

SafeRoutes



Academy

Saferoutesnj.org



School Zone Safety Takes a Team



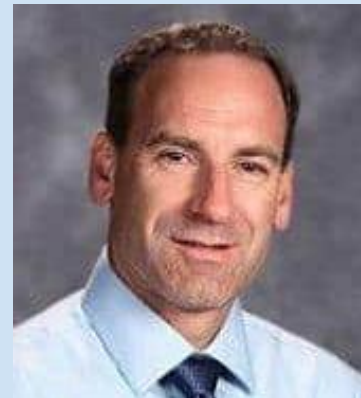
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Improving Walking and Bicycling Safety in School Zones

Sean Meehan, Rutgers-VTC



RUTGERS-NEW BRUNSWICK
Edward J. Bloustein School
of Planning and Public Policy
Alan M. Voorhees Transportation Center



School Zones

School Zones: areas of reduced speed in advance of school facilities

- many children walking and bicycling
- often on state or county roadways with higher speeds, higher traffic volumes, multiple lanes, and fewer signals
- target for safety improvements



School Zone Speed Limits

Established by state statute as 25 mph unless otherwise posted

- Studies show a gap between driver perception and reality related to speed.
- Speed limits are not enough to ensure student safety and must be coupled with strategies to:
 - increase visibility,
 - reduce vehicle speed, and
 - reduce pedestrian exposure.



FHWA Proven Safety Countermeasures



[Crosswalk Visibility Enhancements](#)



[Road Safety Audit](#)



[Medians and Pedestrian Refuge Islands in Urban and Suburban Areas](#)



[Pedestrian Hybrid Beacons](#)



[Rectangular Rapid Flashing Beacons \(RRFB\)](#)



[Road Diets \(Roadway Configuration\)](#)



[Walkways](#)

New Jersey School Zone Design Guide

New Jersey School Zone Design Guide



- Highlights physical improvements for School Zones
- Examples gathered from throughout New Jersey

Available at:

saferoutesnj.org

School Zone Strategies Project

- What about right now?
- Reduce vehicles, reduce speeds, minimize potential conflicts
- Focus on NJ based “Case Studies”
 - Satellite Drop-Off
 - Temporary Road Closures
 - Temporary One-Ways



Satellite Drop-Off

Utilize off-site drop-off locations for arrival and departure

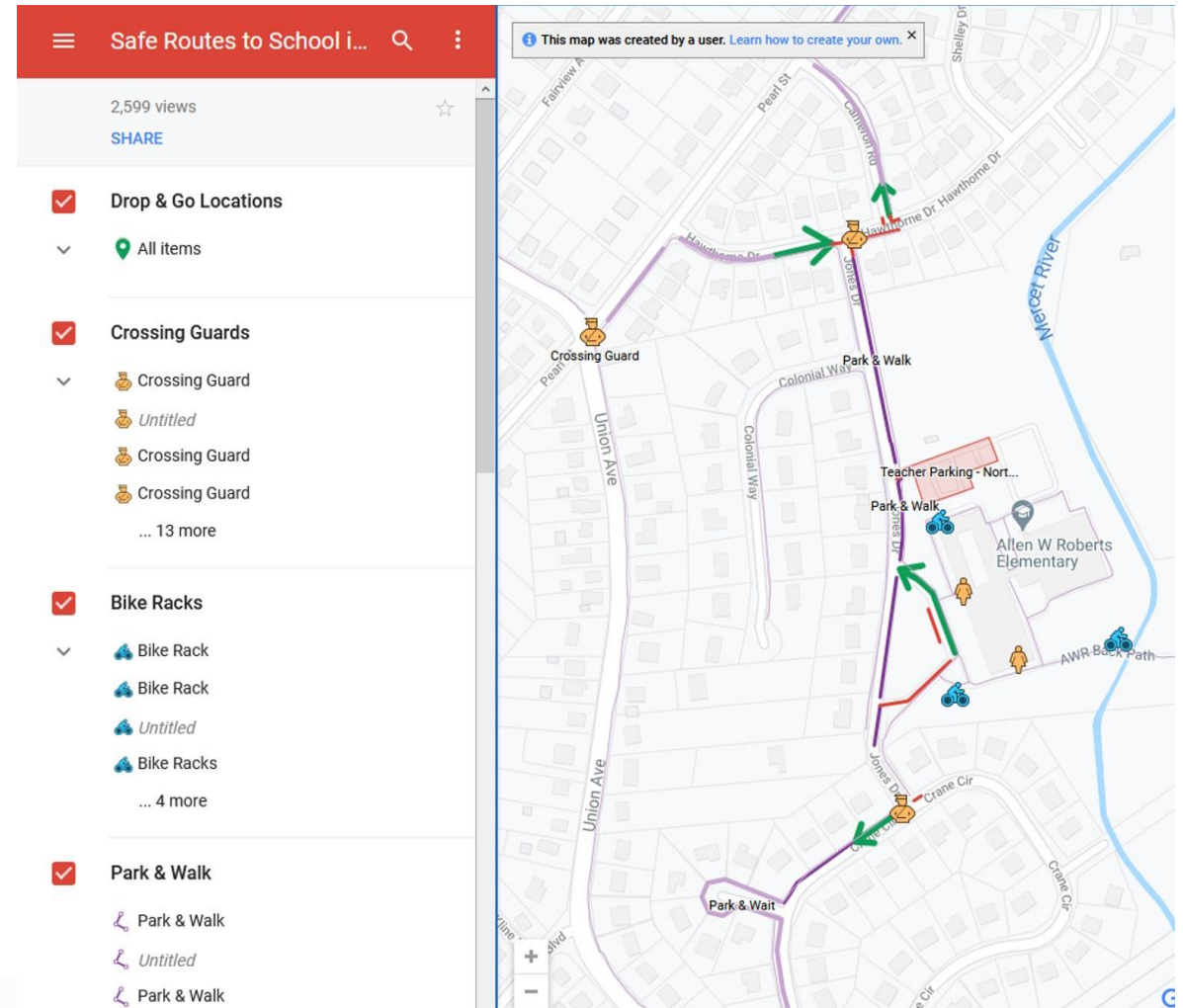
- Benefits:
 - Encourages walking
 - Redistributes congestion & pollution
 - Involves entire school community
 - Reduces vehicles on school property



Case Study: DROP-n-GO New Providence, NJ

How it started:

- Traffic concerns
- Students Arriving late
- Unrealistic alternative proposal
- PTA led and supported



Case Study: DROP-n-GO New Providence, NJ

How it works:

- Choice with benefits – not regulation
- Multiple locations per school
- Crossing Guard location prioritized
- Sites are never more than ¼ mile from school
- Operates AM/PM year-round
- Communication through website and map

Home Building Skills Safe Routes Strengthen Schools About Us Contact Us

STEMshoo's Parents Strengthening STEM in Our Communities

A B C D F J K L N P R S T U W

PARENTS / SAFE ROUTES / START HERE

Safe routes to Salt Brook School

BY CECILIE BETH • PUBLISHED MARCH 6, 2018 • UPDATED NOVEMBER 12, 2019

Salt Brook School finds Safe Routes for our kids to walk or bike from home to school to their after school activities.

DROP-n-GO only

Salt Brook School **DROP-n-GO's** are safe locations where a parent can drop their child and go on to their destination. They are located a short distance from school, often in view of a crossing guard and along a side walk. They enable the driver to avoid congested areas. **PARK-n-WAIT's** are 3 less crowded places to meet.

1. **SALT BROOK FRONT CIRCLE** – NO PARKING. There are 3 visitor spots centered in the front circle; do not take other spots as they are reserved for staff.
2. **WILLOW** – Optional morning drop-off point. After dropping children proceed to the end for turn around rather than making a U-turn. No left turns off Willow during morning hours.

DROP-n-GO or PARK-n-WAIT

3. **BROOKSIDE** – Traffic approaches along Maple, turn onto Brookside and pull up to Midvale intersection. Please do not drop off immediately next to crossing guard.

Information on additional **DROP-n-GO's** will be available soon to parents who login to the school district web site.


Other useful New Providence **Interactive Map** features

[Safe Routes to New Providence schools, recreation and work](#) to see the whole borough.

- **PARK-n-WALK** suggestions marked in dark purple along sidewalks.
- **PARK-n-WAIT**. Come later and have your kids walk to your car away from traffic.
- **Bike Rack** locations shown.
- Click on a [crossing guard](#) to see their times or **DROP-n-GO** or further detail

In a hurry? Our tips

1. Pull ALL the way forward during drop off to allow more cars to drop off at once during periods of high congestion.
2. Turn right instead of left. It's faster. If there is a line of cars behind you, then consider turning right instead of left.
3. Drop off your students earlier.
4. Use a **DROP-n-GO** or **PARK-n-WAIT** – See our 3 public options above with more when parents sign in here. (link coming soon from your principal/PTA).
5. Have your child walk or bike.
6. Avoid the front circle a few times a week and overall traffic will improve.



Case Study: DROP-n-GO New Providence, NJ

Results:

- Increased parent support for SRTS
- Reduced congestion & pollution
- More orderly arrival
- Student arrive on time
- Relationships with Crossing Guards
- Walking is a part of the local culture



Temporary Street Closures

Restrict vehicle movement, prioritizing bicycle and pedestrian travel

- Benefits
 - Removes vehicles from critical streets
 - Reduces congestion & pollution
 - Minimizes conflicts
 - Frees space near schools



Case Study: Third Street in Fair Haven, NJ

How it Started:

- Established by ordinance 20 years ago
- Desire to provide students with a safe corridor
- Third Street is a key corridor



Case Study: Third Street in Fair Haven, NJ

How it Works:

- Street closed 7:30am-8:30am and 2:30pm-3:30pm daily
- Police and crossing guards erect barriers and signage
- Walking and bicycling actively encouraged
- Bicycling celebrated through “Transition Day”



Case Study: Third Street in Fair Haven, NJ

Results:

- Long term program
- “Transition Day” alleviates anxiety
- Active transportation is prioritized
- Excellent support from residents



Temporary One-Ways

Restrict vehicle movements near schools

- Benefits:
 - Reduces congestion
 - Improves arrival and Departure Process
 - Minimizes conflicts



Case Study: Cherry Street in Bound Brook, NJ

How it Started:

- New Principal concerned for safety
- Contacted TMA to brainstorm solutions
- Worked with Police Department



Case Study: Cherry Avenue in Bound Brook, NJ

How it Works:

- Limited to one-way travel during arrival and dismissal
- No parking in front of school, U-turn prohibited
- Designated bus locations
- Designated ADA access spots
- No parent access to parking lot



Case Study: Cherry Street in Bound Brook, NJ

Results:

- More orderly arrival and departure
- Fewer delays
- Fewer idling vehicles
- More consistency
- Safer conditions for all
- Established at other schools



Lessons Learned

- Involve parents & the community
- Focus on low-cost solutions
- Make use of the “Golden Retriever” method
- Build upon success
- Reach out to those who can help!



Find Your Regional Safe Routes Coordinator

Some counties are split into multiple Transportation Management Association service areas. To find the Regional Safe Routes Coordinator who serves your community, find your county on the map and click to see which Transportation Management Association serves your area.

Contact information for each Transportation Management Association can be found below.



Avenues in Motion
(973) 267-7600
www.avenuesinmotion.org



Cross County Connection
(856) 596-8228
CCCTMA@driveless.com
www.driveless.com



EZ Ride
(201) 939-4242
info@EZRide.org
www.ezride.org



GoHunterdon
(908) 788-5553 ext. 15
info@gohunterdon.org
www.gohunterdon.org



Greater Mercer TMA
(609) 452-1491
tma@gmtma.org
www.gmtma.org



Hudson TMA
(201) 324-6222
info@hudsontma.org
www.hudsontma.org



Keep Middlesex Moving
(732) 745-4465
kmm@kmm.org
www.kmm.org



RideWise
(908) 704-1011 ext. 11
staff@ridewise.org
www.ridewise.org

Find your SRTS Coordinator

Saferoutesnj.org

Thank you!

Sean Meehan

Research Project Manager

Alan M. Voorhees Transportation Center

Rutgers, The State University of New Jersey

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NEW JERSEY
Safe Routes



saferoutesnj.org

Visit the New Jersey Safe Routes to School Resource Center:

<http://saferoutesnj.org>



City of Burlington School Zone Safety Takes a Team



New Jersey Bike & Walk Summitt



March 29, 2025



We are **P**artners **R**esponsible **O**utstanding **U**nited **D**edicated



Route 130
School Zones
(Walking School District)

Wilbur Watts
Intermediate
School

Burlington City
High School

← Route 130 South →
(State Road)

← Route 130 North →
(State Road)

← Jacksonville Road →
(County Road)

← High Street →
(County Road)

← Wood Street →
(City Road)



The Tragic Death of Antwan Timbers, Jr. on May 22, 2016





25 Saves Lives Campaign

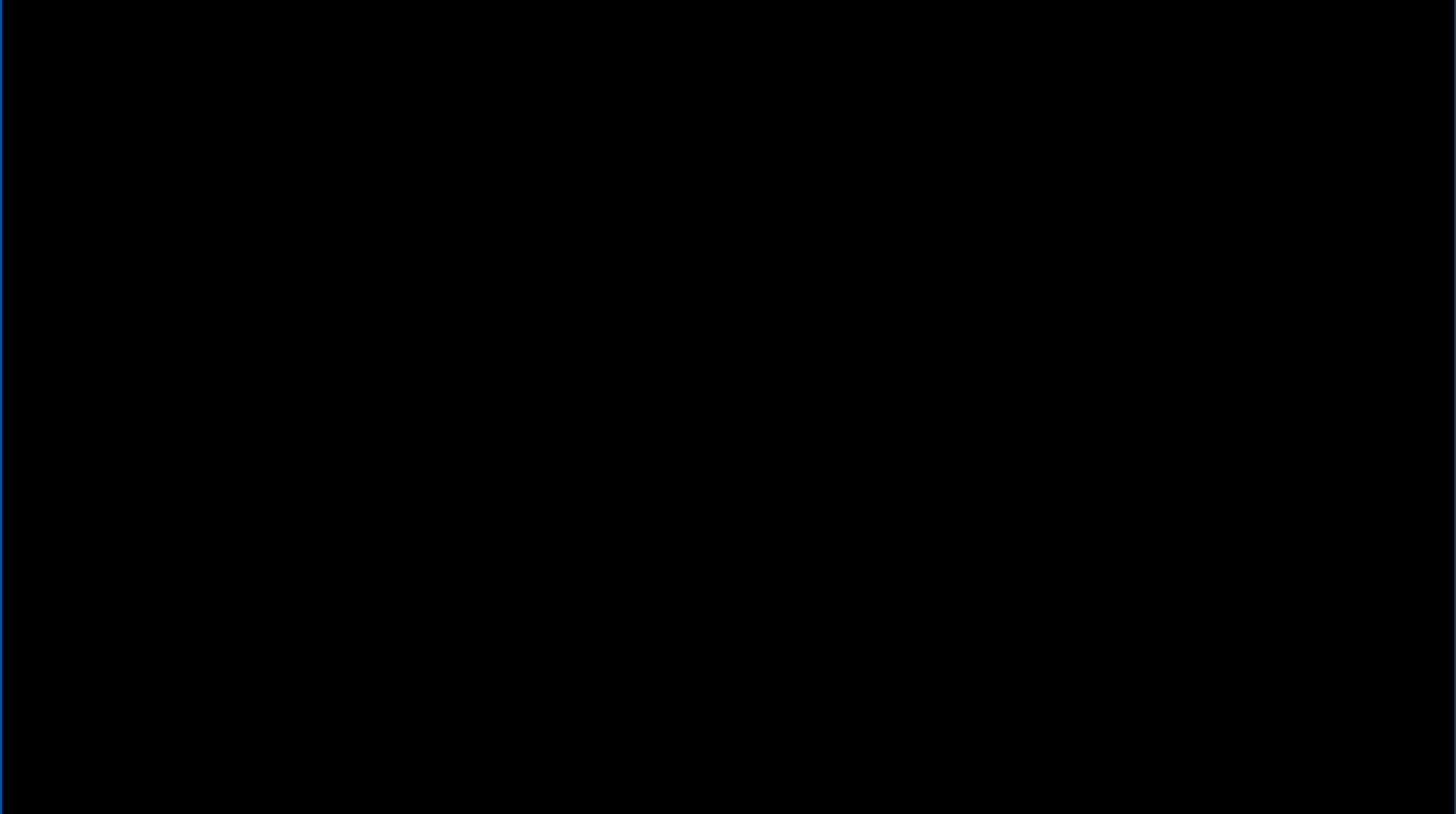
- **JROTC Student Leaders and Instructors**
 - **National Honor Society Students and Advisors**
 - **Student Council Students and Advisors**
 - **Antwan's Friends and Classmates**
- SPEEDS IN FRONT OF BCHS**
8:10 AM
October 7, 2016
- 56, 56
 - 50, 49, 46, 45
 - 44, 44, 44, 44
 - 43, 43
 - 42, 42, 42
 - 41, 41, 41, 41
 - 40, 40, 40, 40, 40

25 Saves Lives Campaign





Antwan's Law Media Coverage



Presentation to the Students at Wilbur Watts Intermediate School





25 Saves Lives/Antwan's Law Presentation - Burlington County Sheriff's Department





Students Testified at the New Jersey State House





JROTC & The Teen Safe Driving Team Continued Their Advocacy





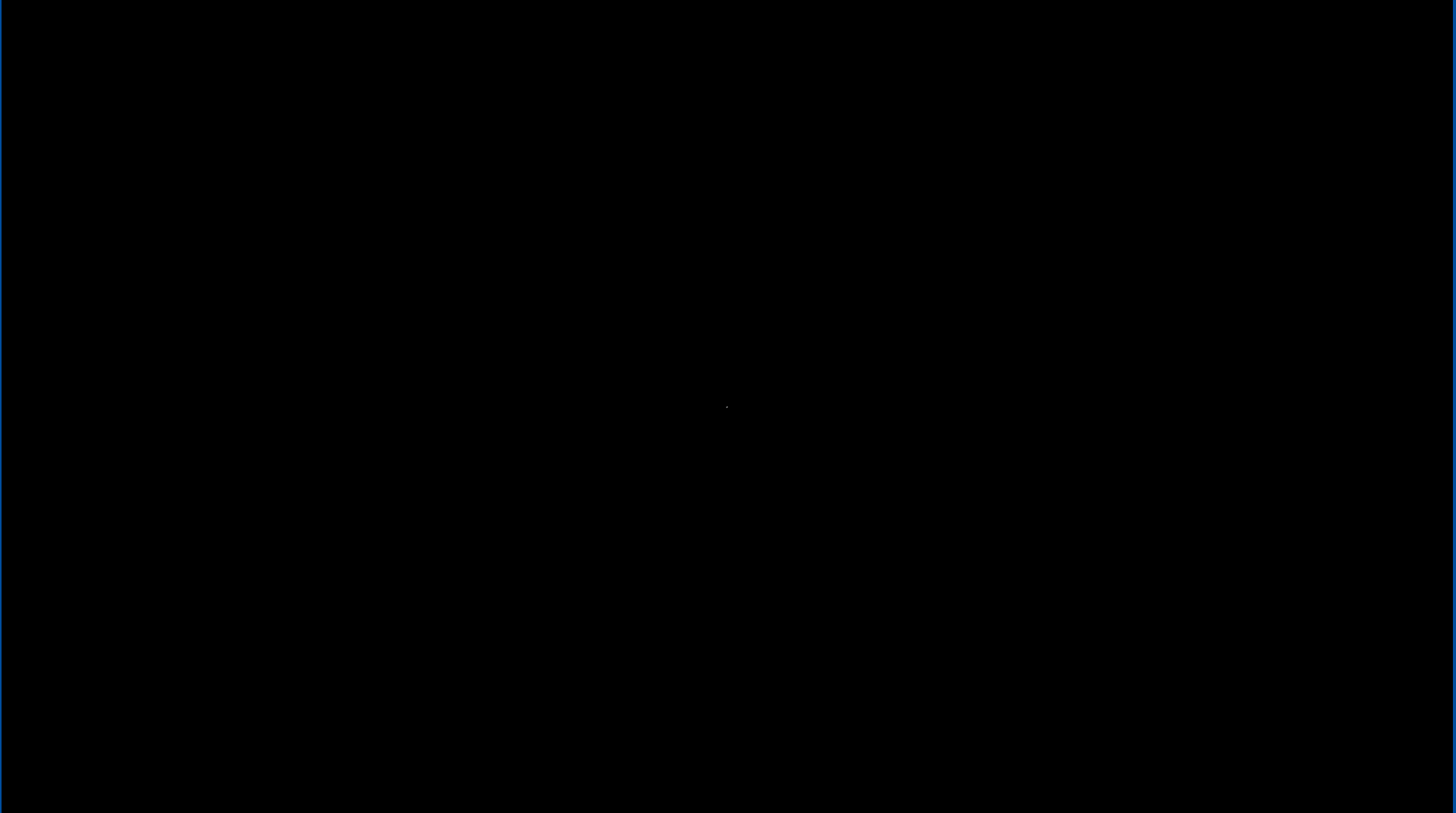
Pace Cars

**Burlington City Police
Department Partners
with the Burlington
County Sheriff's
Department to Pace
Traffic in the Burlington
City School Zone**





Pace Car Video





Student Message





Antwan's Law

Assemblywoman

Carol Murphy presents
Antwan's sister, Aniya,
with a copy of Antwan's
Law signed by Governor
Murphy





Student & Crossing Guard Crashes & Fatalities



Bruce - 2024



Antwan-2016



Eddie-2012



JaDon-2008



Roberta - 2004



Burlington City Partners





Nikhil Badlani Foundation Youth Advisory Board





NJDOT Commissioner O'Connor Walking with Burlington City Students



Jacksonville Road Crosswalks

Wilbur Watts Intermediate School

← Jacksonville Road →
(County Road)

← Route 130 South →
(State Road)

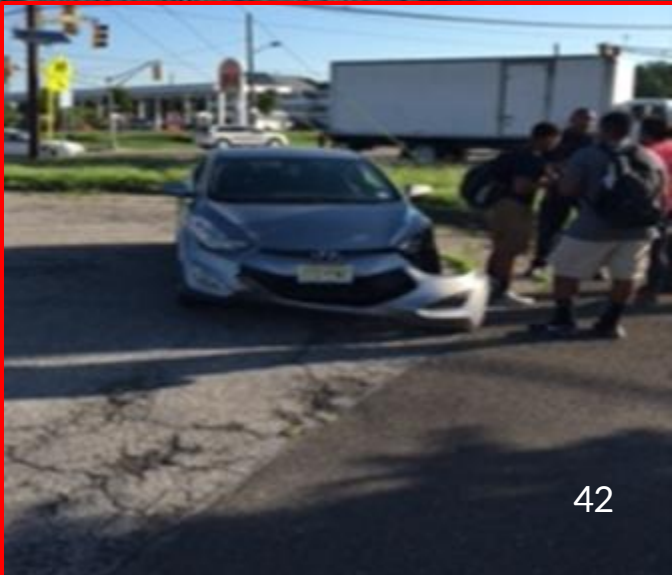
← Route 130 North →
(State Road)

← High Street →
(County Road)

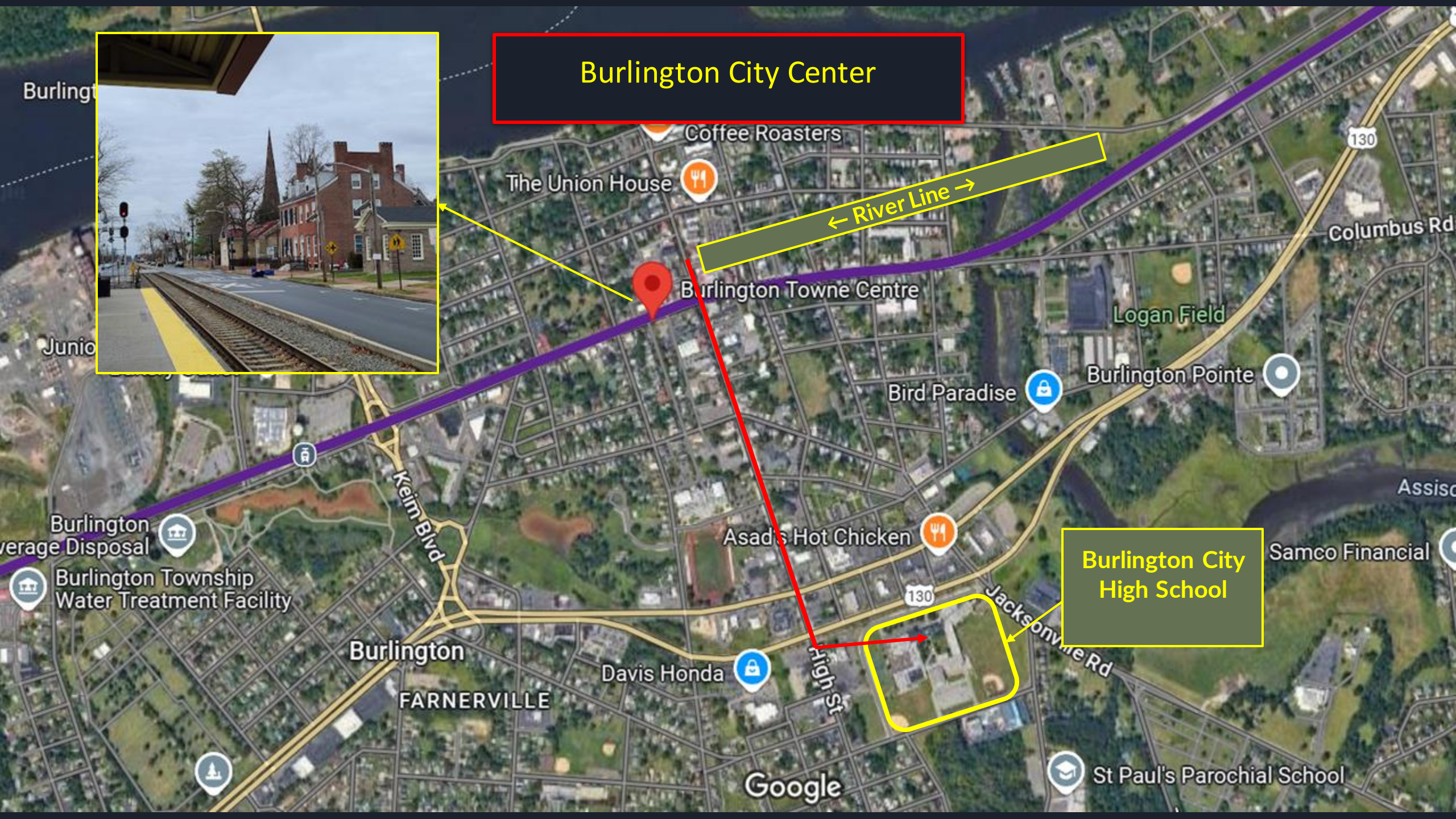
Dangerous crosswalk at Route 130 & Jacksonville Road

Crosswalk where Bruce Morlack was killed

Burlington City High School



Burlington City Center





River Line in Front of Captain James Lawrence Elementary School

Fence installed
along the River
Line in front of
Captain James
Lawrence
Elementary
School

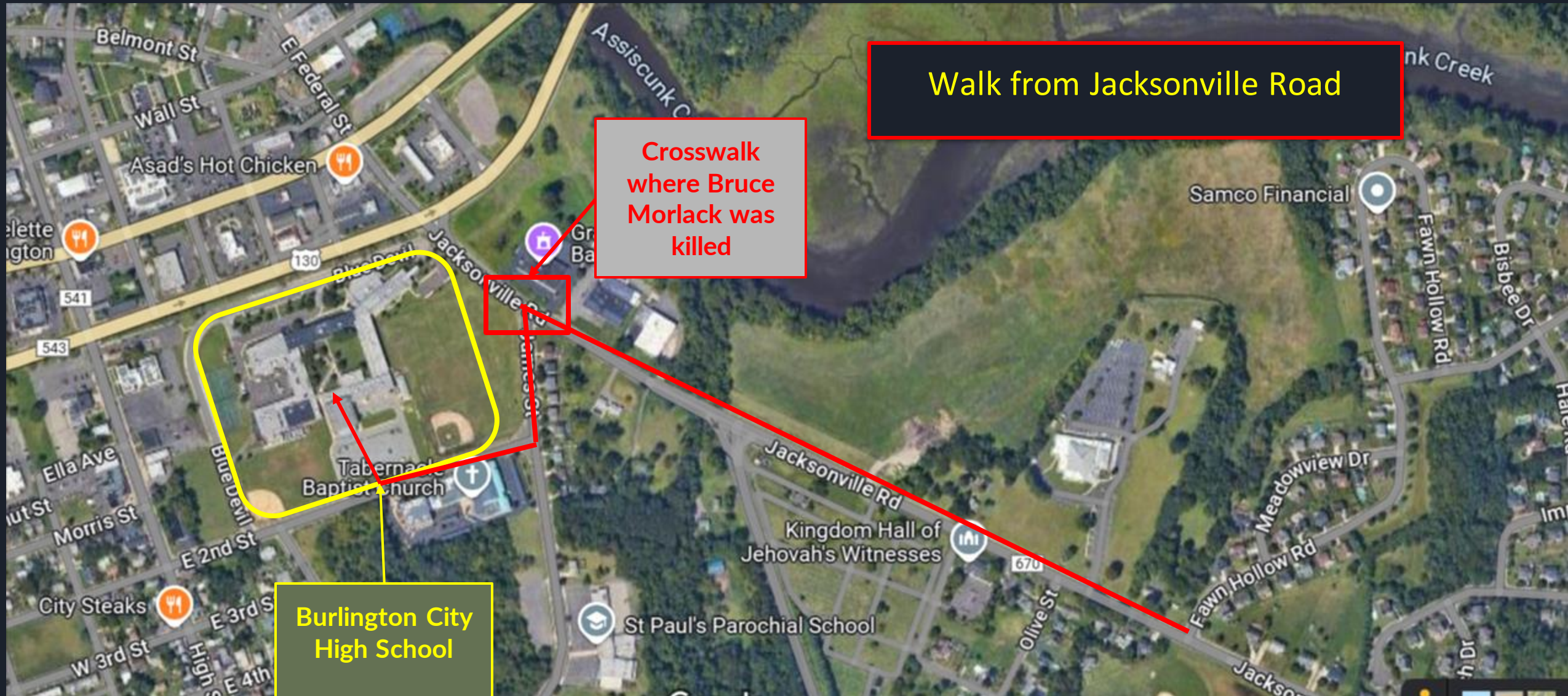


Captain James
Lawrence
Elementary
School

Walk from Jacksonville Road

Crosswalk
where Bruce
Morlack was
killed

Burlington City
High School





Jacksonville Road & James Street



Car that hit Bruce Morlack in the middle of the crosswalk



Crosswalk after the County painted it following the crash

Picture of Proposed Crosswalk Area on Jacksonville Road



Figure 4.1: Relocated Crosswalk with Pedestrian Refuge Island



Safety Enhancement Concepts - Vision Zero Alliance Jacksonville Road & James Street





High Street Crosswalk Wilbur Watts Intermediate School





Testifying in the Senate Transportation Committee, March 17, 2025





Testifying in the Senate Transportation Committee, March 17, 2025





Nikhil Badlani Foundation Youth Advisory Board





Pancake Breakfast for Burlington City Crossing Guards





Safety on School Grounds During Arrival & Dismissal





Safety on School Grounds During Arrival & Dismissal





Safety on School Grounds During Arrival & Dismissal





Safety on School Grounds During Arrival & Dismissal





Safety on School Grounds During Arrival & Dismissal



EXPERIMENTAL POP-UPS: Tactical Urbanism in Greater Philadelphia

January 25th, 2024 - SAFE Network

Cassidy Boulan, AICP
Associate Manager, Office of Transit, Bicycle, and Pedestrian Planning






Delaware Valley Regional Planning Commission






Pedestrian Road Safety Audit Short-Term Recommendation


Route 130 NB & Jacksonville Rd



US RT 130 & JACKSONVILLE RD
EXISTING CONDITIONS
NOT TO SCALE DATE: MAY 2018



US RT 130 & JACKSONVILLE RD
SHORT TERM CONCEPT
NOT TO SCALE DATE: MAY 2018



2018

Striping
ONLY

Pedestrian Road Safety Audit Long-Term Recommendation

Route 130 NB & Jacksonville Rd



2018

Longer
term

turning
radius
reduction

curb
extension

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