20% of households are limited English households.

MEDIAN HOUSEHOLD INCOME

	Percent
< $25,000	24.7%
$25,000 - $49,999	34.6%
$50,000 - $74,999	15.2%
$75,000 - $99,999	12.7%
$100,000 - $149,999	9.4%
$150,000 or More	3.4%

AGE

	Percent
< 18	27.1%
18 - 34	30.7%
35 - 49	21.1%
50 - 64	13.2%
65 or older	7.9%

LANGUAGE CAPABILITIES

	Percent
English Only Speaking Households	21.1%
Spanish Speaking Household	65.8%
Spanish Speaking Households w/ Limited English	15.0%
Limited English Households	19.8%

Figure C-4.1: Median Household Income Within A 1/4 And 1/2 Mile Of Lehigh Elementary School

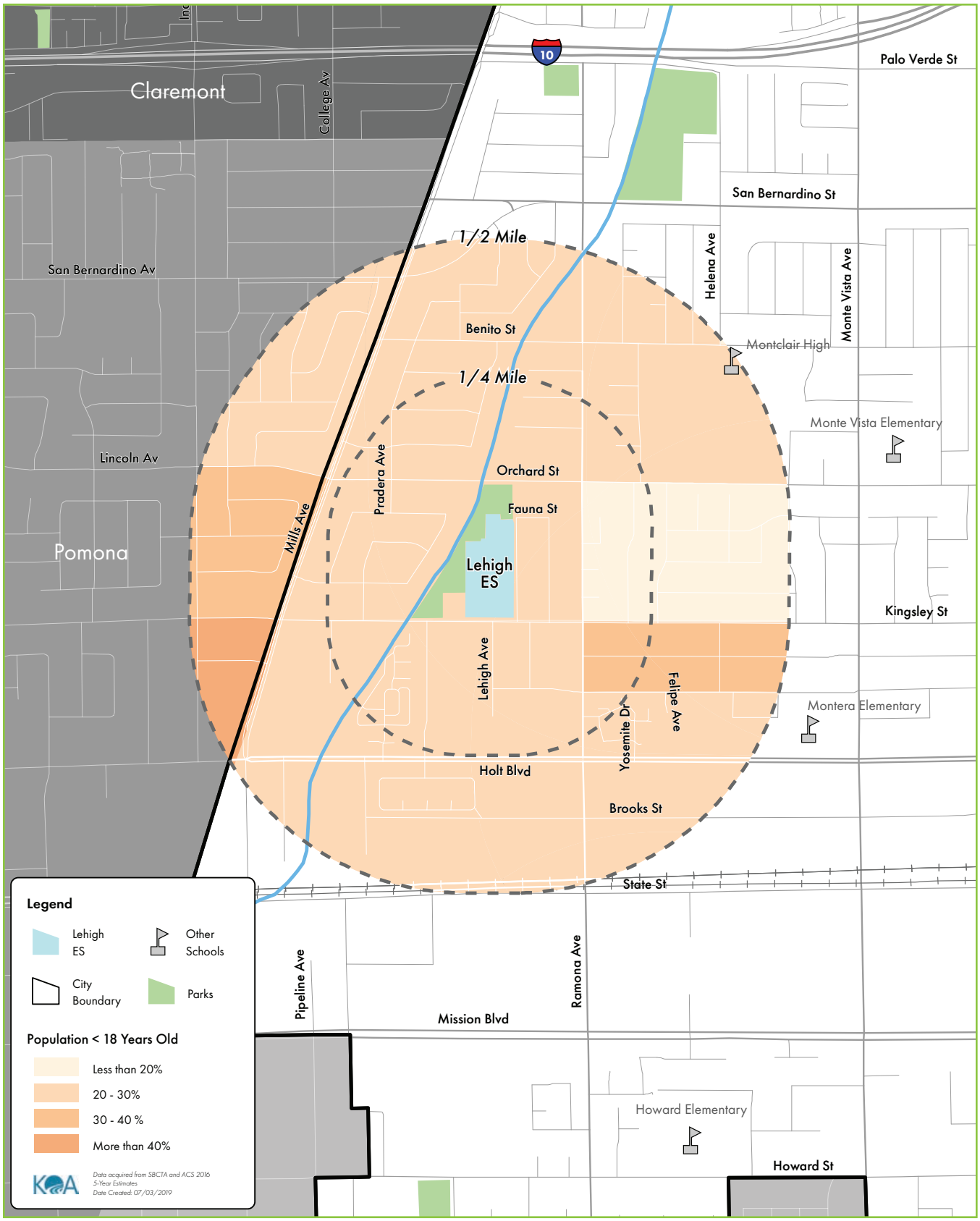

Figure C-4.2: Population Younger Than 18 Years Old Within A 1/4 And 1/2 Mile Of Lehigh Elementary School

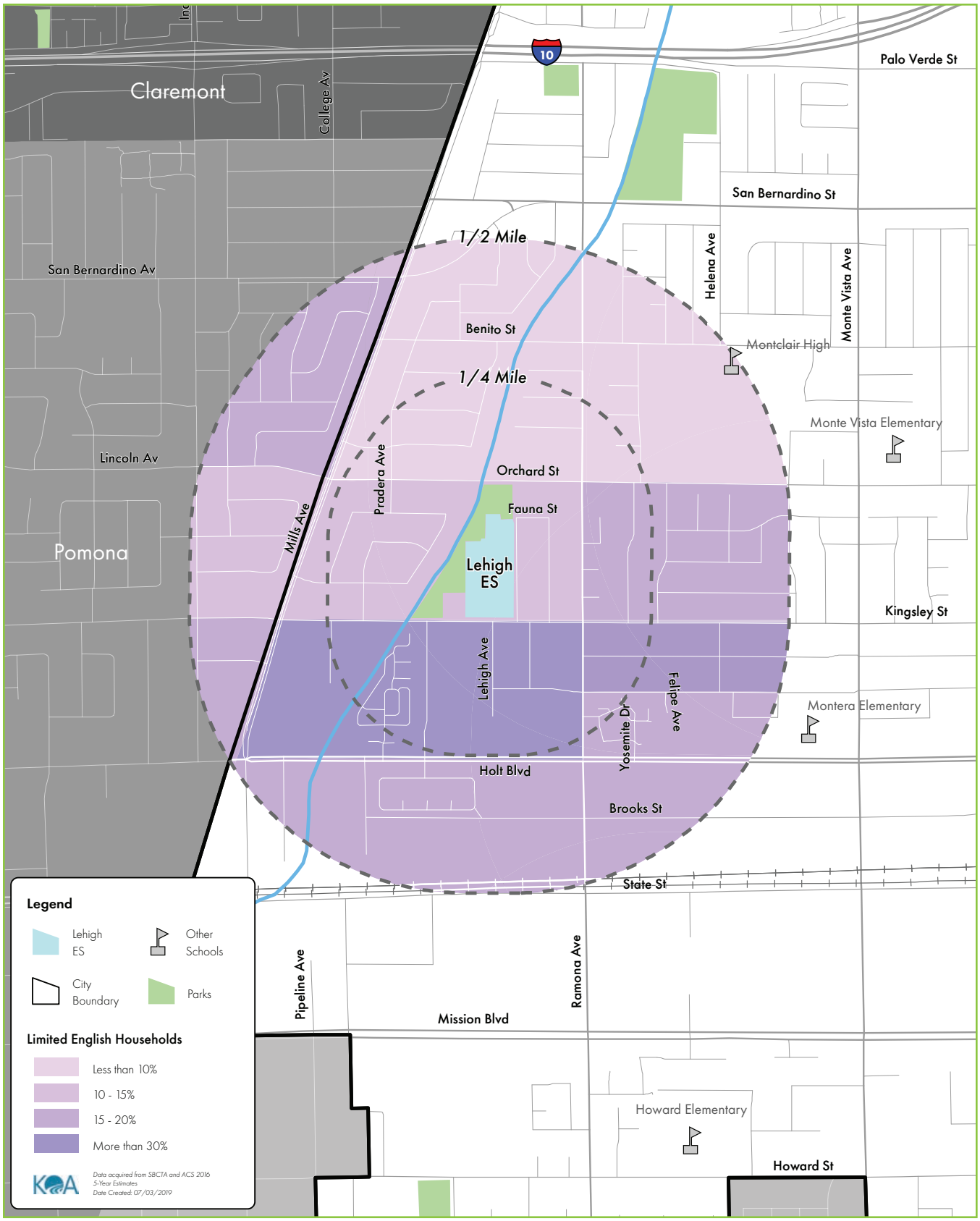

Figure C-4.3: Households With Limited English Capabilities Within A 1/4 And 1/2 Mile Of Lehigh Elementary School

Vehicle, Pedestrian-Involved, and Bicycle-Involved Collisions

Within a ½ mile radius of Lehigh Elementary School, 180 collisions occurred between 2014-2018. Of those collisions, 17.8% involved a pedestrian or bicyclist. Of the 32 pedestrian and bicyclist involved- collisions, one resulted in a fatality, and three resulted in victims with severe injuries. The top two primary collision factors for pedestrian-involved collisions were pedestrian violation and pedestrian right-of-way. Pedestrian right-of-way indicates that the vehicle was infringing on the pedestrian's right-of-way, while a pedestrian violation indicates that the pedestrian was infringing on the vehicle's right-of-way. The top two primary collision factors for bicyclist-involved collisions were traffic signals & signs and improper turning. The top two intersections for pedestrian-involved collisions were Bandera Street & Ramona Avenue and Indian Hill Boulevard & Kingsley Avenue, both with three collisions each. The top two intersections for bicyclist-involved collisions were Orchard Street & Ramona Avenue and Bandera Street & Helena Avenue, both with two collisions each.

COLLISION TYPE

	# of Collisions	Percent
Pedestrian	16	8.9%
Bicycle	16	8.9%
Total Collisions	180	100.0%
Total Ped & Bike Collisions	32	17.8%

PEDESTRIAN INJURY STATUS

	# of Collisions	Percent
Fatal	0	0.0%
Severely Injured	0	0.0%
Visible Injury	9	56.3%
Complaint of Pain	7	43.8%
Total Injured or Killed	16	100.0%

BICYCLE INJURY STATUS

	# of Collisions	Percent
Fatal	1	6.3%
Severely Injured	3	18.8%
Visible Injury	9	56.3%
Complaint of Pain	3	18.8%
Total Injured or Killed	16	100.0%

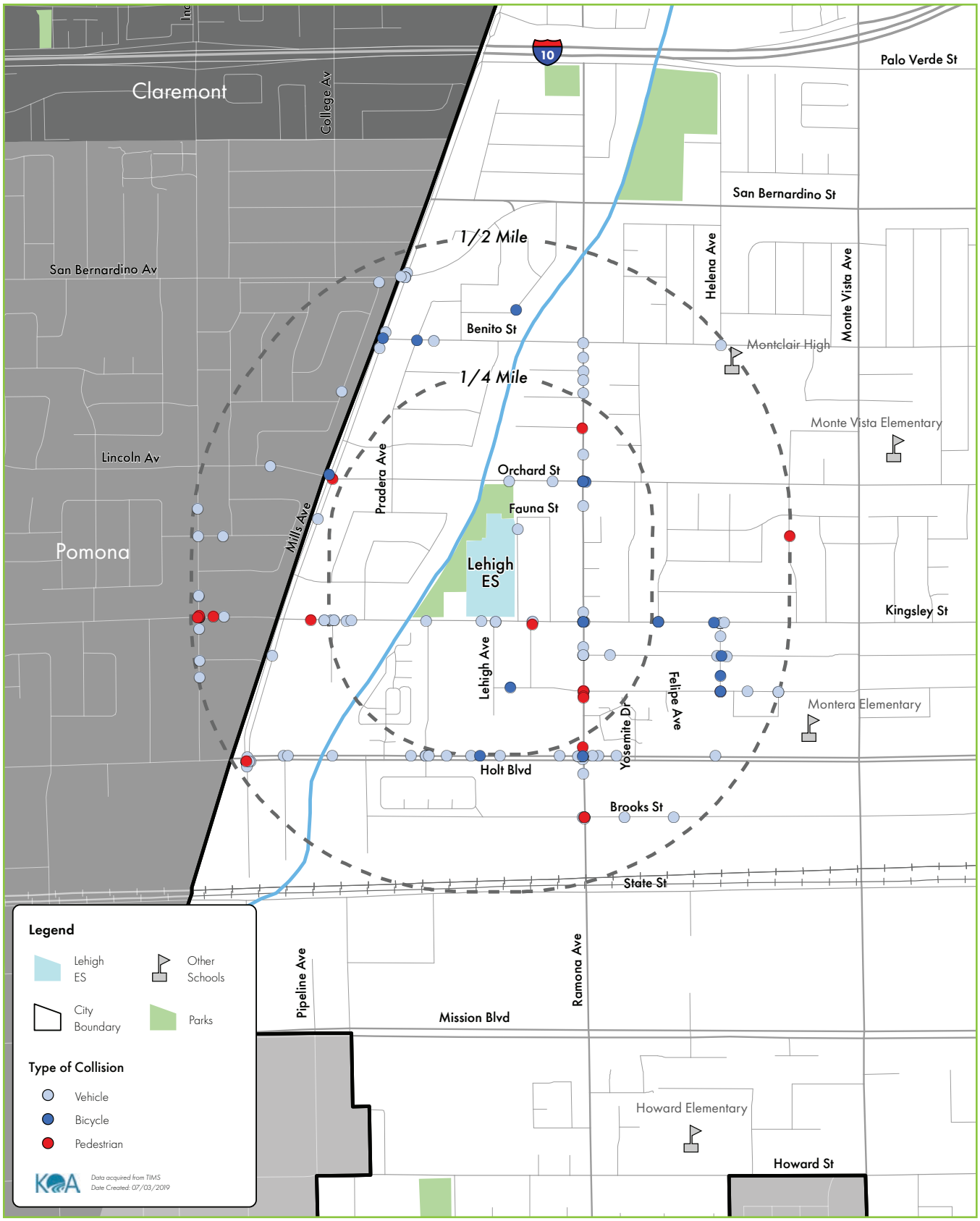

Figure C-4.4: Map Of Pedestrian, Bicycle, And Vehicle Collisions That Occurred Within A 1/4 And 1/2 Mile Of Lehigh Elementary School

Montclair Police Citations

Within ¼ mile of Lehigh Elementary School, 194 police citations were noted. Of those, 78% were as a result of a vehicle failing to stop at the stop sign limit line, crosswalk, or entrance of the intersection. Additionally, 7% were as a result of a vehicle failing to obey MUTCD, regulatory signage, or signals, and 7% were as a result of speeding. Approximately 69% of citations occurred on weekdays (Monday – Friday) and roughly 36% occurred during peak AM and PM hours. The top three intersections and locations for citation frequency within ¼ mile of the school were Kingsley Street & Ramona Avenue, Orchard Street & Ramona Avenue, and 10200 Lehigh Avenue. Other notable intersections and locations within ½ mile Lehigh Elementary included Orchard Street & Helena Avenue, Ramona Avenue & Brooks Street, and Benito Street & Helena Avenue.

CITATION VIOLATION

	# of Citations	Percent
Failure to stop at stop sign limit line, crosswalk, or entrance of intersection	151	77.8%
Failure to obey MUTCD/ regulatory sign/ signal	14	7.2%
Speeding (speed greater than in reasonable)	14	7.2%
Failure to yield right-of-way for pedestrian in crosswalk	9	4.6%
Unsafe turning/lane change	5	2.6%
Failure to stop at red traffic signal	1	0.5%

CITATION TIME OF DAY

	# of Citations	Percent
12:00-2:59AM	18	9.3%
3:00 - 5:59AM	21	10.8%
6:00 - 8:59AM	49	25.3%
9:00 - 11:59AM	16	8.2%
12:00 - 2:59PM	20	10.3%
3:00 - 5:59PM	27	13.9%
6:00 - 8:59PM	25	12.9%
9:00 - 11:59PM	18	9.3%

CITATION DAY OF THE WEEK

	# of Citations	Percent
Monday	31	16.0%
Tuesday	27	13.9%
Wednesday	25	12.9%
Thursday	29	15.0%
Friday	22	11.3%
Saturday	26	13.4%
Sunday	34	17.5%

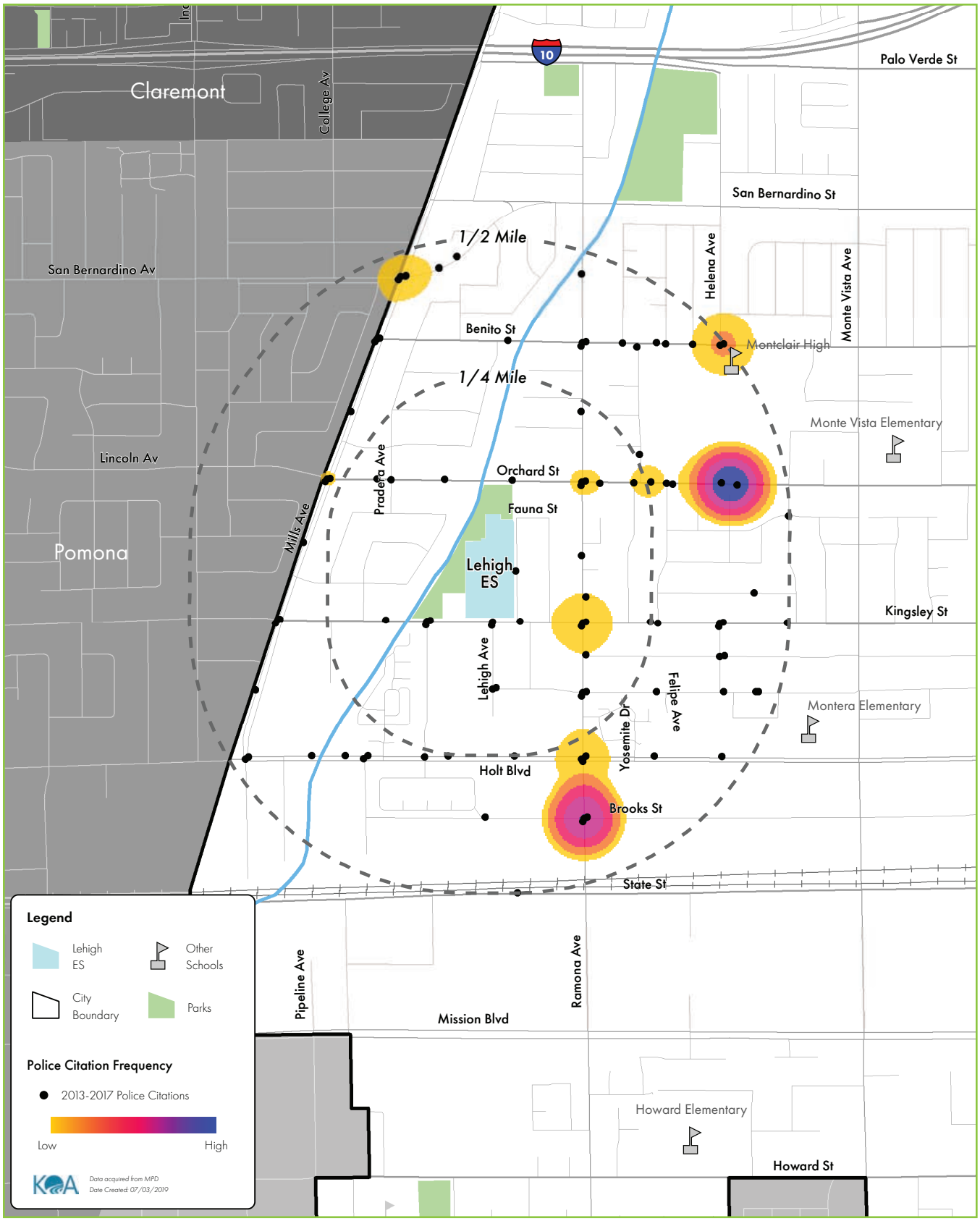

Figure C-4.5: Location Of Police Citations Within A 1/4 And 1/2 Mile Of Lehigh Elementary School

Population with Asthma

The rates of asthma-related hospital visits surrounding Lehigh Elementary School ranked in the 68th percentile of all statewide Census Tracts according to CalEnviroScreen 3.0. All Census Tracts within Montclair and within the ½ mile of the school ranked in the 80th percentile or greater of all Census Tracts in California. Prioritizing the active transportation mode within communities with high asthma rates could decrease pollution leading to enhanced air quality and lower rates of asthma.

Households with Cardiovascular Disease

The rates of cardiovascular disease-related hospital visits surrounding Lehigh Elementary School ranked in the 68th percentile of all statewide Census Tracts according CalEnviroScreen 3.0. These communities could benefit from improved active transportation infrastructure, and active transportation awareness and education. While most cases of cardiovascular disease were among adults, educating the younger generation of the benefits of walking and riding a bicycle would encourage healthy lifestyle habits which could reduce the risk of developing cardiovascular diseases in adulthood.

HEALTH CHARACTERISTICS

	Percentile
Asthma Percentile	68th
Cardiovascular Disease Percentile	68th
Ozone Percentile	75th
PM 2.5 Percentile	84th
Diesel PM Percentile	78th
Traffic Density Percentile	32nd

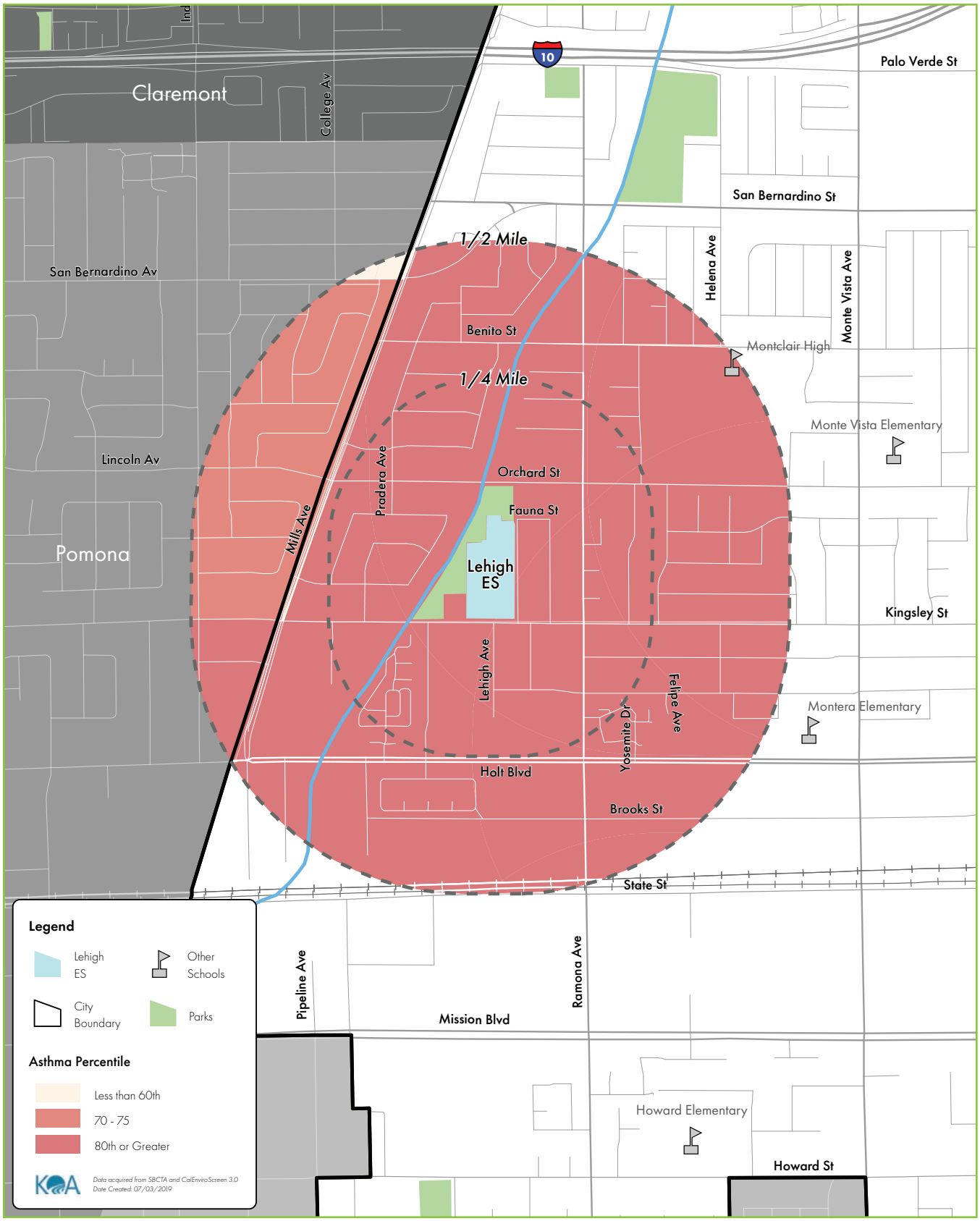

Figure C-4.6: Population With Asthma Within A 1/4 And 1/2 Mile Of Lehigh Elementary School

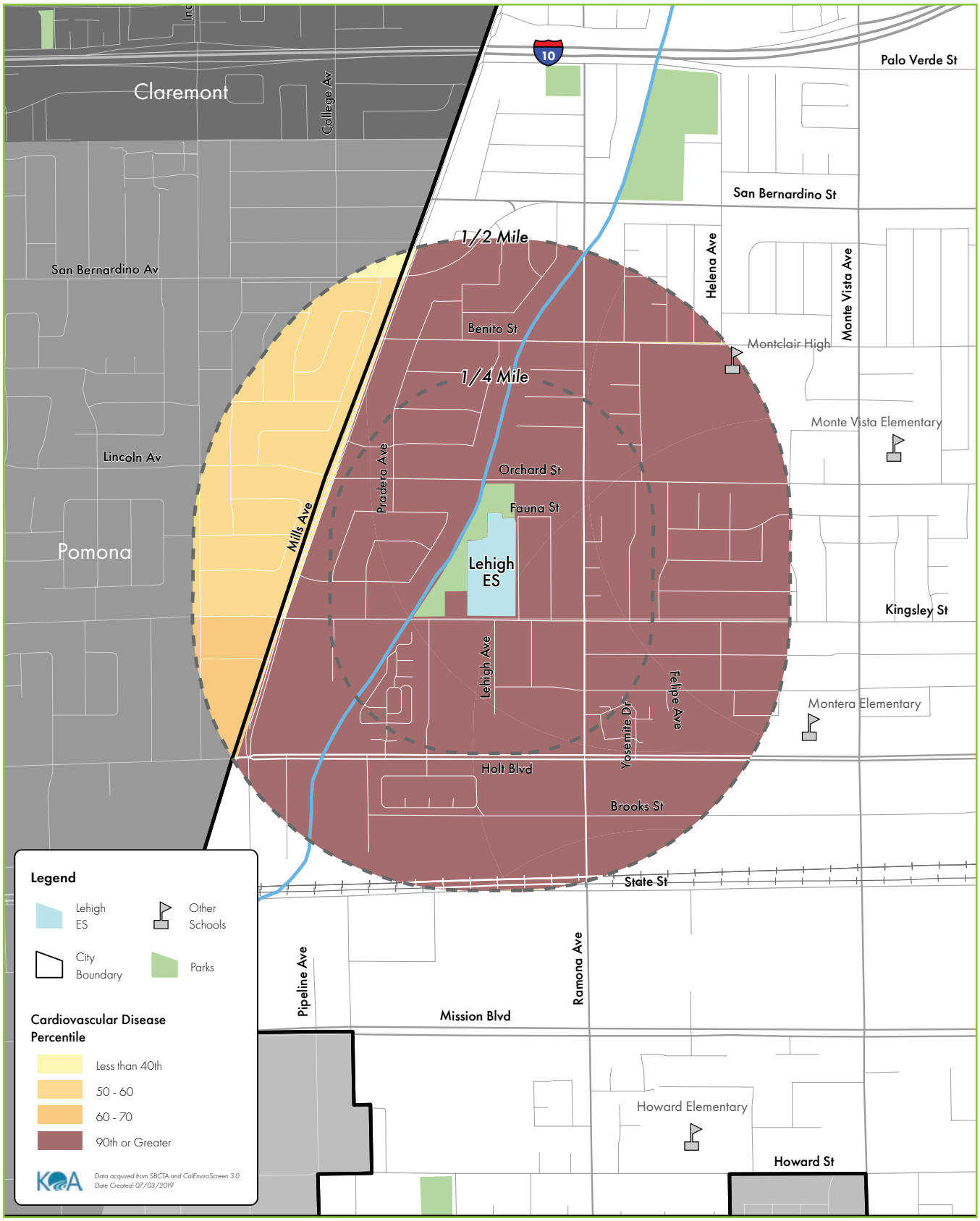

Figure C-4.7: Population With Cardiovascular Disease Within A 1/4 And 1/2 Mile Of Lehigh Elementary School

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Montclair High School

DEMOGRAPHIC CHARACTERISTICS

Median Household Income

Approximately 50% of households within ½ mile of Montclair High School have a median household income less than $50,000 per year. For this same area, the estimated median household income is $54,069 which is lower than both the citywide median of $54,192 and the countywide median of $57,156.

Population Younger than 18 Years Old

Approximately 1 in 4 (26.1%) of residents living within ½ mile of Montclair High School are under the age of 18. This ratio is just above the citywide population share of 25.6% and below the countywide share of 27.0%. Within ½ mile of the school boundary, a majority of the Census Block Groups have a rate between 20% - 30%.

Households with Limited English Capabilities

The area surrounding Montclair High School has large Asian and Hispanic communities. Approximately 74% of households within ½ mile of the school are of Hispanic descent and 9% are of Asian descent. The abundance of Asian and Hispanic households within the area has a positive correlation with households with limited English Capabilities. Roughly 15% of households are limited English households.

MEDIAN HOUSEHOLD INCOME

	Percent
< $25,000	19.4%
$25,000 - $49,999	30.9%
$50,000 - $74,999	17.9%
$75,000 - $99,999	13.7%
$100,000 - $149,999	13.0%
$150,000 or More	5.1%

AGE

	Percent
< 18	26.1%
18 - 34	28.2%
35 - 49	21.6%
50 - 64	14.3%
65 or older	9.7%

LANGUAGE CAPABILITIES

	Percent
English Only Speaking Households	25.0%
Spanish Speaking Household	63.1%
Spanish Speaking Households w/ Limited English	10.4%
Limited English Households	14.8%

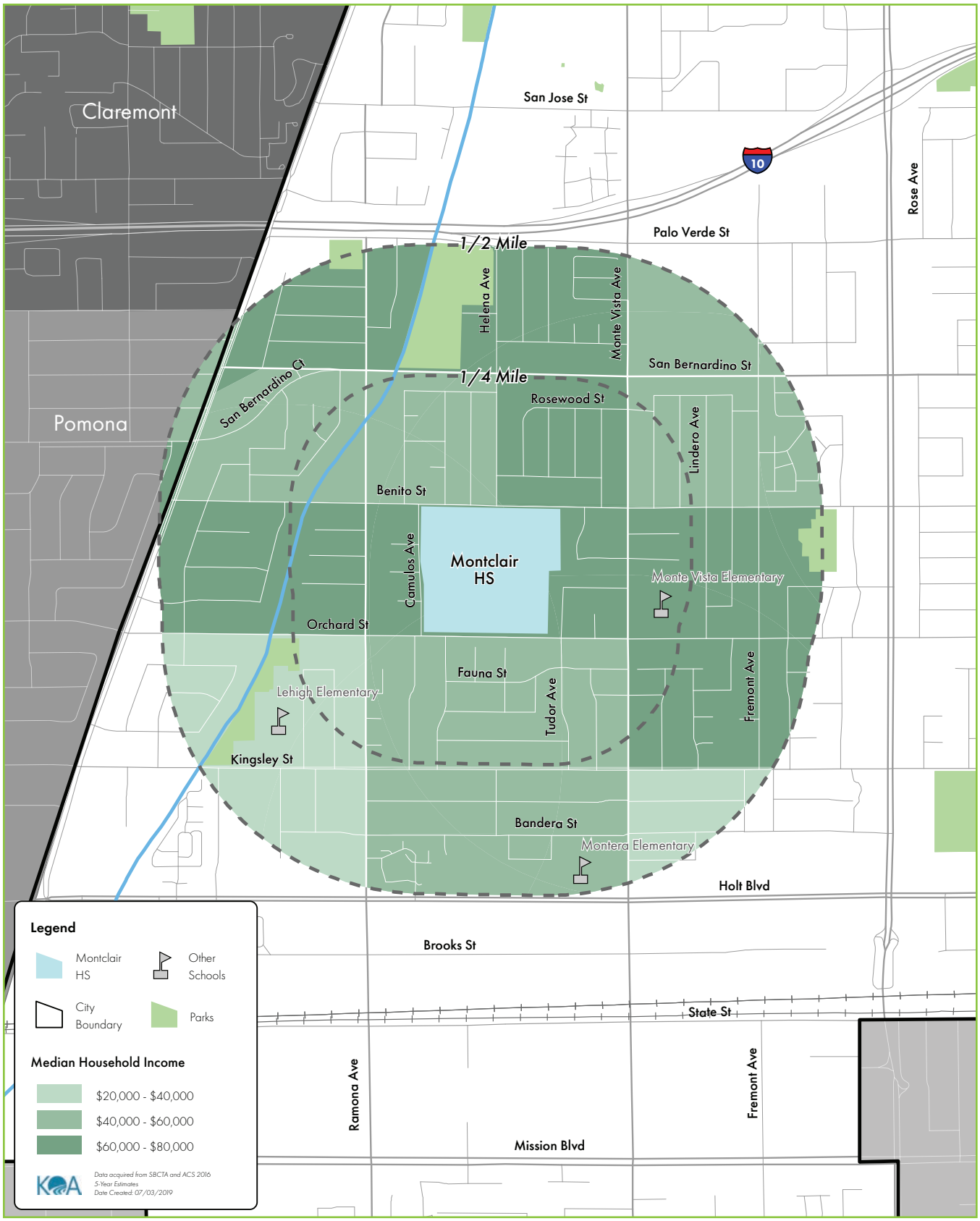

Figure C-5.1: Median Household Income Within A 1/4 And 1/2 Mile Of Montclair High School

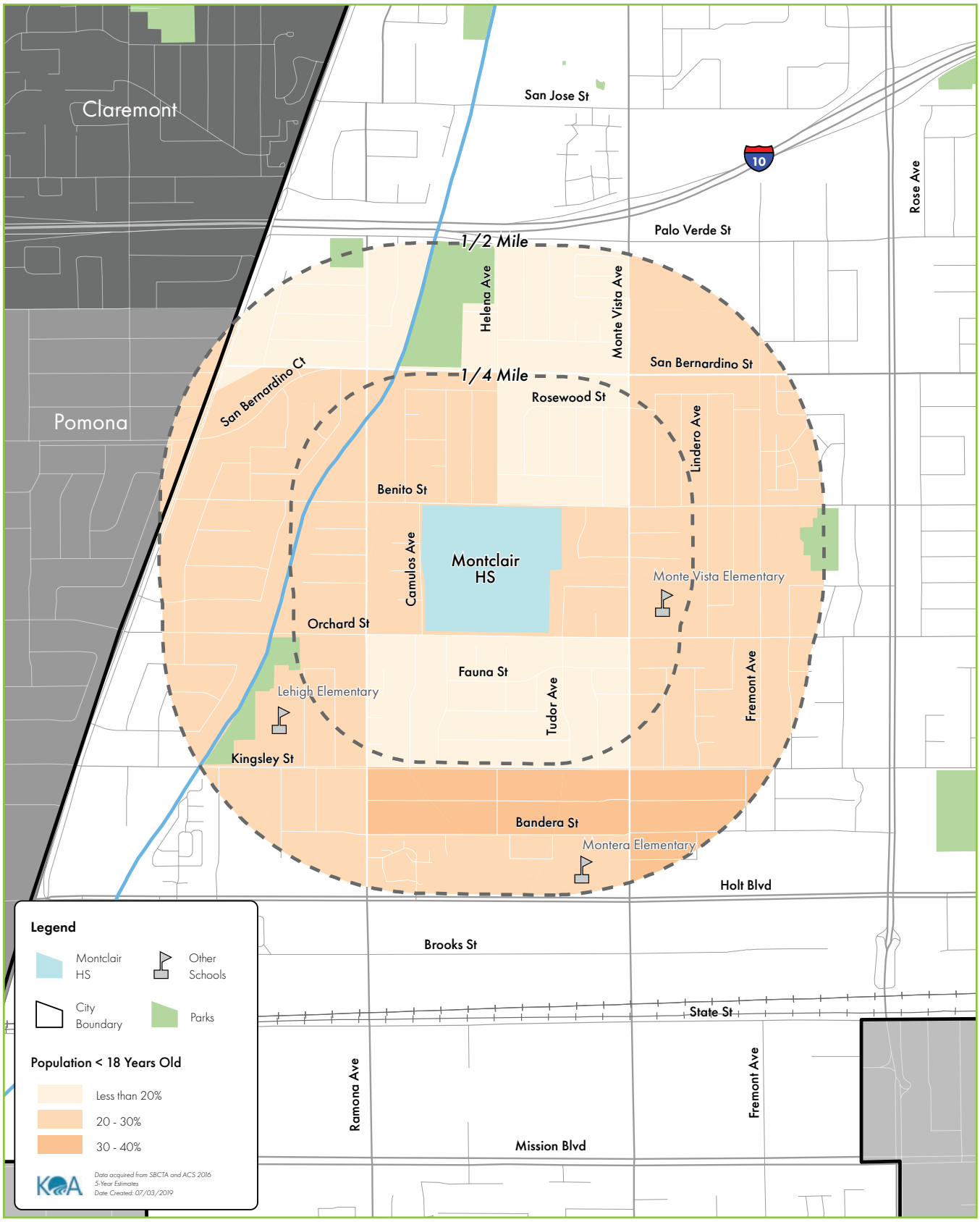

Figure C-5.2: Population Younger Than 18 Years Old Within A 1/4 And 1/2 Mile Of Montclair High School

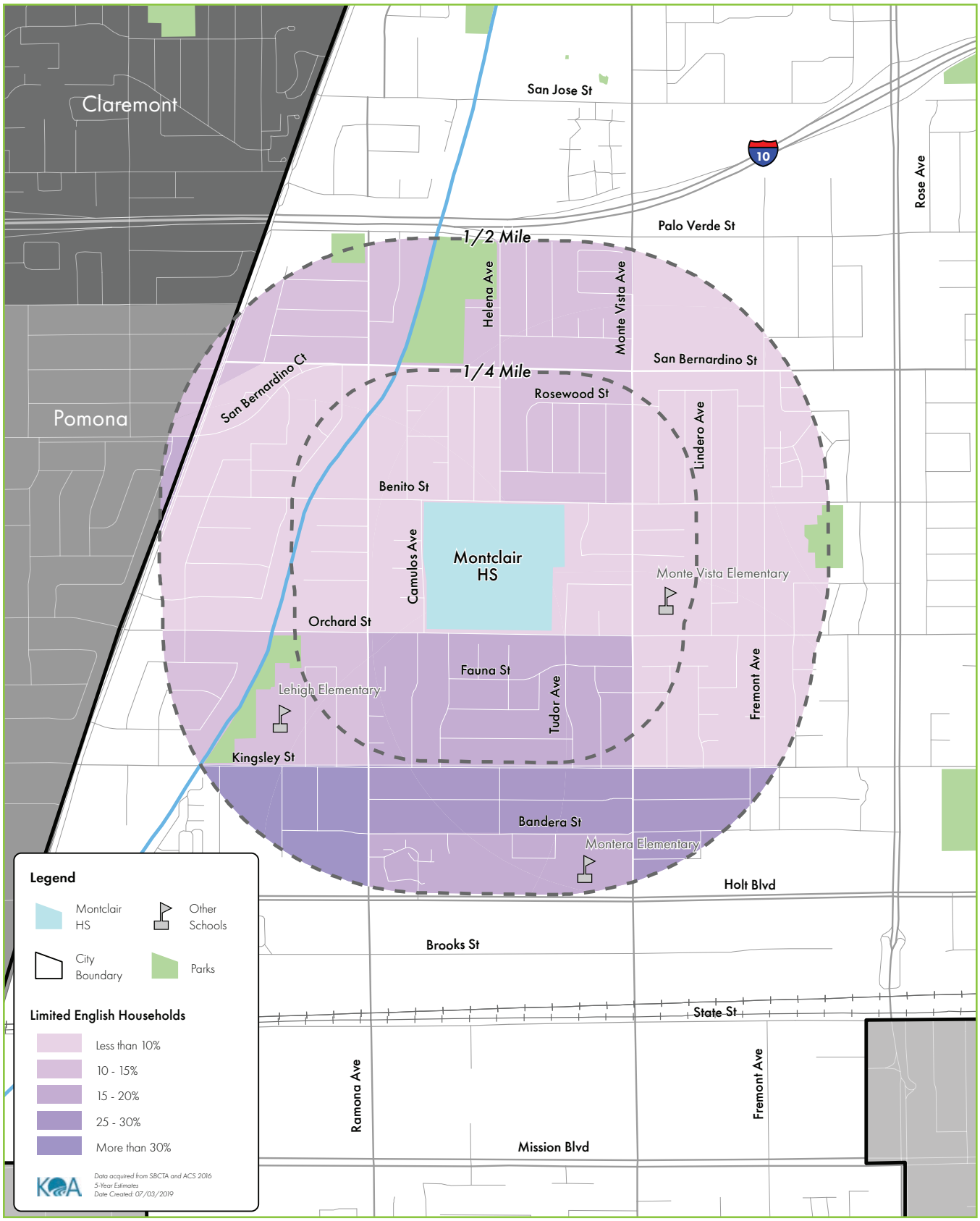

Figure C-5.3: Households With Limited English Capabilities Within A 1/4 And 1/2 Mile Of Montclair High School

Vehicle, Pedestrian-Involved, and Bicycle-Involved Collisions

Within a ½ mile radius of Montclair High School, 219 collisions occurred between 2014-2018. Of those collisions, 17.8% involved a pedestrian or bicyclist. Of the 39 pedestrian and bicyclist involved-collisions, one resulted in a fatality, and six resulted in victims with severe injuries. The top two primary collision factors for pedestrian-involved collisions were pedestrian violation and pedestrian right-of-way. Pedestrian right-of-way indicates that the vehicle was infringing on the pedestrian's right-of-way, while a pedestrian violation indicates that the pedestrian was infringing on the vehicle's right-of-way. The top two primary collision factors for bicyclist-involved collisions were traffic signals & signs and automobile right-of-way. The top two intersections for pedestrian- involved collisions were Bandera Street & Ramona Avenue and Orchard Street & Tudor Avenue, with three and two collisions respectively. The top two intersections for bicyclist-involved collisions were Orchard Street & Ramona Avenue and Bandera Street & Helena Avenue, both with two collisions each.

COLLISION TYPE

	# of Collisions	Percent
Pedestrian	20	9.1%
Bicycle	19	8.7%
Total Collisions	219	100.0%
Total Ped & Bike Collisions	39	17.8%

PEDESTRIAN INJURY STATUS

	# of Collisions	Percent
Fatal	0	0.0%
Severely Injured	4	20.0%
Visible Injury	8	40.0%
Complaint of Pain	8	40.0%
Total Injured or Killed	20	100.0%

BICYCLE INJURY STATUS

	# of Collisions	Percent
Fatal	1	5.3%
Severely Injured	2	10.5%
Visible Injury	9	47.4%
Complaint of Pain	7	36.8%
Total Injured or Killed	19	100.0%

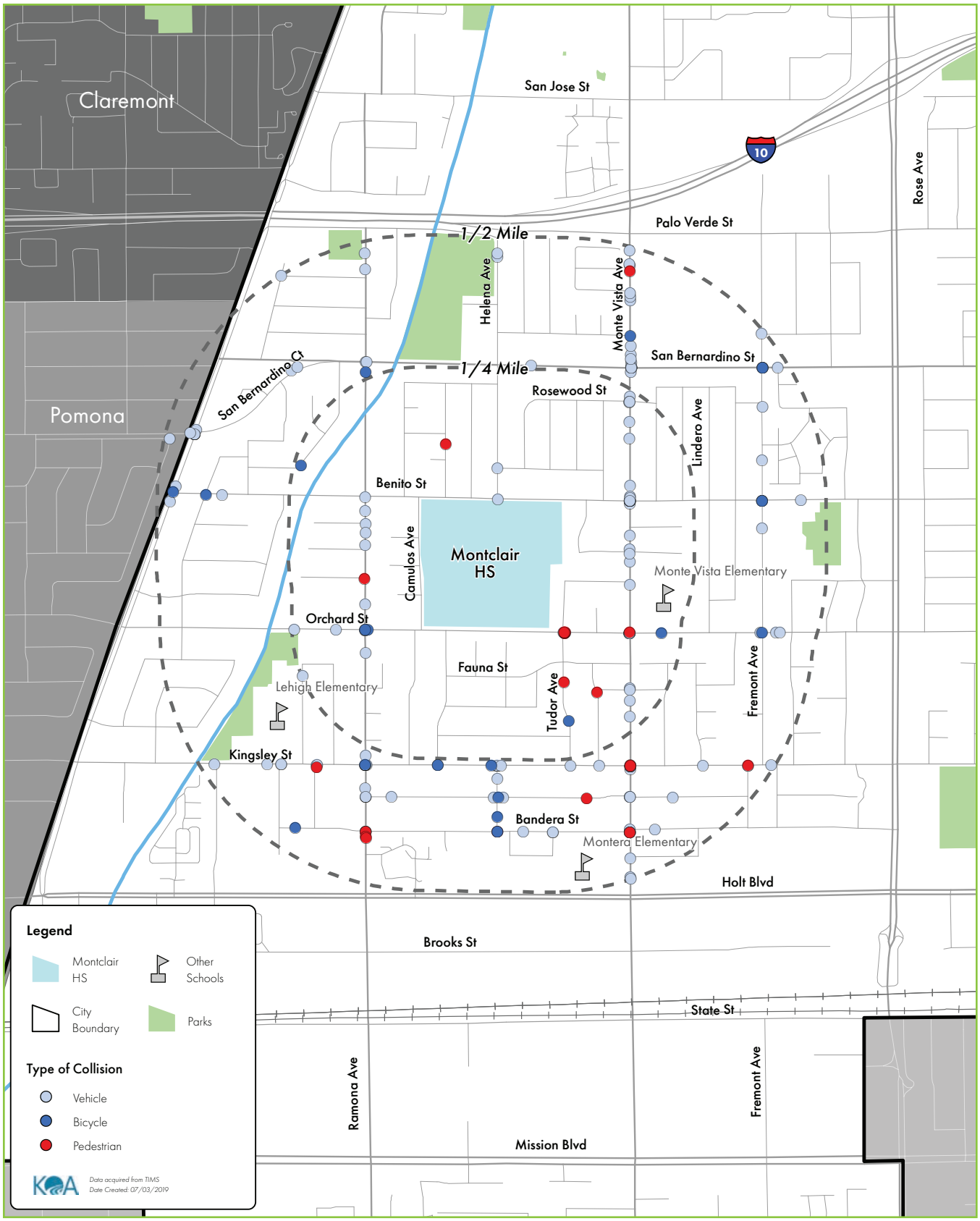

Figure C-5.4: Map Of Pedestrian, Bicycle, And Vehicle Collisions That Occurred Within A 1/4 And 1/2 Mile Of Montclair High School

Montclair Police Citations

Within ¼ mile of Montclair High School, 1,246 police citations were noted. Of those, 34% were as a result of speeding, 32% were as a result of a vehicle failing to obey MUTCD, regulatory signage, or signals and 27% were as a result of a vehicle failing to stop at a red traffic signal. Approximately 91% of citations occurred on weekdays (Monday – Friday) and roughly 36% occurred during peak AM and PM hours. The top three intersections and locations for citation frequency within ¼ mile of the school were 9900 Monte Vista Avenue, Benito Street & Monte Vista Avenue, and 4725 Orchard Street. Other notable intersections and locations within ½ mile Montclair High include Ramona Avenue & San Bernardino Street, Monte Vista Avenue & Kingsley Street, and Kingsley Street & Ramona Avenue.

CITATION VIOLATION

	# of Citations	Percent
MileSpeeding (speed greater than in reasonable)	428	34.4%
Failure to obey MUTCD/regulatory sign/signal	399	32.0%
Failure to stop at red traffic signal	336	27.0%
Failure to yield right-of-way for pedestrian in crosswalk	28	2.3%
Unsafe turning/lane change	19	1.5%
Failure to stop at stop sign limit line, crosswalk, or entrance of intersection	16	1.3%
Failure to obey turning movement sign/signal	8	0.6%
Turning against red arrow signal	6	0.5%
Pedestrian failing to yield to traffic (not in crosswalk)	6	0.5%

CITATION TIME OF DAY

	# of Citations	Percent
12:00-2:59AM	18	9.3%
3:00 - 5:59AM	21	10.8%
6:00 - 8:59AM	49	25.3%
9:00 - 11:59AM	16	8.2%
12:00 - 2:59PM	20	10.3%
3:00 - 5:59PM	27	13.9%
6:00 - 8:59PM	25	12.9%
9:00 - 11:59PM	18	9.3%

CITATION DAY OF THE WEEK

	# of Citations	Percent
Monday	211	16.9%
Tuesday	237	19.0%
Wednesday	268	21.5%
Thursday	247	19.8%
Friday	168	13.5%
Saturday	60	4.8%
Sunday	55	4.4%

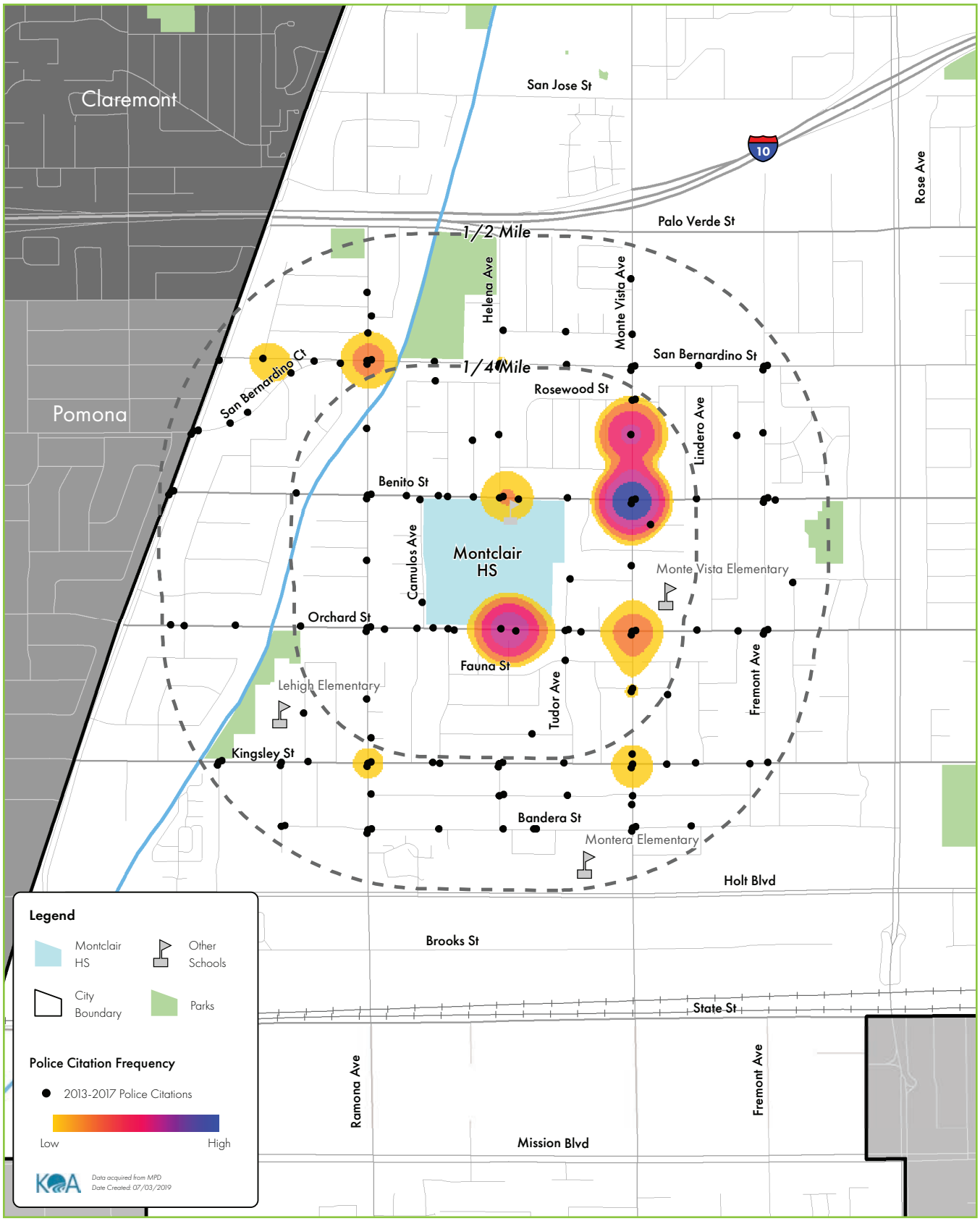

Figure C-5.5: Location Of Police Citations Within A 1/4 And 1/2 Mile Of Montclair High School

Population with Asthma

The rates of asthma-related hospital visits surrounding Montclair High School ranked in the 71st percentile of all statewide Census Tracts according to CalEnviroScreen 3.0. A majority of Census Tracts within the ½ mile of the school ranked in the 80th percentile or greater of all Census Tracts in California. Prioritizing the active transportation mode within communities with high asthma rates could decrease pollution leading to enhanced air quality and lower rates of asthma.

Households with Cardiovascular Disease

The rates of cardiovascular disease-related hospital visits surrounding Montclair High School ranked in the 77th percentile of all statewide Census Tracts according CalEnviroScreen 3.0. These communities could benefit from improved active transportation infrastructure, and active transportation awareness and education. While most cases of cardiovascular disease were among adults, educating the younger generation of the benefits of walking and riding a bicycle would encourage healthy lifestyle habits which could reduce the risk of developing cardiovascular diseases in adulthood.

HEALTH CHARACTERISTICS

	Percentile
Asthma Percentile	71st
Cardiovascular Disease Percentile	77th
Ozone Percentile	78th
PM 2.5 Percentile	85th
Diesel PM Percentile	82nd
Traffic Density Percentile	42nd

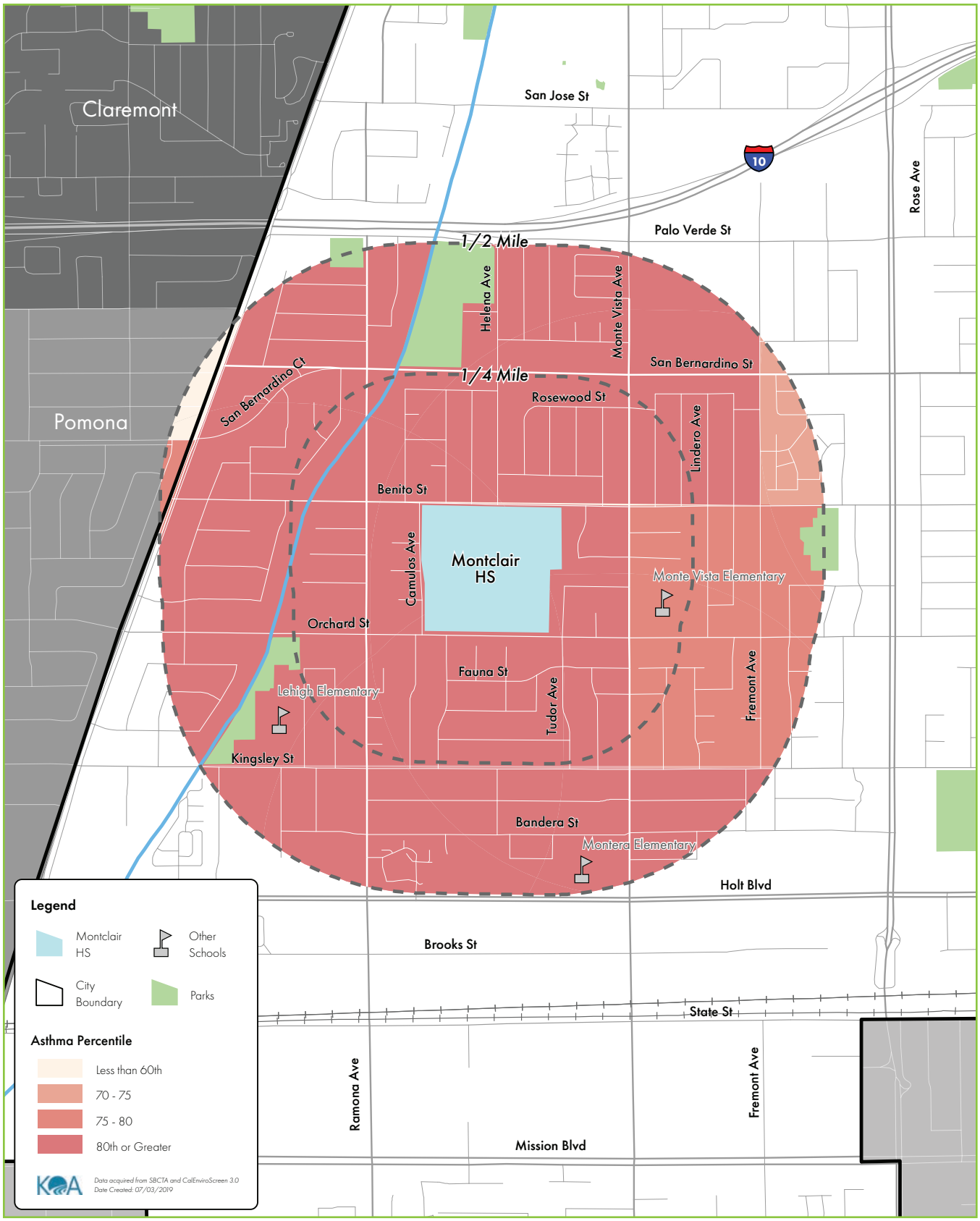

Figure C-5.6: Population With Asthma Within A 1/4 And 1/2 Mile Of Montclair High School

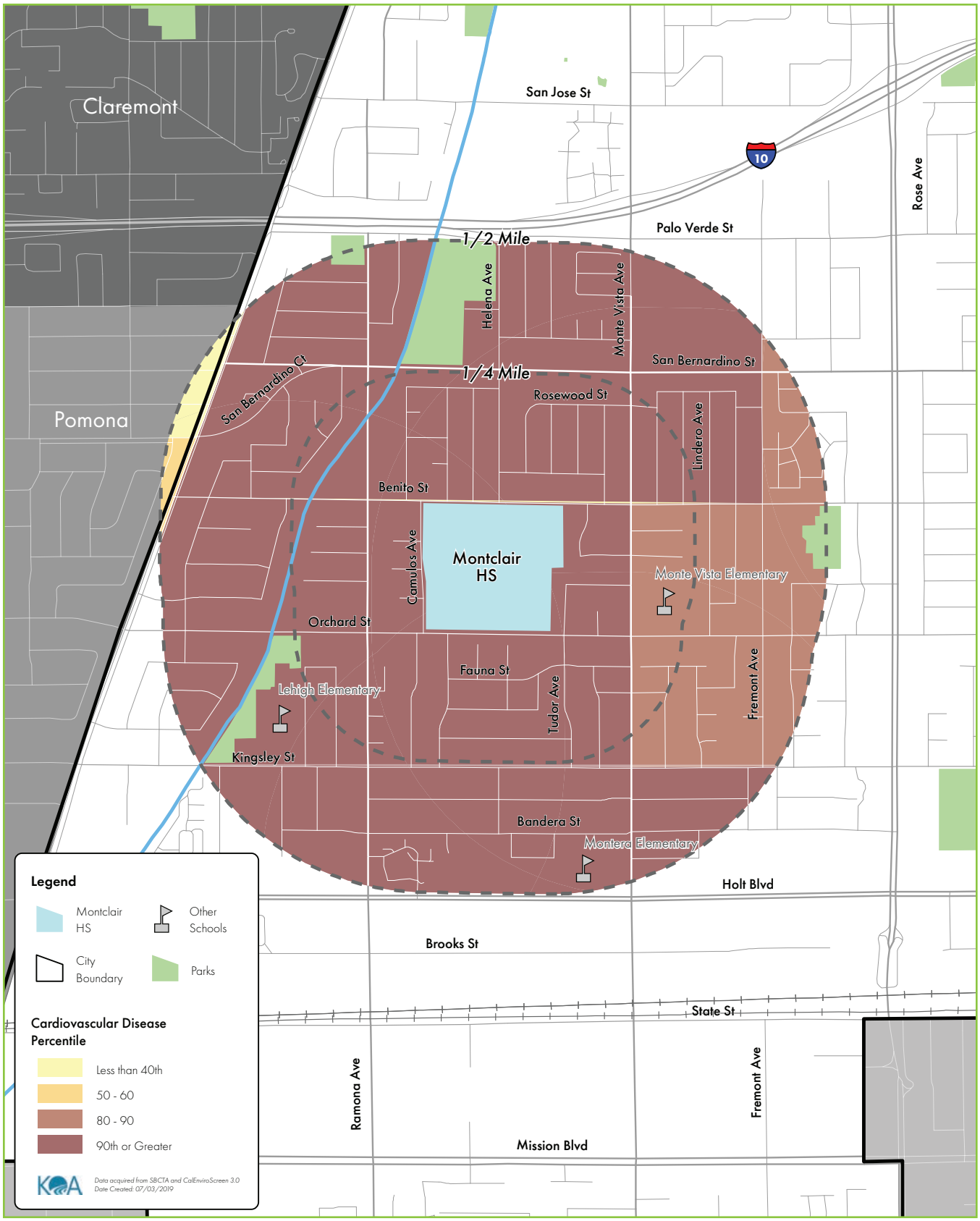

Figure C-5.7: Population With Cardiovascular Disease Within A 1/4 And 1/2 Mile Of Montclair High School

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Monte Vista Elementary School

DEMOGRAPHIC CHARACTERISTICS

Median Household Income

Approximately 50% of households within ½ mile of Monte Vista Elemenrary School have a median household income less than $50,000 per year. For this same area, the estimated median household income is $58,249 which is higher than both the citywide median of $54,192 and the countywide median of $57,156.

Population Younger than 18 Years Old

Approximately 1 in 4 (28.0%) of residents living within ½ mile of Monte Vista Elementary School are under the age of 18. This ratio is above both the citywide population share of 25.6% the countywide share of 27.0%. Within ½ mile of the school boundary, a majority of the Census Block Groups have a rate less than 30%, with the exception of the southern Block Groups having rates between 30%-40%.

Households with Limited English Capabilities

The area surrounding Monte Vista Elementary School has large Asian and Hispanic communities. Approximately 73% of households within ½ mile of the school are of Hispanic descent and 8% are of Asian descent. The abundance of Asian and Hispanic households within the area has a positive correlation with households with limited English Capabilities. Roughly 14% of households are limited English households.

MEDIAN HOUSEHOLD INCOME

	Percent
< $25,000	20.0%
$25,000 - $49,999	29.9%
$50,000 - $74,999	19.0%
$75,000 - $99,999	12.5%
$100,000 - $149,999	13.2%
$150,000 or More	5.5%

AGE

	Percent
< 18	28.0%
18 - 34	25.5%
35 - 49	21.1%
50 - 64	15.3%
65 or older	10.2%

LANGUAGE CAPABILITIES

	Percent
English Only Speaking Households	28.3%
Spanish Speaking Household	61.3%
Spanish Speaking Households w/ Limited English	10.9%
Limited English Households	14.2%

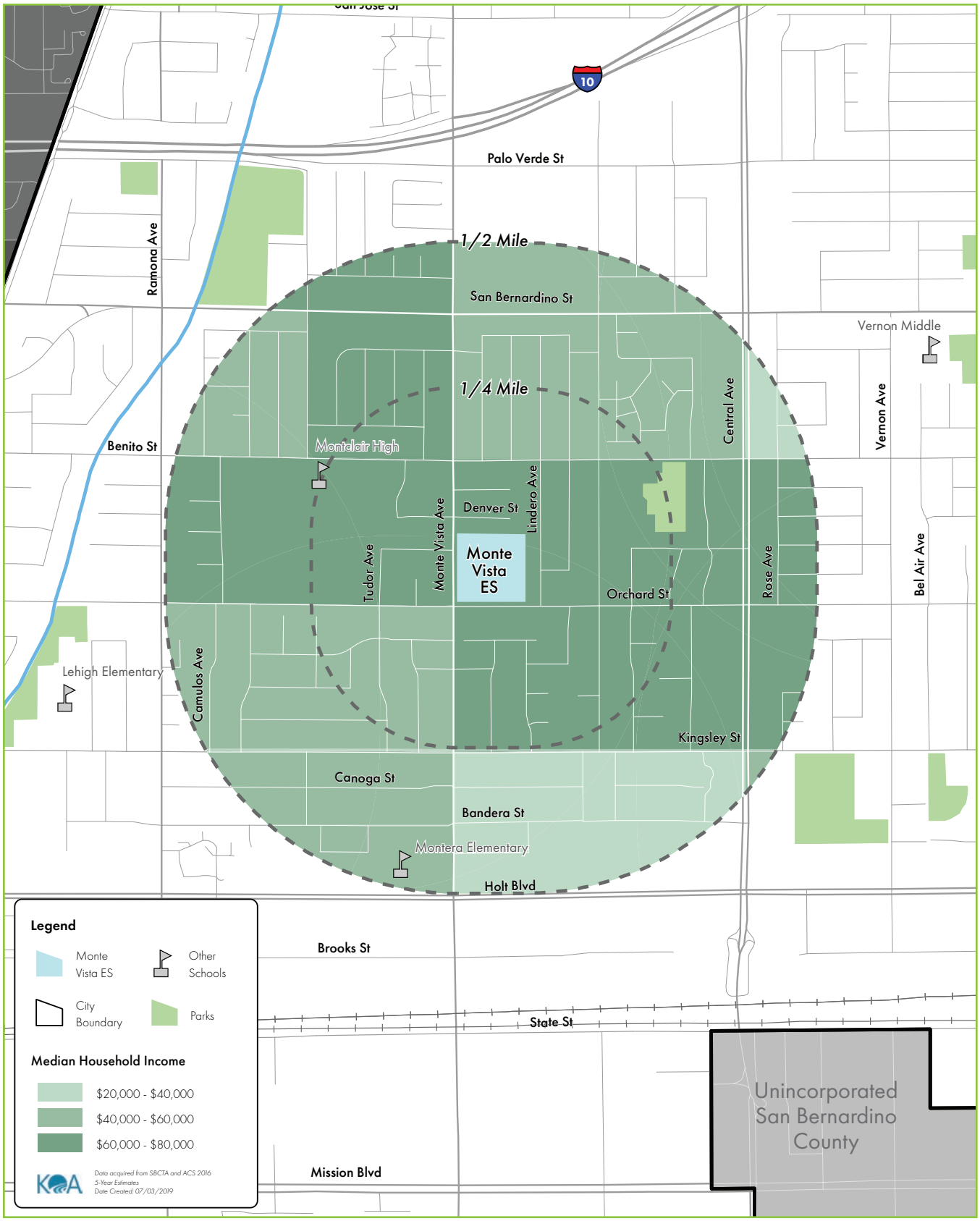

Figure C-6.1: Median Household Income Within A 1/4 And 1/2 Mile Of Monte Vista Elementary School

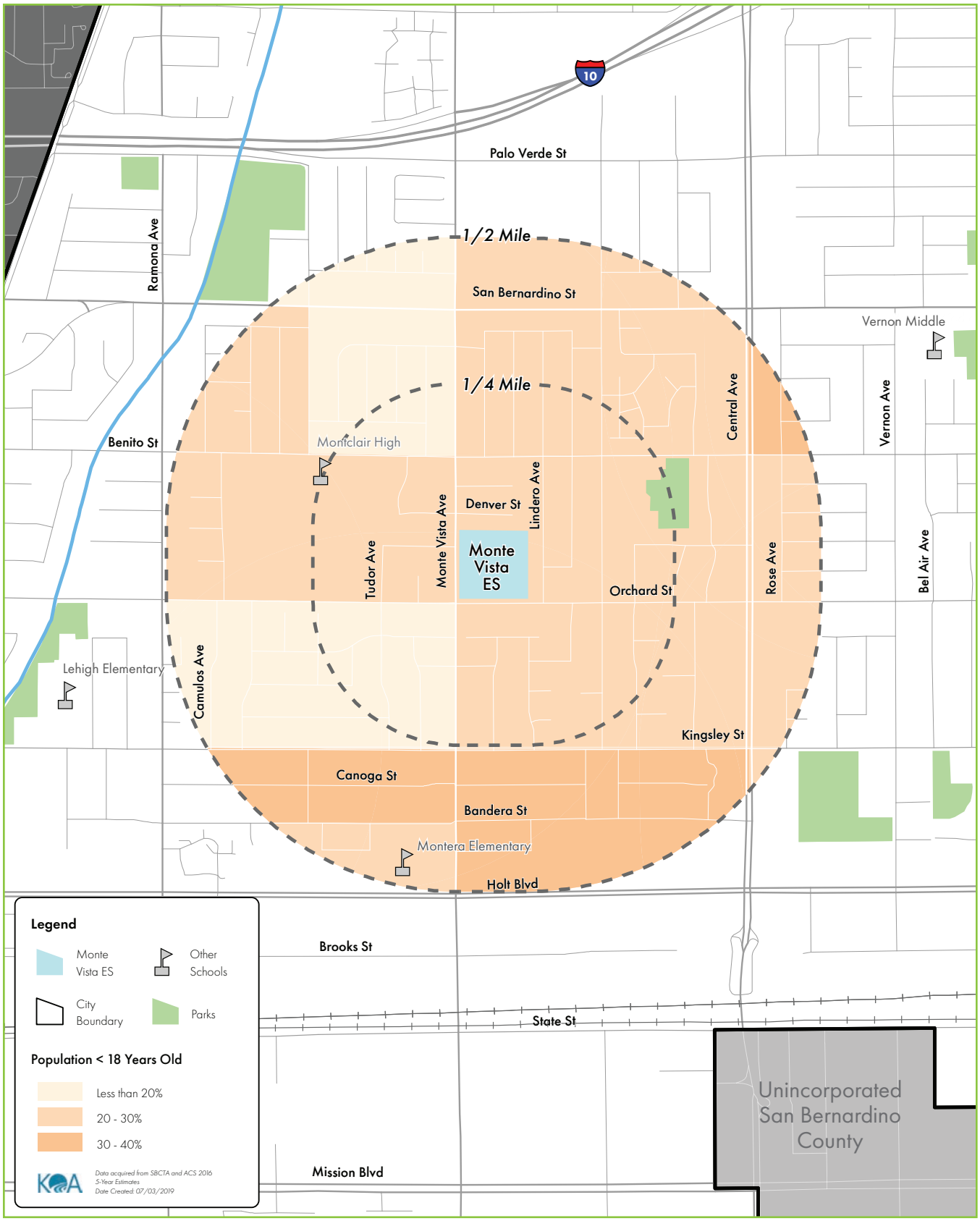

Figure C-6.2: Population Younger Than 18 Years Old Within A 1/4 And 1/2 Mile Of Monte Vista Elementary School

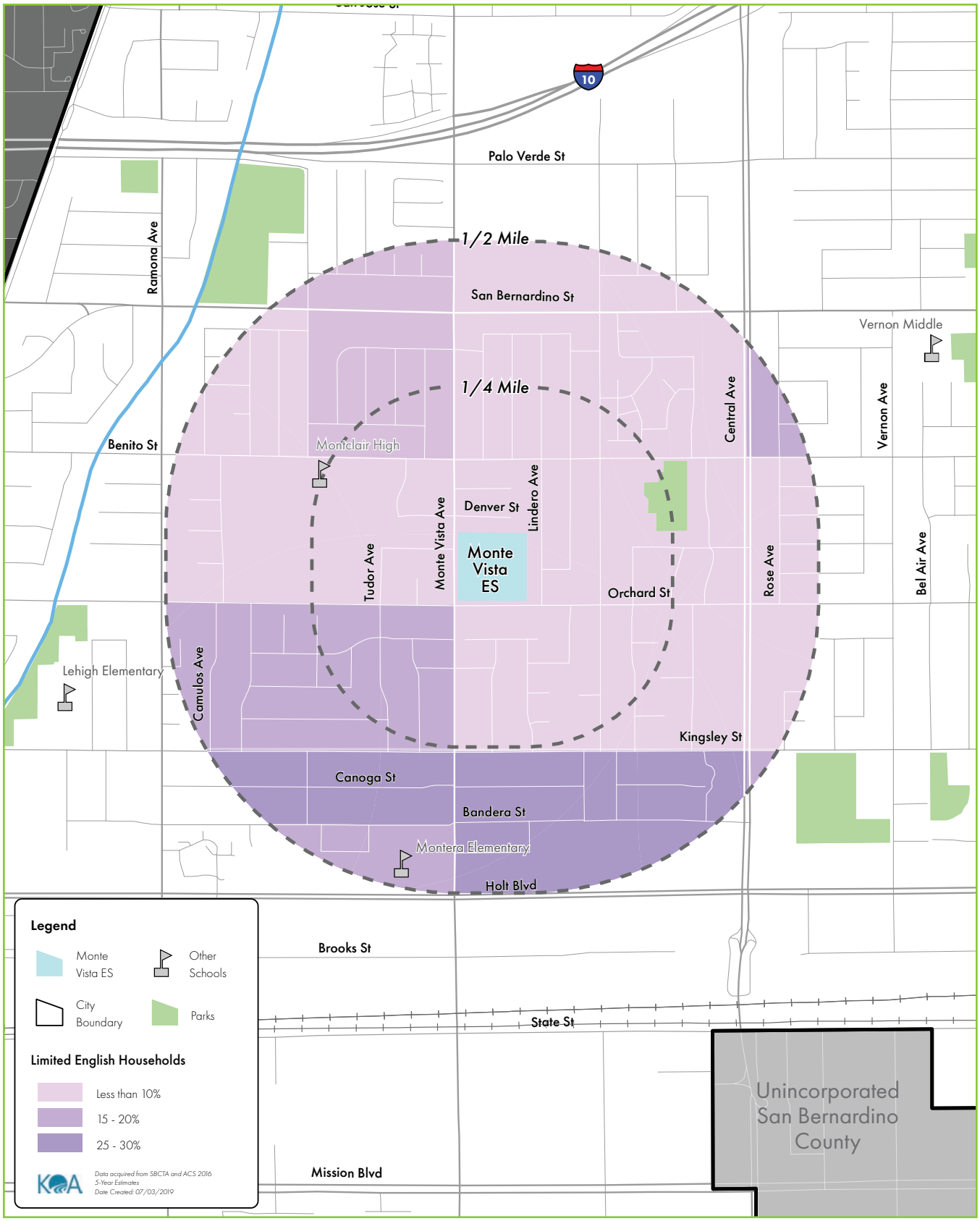

Figure C-6.3: Households With Limited English Capabilities Within A 1/4 And 1/2 Mile Of Monte Vista Elementary School

Vehicle, Pedestrian-Involved, and Bicycle-Involved Collisions

Within a ½ mile radius of Monte Vista Elementary School, 231 collisions occurred between 2014-2018. Of those collisions, 16.1% involved a pedestrian or bicyclist. Of the 37 pedestrian and bicyclist-involved collisions, one resulted in a fatality, and five resulted in victims with severe injuries. The top two primary collision factors for pedestrian-involved collisions were pedestrian violation and pedestrian right-of-way. Pedestrian right-of-way indicates that the vehicle was infringing on the pedestrian's right-of-way, while a pedestrian violation indicates that the pedestrian was infringing on the vehicle's right-of-way. The top two primary collision factors for bicyclist-involved collisions were bicyclists/ motorists violating traffic signals & signs and bicyclists riding on the automobile right-of-way. The top two intersections for pedestrian-involved collisions were Benito Street & Central Avenue and Central Avenue & Orchard Street, with three and two collisions respectively. The top two intersections for bicyclist-involved collisions were Bandera Street & Helena Avenue and Orchard Street & Poulsen Avenue, with two and one collision respectively.

COLLISION TYPE

	# of Collisions	Percent
Pedestrian	23	10.0%
Bicycle	14	6.1%
Total Collisions	231	100.0%
Total Ped & Bike Collisions	37	16.0%

PEDESTRIAN INJURY STATUS

	# of Collisions	Percent
Fatal	0	0.0%
Severely Injured	4	17.4%
Visible Injury	9	39.1%
Complaint of Pain	10	43.5%
Total Injured or Killed	23	100.0%

BICYCLE INJURY STATUS

	# of Collisions	Percent
Fatal	1	7.1%
Severely Injured	1	7.1%
Visible Injury	6	42.9%
Complaint of Pain	6	42.9%
Total Injured or Killed	14	100.0%

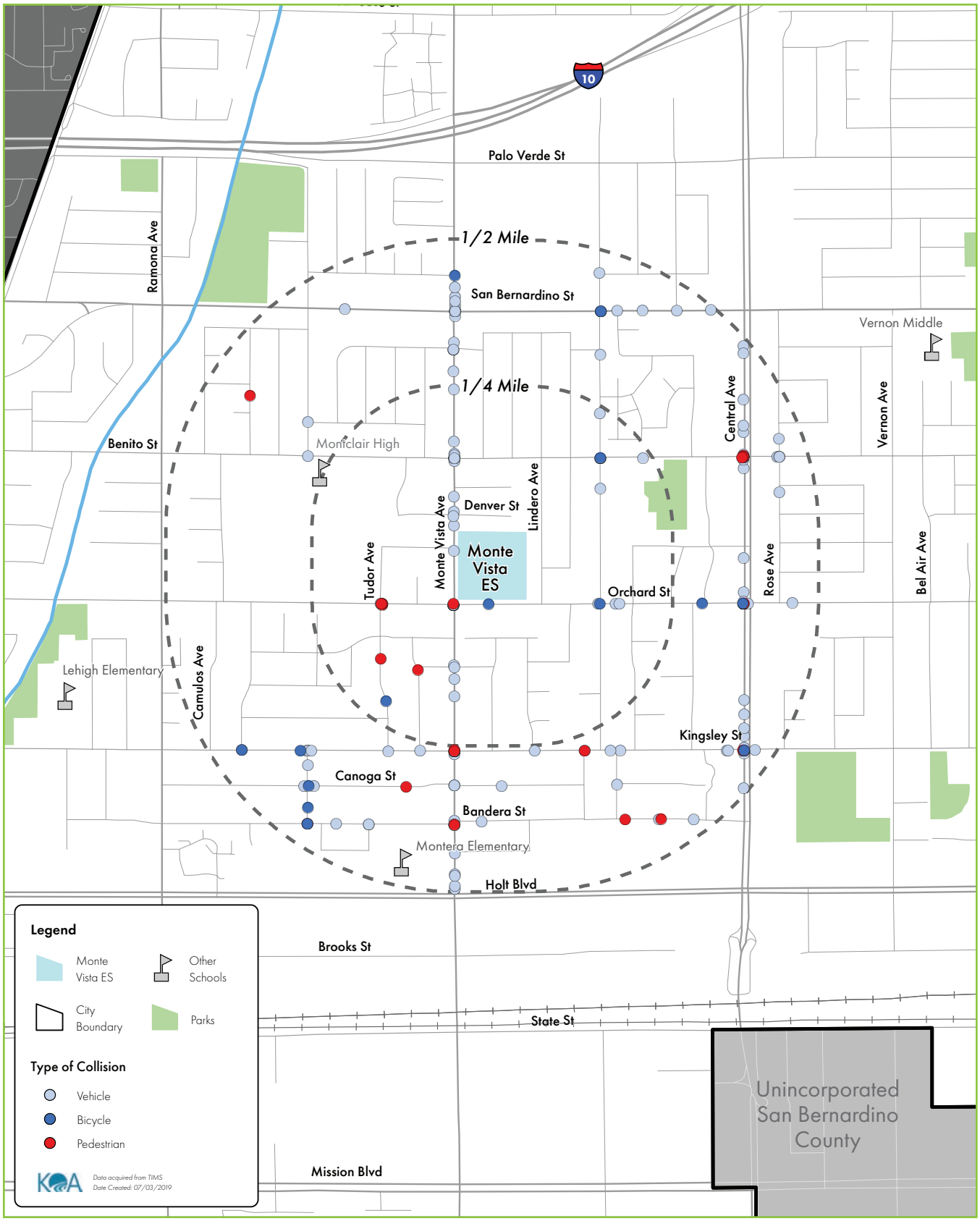

Figure C-6.4: Map Of Pedestrian, Bicycle, And Vehicle Collisions That Occurred Within A 1/4 And 1/2 Mile Of Monte Vista Elementary School

Montclair Police Citations

Within ¼ mile of Monte Vista Elementary School 972 police citations were noted. Of those, 37% were as a result of a vehicle failing to stop at a red traffic signal, 30% were as a result of a speeding vehicle and 22% were as a result of a vehicle failing to obey MUTCD, regulatory signage, and signals. Approximately 86% of citations occurred on weekdays (Monday – Friday) and roughly 42% occurred during peak AM and PM hours. The top three intersections and locations for citation frequency within ¼ mile of the school were 9900 Monte Vista Avenue, Benito Street & Monte Vista Avenue, and 10100 Monte Vista Avenue. Other notable intersections and locations within ½ mile of Monte Vista Elementary included Orchard Street & Central Avenue, Monte Vista Avenue & Kingsley Street, and Helena Avenue & Benito Street.

CITATION VIOLATION

	# of Citations	Percent
Failure to stop at red traffic signal	357	36.7%
Speeding (speed greater than in reasonable)	296	30.5%
Failure to obey MUTCD/regulatory sign/signal	210	21.6%
Failure to stop at stop sign limit line, crosswalk, or entrance of intersection	66	6.8%
Failure to yield right-of-way for pedestrian in crosswalk	22	2.3%
Unsafe turning/lane change	7	0.7%
Turning against red arrow signal	7	0.7%
Failure to obey turning movement sign/signal	6	0.6%
Speeding (>65 on highway)	1	0.1%

CITATION TIME OF DAY

	# of Citations	Percent
12:00-2:59AM	13	1.3%
3:00 - 5:59AM	37	3.8%
6:00 - 8:59AM	281	28.9%
9:00 - 11:59AM	138	14.2%
12:00 - 2:59PM	124	12.8%
3:00 - 5:59PM	147	15.1%
6:00 - 8:59PM	154	15.8%
9:00 - 11:59PM	78	8.0%

CITATION DAY OF THE WEEK

	# of Citations	Percent
Monday	158	16.3%
Tuesday	161	16.6%
Wednesday	184	18.9%
Thursday	170	17.5%
Friday	161	16.6%
Saturday	74	7.6%
Sunday	64	6.7%

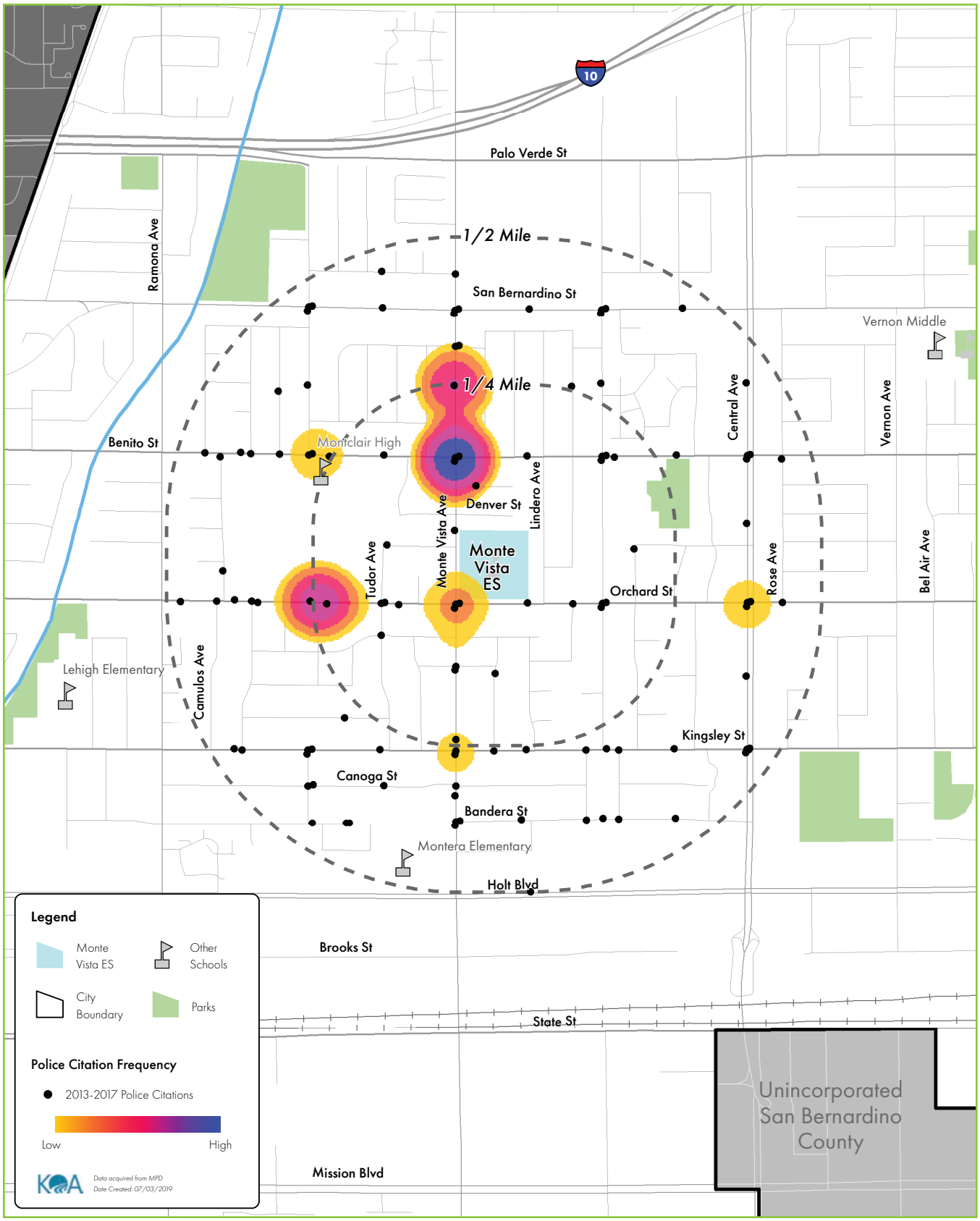

Figure C-6.5: Location Of Police Citations Within A 1/4 And 1/2 Mile Of Monte Vista Elementary School

Population with Asthma

The rates of asthma-related hospital visits surrounding Monte Vista Elementary School ranked in the 72nd percentile of all statewide Census Tracts according to CalEnviroScreen 3.0. All Census Tracts within the ½ mile of the school ranked in the 70th percentile or greater of all Census Tracts in California. Prioritizing the active transportation mode within communities with high asthma rates could decrease pollution leading to enhanced air quality and lower rates of asthma.

Households with Cardiovascular Disease

The rates of cardiovascular disease-related hospital visits surrounding Monte Vista Elementary School ranked in the 77th percentile of all statewide Census Tracts according CalEnviroScreen 3.0. These communities could benefit tremendously from improved active transportation infrastructure, and active transportation awareness and education. While most cases of cardiovascular disease were among adults, educating the younger generation of the benefits of walking and riding a bicycle would encourage healthy lifestyle habits which could reduce the risk of developing cardiovascular diseases in adulthood.

HEALTH CHARACTERISTICS

	Percentile
Asthma Percentile	72nd
Cardiovascular Disease Percentile	77th
Ozone Percentile	78th
PM 2.5 Percentile	85th
Diesel PM Percentile	82nd
Traffic Density Percentile	42nd

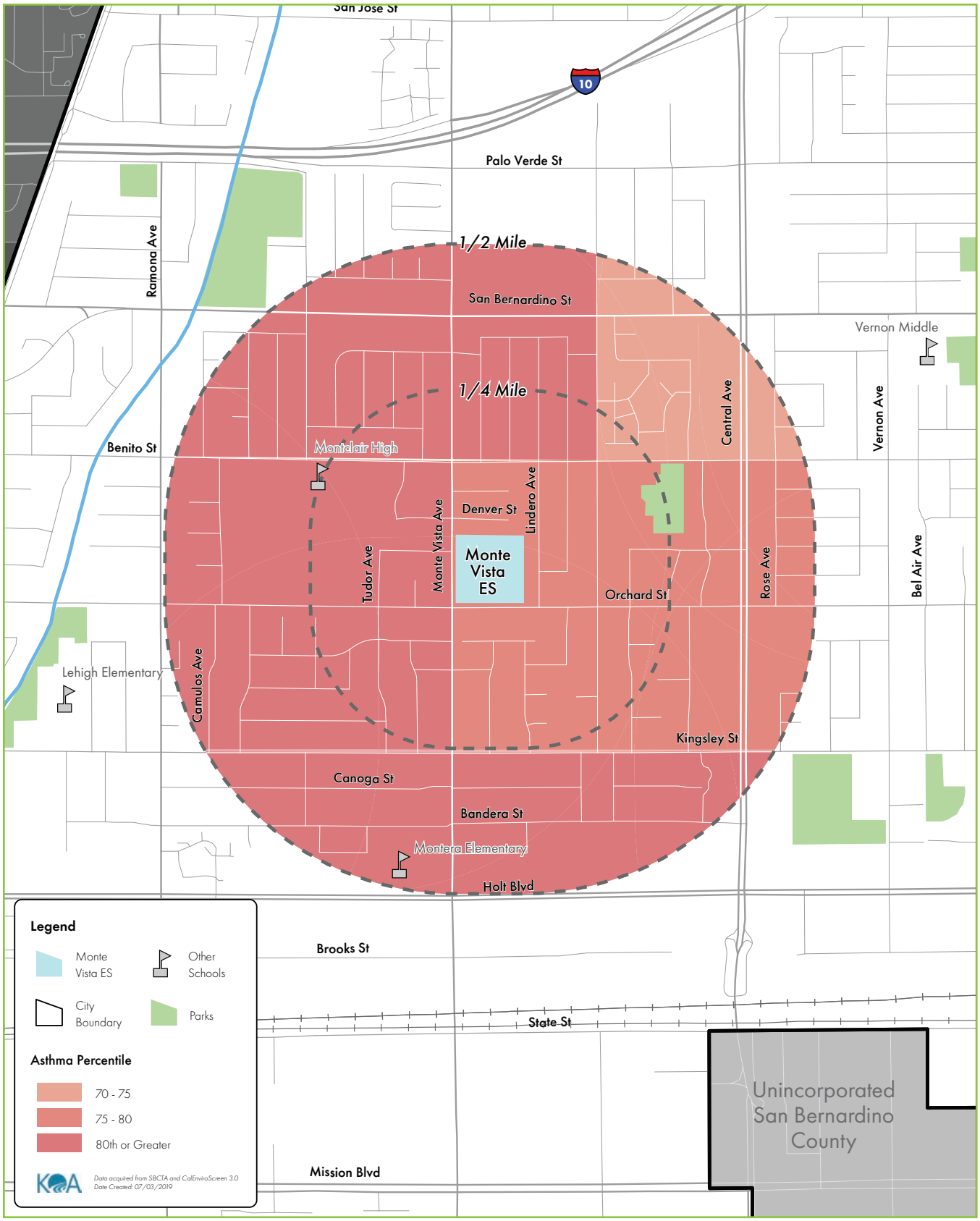

Figure C-6.6: Population With Asthma Within A 1/4 And 1/2 Mile Of Monte Vista Elementary School

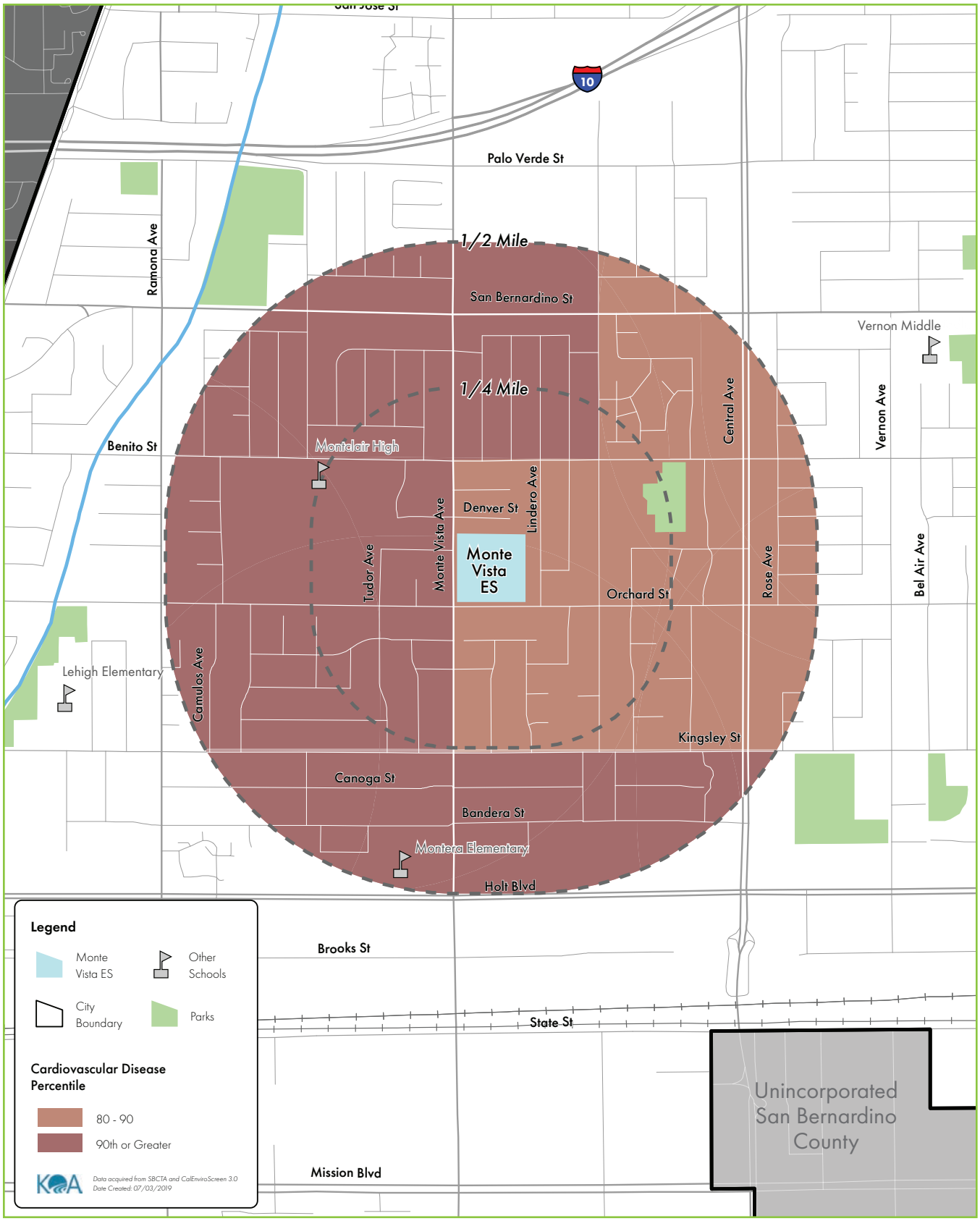

Figure C-6.7: Population With Cardiovascular Disease Within A 1/4 And 1/2 Mile Of Monte Vista Elementary School

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Montera Elementary School

DEMOGRAPHIC CHARACTERISTICS

Median Household Income

Approximately 58% of households within ½ mile of Montera Elemenrary School have a median household income less than $50,000 per year. For this same area, the estimated median household income is $49,643 which is lower than both the citywide median of $54,192 and the countywide median of $57,156.

Population Younger than 18 Years Old

Approximately 1 in 4 (30.4%) of residents living within ½ mile of Montera Elementary School are under the age of 18. This ratio is above both the citywide population share of 25.6% the countywide share of 27.0%. Within ½ mile of the school boundary, a majority of the Census Block Groups have a rate between 20%-30%.

Households with Limited English Capabilities

The area surrounding Montera Elementary School has large Asian and Hispanic communities. Approximately 74% of households within ½ mile of the school are of Hispanic descent and 11% are of Asian descent. The abundance of Asian and Hispanic households within the area has a positive correlation with households with limited English Capabilities. Roughly 22% of households are limited English households.

MEDIAN HOUSEHOLD INCOME

	Percent
< $25,000	25.8%
$25,000 - $49,999	31.9%
$50,000 - $74,999	17.0%
$75,000 - $99,999	12.8%
$100,000 - $149,999	8.0%
$150,000 or More	4.5%

AGE

	Percent
< 18	30.4%
18 - 34	24.9%
35 - 49	21.4%
50 - 64	14.8%
65 or older	8.5%

LANGUAGE CAPABILITIES

	Percent
English Only Speaking Households	22.1%
Spanish Speaking Household	64.8%
Spanish Speaking Households w/ Limited English	16.9%
Limited English Households	21.8%

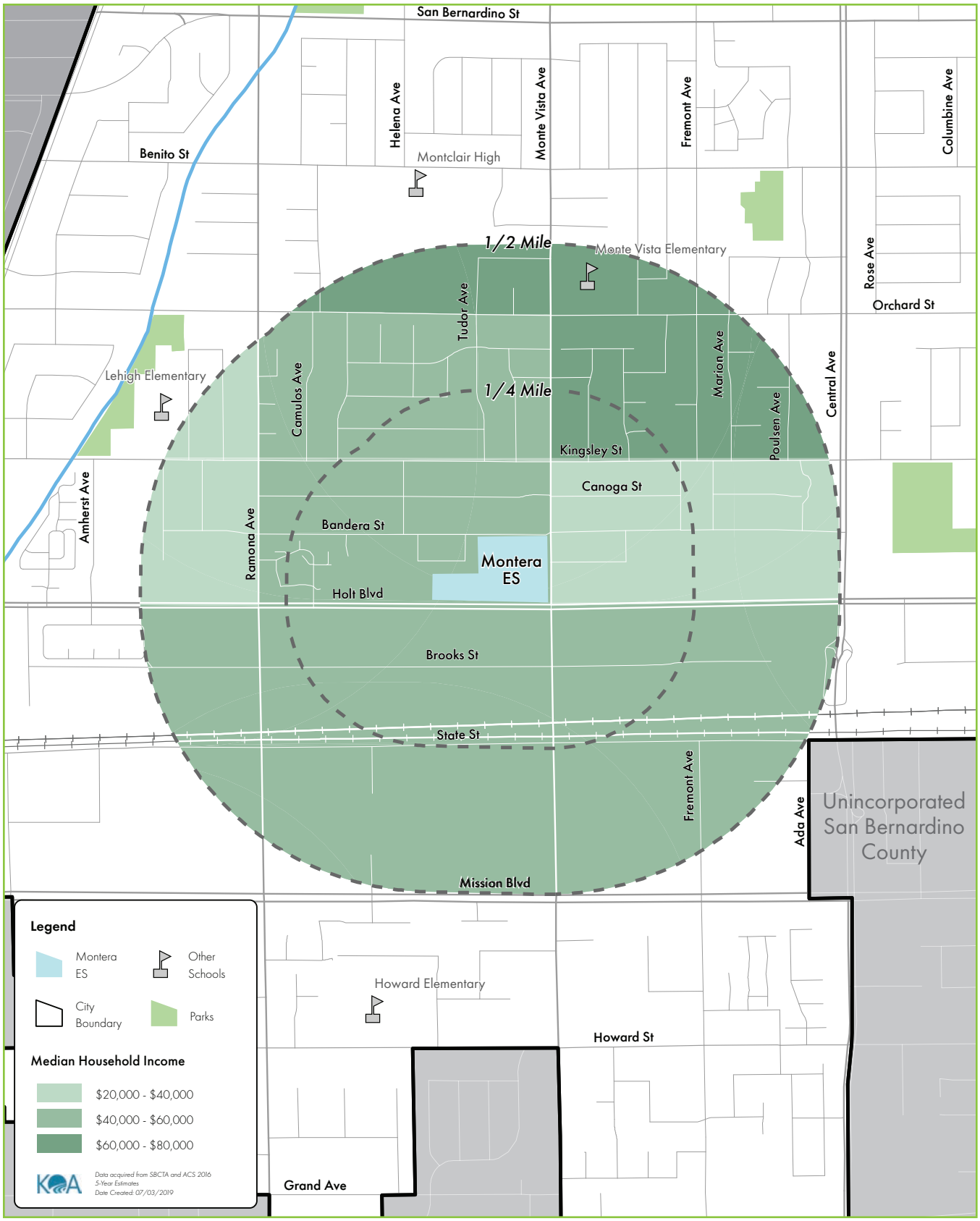

Figure C-7.1: Median Household Income Within A 1/4 And 1/2 Mile Of Montera Elementary School

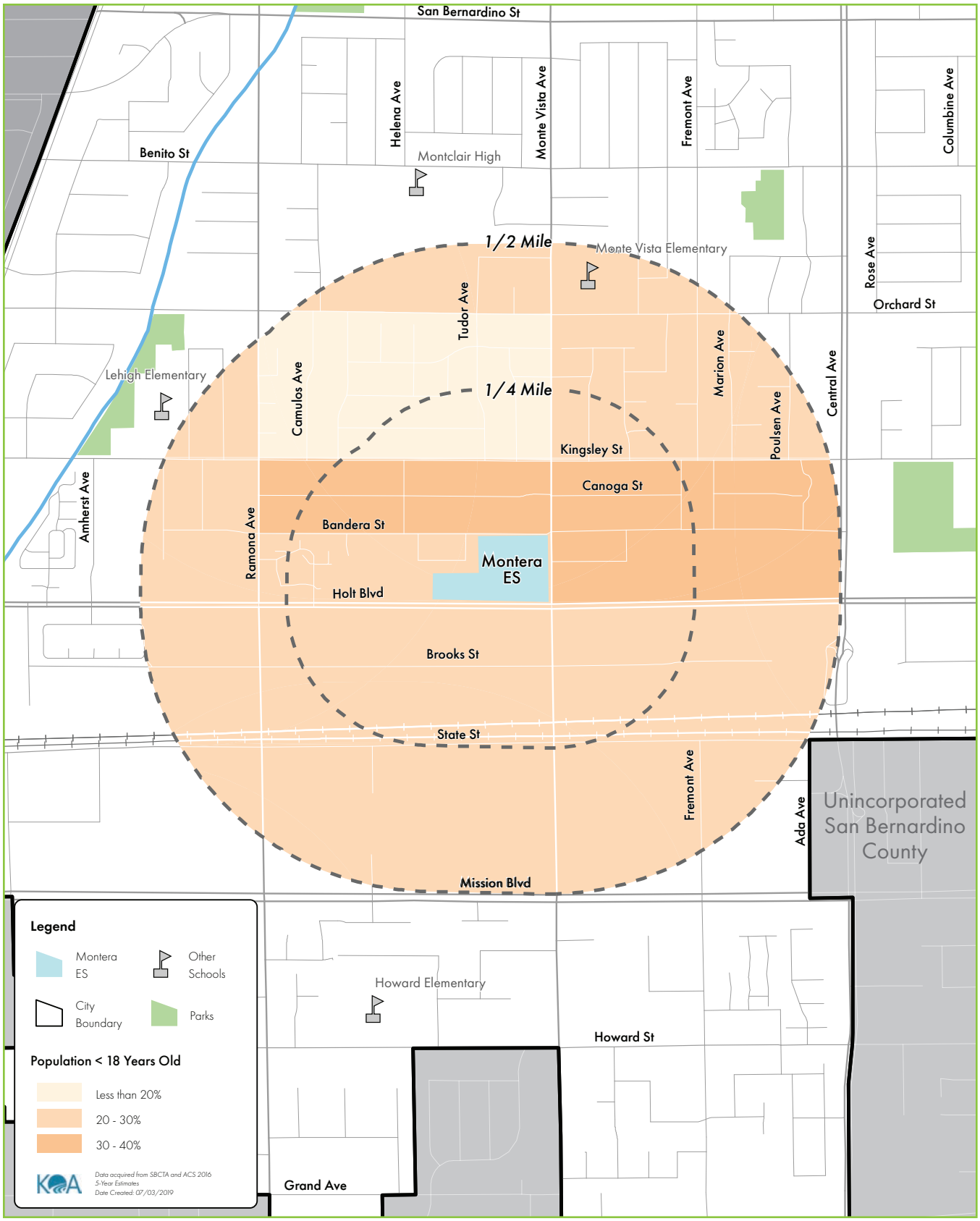

Figure C-7.2: Population Younger Than 18 Years Old Within A 1/4 And 1/2 Mile Of Montera Elementary School

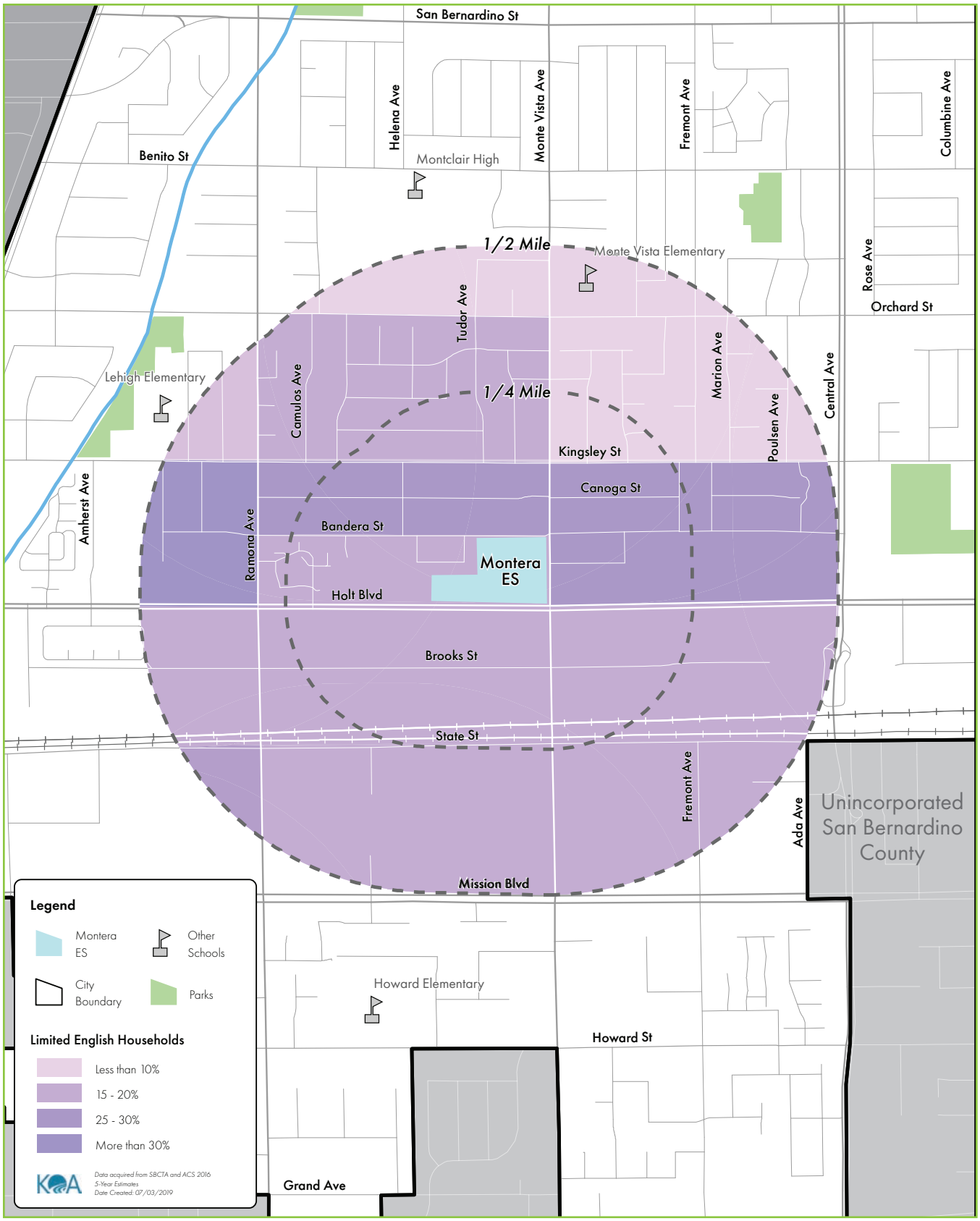

Figure C-7.3: Households With Limited English Capabilities Within A 1/4 And 1/2 Mile Of Montera Elementary School

Vehicle, Pedestrian-Involved, and Bicycle-Involved Collisions

Within a ½ mile radius of Montera Elementary School, 283 collisions occurred between 2014-2018. Of those collisions, 17.3% involved a pedestrian or bicyclist. Of the 49 pedestrian and bicyclist-involved collisions, one resulted in a fatality, and eight resulted in victims with severe injuries. The top two primary collision factors for pedestrian-involved collisions were pedestrian violation and pedestrian right-of-way. Pedestrian right-of-way indicates that the vehicle was infringing on the pedestrian's right-of-way, while a pedestrian violation indicates that the pedestrian was infringing on the vehicle's right-of-way. The top two primary collision factors for bicyclist-involved collisions were bicyclists/motorists making improper turns and bicyclists biking on the automobile right-of-way. The top two intersections for pedestrian-involved collisions were Bandera Street & Ramona Avenue and Orchard Street & Tudor Avenue, with three and two collisions respectively. The top two intersections for bicyclist-involved collisions were Holt Boulevard & Monte Vista Avenue and Central Avenue & Holt Boulevard, with four and two collisions respectively.

COLLISION TYPE

	# of Collisions	Percent
Pedestrian	25	8.8%
Bicycle	24	8.5%
Total Collisions	283	100.0%
Total Ped & Bike Collisions	49	17.3%

PEDESTRIAN INJURY STATUS

	# of Collisions	Percent
Fatal	0	0.0%
Severely Injured	5	20.0%
Visible Injury	9	36.0%
Complaint of Pain	11	44.0%
Total Injured or Killed	25	100.0%

BICYCLE INJURY STATUS

	# of Collisions	Percent
Fatal	1	4.2%
Severely Injured	3	12.5%
Visible Injury	11	45.8%
Complaint of Pain	9	37.5%
Total Injured or Killed	24	100.0%

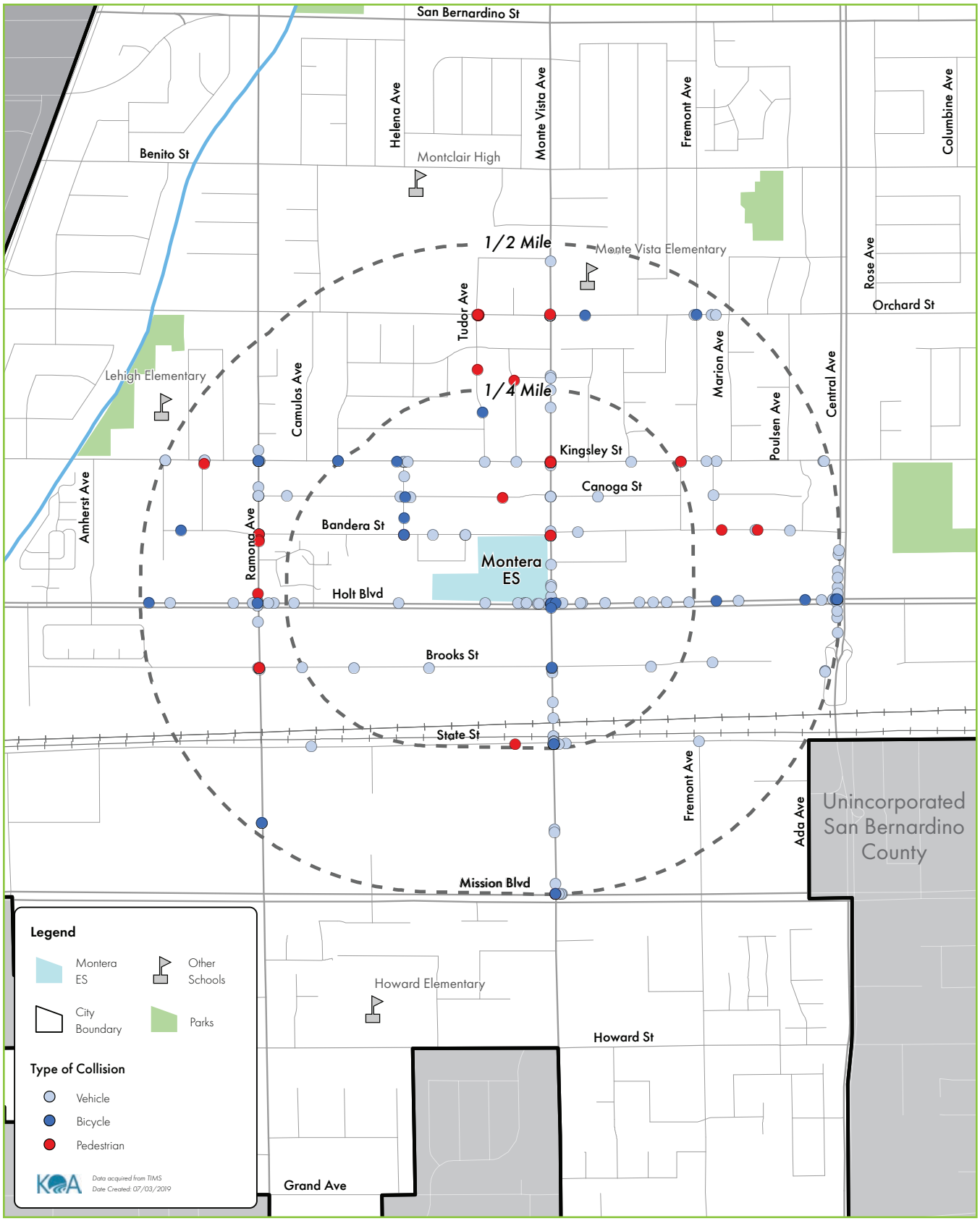

Figure C-7.4: Map Of Pedestrian, Bicycle, And Vehicle Collisions That Occurred Within A 1/4 And 1/2 Mile Of Montera Elementary School

Montclair Police Citations

Within ¼ mile of Montera Elementary School, 263 police citations were noted. Of those, 36% were as a result of a vehicle failing to stop at a red traffic signal, 24% were as a result of a speeding vehicle and 19% were as a result of a vehicle failing to stop at a stop sign limit line, crosswalk, or the entrance of an intersection. Approximately 83% of citations occurred on weekdays (Monday – Friday) and roughly 34% occurred during peak AM and PM hours. The top three intersections and locations for citation frequency within ¼ mile of the school were Kingsley Street & Monte Vista Avenue, 10300 Monte Vista Avenue, and Holt Boulevard & Monte Vista Avenue. Other notable intersections and locations within ½ mile of Montera Elementary School were Orchard Street & Felipe Avenue, Ramona Avenue & Brooks Street, and Orchard Street & Monte Vista Avenue.

CITATION VIOLATION

	# of Citations	Percent
Failure to stop at red traffic signal	95	36.1%
Speeding (speed greater than in reasonable)	62	23.6%
Failure to stop at stop sign limit line, crosswalk, or entrance of intersection	50	19.0%
Failure to obey MUTCD/regulatory sign/signal	23	8.8%
Unsafe turning/lane change	14	5.3%
Failure to yield right-of-way for pedestrian in crosswalk	7	2.7%
Turning against red arrow signal	4	1.5%
Failure to stop at stop sign or yield right-of-way at intersection with stop sign	3	1.1%
Failure to obey turning movement sign/signal	3	1.1%
Speeding (>65 on highway)	2	0.8%

CITATION TIME OF DAY

	# of Citations	Percent
12:00-2:59AM	14	5.3%
3:00 - 5:59AM	16	6.1%
6:00 - 8:59AM	65	24.7%
9:00 - 11:59AM	42	16.0%
12:00 - 2:59PM	25	9.5%
3:00 - 5:59PM	27	10.3%
6:00 - 8:59PM	36	13.7%
9:00 - 11:59PM	38	14.4%

CITATION DAY OF THE WEEK

	# of Citations	Percent
Monday	36	13.7%
Tuesday	48	18.3%
Wednesday	61	23.2%
Thursday	48	18.3%
Friday	25	9.5%
Saturday	33	12.6%
Sunday	12	4.6%

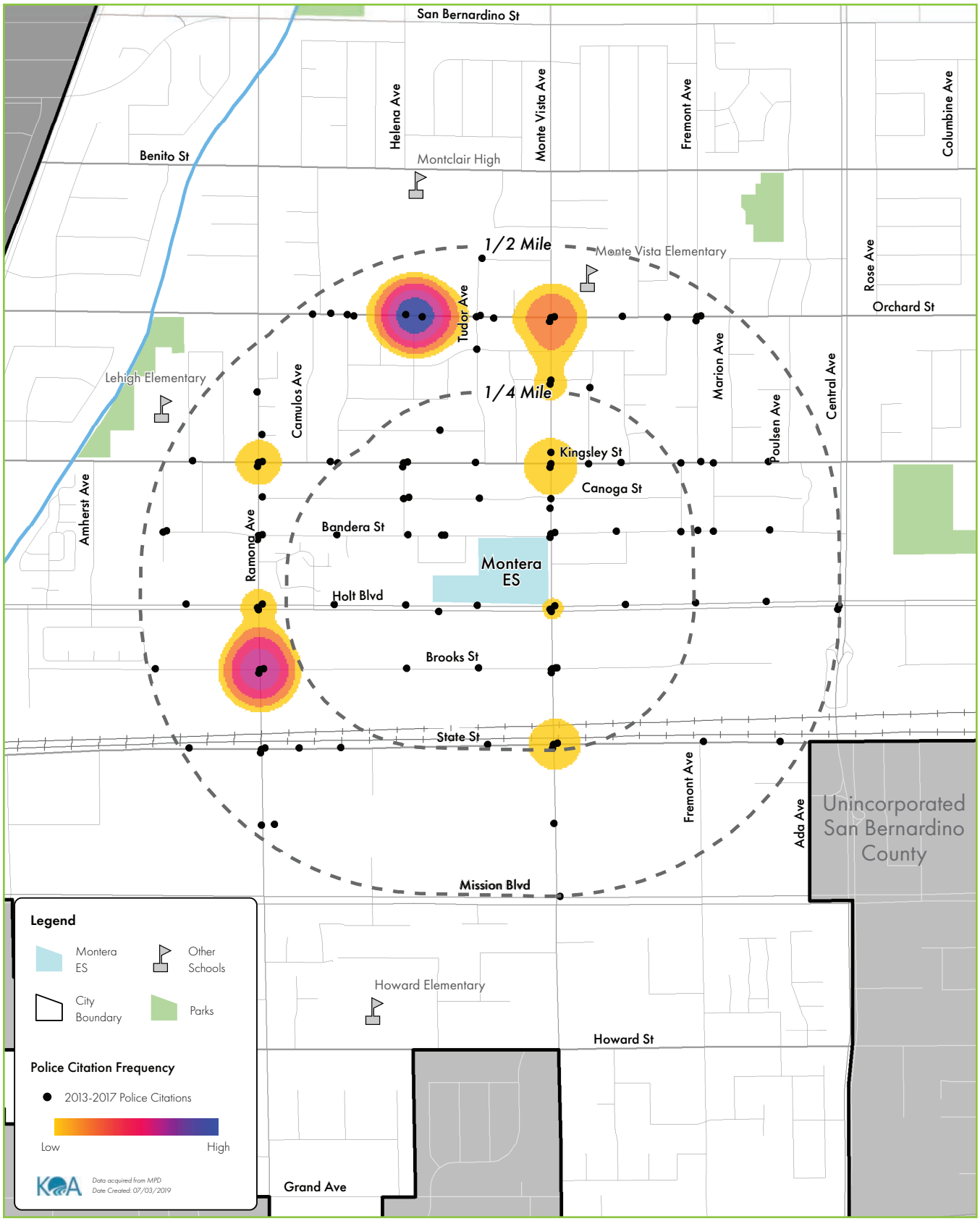

Figure C-7.5: Location Of Police Citations Within A 1/4 And 1/2 Mile Of Montera Elementary School

Population with Asthma

The rates of asthma-related hospital visits surrounding Montera Elementary School ranked in the 70th percentile of all statewide Census Tracts according to CalEnviroScreen 3.0. All Census Tracts north of State Street and within the ½ mile of the school ranked in the 75th percentile or greater of all Census Tracts in California. Prioritizing the active transportation mode within communities with high asthma rates could decrease pollution leading to enhanced air quality and lower rates of asthma.

Households with Cardiovascular Disease

The rates of cardiovascular disease-related hospital visits surrounding Montera Elementary School ranked in the 78th percentile of all statewide Census Tracts according CalEnviroScreen 3.0. These communities could benefit from improved active transportation infrastructure, and active transportation awareness and education. While most cases of cardiovascular disease were among adults, educating the younger generation of the benefits of walking and riding a bicycle would encourage healthy lifestyle habits which could reduce the risk of developing cardiovascular diseases in adulthood.

HEALTH CHARACTERISTICS

	Percentile
Asthma Percentile	70th
Cardiovascular Disease Percentile	78th
Ozone Percentile	78th
PM 2.5 Percentile	86th
Diesel PM Percentile	82nd
Traffic Density Percentile	24th

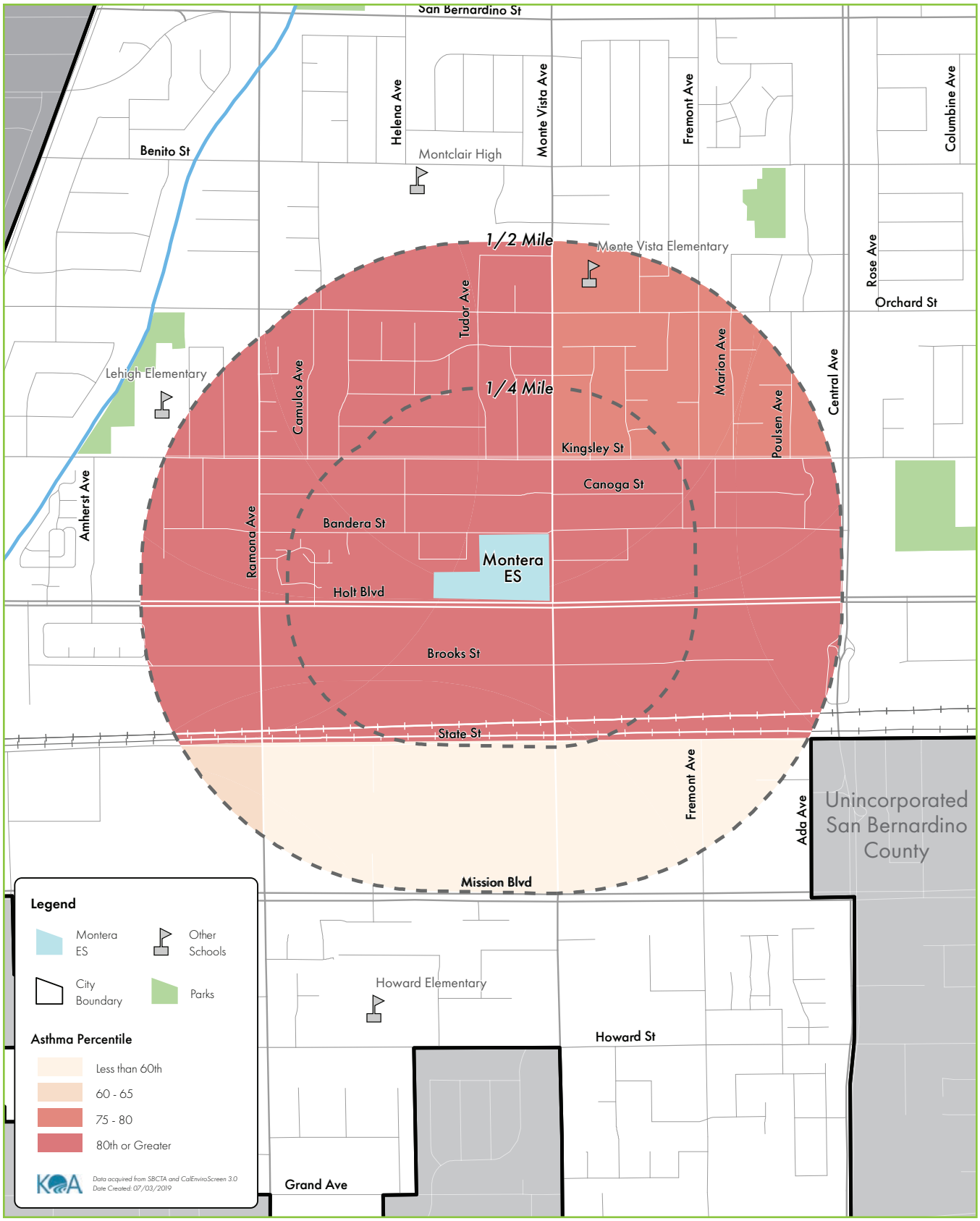

Figure C-7.6: Population With Asthma Within A 1/4 And 1/2 Mile Of Montera Elementary School

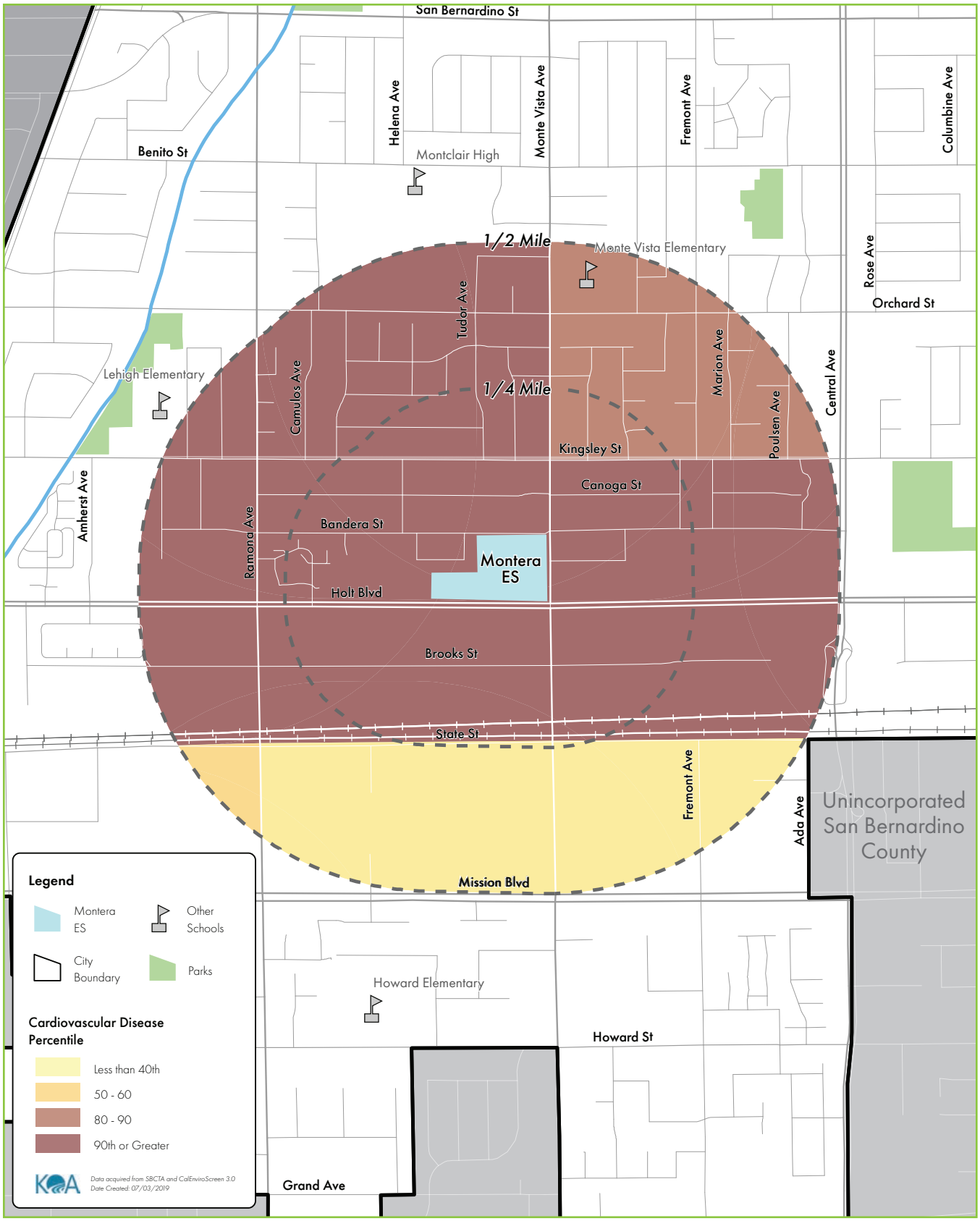

Figure C-7.7: Population With Cardiovascular Disease Within A 1/4 And 1/2 Mile Of Montera Elementary School

Ramona Elementary School

DEMOGRAPHIC CHARACTERISTICS

Median Household Income

Approximately 46% of households within ½ mile of Ramona Elementary School have a median household income less than $50,000 per year. For this same area, the estimated median household income is $54,703 which is above the citywide median of $54,192 and below the countywide median of $57,156.

Population Younger than 18 Years Old

Approximately 1 in 4 (29.6%) of residents living within ½ mile of Ramona Elementary School are under the age of 18. This ratio is above both the citywide population share of 25.6% the countywide share of 27.0%. Within ½ mile of the school boundary, a majority of the Census Block Groups have a rate between 20%-30%.

Households with Limited English Capabilities

The area surrounding the Ramona Elementary School boundary has a large Asian and Hispanic community. Approximately 80% of households within ½ mile of the school are of Hispanic descent and 7% are of Asian descent. The abundance of Asian and Hispanic households within the area has a positive correlation with households with limited English Capabilities. Roughly 20% of households are limited English households.

MEDIAN HOUSEHOLD INCOME

	Percent
< $25,000	14.7%
$25,000 - $49,999	31.6%
$50,000 - $74,999	29.1%
$75,000 - $99,999	9.1%
$100,000 - $149,999	11.7%
$150,000 or More	3.8%

AGE

	Percent
< 18	29.6%
18 - 34	27.8%
35 - 49	19.5%
50 - 64	16.0%
65 or older	7.1%

LANGUAGE CAPABILITIES

	Percent
English Only Speaking Households	25.3%
Spanish Speaking Household	65.8%
Spanish Speaking Households w/ Limited English	17.5%
Limited English Households	20.0%

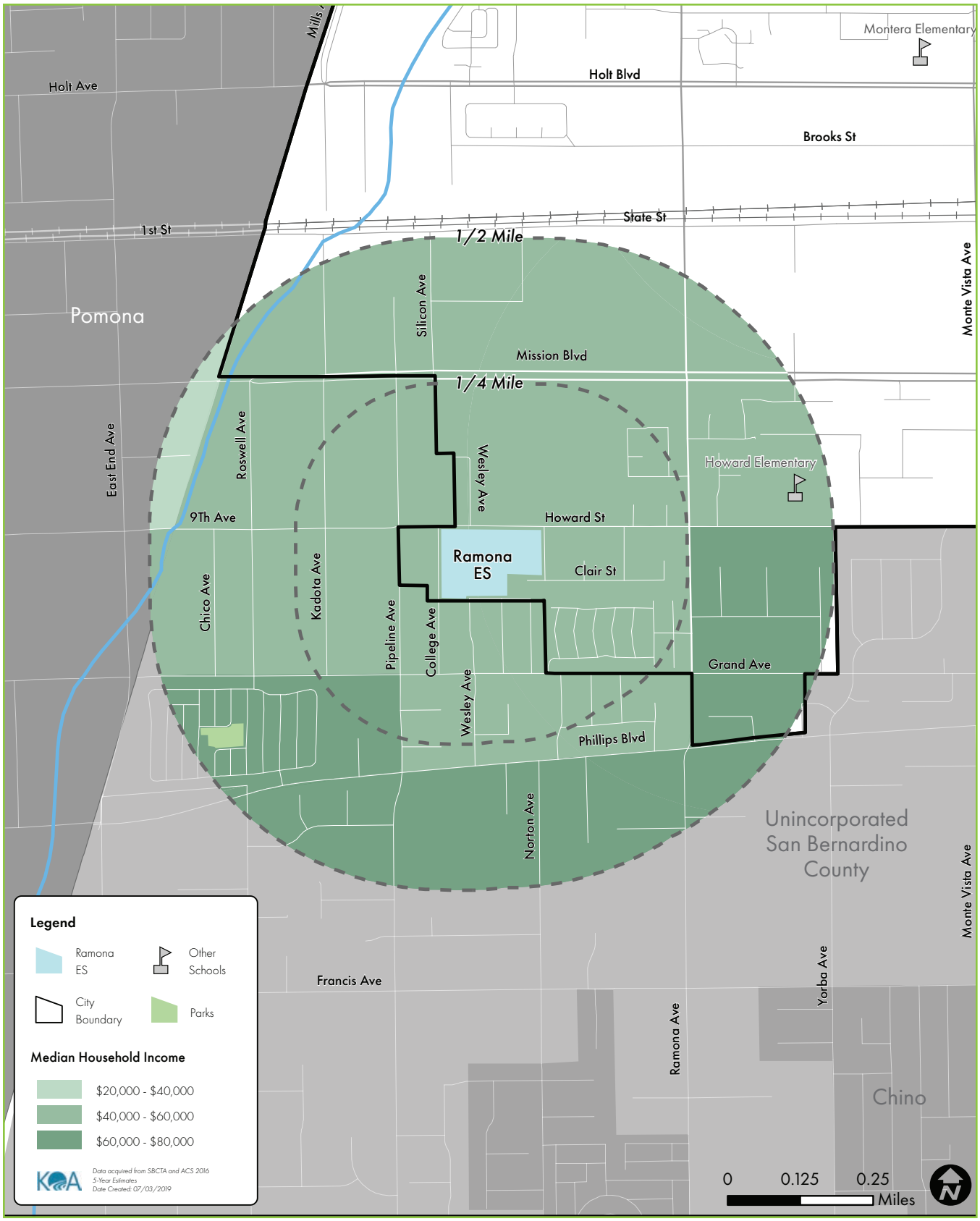

Figure C-8.1: Median Household Income Within A 1/4 And 1/2 Mile Of Ramona Elementary School

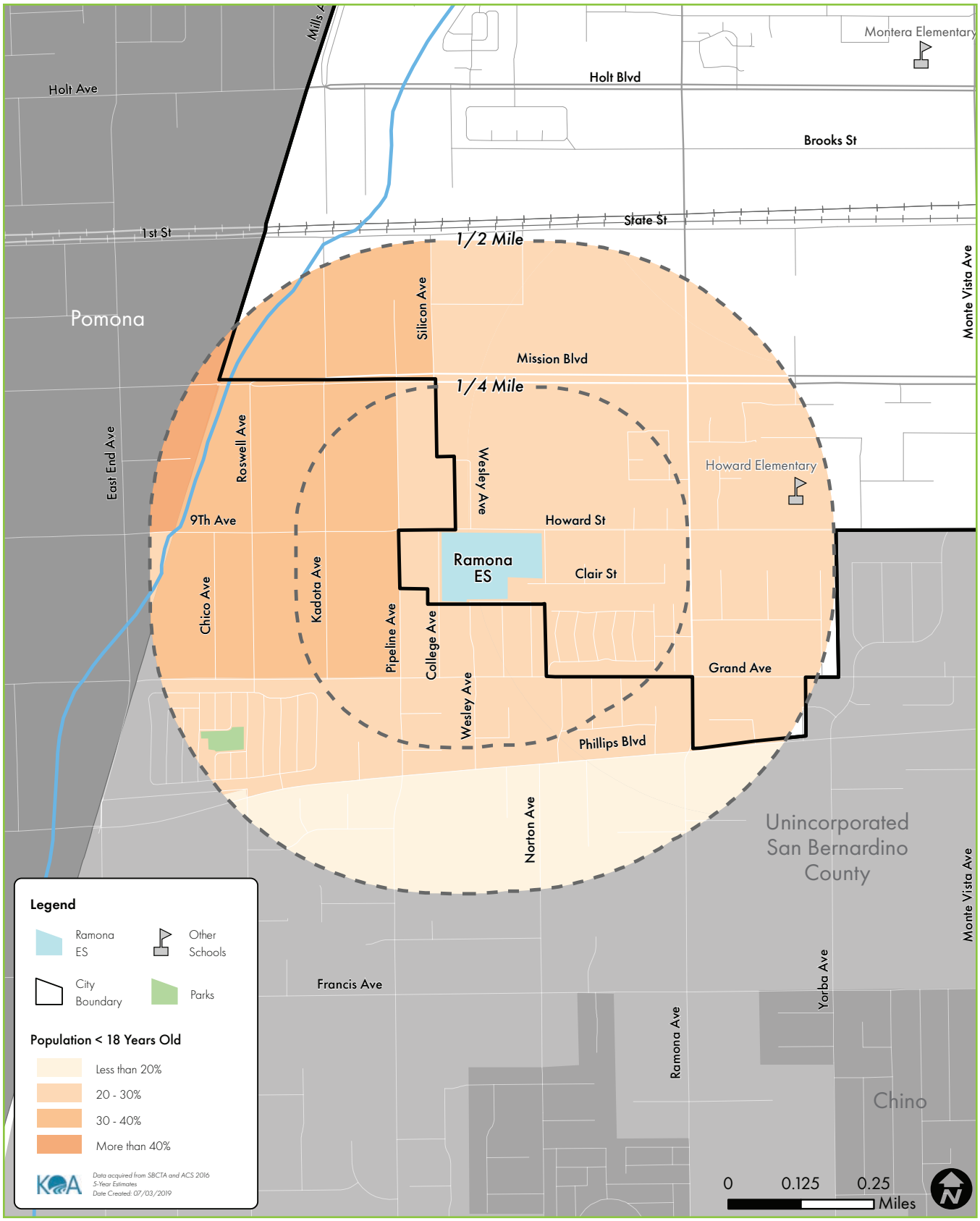

Figure C-8.2: Population Younger Than 18 Years Old Within A 1/4 And 1/2 Mile Of Ramona Elementary School

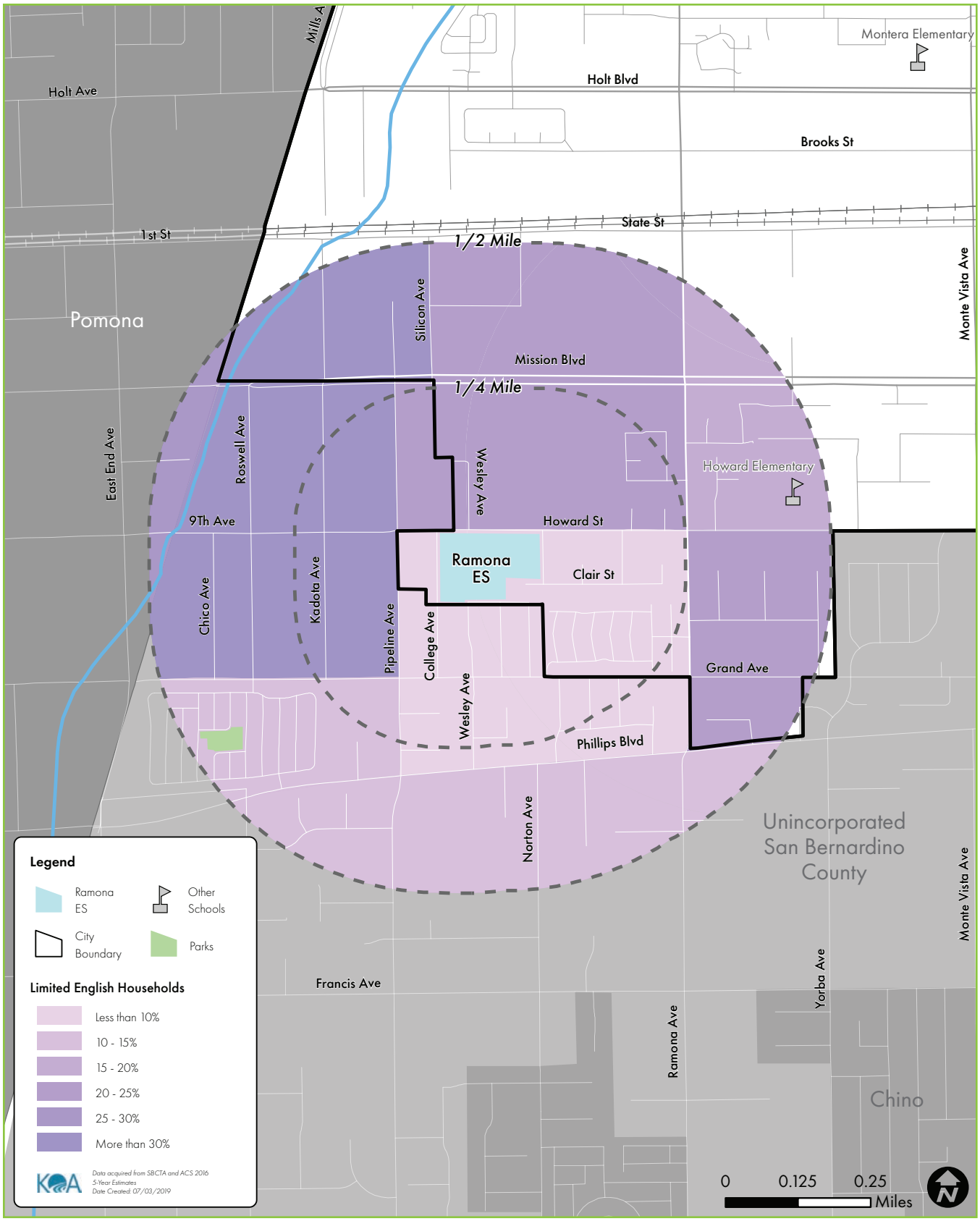

Figure C-8.3: Households With Limited English Capabilities Within A 1/4 And 1/2 Mile Of Ramona Elementary School

Vehicle, Pedestrian-Involved, and Bicycle-Involved Collisions

Within a ½ mile radius of Ramona Elementary School, 119 collisions occurred between 2014-2018. Of those collisions, 14.3% involved a pedestrian or bicyclist. Of the 17 pedestrian and bicyclist-involved collisions, none resulted in a fatality, and three resulted in a severe injury. The top two primary collision factors for pedestrian-involved collisions were pedestrian violation and pedestrian right-of-way. Pedestrian right-of-way indicates that the vehicle was infringing on the pedestrian's right-of-way, while a pedestrian violation indicates that the pedestrian was infringing on the vehicle's right-of-way. The top two primary collision factors for bicyclist-involved collisions were bicyclists/ motorists violating traffic signals & signs and bicyclists biking on the automobile right-of-way. The top two intersections for pedestrian-involved collisions were Mission Boulevard & Ramona Avenue and Howard Street & Ramona Avenue, both with two collisions. For bicyclist-involved collisions, six different intersections had one collision: Mission Boulevard & Ramona Avenue, Grand Avenue & Ramona Avenue, Howard Street & Ramona Avenue, 9th Street & Pipeline Avenue, Howard Street & Wesley Avenue, and Dale Street & Ramona Avenue.

COLLISION TYPE

	# of Collisions	Percent
Pedestrian	11	9.2%
Bicycle	6	5.0%
Total Collisions	119	100.0%
Total Ped & Bike Collisions	17	14.3%

PEDESTRIAN INJURY STATUS

	# of Collisions	Percent
Fatal	0	0.0%
Severely Injured	3	27.3%
Visible Injury	5	45.5%
Complaint of Pain	3	27.3%
Total Injured or Killed	11	100.0%

BICYCLE INJURY STATUS

	# of Collisions	Percent
Fatal	0	0.0%
Severely Injured	0	0.0%
Visible Injury	5	83.3%
Complaint of Pain	1	16.7%
Total Injured or Killed	6	100.0%

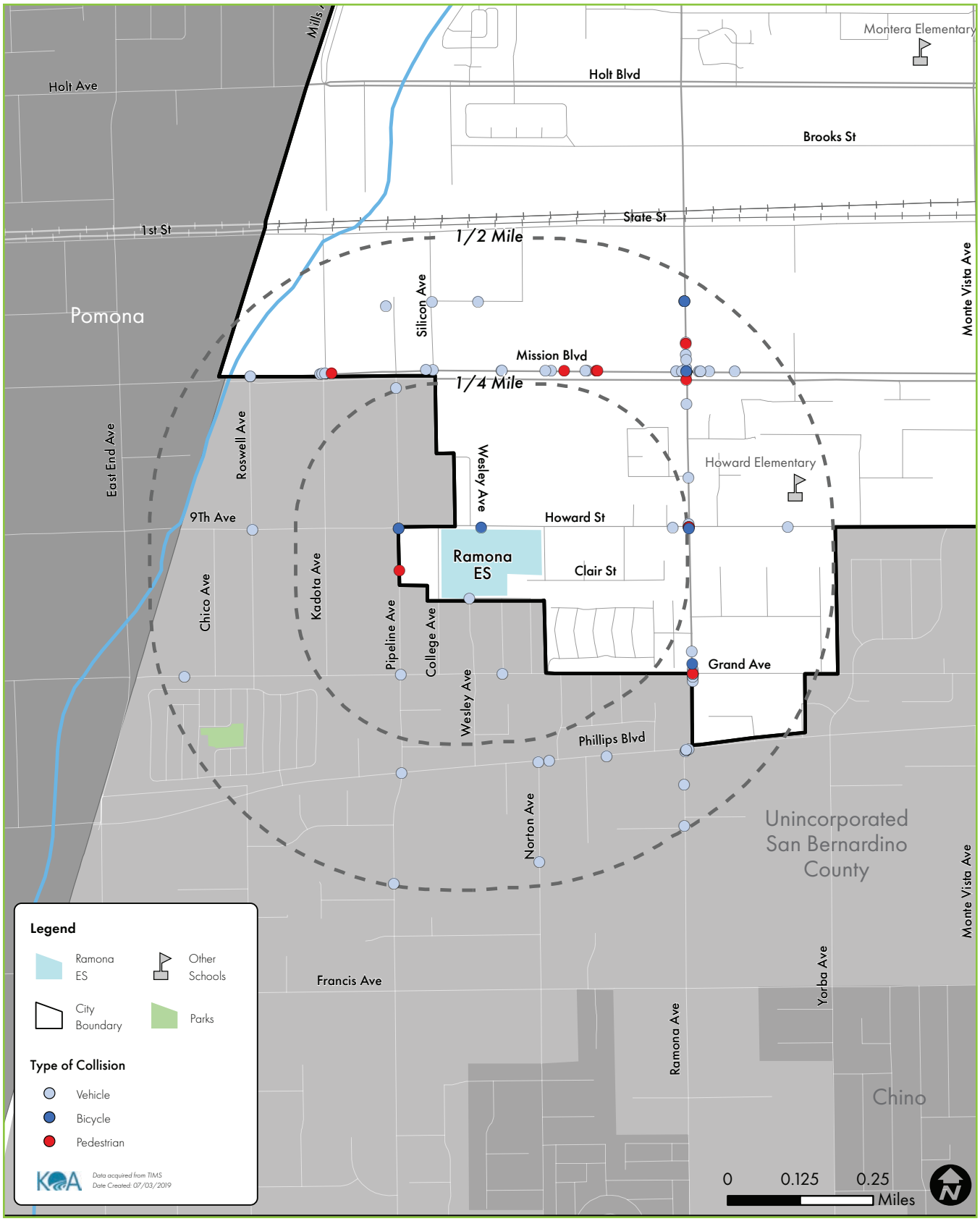

Figure C-8.4: Map Of Pedestrian, Bicycle, And Vehicle Collisions That Occurred Within A 1/4 And 1/2 Mile Of Ramona Elementary School

Montclair Police Citations

Within ¼ mile of Ramona Elementary School, 752 police citations were noted. Citations along Mission Boulevard and Ramona Avenue south of Mission Boulevard were included in the ¼ mile analysis because of a lack of citations within ¼ mile of the school and to account for people traveling to the school along these routes. Of those, 55% were as a result of a vehicle failing to stop at a stop sign limit line, a crosswalk, or the entrance to an intersection 22% were as a result of a speeding vehicle, and 12% were as a result of a vehicle failing to obey MUTCD, regulatory signage, and signals. Approximately 81% of citations occurred on weekdays (Monday – Friday) and roughly 40% occurred during peak AM and PM hours. The top three intersections and locations for citation frequency within ¼ mile of the school were Howard Street & Ramona Avenue, Grand Avenue & Ramona Avenue, and 4400 Mission Boulevard.

CITATION VIOLATION

	# of Citations	Percent
Failure to stop at stop sign limit line, crosswalk, or entrance of intersection	414	55.05%
Speeding (speed greater than in reasonable)	162	21.54%
Failure to obey MUTCD/ regulatory sign/ signal	89	11.84%
Speeding (>65 on highway)	58	7.71%
Failure to stop at red traffic signal	17	2.26%
Unsafe turning/lane change	7	0.93%
Turning against red arrow signal	2	0.27%
Failure to obey turning movement sign/ signal	2	0.27%
Failure to yield right-of-way for pedestrian in crosswalk	1	0.13%

CITATION TIME OF DAY

	# of Citations	Percent
12:00-2:59AM	41	5.5%
3:00 - 5:59AM	28	3.7%
6:00 - 8:59AM	248	33.0%
9:00 - 11:59AM	83	11.0%
12:00 - 2:59PM	55	7.3%
3:00 - 5:59PM	51	6.8%
6:00 - 8:59PM	112	14.9%
9:00 - 11:59PM	134	17.8%

CITATION DAY OF THE WEEK

	# of Citations	Percent
Monday	82	10.90%
Tuesday	137	18.22%
Wednesday	137	18.22%
Thursday	135	17.95%
Friday	120	15.96%
Saturday	69	9.18%
Sunday	72	9.57%

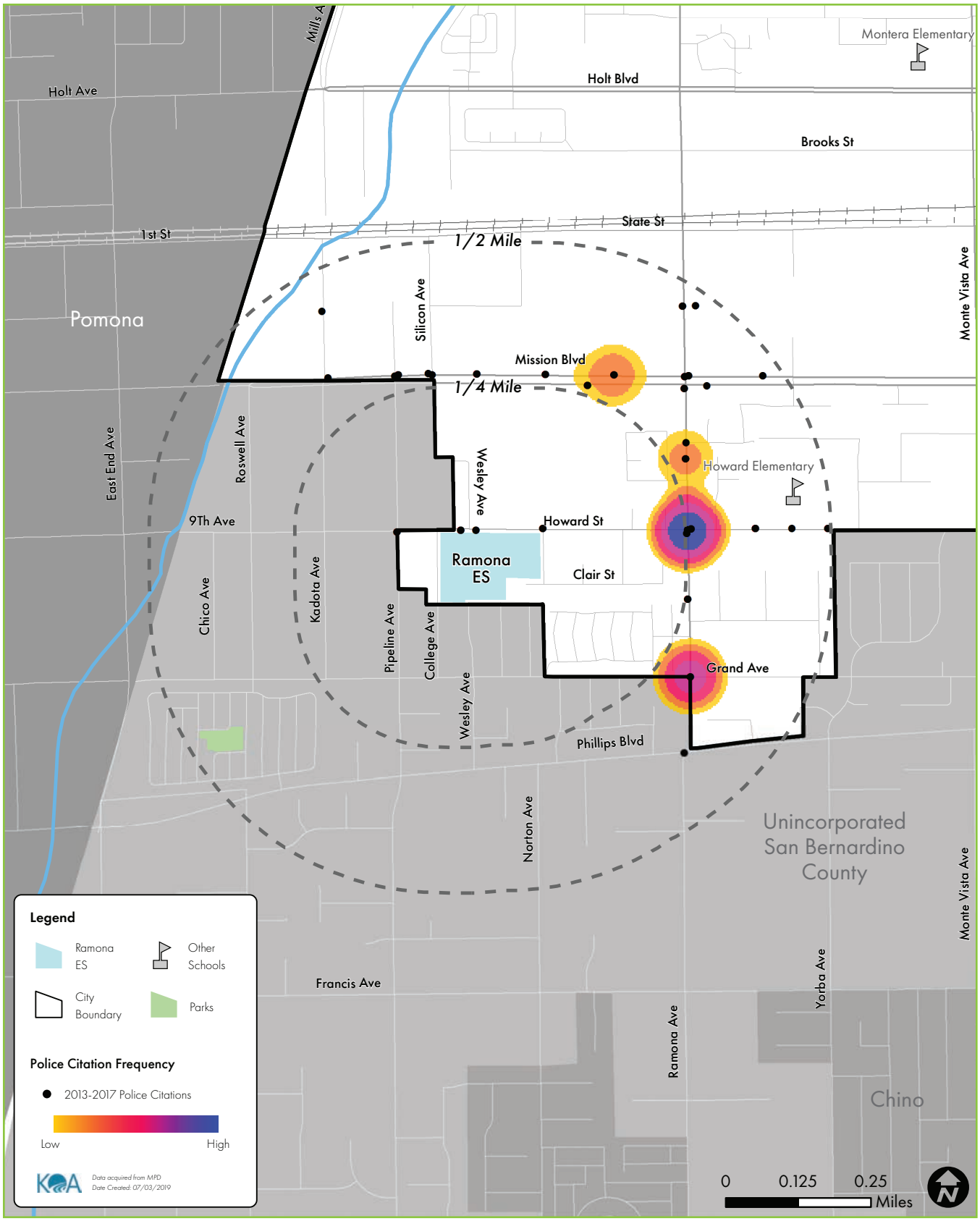

Figure C-8.5: Location Of Police Citations Within A 1/4 And 1/2 Mile Of Ramona Elementary School

Population with Asthma

The rates of asthma-related hospital visits surrounding Ramona Elementary School ranked in the 52nd percentile of all statewide Census Tracts according to CalEnviroScreen 3.0. A majority of Census Tracts within the ½ mile of the school ranked in the 65th percentile or less of all Census Tracts in California. Prioritizing the active transportation mode within communities with high asthma rates could decrease pollution leading to enhanced air quality and lower rates of asthma.

Households with Cardiovascular Disease

The rates of cardiovascular disease-related hospital visits surrounding Ramona Elementary School ranked in the 60th percentile of all statewide Census Tracts according CalEnviroScreen 3.0. These communities could benefit from improved active transportation infrastructure, and active transportation awareness and education. While most cases of cardiovascular disease were among adults, educating the younger generation of the benefits of walking and riding a bicycle would encourage healthy lifestyle habits which could reduce the risk of developing cardiovascular diseases in adulthood.

HEALTH CHARACTERISTICS

	Percentile
Asthma Percentile	52nd
Cardiovascular Disease Percentile	60th
Ozone Percentile	79th
PM 2.5 Percentile	87th
Diesel PM Percentile	77th
Traffic Density Percentile	18th

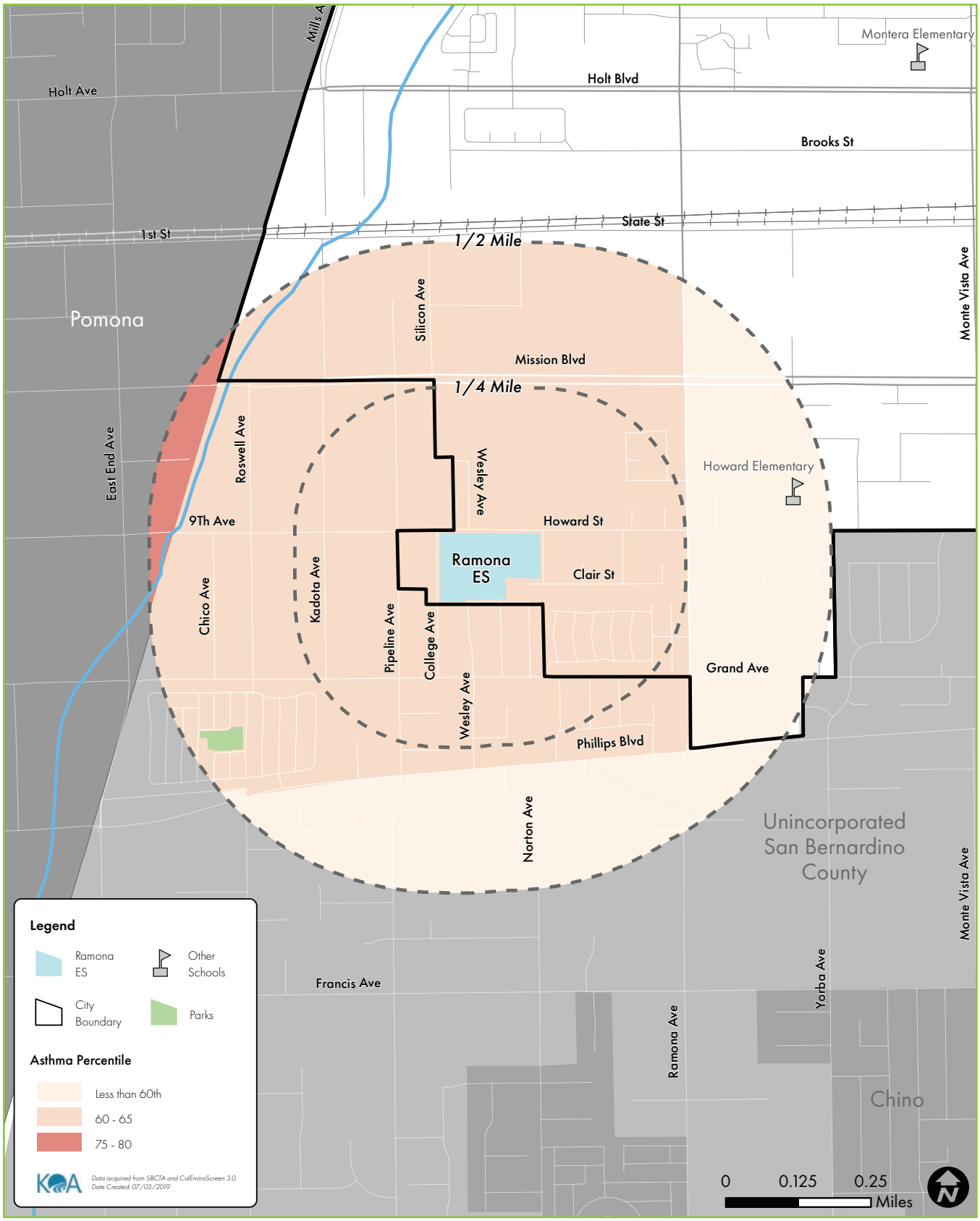

Figure C-8.6: Population With Asthma Within A 1/4 And 1/2 Mile Of Ramona Elementary School

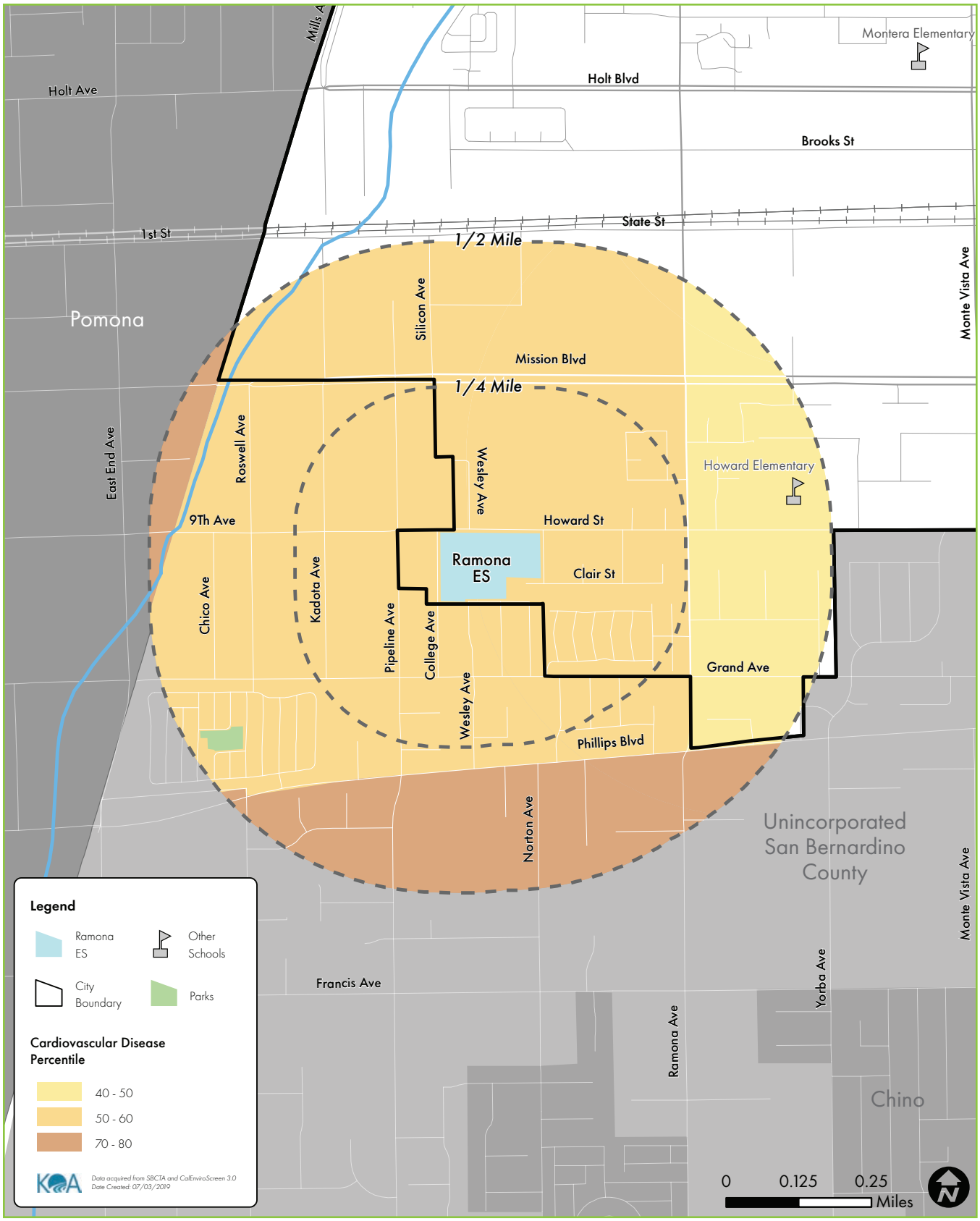

Figure C-8.7: Population With Cardiovascular Disease Within A 1/4 And 1/2 Mile Of Ramona Elementary School

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Vernon Middle School

DEMOGRAPHIC CHARACTERISTICS

Median Household Income

Approximately 50% of households within ½ mile of Vernon Middle School have a median household income less than $50,000 per year. For this same area, the estimated median household income is $7,399 which is above both the citywide median of $54,192 and the countywide median of $57,156.

Population Younger than 18 Years Old

Approximately 1 in 4 (27.0%) of residents living within ½ mile of Vernon Middle School are under the age of 18. This ratio is above the citywide population share of 25.6% and equal to the countywide share of 27.0%. With ½ mile of the school boundary, a majority of the Census Block Groups have a rate between 20%-30%, with the exception of the Block Group encompassing the school boundary with a rate of 30%-40%, and one Ontario Block Group with a rate more than 40%.

Households with Limited English Capabilities

The area surrounding Vernon Middle School has large African American and Hispanic communities. Approximately 67% of households within ½ mile of the school are of Hispanic descent and 7% are of African American or Black descent. The abundance of Asian and Hispanic households within the area has a positive correlation with households with limited English Capabilities. Roughly 6.8% of households are limited English households and 45% of households speak only Spanish.

MEDIAN HOUSEHOLD INCOME

	Percent
< $25,000	19.3%
$25,000 - $49,999	29.6%
$50,000 - $74,999	20.7%
$75,000 - $99,999	12.8%
$100,000 - $149,999	13.5%
$150,000 or More	4.0%

AGE

	Percent
< 18	27.0%
18 - 34	28.2%
35 - 49	18.0%
50 - 64	16.3%
65 or older	10.4%

LANGUAGE CAPABILITIES

	Percent
English Only Speaking Households	47.7%
Spanish Speaking Household	45.1%
Spanish Speaking Households w/ Limited English	5.6%
Limited English Households	6.8%

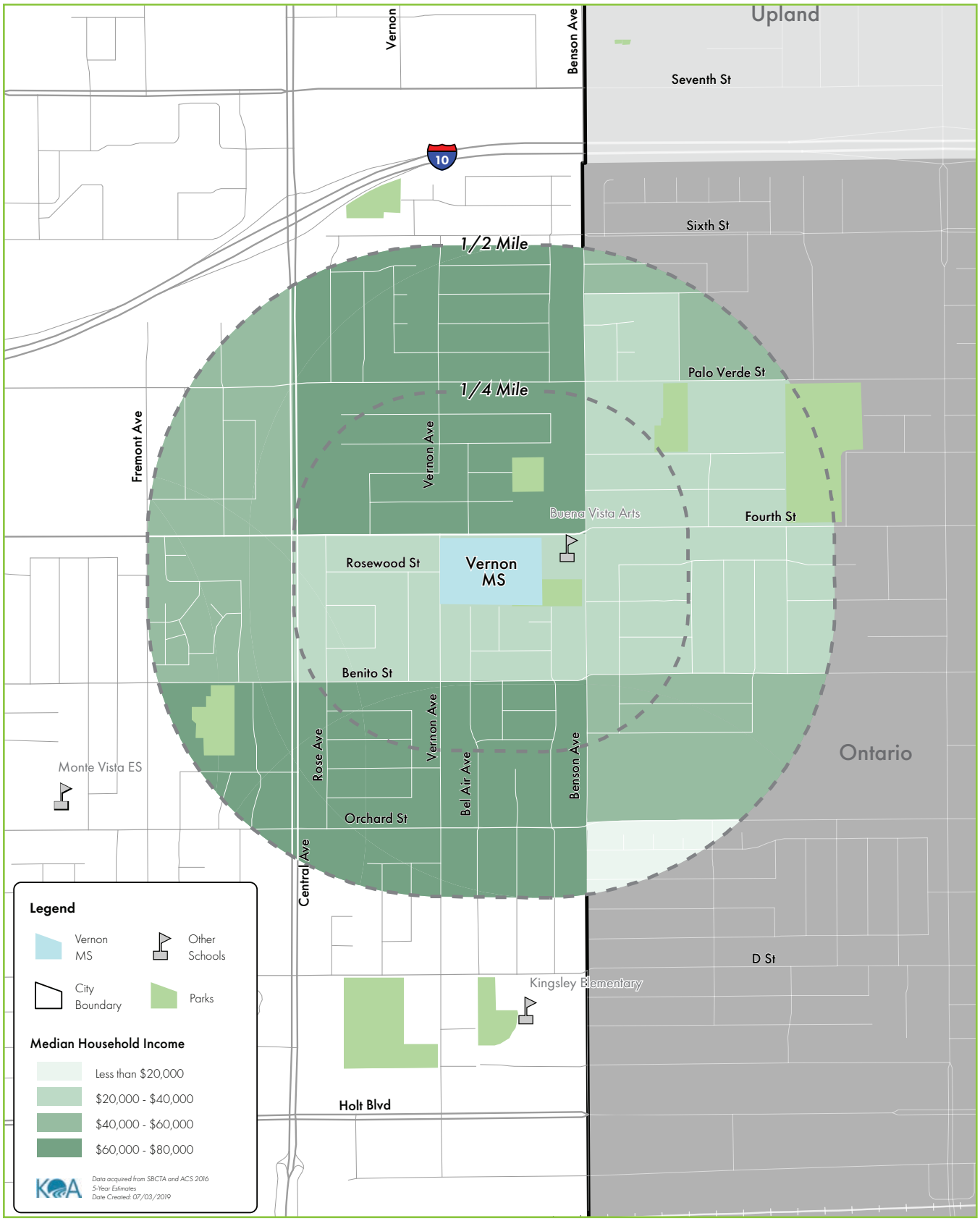

Figure C-9.1: Median Household Income Within A 1/4 And 1/2 Mile Of Vernon Middle School

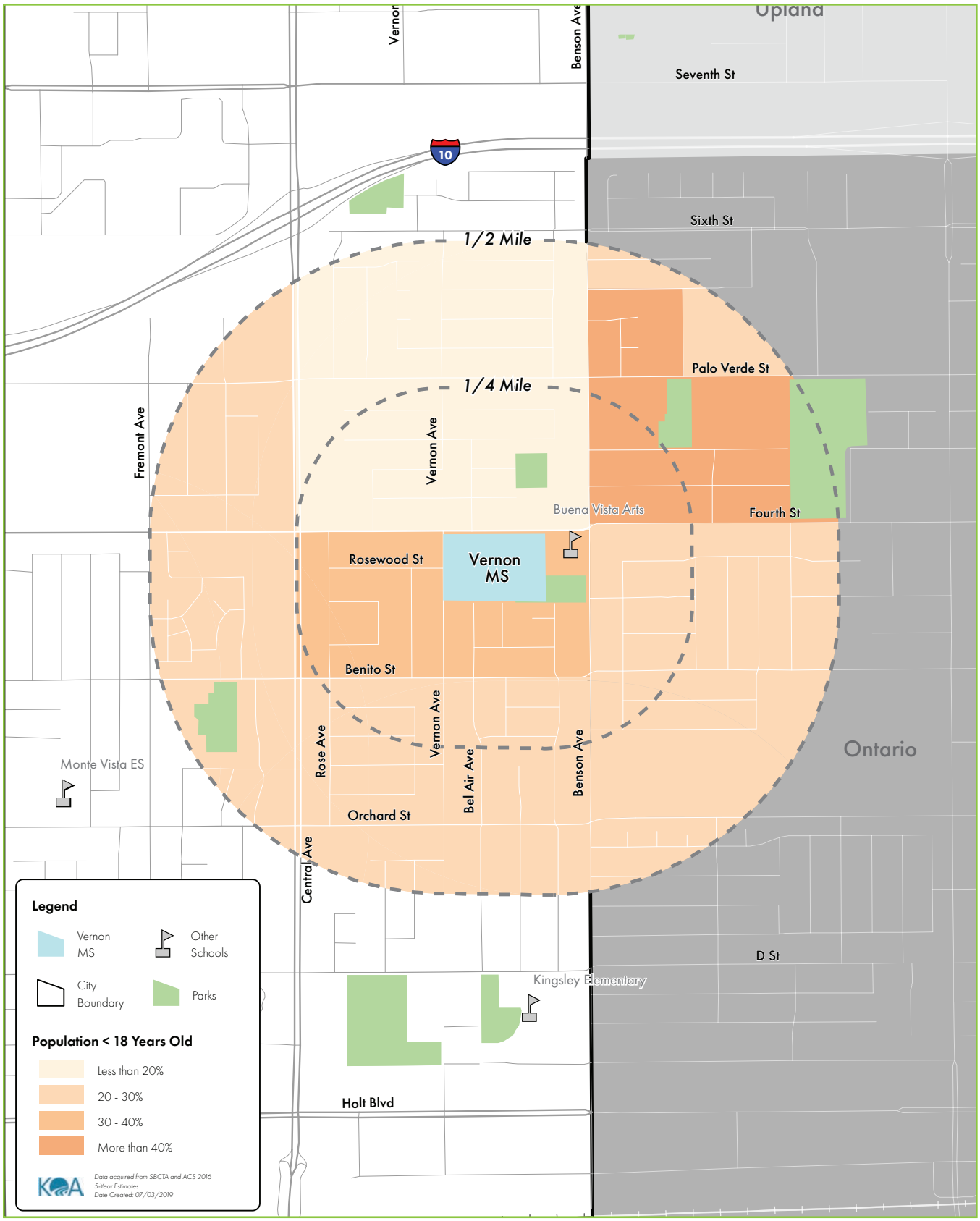

Figure C-9.2: Population Younger Than 18 Years Old Within A 1/4 And 1/2 Mile Of Vernon Middle School

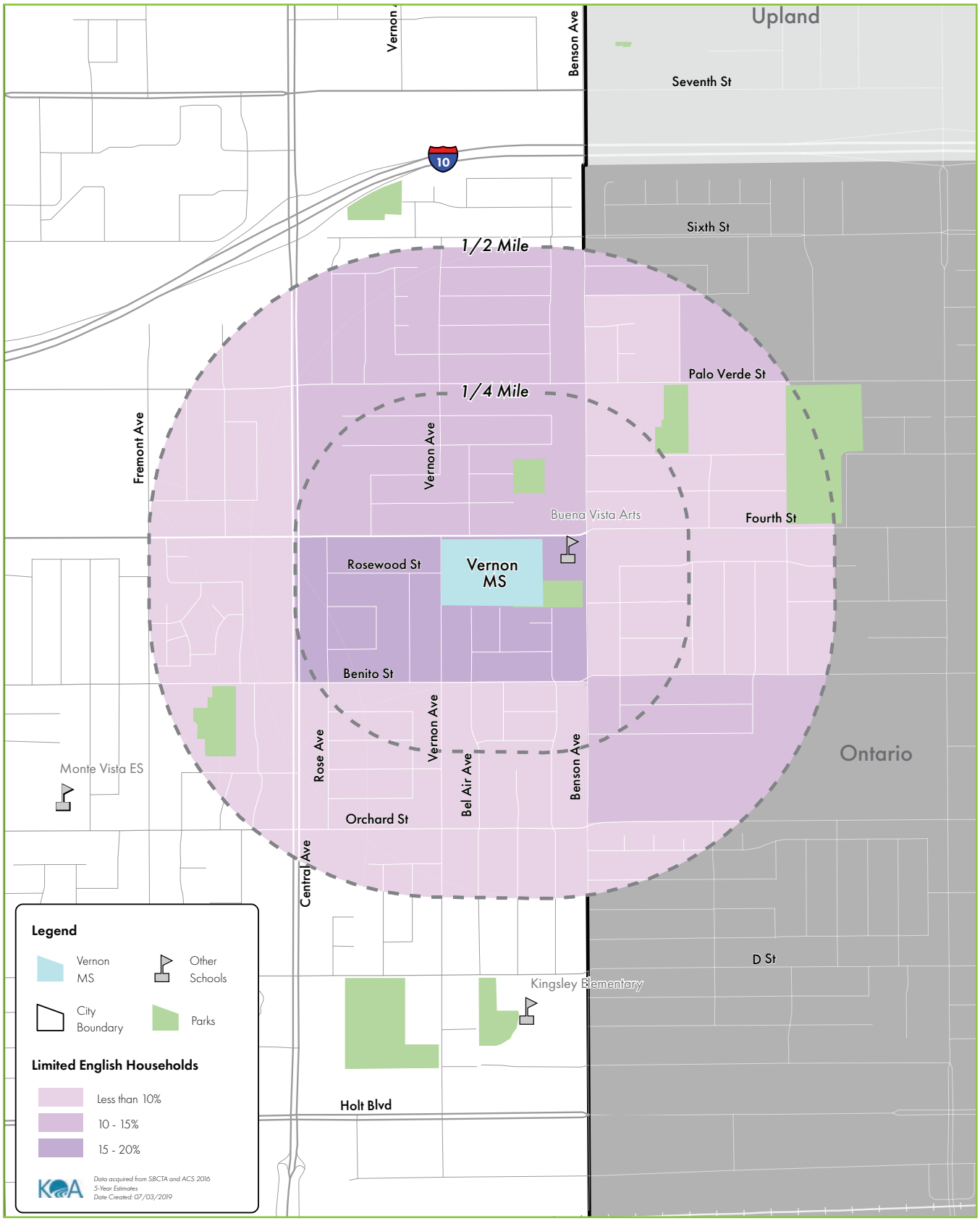

Figure C-9.3: Households With Limited English Capabilities Within A 1/4 And 1/2 Mile Of Vernon Middle School

Vehicle, Pedestrian-Involved, and Bicycle-Involved Collisions

Within a ½ mile radius of Vernon Middle School, 181 collisions occurred between 2014-2018. Of those collisions, 18% involved a pedestrian or bicyclist. Of the 32 pedestrian and bicyclist-involved collisions, one resulted in a fatality, and none resulted in victims with a severe injury. The top two primary collision factors for pedestrian-involved collisions were pedestrian violation and pedestrian right-of-way. Pedestrian right-of-way indicates that the vehicle was infringing on the pedestrian's right-of-way, while a pedestrian violation indicates that the pedestrian was infringing on the vehicle's right-of-way. The top two primary collision factors for bicyclist involved collisions were traffic signals & signs and wrong side of road. The top two intersections for pedestrian-involved collisions were Central Avenue & San Bernardino Street and Benito Street & Central Avenue, both with three collisions. The top two intersections for bicyclist-involved collisions were Central Avenue & San Bernardino Street and 4th Street & Elderberry Avenue, with four and two collisions respectively.

COLLISION TYPE

	# of Collisions	Percent
Pedestrian	19	10.5%
Bicycle	13	7.2%
Total Collisions	181	100.0%
Total Ped & Bike Collisions	32	17.7%

PEDESTRIAN INJURY STATUS

	# of Collisions	Percent
Fatal	1	5.3%
Severely Injured	0	0.0%
Visible Injury	12	63.2%
Complaint of Pain	6	31.6%
Total Injured or Killed	19	100.0%

BICYCLE INJURY STATUS

	# of Collisions	Percent
Fatal	0	0.0%
Severely Injured	0	0.0%
Visible Injury	5	38.5%
Complaint of Pain	8	61.5%
Total Injured or Killed	13	100.0%

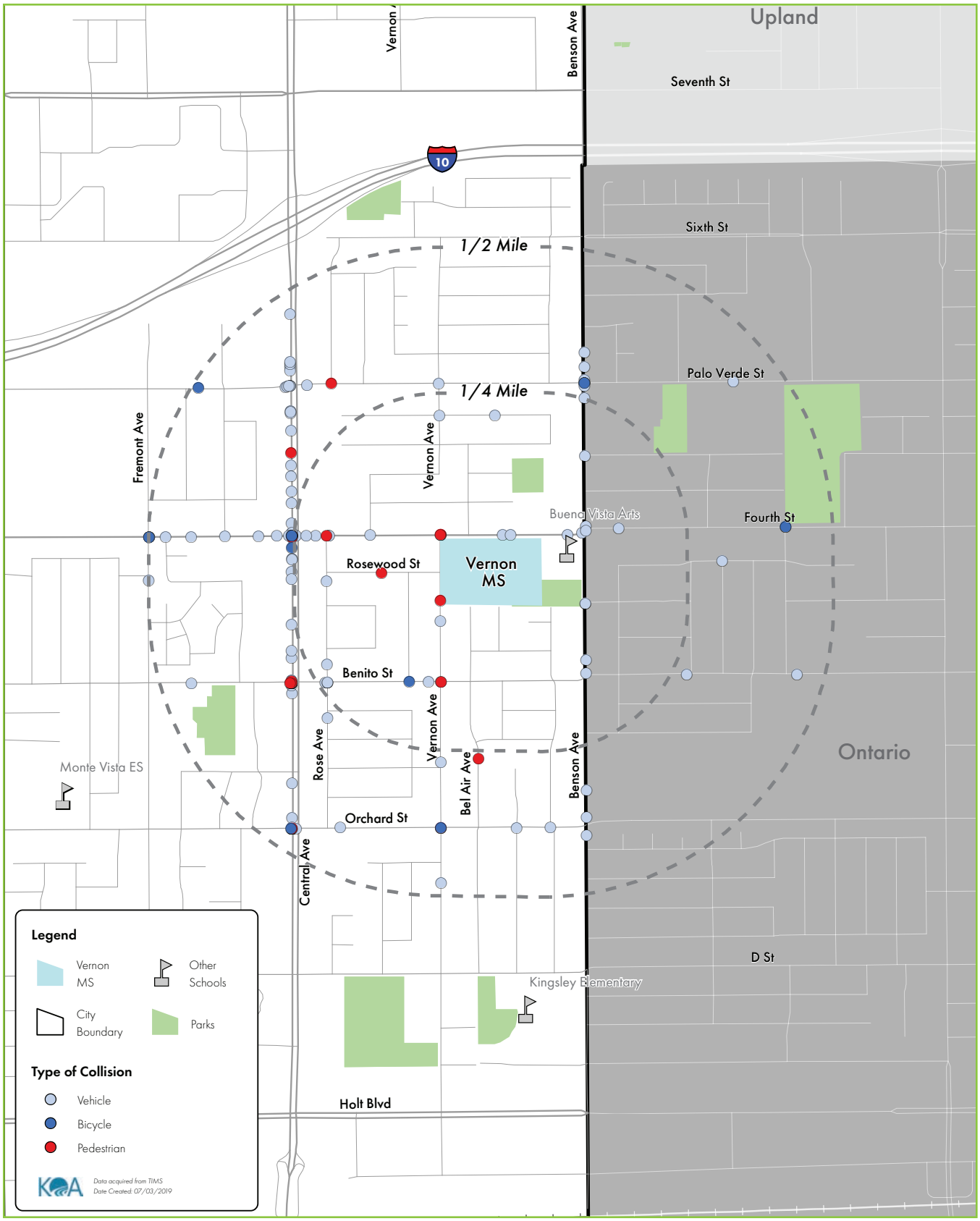

Figure C-9.4: Map Of Pedestrian, Bicycle, And Vehicle Collisions That Occurred Within A 1/4 And 1/2 Mile Of Vernon Middle School

Montclair Police Citations

Within ¼ mile of Vernon Middle School, 274 police citations were noted. Of those, 71% were as a result of a vehicle failing to stop at a stop sign limit line, a crosswalk, or the entrance to an intersection and 18% were as a result of a vehicle failing to obey MUTCD, regulatory signage, and signals. Approximately 77% of citations occurred on weekdays (Monday – Friday) and roughly 43% occurred during peak AM and PM hours. The top three intersections and locations for citation frequency within ¼ mile of the school were Benito Street & Vernon Avenue, San Bernardino Street & Vernon Avenue, and Benson Street & San Bernardino Street. Other notable intersections and locations within ½ mile of Vernon School were Central Avenue & Palo Verde Street, Vernon Avenue & Palo Verde Street, and Central Avenue & Orchard Street.

CITATION VIOLATION

	# of Citations	Percent
Failure to stop at stop sign limit line, crosswalk, or entrance of intersection	194	70.8%
Failure to obey MUTCD/ regulatory sign/ signal	49	17.9%
Speeding (speed greater than in reasonable)	8	2.9%
Failure to yield right-of-way for pedestrian in crosswalk	8	2.9%
Unsafe turning/lane change	4	1.5%
Failure to obey turning movement sign/ signal	4	1.5%
Jaywalking between two adjacent signalized intersections	3	1.1%
Failure to stop at red traffic signal	2	0.7%
Speeding (>65 on highway)	2	0.7%

CITATION TIME OF DAY

	# of Citations	Percent
12:00-2:59AM	4	1.7%
3:00 - 5:59AM	7	3.0%
6:00 - 8:59AM	65	27.9%
9:00 - 11:59AM	34	14.6%
12:00 - 2:59PM	34	14.6%
3:00 - 5:59PM	31	13.3%
6:00 - 8:59PM	37	15.9%
9:00 - 11:59PM	21	9.0%

CITATION DAY OF THE WEEK

	# of Citations	Percent
Monday	34	14.6%
Tuesday	28	12.0%
Wednesday	49	21.0%
Thursday	37	15.9%
Friday	32	13.7%
Saturday	25	10.7%
Sunday	28	12.0%

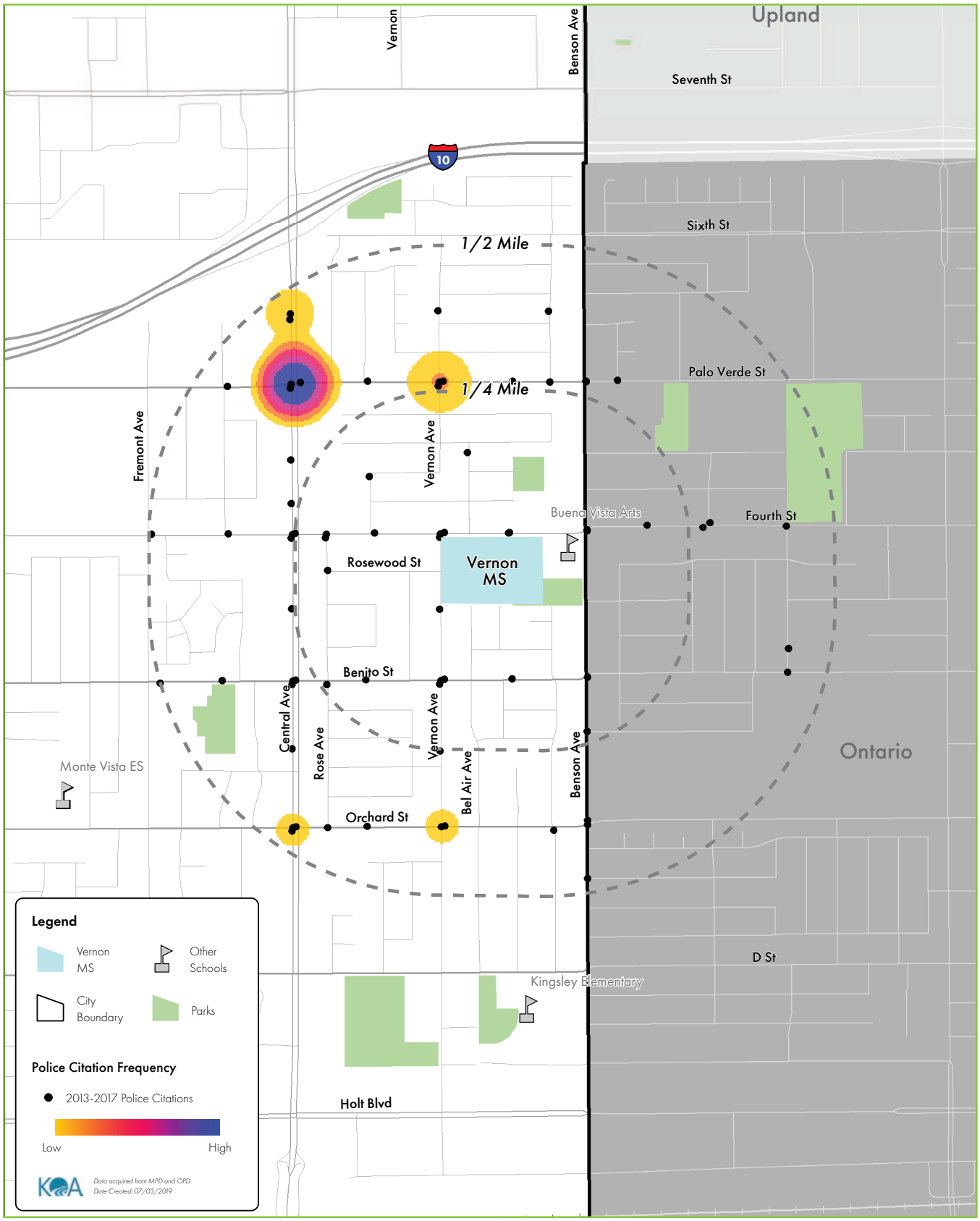

Figure C-9.5: Location Of Police Citations Within A 1/4 And 1/2 Mile Of Vernon Middle School

Population with Asthma

The rates of asthma-related hospital visits surrounding Vernon Middle School ranked in the 68th percentile of all statewide Census Tracts according to CalEnviroScreen 3.0. Census Tracts north of Benito Street, within Montclair, and within ½ mile of the school ranked between the 70th and 75th percentile of all Census Tracts in California. Census Tracts just south of Benito Street had a slightly higher rank of 75th to 80th percentile. Prioritizing the active transportation mode within communities with high asthma rates could decrease pollution leading to enhanced air quality and lower rates of asthma.

Households with Cardiovascular Disease

The rates of cardiovascular disease-related hospital visits surrounding Vernon Middle School ranked in the 78th percentile of all statewide Census Tracts according CalEnviroScreen 3.0. These communities could benefit from improved active transportation infrastructure, and active transportation awareness and education. While most cases of cardiovascular disease were among adults, educating the younger generation of the benefits of walking and riding a bicycle would encourage healthy lifestyle habits which could reduce the risk of developing cardiovascular diseases in adulthood.

HEALTH CHARACTERISTICS

	Percentile
Asthma Percentile	68th
Cardiovascular Disease Percentile	78th
Ozone Percentile	79th
PM 2.5 Percentile	86th
Diesel PM Percentile	83rd
Traffic Density Percentile	63rd

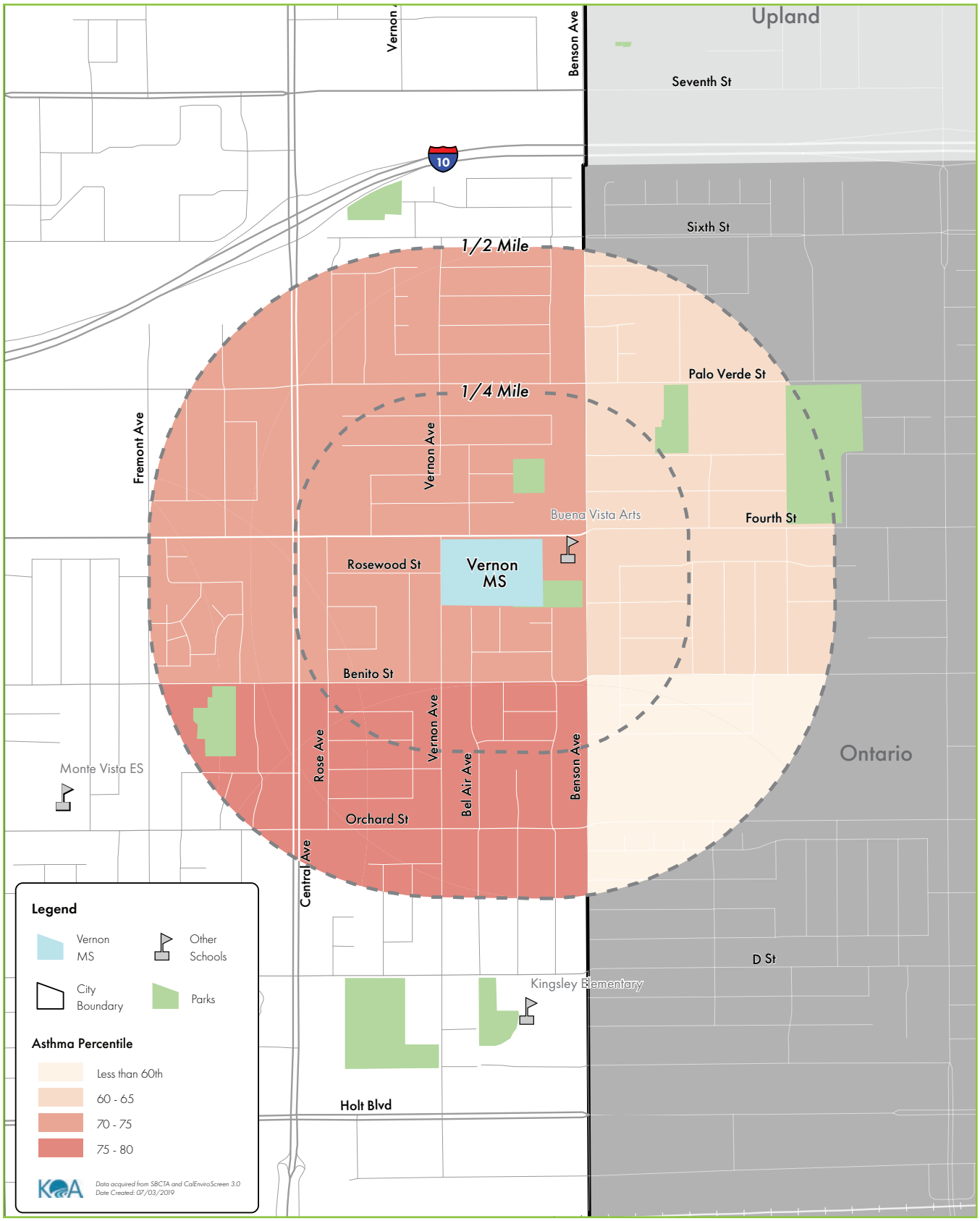

Figure C-9.6: Population With Asthma Within A 1/4 And 1/2 Mile Of Vernon Middle School

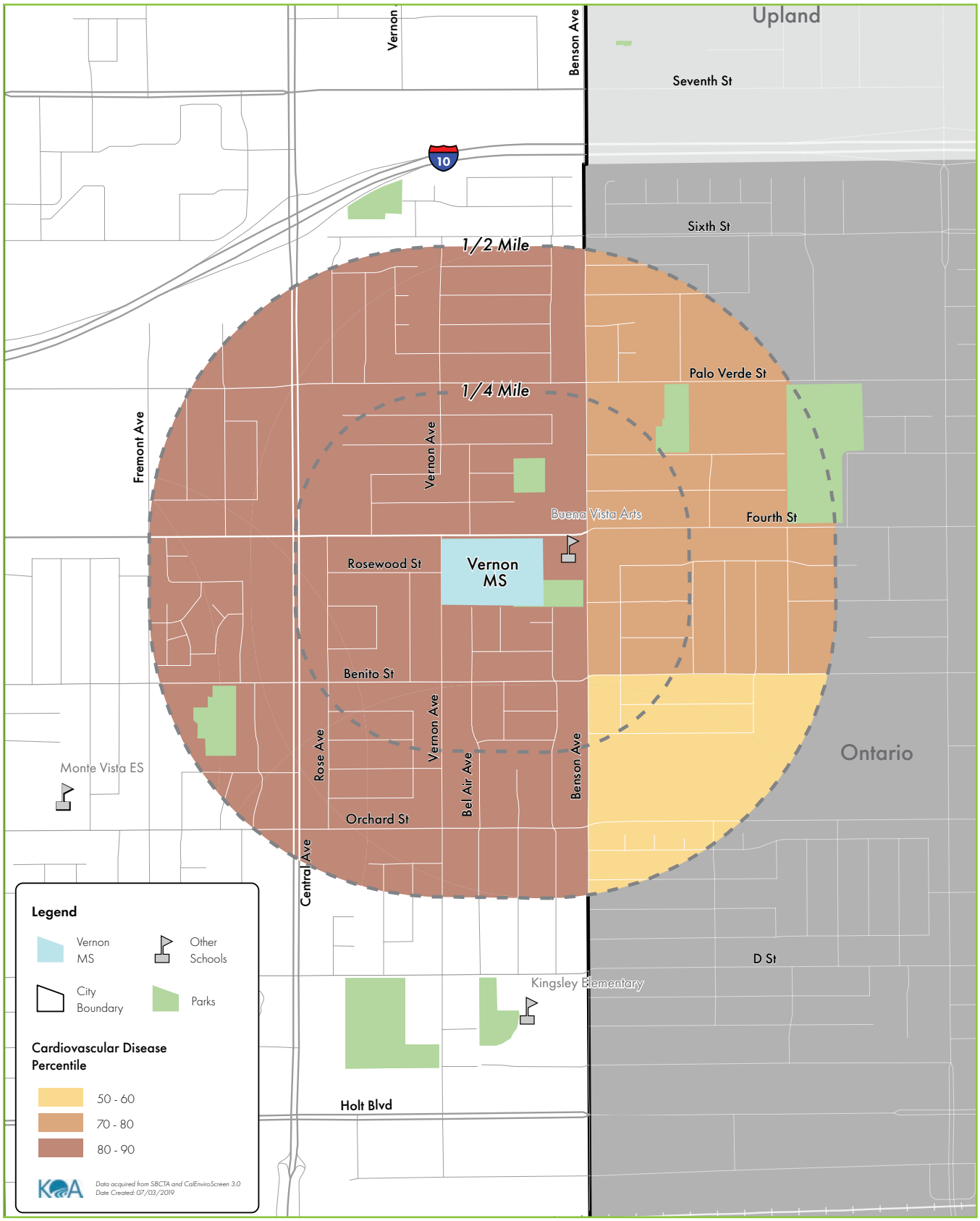

Figure C-9.7: Population With Cardiovascular Disease Within A 1/4 And 1/2 Mile Of Vernon Middle School

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appendix D

IN THIS APPENDIX

INTERVIEWS

D.1 METHODOLOGY

The SRTS team randomly approached participants at Walking Safety Assessments and Community Workshops and asked if they would be willing to engage in a brief interview in support of the Montclair SRTS effort. A total of 16 interviews were conducted. Interviewees represented SRTS stakeholders in Montclair: parent/guardians, school/school district staff, City staff, law enforcement, and a representative from a local non-profit organization. The following open-ended questions were used in the interviews:

Parent/Guardian Interview Questions:

- Please tell me a little about yourself: Your name? Your role?
- What grade are your children in this year?
- How many years have you been a part of this school community?
- How do you currently get your children to and from school?
- Describe a typical experience that you have walking/biking/driving to and from school? Is it fun, pleasant, stressful, frustrating, or frightening?. What is it like to walk/bike around this school?
- From today's meeting, what have you learned about this school site? What stood out?
- What seems to be working well with school drop-off and pick-up processes?
- What is not working well?
- What is your greatest concern for this school? What issues stood out?
- If you had a Magic Wand and could change conditions here, what would you do?

School/District Staff Interview Questions:

- Please tell me a little about yourself: Your name? Your role?
- How many years have you been in your role?
- How long have you been working at this school site?
- From today's meeting, what have you learned about this school site? What stood out?
- What seems to be working well with school drop-off and pick-up processes?
- What is not working well?
- What is your greatest concern for this school? What issues stood out?
- If you had a Magic Wand and could change conditions here, what would you do?

City/Outside Organization Interview Questions:

- Please tell me a little about yourself: Your name? Your role?
- How long have you been working for the City/Outside Organization?
- How many years have you been in your role?
- What have you heard about traffic/walking/biking concerns or needs at this school site?
- From today's meeting, what have you learned about this school site?
- What seems to be working well?
- What is your greatest concern for this school? What issues stood out?
- If you had a Magic Wand and could change conditions here, what would you do?

D.2 FINDINGS

Parent/Guardian Interview:

Range of parent involvement: 1-10 years. Mean 6 years.

Reported mode of transport for their child: 50% walk, 50% vehicle.

Experience of getting to school: Key theme – The majority of interviewees commented that pedestrian crossings were stressful. They observed speeding, adverse driver behaviors, and motorists violating traffic safety rules.

Lessons learned from workshops: Key theme – Many participants learned about the importance of parent and community involvement. They felt that their concerns were validated from hearing other parents expressed similar concerns.

Other themes:

- Some participants pointed out that they had a better understanding of who to contact when they have concerns.
- They also shared their gratitude for gaining a better understanding of potential solutions to address their concerns.

What is working well? Many interviewees were happy that principals and staff at school sites were organized, involved, and they were visible at the morning drop-off processes at school sites.

Greatest Concerns: Many participants expressed concerns on specific pedestrian safety issues at intersections and crossings adjacent to school sites. They also noted that many motorists do not respect pedestrian crossings and traffic laws.

Greatest Desires: Participants overwhelmingly expressed the need for:

- More parent and community involvement in schools
- More traffic safety education
- Leaders to lead by example
- Have explicit support and permission from the school district for parent involvement
- Have more enforcement of speed and traffic violations

School Site/District Interview

Range of time in role: 7-14 years. Mean 9 years.

Range of time in the district: 7-34 years. Mean 20 years.

Lessons learned from workshops: Many interviewees commented on the need for specific infrastructure improvements around school sites (signage, flooding, sidewalk improvement, crosswalk improvements etc.). They felt that their concerns were validated from hearing other parents expressed similar concerns.

What is working well? Many interviewees expressed satisfaction that the morning drop-off processes of vehicles were flowing, active, and working well. Principals and staff at school sites were organized, involved, and visible.

What can be improved? Participants pointed out that the processes for the afternoon pick-up could be improved. During the afternoon pick-up, parents do not adhere to traffic safety laws, and many students and parents cross mid-block to vehicles parked across the street or to other destinations.

Greatest Concerns: Many participants expressed concerns on specific safety issues at intersections and crossings at various school sites. They also commented that many motorists do not respect crossings and traffic laws.

Greatest Desires: Participants would like to:

- Have families arrive at the school a little earlier and have breakfast. This behavior would space out the time frame for the morning drop-off and help reduce traffic congestion.
- Restructure the morning drop-off and afternoon dismissal so there could be decreased congestion.

City/Outside Organization Interview

Range of time in role: 2-11 years. Mean 4.2 years.

Range of time in city/organization: 1-21 years. Mean 13 years.

Comments heard from participants:

- Key Theme: Participants commented that they learned that all schools have traffic-related issues; however, there were very few parents and students who walk or bike to school.
- Key Theme: They also noted that routine enforcement is an on-going challenge.

Lessons learned from workshops: Key Theme: Interviewees cited that specific infrastructure issues, such as the lack of sidewalk and poor drainage system, at school sites located adjacent to Unincorporated San Bernardino County areas present challenges to improving the walking and biking experience for students and parents. A citywide plan could help influence planning efforts at the county level.

Greatest Concerns: Similar to interviewees from other groups, many participants expressed concerns on specific safety issues at intersections and crossings at various school sites. They also commented that many motorists do not respect crossings and traffic laws.

Greatest Desires: Participants would like to:

- Have educational efforts to teach parents about traffic safety
- Have programs to collaborate with parents and get them involved at schools.
- Have more crossing guards and police enforcement available at school sites.

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appendix E

IN THIS APPENDIX

COST ESTIMATES

SEGMENT	IMPROVEMENT	UNIT	COST	QTY	TOTAL
Buena Vista Arts-Integrated	Bike Route with Sharrows & Signs (2 sides)	Per Linear Foot	$4	3815	$15,260
	Pedestrian Lighting	Per Linear Foot	$179	2530	$452,870
	Intersection Control Beacon	Each	$8,000	2	$16,000
	Rectangular Rapid Flashing Beacon (Set of two assigneed for each crossing)	Each	$13,000	2	$26,000
	Speed Feedback Sign	Each	$12,000	1	$12,000
	New Sign & New Post	Each	$300	19	$5,700
	Remove Sign	Each	$100	2	$200
	Advanced STOP Bar Pavement Marking	Each	$250	10	$2,500
	Remove Pavement Marking	Each	$50	2	$100
	High Visibility Ladder Crosswalk	LF	$110	1020	$112,200
	ADA Curb Ramps	Each	$4,968	50	$248,400
	Curb Extension - Raised	Each	$17,526	4	$70,103
	Curb Extension - Painted	Each	$3,145	1	$3,145
	Standard Crosswalks	LF	$90	1075	$96,750
	Concrete Sidewalk (1 side of street)	Per Linear Foot	$42	16160	$682,962
	Curb Paint	Per Linear Foot	$2	120	$240
	Section Subtotal				$1,744,430
	Itemized Improvements				
	Install intersection control beacon in conjunction with lighting at two corners				
	Furnish & Install Type 15 standard and foundation complete - 2 ea	Each	$6,500	2	$13,000
	Furnish & Install Intersection Control Beacon assemblies - 2 ea	Each	$2,500	2	$5,000
	Furnish & Install 15' luminaire mast arm and luminaire complete - 2 ea	Each	$1,500	2	$3,000
	Furnish & Install #5 pull box - 3 ea	Each	$800	3	$2,400
	Furnish & Install 2" conduit - 175 LF	Per Linear Foot	$35	175	$6,125
	Furnish & Install Type III-BF service cabinet on new foundation complete - 1 ea	Each	$4,500	1	$4,500
	Install intersection control beacon in conjunction with lighting at two corners				
	Furnish & Install Type 15 standard and foundation complete - 2 ea	Each	$6,500	2	$13,000
	Furnish & Install Intersection Control Beacon assemblies - 2 ea	Each	$2,500	2	$5,000
	Furnish & Install 15' luminaire mast arm and luminaire complete - 2 ea	Each	$1,500	2	$3,000
	Furnish & Install #5 pull box - 3 ea	Each	$800	6	$4,800
	Furnish & Install 2" conduit - 175 LF	Per Linear Foot	$35	250	$8,750
	Furnish & Install Type III-BF service cabinet on new foundation complete - 1 ea	Each	$4,500	1	$4,500
	Section Subtotal				$73,075
	Project Subtotal				$1,817,505
	Design (Subtotal * 15%)				$272,626
	Environmental (Subtotal * 5%)				$90,875
	Construction Management ((Subtotal + D + E) * 10%)				$218,101
	Mobilization ((Subtotal + D + E) * 5%)				$109,050
	Traffic Control ((Subtotal + D + E) * 5%)				$109,050
	Contingency ((Subtotal + D + E + CM + M + TC) * 15%)				$392,581
	Segment Total				**$3,009,788**

SEGMENT	IMPROVEMENT	UNIT	COST	QTY	TOTAL
Howard ES	Bike Route with Sharrows & Signs (2 sides)	Per Linear Foot	$4	2550	$10,200
	Pedestrian Lighting	Per Linear Foot	$179	2550	$456,450
	Rectangular Rapid Flashing Beacon (Set of two assigneed for each crossing)	Each	$13,000	2	$26,000
	Speed Feedback Sign	Each	$12,000	5	$60,000
	New Sign & New Post	Each	$300	23	$6,900
	New Embedded LED Sign & New Post	Each	$450	2	$900
	Remove Sign	Each	$100	4	$400
	Advanced STOP Bar Pavement Marking	Each	$250	11	$2,750
	School Pavement Marking SLOW SCHOOL XING	Each	$400	2	$800
	Remove Pavement Marking	Each	$50	3	$150
	High Visibility Ladder Crosswalk	LF	$110	795	$87,450
	ADA Curb Ramps	Each	$4,968	6	$29,808
	Curb Extension - Raised	Each	$17,526	9	$157,732
	Curb Extension - Painted	Each	$3,145	1	$3,145
	Accessible Pedestrian Signal	Each	$600	8	$4,800
	Concrete Sidewalk (1 side of street)	Per Linear Foot	$42	1195	$50,504
	Curb Paint	Per Linear Foot	$2	500	$1,000
	Section Subtotal				$898,989
	Itemized Improvements				
	Intersection control beacon and upgrade to LED luminaires for the intersection				
	Furnish & Install Type 15 standard and foundation complete - 2 ea	Each	$6,500	2	$13,000
	Furnish & Install Intersection Control Beacon assemblies - 2 ea	Each	$2,500	2	$5,000
	Furnish & Install 15' luminaire mast arm and LED lamp complete - 2 ea	Each	$1,500	2	$3,000
	Furnish & Install #5 pull box - 2 ea	Each	$800	2	$1,600
	Furnish & Install 2" conduit & wiring; connect to ex. service - 250 LF	Per Linear Foot	$35	250	$8,750
	Remove & Salvage HPSV luminaire - 2 ea	Each	$200	2	$400
	Furnish & install LED luminaire (250W equiv) - 2 ea	Each	$600	2	$1,200
	Realign south leg / Greenwood Way to be more orthagonal to Howard Street				
	Sawcut and remove curb & gutter - 250 LF	Per Linear Foot	$10	250	$2,500
	Reconstruct residential driveway approach - 1 ea	Each	$1,500	1	$1,500
	Install curb & gutter - 300 LF	Per Linear Foot	$19	300	$5,700
	Furnish & Install trench/underdrain - 135 LF	Per Linear Foot	$148	135	$20,000
	Landscaping & Irrigation - 1600 SF	Per Square Foot	$21	1600	$34,000
	Construct PCC curb ramp - 1 ea	Each	$5,000	1	$5,000
	Signing & Striping	Average	$2,000	1	$2,000
	Review pedestrian clearance interval timing				
	Review traffic signal timing; update pedestrain clearance interval; field implementation / fine-tuning	Average	$2,500	1	$2,500
	Review pedestrian clearance interval timing				
	Review traffic signal timing; update pedestrain clearance interval; field implementation / fine-tuning	Average	$2,500	1	$2,500
	Upgrade HPSV luminaires to LED luminaires at the intersection				
	Remove & Salvage street light luminaire - 6 ea	Each	$200	6	$1,200
	Furnish & install LED luminaire (250W equiv) - 6 ea	Each	$600	6	$3,600
	Upgrade HPSV luminaires to LED luminaires at the intersection				
	Remove & Salvage street light luminaire - 6 ea	Each	$200	6	$1,200
	Furnish & install LED luminaire (250W equiv) - 6 ea	Each	$600	6	$3,600
	Upgrade HPSV luminaires to LED luminaires at the intersection				
	Remove & Salvage street light luminaire - 6 ea	Each	$200	6	$1,200
	Furnish & install LED luminaire (250W equiv) - 6 ea	Each	$600	6	$3,600
	Section Subtotal				$123,050
	Project Subtotal				$1,022,039
	Design (Subtotal * 15%)				$153,306
	Environmental (Subtotal * 5%)				$51,102
	Construction Management ((Subtotal + D + E) * 10%)				$122,645
	Mobilization ((Subtotal + D + E) * 5%)				$61,322
	Traffic Control ((Subtotal + D + E) * 5%)				$61,322
	Contingency ((Subtotal + D + E + CM + M + TC) * 15%)				$220,760
	Segment Total				**$1,692,496**

SEGMENT	IMPROVEMENT	UNIT	COST	QTY	TOTAL
Kingsley ES	Roadway Lighting (1 side of road)	Per Linear Foot	$84	1305	$109,620
	Speed Feedback Sign	Each	$12,000	3	$36,000
	New Sign & New Post	Each	$300	13	$3,900
	New Embedded LED Sign & New Post	Each	$450	4	$1,800
	Remove Sign	Each	$100	1	$100
	Stop Line	Each	$60	4	$240
	Advanced STOP Bar Pavement Marking	Each	$250	14	$3,500
	School Pavement Marking SLOW	Each	$210	2	$420
	School Pavement Marking SLOW SCHOOL XING	Each	$400	2	$800
	Remove Pavement Marking	Each	$50	3	$150
	High Visibility Ladder Crosswalk	LF	$110	1060	$116,600
	ADA Curb Ramps	Each	$4,968	4	$19,872
	Curb Extension - Raised	Each	$17,526	7	$122,680
	Standard Crosswalks	LF	$90	650	$58,500
	Accessible Pedestrian Signal	Each	$600	12	$7,200
	Pedestrian Hybrid Beacon (HAWK) w/ signs	Pair	$30,000	2	$60,000
	Concrete Sidewalk (1 side of street)	Per Linear Foot	$42	340	$14,369
	Section Subtotal				$555,752
	Itemized Improvements				
	Ensure ADA clearance for all power poles and firehydrants				
	Relocate fire hydrant	Average	$9,000	1	$9,000
	Remove ex. & constr. 4" PCC S/w over ex. CSG - 100 sf	Average	$1,000	1	$1,000
	Section Subtotal				$10,000
	Project Subtotal				$565,752
	Design (Subtotal * 15%)				$84,863
	Environmental (Subtotal * 5%)				$28,288
	Construction Management ((Subtotal + D + E) * 10%)				$67,890
	Mobilization ((Subtotal + D + E) * 5%)				$33,945
	Traffic Control ((Subtotal + D + E) * 5%)				$33,945
	Contingency ((Subtotal + D + E + CM + M + TC) * 15%)				$122,202
	Segment Total				**$936,885**

SEGMENT	IMPROVEMENT	UNIT	COST	QTY	TOTAL
Lehigh ES	Roadway Lighting (1 side of road)	Per Linear Foot	$84	5095	$427,980
	Pedestrian Lighting	Per Linear Foot	$179	7880	$1,410,520
	Edgeline Striping (1 side)(Standard Paint)	Per Linear Foot	$1	2950	$2,360
	Conflict Zone (Dashed w/ Green Paint)	Per Linear Foot	$15	335	$4,882
	Speed Feedback Sign	Each	$12,000	2	$24,000
	New Sign & New Post	Each	$300	19	$5,700
	New Embedded LED Sign & New Post	Each	$450	2	$900
	Remove Sign	Each	$100	4	$400
	Stop Line	Each	$60	2	$120
	Advanced STOP Bar Pavement Marking	Each	$250	13	$3,250
	School Pavement Marking SLOW	Each	$210	2	$420
	Pavement Marking YIELD	Each	$200	1	$200
	Remove Pavement Marking	Each	$50	6	$300
	Advanced Yield Teeth Marking	Each	$60	3	$180
	High Visibility Ladder Crosswalk	LF	$110	495	$54,450
	ADA Curb Ramps	Each	$4,968	4	$19,872
	Raised Concrete Median	LF	$93	135	$12,616
	Curb Extension - Raised	Each	$17,526	4	$70,103
	Curb Extension - Painted	Each	$3,145	10	$31,450
	Standard Crosswalks	LF	$90	145	$13,050
	Pedestrian Hybrid Beacon (HAWK) w/ signs	Pair	$30,000	1	$30,000
	Concrete Sidewalk (1 side of street)	Per Linear Foot	$42	1600	$67,620
	Curb Paint	Per Linear Foot	$2	795	$1,590
	Section Subtotal				$2,181,963
	Itemized Improvements				
	Remove existing bike lane markings and relocate bike lane adjacent to the curb				
	Remove existing striping - 400 LF	Per Linear Foot	$1	400	$400
	Bicycle Lane Line (6") - 400 LF	Per Linear Foot	$1	400	$400
	Pavement Marking - Bike Lane Arrow - 1 ea	Each	$50	1	$50
	Pavement Marking - Bicycle Symbol - 1 ea	Each	$50	1	$50
	Install and/or conduct pavement condition rehabilitation				
	Review traffic signal timing; update pedestrain clearance interval; field implementation / fine-tuning	Average	$2,500	1	$2,500
	Section Subtotal				$3,400
	Project Subtotal				$2,185,363
	Design (Subtotal * 15%)				$327,804
	Environmental (Subtotal * 5%)				$109,268
	Construction Management ((Subtotal + D + E) * 10%)				$262,244
	Mobilization ((Subtotal + D + E) * 5%)				$131,122
	Traffic Control ((Subtotal + D + E) * 5%)				$131,122
	Contingency ((Subtotal + D + E + CM + M + TC) * 15%)				$472,038
	Segment Total				**$3,618,961**

SEGMENT	IMPROVEMENT	UNIT	COST	QTY	TOTAL
Montclair HS	Pedestrian Lighting	Per Linear Foot	$179	7100	$1,270,900.00
	Edgeline Striping (1 side)(Standard Paint)	Per Linear Foot	$1	810	$648.00
	Conflict Zone (Dashed w/ Green Paint)	Per Linear Foot	$15	1015	$14,791.39
	New Sign & New Post	Each	$300	12	$3,600.00
	New Embedded LED Sign & New Post	Each	$450	4	$1,800.00
	Remove Sign	Each	$100	9	$900.00
	Stop Line	Each	$60	2	$120.00
	Advanced STOP Bar Pavement Marking	Each	$250	25	$6,250.00
	Remove Pavement Marking	Each	$50	8	$400.00
	High Visibility Ladder Crosswalk	Per Linear Foot	$110	1075	$118,250.00
	ADA Curb Ramps	Each	$4,968	4	$19,872.00
	Raised Concrete Median	Per Linear Foot	$93	429	$40,090.05
	Curb Extension - Painted	Each	$3,145	5	$15,725.00
	Standard Crosswalks	Per Linear Foot	$90	420	$37,800.00
	Pedestrian Hybrid Beacon (HAWK) w/ signs	Pair	$30,000	2	$60,000.00
	Concrete Sidewalk (1 side of street)	Per Linear Foot	$42	1860	$78,608.25
	Curb Paint	Per Linear Foot	$2	925	$1,850.00
	Section Subtotal				$1,671,604.69
	Itemized Improvements				
	Intersection Control Beacon with two new Type 15 Luminaires				
	Furnish & Install Type 15 standard and foundation complete	Each	$6,500	2	$13,000.00
	Furnish & Install Intersection Control Beacon assemblies	Each	$2,500	2	$5,000.00
	Furnish & Install 15' luminaire mast arm and luminaire complete	Each	$1,500	2	$3,000.00
	Furnish & Install #5 pull box	Each	$1,300	2	$2,600.00
	Furnish & Install 2" conduit	Per Linear Foot	$35	175	$6,125.00
	Item Subtotal				$29,725.00
	Intersection Control Beacon with two new Type 15 Luminaires				
	Furnish & Install Type 15 standard and foundation complete	Each	$6,500	2	$13,000.00
	Furnish & Install Intersection Control Beacon assemblies	Each	$2,500	2	$5,000.00
	Furnish & Install 15' luminaire mast arm and luminaire complete	Each	$1,500	2	$3,000.00
	Furnish & Install #5 pull box	Each	$1,300	2	$2,600.00
	Furnish & Install 2" conduit	Per Linear Foot	$35	175	$6,125.00
	Item Subtotal				$29,725.00
	Establish a Left-Turn Pocket				
	Double Yellow Centerline Thermoplastic Stripe (Detail 22) (200ft+75)	LF	$3	200 (+75)	$825.00
	Left-turn channelization Line (8")	LF	$2	125	$250.00
	Install left-turn arrow pavment markings	Per Linear Foot	$85	2	$170.00
	Item Subtotal				$1,245.00
	Establish a Left-Turn Pocket				
	Double Yellow Centerline Thermoplastic Stripe (Detail 22) (225ft+75)	Per Linear Foot	$3	225 (+75)	$900.00
	Left-turn channelization Line (8")	Per Linear Foot	$2	200	$400.00
	Install left-turn arrow pavment markings	Each	$85	2	$170.00
	Item Subtotal				$1,470.00
	Establish a Left-Turn Pocket				
	Double Yellow Centerline Thermoplastic Stripe (Detail 22) (225ft+75)	Per Linear Foot	$3	225 (+75)	$900.00
	Left-turn channelization Line (8")	Per Linear Foot	$2	200	$400.00
	Install left-turn arrow pavment markings	Each	$85	2	$170.00
	Item Subtotal				$1,470.00
	Realign Bike Lane approach to the intersection				
	Bicycle Lane Line (6")	Per Linear Foot	$1	200	$200.00
	Pavement Marking - Bike Lane Arrow	Each	$50	1	$50.00
	Pavement Marking - Bicycle Symbol	Each	$50	1	$50.00
	Item Subtotal				$300.00
	Repaint Center Left-Turn Lane				
	Repaint Center Left-Turn Lane	Per Linear Foot	$4	700	$2,800.00
	Item Subtotal				$2,800.00
	Section Subtotal				$66,735.00
	Project Subtotal				$1,738,339.69
	Design (Subtotal * 15%)				$260,750.95
	Environmental (Subtotal * 5%)				$86,916.98
	Construction Management ((Subtotal + D + E) * 10%)				$208,600.76
	Mobilization ((Subtotal + D + E) * 5%)				$104,300.38
	Traffic Control ((Subtotal + D + E) * 5%)				$104,300.38
	Contingency ((Subtotal + D + E + CM + M + TC) * 15%)				$375,481.37
	Segment Total				**$2,878,691**

SEGMENT	IMPROVEMENT	UNIT	COST	QTY	TOTAL
Monte Vista ES	Conflict Zone (Dashed w/ Green Paint)	Per Linear Foot	$15	580	$8,452
	Speed Feedback Sign	Each	$12,000	2	$24,000
	New Sign & New Post	Each	$300	27	$8,100
	Advanced STOP Bar Pavement Marking	Each	$250	30	$7,500
	Advanced Yield Teeth Marking	Each	$60	4	$240
	High Visibility Ladder Crosswalk	Per Linear Foot	$110	680	$74,800
	ADA Curb Ramps	Each	$4,968	1	$4,968
	Curb Extension - Raised	Each	$17,526	4	$70,103
	Curb Extension - Painted	Each	$3,145	4	$12,580
	Standard Crosswalks	Per Linear Foot	$90	905	$81,450
	Accessible Pedestrian Signal	Each	$600	8	$4,800
	Concrete Sidewalk (1 side of street)	Per Linear Foot	$42	4890	$206,664
	Section Subtotal				$503,657
	Itemized Improvements				
	Intersection Control Beacon with two new Type 15 Luminaires				
	Remove Traffic Stripe - Thermoplastic	Per Linear Foot	$2	100	$200
	Right-Turn Channelization Line (8")	Per Linear Foot	$2	200	$400
	Furnish & Install - Sign Panel, Post and Foundation (R4-4)	Each	$400	2	$800
	Bicycle Lane Line (6")	Per Linear Foot	$1	200	$200
	Pavement Marking - Bike Lane Arrow	Each	$50	2	$100
	Pavement Marking - Bicycle Symbol	Each	$50	2	$100
	Install Right-Turn Arrow Pavment Markings	Each	$85	4	$340
	Item Subtotal				$2,140
	Establish a Left-Turn Pocket				
	Reprogram TS timing (maintain 5-section heads in place)	Each	$2,800	1	$2,800
	Furnish & Install - Sign Panel on ex. TS pole (R10-11/R10-23)	Each	$200	4	$800
	Item Subtotal				$3,600
	Enhanced Pedestrian Shading				
	Material - Outdoor Ped. Sidewalk Awning/Canopy - 7'W x 620'L	Per Linear Foot	$24	620	$14,880
	Installation - Outdoor Ped. Sidewalk Awning/Canopy - 7'W x 620'L	Per Linear Foot	$12.60	620	$7,812
	Item Subtotal				$22,692
	Realign Bike Lane approach to the intersection				
	Bicycle Lane Line (6")	Per Linear Foot	$1	200	$200
	Pavement Marking - Bike Lane Arrow	Each	$50	1	$50
	Pavement Marking - Bicycle Symbol	Each	$50	1	$50
	Item Subtotal				$300
	Realign Bike Lane approach to the intersection				
	Bicycle Lane Line (6")	Per Linear Foot	$1	200	$200
	Pavement Marking - Bike Lane Arrow	Each	$50	1	$50
	Pavement Marking - Bicycle Symbol	Each	$50	1	$50
	Item Subtotal				$300
	Section Subtotal				$29,032
	Project Subtotal				**$532,689**
	Design (Subtotal * 15%)				$79,903
	Environmental (Subtotal * 5%)				$26,634
	Construction Management ((Subtotal + D + E) * 10%)				$63,923
	Mobilization ((Subtotal + D + E) * 5%)				$31,961
	Traffic Control ((Subtotal + D + E) * 5%)				$31,961
	Contingency ((Subtotal + D + E + CM + M + TC) * 15%)				$115,061
	Segment Total				**$882,133**

SEGMENT	IMPROVEMENT	UNIT	COST	QTY	TOTAL
Montera ES	Rectangular Rapid Flashing Beacon (Set of two assigneed for each cros	Each	$13,000	4	$52,000
	Speed Feedback Sign	Each	$12,000	2	$24,000
	New Sign & New Post	Each	$300	11	$3,300
	New Embedded LED Sign & New Post	Each	$450	5	$2,250
	Remove Sign	Each	$100	6	$600
	Stop Line	Each	$60	2	$120
	Advanced STOP Bar Pavement Marking	Each	$250	12	$3,000
	Remove Pavement Marking	Each	$50	2	$100
	High Visibility Ladder Crosswalk	Per Linear Foot	$110	980	$107,800
	ADA Curb Ramps	Each	$4,968	25	$124,200
	Curb Extension - Raised	Each	$17,526	11	$192,783
	Curb Extension - Painted	Each	$3,145	1	$3,145
	Standard Crosswalks	Per Linear Foot	$90	750	$67,500
	Accessible Pedestrian Signal	Each	$600	8	$4,800
	Pedestrian Hybrid Beacon (HAWK) w/ signs	Pair	$30,000	1	$30,000
	Concrete Sidewalk (1 side of street)	Per Linear Foot	$42	180	$7,607
	Curb Paint	Per Linear Foot	$2	215	$430
	Section Subtotal				$623,636
	Itemized Improvements				
	Remove Existing In-Ground Flashers				
	Remove Existing In-Ground Flashers on South Leg	Average	$3,395	1	$3,395
	Item Subtotal				$3,395
	Section Subtotal				$3,395
	Project Subtotal				$627,031
	Design (Subtotal * 15%)				$94,055
	Environmental (Subtotal * 5%)				$31,352
	Construction Management ((Subtotal + D + E) * 10%)				$75,244
	Mobilization ((Subtotal + D + E) * 5%)				$37,622
	Traffic Control ((Subtotal + D + E) * 5%)				$37,622
	Contingency ((Subtotal + D + E + CM + M + TC) * 15%)				$135,439
	Segment Total				**$1,038,363**

SEGMENT	IMPROVEMENT	UNIT	COST	QTY	TOTAL
Ramona ES	Bike Route with Sharrows & Signs (2 sides)	Per Linear Foot	$4	3815	$15,260
	Pedestrian Lighting	Per Linear Foot	$179	2530	$452,870
	Intersection Control Beacon	Each	$8,000	2	$16,000
	Rectangular Rapid Flashing Beacon (Set of two assigneed for each crossing)	Each	$13,000	2	$26,000
	Speed Feedback Sign	Each	$12,000	1	$12,000
	New Sign & New Post	Each	$300	19	$5,700
	Remove Sign	Each	$100	2	$200
	Advanced STOP Bar Pavement Marking	Each	$250	10	$2,500
	Remove Pavement Marking	Each	$50	2	$100
	High Visibility Ladder Crosswalk	LF	$110	1020	$112,200
	ADA Curb Ramps	Each	$4,968	50	$248,400
	Curb Extension - Raised	Each	$17,526	4	$70,103
	Curb Extension - Painted	Each	$3,145	1	$3,145
	Standard Crosswalks	LF	$90	1075	$96,750
	Concrete Sidewalk (1 side of street)	Per Linear Foot	$42	16160	$682,962
	Curb Paint	Per Linear Foot	$2	120	$240
	Section Subtotal				$1,744,430
	Itemized Improvements				
	Intersection control beacon on new lighting luminere at two corners				
	Furnish & Install Type 15 standard and foundation complete - 2 ea	Each	$6,500	2	$13,000
	Furnish & Install Intersection Control Beacon assemblies - 2 ea	Each	$2,500	2	$5,000
	Furnish & Install 15' luminaire mast arm and luminaire complete - 2 ea	Each	$1,500	2	$3,000
	Furnish & Install #5 pull box - 2 ea	Each	$800	2	$1,600
	Furnish & Install 2" conduit - 175 LF	Per Linear Foot	$35	175	$6,125
	Conduct speed survey and reduce speed limit accordingly				
	Conduct spot radar speed survey count - 1 midblock location	Each	$500	1	$500
	Engineering & traffic survey (E&TS) speed zoning analysis + tech memo	Average	$1,000	1	$1,000
	Remove speed limit pavement marking (40) - 1 ea	Each	$50	1	$50
	Install speed limit pavement marking (XX) - 2 ea	Each	$150	2	$300
	Remove ex. speed limit sign; Install new speed limit sign - 1 ea	Each	$250	1	$250
	Furnish & Install new speed limit sign on new post and foundation - 1 ea	Each	$400	1	$400
	Conduct speed survey and reduce speed limit accordingly				
	Conduct spot radar speed survey count - 1 midblock location	Each	$500	1	$500
	Engineering & traffic survey (E&TS) speed zoning analysis + tech memo	Average	$1,000	1	$1,000
	Remove speed limit pavement marking (40) - 1 ea	Each	$50	1	$50
	Install speed limit pavement marking (XX) - 2 ea	Each	$150	2	$300
	Remove ex. speed limit sign; Install new speed limit sign - 1 ea	Each	$250	1	$250
	Furnish & Install new speed limit sign on new post and foundation - 1 ea	Each	$400	1	$400
	Furnish & Install new bike route sign (D11-1) on new post & foundation - 2 ea	Each	$350	2	$700
	Ensure all pedestrian signal heads have countdown functionality. Review signal timing to ensure adequate pedestrian clearance intervals are provide fo				
	Remove ex. pedestrian signal head (complete) - 4 ea	Each	$38	4	$150
	Furnish & Install new countdown ped signal head - 4 ea	Each	$250	4	$1,000
	Review TS timing; update ped clr. interval; field implementation/fine-tuning	Average	$2,500	1	$2,500
	Expand roadway to total available right-of-way, restrict parking on west side sidewalks with signage. Improve drainage operation for adverse weather long term - Mission to Phillips (1,200 LF)				
	Unclassified excavation - 2,900 CY (64'w x 1,200'L x 1'd)	Per Cubic Yard	$100	2900	$290,000
	6" AC Pavement - 44,000 SF (36'w x 1,200'L)	Per Square Foot	$2	44000	$90,000
	Crushed agg. Base (under AC) - 1,667 CY	Per Cubic Yard	$29	1667	$48,000
	PCC curb & gutter - 2,400 LF (2 x 1,200 LF)	Per Linear Foot	$21	2400	$50,000
	4"PCC sidewalk - 12,000 SF (5'w x 1,200'L x 2 ea)	Per Square Foot	$4	12000	$50,000
	4" PCC residential driveway - 5,400 SF (18'L x 12'w x 25 ea)	Per Square Foot	$5	5400	$25,000
	6" PCC commercial driveway - 1,080 SF (18'L x 12'w x 5 ea)	Per Square Foot	$6	1080	$6,000
	Crushed agg. Base (under sw c&g, dwy) - 622 CY (14'w x 1,200'L x 0.5'd x 2)	Per Cubic Yard	$19	622	$12,000
	Relocate utility/power pole, anchors; restring overhead wires - 10 ea	Each	$25,000	10	$250,000
	Relocate mailbox (stone column, post-mounted) - 30 ea	Each	$700	30	$21,000
	Relocate sign panel, post and foundation - 2 ea	Each	$600	2	$1,200

Ramona ES Continued

	Adjust ex. water meter to finished grade - 30 ea	Each	$333	30	$10,000
	Replace/relocate steel pipe bollards - 3 ea ($500 remove; $1000 F&I new)	Each	$1,500	3	$4,500
	Remove & reset chainlink fence/gate ~1,200 LF	Per Linear Foot	$50	1200	$60,000
	Remove & replace concrete block wall ~ 1,200 LF	Per Linear Foot	$292	1200	$350,000
	Relocate fire hydrant - 3 ea	Each	$10,000	3	$30,000
	Remove tree (12"dia. or greater) - 4 ea	Each	$1,000	4	$4,000
	Remove pathway stones - LS	Average	$1,000	1	$1,000
	Expand roadway to total available right-of-way, restrict parking on west side sidewalks with signage. Improve drainage operation for adverse weather long term.				
	Pipeline Avenue (e. side only) - 500' e/o 9th to Grand (750 LF)	Average	$543	750	$407,094
	Pipeline Avenue (w. side only) - Grand to Phillips (800 LF)	Average	$543	800	$434,233
	Expand roadway to tot. available right-of-way, restrict parking on sidewalks with signage. Improve drainage operation for adverse weather long term. Kadota Avenue to Pipeline Avenue.				
	Unclassified excavation - 777 CY (35'w x 600'L x 1'd)	Per Cubic Yard	$103	777	$80,000
	6" AC Pavement - 16,800 SF (28'w x 600'L)	Per Square Foot	$2	16800	$40,000
	Crushed agg. Base (under AC) - 311 CY	Per Cubic Yard	$64	311	$20,000
	PCC curb & gutter - 600 LF	Per Linear Foot	$20	600	$12,000
	4"PCC sidewalk - 3600 SF (6'w x 600'L)	Per Square Foot	$4	3600	$15,000
	4" PCC residential driveway - 1,080 SF (18'L x 6'w x 10 ea)	Per Square Foot	$5	1080	$5,000
	Crushed agg. Base (under sidewalk, c&g, driveway) - 177 CY	Per Cubic Yard	$68	177	$12,000
	Relocate utility/power pole, anchors; restring overhead wires - 4 ea	Each	$25,000	4	$100,000
	Relocate mailbox (stone column, post-mounted) - 10 ea	Each	$700	10	$7,000
	Remove sign panel, post and foundation - 1 ea	Each	$300	1	$300
	Adjust ex. water meter to finished grade - 10 ea	Each	$1,000	10	$10,000
	Replace/relocate steel pipe bollards - 3 ea ($500 remove; $1000 F&I new)	Each	$1,500	3	$4,500
	Expand roadway to tot. available right-of-way, restrict parking on sidewalks with signage. Improve drainage operation for adverse weather long term. 9th Street to Grand Avenue.				
	Unclassified excavation - 777 CY (35'w x 600'L x 1'd)	Average	$680,000	1	$680,000
	Expand roadway to tot. available right-of-way, restrict parking on sidewalks with signage. Improve drainage operation for adverse weather long term. 9th Street to Grand Avenue.				
	Constr curb opening catch basins (18"x30' RCP/trench/bedding/backfill; F&I box-MH frame, grate & cover), connect to SD mainline in street - 2 ea	Average	$34,000	1	$34,000
	Section Subtotal				$3,201,901
	Project Subtotal				$4,946,331
	Design (Subtotal * 15%)				$741,950
	Environmental (Subtotal * 5%)				$247,317
	Construction Management ((Subtotal + D + E) * 10%)				$593,560
	Mobilization ((Subtotal + D + E) * 5%)				$296,780
	Traffic Control ((Subtotal + D + E) * 5%)				$296,780
	Contingency ((Subtotal + D + E + CM + M + TC) * 15%)				$1,068,408
	Segment Total				**$8,191,125**

SEGMENT	IMPROVEMENT	UNIT	COST	QTY	TOTAL
Vernon MS	Bike Route with Sharrows & Signs (2 sides)	Per Linear Foot	$4	3815	$15,260
	Pedestrian Lighting	Per Linear Foot	$179	2530	$452,870
	Intersection Control Beacon	Each	$8,000	2	$16,000
	Rectangular Rapid Flashing Beacon (Set of two assigneed for each crossing)	Each	$13,000	2	$26,000
	Speed Feedback Sign	Each	$12,000	1	$12,000
	New Sign & New Post	Each	$300	19	$5,700
	Remove Sign	Each	$100	2	$200
	Advanced STOP Bar Pavement Marking	Each	$250	10	$2,500
	Remove Pavement Marking	Each	$50	2	$100
	High Visibility Ladder Crosswalk	LF	$110	1020	$112,200
	ADA Curb Ramps	Each	$4,968	50	$248,400
	Curb Extension - Raised	Each	$17,526	4	$70,103
	Curb Extension - Painted	Each	$3,145	1	$3,145
	Standard Crosswalks	LF	$90	1075	$96,750
	Concrete Sidewalk (1 side of street)	Per Linear Foot	$42	16160	$682,962
	Curb Paint	Per Linear Foot	$2	120	$240
	Section Subtotal				$1,744,430
	Itemized Improvements				
	Install intersection control beacon in conjunction with lighting at two corners				
	Furnish & Install Type 15 standard and foundation complete - 2 ea	Each	$6,500	2	$13,000
	Furnish & Install Intersection Control Beacon assemblies - 2 ea	Each	$2,500	2	$5,000
	Furnish & Install 15' luminaire mast arm and luminaire complete - 2 ea	Each	$1,500	2	$3,000
	Furnish & Install #5 pull box - 3 ea	Each	$800	3	$2,400
	Furnish & Install 2" conduit - 175 LF	Per Linear Foot	$35	175	$6,125
	Furnish & Install Type III-BF service cabinet on new foundation complete - 1 ea	Each	$4,500	1	$4,500
	Install intersection control beacon in conjunction with lighting at two corners				
	Furnish & Install Type 15 standard and foundation complete - 2 ea	Each	$6,500	2	$13,000
	Furnish & Install Intersection Control Beacon assemblies - 2 ea	Each	$2,500	2	$5,000
	Furnish & Install 15' luminaire mast arm and luminaire complete - 2 ea	Each	$1,500	2	$3,000
	Furnish & Install #5 pull box - 3 ea	Each	$800	6	$4,800
	Furnish & Install 2" conduit - 175 LF	Per Linear Foot	$35	250	$8,750
	Furnish & Install Type III-BF service cabinet on new foundation complete - 1 ea	Each	$4,500	1	$4,500
	Section Subtotal				$73,075
	Project Subtotal				$1,817,505
	Design (Subtotal * 15%)				$272,626
	Environmental (Subtotal * 5%)				$90,875
	Construction Management ((Subtotal + D + E) * 10%)				$218,101
	Mobilization ((Subtotal + D + E) * 5%)				$109,050
	Traffic Control ((Subtotal + D + E) * 5%)				$109,050
	Contingency ((Subtotal + D + E + CM + M + TC) * 15%)				$392,581
	Segment Total				**$3,009,788**

appendix F

IN THIS APPENDIX

ONLINE PLATFORM

Montclair Active Transportation Plan and Safe Routes to School Plan

WELCOME! The **City of Montclair** is developing the Active Transportation Plan (ATP) and Safe Routes to School (SRTS) Plan, and we need your help!

Click the "**Start**" button above or any of the tabs below to begin.

This online platform is also available in **Spanish**

I. WELCOME!

- Introduction

II. ACTIVE TRANSPORTATION PLAN

- ATP Vision and Priorities
- Possible Infrastructure Treatments
- Active Transportation Network

III. SAFE ROUTES TO SCHOOL PLAN

- SRTS Purpose and Goals
- Buena Vista Arts Integrated Magnet School
- Howard Elementary School
- Kingsley Elementary School
- Lehigh Elementary School
- Montclair High School
- Monte Vista Elementary School
- Montera Elementary School
- Ramona Elementary School
- Vernon Middle School

IV. FEEDBACK OPPORTUNITIES

- Active Transportation Plan Survey
- Safe Routes to School Parent Survey

V. LET'S KEEP IN TOUCH!

- Join Our Mailing List
- Project Contact Information

Introduction

City of Montclair

ACTIVE TRANSPORTATION PLAN

and

SAFE ROUTES TO SCHOOL PLAN

MONTCLAIR KOA

The Online Engagement Tool is comprised of five sections. Each section is independent from each other, so you can jump between sections and give your feedback.

1. Section 1: Introduction serves as the introduction to the Online Engagement Tool.
2. Section 2: Active Transportation Plan focuses on the Active Transportation Plan (ATP). ***Please scroll through the section and share your thoughts in the comment boxes.***
3. Section 3: Safe Routes to School Plan discusses and presents draft treatments for the Safe Routes to School (SRTS) Plan. ***Please navigate to the school(s) that you are affiliated with and provide comments for each school.***
4. Section 4: Feedback Opportunities presents surveys for both the ATP and SRTS Plans. ***Please take a few minutes and give your input for both efforts.***
5. Section 5: Let's Keep In Touch is the last section of this tool. ***Please leave your contact information so we can keep in touch with you!***

CONTINUE

ATP Vision and Priorities

The Active Transportation Plan (ATP) seeks to identify ways to improve pedestrian and bicycle mobility and access. Specifically, the ATP aims to improve walking and bicycling conditions within the City to provide residents with greater access to transit, jobs, goods, services, and other key destinations.




Plan Vision

A City of Montclair that is **healthier** and **more equitable** due to **safer** and **more connected** roadways through the provision of active transportation options.

Plan Priorities

- [ ] **CONTRIBUTE TO A HEALTHIER MONTCLAIR**: The Plan will strive to improve the physical and mental well-being of Montclair community members.

- [ ] **PROVIDE A SAFER ACTIVE TRANSPORTATION SYSTEM:** The Plan will create a safer Montclair for community members to take part in active transportation.

- [ ] **CONNECT PEOPLE TO DESTINATIONS:** The Plan will develop a more connected active transportation network that allows community members to have more convenient access to local and regional destinations.

- [ ] **ENCOURAGE EQUITABLE OUTCOMES:** The Plan will aspire towards a Montclair where community members will have access to equitable transportation outcomes.

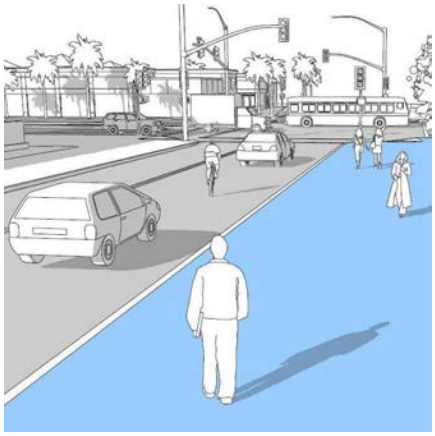
- [ ] **PROMOTE PLACEMAKING AND VIBRANT ECONOMY:** The Plan will contribute to a livelier and more economically-vibrant Montclair by leveraging opportunities from increased use of active transportation.

CONTINUE

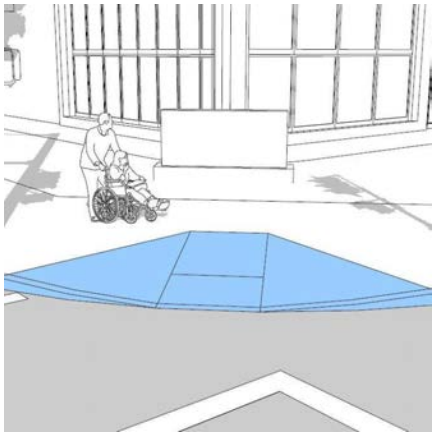
Possible Infrastructure Treatments

Infrastructure treatments can include many elements that help create an environment that is walkable, bikeable, and accessible through other modes of transportation such as transit!

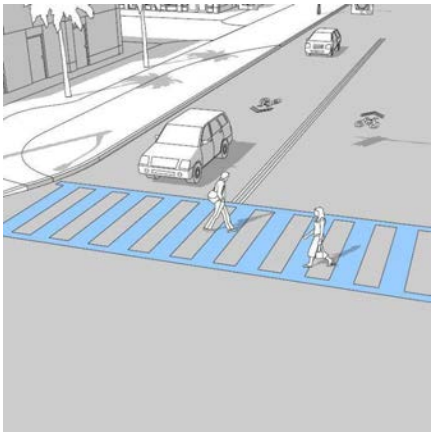
Pedestrian Treatments



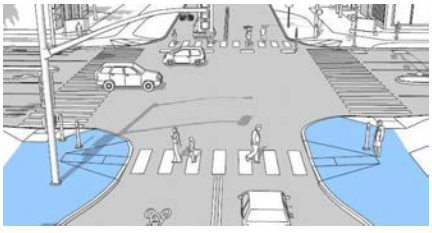
A **SIDEWALK** is a physically separated infrastructure from the roadway that provides a clear and unobstructed paved path for pedestrians.

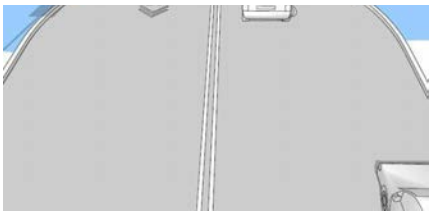


A **CURB RAMP** eliminates the vertical edge of an existing curb, thus providing a safe transition from a roadway to a sidewalk.



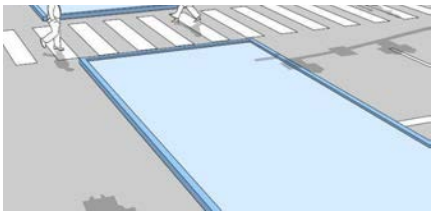
A **HIGH VISIBILITY LADDER CROSSWALK** provides a designated walkway for pedestrians to cross from one side of a street to the other.





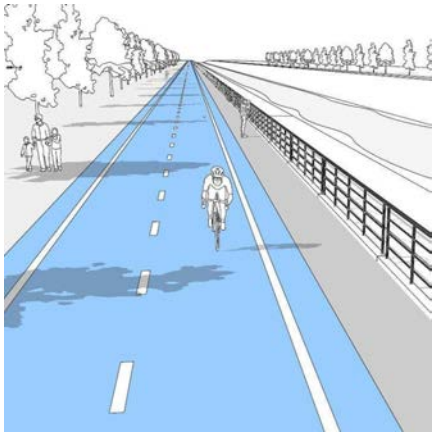
A **CURB EXTENSION (BULB-OUT)** offers pedestrians with a shorter crossing and better visibility by extending the curb into the roadway.

A **RECTANGULAR RAPID FLASHING BEACON (RRFB)** is a type of active warning beacon that increases driver yielding behavior at crossings by using an irregular flash pattern.

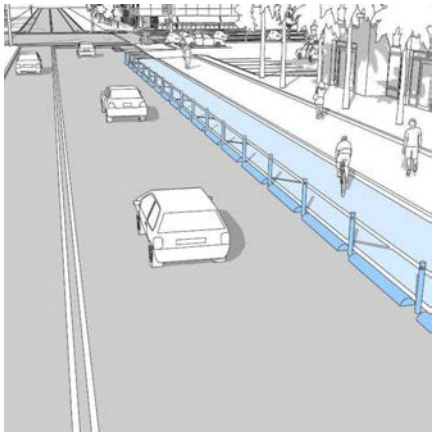


A **MEDIAN REFUGE ISLAND** provides a space for pedestrians to pause mid-crossing and decreases the crossing distance required for pedestrians to cross at a time.

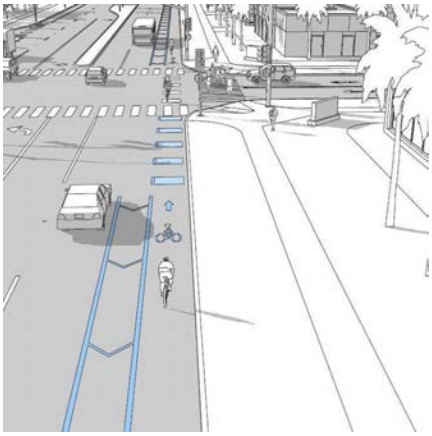
Bicycle Treatments



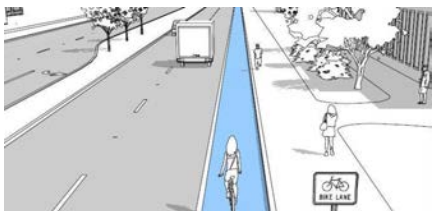
A **MULTI-USE LANE** allows pedestrians and bicyclists to travel along a path that is separated from the roadway, offering more continuous, enjoyable, and potentially safer travel to destinations.

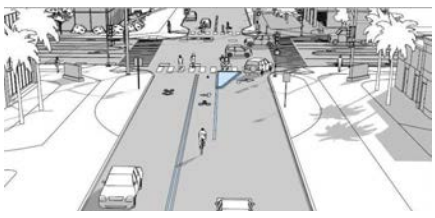


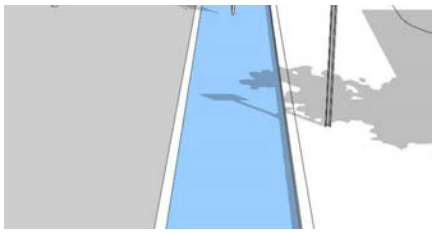
A **PROTECTED BIKEWAY** (also known as cycle track) includes a physical barrier between bicyclists and motor vehicle traffic, offering bicyclists with a dedicated and protected space to bike on.



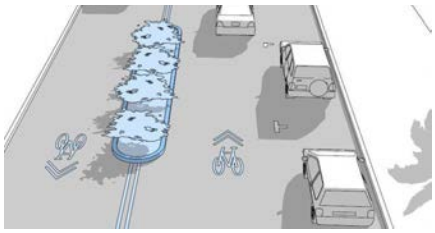
A **BUFFERED BIKE LANE** is a bike lane that provides a lateral separation between motorists and bicyclists.



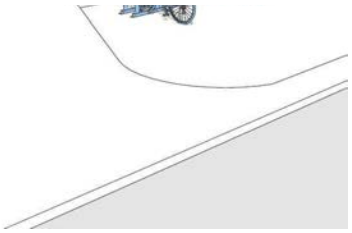




A **BIKE LANE** is an exclusive bicycle pathway on a roadway that incorporates striping and/or pavement markings to delineate a right-of-way assigned to bicyclists.

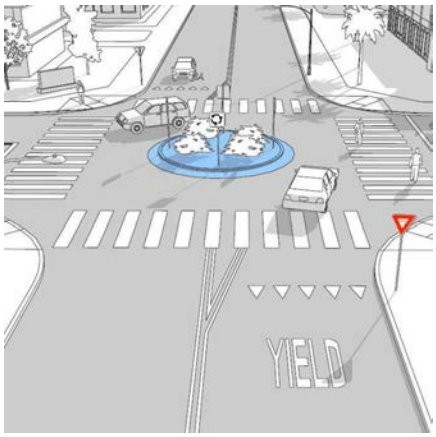


A **BIKE BOULEVARD** is a low-stress shared roadway designed to offer priority for bicyclists operating within a roadway shared with motor vehicle traffic.

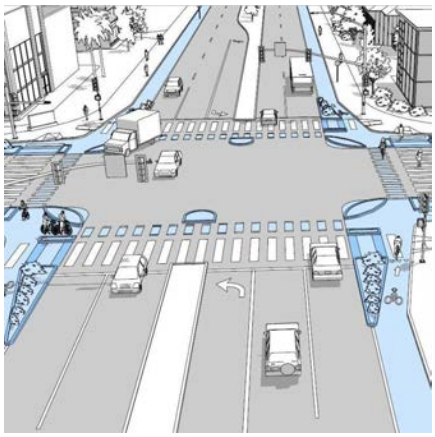


BIKE AMENITIES such as bicycle parking, repair station, bike station, showers, and bottle water fountains can improve the overall biking experience.

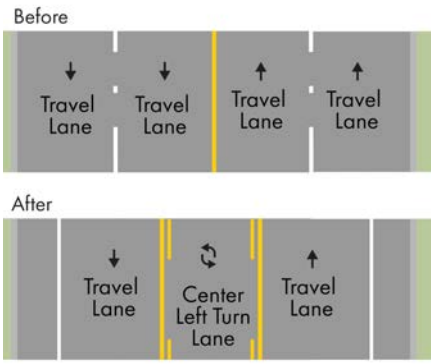
Traffic Calming Treatments



A **TRAFFIC CIRCLE** is type of intersection treatment with a circle in the middle that forces motorists to maneuver around it. It reduces vehicle speed and the risk of right-angel collisions.



A **PROTECTED INTERSECTION** is an intersection design that keeps bicyclists physically separated from motor vehicles and pedestrians at the corners of the intersection.



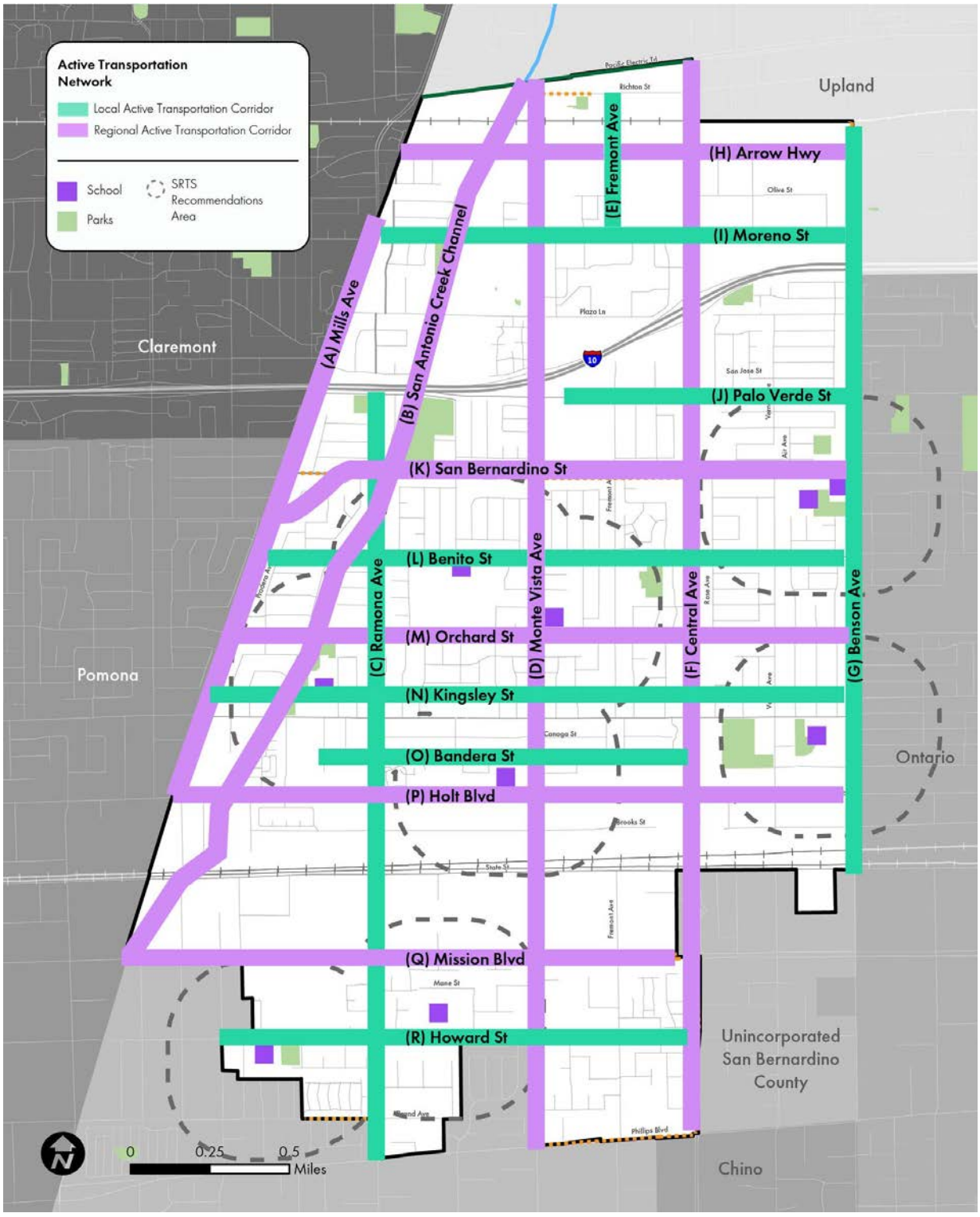
LANE MANAGEMENT is a treatment wherein motor vehicle lanes are removed or narrowed to accommodate a left turn lane, parking, bike lanes, or bus stops.

CONTINUE

Active Transportation Network

The Active Transportation Network is comprised of corridors that would enable community members to access local and regional destinations,including transit hubs, by foot and bike.

The network has two types of corridors: local corridors and regional corridors. Local corridors offer connectivity to local destinations such as schools, city parks, and municipal civic institutions. Meanwhile, regional corridors expand opportunities to reach destinations inside as well as outside of the City of Montclair by providing connectivity to regional pedestrian and bicycle facilities, regional destinations, and transit hubs.


Active Transportation Network
Local Active Transportation Corridor
Regional Active Transportation Corridor
School
Parks
SRTS Recommendations Area
Upland
Claremont
Pomona
Ontario
Unincorporated San Bernardino County
Chino
(A) Mills Ave
(B) San Antonio Creek Channel
(C) Ramona Ave
(D) Monte Vista Ave
(E) Fremont Ave
(F) Central Ave
(G) Benson Ave
(H) Arrow Hwy
(I) Moreno St
(J) Palo Verde St
(K) San Bernardino St
(L) Benito St
(M) Orchard St
(N) Kingsley St
(O) Bandera St
(P) Holt Blvd
(Q) Mission Blvd
(R) Howard St
Richton St
Olive St
Plaza Ln
San Jose St
Canoga St
Brooks St
State St
Mane St
Phillips Blvd
0
0.25
0.5
Miles

1 → Referring to the map above, which roadway should be considered a **priority corridor** in the Active Transportation Network? (A priority corridor is a roadway where the City should focus pedestrian and bicycle infrastructure improvement on)

Con referencia al mapa an

CONTINUE

SRTS Purpose and Goals

The Safe Routes to School (SRTS) Plan identifies a list of infrastructure and programming projects for the City to implement in the surrounding areas of nine schools. The Montclair SRTS Plan aims to encourage students to take part in more physical activity, increase the use of public facilities such as bicycle and walking paths, create safer routes to school,and ensure that streets in the City are designed and maintained with all users in mind.




Project Goals

SAFETY. The Plan will strive to create a safer environment for students, parents, and the Montclair community to walk, bike, take transit, and use other forms of active transportation to arrive at and depart from schools in Montclair.

- [ ] **ACCESSIBILITY.** The Plan will seek to improve accessibility via foot, bike, transit, and other active modes to and from schools in Montclair.

- [ ] **PUBLIC HEALTH.** The Plan will aim to improve the physical well-being of students in Montclair.

- [ ] **EQUITY:** The Plan will aspire to build a better Montclair where students,parents, and the Montclair community have equitable outcomes from choices of going to and from their schools.

Press ***Continue*** to learn about the preliminary engineering recommendations for each school involved in the Plan, and give your feedback!

CONTINUE

Buena Vista Arts Integrated Magnet School

1

Preliminary Engineering Treatment Recommendations

The project team developed the following set of treatment recommendations for Buena Vista Arts Integrated Magnet School. Identification of the treatments represents the first step for the City to implement the infrastructure on the roadways adjacent to the school.

Please let us know in the comment box following the map your thoughts on the proposed recommendations. The legend at the bottom of the map shows the proposed treatments for the school, while map indicates where the treatment will be installed.

Tell us how we did!

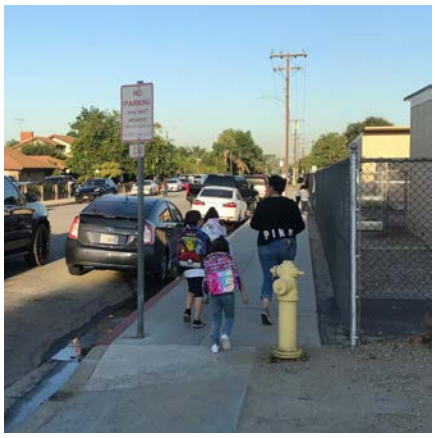
Do you like the recommendations? Do we need to make some changes? *Please fill out the comment box to answer these questions as we finalize these treatments.*

Please answer these quick questions to let us know how we are doing with the preliminary engineer treatments. *Háganos saber cómo lo hicimos con los tratamientos preliminares de ingeniería.*

Start press **Enter** ↵

If you have a student(s) who attends another school, please navigate to that school tab and let us know your thoughts about the treatments proposed there as well!

Howard Elementary School

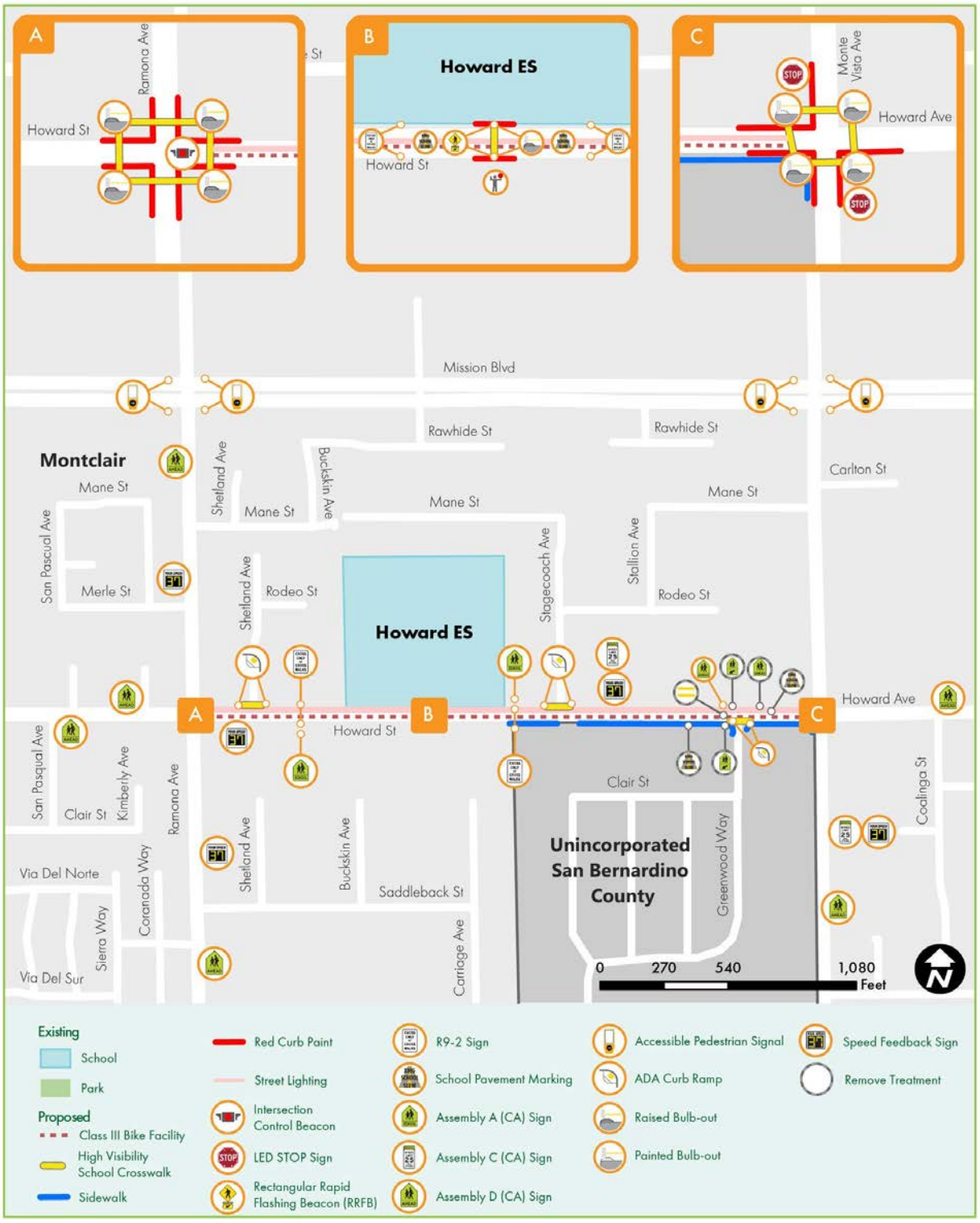


1

Preliminary Engineering Treatment Recommendations

The project team developed the following set of treatment recommendations for Howard Elementary School. Identification of the treatments represents the first step for the City to implement the infrastructure on the roadways adjacent to the school.

Please let us know in the comment box following the map your thoughts on the proposed recommendations. The legend at the bottom of the map shows the proposed treatments for the school, while map indicates where the treatment will be installed.



Tell us how we did!

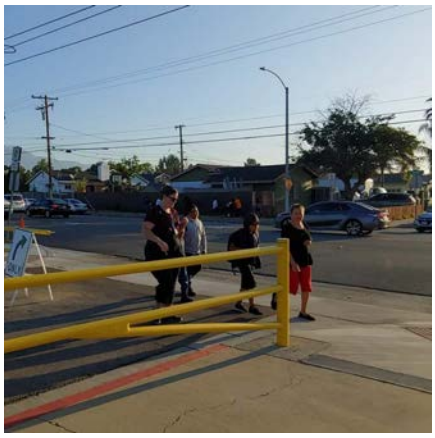
Do you like the recommendations? Do we need to make some changes? *Please fill out the comment box to answer these questions as we finalize these treatments.*

Please answer these quick questions to let us know how we are doing with the preliminary engineering treatments.
Háganos saber cómo lo hicimos con los tratamientos preliminares de ingeniería.

Start press **Enter** ↵

If you have a student(s) who attends another school, please navigate to that school tab and let us know your thoughts about the treatments proposed there as well!

Kingsley Elementary School



1

Preliminary Engineering Treatment Recommendations

The project team developed the following set of treatment recommendations for Kingsley Elementary School. Identification of the treatments represents the first step for the City to implement the infrastructure on the roadways adjacent to the school.

Please let us know in the comment box following the map your thoughts on the proposed recommendations. The legend at the bottom of the map shows the proposed treatments for the school, while map indicates where the treatment will be installed.

Tell us how we did!

Do you like the recommendations? Do we need to make some changes? *Please fill out the comment box to answer these questions as we finalize these treatments.*

Please answer these quick questions to let us know how we are doing with the preliminary engineering treatments.
Háganos saber cómo lo hicimos con los tratamientos preliminares de ingeniería.

Start press **Enter** ↵

If you have a student(s) who attends another school, please navigate to that school tab and let us know your thoughts about the treatments proposed there as well!

Lehigh Elementary School

1

Preliminary Engineering Treatment Recommendations

The project team developed the following set of treatment recommendations for Lehigh Elementary School. Identification of the treatments represents the first step for the City to implement the infrastructure on the roadways adjacent to the school.

Please let us know in the comment box following the map your thoughts on the proposed recommendations. The legend at the bottom of the map shows the proposed treatments for the school, while map indicates where the treatment will be installed.

Tell us how we did!

Do you like the recommendations? Do we need to make some changes? *Please fill out the comment box to answer these questions as we finalize these treatments.*

Please answer these quick questions to let us know how we are doing with the preliminary engineering treatments.
Háganos saber cómo lo hicimos con los tratamientos preliminares de ingeniería.

Start press **Enter** ↵

If you have a student(s) who attends another school, please navigate to that school tab and let us know your thoughts about the treatments proposed there as well!

Montclair High School

1

Preliminary Engineering Treatment Recommendations

The project team developed the following set of treatment recommendations for Montclair High School. Identification of the treatments represents the first step for the City to implement the infrastructure on the roadways adjacent to the school.

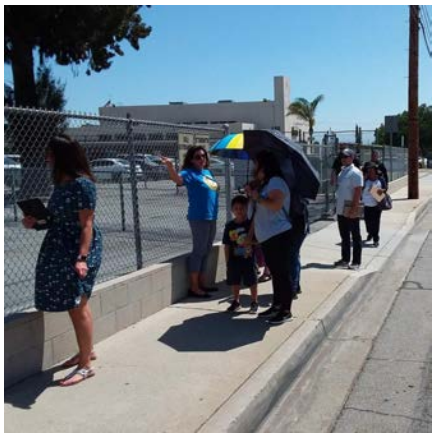
Please let us know in the comment box following the map your thoughts on the proposed recommendations. The legend at the bottom of the map shows the proposed treatments for the school, while map indicates where the treatment will be installed.

Tell us how we did!

Do you like the recommendations? Do we need to make some changes? *Please fill out the comment box to answer these questions as we finalize these treatments.*

If you have a student(s) who attends another school, please navigate to that school tab and let us know your thoughts about the treatments proposed there as well!

Monte Vista Elementary School



1

Preliminary Engineering Treatment Recommendations

The project team developed the following set of treatment recommendations for Monte Vista Elementary School. Identification of the treatments represents the first step for the City to implement the infrastructure on the roadways adjacent to the school.

Please let us know in the comment box following the map your thoughts on the proposed recommendations. The legend at the bottom of the map shows the proposed treatments for the school, while map indicates where the treatment will be installed.

Tell us how we did!

Do you like the recommendations? Do we need to make some changes? *Please fill out the comment box to answer these questions as we finalize these treatments.*

Please answer these quick questions to let us know how we are doing with the preliminary engineering treatments.
Háganos saber cómo lo hicimos con los tratamientos preliminares de ingeniería.

Start press **Enter** ↵

If you have a student(s) who attends another school, please navigate to that school tab and let us know your thoughts about the treatments proposed there as well!

Montera Elementary School

1

The project team developed the following set of treatment recommendations for Montera Elementary School. Identification of the treatments represents the first step for the City to implement the infrastructure on the roadways adjacent to the school.

Please let us know in the comment box following the map your thoughts on the proposed recommendations. The legend at the bottom of the map shows the proposed treatments for the school, while map indicates where the treatment will be installed.

Preliminary Engineering Treatment Recommendations

Tell us how we did!

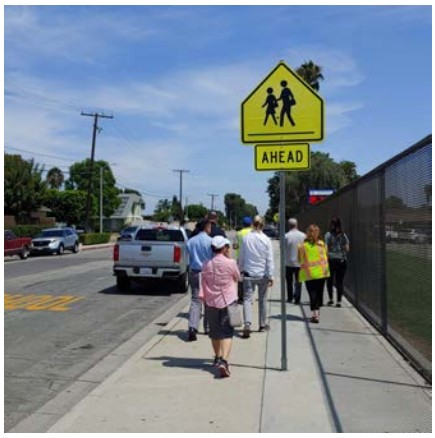
Do you like the recommendations? Do we need to make some changes? *Please fill out the comment box to answer these questions as we finalize these treatments.*

Please answer these quick questions to let us know how we are doing with the preliminary engineering treatments.
Háganos saber cómo lo hicimos con los tratamientos preliminares de ingeniería.

Start press **Enter** ↵

If you have a student(s) who attends another school, please navigate to that school tab and let us know your thoughts about the treatments proposed there as well!

Ramona Elementary School

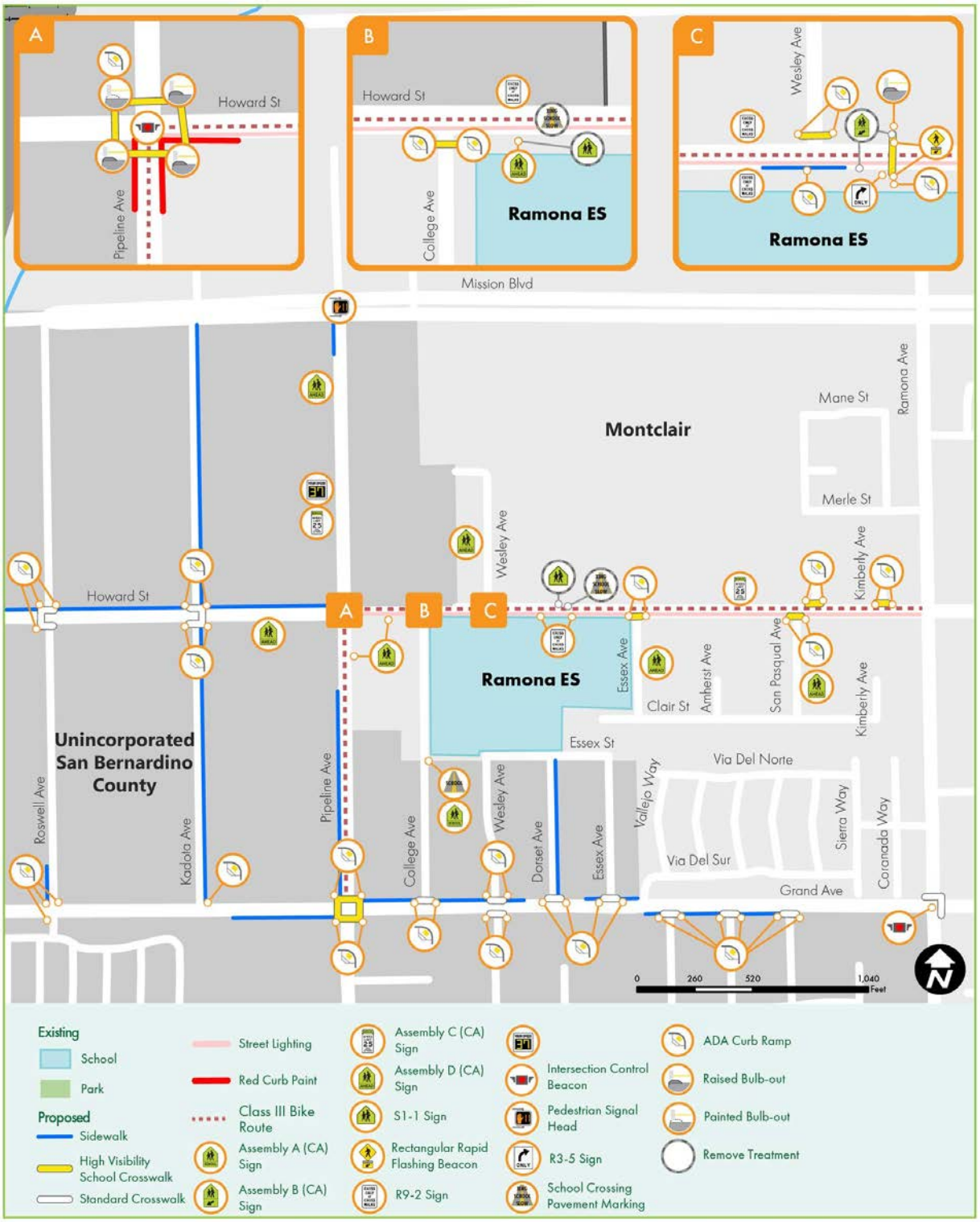


1

Preliminary Engineering Treatment Recommendations

The project team developed the following set of treatment recommendations for Ramona Elementary School. Identification of the treatments represents the first step for the City to implement the infrastructure on the roadways adjacent to the school.

Please let us know in the comment box following the map your thoughts on the proposed recommendations. The legend at the bottom of the map shows the proposed treatments for the school, while map indicates where the treatment will be installed.



Tell us how we did!

Do you like the recommendations? Do we need to make some changes? *Please fill out the comment box to answer these questions as we finalize these treatments.*

Please answer these quick questions to let us know how we are doing with the preliminary engineering treatments.
Háganos saber cómo lo hicimos con los tratamientos preliminares de ingeniería.

Start press **Enter** ↵

If you have a student(s) who attends another school, please navigate to that school tab and let us know your thoughts about the treatments proposed there as well!

Vernon Middle School

1

Preliminary Engineering Treatment Recommendations

The project team developed the following set of treatment recommendations for Vernon Middle School. Identification of the treatments represents the first step for the City to implement the infrastructure on the roadways adjacent to the school.

Please let us know in the comment box following the map your thoughts on the proposed recommendations. The legend at the bottom of the map shows the proposed treatments for the school, while map indicates where the treatment will be installed.

Tell us how we did!

Do you like the recommendations? Do we need to make some changes? *Please fill out the comment box to answer these questions as we finalize these treatments.*

Please let us know how we did with the preliminary engineering treatments.
Háganos saber cómo lo hicimos con los tratamientos preliminares de ingeniería.

Start press **Enter** ↵

If you have a student(s) who attends another school, please navigate to that school tab and let us know your thoughts about the treatments proposed there as well!

Active Transportation Plan Survey

We would like to hear from you! Please take a few minutes to share your feedback for the Montclair Active Transportation Plan and press "Continue" once you are finished.

Yes, I'm interested! press Enter ↵

CONTINUE

Safe Routes to School Parent Survey

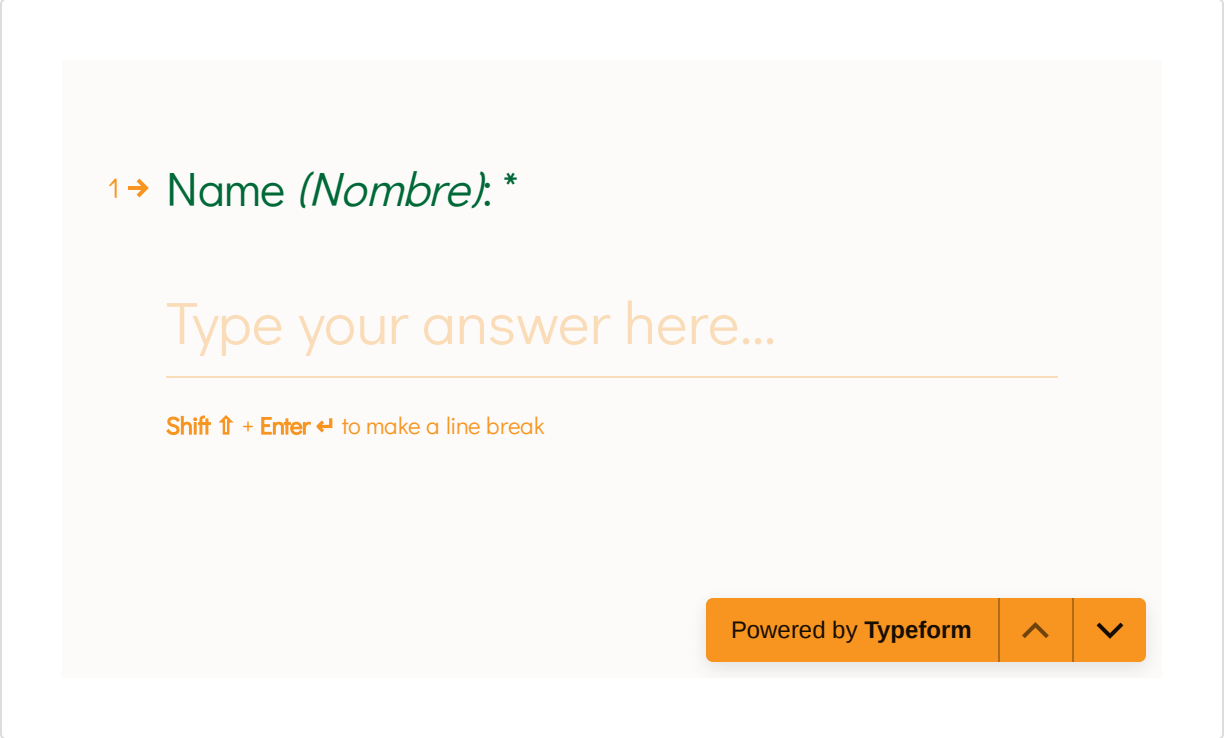
The Parent Survey is an important tool to help develop final recommendations for the Montclair Safe Routes to School Plan. Please take a few minutes to fill out this quick survey, which is available in both English and Spanish.

Start press Enter ↵

CONTINUE

Join Our Mailing List

Thank you for taking time to give your feedback! Please join our mailing list to get the latest project updates!



CONTINUE

Project Contact Information

Questions? Please email us at MontclairATP@gmail.com.

Spanish- Plan de Transporte Activo (ATP) y Plan de Rutas Seguras a la Escuela (SRTS) de Montclair

¡BIENVENIDO! La ciudad de Montclair está desarrollando el Plan de Transporte Activo (ATP) y el Plan de Rutas Seguras a la Escuela (SRTS), y necesitamos su ayuda!

¡Haga en "**Start**" para comenzar!

I. BIENVENIDO!

- Introducción

II. PLAN DE TRANSPORTE ACTIVO (ATP)

- ATP Visión y Prioridades
- Posibles Tratamientos de Infraestructura
- Red de Transporte Activo

III. PLAN DE RUTAS SEGURAS A LA ESCUELA (SRTS)

- Propósito y Metas de SRTS

- Escuela Buena Vista Arts Integrated Magnet
- Escuela Howard Elementary
- Escuela Kingsley Elementary
- Escuela Lehigh Elementary
- Escuela Montclair High
- Escuela Monte Vista Elementary
- Escuela Montera Elementary
- Escuela Ramona Elementary
- Escuela Vernon Middle

IV. OPORTUNIDADES DE COMENTAR

- Encuesta del Plan de Transporte Activo
- Encuesta para padres sobre SRTS

V. ¡MANTENGÁMONOS EN CONTACTO!

- Únete a nuestra lista de correos
- Información de Contacto del Proyecto

Introducción

Ciudad de Montclair

PLAN DE TRANSPORTE ACTIVO

y

PLAN DE RUTAS SEGURAS A LA ESCUELA

MONTCLAIR KOA

La Herramienta de participación virtual consta de cinco secciones. Cada sección es independiente entre sí, por lo que puede pasar de una sección a otra y dar su opinión.

1. Sección 1: Introducción sirve como introducción a la Herramienta de participación en virtual.

2. Sección 2: Se centra en el Plan de Transporte Activo (ATP). **Desplácese por la sección y comparta sus pensamientos en los cuadros de comentarios.**

3. Sección 3: El Plan de Rutas Seguras a la Escuela (SRTS) presenta los tratamientos preliminares. **Navegue a la (s) escuela (s) a las que está afiliado y proporcione comentarios para cada escuela.**

4. La Sección 4: Oportunidades de Comentarios presenta encuestas para los planes ATP y SRTS. **Tómese unos minutos y dé su opinión para ambos esfuerzos.**

5. Sección 5: Mantengámonos en Contacto es la última sección de la herramienta. **¡Deje su información de contacto para que podamos mantenernos en contacto con usted!**

SEGUIR

ATP Visión y Prioridades

El Plan de Transporte Activo (ATP) busca identificar formas de mejorar la movilidad y el acceso de peatones y bicicletas. Específicamente, el ATP tiene como objetivo mejorar las condiciones para caminar y andar en bicicleta dentro de la ciudad para brindar a los residentes un mayor acceso al tránsito, trabajos, bienes, servicios y otros destinos clave.




Visión del Plan

Una ciudad de Montclair más **saludable** y **equitativa** debido a carreteras más **seguras** y **conectadas** a través de la provisión de opciones de transporte activo.

Prioridades del Plan

- [ ] **CONTRIBUIR A UN MONTCLAIR MÁS SALUDABLE:** El Plan se esforzará por mejorar el bienestar físico y mental de los miembros de la comunidad de Montclair.

- [ ] **PROPORCIONAR UN SISTEMA DE TRANSPORTE ACTIVO MÁS SEGURO:** El Plan creará un Montclair más seguro para que los miembros de la comunidad participen en el transporte activo.

- [ ] **CONECTAR A LAS PERSONAS CON LOS DESTINOS:** El Plan desarrollará una red de transporte activo más conectada que permitara a los miembros de la comunidad tener un acceso más conveniente a los destinos locales y regionales.

- [ ] **FOMENTAR RESULTADOS EQUITATIVOS:** El Plan aspirará a crear un Montclair donde los miembros de la comunidad tendrán acceso a resultados de transporte equitativos.

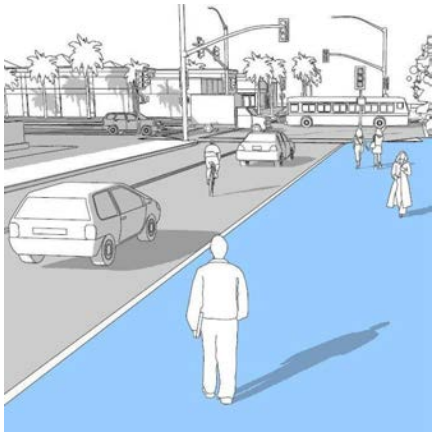
- [ ] **PROMOVER LA REALIZACIÓN DE LUGAGES Y UNA ECONOMÍA VIBRANTE:** El Plan contribuirá hacia un Montclair más animado y económicamente vibrante al aprovechar las oportunidades del mayor uso del transporte activo.

SEGUIR

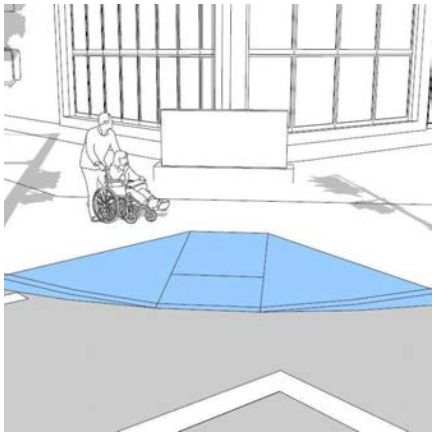
Posibles Tratamientos de Infraestructura

Los tratamientos de infraestructura pueden incluir muchos elementos que ayudan a crear un entorno en el que se puede caminar, andar en bicicleta y ser accesible a través de otros modos de transporte, como el tránsito.

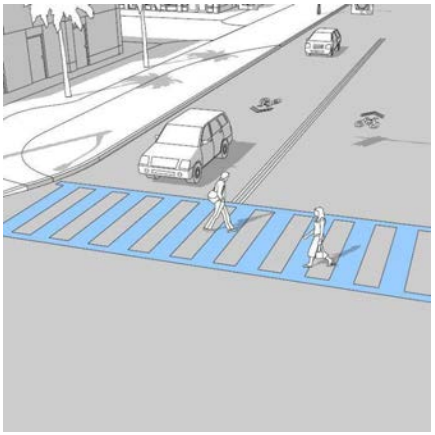
Tratamientos para Peatones



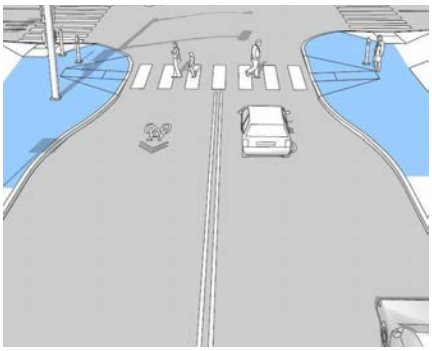
Una **ACERA** es una infraestructura separada físicamente de la carretera que proporciona un camino pavimentado despejado y sin obstrucciones para los peatones.



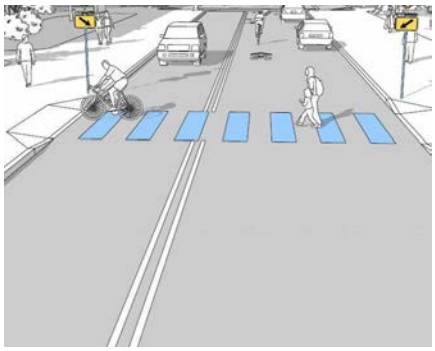
Una **RAMPA** de acera elimina el borde vertical de una acera existente, proporcionando así una transición segura de una calzada a una acera.



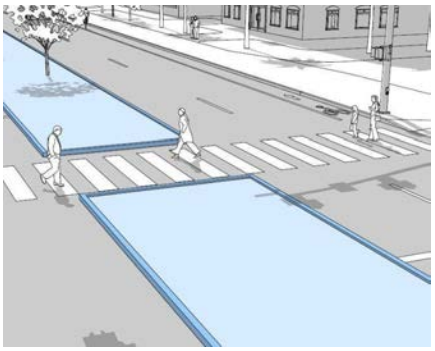
Un **CRUCE DE PEATONES DE ALTA VISIBILIDAD** proporciona un cruce designado con rayas blancas paralelas a la trayectoria de los vehículos para que los peatones crucen de un lado de una calle al otro.



Una **EXTENSIÓN DE BORDE (BULB-OUT)** ofrece a los peatones un cruce más corto con mejor visibilidad al extender el bordillo hacia la calle.

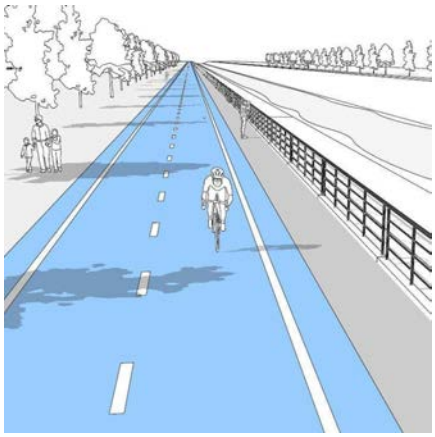


Una **BALIZA RECTANGULAR DE PARPADEO RÁPIDO (RRFB)** es un tipo de advertencia activa que aumenta el comportamiento de ceder el paso del conductor en los cruces mediante.

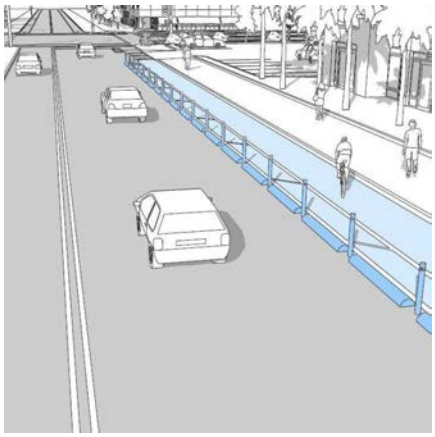


Una **ISLETA DE RESGUARDO** proporciona un espacio para que los peatones se detengan a la mitad del cruce y disminuye la distancia de cruce requerida para que los peatones crucen a la vez.

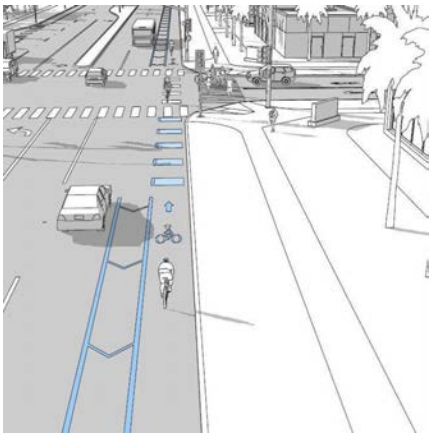
Tratamientos para Bicicletas



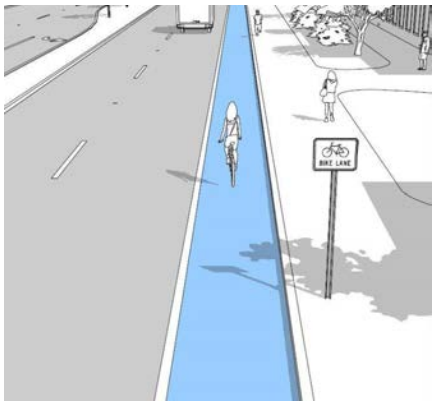
Un **CARRIL MULTIUSO** permite a los peatones y ciclistas viajar a lo largo de un carril que está separado de la carretera, lo que ofrece viajes más continuos, agradables y potencialmente más seguros a destinos.



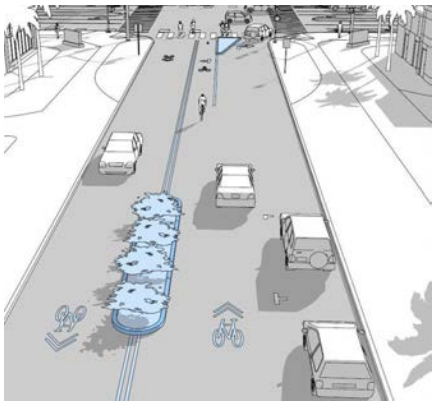
Un **CARRIL BICI PROTEGIDA** (también conocida como pista para bicicletas) incluye una barrera física entre los ciclistas y el tráfico de vehículos motorizados, ofreciendo a los ciclistas un espacio dedicado y protegido para andar en bicicleta.



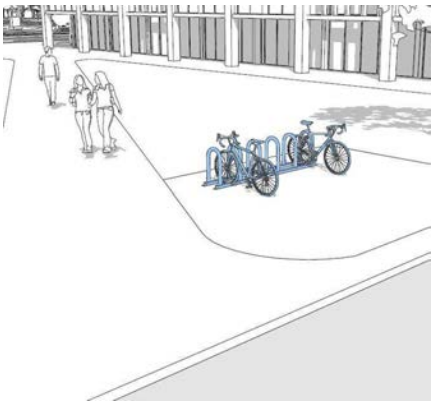
Una **CICLOVIA CON AMORTIGUAMIENTO** es un carril para bicicletas que proporciona una separación lateral entre vehículos y ciclistas.



Un **CARRIL BICI** exclusivo para bicicletas que incorpora rayas y / o marcas en el pavimento para delinear un derecho de paso asignado a los ciclistas.

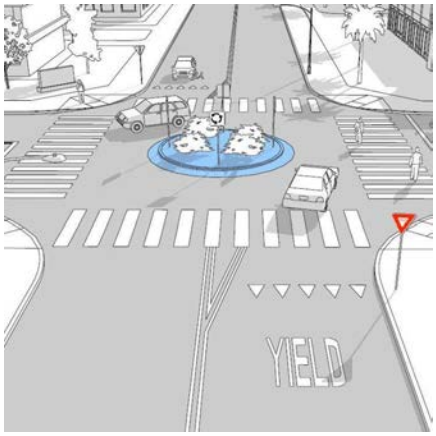


Un **BULEVAR DE BICI** es un camino compartido de bajo estrés diseñado para ofrecer prioridad a los ciclistas que operan dentro de una calle compartido con vehículos.

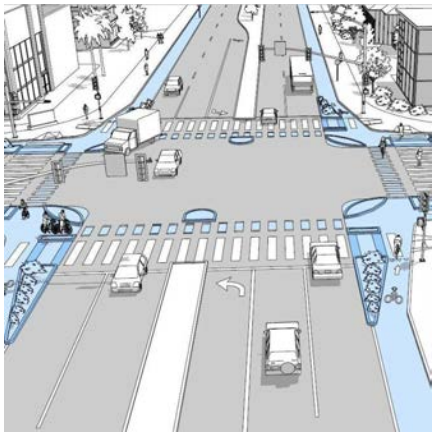


COMODIDADES PARA BICICLETAS como el estacionamiento de bicicletas, la estación de reparación, la estación de bicicletas, las duchas y las fuentes de agua pueden mejorar la experiencia general del ciclismo.

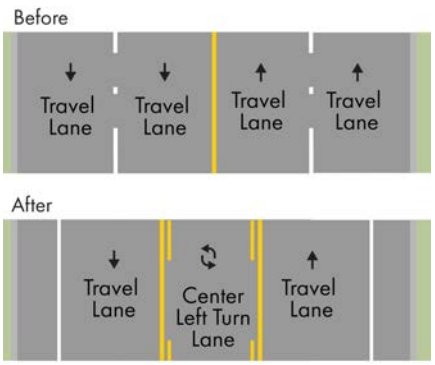
Tratamientos Calmantes del Tráfico



Un **CÍRCULO DE TRÁFICO** es un tipo de tratamiento de intersección que obliga a los conductores a maniobrar a su alrededor. Reduce la velocidad del vehículo y el riesgo de colisiones de vuelta a la derecha.



Una **INTERSECCIÓN PROTEGIDA** es un diseño de intersección que mantiene a los ciclistas físicamente separados de los vehículos y de los peatones en las esquinas de la intersección.



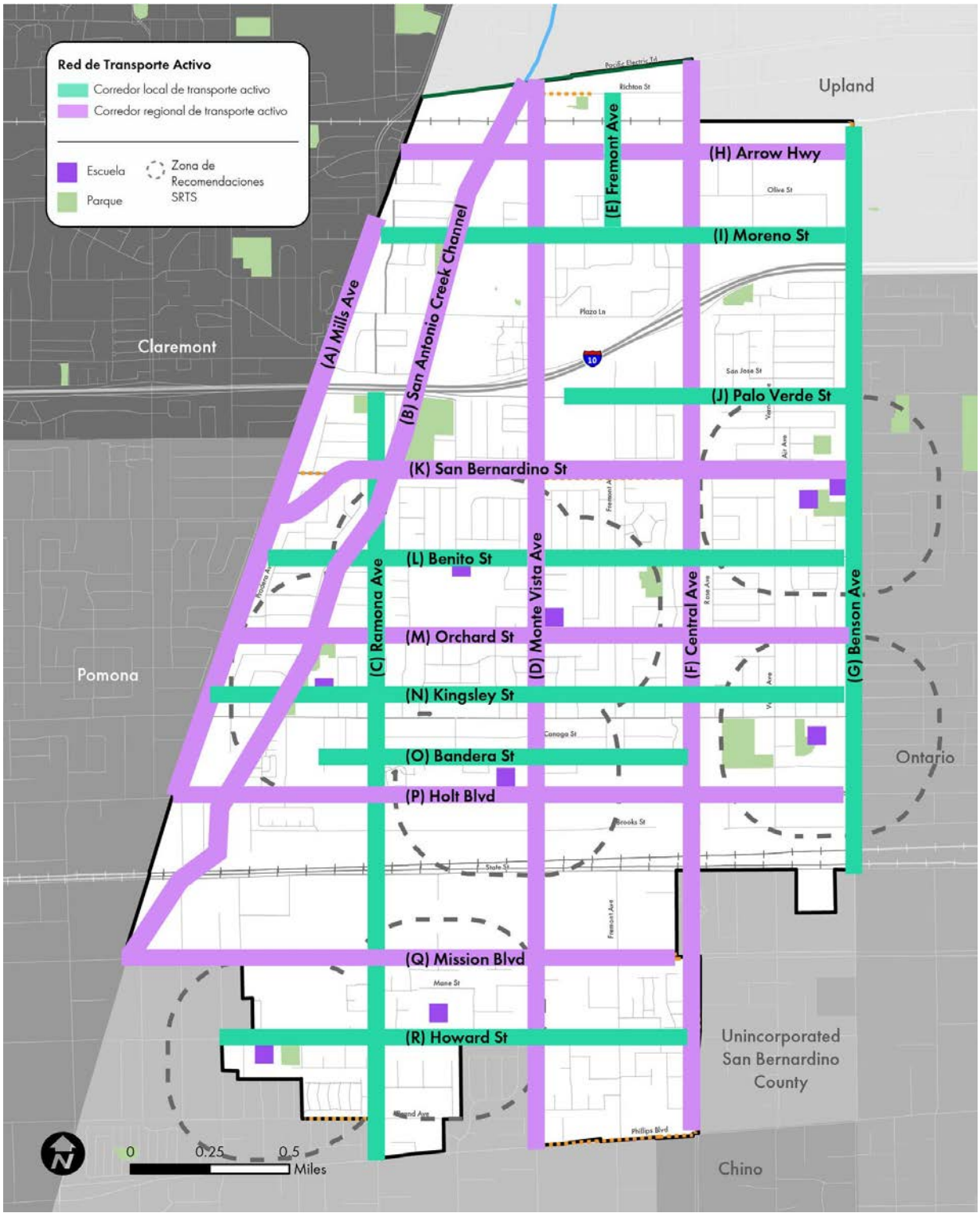
ADMINISTRACIÓN DE CARRILES es un tratamiento en el que los carriles se eliminan o se enangosta para dar cabida a un carril de giro a la izquierda, estacionamiento, carriles para bicicletas o paradas de autobús.

SEGUIR

Red de Transporte Activo

La Red de Transporte Activo está compuesta por corredores que permitirían a los miembros de la comunidad acceder a destinos locales y regionales, incluyendo los centros de tránsito, a pie y en bicicleta.

La red tiene dos tipos de corredores: corredores locales y corredores regionales. Los corredores locales ofrecen conectividad a destinos locales como escuelas, parques de la ciudad e instituciones cívicas municipales. Mientras tanto, los corredores regionales amplían las oportunidades para llegar a destinos dentro y fuera de la ciudad de Montclair al proporcionar conectividad a instalaciones regionales para peatones y bicicletas, destinos regionales y centros de tránsito.


Red de Transporte Activo
Corredor local de transporte activo
Corredor regional de transporte activo
Escuela
Zona de Recomendaciones SRTS
Parque
Upland
Claremont
Pomona
Ontario
Unincorporated San Bernardino County
Chino
(A) Mills Ave
(B) San Antonio Creek Channel
(C) Ramona Ave
(D) Monte Vista Ave
(E) Fremont Ave
(F) Central Ave
(G) Benson Ave
(H) Arrow Hwy
(I) Moreno St
(J) Palo Verde St
(K) San Bernardino St
(L) Benito St
(M) Orchard St
(N) Kingsley St
(O) Bandera St
(P) Holt Blvd
(Q) Mission Blvd
(R) Howard St
Richton St
Olive St
Plazo Ln
San Jose St
Canoga St
Brooks St
State St
Mane St
Phillips Blvd
0
0.25
0.5
Miles

Powered by
Typeform

SEGUIR

Propósito y Metas de SRTS

El Plan de Rutas Seguras a la Escuela (SRTS) identifica una lista de proyectos de infraestructura y programación para que la Ciudad pueda implementar en las áreas circundantes de nueve escuelas. El Plan SRTS de Montclair tiene como objetivo alentar a los estudiantes a participar en más actividad física, aumentar el uso de instalaciones públicas como senderos para bicicletas y para caminar, crear rutas más seguras a la escuela y garantizar que las calles de la ciudad se diseñen y mantengan con todos los usuarios en mente.




Metas del Proyecto

- **SEGURIDAD.** El Plan se esforzará por crear un entorno más seguro para que los estudiantes, los padres y la comunidad de Montclair caminen, anden en

bicicleta, tomen el transporte público y utilicen otras formas de transporte activo para viajar hacia y desde las escuelas en Montclair.

- [ ] **ACCESIBILIDAD.** El plan buscará mejorar la accesibilidad a pie, en bicicleta, transporte público y otros modos activos hacia y desde las escuelas en Montclair.

- [ ] **SALUD PÚBLICA.** El Plan tendrá como objetivo mejorar el bienestar físico de los estudiantes de Montclair.

- [ ] **EQUIDAD:** El Plan aspirará a construir un Montclair mejor donde los estudiantes, los padres y la comunidad de Montclair tengan resultados equitativos de las opciones de ir y venir de sus escuelas.

Presione ***Seguir*** para conocer las recomendaciones preliminares de ingeniería para cada escuela involucrada en el Plan y **¡Dé su opinión!**

SEGUIR

Escuela Buena Vista Arts Integrated Magnet

1

Recomendaciones Preliminares de Tratamiento de Ingeniería

El equipo del proyecto desarrolló el siguiente conjunto de recomendaciones de tratamiento para la Escuela Buena Vista Arts Integrated Magnet. La identificación de los tratamientos representa el primer paso para que la Ciudad implemente la infraestructura en las carreteras adyacentes a la escuela.

Háganos saber en el cuadro de comentarios que sigue al mapa sus pensamientos sobre las recomendaciones propuestas. La leyenda en la parte inferior del mapa muestra los tratamientos propuestos para la escuela, mientras que el mapa indica dónde se instalará el tratamiento.


A
San Bernardino St
Vernon Ave
Vernon MS
B
Benson Ave
San Bernardino St
Buena Vista AIMS
Ontario
C
Buena Vista AIMS
Benson Ave
J St
Ontario
La Deney St
Vernon Ave
Rose Ave
Benson Ave
Palo Verde St
Cambridge St
Gibbs Park
Princeton St
Sunrise Park
Harvard Pl
Exeter Ave
Harvard St
Bel Air Ave
San Bernardino St
Central Ave
Rose Ave
Rosewood St
Vernon MS
Buena Vista AIMS
J St
Alamitos St
Berkeley St
Columbine Ave
Berkeley St
I St
Benito St
Granada Ct
Santa Anita Ave
Denver St
Ontario
Vernon Ave
Bel Air Ave
Del Mar Ave
Orchard St
Central Ave
Fauna St
0 350 700 1,400 Feet
Existing
Escuela
Parque
Proposed
Acera
Cruce de peatones de alta visibilidad
Cruce peatonal
Bordillo rojo
Alumbrado público
Demarcación vial cruce escolar
Demarcación vial escolar
Demarcación ceda el paso avanzado
Señal Vial A (CA)
Señal Vial C (CA)
Señal Vial C (CA)
Señal de alto con luz
Señal de alto
Señal R1-5
Señal W11-2 con/ W16-9P
Señal W11-2 con/ W16-7P
Señal R9-3BP
Señal R9-3
Señal R26A (CA)
Baliza rectangular de parpadeo rápido
Rampa de acera accesible
Extensión de borde
Extensión de borde marcada
Isleta de resguardo
Faro híbrido para peatones
Líneas de borde
Rehabilitación de carretera
Eliminar tratamiento

¡Cuéntanos cómo lo hicimos!

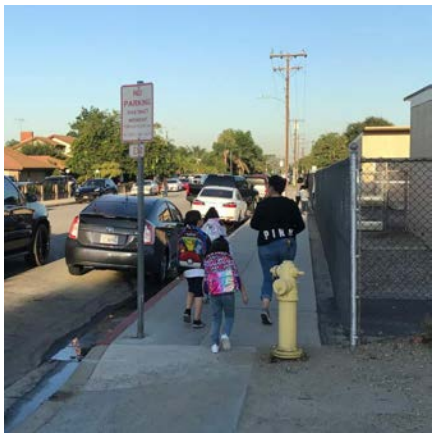
¿Te gustan las recomendaciones? ¿Necesitamos hacer algunos cambios? *Complete el cuadro de comentarios para responder estas preguntas a medida que finalizamos estos tratamientos.*

Please answer these quick questions to let us know how we are doing with the preliminary engineer treatments. *Háganos saber cómo lo hicimos con los tratamientos preliminares de ingeniería.*

Start press **Enter** ↵

Si tiene un estudiante que asiste a otra escuela, navegue hasta la pestaña de esa escuela y háganos saber sus pensamientos sobre los tratamientos propuestos allí también.

Escuela Howard Elementary

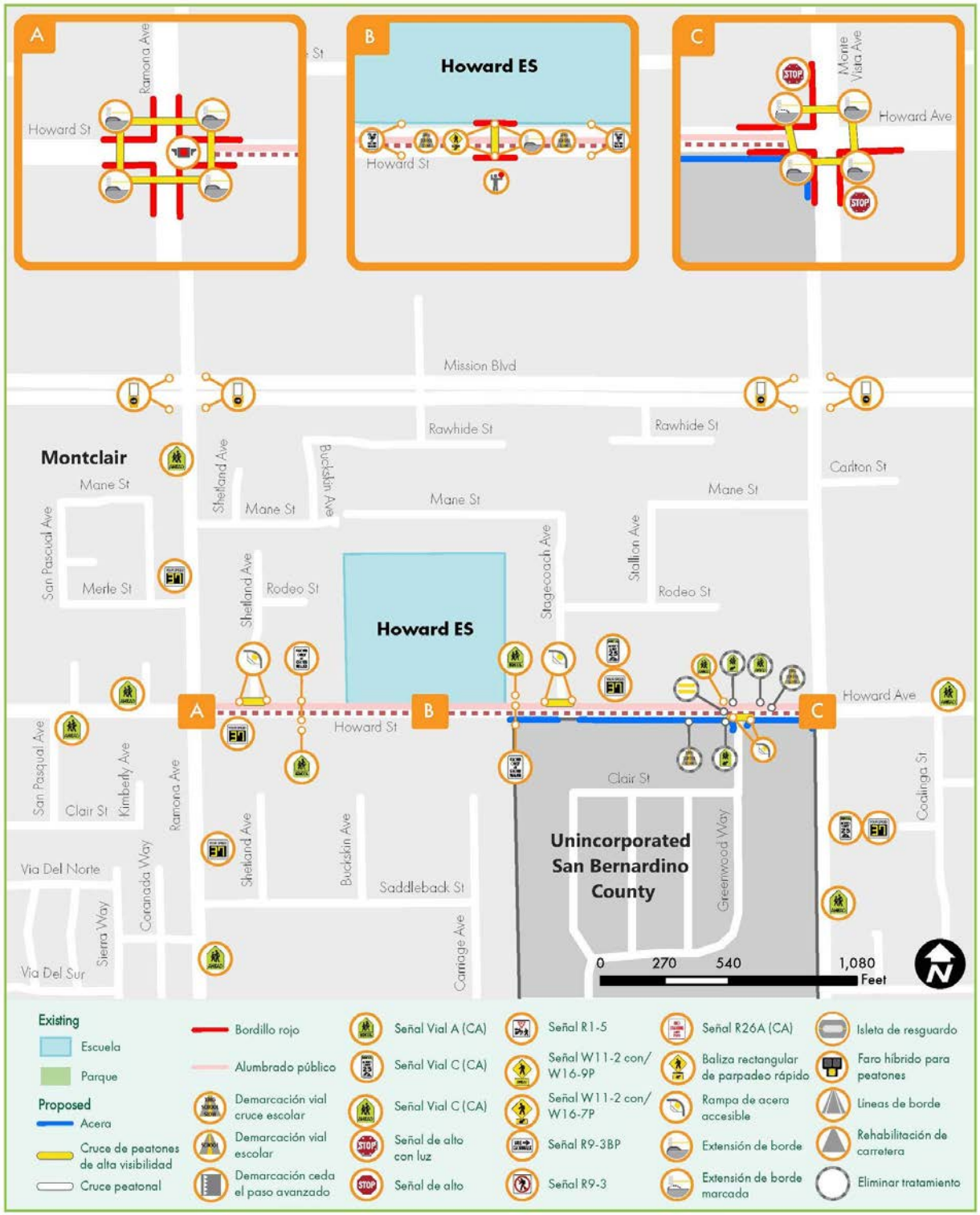


1

Recomendaciones Preliminares de Tratamiento de Ingeniería

El equipo del proyecto desarrolló el siguiente conjunto de recomendaciones de tratamiento para la Escuela Howard Elementary. La identificación de los tratamientos representa el primer paso para que la Ciudad implemente la infraestructura en las carreteras adyacentes a la escuela.

Háganos saber en el cuadro de comentarios que sigue al mapa sus pensamientos sobre las recomendaciones propuestas. La leyenda en la parte inferior del mapa muestra los tratamientos propuestos para la escuela, mientras que el mapa indica dónde se instalará el tratamiento.


A
B
C
Howard ES
Howard St
Ramona Ave
Monte Vista Ave
Howard Ave
Mission Blvd
Rawhide St
Montclair
Mane St
Shetland Ave
Buckskin Ave
Carlton St
San Pascual Ave
Merle St
Rodeo St
Stagecoach Ave
Stallion Ave
Howard ES
Howard Ave
Clair St
Kimberly Ave
Unincorporated San Bernardino County
Greenwood Way
Coalinga St
Via Del Norte
Coronada Way
Saddleback St
Sierra Way
Via Del Sur
Carriage Ave
0
270
540
1,080
Feet
Existing
Escuela
Parque
Proposed
Acera
Cruce de peatones de alta visibilidad
Cruce peatonal
Bordillo rojo
Alumbrado público
Demarcación vial cruce escolar
Demarcación vial escolar
Demarcación ceda el paso avanzado
Señal Vial A (CA)
Señal Vial C (CA)
Señal Vial C (CA)
Señal de alto con luz
Señal de alto
Señal R1-5
Señal W11-2 con/ W16-9P
Señal W11-2 con/ W16-7P
Señal R9-3BP
Señal R9-3
Señal R26A (CA)
Baliza rectangular de parpadeo rápido
Rampa de acera accesible
Extensión de borde
Extensión de borde marcada
Isleta de resguardo
Faro híbrido para peatones
Líneas de borde
Rehabilitación de carretera
Eliminar tratamiento

2

¡Cuéntanos cómo lo hicimos!

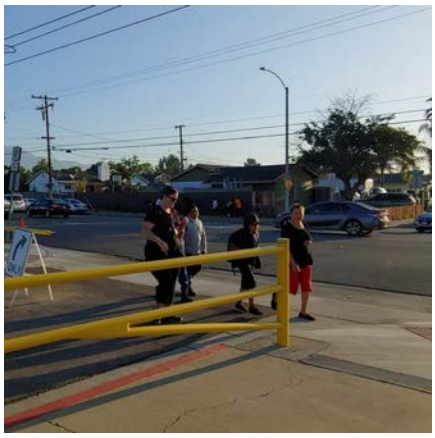
¿Te gustan las recomendaciones? ¿Necesitamos hacer algunos cambios? *Complete el cuadro de comentarios para responder estas preguntas a medida que finalizamos estos tratamientos*.

Please answer these quick questions to let us know how we are doing with the preliminary engineering treatments.
Háganos saber cómo lo hicimos con los tratamientos preliminares de ingeniería.

Start press **Enter** ↵

Si tiene un estudiante que asiste a otra escuela, navegue hasta la pestaña de esa escuela y háganos saber sus pensamientos sobre los tratamientos propuestos allí también.

Escuela Kingsley Elementary



1

Recomendaciones Preliminares de Tratamiento de Ingeniería

El equipo del proyecto desarrolló el siguiente conjunto de recomendaciones de tratamiento para la Escuela Kingsley Elementary. La identificación de los tratamientos representa el primer paso para que la Ciudad implemente la infraestructura en las carreteras adyacentes a la escuela.

Háganos saber en el cuadro de comentarios que sigue al mapa sus pensamientos sobre las recomendaciones propuestas. La leyenda en la parte inferior del mapa muestra los tratamientos propuestos para la escuela, mientras que el mapa indica dónde se instalará el tratamiento.


A
Del Mar Ave
Kingsley St
Kingsley ES
B
Kingsley St
Kingsley ES
Benson Ave
Ontario
C
Ontario
Vesta St
Benson Ave
Flora St
Saratoga Ave
Columbine Ave
Vernon Ave
Santa Anita Ave
Del Mar Ave
Fawn St
Rose Ave
Evart St
E St
D St
Kingsley St
Hollowell St
Central Ave
Saratoga Park
Kingsley ES
Shirley Ln
Vesta St
Vernon Ct
Bandera St
Benson Ave
Ontario
Vernon Ave
Holt Blvd
Rose Ave
0 190 380 760 Feet
Existing
Escuela
Parque
Proposed
Acera
Cruce de peatones de alta visibilidad
Cruce peatonal
Bordillo rojo
Alumbrado público
Demarcación vial cruce escolar
Demarcación vial escolar
Demarcación ceda el paso avanzado
Señal Vial A (CA)
Señal Vial C (CA)
Señal Vial C (CA)
Señal de alto con luz
Señal de alto
Señal R1-5
Señal W11-2 con/ W16-9P
Señal W11-2 con/ W16-7P
Señal R9-3BP
Señal R9-3
Señal R26A (CA)
Baliza rectangular de parpadeo rápido
Rampa de acera accesible
Extensión de borde
Extensión de borde marcada
Isleta de resguardo
Faro híbrido para peatones
Líneas de borde
Rehabilitación de carretera
Eliminar tratamiento

2

¡Cuéntanos cómo lo hicimos!

¿Te gustan las recomendaciones? ¿Necesitamos hacer algunos cambios? *Complete el cuadro de comentarios para responder estas preguntas a medida que finalizamos estos tratamientos.*

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Start press **Enter** ↵

Si tiene un estudiante que asiste a otra escuela, navegue hasta la pestaña de esa escuela y háganos saber sus pensamientos sobre los tratamientos propuestos allí también.

Escuela Lehigh Elementary

1

Recomendaciones Preliminares de Tratamiento de Ingeniería

El equipo del proyecto desarrolló el siguiente conjunto de recomendaciones de tratamiento para la Escuela Lehigh Elementary. La identificación de los tratamientos representa el primer paso para que la Ciudad implemente la infraestructura en las carreteras adyacentes a la escuela.

Háganos saber en el cuadro de comentarios que sigue al mapa sus pensamientos sobre las recomendaciones propuestas. La leyenda en la parte inferior del mapa muestra los tratamientos propuestos para la escuela, mientras que el mapa indica dónde se instalará el tratamiento.


A
B
C
Lehigh ES
Lehigh Ave
Kingsley St
Orchard St
Pradera Ave
Ramona Ave
Montclair HS
Fauna St
Flora St
Evart St
Mills Ave
Oak Glen Ave
Amherst Ave
Sunset Park
Kimberly Ave
Canary Ct
Camu os Ave
Felipe Ave
Canoga St
Bandera St
Via Palma St
Via Abbey St
Via Cara St
Holt Blvd
Yosemite Dr
0
240
480
960
Feet
Existing
Escuela
Parque
Proposed
Acera
Cruce de peatones de alta visibilidad
Cruce peatonal
Bordillo rojo
Alumbrado público
Demarcación vial cruce escolar
Demarcación vial escolar
Demarcación ceda el paso avanzado
Señal Vial A (CA)
Señal Vial C (CA)
Señal Vial C (CA)
Señal de alto con luz
Señal de alto
Señal R1-5
Señal W11-2 con/ W16-9P
Señal W11-2 con/ W16-7P
Señal R9-3BP
Señal R9-3
Señal R26A (CA)
Baliza rectangular de parpadeo rápido
Rampa de acera accesible
Extensión de borde
Extensión de borde marcada
Isleta de resguardo
Faro híbrido para peatones
Líneas de borde
Rehabilitación de carretera
Eliminar tratamiento

2

¡Cuéntanos cómo lo hicimos!

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Escuela Montclair High

1

Recomendaciones Preliminares de Tratamiento de Ingeniería

El equipo del proyecto desarrolló el siguiente conjunto de recomendaciones de tratamiento para la Escuela Montclair High. La identificación de los tratamientos representa el primer paso para que la Ciudad implemente la infraestructura en las carreteras adyacentes a la escuela.

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A
B
C
Galena Ave
Helena Ave
Benito St
Camulos Ave
Orchard St
Tudor Ave
Pomona
San Bernardino St
Rosewood St
San Bernardino Ct
Kimberly Ave
Felipe Ave
Greenwood Ave
Monte Vista Ave
Geneva Ave
Fremont Ave
Berkeley St
Pradera Ave
Norton Ave
Granada St
Denver St
El Morado St
Montclair HS
Rudisill St
Amherst Ave
Monte Vista ES
Fauna St
Flora St
Coolinga Ave
Lehigh Ave
Ramona Ave
Sunset Park
Lehigh ES
Evart St
Kingsley St
0 350 700 1,400 Feet
Existing
Escuela
Parque
Proposed
Acera
Cruce de peatones de alta visibilidad
Cruce peatonal
Bordillo rojo
Alumbrado público
Demarcación vial cruce escolar
Demarcación vial escolar
Demarcación ceda el paso avanzado
Señal Vial A (CA)
Señal Vial C (CA)
Señal Vial C (CA)
Señal de alto con luz
Señal de alto
Señal R1-5
Señal W11-2 con/ W16-9P
Señal W11-2 con/ W16-7P
Señal R9-3BP
Señal R9-3
Señal R26A (CA)
Baliza rectangular de parpadeo rápido
Rampa de acera accesible
Extensión de borde
Extensión de borde marcada
Isleta de resguardo
Faro híbrido para peatones
Líneas de borde
Rehabilitación de carretera
Eliminar tratamiento

2

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Start press **Enter** ↵

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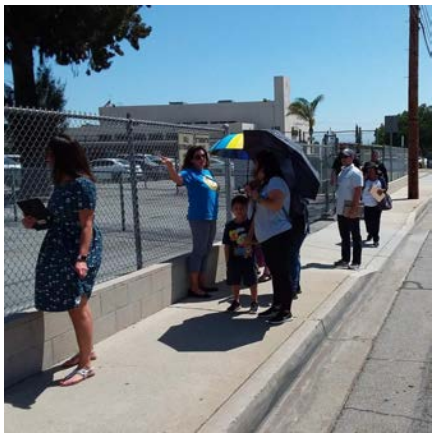
Escuela Monte Vista Elementary



1

Recomendaciones Preliminares de Tratamiento de Ingeniería

El equipo del proyecto desarrolló el siguiente conjunto de recomendaciones de tratamiento para la Escuela Monte Vista Elementary. La identificación de los tratamientos representa el primer paso para que la Ciudad implemente la infraestructura en las carreteras adyacentes a la escuela.

Háganos saber en el cuadro de comentarios que sigue al mapa sus pensamientos sobre las recomendaciones propuestas. La leyenda en la parte inferior del mapa muestra los tratamientos propuestos para la escuela, mientras que el mapa indica dónde se instalará el tratamiento.


A
Lindero Ave
Benito St
B
Geneva Ave
Benito St
C
Orchard St
Fremont Ave
San Bernardino St
Rosewood St
Rosewood St
Aspen Dr
Fe'pe Ave
Galena Ave
Helena Ave
Bolton Ave
Berkeley St
Greenwood Ave
Monte Vista Ave
Camarena Ave
Coa'nga Ave
Lindero Ave
Geneva Ave
Fremont Ave
Sun Va ey Dr
Mammoth Rd
Benito St
A
B
Granada St
Denver St
Greenwood Ave
Montclair HS
El Morado St
Monte Vista ES
Alma Hoffman Park
Pou sen Ave
Centra Ave
Marion Ave
Camillo Ave
Orchard St
C
Fauna St
Felipe Ave
Fauna St
Bolton Ave
Tudor Ave
Greenwood Ave
Camarena Ave
Coa'nga Ave
Geneva Ave
Pou sen Ave
Evart St
0
310
620
1,240
Feet
Existing
Escuela
Parque
Proposed
Acera
Cruce de peatones de alta visibilidad
Cruce peatonal
Bordillo rojo
Alumbrado público
Demarcación vial cruce escolar
Demarcación vial escolar
Demarcación ceda el paso avanzado
Señal Vial A (CA)
Señal Vial C (CA)
Señal Vial C (CA)
Señal de alto con luz
Señal de alto
Señal R1-5
Señal W11-2 con/ W16-9P
Señal W11-2 con/ W16-7P
Señal R9-3BP
Señal R9-3
Señal R26A (CA)
Baliza rectangular de parpadeo rápido
Rampa de acera accesible
Extensión de borde
Extensión de borde marcada
Isleta de resguardo
Faro híbrido para peatones
Líneas de borde
Rehabilitación de carretera
Eliminar tratamiento

2

¡Cuéntanos cómo lo hicimos!

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Please answer these quick questions to let us know how we are doing with the preliminary engineering treatments.
Háganos saber cómo lo hicimos con los tratamientos preliminares de ingeniería.

Start press **Enter** ↵

Si tiene un estudiante que asiste a otra escuela, navegue hasta la pestaña de esa escuela y háganos saber sus pensamientos sobre los tratamientos propuestos allí también.

Escuela Montera Elementary

1

El equipo del proyecto desarrolló el siguiente conjunto de recomendaciones de tratamiento para la Escuela Montera Elementary. La identificación de los tratamientos representa el primer paso para que la Ciudad implemente la infraestructura en las carreteras adyacentes a la escuela.

Háganos saber en el cuadro de comentarios que sigue al mapa sus pensamientos sobre las recomendaciones propuestas. La leyenda en la parte inferior del mapa muestra los tratamientos propuestos para la escuela, mientras que el mapa indica dónde se instalará el tratamiento.

Recomendaciones Preliminares de Tratamiento de Ingeniería

2

¡Cuéntanos cómo lo hicimos!

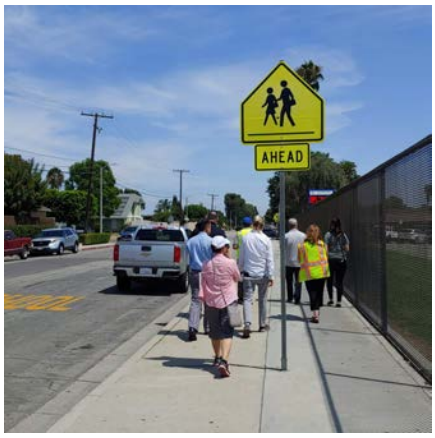
¿Te gustan las recomendaciones? ¿Necesitamos hacer algunos cambios? *Complete el cuadro de comentarios para responder estas preguntas a medida que finalizamos estos tratamientos.*

Please answer these quick questions to let us know how we are doing with the preliminary engineering treatments.
Háganos saber cómo lo hicimos con los tratamientos preliminares de ingeniería.

Start press **Enter** ↵

Si tiene un estudiante que asiste a otra escuela, navegue hasta la pestaña de esa escuela y háganos saber sus pensamientos sobre los tratamientos propuestos allí también.

Escuela Ramona Elementary



1

Recomendaciones Preliminares de Tratamiento de Ingeniería

El equipo del proyecto desarrolló el siguiente conjunto de recomendaciones de tratamiento para la Escuela Ramona Elementary. La identificación de los tratamientos representa el primer paso para que la Ciudad implemente la infraestructura en las carreteras adyacentes a la escuela.

Háganos saber en el cuadro de comentarios que sigue al mapa sus pensamientos sobre las recomendaciones propuestas. La leyenda en la parte inferior del mapa muestra los tratamientos propuestos para la escuela, mientras que el mapa indica dónde se instalará el tratamiento.


A
Howard St
Pipeline Ave
B
Howard St
College Ave
Ramona ES
C
Wesley Ave
Ramona ES
Mission Blvd
Montclair
Mane St
Ramona Ave
Merle St
Wesley Ave
Kimberly Ave
Howard St
A
B
C
Ramona ES
Essex Ave
Amherst Ave
San Pasqual Ave
Clair St
Kimberly Ave
Unincorporated San Bernardino County
Essex St
Via Del Norte
Roswell Ave
Kadota Ave
Pipeline Ave
College Ave
Wesley Ave
Dorset Ave
Essex Ave
Vallejo Way
Sierra Way
Via Del Sur
Coranada Way
Grand Ave
0
260
520
1,040
Feet
Existing
Escuela
Parque
Proposed
Acera
Cruce de peatones de alta visibilidad
Cruce peatonal
Bordillo rojo
Alumbrado público
Demarcación vial cruce escolar
Demarcación vial escolar
Demarcación ceda el paso avanzado
Señal Vial A (CA)
Señal Vial C (CA)
Señal Vial C (CA)
Señal de alto con luz
Señal de alto
Señal R1-5
Señal W11-2 con/ W16-9P
Señal W11-2 con/ W16-7P
Señal R9-3BP
Señal R9-3
Señal R26A (CA)
Baliza rectangular de parpadeo rápido
Rampa de acera accesible
Extensión de borde
Extensión de borde marcada
Isleta de resguardo
Faro híbrido para peatones
Líneas de borde
Rehabilitación de carretera
Eliminar tratamiento

2

¡Cuéntanos cómo lo hicimos!

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Háganos saber cómo lo hicimos con los tratamientos preliminares de ingeniería.

Start press **Enter** ↵

Si tiene un estudiante que asiste a otra escuela, navegue hasta la pestaña de esa escuela y háganos saber sus pensamientos sobre los tratamientos propuestos allí también.

Escuela Vernon Middle

1

Recomendaciones Preliminares de Tratamiento de Ingeniería

El equipo del proyecto desarrolló el siguiente conjunto de recomendaciones de tratamiento para la Escuela Vernon Middle. La identificación de los tratamientos representa el primer paso para que la Ciudad implemente la infraestructura en las carreteras adyacentes a la escuela.

Háganos saber en el cuadro de comentarios que sigue al mapa sus pensamientos sobre las recomendaciones propuestas. La leyenda en la parte inferior del mapa muestra los tratamientos propuestos para la escuela, mientras que el mapa indica dónde se instalará el tratamiento.


A
San Bernardino St
Vernon Ave
Vernon MS
B
Benson Ave
San Bernardino St
Buena Vista AIMS
Ontario
C
Buena Vista AIMS
Benson Ave
J St
Ontario
La Deney St
Vernon Ave
Rose Ave
Benson Ave
Palo Verde St
Gibbs Park
Cambridge St
Princeton St
Sunrise Park
Harvard Pl
Exeter Ave
Harvard St
Bel Air Ave
San Bernardino St
Central Ave
Rose Ave
Rosewood St
Vernon MS
Buena Vista AIMS
J St
Alamitos St
Berkeley St
Columbine Ave
Berkeley St
I St
Benito St
Granada Ct
Santa Anita Ave
Denver St
Ontario
Vernon Ave
Bel Air Ave
Del Mar Ave
Orchard St
Central Ave
Fauna St
0 350 700 1,400 Feet
Existing
Escuela
Parque
Proposed
Acera
Cruce de peatones de alta visibilidad
Cruce peatonal
Bordillo rojo
Alumbrado público
Demarcación vial cruce escolar
Demarcación vial escolar
Demarcación ceda el paso avanzado
Señal Vial A (CA)
Señal Vial C (CA)
Señal Vial C (CA)
Señal de alto con luz
Señal de alto
Señal R1-5
Señal W11-2 con/ W16-9P
Señal W11-2 con/ W16-7P
Señal R9-3BP
Señal R9-3
Señal R26A (CA)
Baliza rectangular de parpadeo rápido
Rampa de acera accesible
Extensión de borde
Extensión de borde marcada
Isleta de resguardo
Faro híbrido para peatones
Líneas de borde
Rehabilitación de carretera
Eliminar tratamiento

2

¡Cuéntanos cómo lo hicimos!

¿Te gustan las recomendaciones? ¿Necesitamos hacer algunos cambios? *Complete el cuadro de comentarios para responder estas preguntas a medida que finalizamos estos tratamientos.*

Please let us know how we did with the preliminary engineering treatments.
Háganos saber cómo lo hicimos con los tratamientos preliminares de ingeniería.

Start press **Enter** ↵

Si tiene un estudiante que asiste a otra escuela, navegue hasta la pestaña de esa escuela y háganos saber sus pensamientos sobre los tratamientos propuestos allí también.

Encuesta del Plan de Transporte Activo

¡Nos gustaría saber de ti! Tómese unos minutos para compartir sus comentarios sobre el Plan de transporte activo de Montclair. Presione "Seguir" una vez que haya terminado.

Encuesta

Montclair

¡Sí, estoy interesado! pulsa ENTER

SEGUIR

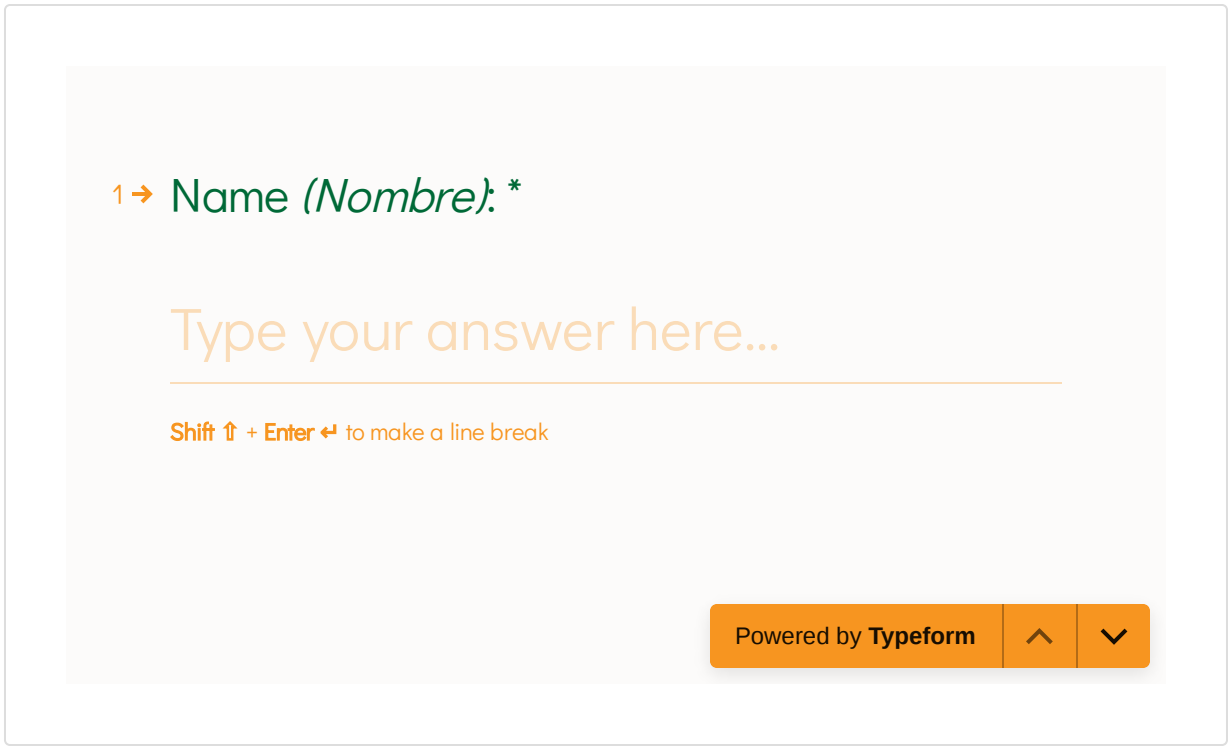
Encuesta para padres sobre SRTS

La Encuesta para Padres es una herramienta importante para ayudar a desarrollar recomendaciones finales para el Plan de SRTS de Montclair. Tómese unos minutos para completar esta encuesta rápida, que está disponible en español.

SEGUIR

Únete a nuestra lista de correos

Gracias por tomarse el tiempo para enviar sus comentarios. ¡Únase a nuestra lista de correo para recibir las últimas actualizaciones del proyecto!



CONTINUE

Información de Contacto del Proyecto

Preguntas? Envíenos un correo electrónico a MontclairATP@gmail.com.

appendix G

IN THIS APPENDIX

SURVEYS

Montclair SRTS Survey Results

PURPOSE & METHODOLOGY

The Montclair SRTS Survey effort aimed to gather information about student characteristics and travel behavior, and identify areas for interventions through both infrastructure and non-infrastructure measures.
Recognizing that students at different grade levels have different needs and travel patterns, the SRTS team conducted two types of surveys - one for students at Montclair High School, and one for parents/ guardians in the elementary schools and Vernon Middle School, also known as the Parent Survey.

The SRTS team administered the Montclair High School survey in February 2020 with the help of school and school district administrators. Meanwhile, the Parent Survey was conducted through the Online Platforms between September and October 2020. The Montclair High School survey was available solely in English; however, the Parent Survey was available in both English and Spanish.

A total of 112 surveys were collected between both collection efforts. Of these, 27 were from the High School Survey, and 85 were parent surveys.

RESULTS & FINDINGS

Elementary Schools & Vernon Middle School

Survey respondents represented all schools involved in the Plan. The large majority of respondents (70%) had children in the 4th to 8th grade, and approximately 2/3 (62%) noted that they had more than one child in Kindergarten to 12th grade. Approximately half of the student population represented in the surveys was female and the other half was male.

Travel Behavior: As reported by the parents who took the survey, many students lived relatively close to their respective schools. Almost half of the students (44%) lived less than ½ mile from the school, while students that reside less than 1 mile represented 59% of the student population.

The primary mode of transportation that students took to and from the school was driving, Walking was the second most popular mode . More students walked home in the afternoon than walked to school in the morning. In the morning, more than 2/3 (72%) of students arrived at school via family vehicles while a quarter (24%) walked to school. In the afternoon, 11% more students walked home (35%) compared to leaving school via a vehicle (60%).

In the morning, approximately 2/3 (65%) of students took 10 minutes or less to reach the school; however, in the afternoon, 11% fewer students (54%) arrive home within that time frame. Instead, in the afternoon, 10%

more students spent 20 minutes or more to reach home (15%), compared to 5% in the morning. This is possibly due to the greater rates of walking in the afternoon.

Interest in Walking and Biking to School: Survey respondents expressed a positive attitude towards walking and biking activities. Exactly half (50%) of the respondents said their child has asked them for permission to walk or bike to and from the school. Meanwhile, approximately half (44%) said it's fun or very fun to walk and bike to school, with only 6% saying it's boring or very boring and 4/5th (81%) said walking and biking are healthy activities.

However, respondents also expressed reluctance towards allowing their children walk alone when they are young or walk at all. Half of the respondents (51%) indicated they would feel comfortable letting their child walk to school when the child is in middle or high school. However, almost 1/3 (31%) said they would not feel comfortable letting their child walk to school at any grade.

Factors that Influence the Decision to Walk or Bike to School: Conditions that influence the perception of safety – such as traffic, speed, and safety of intersections and crossings - were top concerns that affected parents' decision to let their child walk or bike to school. Violence and crime also represented 1/3rd of the respondents' choices.

Encouragement Interventions: Survey respondents identified a mixture of infrastructure and non-infrastructure interventions that would encourage them to walk and bike to school. These include having more crossing guards (68%), safer intersections and crossings (69%), more sidewalks or pathways (66%), reduced amount of speed on traffic along the route (65%), and lower speed (60%).

Montclair High School

Survey respondents represented all grade levels at Montclair High School. The majority, about 1/3rd, was in the 11th grade. Slightly more than half (55%) of the student populations represented in the surveys were female with males making up the remaining 44%.

Travel Behavior: The majority of students (61%) live within 1 mile of the school, and they took multiple modes of transportation to reach to and from the school. The most popular modes were getting dropped off via vehicle (63%), but more than half (51%) of the respondents also walked to and from the school. Other modes of transportation taken by students include driving alone (14%), skateboarding/ scootering (11%), and carpooling (7%). None of the respondents biked to and from the school. (Respondents could select multiple choices).

Students did not take long to travel to and from school. For the vast majority (95%) it took less than 20 minutes. Of these students, for 77% it took 10 minutes or less to reach Montclair High School.

Interest in Walking and Biking to School: Survey respondents had neutral views towards walking to and from the school; however, they expressed more negative interest in biking. Approximately 1/3rd (33%) of the respondents said they were not interested in walking, while another 18% said they needed to walk out of necessity. Collectively, these respondents represented half (51%) of the survey participants.

The remaining half (45%) of respondents expressed a positive interest in walking. Exactly 1/4th (25%) of participants said they would walk if streets were safer and more comfortable, and 22% indicated their enjoyment for walking.

In contrast, almost 2/3rd (59%) of participants expressed a negative interest in biking, while very few (3%) enjoyed biking to school. The remaining 1/3rd (36%) said they would be interested if the streets were safer and more comfortable or if they knew how to bike.

Factors that Influence the Decision to Walk or Bike to School: Survey participants noted distance (63%), time of travel (44%) as the top conditions that influenced their decision to walk or bike to school. Other factors include safety of intersections and crossings (37%), climate or weather (33%), and convenience of driving.

Encouragement Interventions: Respondents identified a mixture of improvements that would encourage them to walk and bike to and from school. The top improvements that respondents identified include: safer intersections and crossings (74%), better protection from the weather (66%), less crime and violence (66%), less traffic on walking/ biking route (61%), and more people to walk or bike with (59%).

These improvements do not directly correlate with the key factors that influence their decision to walk or bike to school, mainly time and distance. This finding suggests that when the environment is safer and more comfortable for students to walk and bike, they would be willing to take more time to use those modes to travel to and from the school.

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