

# NJ 2020 SHSP

## OVRU Emphasis Area

Completed Priority Action 5.A.2.a

A summary of educational programs and trainings of New Jersey crossings guards



November 26, 2021



The State of New Jersey  
**Department of  
Transportation**



**RUTGERS-NEW BRUNSWICK**  
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of Planning and Public Policy**  
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**NEW JERSEY**  
**Safe Routes**

# Strategic Highway Safety Plan Other Vulnerable Road Users Task 5.a.2.a

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Targeted Messaging to Improve Safety of  
Crossing Guards and Students



## Targeted Messaging to Protect Crossing Guards and Children

### INTRODUCTION

The *NJ Strategic Highway Safety Plan (SHSP)* Other Vulnerable Road Users Emphasis Area Action Item 5.A.2.a. calls for development of a plan to prepare and incorporate in traffic safety education training, content to protect crossing guards as well as children walking and biking to school. Education of professional truck and bus drivers is identified as a primary target of this effort.

When walking and biking to school and elsewhere, children are vulnerable to both their own physical and cognitive limitations and to hazardous road situations. At the same time, walking and biking are activities that contribute to a healthy lifestyle and help children build independence. Crossing guards are placed at locations where students need assistance in crossing the street on their way to and from school. As reported in the *2021 State of New Jersey Highway Safety Plan*, twenty-two percent of pedestrian-involved crashes for the years 2014-2018 occurred during school dismissal and student travel time from 3:00pm to 5:59pm. Almost 12 percent of these crashes involved children ages 15 and younger. Twenty-eight percent of reported bicycle crashes occurred from 3:00pm to 5:59pm and over 15 percent of all bicycle crashes involved children ages 10-15.

### **The NJ Crossing Guard Training and Resources Program**

Beginning in 2011, to address crossing guard injuries and fatalities while at their posts, staff at Rutgers University's Alan M. Voorhees Transportation Center (Rutgers-VTC) conducted research involving review of best practice in crossing guard training and a scan of practice in New Jersey. Since the program's inception, funding support has come from the NJ Department of Transportation (NJDOT) Bureau of Safety, Bicycle and Pedestrian Programs, NJ Division of Highway Traffic Safety (NJ DHTS), and Municipal Excess Liability Joint Insurance Fund of New Jersey (NJMEL-JIF). NJMEL-JIF considers school crossing guard to be one of the more dangerous occupations in municipal government. Crossing guards not only face traffic hazards while working in the roadway, but also the risk of slips, trips, and falls due to conditions at the crossing post. In 2013, Rutgers-VTC began the NJ Crossing Guard Training and Resources Program to improve crossing guard safety.

The Crossing Guard Working Group has guided development of the program. Members include representatives of the NJ Police Traffic Officers Association, NJ State Association of Chiefs of Police, NJ Department of Health (Occupational Health), AAA, NJTPA/Street Smart, Brain Injury Alliance of New Jersey, New Jersey Bike Walk Coalition, and the funding organizations.

From Rutgers-VTC's work with crossing guards and their supervisors, we are aware that crossing the street is often hazardous. We created the crossing guard training and resources program, not only to improve crossing guard performance and conditions at crossing posts, but also to build awareness of the important role crossing guards play in providing safer routes for students on their way to and from school. Efforts to improve safety for crossing guards by extension improve safety for the students they assist.

### **Inventory of safety messaging**

In 2021, with funding from the NJ Department of Transportation, Rutgers-VTC conducted a scan of safety training and social media messaging currently in use within the State to inform motorists about



crossing guard and child pedestrian safety, and identify essential messaging, gaps in messaging, and potential outlets for safety messages. The initial review of safety training and social media messaging currently in use in NJ has revealed a lack of consistent messaging and safety training directed to drivers and related to crossing guards or students walking or using wheeled devices to travel to and from school. Numerous organizations, including Street Smart and Brain Injury Alliance of New Jersey, promote pedestrian and bicycle safety through messaging to drivers. However, school zones, crossing guards, and/or child pedestrians are only a few of several topics these organizations address in their messaging.

## **DRIVER TRAINING**

Most drivers learn to drive at age 16 or 17 and receive no other instruction for the remainder of their driving careers. Raising awareness of specific safety issues, including the safety of vulnerable road users, can be difficult given limited relevant information provided in driver manuals and driver training programs.

### **NJ Driving Manuals**

To help understand what new drivers are taught in relation to crossing guard and child pedestrian and bicyclist safety, the 2021 New Jersey Driver Manual was scanned for instruction on these topics. Search terms used included “pedestrian,” “bicyclist,” “child,” “student,” and “crossing guard.” The NJ MVC Commercial Driver License Manual was scanned using the same search terms to understand instruction for people with driver licenses who were studying for the Commercial Driver License test. There were no references to crossing guards in either manual.

The 2021 New Jersey Driver Manual includes discussion on sharing the road with others and pedestrians in the crosswalk, among other topics. The Manual includes only a handful of references to children. The Manual identifies school zones as areas with a 25mph speed limit (unless otherwise posted) and includes a paragraph about driving carefully when children are likely to be present, such as in school zones and playgrounds.

The New Jersey Commercial Driver License Manual, applicable to truck drivers and bus drivers, including school bus drivers, has some language on pedestrians, but does not address school zones except as loading or unloading zones. The text notes that drivers should beware of the unpredictability of pedestrians and refers to pedestrians as “hazards.” The emphasis in the instruction is on operating trucks and buses. The Manual does not review the Stop and Stay Stopped law or other basic driving instruction related to pedestrian safety.

Tables compiling the text related to the search terms are assembled in an appendix to this document.

### **Defensive Driving Courses**

Several organizations, including AAA, AARP, and National Safety Alliance, offer driver training programs. AAA and AARP offer defensive driver courses. The National Safety Alliance provides employee defensive driving training for professional truck and van drivers. Defensive driving courses tend to focus on topics related to driver behavior such as safe following distance and distracted driving rather than directly referencing pedestrian and bicyclist safety. In addition, most drivers do not enroll in a defensive driving course. AAA also has an online driver training program for teens.



## **EDUCATION AND RESOURCES**

Within New Jersey Department of Transportation (NJDOT), the Bureau of Safety, Bicycle and Pedestrian Programs oversees the Safe Routes non-infrastructure programs through funding of technical assistance provided by the NJ Safe Routes Resource Center and TMA Regional Safe Routes Coordinators.

### **The NJ Safe Routes Resource Center**

The NJ Safe Routes Resource Center provides training and other resources to improve child pedestrian and bicycle safety on the route to and from school, through education, and infrastructure improvements. The Center has developed videos to promote Safe Transportation for Every Pedestrian (STEP), the FHWA *Every Day Counts-5* innovative initiative that focuses on the use of proven safety countermeasures, such as Crosswalks, Signalized Intersections, and Rectangular Rapid Flashing Beacons (RRFBs). Other Safe Routes Resource Center videos describe how to conduct walkability and bikeability audits as well as related videos directed toward motorists on Distracted Driving, and How to Pass a Bicyclist. These videos are available on the [saferoutesnj.org](http://saferoutesnj.org) website. The Safe Routes Program regularly distributes other safety messaging through social media.

### **Transportation Management Associations**

NJ's eight Transportation Management Associations (TMAs) are non-profit organizations that collaborate with businesses, commuters, county and local governments, and state agencies to implement programs that reduce traffic congestion and improve air quality. The TMA Safe Routes Regional Coordinators offer free technical assistance for Safe Routes educational programs, events, guidance, and resources in communities in all 21 counties. TMA Coordinators responded to a questionnaire about training and resources directed to drivers and related to crossing guards, child pedestrians, or school zones. TMAs use such messaging at particular times of the year, such as back to school in late August and early September, Walk and Bike to School Days, and International Walk to School day. Although the TMAs may have a Share the Road presentation, or Bicycle Friendly Driver Program, the focus tends to be on adult bicyclists. Several TMAs post safety reminders on social media, but again, the focus is not on children or crossing guards. TransOptions has a bicycle safety program for delivery and fleet drivers. A program such as this could be expanded to include other messaging and the connections to these drivers could be used for other programs.

### **NJ Crossing Guard Training & Resources Program**

The NJ Safe Routes Resource Center develops and implements the New Jersey Crossing Guard Training and Resources Program, which provides research-based training and tools for crossing guards and the traffic safety officers who supervise them. School crossing guards assist children in crossing the roadways on their way to and from school, and they model appropriate street skills and behavior for young children. The crossing guard program prepares crossing guards for their duties and supports them through projects that address pedestrian safety. The NJ Police Traffic Safety Officers Association has assisted us from the start with this program and continues to be a resource and a means of distributing information related to crossing guard and child pedestrian safety. The program has also worked with the New Jersey State Association of Chiefs of Police which could also serve as an outlet for safety messaging.



In addition, Rutgers-VTC has a database of the traffic safety officers, representing over 300 municipalities, who have attended the Crossing Guard Train the Trainer course in the past decade. Information on new resources is sent out by email to these individuals. Representatives of some of New Jersey’s county police academies, including Bergen County Law and Public Safety Institute and Burlington County Police Academy, have attended the crossing guard train the trainer class and use the program’s materials to conduct direct crossing guard training for municipalities in their areas. The police academies may be another outlet for safety messaging.

**NJ Municipalities – Proven Safety Countermeasures in School Zones**

Some NJ municipalities are working to make school zones safer through installation of the Federal Highway Administration’s proven safety countermeasures such as Pedestrian Hybrid Beacons, speed signs, lighting, high-visibility pavement markings, and use of other strategies. Traffic safety officers would again be contacts for information on use of these countermeasures in their communities. Articles highlighting these installations would encourage other municipalities to adopt these strategies and promotion of these countermeasures might increase their use. A few examples of these implemented strategies are in Table 1.

**Table 1. Examples of Proven Safety Countermeasure Implementation**

| <b>Local Road – School Zone Examples</b>        |  |   |
|---|--|---|
| Speed feedback sign                             | Cinnaminson – New Albany Road                | At Elementary School  |
| Speed feedback sign                             | Cinnaminson – Forklanding Road               | At Middle School  |
| School zone speed radar sign                    | Hillsdale – Ruchman Road & Watson Place      | <a href="https://www.hillsdalepolice.com/content/solar-trafficpedestrian-safety-initiative">https://www.hillsdalepolice.com/content/solar-trafficpedestrian-safety-initiative</a> |
| Caution lights                                  | Newton – White Lake Road                     | Sussex County Technical School  |
| Pedestrian Hybrid Beacon                        | South Plainfield – Maple Avenue              | Across from Spring Lake Park, adjacent to PAL and pool  |
| Rectangular Rapid Flash Beacons                 | Hightstown - Rt. 33 and Grape Run Road       |   |
| Pedestrian Hybrid Beacons                       | Seaside Heights - Rt. 35 MP 3.04             |   |
| <b>Local Road Examples – Not School Related</b> |  |   |
| Speed feedback sign                             | Cinnaminson – Wynwood Dr                     | As deterrent, not for ticketing – looking for problem areas   |
| Speed feedback sign                             | Cherry Hill                                  | Multiple locations  |
| Caution lights                                  | Newton – Mill Street                         |   |
| Caution lights                                  | Newton – Main Street                         | Municipal Bldg, Park & Ride Lot   |
| Pedestrian crossing signs                       | Hillsdale – Hillsdale Avenue & Yester Avenue |   |



## Driver Education Classes

Driver education classes offered through public schools base instruction on the NJ Drivers Manual. In an interview, Judy LoBianco of SHAPE NJ (Society of Health and Physical Educators New Jersey) noted that there is an opportunity to include more specific information on safe driving in school zones, and related to crossing guards and child pedestrians and bicyclists. Typically, physical education teachers are the instructors for driver training in the high schools. SHAPE NJ will work with Rutgers-VTC to distribute safety messaging through their network.

The Share the Keys program, developed through Kean University, NJ Division of Highway Traffic Safety, and New Jersey State Police, is another potential means of distributing targeted messaging. The 90-minute program is a research-based, data-driven orientation designed to reduce teen driver crash risks by increasing parental involvement. Use of the program in many schools presents an opportunity for direct communication about school zone driving to new drivers and their parents/guardians. The Share the Keys Resource Guide includes bulleted reminders to improve pedestrian and bicyclist safety, but no specific information related to school zones, crossing guards, or child pedestrian/bicyclist safety.

Coordination with the NJ Motor Vehicle Commission (NJMVC) and NJ TRANSIT, as well as independent truck driving schools and school bus companies, will be essential for reaching truck and bus drivers. Rutgers VTC would look for opportunities to integrate safety messaging into current training, but also to distribute social media messages to drivers through these organizations.

## **NEXT STEPS**

Rutgers-VTC applied for a 2021-2022 NJDHTS grant to continue work on this topic. NJDHTS denied this proposal on February 1, 2022. The proposed scope of work included development of two short videos that would address aspects of driver behavior to improve the safety of crossing guards and child bicyclists and pedestrians. Truck and bus drivers are targeted audiences, but all drivers would benefit from the messaging. The grant would also fund development of social media messaging on a monthly basis to educate and remind drivers regarding safe driving practices to improve the safety of crossing guards and child bicyclists and pedestrians. The social media posts would feature topics such as back to school, sun glare, and the stop and stay stopped law. The audience for these messages may vary by message (general audience, or truck and bus drivers) throughout the year. Examples of potential topics for videos and social media messaging, and the intended audiences, are in Table 2. These video and social media resources would be shared broadly through organizations that offer driver training, particularly truck and bus driver training, as well as through traffic safety organizations and transportation partners.

**Table 2. Example messaging for target audiences**

| <b>Topic</b>  | <b>Audience</b>        | <b>Message</b>  | <b>Distribution</b>                     |
|---|------------------------|---|---|
| Stop and Stay Stopped Law                                   | NJ TRANSIT bus drivers | Do not block crosswalks. Stop at crosswalks and watch for students crossing when exiting the bus. | NJ TRANSIT                              |
| Speed limits in school zones / awareness of crossing guards | School bus drivers     | Slow down in the school zone and respect crossing guard Stop paddle.                              | NJMVC and others providing CDL training |
| <b>Topic</b>  | <b>Audience</b>        | <b>Message</b>  | <b>Distribution</b>                     |





|   |                                 |  |  |
|---|---------------------------------|--|--|
| Stopping for School Buses                                 | General public - drivers        | Do not pass school buses when lights are flashing - children may be crossing the street. | Transportation partners, social media                  |
| Stop and Stay Stopped Law, awareness of pedestrians       | Delivery truck drivers          | Do not block crosswalks. Watch for crossing guards and pedestrians crossing.             | NJMVC and others providing CDL training                |
| Stop and Stay Stopped Law                                 | General public - drivers        | Stop for crossing guards and students in the crosswalk.                                  | AAA, AARP, other transportation partners, social media |
| Safe Passing Law (4-foot passing non-motorized travelers) | School bus, NJT, General public | Slow down, pass with care, give 4 feet to people walking and biking.                     | NJT, NJMVC, AAA, AARP, other transportation partners   |

### **Coordination with other organizations**

Several organizations would assist in the development of the messaging to be delivered through the videos and social media. Individuals at NJ TRANSIT, NJ Motor Vehicle Commission, and School Transportation Supervisors of NJ may provide insight into effective messaging and means of distribution of resources to the target audience of truck and bus drivers. Many of the organizations listed in Table 3 distribute safety messaging directly, have an active social media presence, and would assist VTC by posting social media messaging developed through this SHSP Action. The NJ Bicycle Pedestrian Safety Coalition would be a vehicle for distributing any messages.

**Table 3. Partner Organizations**

| <b>Organization</b>   | <b>Interview/ Resources</b> | <b>Outlet</b> | <b>Representative</b>                              | <b>Email</b>                            |
|---|-----------------------------|---------------|--|---|
| AARP  |                             | x             | Stephanie Hunsinger<br>Christine Newman - outreach | shunsinger@aarp.org<br>cnewman@aarp.org |
| AAA - Mid-Atlantic  | x                           | x             | Tracy Noble  | tnoble@aaamidatlantic.com               |
| AAA - Northeast   | x                           | x             | Ron Esposito                                       | resposito@aanortheast.com               |
| NJ MVC – CDL  | x                           |               |  |   |
| NJ MVC – young drivers  | x                           |               | Kim Alibato  |   |
| Metropolitan Planning Organizations <ul style="list-style-type: none"> <li>• DVRPC</li> <li>• NJTPA</li> <li>• SJTPO</li> </ul> |                             | x             |  |   |
| SHAPE NJ  | x                           | x             | Judy LoBianco                                      | executive_director@shapenj.org          |
| NJSACOP   |                             | x             | Mike Morris  | mmorris@njsacop.org                     |
| NJPTOA  |                             | x             | Nick Schock  | nschock@co.gloucester.nj.us             |
| <b>Organization</b>   | <b>Interview/ Resources</b> | <b>Outlet</b> | <b>Representative</b>                              | <b>Email</b>                            |



|  |   |   |                         |                         |
|--|---|---|-------------------------|-------------------------|
| NJDHTS – media   |   | x |                         |                         |
| NJ Dept of Health  |   | x |                         |                         |
| Police Depts/Municipal Safety Committees   |   | x |                         |                         |
| County Police Academies  |   | x |                         |                         |
| School Districts   |   | x |                         |                         |
| NJ TRANSIT/ AccessLink   | x | x | Elmira Buongiorno       | ebugiorno@njtransit.com |
| NJ Safe Routes TMAs <ul style="list-style-type: none"> <li>• Cross County Connection</li> <li>• EZ Ride</li> <li>• goHunterdon</li> <li>• Greater Mercer TMA</li> <li>• Hudson TMA</li> <li>• Keep Middlesex Moving</li> <li>• RideWise</li> <li>• TransOptions</li> </ul> | x | x |                         |                         |
| School Transportation Supervisors of NJ  | x | x | Barbara Sargeant, Pres. | stspresident@njsts.org  |
| Share the Keys – Kean University   | x | x | Chris Dudzik            |                         |
| Street Smart   |   | x | Will Yarzab             | wyarzab@njtpa.org       |
| Brain Injury Alliance of New Jersey  |   | x | Kate O-Connor           | koconnor@bianj.org      |
| Truck Driving Schools (local and 26,000-70,000 lb. construction vehicles)  | x | x |                         |                         |

**Resources**

FHWA. 2021. Proven Safety Countermeasures. <https://safety.fhwa.dot.gov/provencountermeasures/>

NJMVC and NJM. Share the Keys Resource Guide. <https://www.state.nj.us/mvc/pdf/license/STKResourceGuide.pdf>

NJMVC. 2015. Commercial Driver License Manual. [https://www.state.nj.us/mvc/pdf/license/CDL\\_Manual.pdf](https://www.state.nj.us/mvc/pdf/license/CDL_Manual.pdf)

NJMVC. 2021. The 2021 New Jersey Driver Manual. <https://www.state.nj.us/mvc/pdf/license/drivermanual.pdf>



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# APPENDIX

## New Jersey Driver Manuals Excerpts



## New Jersey Driver Manuals Excerpts

To help understand what new drivers are taught in relation to crossing guard and child pedestrian and bicyclist safety, the NJ MVC Commercial Drivers License Manual and the 2021 New Jersey Driver Manual were scanned for instruction on these topics. Searches were conducted for the words “pedestrian,” “bicyclist,” “children,” “student,” and “crossing guard.” There were no references to crossing guards in either manual. Results can be found in Tables 1 and 2 below.

Table 1. NJ MVC Commercial Drivers License Manual - All references from key word search for “pedestrians,” “bicyclist,” “children,” and “student”

| NJ MVC COMMERCIAL DRIVERS LICENSE MANUAL (July 2017)       |  |
|--|--|
| Section  | Text   |
| <b>Section 2: Driving Safely</b>                           |  |
| <b>2.5.2 – Communicating Your Presence</b><br><br>p. 2-12  | <b>When Passing.</b> Whenever you are about to pass a vehicle, pedestrian, or bicyclist, assume they don't see you. They could suddenly move in front of you. When it is legal, tap the horn lightly or, at night, flash your lights from low to high beam and back. And, drive carefully enough to avoid a crash even if they don't see or hear you.  |
| <b>2.8.1 – Importance of Seeing Hazards</b><br><br>p. 2-18 | <p><b>What Is a Hazard?</b> A hazard is any road condition or other road user (driver, bicyclist, pedestrian) that is a possible danger. For example, a car in front of you is headed toward the freeway exit, but his brake lights come on and he begins braking hard. This could mean that the driver is uncertain about taking the off ramp. He might suddenly return to the highway. This car is a hazard. If the driver of the car cuts in front of you, it is no longer just a hazard; it is an emergency.</p> <p><b>Pedestrians and Bicyclists Can Also Be Hazards.</b> Walkers, joggers, and bicyclists may be on the road with their back to the traffic, so they can't see you. Sometimes they wear portable stereos with headsets, so they can't hear you either. This can be dangerous. On rainy days, pedestrians may not see you because of hats or umbrellas. They may be hurrying to get out of the rain and may not pay attention to the traffic.</p> <p><b>Distractions.</b> People who are distracted are hazards. Watch for where they are looking. If they are looking elsewhere, they can't see you. But be alert even when they are looking at you. They may believe that they have the right of way.</p> <p><b>Children.</b> Children tend to act quickly without checking traffic. Children playing with one another may not look for traffic and are a serious hazard.</p> <p><b>Talkers.</b> Drivers or pedestrians talking to one another may not be paying close attention to the traffic.</p> <p><b>Workers.</b> People working on or near the roadway are a hazard clue. The work creates a distraction for other drivers and the workers themselves may not see you.</p> |



|   |  |
|---|--|
|   | <p><b>Ice Cream Trucks.</b> Someone selling ice cream is a hazard clue. Children may be nearby and may not see you.</p> <p><b>Disabled Vehicles.</b> Drivers changing a tire or fixing an engine often do not pay attention to the danger that roadway traffic is to them. They are often careless. Jacked up wheels or raised hoods are hazard clues.</p> <p><b>Accidents.</b> Accidents are particularly hazardous. People involved in the accident may not look for traffic. Passing drivers tend to look at the accident. People often run across the road without looking. Vehicles may slow or stop suddenly.</p> <p><b>Shoppers.</b> People in and around shopping areas are often not watching traffic because they are looking for stores or looking into store windows.</p> <p><b>Drivers Signaling a Turn May Be a Hazard.</b><br/>Drivers signaling a turn may slow more than expected or stop. If they are making a tight turn into an alley or driveway, they may go very slowly. If pedestrians or other vehicles block them, they may have to stop on the roadway. Vehicles turning left may have to stop for oncoming vehicles.</p> |
| <p><b>2.9 – Distracted Driving</b></p>                                      | <p>A driver distraction is anything that takes your attention away from driving. Whenever you are driving a vehicle and your full attention is not on the driving task, you are putting yourself, your passengers, other vehicles, and pedestrians in danger. Distracted driving can cause collisions, resulting in injury, death or property damage.</p> <p>Possible distractions that could occur outside a moving vehicle: outside traffic, vehicles or pedestrians; outside events such as police pulling someone over or a crash scene; sunlight/sunset; objects in roadway; road construction; reading billboards or other road advertisements; and many others.</p>   |
| <p><b>2.11.3 – Roadway Factors</b></p>                                      | <p><b>Poor Lighting.</b> In the daytime there is usually enough light to see well. This is not true at night. Some areas may have bright street lights, but many areas will have poor lighting. On most roads you will probably have to depend entirely on your headlights.</p> <p>Less light means you will not be able to see hazards as well as in daytime. Road users who do not have lights are hard to see. There are many accidents at night involving pedestrians, joggers, bicyclists, and animals.</p>   |
| <p><b>Section 10: School Buses (For Bus Drivers)</b><br/><b>p. 10-1</b></p> |  |
| <p><b>10.1.1 – Danger Zones and Use of Mirrors</b><br/><b>p. 10-1</b></p>   | <p>The danger zone is the area on all sides of the bus where children are in the most danger of being hit, either by another vehicle or their own bus.</p>   |
| <p><b>10.1.2.- Correct Mirror Adjustment</b><br/><b>p. 10-1</b></p>         | <p>Proper adjustment and use of all mirrors is vital to the safe operation of the school bus in order to observe the danger zone around the bus and look for students, traffic and other objects in the area.</p>  |
| <p><b>10.1.3. – Outside Left and Right Side Flat Mirrors</b></p>            | <p>These mirrors are mounted at the left and right front corners of the bus at the side or front of the windshield. They are used to monitor traffic, check clearances and students on the sides and to the rear of the bus.</p>   |



|  |  |
|--|--|
| <p><b>p. 10-1</b></p>  |  |
| <p><b>10.2 – Loading and Unloading</b><br/><b>p. 10-3</b></p>                      | <p>More students are killed while getting on or off a school bus each year than are killed as passengers inside of a school bus. As a result, knowing what to do before, during, and after loading or unloading students is critical.</p>  |
| <p><b>10.2.1 – Approaching the Stop</b><br/><b>p. 10-3</b></p>                     | <p>When approaching the stop, you should:</p> <ul style="list-style-type: none"> <li>• Approach cautiously at a slow rate of speed.</li> <li>• Look for pedestrians, traffic, or other objects before, during, and after coming to a stop.</li> <li>• Continuously check all mirrors.</li> </ul> <p>.....</p> <p>When stopping you should:</p> <ul style="list-style-type: none"> <li>• Bring school bus to a full stop with the front bumper at least 10 feet away from students at the designated stop. This forces the students to walk to the bus so you have a better view of their movements.</li> <li>• Place transmission in Park, or if there is no Park shift point, in Neutral and set the parking brake at each stop.</li> <li>• Activate alternating red lights when traffic is a safe distance from the school bus and ensure stop arm is extended.</li> <li>• Make a final check to see that all traffic has stopped before completely opening the door and signaling students to approach.</li> </ul>  |
| <p><b>10.2.3 – Unloading Procedures on the Route</b><br/><b>p. 10-4</b></p>        | <p>Tell students to exit the bus and walk at least 10 feet away from the side of the bus to a position where the driver can plainly see all students. Check all mirrors again. Make sure no students are around or returning to the bus.</p>   |
| <p><b>p. 10-4</b></p>  | <p><b>Additional Procedures for Students That Must Cross the Roadway.</b> You should understand what students should do when exiting a school bus and crossing the street in front of the bus. In addition, the school bus driver should understand that students might not always do what they are supposed to do. If a student or students must cross the roadway, they should follow these procedures:</p> <ul style="list-style-type: none"> <li>• Walk approximately 10 feet away from the side of the school bus to a position where you can see them.</li> <li>• Walk to a location at least 10 feet in front of the right corner of the bumper, but still remaining away from the front of the school bus.</li> <li>• Stop at the right edge of the roadway. You should be able to see the student’s feet.</li> </ul> <p>When students reach the edge of the roadway, they should:</p> <ul style="list-style-type: none"> <li>• Stop and look in all directions, making sure the roadway is clear and is safe.</li> <li>• Check to see if the red flashing lights on the bus are still flashing.</li> <li>• Wait for your signal before crossing the roadway.</li> </ul> <p>Upon your signal, the students should:</p> <ul style="list-style-type: none"> <li>• Cross far enough in front of the school bus to be in your view.</li> <li>• Stop at the left edge of the school bus, stop, and look again for your signal to continue to cross the roadway.</li> <li>• Look for traffic in both directions, making sure roadway is clear.</li> <li>• Proceed across the roadway, continuing to look in all directions.</li> </ul> |
| <p><b>10.2.5 – Special Dangers of Loading and Unloading</b><br/><b>p. 10-5</b></p> | <p><b>Dropped or Forgotten Objects.</b> Always focus on students as they approach the bus and watch for any who disappear from sight. Students may drop an object near the bus during loading and unloading. Stopping to pick up the object, or returning to pick up the object may cause the student to disappear from the driver’s sight at a very dangerous moment. Students should be told to leave any dropped object and</p>   |



|  |   |
|--|---|
|  | move to a point of safety out of the danger zones and attempt to get the driver's attention to retrieve the object.   |
| <b>10.7.3 – Backing<br/>p. 10-11</b>                         | You should never back a school bus when students are outside of the bus.  |
| <b>13.1 – On-road Driving<br/>How You Will Be<br/>Tested</b> |   |
| <b>13.1.2 – Intersections<br/>p. 13-1</b>                    | When driving through an intersection: <ul style="list-style-type: none"><li>• Check traffic thoroughly in all directions.</li><li>• Decelerate and yield to any pedestrians and traffic in the intersection.</li><li>• Do not change lanes while proceeding through the intersection.</li><li>• Keep your hands on the wheel.</li></ul> |
| <b>13.1.16 – Regular<br/>Traffic Checks<br/>p. 13-4</b>      | <ul style="list-style-type: none"><li>• Check traffic regularly.</li><li>• Check mirrors regularly.</li><li>• Check mirrors and traffic before, while in and after an intersection.</li><li>• Scan and check traffic in high volume areas and areas where pedestrians are expected to be present.</li></ul>                             |





Table 2. The 2021 New Jersey Driver Manual - All references from key word search for “pedestrians,” “bicyclists,” “children,” “student”

| <b>The 2021 New Jersey Driver Manual</b>                    |  |
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| <b>Section</b>  | <b>Text</b>  |
| <b>Car Condition</b><br>p. 45                               | <b>Snow and Ice.</b> State law (N.J.S.A. 39:4-77.1) requires a motorist to remove snow or ice from a vehicle before driving it. If snow or ice dislodges from a moving vehicle, it could strike another vehicle or pedestrian, causing injury or property damage. A motorist is required to make all reasonable efforts to remove accumulated ice or snow from the exposed surfaces of his or her motor vehicle prior to driving it, including the hood, trunk, roof, and windshield. Any person who violates this law is subject to fines of \$25 to \$75, regardless of whether any snow or ice is dislodged from the vehicle. If dislodged snow or ice causes injury or property damage, fines up to \$1,500 may be assessed. |
| <b>Starting a Parked Car</b><br>p. 48                       | Before getting into a vehicle, look both behind it and in front of it. There are blind spots once a motorist is behind the wheel. Children may be there. There also may be bottles, cans, bicycles, or other things that cannot be seen from the driver’s seat.  |
| p. 50   | After starting the engine, a motorist should make sure his/her path is clear by turning and looking back. A motorist should not depend on rearview mirrors. A motorist must also be sure to check for pedestrians and less conspicuous vehicles, such as bicycles and mopeds. A motorist should give the proper signal and drive with caution.   |
| <b>PARKING – Angle Parking</b><br>p. 57                     | A motorist should follow these rules before backing out of an angle parking space: <ul style="list-style-type: none"> <li>• Walk around to make sure nothing is in the vehicle’s way.</li> <li>• Slowly move the vehicle in reverse and be sure that the lane is clear of traffic.</li> <li>• Tap the horn to warn nearby pedestrians.</li> </ul>  |
| <b>New Jersey Limits (Unless Otherwise Posted)</b><br>p. 63 | Always slow down: <ul style="list-style-type: none"> <li>• On narrow or winding roads.</li> <li>• At intersections or railroad crossings.</li> <li>• On hills.</li> <li>• At sharp or blind curves.</li> <li>• Where there are pedestrians or driving hazards.</li> <li>• When the road is wet or slippery.</li> </ul>   |
| <b>Passing</b><br>p. 65                                     | A motorist should not pass: <ul style="list-style-type: none"> <li>• On a hill or curve or at any time he/she cannot see far enough ahead.</li> <li>• At a street crossing or intersection.</li> <li>• At a railroad crossing.</li> <li>• On narrow bridges or in underpasses or tunnels.</li> <li>• When a sign prohibits passing or center lines restrict passing.</li> <li>• When behind a vehicle that has stopped to let a pedestrian cross.</li> </ul>   |
| <b>Pedestrians in a Crosswalk</b><br>p. 66                  | New Jersey has experienced many pedestrian injury crashes and fatalities, as compared to the nation as a whole. The most important pedestrian safety message for New Jersey residents is: Pedestrian safety is a shared responsibility. There is no single cause of crashes involving pedestrians. Pedestrians and motorists must all do their part to keep pedestrians safe.<br><br>A motorist must:  |



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|  | <ul style="list-style-type: none"> <li>• Stop for pedestrians in crosswalks. Failure to stop carries a fine of up to \$500, up to 25 days in jail, community service, a driving privilege suspension of up to 6 months, and 2 points. (N.J.S.A. 39:4-36)</li> <li>• Watch for pedestrians when turning on red.</li> <li>• Obey speed limits.</li> <li>• Be sure not to block or park in crosswalks.</li> <li>• Keep the vehicle’s windshield clean for maximum visibility.</li> <li>• Be always alert for pedestrians.</li> <li>• Be aware of areas where pedestrians are most likely to appear (near schools, town centers, residential neighborhoods, parks).</li> <li>• Never pass another vehicle that has stopped for a pedestrian.</li> <li>• Stop for all pedestrians in a crosswalk even if they began crossing with a proper signal and they are still in the crosswalk when the signal changes.</li> <li>• Remember that pedestrians are the most vulnerable roadway users. Motorists will be held responsible for maintaining pedestrian safety.</li> </ul> |
| <b>Intersections – Controlled</b><br><b>p. 67</b>                      | When making a left turn at an intersection, a motorist must yield to oncoming traffic and stop for pedestrians within the crosswalk.   |
| <b>Disabled Vehicles</b><br><b>p. 71</b>                               | When seeing a disabled vehicle ahead, a motorist should reduce speed and increase the space between his/her vehicle and the disabled vehicle. This may involve changing lanes. Be alert for pedestrians, tow trucks, and/or police vehicles. (See New Jersey’s “Move Over” law later in this chapter.)   |
| <b>Turning Regulations</b><br><b>Right Turn on Red</b><br><b>p. 72</b> | Unless a No Turn on Red sign is posted, New Jersey law authorizes a right turn on a red light after a motorist comes to a full stop and checks for traffic. A motorist must yield to all oncoming traffic and pedestrians before turning right at a red light. Difficult-to-see vehicles, such as bicycles and mopeds, may have a green light, so it is important for a motorist to be aware of their presence. (N.J.S.A. 39:4-115)  |
| <b>Stopping Regulations</b><br><b>p. 74</b>                            | A motorist must stop: <ul style="list-style-type: none"> <li>• When a school bus is picking up or letting off children and/or the red lights are flashing.</li> <li>• For a blind pedestrian using a white or metallic walking cane, or a trained guide dog, or a guide dog instructor engaged in instructing a guide dog.</li> <li>• For a pedestrian in a crosswalk or at an intersection.</li> <li>• For a motorized wheelchair or mobility-assistance device in a crosswalk or at an intersection.</li> </ul>  |
| <b>Stop for School Buses</b><br><b>p. 77</b>                           | When a school bus stops, all motorists traveling behind or approaching the bus must stop their vehicles at least 25 feet away. A motorist should only proceed after the bus signals have been turned off and even then, he/she must watch for children or persons who have developmental disabilities. If a school bus has stopped directly in front of a school to pick up or let off children or persons with developmental disabilities, a motorist may pass from either direction at a speed of no more than 10 mph.   |
| <b>Stop for Frozen Dessert Trucks</b>                                  | Watch out for children and be prepared to stop.  |
| <b>Parking Regulations – Do Not Park</b><br><b>p.84</b>                | <ul style="list-style-type: none"> <li>• On a crosswalk.</li> <li>• Between a safety zone for pedestrians and the adjacent curb or within 20 feet of the end of the safety zone.</li> <li>• Near properly marked street construction.</li> <li>• In a space on public or private property marked for vehicle parking for persons with a disability (unless legally authorized).</li> <li>• On an interstate highway.</li> </ul>  |



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|   | <ul style="list-style-type: none"> <li>• On a sidewalk.</li> <li>• In a bus stop zone.</li> <li>• In front of a public or private driveway.</li> <li>• Within an intersection.</li> <li>• Within 10 feet of a fire hydrant.</li> <li>• Within 25 feet of a crosswalk at an intersection or sideline of a street or intersection highway, except at alleys.</li> </ul>   |
| <b>Defensive Driving<br/>Aggressive Driving/<br/>Road Rage<br/>p. 90</b>    | A right turn on red is permissible provided there is no sign stating otherwise, however, one must first come to a full stop and yield to traffic and pedestrians. An inadequate stop or failure to yield could result in injury or fatality to the driver or pedestrians!   |
| <b>Defensive Driving<br/>Driving and Stopping<br/>at Night<br/>p. 101</b>   | Watch for road signs, slow-moving or unlit vehicles, bicycles, pedestrians, and animals.  |
| <b>Defensive Driving<br/>Driving Situations City<br/>Driving<br/>p. 101</b> | When traveling in a city, heavier traffic and more pedestrians require motorists to be very alert. In city traffic, a motorist should try to cooperate with other motorists. Drive more slowly and watch for the movements of others. Motorists must be more careful about pedestrians and less-visible vehicles, such as bicycles, mopeds, motorcycles, motorized wheelchairs, and mobility-assistance vehicles. Pedestrians and individuals in wheelchairs or mobility-assistance vehicles always have the right-of-way in a crosswalk. Motorists must always stop for pedestrians in a crosswalk, whether the crosswalk is marked or unmarked.   |
| <b>Drinking Drugs and<br/>Health<br/>p. 114</b>                             | While most alcohol-related crashes involve only one vehicle, they frequently result in the death or serious injury of numerous people, including passengers, pedestrians, and other motorists.  |
| <b>Sharing the Road with<br/>Others<br/>p. 144</b>                          | <p>It is important for a motorist to maintain an awareness of how to operate his/her vehicle in a manner that safely shares the roadway with pedestrians, bicyclists, skaters, riders of motorized scooters, and other non-motorized vehicles. Sharing the road means being aware of and knowing how to safely pass a cyclist on the roadway, recognizing bicycle lanes, safely navigating intersections with pedestrians and cyclists, and exiting a vehicle without endangering pedestrians and cyclists. It is a motorist's responsibility to know how to safely share the road with others.</p> <p><b>Pedestrians.</b><br/>In 2016, 166 pedestrians were killed in traffic-related crashes on New Jersey roadways. Although reduced from 173 in 2015, pedestrian deaths still accounted for 27 percent of New Jersey traffic fatalities in 2016 as compared to the national average of 15 percent. These fatalities need to be brought down further, with the goal of zero deaths.</p> <p>Many of the measures designed to make roads safer for motorists, such as large medians and wide shoulders, make the roads more treacherous for pedestrians. Vehicle-pedestrian crashes have a five percent fatality rate if the car is going 20 mph, but the rate jumps to 85 percent at 40 mph.</p> <p>Pedestrian activity is at its greatest in densely developed areas, such as cities and town centers, but it also is significant in neighborhoods and along and across suburban roadways. Motorists should take special precautions to watch for pedestrians.</p> |



In most cases, pedestrians have the right of way at all intersections. There is a crosswalk at every intersection, even if it is not marked as such. This is known as an “unmarked crosswalk.” Pedestrians must obey pedestrian signals and use crosswalks at signalized intersections. There is a \$54 fine for failure to observe the law. (N.J.S.A. 39:4-32 and 33) The penalty for pedestrians under 17 who violate the pedestrian laws is a \$22 fine. (N.J.S.A. 39:4-203.3)

Motorists are prohibited from blocking a crosswalk when stopped at a red light or stop sign. A motorist must not stop with any portion of his/her vehicle in the crosswalk area. When a motorist blocks a crosswalk, pedestrians are forced to go around the vehicle, putting them in danger.

The driver of a vehicle shall stop and remain stopped to allow a pedestrian to cross the roadway within a marked crosswalk, and shall yield the right-of-way to a pedestrian crossing the roadway within any unmarked crosswalk at an intersection, except at crosswalks when the movement of traffic is being regulated by police officers or traffic control signals, or where otherwise prohibited by municipal, county, or State regulation, and except where a pedestrian tunnel or overhead pedestrian crossing has been provided. No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield. A motorist in violation of the law may face a fine of up to \$200 and may be assessed 2 points on his/her driver record. The court may also impose a term of community service not to exceed 15 days. (N.J.S.A. 39:4-36)

If a pedestrian suffers serious bodily injury because of a motorist’s violation of N.J.S.A. 39:4-36, the motorist is subject to a \$100-\$500 fine, up to 25 days in jail and a driving privilege suspension of up to 6 months.

Never pass a vehicle stopped at a crosswalk (N.J.S.A. 39:4-36). This frequently causes severe injury or death to pedestrians, especially if the passing vehicle is traveling at a high rate of speed. When stopping for a crosswalk on a multi-lane road, a motorist should stop approximately 30 feet before a crosswalk to avoid blocking visibility of a motorist in the second lane.

Motorists should watch for signs that mark special hazard areas, such as school zones, bus stops, playgrounds, parks, and schools, where children are most likely to play or cross the streets. Children chasing a ball, for instance, give no thought to traffic. Small children are hard to see. Always watch for movement around parked vehicles.

Motorists should drive cautiously along roadways with on-street parking, as pedestrians may appear from between parked vehicles. Motorists traveling at lower speeds will have a greater ability to stop their vehicle and avoid potential conflicts with pedestrians.

Pedestrians and joggers should always face oncoming traffic and use sidewalks when available. They should cross at crosswalks only on the proper signal, look all ways before crossing, avoid crossing between parked vehicles, and at night, wear light-colored or reflective clothes and carry a white handkerchief or a light. It is not good practice to wear headphones while walking or jogging near the roadway.



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|  | <p>At night, motorists should watch for anyone walking along a highway and exercise due caution. None of the above precautions absolve motorists from their duty to be extra vigilant in watching for pedestrians on the roadway.</p> <p>Always watch for pedestrians. Be extra careful at intersections, particularly when making a permitted right turn on red. Motorists are required to stop for pedestrians who have the right-of-way within a crosswalk, and to yield to those who are crossing at an unmarked crosswalk at an intersection. Be alert for pedestrians when making turns and entering and exiting drive- ways, parking lots, and alleys.</p> <p><b>Visually Challenged Persons.</b> The law is extremely specific that motorists must give the right-of-way when any of the following crosses any highway or intersection: blind persons who use a predominately white or metallic cane, blind persons accompanied by a guide dog, or a guide dog instructor engaged in instructing a guide dog. A motorist must stop when he/she sees a person with a white or metallic “colored” cane, or a blind person or instructor with a guide dog. All motorists must comply with this law. (N.J.S.A. 39:4-37.1)</p>  |
| <p><b>Vehicles</b><br/><b>p. 150</b></p>         | <p><b>Bicycles, Skateboards, and In-line Skates.</b> When passing or approaching a bicyclist, skateboarder, or inline skater traveling in the same direction, a motorist should maintain a safe distance until safely past the overtaken bicyclist, skateboarder, or inline skater. Under New Jersey law, bicyclists, skateboarders, and inline skaters have the same rights and responsibilities as motor vehicles. While bicycles ridden after dark must have front and rear lights, and a rear reflector, these illumination devices may be hard for a motorist to see. A motorist should always remain alert to the presence of smaller vehicles. When turning right, motorists should be aware of bicyclists, skateboarders, and inline skaters. Before turning, the motorist should wait until the intersection clears. Motorists signaling a right turn must yield to bicyclists, skateboarders, or inline skaters moving through an intersection. To turn left, a bicyclist, skateboarder, or inline skater may choose to use traffic lanes to turn as a vehicle would. A motorist should be aware that a bicyclist, skateboarder, or inline skater may ride on the right edge of the turn lane.</p> <p>Remember that motorists share the road with bicyclists, skateboarders, and inline skaters. Please be sure that you are helping to keep the roads safe by observing these safety precautions:</p> <ul style="list-style-type: none"> <li>• Check your blind spots before turning, parallel parking, opening a door, or pulling away from a curb.</li> <li>• Check around your vehicle by turning your head instead of relying only on your mirrors.</li> <li>• When turning right, be sure to check for other traffic, including bicyclists, skateboarders, and inline skaters, and avoid turning in front of them. They may not be able to stop quickly.</li> <li>• When turning left, yield to all oncoming traffic including bicyclists, skateboarders, and inline skaters. If a bicyclist, skateboarder, or inline skater is in front of you in a left turn lane, wait for them to complete their turn before you proceed.</li> </ul> |
| <p><b>Appendix:</b><br/><b>Driver Safety</b></p> |  |
| <p><b>Traffic Signals</b><br/><b>p. 212</b></p>  | <p><b>Green Light.</b> A motorist should proceed through the intersection. Yield to pedestrians and vehicles still in the intersection and when turning left or right. Before making a left turn, yield to approaching vehicles.</p>   |



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|                                       | <p><b>Green Arrow.</b> When shown alone or in combination with the red signal, proceed only as shown by the arrow. Be cautious and yield to pedestrians.</p> <p><b>Flashing Yellow Light.</b> Slow down and proceed with care.</p> <p><b>Flashing Red Light.</b> Stop. Yield to traffic and pedestrians. Go only when safe. Flashing red lights at railroad crossings indicate an approaching train. Motorists must yield to the train. Go only when red lights stop flashing and when all other active warning devices deactivate.</p> <p><b>Unlit Signal.</b> Stop if a signal does not have any of its bulbs working and no one is directing traffic. It is considered a four-way stop sign. Look left and right. Yield to traffic coming from the right or left. Be careful and go only when safe.</p> <p><b>Orange, Steady Raised-Palm Symbol.</b> Pedestrians must not leave the sidewalk or enter the roadway when facing the light. Those already in the roadway should quickly go to a safe spot. Pedestrians already within the crosswalk will have time to cross the intersection before the signal changes. Those who have not yet left the sidewalk or curb should not enter the roadway.</p> <p><b>White, Steady Pedestrian Silhouette/ Countdown.</b> Pedestrians facing the signal may cross the roadway in the direction of the signal. New Jersey law requires turning motorists to yield to pedestrians crossing on this signal and to pedestrians in the crosswalk. Pedestrian push buttons are located at certain traffic signals. A short time after the button is pushed, the flow of traffic at the intersection changes to a longer green for the side street.</p> <p>Traffic engineers use color, such as an optional yellow-green or standard yellow, for the pedestrian crossing and bicycle warning signs, which are of utmost importance. These signs alert New Jersey motorists that they must share the road with pedestrians and bicyclists and yield to them. Signs are divided into three basic categories:</p> <ul style="list-style-type: none"><li>• <b>Warning:</b> Warn motorists of hazards ahead that are difficult to see.</li><li>• <b>Guidance:</b> Guide motorists to a destination by clearly identifying the route.</li><li>• <b>Regulatory:</b> Regulate traffic speed and movement. The signs are manufactured in different shapes and colors to convey a particular message. Examples of the various sign types, shapes and colors are found in the diagram on the next page.</li></ul> |
| <b>Road Markings</b><br><b>p. 216</b> | <p><b>White crosswalks.</b> Indicate pedestrian crossing areas. Pedestrians should use these areas when crossing the road. At intersections where stop lines are missing stop before the crosswalk when required to stop by traffic signs or signals or for pedestrians.</p>   |