03 What Is a School Zone?

There are generally three zones around the school one must think about when applying safety standards for walking and bicycling routes to school: the state statutory definition of school zone, the student catchment area or enrollment boundary, and the routes that students take to school.

The State Statutory Definition of School Zone

Title 39 of the New Jersey Statutes Annotated (N.J.S.A.) contains the laws that control every publicly maintained roadway, as well as the majority of laws that govern bicycle and pedestrian matters. It also includes two definitions for "school zone." N.J.S.A. 39:1-1 describes a school zone as:

1. The section of roadway adjacent to a school, or
2. Where school crossings have been established in the vicinity of a school, upon which are maintained appropriate "school signs" in accordance with specifications adopted by the chief administrator and in accordance with law. "School crossing" means that portion of a publicly-maintained roadway where school students are required to cross the roadway in the vicinity of a school.

The focus of this Planning Guide is on engineering measures that can be utilized to make the environment around schools a place where children, caregivers, and their parents feel safe and want to walk, bicycle, and utilize other forms of permitted micromobility appropriate to the age of the student. Because the first statutory definition is limited to the area around the school and the second statutory definition is confined to crossings, both of these definitions of "school zone" are too restrictive for the purposes of this Guide.

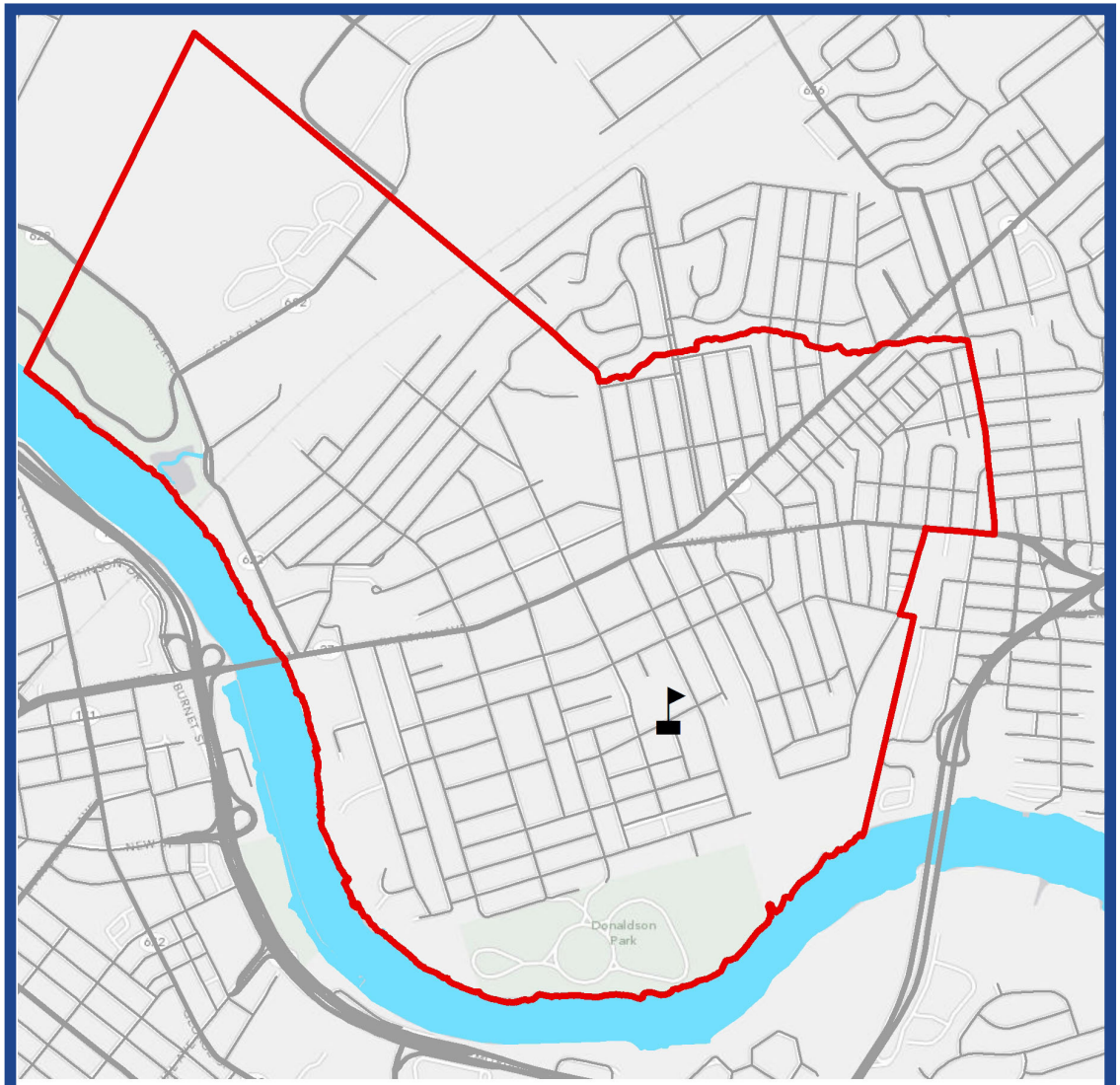


The four (4) streets adjacent to the Ocean Road School in Point Pleasant constitute the School Zone. Ocean Road, usually 35 mph, slows to 25 mph in the School Zone.

Map of Ocean Road School Zone in the Ocean Road Elementary School Travel Plan. Image: Greater Mercer TMA

Student Catchment Area or Enrollment Boundary

The student catchment area or enrollment boundary refers to the geographic area from which students are eligible to attend a local school. This area is the theoretical outside limit for a "school zone." For schools with a geographically expansive catchment area, some students will live too far away from school to reasonably be expected to walk or bike. In addition, the growth of charter and magnet schools has made applying an enrollment boundary more difficult because these schools can typically draw from anywhere within a school district. Therefore, the student catchment area, as a practical matter, and for the purposes of this Planning Guide, could cover too much territory to function as the school zone.

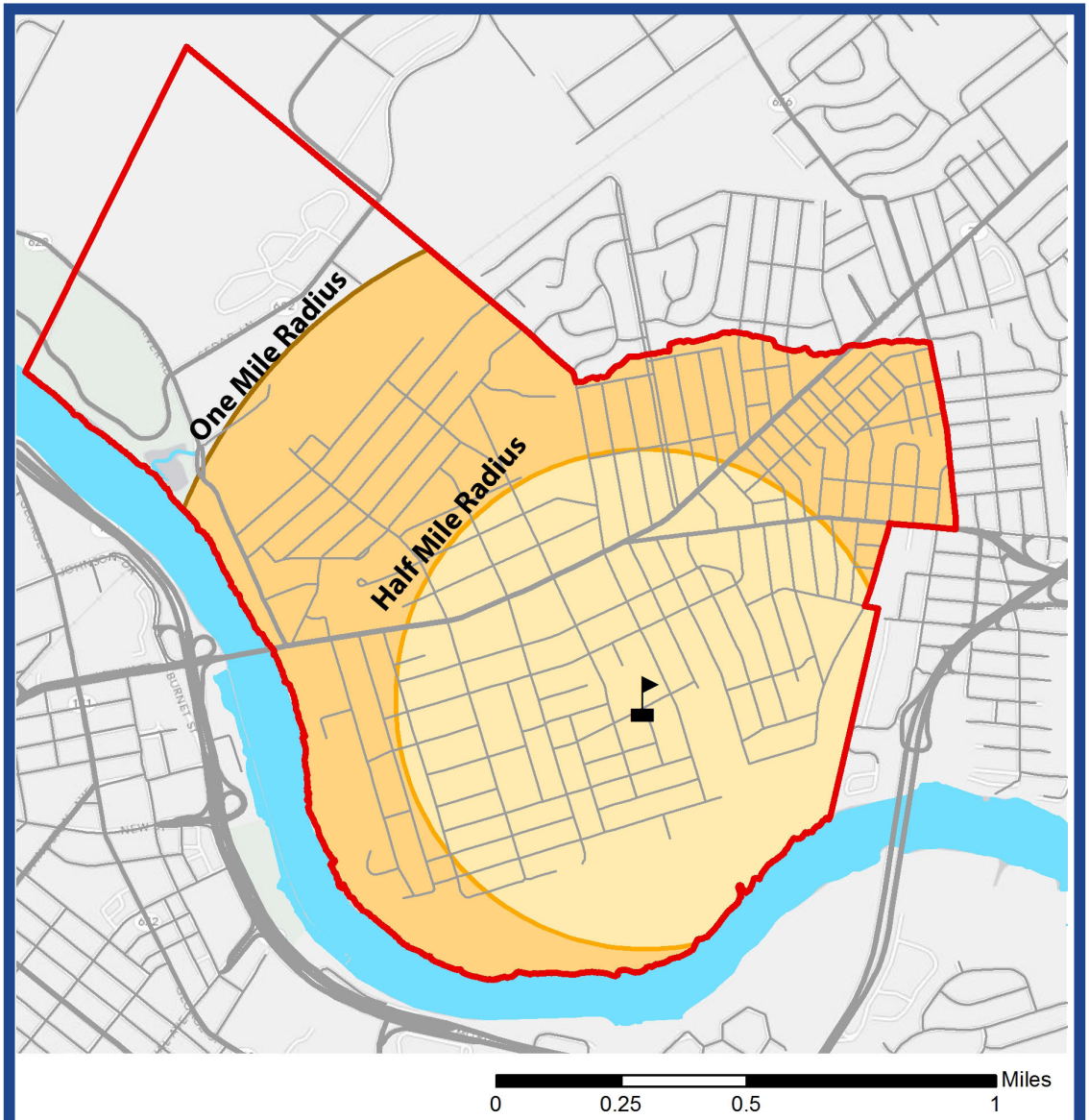


Student Catchment Area in Highland Park, NJ

The student catchment area, also known as the enrollment boundary, is indicated in red.

School Walking Zone

The concept of "school zone" that is the focus of this design guide is best described by the term "school walking zone." The school walking zone can be defined as the area surrounding a school that includes the public rights of way that are most frequently and intensively used by students and others accessing the school, especially by walking or by bicycle. In this design guide, unless otherwise specified, the term "school zone" is synonymous with the term "school walking zone."



School Walking Zone in Highland Park, NJ

With half-mile radius shown in light orange and one-mile radius shown in darker orange.

School walking zones vary in size depending on local policies, context and the student enrollment boundary. While there is no established definition of a school walking zone, a number of sources provide guidance regarding the extent of a school walking zone.

- Under the FHWA program guidance for the federal Safe Routes to School (SRTS) funding program, projects and activities must be located or take place within two miles of a primary, middle, or high school (grades K – 12).
- New Jersey does not require school districts to fund transportation for public elementary and middle school students living within two miles of their school or for high school students living within 2.5 miles of their school.
- The MUTCD defines a school zone as "a designated roadway segment approaching, adjacent to and beyond school buildings or grounds, or along which school-related activities occur."
- The NJ Safe Routes Resource Center recommends a school walking zone covering the area within at least one half-mile of the school.
- The National Center for Safe Routes to School general rule of thumb is that the walking boundary is one half-mile to one mile around an elementary school, and sometimes further for middle and high schools.

For this Guide, the term school zone or school walking zone refers to the area within approximately a one-mile radius of a school – a distance easily covered by most elementary students on foot or bike. This area should be adjusted as needed to take into account local conditions, such as the extent of the school catchment area, traffic conditions, geographic constraints and other local concerns. During the course of determining the school walking zone, it is likely that conditions that are problematic to pedestrians and bicyclists will be discovered which may need to be remedied by applying the design guidance contained in this document.

SCHOOL BUSING

New Jersey Administrative Code (N.J.A.C.) 6A:27 sets forth the rules governing the transportation of students to and from school. A school district is required to provide busing only to those students who live more than 2 miles from their public elementary and middle schools and more than 2.5 miles from their public high schools and to certain special education students. Boards of education are not required by law to provide busing for students who live less than 2 miles (elementary or middle school students) or 2.5 miles (high school students) from school, even for safety reasons. However, many districts have opted to bus students who live below these distance thresholds, a service known as "courtesy" busing or non-mandated busing. Some districts help defray the cost of courtesy busing by charging the student's parents or legal guardians for this service. Municipalities may also contract with boards of education for this service and charge parents. This service is called "subscription" busing.

State law (N.J.S.A. 18A:39-1.5) requires school districts that provide courtesy busing to adopt a policy addressing the busing of students who walk along hazardous routes between their homes and schools. The policy must include a list of hazardous routes that require courtesy busing and the criteria used in designating the routes as hazardous. In New Jersey, routes are considered hazardous based on criteria such as high-traffic volume, traffic speed, roads with blind curves or steep inclines and declines, lack of sidewalks, presence of bridges and train tracks, and busy roads or highways that must be crossed to reach the school. School districts must work with municipal officials and police officers when designating a route hazardous.

For more information visit, www.state.nj.us/education/finance/transportation/

Common questions about school zones

Is there any relationship between a drug-free, drunk-driving free or smoke-free school zone and a school walking zone?

No, there is no relationship. Drug-Free / Drunk-Driving Free / Smoke-Free School Zones include the areas on or within 1,000 feet of property used for school purposes and which is owned or leased to any elementary or secondary school or school board. Any Drug-Free / Drunk-Driving Free / Smoke-Free School Zone map must be created and adopted by the municipality. The map is intended to be used as evidence in prosecutions arising under the criminal laws of the state (N.J.S.A. 2C:35-7).

How do you designate a school zone?

Designating a school zone or school walking zone is accomplished by local action, often on an ad hoc basis by, for example, a SRTS working group as part of the process of developing a Safe Routes to School (SRTS) Travel Plan. School zone boundaries can be formalized by the school board or a municipality by formal adoption of the SRTS Travel Plan or by ordinance.

School zones, as defined by New Jersey statute, do not need to be adopted by municipal ordinance or resolution; however, designated school crossings can be adopted by municipal ordinance or resolution. A municipality may choose to designate crossings as school crossings where special emphasis is needed due to a combination of the number of crossing school children, geometry of the approaching roadways, approach speed, and traffic volumes. Special emphasis could include placement of an adult school crossing guard, installing signage, pavement markings or a signal.

What is the school zone speed limit? Who determines the speed limit?

Establishing and enforcing the proper school zone speed limit is crucial. The speed limit in New Jersey, unless otherwise posted, is 25 miles per hour (mph) when passing through a school zone during recess, when the presence of children is clearly visible from the roadway, or while children are going to or leaving school, during opening or closing hours (N.J.S.A. 39:4-98). Because it is established by statute, a 25 mph school zone speed limit does not require an ordinance and approval from NJDOT.

However, not all school speed limit zones are 25 mph. Local authorities, with reference to roadways under their jurisdiction, may by ordinance, or in the case of county authorities, by ordinance or resolution, designate a reasonable and safe speed limit that is less than or greater than 25 mph after an engineering and traffic investigation. The establishment of school speed limits should always be done in coordination with the agency having jurisdiction over the roadway in question, particularly if the limits are less than or greater than 25 mph [N.J.S.A. 39:4-98(c)].

In addition to statutory requirements, guidelines from organizations such as the National Association of City Transportation Officials (NACTO) emphasize the importance of safe speeds in school zones. Their ***Designing Streets for Kids*** (2020) guide recommends reducing speed limits to 20 mph within all school zones.

How is a reduced school speed zone designated?

A reduced speed zone is designated through signing supplemented with striping. A school zone should be marked with special signing to alert drivers of the high concentration of children. School crossing signs, speed signs, and school zone pavement markings remind drivers to treat the area with special care and attention.



School Zone Speed Limit.

When does "when children are present" apply?

Speed limit signs will often say "When students are present," so what does this mean? "When students are present" does not apply at all times in a school zone.

The Superior Court of New Jersey has determined the lower speed limit in a school zone is only applicable:

» During school hours, but only during recess, when students are clearly visible from the roadway,

» When students are going to or leaving school during opening or closing hours of school (State of New Jersey v. Floyd)

» Regardless of the time of day or year, drivers should always be alert and on the lookout for students when driving near schools, parks or other attractions.

However, research shows "When children are present" is not a clear indicator to drivers and should be used in concert with other traffic control devices.

CRITERIA FOR SAFE SPEED LIMIT DESIGN

According to N.J.S.A. 39:4-98, when designating reasonable and safe speed limits for a street under its jurisdiction, as part of an engineering and traffic investigation, a municipality or county shall consider, but not be limited to, the following criteria: crash history; residential density; the presence, or lack, of sidewalks; the prevalence of entry and exit ways for business and commercial establishments; whether school students walk adjacent to the street on their way to and from school; the proximity of recreational or park areas, schools, community residences, family daycare homes, child care centers, assisted living facilities or senior communities; and input from the school district and other community representatives.

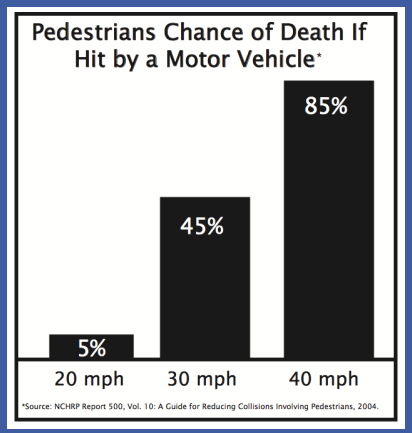
CITY WIDE SPEED REDUCTION IN HOBOKEN: FROM CAMPAIGN TO IMPLEMENTATION

In October 2010, the City of Hoboken launched a "Twenty is Plenty" driving and pedestrian safety public awareness campaign to encourage drivers to consider driving no faster than 20 mph despite the 25 mph speed limit on most Hoboken streets. The campaign was inspired by the "20's Plenty for Us" effort started in Britain.



In 2022, the City of Hoboken implemented a new citywide speed limit, reducing the speed limit on all City and County roads from 25 mph to 20 mph. This reduced speed limit aims to make streets safer for all modes of transportation in furtherance of the City's Vision Zero goal to eliminate all traffic-related deaths and injuries by 2030. In terms of school zones, this is an "above and beyond" approach. It encompasses all school zones within the City as well as all streets generally.





Visit https://www.hobokennj.gov/resources/twenty-is-plenty for more information

WHERE SHOULD THE SCHOOL SPEED LIMIT ZONE BEGIN AND END?

NJDOT has adopted the federal Manual on Uniform Traffic Control Devices (MUTCD) for rules and regulations concerning the placing, specification, location and maintenance of highway and traffic signs and markings (N.J.S.A. 39:4-183.27). According to the 2023 MUTCD, the beginning point of a reduced school speed limit zone should be at least 200 feet in advance of the school grounds or a school crossing; however, this 200-foot distance should be increased if the reduced school speed limit is 30 mph or higher. The maximum beginning point of a reduced school speed limit zone should not be greater than 500 feet in advance of the school grounds or a school crossing (MUTCD Section 7B.05).

The speed limit in New Jersey, unless otherwise posted, is 25 mph when passing through a school zone (N.J.S.A. 39:4-98). Therefore, many school speed limit zones may be as short as 400 ft. However, the beginning and end points of a school speed limit zone should be determined based on the location of other traffic control devices, features and locations where children cross the roadway.

LEGAL CRITERIA FOR SAFE SPEED LIMIT DESIGN

According to N.J.S.A. 39:4-98, when designating reasonable and safe speed limits for a street under its jurisdiction, as part of an engineering and traffic investigation, a municipality or county shall consider, but not be limited to, the following criteria: crash history; residential density; the presence, or lack, of sidewalks; the prevalence of entry and exit ways for business and commercial establishments; whether school children walk adjacent to the street on their way to and from school; the proximity of recreational or park areas, schools, community residences, family day care homes, child care centers, assisted living facilities or senior communities; and input from the school district and other community representatives.

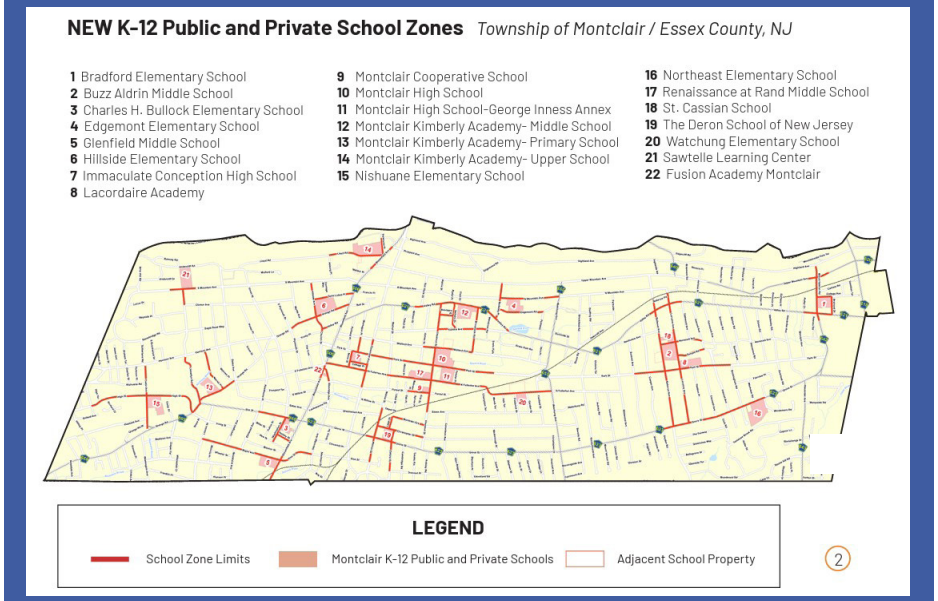
WHAT IS SAFEST SPEED LIMIT IN A SCHOOL ZONE?

The National Association of City Transportation Officials (NACTO) provides a blanket recommendation in urban areas for reducing speed limits to under 20 miles per hour. Because this guide focuses on School Zones, and not cities more generally, this recommendation should apply to streets within the School Zone. As indicated elsewhere in this chapter, the City of Hoboken has implemented a 20 mph speed limit city-wide. The Township of Montclair has implemented a 20 mph speed limit in all school zones.

For municipalities exploring reducing speeds to 20 mph, see prior sections in this chapter for information relating to reducing speeds below the statewide minimum of 25 mph.

MONTCLAIR 20 MPH SCHOOL ZONES

In June of 2024 (following the adoption of Township Ordinance O-24-21) Montclair Township implemented a permanent reduction of speed limits in all school zones, reducing them from 25 miles per hour to 20 mph. The five (5) mph reduction makes a significant difference for vulnerable users. This initiative is part of a Vision Zero program aimed at eliminating all pedestrian fatalities and severe injuries.

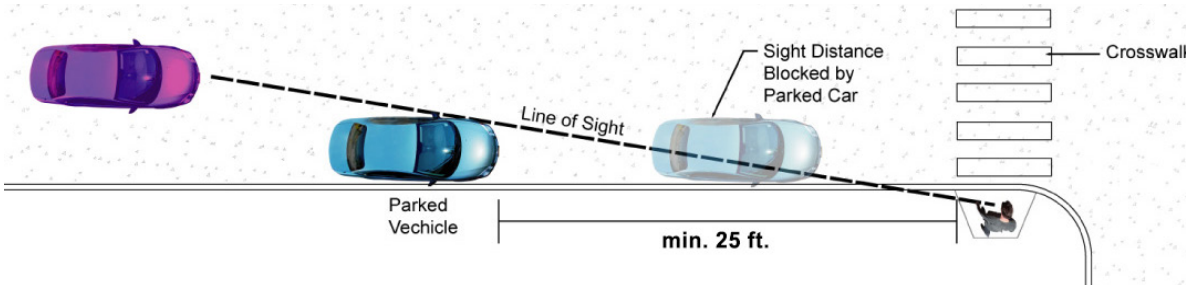


Visit https://www.montclairnjusa.org/files/sharedassets/public/v/1/government/boards-and-commission/documents/vision-zero/speed-matters-vzm-oct-newsletterfnl.pdf for more information

What other traffic laws relate to school zones?

Restricting parking in advance of crosswalks and corners improves visibility of the crossing for both drivers and pedestrians. According to N.J.S.A. 39:4-138, parking is not permitted:

- Within an intersection;
- On a crosswalk;
- Within 50 feet of a "stop" sign; or
- Within 25 feet of the nearest crosswalk or side line of a street or intersecting highway or within 10 feet of the nearest crosswalk or side line of a street or intersecting highway, if a curb extension or bulb-out has been constructed at that crosswalk.



Recommended Parking Setback for Sight Distance.

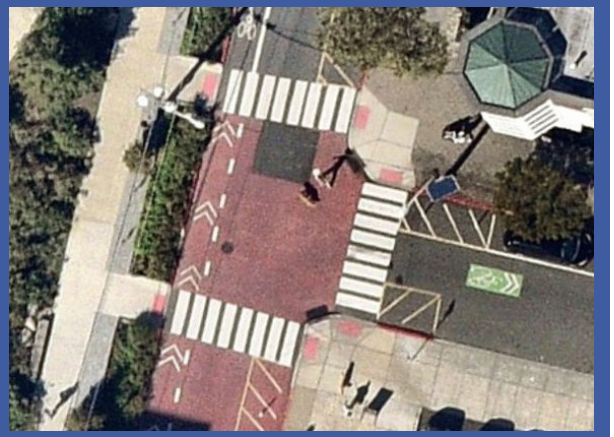
DAYLIGHTING: AN AFFORDABLE WAY TO CLEARLY MARK WHERE DRIVERS CANNOT LEGALLY PARK

A practice known as "daylighting" refers to clearly indicating no-parking areas near intersections, crosswalks, in close proximity to stop signs, or other parts of the street where parking is already prohibited.

By daylighting these parts of the street, it is clear to motorists where they are not permitted to park. Additionally, pylons or other barriers can be placed making it physically difficult for automobiles to park where they are not permitted. There are "quick-build", affordable methods of daylighting, as well as more permanent methods.



The City of New Brunswick has begun installing plastic pylons in the no-parking area, a practice called "daylighting." The cost of purchasing and installing the standard-use pylons is minimal and can be done in-house with little delay. Image: VTC



The City of Hoboken has permanent striping of areas that use "daylighting" through striping on the street as seen in this example from the intersection of Adams Street and 12th Street. Image: Nearmap (May 1, 2025)

Quick-Build Safety Projects in School Zones

Quick build countermeasures offer a low cost, practical strategy for addressing immediate safety concerns in school zones. In January 2025, MetroPlan Orlando developed a Quick Build Guide[1] which provides practical information that can be applied to school zones.

When planning the implementation of a quick-build countermeasure, it is important to consider whether a treatment is intended for spot application, defined as at a location specific treatment based on the crash history, or systemic application, defined as treatment across multiple similar locations based on a systemic analysis. In some cases, treatments may serve both purposes.

The Quick Build Guide classifies countermeasures into seven categories. Each category can be translated into school zone strategies to address various safety concerns:

School Zone Safety Concerns	Countermeasures
Crossing time and safety	Signal
Lane visibility, wayfinding	Signing and Striping
Protected bicycle lane, bike box	Bikeways
Sidewalk, curb extension	Pedestrian Facilities
Intersection conflict, separated protection	Intersections and Roadways
Speed related crashes	Speed Management
Road visibility	Remove Obstruction from Sightlines

Because many quick-build treatments are temporary, they provide a good opportunity for agencies to test and evaluate safety outcomes before advancing to permanent infrastructure improvements. Additionally, they serve as opportunities to build community awareness about various road safety treatments in a manner that allows the community to engage with the project by contributing to its construction and testing its utility.



Quick build example. Image: City of Orlando



Quick build example. Image: Fehr & Peers

[1] MetroPlan Orlando "Quick Build Guide" (01/2025). https://metroplanorlando.gov/wp-content/uploads/Quickbuild-Guide.pdf

Quick-Build Countermeasures in Jersey City

Jersey City utilized quick-build countermeasures, exemplified in a demonstration project on Bergen Avenue. The project served as community engagement when the City prepared it bicycle master plan. The City utilized a quick-build approach that allowed for a faster timeline, lower-cost materials, and manageable interventions to inform long-term changes. By implementing the quick-build pilot project, the City facilitated public feedback and real-time evaluation without having to construct a permanent improvement.

This chart illustrates the progression of an iterative approach to project delivery. Though not all projects need to follow this exact model, it can be helpful to see how each project phase may inform the next, and how elements like materials and the project delivery mechanism differ as projects achieve various levels of permanence.









	DEMONSTRATION (1 day - 1 month | $)	PILOT (1 month - 1 year | $$)	INTERIM DESIGN (1 year - 5 years \| $$$)	LONG-TERM/CAPITAL (5 years - 50 years | $$$$)
Project Leaders	Can be led by anyone (city, citizen group, or both!)	Government / organizational leadership + involvement required	Government / organizational leadership + involvement required	Government / organizational leadership + involvement required
Permission Status	Sanctioned or unsanctioned	Always sanctioned	Always sanctioned	Always sanctioned
Materials	Low-cost, typically low-durability. Can be borrowed or easily made	Relatively low-cost, but semi-durable materials	Low-moderate cost materials, designed to balance flexibility with maintenance needs	High-cost permanent materials that cannot easily be adjusted
Public Involvement	Public input + public action	Public input, champion engagment, government / organizational stewardship	Public input, government / organizational stewardship	Public input, government / organizational stewardship
Flexibility of Design	High: organizers expect project to be adjusted and removed.	High: organizers expect proj-ect to be adjusted; it may be removed if it does not meet goals	Moderate: organizers expect project to be adjusted, but it is intended to remain in place until capital upgrades are possible	Low: project is considered a permanent capital upgrade that is unlikely to be adjusted significantly once installed
Collect data to refine approach for current or future projects?	Recommended	Always	Always	Always - project performance can inform future investments

Terms and diagram format based on PeopleForBike's "Quick Builds for Better Streets," which defines the pilot / interim time intervals above as "Quick Build" projects. To access Quick Builds for Better Streets, visit: bit.ly/QuickBuildsReport (Images: Street Plans).

Visit https://cdnsm5-hosted.civiclive.com/UserFiles/Servers/Server_6189660/File/Community/Transportation/BikewayDesignGuide.pdf for more information

Is designating school walking and/or bicycling routes required by law?

New Jersey state laws and regulations do not require school districts to have walking or bicycling plans that designate particular routes to school. Therefore, there is no official or uniform process for designating a school walking or bicycling route.

Who is responsible for developing school walking and/or bicycling routes?

There is no singular entity responsible for developing school walking or bicycling routes. A school route map should be developed through a partnership between the school and surrounding community ideally as part of the development of a comprehensive Safe Routes to School (SRTS) School Travel Plan. A SRTS School Travel Plan "maps out" how to improve pedestrian and bicycle travel to and from school by identifying where students currently walk and bike, where students would walk and bike if they could, and what changes need to be made so that students can and will walk and bike to school. A SRTS School Travel Plan should be prepared by a team of school officials, municipal representatives, local law enforcement, parents, students, safety advocates and other interested parties responsible for student safety.

As discussed in Chapter 1, implementation and decision making may require coordination between multiple levels of government, including the school district, municipality, county, and the state.

Mapping the neighborhood is one of six elements of a School Travel Plan. Other elements include: school description, working group/partnerships, walk/bike barriers, opportunities, goals and actions, and evaluation. For more information, visit the NJ SRTS Resource Center at: https://www.saferoutesnj.org/creating-a-school-travel-plan-2/



GET POINTS WITH YOUR SCHOOL TRAVEL PLAN

Though applications to receive NJDOT SRTS grants do not require a School Travel Plan, schools that have completed a School Travel Plan will be eligible for extra points for submitting the Plan in the application for SRTS infrastructure grant funding. While the preparation of a SRTS Travel Plan is not an eligible activity for New Jersey SRTS funding, schools and municipalities can receive assistance in developing school travel plans from the Safe Routes to School Regional Coordinators at their Transportation Management Association (TMA). You can find your Regional Coordinator on the NJ Safe Routes Resource Center website at https://www.saferoutesnj.org/find-your-srts-regional-coordinator/

To receive consideration for Silver level SRTS Recognition, share your School Travel Plan with the NJ Safe Routes to School Resource Center by emailing it to srts@ejb.rutgers.edu. For more information on the Recognition Program Levels, visit https://www.saferoutesnj.org/about-the-safe-routes-to-school-recognition-program/

Municipalities and school districts registered to Sustainable Jersey can include School Travel Plans as part of the submission requirements to receive certification. For more on Sustainable Jersey, visit https://www.sustainablejersey.com/





RECOMMENDATIONS FOR A SCHOOL ROUTE PLAN

The federal MUTCD recommends that a school route plan for each school serving elementary to high school students should be prepared in order to develop uniformity in the use of school area traffic controls and to serve as the basis for a school traffic control plan for each school (MUTCD, Section 7A.02) Section 7A.02 specifically has guidance on School Route Plans and School Crossings, with a visual example of a School Route Plan Map as Figure 7A-1(beginning on page 969)

The school route plan should be developed by the school, law enforcement and traffic officials responsible for school pedestrian safety and should include a map. The map should show:

- Streets;
- The school;
- Existing traffic controls, including:
  - Signalized intersections;
  - Stop or yield sign approaches;
  - Crossing guard locations;
- Established school walk routes, and;
- Established school crossings including marked crosswalks.

How should school walk routes and school bicycle routes be developed?

Before routes can be designated, a team of school administrators, parents, teachers, students, municipal engineers and planners, and elected officials should comprehensively evaluate safety concerns along these potential routes. Steps in this process include:

1. **Inventory existing conditions, barriers, and opportunities in the school zone and surrounding neighborhood**
2. **Identify suggested school routes**
3. **Create and distribute the maps to the school community**
4. **Work with community partners to make recommended improvements**
5. **Reevaluate the routes**

Step 1 Inventory existing conditions, barriers, and opportunities in the school neighborhood

- Start with a base map that shows the location of the school and the surrounding neighborhood. The area evaluated will vary depending on the extent of the selected school walking zone. It is recommended that all the routes within one half mile to one mile of the school are assessed. The team can use paper road maps or use the NJ Safe Routes Resource Center online tools to map out the school zone.https://www.saferoutesnj.org/mapp
- Conduct a walk and/or bike assessment to identify existing facilities and safety concerns that could impact students walking and bicycling to and from school. While the walk and bike assessments are very similar, the challenges pedestrians and bicyclists face can be very different. For example, a few minor cracks in the sidewalk might be fine if you are walking, but a smooth road surface which is free of debris that can cause flat tires is much more important for bicyclists. Also, a walk assessment can identify areas where crosswalks are faded or missing, however it will not indicate whether or not there is a safe place to lock bicycles at school. Therefore, it is important to conduct both walk and bike assessments. More information, including downloadable materials for conducting a walk and bike assessment, is available at https://www.saferoutesnj.org/conducting-walk-bike-assessments/

Step 2 Identify suggested travel routes

- A recommended route should be selected on the basis of community input, traffic patterns, traffic volume, speed limits, road hazards, high crime areas, and the existence of sidewalks, paths, crosswalks, bicycle lanes, traffic signals and crossing guards. The chosen route should limit the number of street crossings and provide the greatest separation between students and traffic.
- Sometimes the safer route is not the most direct. However, routing students more than a block or two out of their way should be avoided or they will likely ignore them selected route. When determining the feasibility of requiring children to walk a longer distance to a street crossing with an existing traffic signal, the MUTCD recommends considering the following factors: the availability of adequate sidewalks or other pedestrian walkways to and from the location with existing control, the number of students using the crossing, the age levels of the students using the crossing and the total extra walking distance. Located in Section 7A.02 School Route Plans and School Crossings, under subsection 09 (page 970).
- Ultimately, every street in a school zone should be a walking or bicycling route. However, until that vision is achieved, identifying suggested walking and bicycling routes can help steer people to safer routes.



A Safe Routes to School Travel Plan Kick-off Meeting in Collingswood, NJ.

Step 3 Create and distribute the maps to the school community

- The map can be posted on the school website or handed out to parents and students.

Step 4 Work with community partners to make recommended improvements

- Seldom are school walk or bicycle routes ever completely free from safety risks. Once created, these maps can help municipalities and school administrators identify priorities for where sidewalk and roadway investments should be targeted.

Step 5 Reevaluate the routes

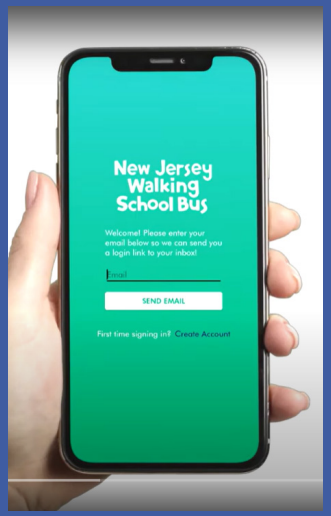
- Once developed, the routes need to be reassessed annually by the team of school administrators, parents, teachers, students, municipal engineers and planners, and elected officials to ensure they are still meeting the needs of the student population. This can be accomplished by periodically completing walk and bike assessments, which can help evaluate progress in reaching SRTS goals.

NEW JERSEY WALKING SCHOOL BUS APP

The New Jersey Walking School Bus app was developed with funding from NJDOT in partnership with New Jersey Safe Routes to School and Greater Mercer TMA.

The app helps parents connect to form walking groups (or "Walking School Busses") for students. It enables families to organize walks, assign parent leaders, and communicate through in-app messaging. Additionally, it tracks walking distances and calculates CO2 emissions saved by participants. The app makes it easy for parents to connect and provides a safe monitoring system for children walking to school, alerting parents when the Walking School Bus reaches its destination.

For more information, visit:
https://gmtma.org/walking-school-bus/



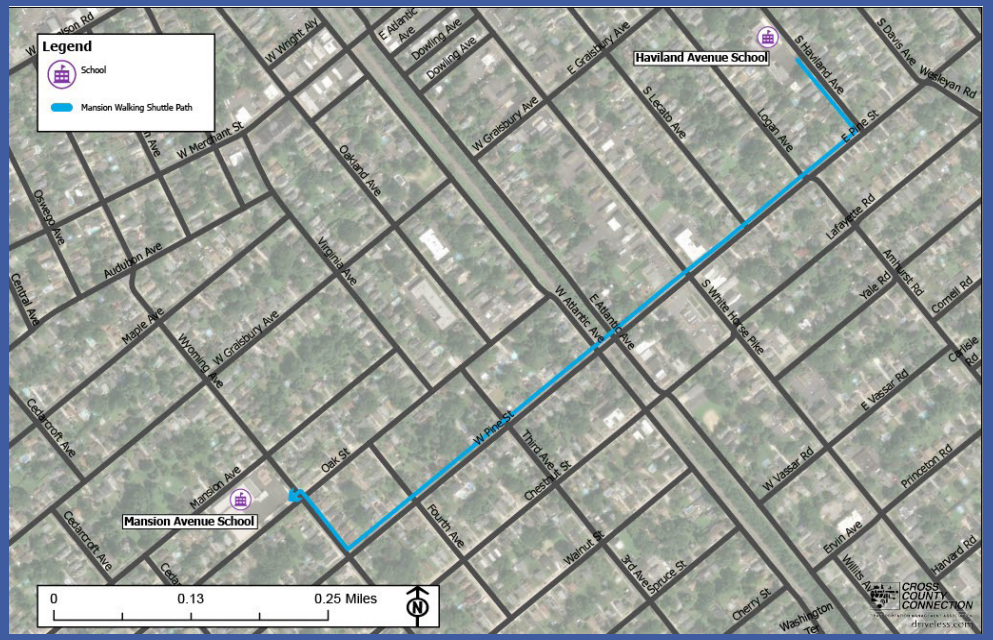
For more information on establishing a school walking route refer to School Route Maps and the Tools to Create Them developed in 2007 by the Pedestrian and Bicycle Information Center (PBIC). The resource is available at http://guide.saferoutesinfo.org/engineering/school_route_maps_and_the_tools_to_create_them.cfm

The School Administrator's Guide to School Walk Routes and Student Pedestrian Safety by the Washington Traffic Safety Commission and Washington State Department of Transportation suggests processes for developing and maintaining school walk routes. The Guide can be downloaded from www.wsdot.wa.gov/NR/rdonlyres/5463FD69-F7B9-477D-B9AA-D21CEEFCF722/0/SchoolAdminGuide.pdf.

AUDUBON BOROUGH "WALKING SHUTTLE"

Audubon Borough in Camden County is split in half by White Horse Pike, a state road with heavier and faster vehicle traffic than the rest of the municipal-owned roads in Audubon. Due to the additional safety concerns of young students crossing White Horse Pike, the Audubon School District hosts a student-led "Walking Shuttle" for students attending Mansion Avenue Elementary School, which serves students in grades 3 through 6timing.

During the school year, students who travel from the east side of the White Horse Pike can join the "Walking Shuttle." At 8:05 A.M., students meet at the blacktop of Haviland Avenue Elementary School and walk together down Pine Street to cross the White Horse Pike, with the assistance of crossing guards along the way, to arrive at Mansion Avenue Elementary School. Student Safeties are positioned at each crossing guard post along Pine Street and will join the "Walking Shuttle" as it passes their post. When the school day ends, students may use the "Walking Shuttle" to travel back down Pine Street to cross back over the White Horse Pike under staff supervision.



Top: The "Walking Shuttle" route in Audubon Borough. Bottom: Students utilizing and promoting the "Walking Shuttle" in Audubon. Image: Cross County Connection TMA







MONTCLAIR BIKE BUS

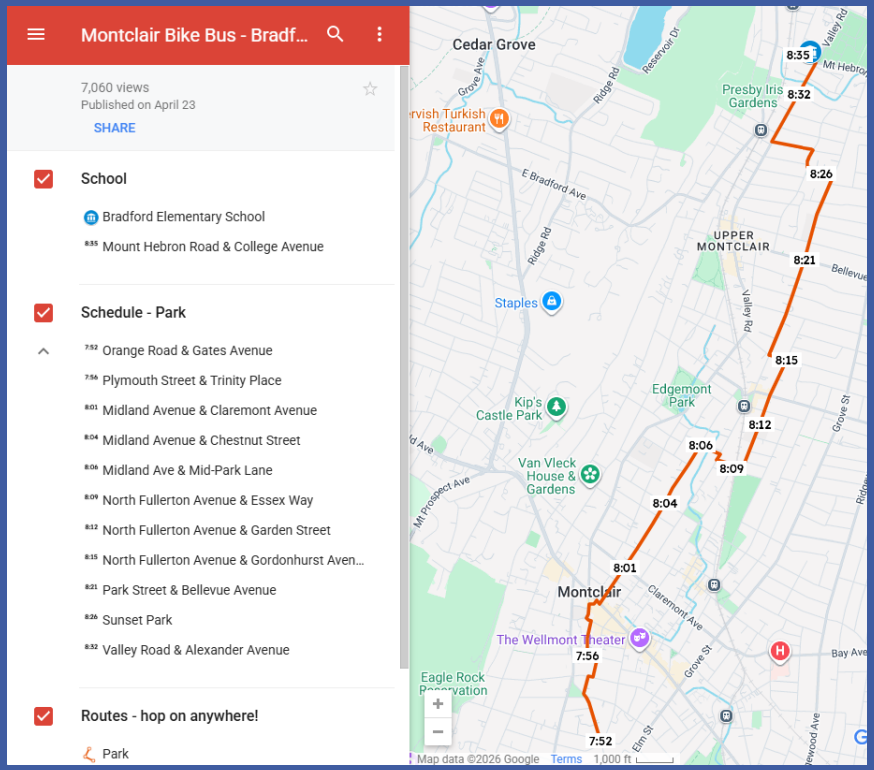
Montclair Bike Bus is a group organized by parents and community to ensure students have fun and safe routes to school. The group's initiatives include:

- Community support in local towns and schools.
- Route planning, timetables, and helpful tools for riders.
- Hosting community events.
- Advocating for transportation infrastructure and redesign recommendations.

Currently, there are 11 schools with bike bus routes, including Bradford, Bullock, Buzz, Edgemont, Glenfield, Hillside Express, Hillside and Nishuane, Northeast, Renaissance, and Watchung.

It is simple to join the group by checking the preferred routes and the timetable along the route. The map at the left bottom is an example to show a route to Bradford Elementary School. There are 11 stops with its timetable to join along the route. During the riding, the group always has adults at the front and back of the bus to ensure safety and follow the traffic laws.

For more information, visit Montclair Bike Bus.





Friday's ride in Montclair. Image: Montclair Bike Bus Instagram Account

Additional statewide pedestrian related laws that are applicable to school zones

N.J.S.A. 39:4-32 to 39:4-36

Drivers and pedestrians are responsible for each other's safety.

Drivers must:

- Stop and remain stopped while a pedestrian is in a marked crosswalk. [N.J.S.A. 39:4-36(a)(1)]
- Stop and remain stopped for pedestrians crossing within the adjacent crosswalk into which the motorist is turning right from either a red signal, stop or yield sign. [N.J.S.A. 39:4-36(a)(1) and (2)]
- Stop and remain stopped if a pedestrian is within one lane of their half of roadway. [N.J.S.A. 39:4-36(a)(1)]
- Not overtake and pass a vehicle that is stopped to permit a pedestrian to cross the roadway. [N.J.S.A. 39:4-36(a)(3)]
- Yield to pedestrians at unmarked crosswalks at an uncontrolled intersection. [N.J.S.A. 39:4-36(a)]
- Exercise due care for the safety of any pedestrian upon a roadway. [N.J.S.A. 39:4-36(a)(5)]

As of 2010, drivers now risk $200 fines, 15-day community-service sentences and four points if they fail to bring their vehicles to complete stops at crosswalks to allow pedestrians to pass in front of them. The new law, N.J.S.A. 39:4-36(b), provides that when a collision occurs between a vehicle and a pedestrian within a marked crosswalk, or at an unmarked crosswalk at an intersection, there shall be permissive inference that a driver did not exercise due care for the safety of the pedestrian. The law also specifies that a pedestrian crossing on a "Go" or green signal has the right of way over all vehicles, including those making turns.

Pedestrians must:

- Not leave a "curb or other place of safety" by walking or running into the path of a vehicle which is so close that it is impossible for the driver to yield or stop. [N.J.S.A. 39:4-36(a)(2)]
- Yield to drivers when crossing a road at any point other than within a marked or unmarked crosswalk at an intersection.[N.J.S.A. 39:4-36(a)(4)]
- Not cross a roadway against the "stop" or red signal at a crosswalk, whether marked or unmarked, unless otherwise specifically directed to go by a traffic or police officer, or official traffic control device. [N.J.S.A. 39:4-32(a)]
- Walk on sidewalks where they are provided and accessible. (N.J.S.A. 39:4-34)
- Walk along the extreme left side of a highway or its shoulder when possible facing approaching traffic, when practicable, if there is no sidewalk. (N.J.S.A. 39:4-34)
- Exercise due care for his/her safety. [N.J.S.A. 39:4-36(a)(5)]
- Not cross any highways having roadways separated by a median barrier except where provision is made for pedestrians to cross. (N.J.S.A. 39:4-34)
- Cross intersections at crosswalks where traffic is directed by a police officer or traffic signal. (N.J.S.A. 39:4-33)

Pedestrians risk fines and community service if they fail to yield the right of way to motorists anywhere except at crosswalks [N.J.S.A. 39:4-36 (b)].

N.J.S.A. 40:67-16.7 Temporary closing of streets for ingress and egress to school or for provision of recreational facilities

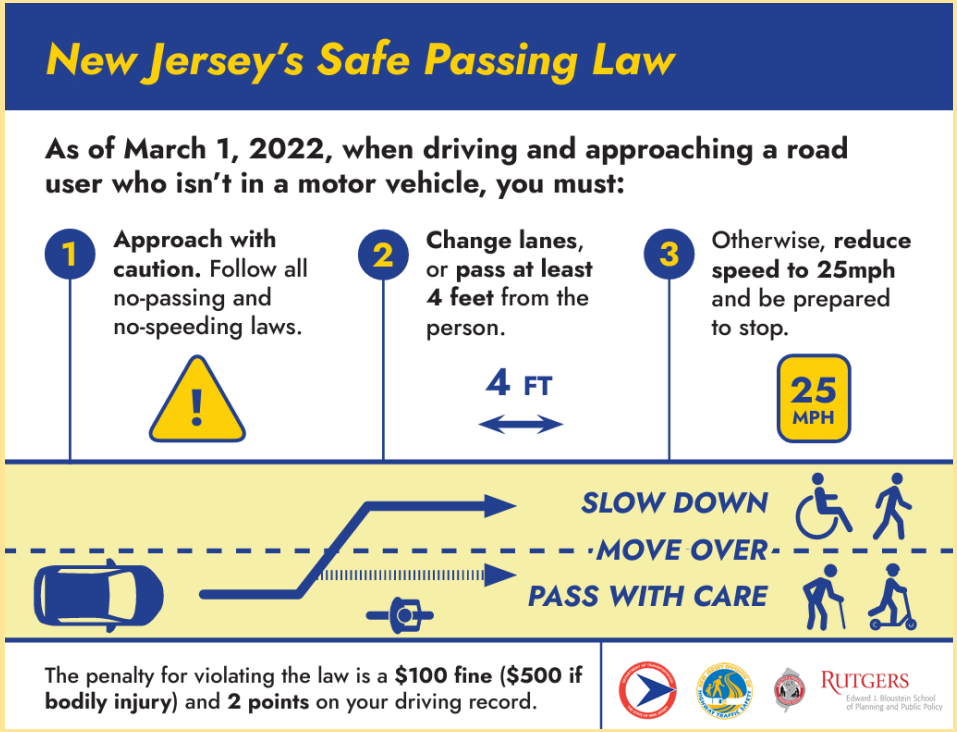
The governing body of any municipality may, by ordinance, authorize the chief executive officer or officer in charge of streets (for municipalities lacking a chief executive officer) to close any portion of any street within the block upon which a school is located if a safety problem exists for ingress and egress to any school or associated recreational facilities for school children. The time of temporary closure shall not exceed one (1) hour between 7:30 and 10:00 A.M., two (2) hours between 11:00 A.M. and 2:00 P.M. and one (1) hour between 2:30 and 4:30 P.M. on days when school is in session. The closed portion of the street may also be used by students for recreational purposes under proper supervision, including police supervision during those hours. The ordinance shall provide for the posting of proper warning signs in the affected street indicating that it is closed and the reason for the closure.

NEW JERSEY'S SAFE PASSING LAW

New Jersey's Safe Passing Law went into effect on March 1, 2022 (N.J.S.A. 39:4-92.4). The law provides clear rules of the road for all motorists when interacting with vulnerable road users (people on foot, bicycle, scooter, in a wheelchair, or otherwise not in a car, bus, or truck).

Drivers are required to use "due caution" whenever they encounter vulnerable people on the road, meaning:

- Drivers must move over a lane (if there's one to move into) while following all current no-passing and no speeding laws.
- On a single-lane road, drivers must provide a distance of at least 4 feet to safely pass a vulnerable road user.
- If 4 feet is not possible, drivers must slow to 25 mph and be prepared to stop until they can pass safely without endangering those sharing the road.
- Violating the law results in a $100 fine (causing bodily injury results in a $500 fine and 2 motor vehicle points).



Visit https://njbikeped.org/new-jerseys-safe-passing-law/ for more information

STREET SMART NJ

Street Smart NJ is a public awareness and behavioral change campaign focused on pedestrian safety. Launched in 2013 and coordinated by the North Jersey Transportation Planning Authority (NJTPA), the campaign aims to raise awareness of pedestrian and motorist laws while changing behaviors that contribute to pedestrian and cyclist crashes and fatalities. Since its inception, more than 200 communities have participated in Street Smart NJ.



Visit https://bestreetsmartnj.njtpa.org/ for more information