

2012



Napier Academy, City of Paterson Walkable Community Workshop

Pedestrian Safety and Accessibility in the Vicinity of Napier Academy Elementary



This publication has been prepared as part of the North Jersey Transportation Planning Authority's Walkable Community Workshop Program with financing by the Federal Transit Administration and the Federal Highway Administration of the U.S. Department of Transportation. This document is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The NJTPA is solely responsible for its contents.

Table of Contents

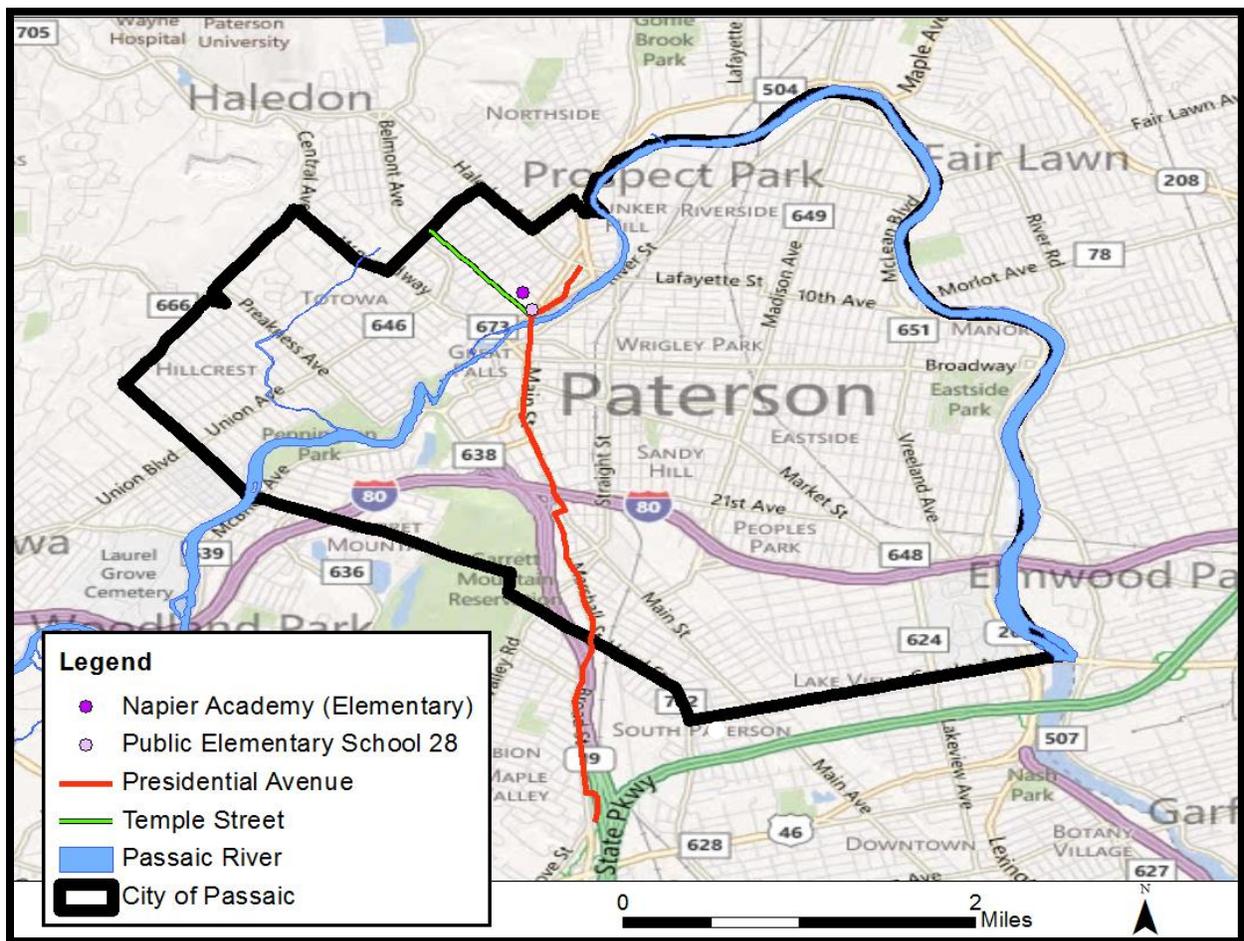
Background	2
<i>Figure 1: Location of Napier Academy and Workshop Venue (P.S. 28).....</i>	<i>2</i>
Walking Audit Location.....	4
<i>Figure 2: Aerial of the Workshop Neighborhood</i>	<i>4</i>
Workshop Methodology	5
Pedestrian Crash Data	6
<i>Figure 3: Pedestrian Injury Crash Map</i>	<i>6</i>
<i>Figure 4: Pedestrian Injury Crash Characteristics</i>	<i>7</i>
Workshop Findings and Recommendations	7
Next Steps.....	16
Conclusion	17
<i>Agenda</i>	<i>18</i>
<i>Workshop Participants</i>	<i>19</i>
<i>Photo Bank.....</i>	<i>20</i>
<i>Ladder Style Crosswalk Sample.....</i>	<i>21</i>
<i>Walk Safely New Jersey Palm Card.....</i>	<i>22</i>
<i>Crosswalk Warning Palm Card.....</i>	<i>23</i>

Background

The North Jersey Transportation Planning Authority (NJTPA), the Metropolitan Planning Organization for the 13 counties of northern and central New Jersey, conducts half-day Walkable Community and Senior Mobility Workshops with counties and municipalities to initiate stakeholder involvement, identify barriers to walking and make recommendations to improve pedestrian safety. For each workshop, NJTPA staff coordinates with local representatives to include a broad range of stakeholders including local leaders, planners, engineers, and residents.

Each workshop consists of four parts: 1) an introduction of local stakeholders; 2) a presentation by an NJTPA facilitator on best practices in a walkable community; 3) a guided walking audit of a study area identified by the local hosts; and 4) small group sessions where recommendations for improvements are discussed and prioritized. The objective is to identify and prioritize recommendations that will increase pedestrian safety and accessibility. The workshop also serves as a catalyst for local communities and county representatives to implement the improvements and/or to further refine the recommendations for implementation by other agencies.

Figure 1: Location of Napier Academy and Workshop Venue (P.S. 28)



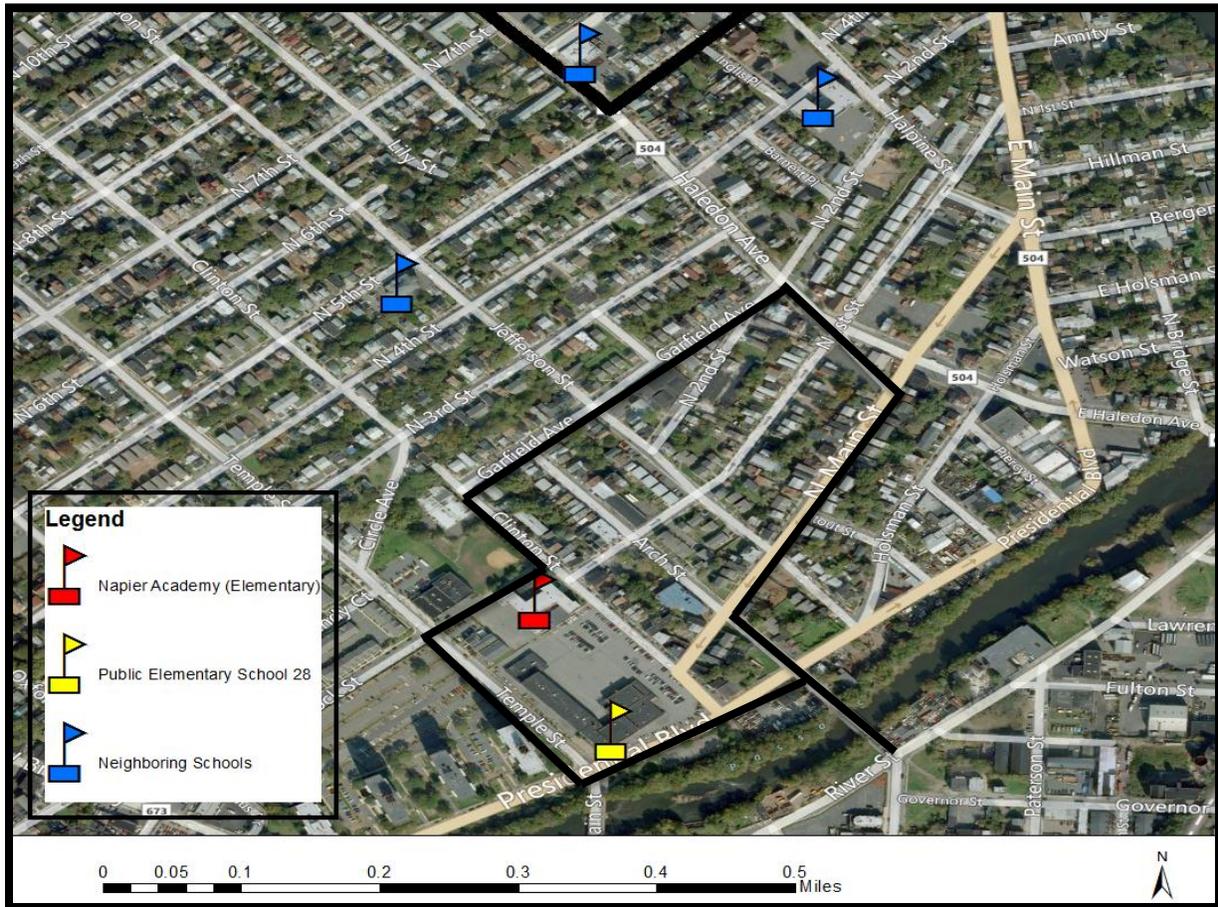
NJTPA was contacted by the Manager of the Safe Routes to School Program for Meadowlink Transportation Management Association (TMA) regarding walkability in the vicinity of the Napier Academy and Public School (P.S.) # 28. Meadowlink has been assisting with Safe Routes to School Programs at Napier Academy and, in the course of discussions, concern was raised over the safety and walkability of the area around the two schools. Napier Academy and P.S. # 28 are one block apart.

The Napier Academy Walkable Community Workshop was held at Public School (P.S.) #28 in the City of Paterson on April 30, 2012 (Figure 1). In addition to addressing safety, the Workshop promotes the New Jersey Department of Transportation's (NJDOT) Complete Streets Policy which seeks to accommodate roadway users of all ages and abilities including bicyclists, pedestrians and transit riders. Walkable communities are essential for addressing public health, advancing multi-modal networks, fostering economic development, and improving air quality through a reduction in greenhouse gas emissions produced by vehicles.

The workshop benefitted from the collaboration of staff from Meadowlink TMA, Rutgers University's Center for Advanced Infrastructure and Transportation (CAIT), the City of Paterson's Engineering and Planning Departments, Habitat for Humanity, as well as local individuals. Workshop participants assessed neighborhood walking conditions east of Napier Academy and P.S. #28 bounded by Temple Street to the west, Presidential Boulevard to the south, Haledon Avenue to the east, and Garfield Avenue to the north (Figure 2).

Walking Audit Location

Figure 2: Aerial of the Workshop Neighborhood



** Black lines denote the Workshop walking audit path*

All of the streets examined during the audit are local roadways traversed by vehicular, pedestrian and bicycle traffic. School children and residents of all ages and abilities walk in and through the neighborhood, which is equipped with sidewalks, but many are in poor condition. In general, Paterson school children walk to school and there is little busing. The neighborhood abuts the Passaic River and is in walking distance to the City's downtown Main Street. The 744 NJTRANSIT bus route stops in the neighborhood along Presidential and Haledon Avenues with connections to the Paterson rail station, William Paterson University and a shopping center. Parallel parking is also provided on neighborhood streets.

The neighborhood is predominantly residential with a few corner stores, a library (closed due to flooding caused by Hurricane Irene), community center, church, schools, and automotive repair shop. Some of the housing was constructed by Habitat for Humanity as part of the agency's Building Sustainable Communities initiative, which works to foster neighborhood revitalization.

Workshop Methodology

The Napier Academy Walkable Community Workshop kicked off with participant introductions and a brief presentation at P.S. #28, rather than at the Academy. The latter is currently being refurbished due to flooding caused by Hurricane Irene and will reopen in September 2012. NJTPA staff facilitated a discussion of workshop goals, the benefits of improving walkability, and traffic calming techniques to improve pedestrian access to transit and other destinations within the Napier Academy neighborhood. The presentation discussed potential design improvements sensitive to the context of the walking audit area, and the need to accommodate pedestrians of all ages and abilities. Improvements such as lead pedestrian intervals (LPI), pedestrian countdown signals, curb ramps, crosswalks, and traffic calming signage were discussed along with compliance with the Americans with Disabilities Act (ADA). The discussion also included the public health rationale for increasing physical activity and the relationship between walkability and improved quality-of-life.

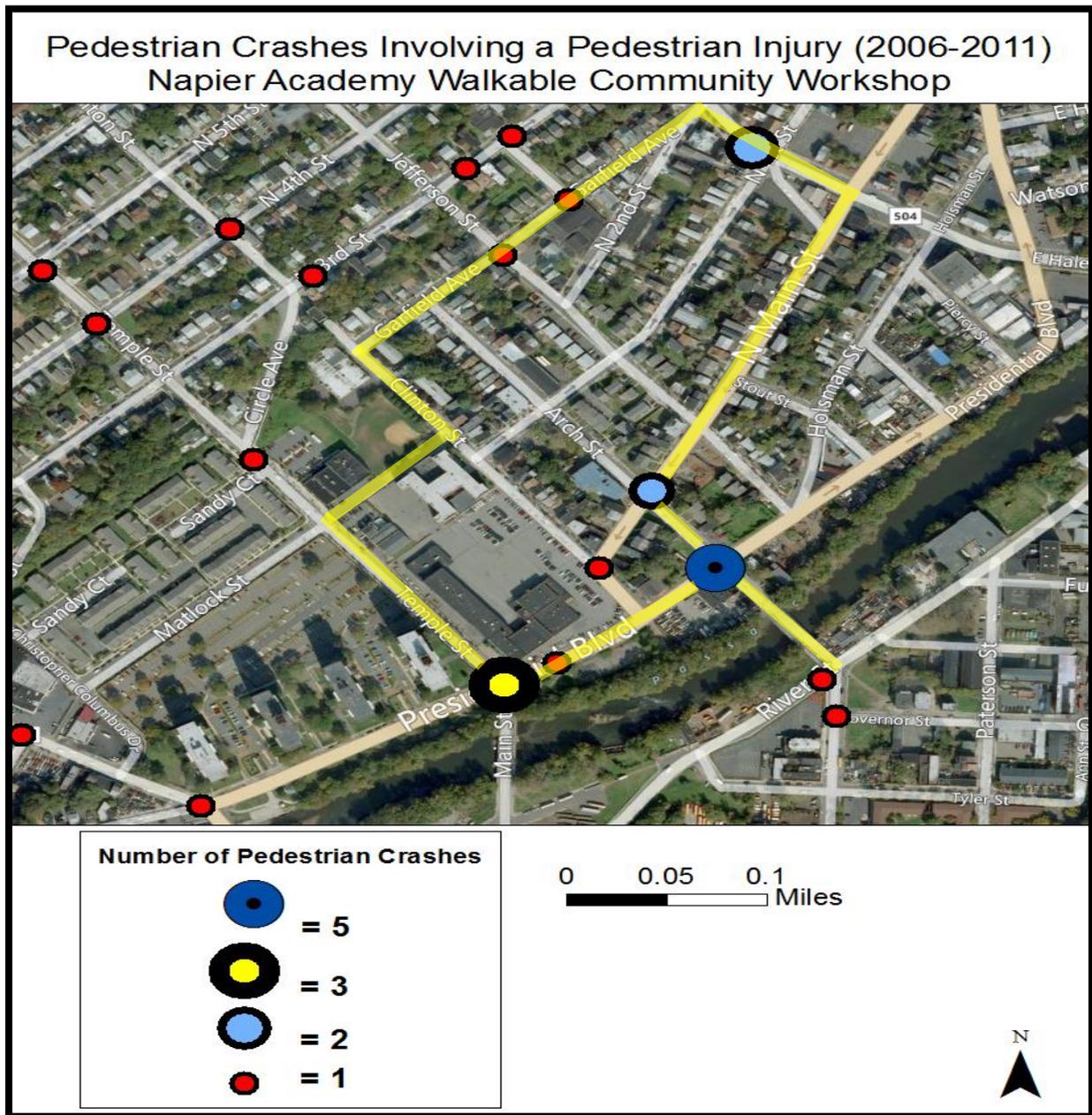
During the audit, participants were asked to identify barriers to walkability and how they might be addressed through traffic calming measures as well as to point out pedestrian-friendly features of the study area. Attention was paid to the ease at which pedestrians of all ages were able to cross the street, the quality of the walking experience, driver behavior, ADA compliance (with a sensitivity to strollers and wheelchairs), neighborhood safety and connectivity between destinations. Local representatives provided invaluable feedback along the walking route. The Workshop agenda and participant list is provided on pages 18-19.

The final segment of the Workshop was devoted to generating recommendations for neighborhood walkability prompted by the walking audit. Participants gathered around street maps of the study area to pinpoint the location of specific walkability problems and offer potential solutions. Recommendations were discussed and priorities identified as noted in the **Workshop Findings and Recommendations** section on page 7.

Pedestrian Crash Data

An analysis of crash data from 2006-2011 using Plan4Safety, Rutgers University's Transportation Safety Research Center (TSRC) data analysis tool, found that there were 20 pedestrian crashes within, or close to, the study area. Sixteen (16) of the 20 pedestrian crashes resulted in an injury within the Workshop study area. Figures 3 and 4 (below) show the locations and discusses the characteristics of the pedestrian injury crashes.

Figure 3: Pedestrian Injury Crash Map



Of the sixteen (16) crashes that involved a pedestrian injury within the walking study area, 10 occurred at the intersection, 8 during day-light hours, and 13 during the weekday. The intersection of Arch Street and Presidential Boulevard had the highest number of crashes involving a pedestrian injury (5 crashes), followed by the intersection of Temple Street and Presidential Boulevard (4 crashes). A majority of the crashes occurred in the afternoon and evening with only 4 crashes occurring in the AM.

Figure 4: Pedestrian Injury Crash Characteristics

Location	ID	Pedestrian Age	Pedestrian Gender	Date	Time	At Intersection	Weekday/Weekend	Lighting
Clinton St & North Main St	1208628	10	Male	7/25/2006	PM 12:19	Not at Intersection	Weekday	Daylight
Haledon Ave & 144 North Main St	1511614	NULL	NULL	2/22/2007	PM 8:40	At Intersection	Weekday	Dark (Street Lights On/ continuous)
Haledon Ave & 144 North Main St	1808552	23	Male	1/13/2008	AM 2:11	At Intersection	Sunday	Dark (Street Lights On/ continuous)
Arch St & North Main St	2279716	23	Female	2/17/2009	AM 2:15	Not at Intersection	Weekday	Dark (No Street Lights)
Arch St & North Main St	2279919	90	Male	3/9/2009	PM 2:25	At Intersection	Weekday	Daylight
Arch St & Presidential Ave	1207697	6	Male	5/31/2006	AM 8:00	Not at Intersection	Weekday	Dark (Street Lights On/ spot)
Arch St & Presidential Ave	1210195	69	Male	11/9/2006	PM 2:34	At Intersection	Weekday	Daylight
Arch St & Presidential Ave	1210557	15	Male	12/4/2006	PM 4:01	At Intersection	Weekday	Daylight
Arch St & Presidential Ave	1511744	13	Female	3/9/2007	PM 6:00	At Intersection	Weekday	Daylight
Arch St & Presidential Ave	2826378	37	Female	7/18/2010	AM 2:10	Not at Intersection	SUN	Dark (Street Lights On/ continuous)
Temple St & Presidential Ave	1206842	10	Female	4/3/2006	PM 6:00	At Intersection	Weekday	Daylight
Temple St & Presidential Ave	1209517	18	Female	9/26/2006	PM 8:56	At Intersection	Weekday	Daylight
Temple St & Presidential Ave	2727437	33	Female	3/22/2010	PM 8:55	At Intersection	Weekday	Dark (Street Lights On/ continuous)
Temple St & Presidential Ave	2870263	60	Male	11/6/2010	PM 7:43	Not at Intersection	SAT	Dark (Street Lights Off)
Jefferson St & Garfield Ave	1512620	NULL	NULL	5/14/2007	PM 2:50	At Intersection	Weekday	Daylight
Jefferson St & Welcome St	1812554	NULL	NULL	10/15/2008	PM 8:13	Not At Intersection	Weekday	Dark (Street Lights On/ continuous)

Workshop Findings and Recommendations

Making recommendations to improve pedestrian safety is a primary goal of a Walkable Community Workshop. Participants are also encouraged to suggest improvements that will address aesthetics and sidewalk conditions, important determinants in the decision of whether or not to walk in a given area. Roadway design that accommodates pedestrians (including those with limited mobility) and provides direct access over short distances encourages more trips by foot and bicycle. Additionally, incorporating NJDOT’s Complete Streets design into the Napier Academy neighborhood will benefit all roadway users and result in a more vibrant community.

During the walking audit, specific attention was paid to the following:

- The condition of sidewalks and crosswalks
- The ability for pedestrians to cross safely at all intersections
- Motorist travel patterns and speeds in relation to observed pedestrian access patterns
- Bus stop amenities

Workshop participants identified the following street design recommendations which support NJDOT Complete Streets policy.

- Upgrade sidewalks that are currently in poor condition as illustrated below. In some areas, tree plantings are recommended where sidewalk cut-outs are provided for street vegetation. Five public schools are within a half mile of these sidewalk locations.

Garfield Avenue: *West of the Garfield & Haledon Ave intersection*



North Main Street: *West of the North Main and Jefferson St. intersection*



Arch Street: *North of the Arch St. & Presidential Blvd. intersection*



Presidential Boulevard: *East of the Arch St. and Presidential Blvd. intersection*



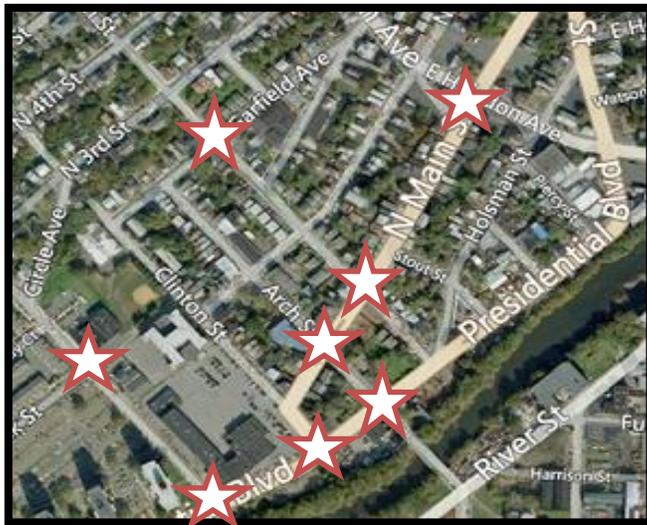
Arch Street: North of the Arch St. & Presidential Blvd. intersection



➤ Provide “Ladder” style crosswalks and ADA compliant curb ramps at the following intersections (noted with a star in the map below) to improve pedestrian visibility:

- Temple St. and Presidential Ave
- Temple and Matlock Sts.
- Presidential Blvd. and Clinton St.
- Arch St. and Presidential Blvd.
- Arch and North Main Sts.
- North Main and Jefferson Sts.
- North Main St. and Haledon Ave
- Garfield and Jefferson Sts.

ADA Compliant Curb Ramp



“Ladder” Style Crosswalk



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- Signalize the busy intersection at Presidential Blvd. and Arch St. (see photos below) to address the large number of conflicting movements between pedestrians and motorists. Forty-four (44) vehicular crashes (with three involving a pedestrian injury) occurred at this intersection between 2006-2011. Two additional pedestrian crashes involving injuries occurred adjacent to the intersection. The intersection currently has a blinking light and stop signs to alert motorists to use caution. A traffic count assessment would need to be conducted to verify whether the intersection warrants signalization.



- Install pedestrian countdown signal heads at the signalized intersections listed below. Countdown signal heads let pedestrians know how much time they have to cross and provide a visual cue to drivers making turning movements to stop (as mandated by law) for pedestrians in the crosswalk.



- Arch St. and Presidential Blvd. (pending signalization)
- Presidential Blvd. and Temple St.
- North Main St. and Haledon Ave

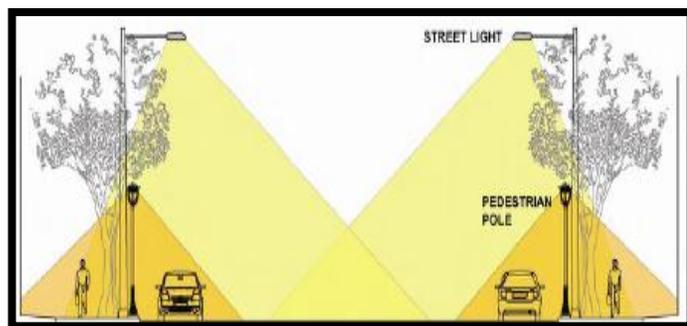
- Re-install a pedestrian refuge island that was previously provided on the south side of the North Main St. and Haledon Ave. intersection (shown below) to shorten the walking distance for pedestrians and prompt slower motorist travel speeds.



Examples of pedestrian refuge islands:



- Install a mid-block crosswalk, with signage, on Presidential Ave to accommodate the many pedestrians from P.S. #28 and Napier Academy who use the basketball courts located across the street.
- Install enhanced pedestrian-scale lighting to improve pedestrian visibility for motorists during the early morning and evening commute particularly in the winter months. In addition to safety, lighting enhances security. Lighting is recommended at 9-12 feet in height.



- Install edge striping along Haledon Ave, which is very wide, to delineate the vehicular lane from the parking lane and as a traffic calming technique to reduce motorist travel speeds. Also install bicycle lanes along Haledon Avenue, which according to the Complete Streets section of Passaic County’s Master Plan, Transportation Element, is considered a “downtown” street that provides a linkage to destinations within the City of Paterson. Further analysis would need to be conducted to assess whether bicycle lanes are appropriate for the roadway.



- Install pedestrian signage advising motorists of New Jersey’s state law to “stop for pedestrians in the crosswalk” at un-signalized intersections along Garfield Ave and North Main St. Additional information about the law can be found on page 23.



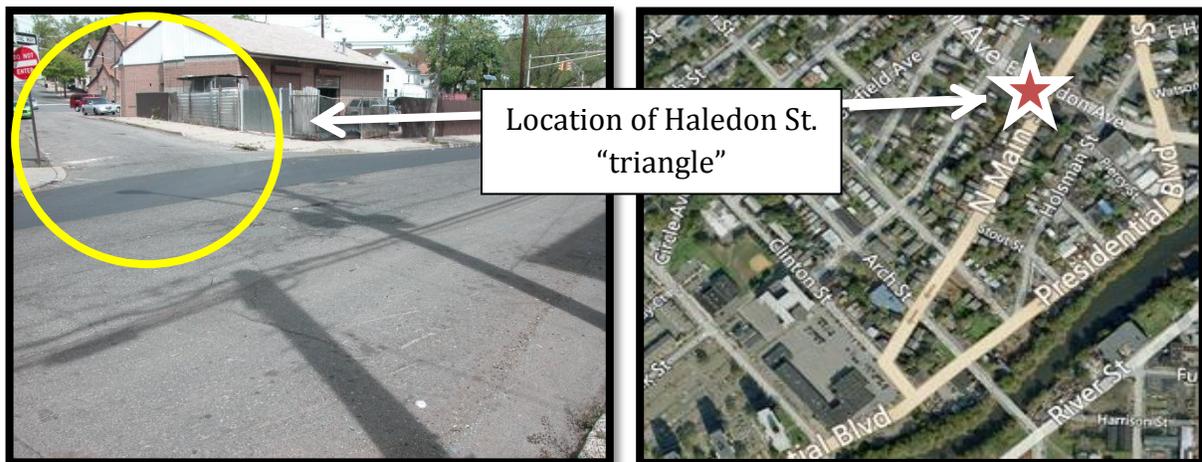
- Repair the stairs and install railings along the Temple St. entrance to P.S. #28.



- Install signage and a temporary barrier (i.e., construction cones) on Matlock St., which functions as a morning and afternoon school bus drop-off area to discourage non-school-related thru traffic. Matlock St. dissects the school grounds between Napier Academy and the recreational fields to the north.
- Repair stairway access to Garfield Ave. and develop a school travel plan to determine the route(s) students are walking to access P.S. #28 and Napier Academy. The stairways linking North 3rd to Garfield St., along Clinton and Jefferson Sts., are in poor condition and/or fenced-off.



- Raise the stop sign at the Matlock and Temple Sts. intersection so that it's not blocked by vegetation and visible to motorists.
- Upgrade pedestrian signage, located at the south east corner of the North 2nd and Haledon Sts. intersection, which is missing an arrow alerting motorists of the pedestrian crosswalk.
- Eliminate vehicular travel along Haledon St. at the “triangle” between North 1st and North Main Streets, to simplify the intersection crossing and reduce pedestrian exposure to motor vehicles.



- Upgrade bus stop amenities, as listed below, along Temple St., Presidential Ave, and Haledon St. to enhance customer safety, convenience, and accessibility:
 - **Benches** provide comfort for waiting transit customers.
 - **Bus Shelters**, which should be wheelchair accessible, protect transit riders from inclement weather.
 - **Trash & Recycling Receptacles** keep the area clear of clutter and debris.
 - **Street Trees** enhance beautification efforts to make travel by transit more attractive.
 - **Bicycle Parking** promotes multi-modal accessibility.
 - **Communication** is vital to promoting transit ridership. Municipalities are encouraged to provide bus stop location and route information on way-finding signs, as well as install larger bus stop signs that aid not only residents but visitors in locating transit stops. In addition, NJTRANSIT offers “my bus” service which allows passengers to text the bus stop number and receive real-time information regarding the bus’ current location. The City of Paterson officials are encouraged to work with NJTRANSIT to ensure that “my bus” signs are installed at bus stops throughout the city.

Additional information on how to upgrade an existing or new bus stop, can be found in the NJTPA's Bus Stop Safety Toolbox, which may be found online at :

<http://www.njtpa.org/plan/studies/documents/BusStopSafetyToolboxweb.pdf>

Elected officials, municipalities, planning board members, and citizens are encouraged to use the Toolbox to partner with implementing agencies to enhance the safety and accessibility of an existing or new bus stop. The Toolbox was one product of a year-long *Pedestrian Safety at and Near Bus Stops Study* by the NJTPA to promote transit, livability and complete streets.

- Upgrade the telephone pole (# 60573P) along North Main St. that is unstable and in poor condition. Attention should also be given to the telephone pole located at the southeast corner of Presidential Blvd. and Temple St.



- Determine the feasibility of installing curb extensions at intersections along Presidential Ave, Haledon St., and Temple St., to discourage illegal parking and shorten pedestrian crossing distances.
- Replace missing trees along the planting strip between the sidewalk and roadway curbs near the intersection of Arch St. and Presidential Blvd. Develop a maintenance plan that engages community residents and leaders in maintaining the planting strip and discarding trash and other debris.

- Enforce no parking on the sidewalk along Presidential Blvd. near the intersection with Clinton St.



Next Steps

In addition to physical design improvements (engineering), it is recommended to identify opportunities to address pedestrian safety through enforcement and education. Leveraging the three “E’s” (engineering, education and enforcement) is essential for making gains in traffic safety. While physical improvements will enhance comfort, safety, convenience, and accessibility for all roadway users, coupling the design recommendations outlined in this report with enforcement and education ensures a more successful walking environment, since motorist and pedestrian behaviors directly impact a community’s walkability.

Safety education programs focusing on both pedestrians and motorists are a priority in New Jersey because the state has been designated a “Pedestrian Safety Focus State” by the Federal Highway Administration (FHWA) due to its high number of pedestrian injuries and fatalities. Various government and private-sector organizations are taking an active role in addressing pedestrian safety at the community level, while the New Jersey Division of Highway Traffic Safety (NJDHTS) provides enforcement grants and educational materials focusing on aggressive driving and jaywalking. Information on NJDHTS’ grant opportunities and resources such as the *Walk Safely New Jersey* palm card can be found at <http://www.nj.gov/oag/hts/index.html> and page 22 of this report.

In addition, the New Jersey Department of Transportation (NJDOT) supports the Safe Routes to School (SRTS) programs by offering infrastructure grants and funds to SRTS coordinators for each of the 8 Transportation Management Associations (TMA) in the state. The SRTS programs focus on encouraging children to walk and bike to school where it is safe and where it is not safe, make it safe. Meadowlink TMA provided age appropriate pedestrian safety training to 9 classes at Napier Academy. Meadowlink TMA hopes to expand the program and be able to have an impact on a district-wide basis by assisting the schools to develop School Travel Plans. Schools with Travel Plans are more likely to be eligible for SRTS infrastructure funding from NJDOT. More about the SRTS program and grant opportunities can be found at: www.saferoutesnj.org.

The NJTPA website also provides links to a number of resources offering both national and local perspectives on pedestrian and traffic safety. Information may be found at <http://www.njtpa.org/Plan/Element/Safety/default.aspx>. Additional information on pedestrian safety, including effective countermeasures, can also be found on the FHWA website at http://safety.fhwa.dot.gov/ped_bike/. The City of Paterson is encouraged to leverage these and other resources to implement pedestrian safety education and enforcement initiatives targeted at residents, employees and others who drive into and through the community.

Conclusion

The neighborhood east of P.S. #28 and Napier Academy in the City of Paterson is predominately residential and within walking distance of five public schools. It is located north of the Passaic River and the City's downtown, and offers transit access, via the 744 bus route, to the Paterson rail station, William Paterson University, and a nearby shopping center. Between 2006 and 2011, sixteen (16) pedestrians were injured in motor vehicle crashes in the neighborhood. Based on the feedback obtained during the Workshop walking audit conducted on April 30, the neighborhood is in need of numerous pedestrian upgrades including sidewalk repair.

Workshop participants recommended that "Ladder" style crosswalks be installed at eight intersections. They also made a number of other suggestions including upgrading signals and installing pedestrian countdown signal heads, a pedestrian refuge island, mid-block crosswalks, pedestrian scale lighting, bicycle lanes, edge striping (as a traffic calming technique), and pedestrian signage at many locations. Stair access repair, school travel plans and bus stop and utility pole upgrades were also recommended. All of the recommendations outlined in this report would enhance the pedestrian safety for of neighborhood residents, promote a friendlier walking environment and improve destination access especially for elementary school-age children who are walking to and from the neighborhoods many schools.

In addition to the engineering recommendations outlined in this report, employing enforcement and education tactics to reduce the incident of pedestrian crashes resulting in injuries is essential. City, neighborhood and school officials are encouraged to work with the local TMA (Meadowlink) to implement a Safe Routes to School programs as well as take advantage of education and enforcement grant opportunities provided by the New Jersey Division of Highway Traffic Safety. Pursuing partnerships and identifying champions within the community who will promote pedestrian safety as a shared responsibility between all roadway users is highly recommended.

The design recommendations outlined in this Walkable Community Workshop report seek to improve the walking environment in the neighborhood adjacent to Napier Academy and P.S. #28, while supporting NJDOT's Complete Streets Policy. The report is a valuable tool that public, law enforcement and community officials, as well as citizens, are encouraged to leverage to improve the safety and mobility of all who live and work in the neighborhood as well as other neighborhoods throughout the City of Paterson.

Vicinity of Napier Academy
Walkable Community Workshop Agenda
P.S. #28, 200 Presidential Ave., City of Paterson
10AM-12:30PM
April 30, 2012

Welcome.....10:00

Walkable Community and Complete Streets Presentation.....10:15

- Complete Streets Policy
- Walking environment

Walking Audit in the Vicinity of Napier Academy.....10:40

- In field assessment

Design Solutions (Breakout Session).....11:30

- Small team working groups
- Presentation of recommendations
- Priorities and action plan
- Next steps, questions, and wrap-up

Adjourn.....12:30



Workshop Participants

Name	Organization
Blythe Eaman	Meadowlink Transportation Management Association
Michael Deutsch	Paterson Planning and Zoning
Jerry Flack	Habitat for Humanity
Andy Kaplan	Rutgers, Transportation Safety Resource Center
Michael Lysicatos	Passaic County
Kelly Makino	DFN Community School & BGC
Nora Shepard	Meadowlink Transportation Management Association
Rev. Stafford Miller	St. Philips United Methodist Church
Elizabeth Thompson	North Jersey Transportation Planning Authority
Hongchao Yu	City of Paterson, Traffic Engineering

Pedestrian Image Resource: www.pedbikeimages.org



Edge Striping for Parking



Curb Extensions



High Visibility Crosswalk



ADA Compliant Curb Ramps

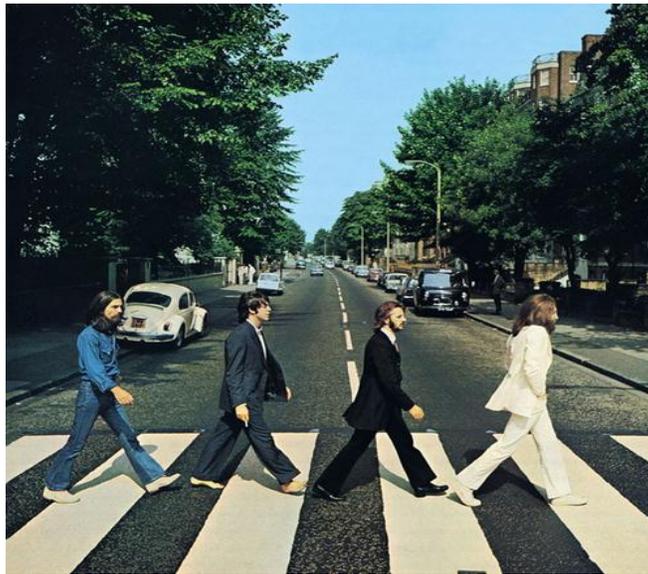


Bulb Out



Bulb Out with Parking

“Ladder” Style Crosswalk Sample



Walk Safely

New Jersey

- Always Cross at Corners
- Look Both Ways Before Crossing the Street
- Always Walk Facing Traffic

SAFE PASSAGE
moving toward zero fatalities
www.njsaferoads.com

Walk Safely New Jersey

Facts:

Walking is a great activity and a great way to stay fit. However, it can also be dangerous.

More than a hundred pedestrians are killed in New Jersey each year and thousands more are injured.

Tips:

- ⚠️ Wear bright-colored clothing, especially at night. If necessary, attach a piece of reflective material to your clothing or handbag.
- ⚠️ Walk on sidewalks or paths and always cross at the corner, within marked crosswalks.
- ⚠️ Do not try to cross mid-block or between parked cars.
- ⚠️ Look left, right and left again before crossing and be on the lookout for turning vehicles.
- ⚠️ Continue to look for vehicles while crossing.
- ⚠️ Make eye contact with the driver before crossing in front of a vehicle.
- ⚠️ Learn the proper use of "Walk/Don't Walk" signals and obey them.
- ⚠️ Use the buddy system. Walk and cross with others when possible.
- ⚠️ If at all possible, do not walk at night or during bad weather such as rain, snow or ice.



DIVISION OF HIGHWAY TRAFFIC SAFETY

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MP042011

THIS IS A WARNING

YOU HAVE JUST FAILED TO STOP FOR A PEDESTRIAN IN A MARKED CROSSWALK

The law is clear (see reverse side).

Motorists in New Jersey **MUST** stop for pedestrians in a marked crosswalk. Failure to observe the law may subject you to one or more of the following:

- 2 POINTS
- \$200 FINE
(plus court costs)
- 15 DAYS COMMUNITY SERVICE
- INSURANCE SURCHARGES



YOU HAVE JUST FAILED TO USE DUE CARE AS A PEDESTRIAN

The law is clear, pedestrians must obey pedestrian signals and use crosswalks at signalized intersections. Both carry a \$54.00 fine for failure to observe the law. (C.39:4-32 and 33)

This initiative is provided as an educational tool to foster public awareness about pedestrian safety and ultimately reduce injuries and deaths.

SAFE PASSAGE

moving toward zero fatalities

WWW.NJSAFEROADS.COM

New Jersey Statute 39:4-36 Driver to stop for pedestrian: exceptions, violations, penalties.

A. The driver of a vehicle must stop and stay stopped for a pedestrian crossing the roadway within any marked crosswalk, but shall yield the right-of-way to a pedestrian crossing the roadway within an 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, but 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 stop or yield. Nothing contained herein shall relieve a pedestrian from using due care for his safety.

Whenever any vehicle is stopped to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.

Every pedestrian upon a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway.

B. A person violating this section shall, upon conviction thereof, pay a fine to be imposed by the court in the amount of \$200. The court may also impose a term of community service not to exceed 15 days.

C. Of each fine imposed and collected pursuant to subsection B. of the section, \$100 shall be forwarded to the State Treasurer who shall annually deposit the moneys into the "Pedestrian Safety Enforcement and Education Fund" created by section 1 of PL 2005, c 84 (C.39:4-36.2)

HP102010