

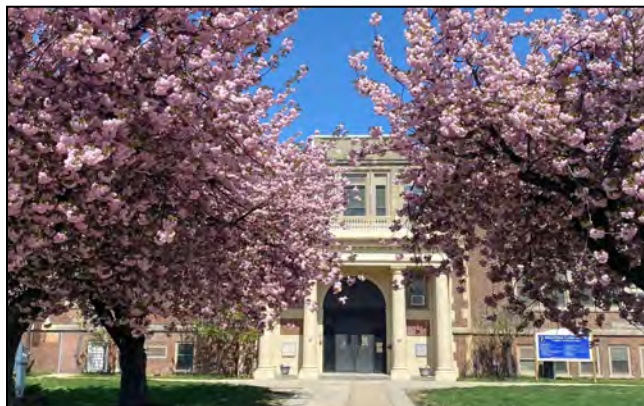
Safe Routes to School Program

Belleville Schools #3, #7, and #8 Travel Plan

Belleville School #3



Belleville School #7



Belleville School #8



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DISCLAIMER

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U.S. Department of Transportation
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Executive Summary

A Safe Routes to School (SRTS) Travel Plan is a resource to encourage and increase the number of students walking or bicycling to school. It provides directions for schools, students, families and the city to build a safer walking and biking environment. School Travel Plans are site specific and describe the needs of each school being studied. The plan includes observations, ideas and an action plan to address issues and problem areas.

The Plan covers five aspects of the Safe Routes to School program – Education, Encouragement, Enforcement, Evaluation, and Engineering. The School Travel Plan outlines the timeframe and funding priorities to support a coordinated schedule of streetscape improvements. The New Jersey Safe Routes to School (SRTS) infrastructure funding program encourages applicants to have an approved School Travel Plan before applying for a grant.

1. Goals

The goals of the Belleville School #s 3, 7, and 8 Travel Plan are:

- a. Identify any issues that impact safety on the key travel routes used by students
- b. Provide suggestions to improve safety in the travel environment around school
- c. Prioritize suggestions in terms of cost and time needed to make improvements
- d. Propose solutions to encourage more students to walk and bike to school

2. Task Force

This School Travel Plan is the product of a robust and productive partnership. The Belleville Public Schools SRTS Task Force came together out of a shared community interest in improving the health of students and residents by encouraging more walking and biking. The involvement of local stakeholders is an important part of ensuring the sustainability of the SRTS initiative and the enactment of the Action Plan.

3. Community Barriers to Health

- Cost of living and housing is high in Essex County
- 12.4 percent of Essex County residents under 65 do not have health insurance
- NJ and Essex County residents have high rates of physical inactivity
- Essex County received a B grade, with 2 "orange alert" days due to high ozone days (American Lung Association 2024)
- Rates of uninsured, unemployed, and children in poverty are higher in Essex County than state averages (CountyHealthRankings.org)

4. Barriers and Opportunities Identified for Safer Walking and Biking

The Safe Routes to School Taskforce, including EZ Ride and Community Partners conducted a detailed assessment of road conditions along the main routes used by students to walk and bike to school on December 21, 2023. Major roads near the schools include Joralemon Street, Union Avenue, Belleville Avenue, and Washington Avenue. Major intersections near schools include the intersections of Joralemon Street and Union Avenue, Belleville Avenue and Union Avenue, Joralemon Street and Passaic Avenue.

5. Action Plan

The Safe Routes to School program categorizes the Action Plan into the “Five E’s”: Education, Encouragement, Enforcement, Evaluation and Engineering. This is useful because it helps the school prioritize next steps. Some action items may be more urgently needed, so the school can execute the recommendations in any order they choose. This School Travel Plan recommends improvements that can be made to encourage safe walking and biking. The action plan can be used to support SRTS and other Federal or State grant applications to fund pedestrian and bicycle improvements.

Key Actions/Recommendations in Action Plan include:

- Start walking school buses and bike trains to encourage students to walk/bike to school in groups for safety.
- Repair damaged sidewalks/potholes and replace trees that have uprooted sidewalks with smaller trees that will not uproot sidewalks.
- Add bike lanes, sidewalks, high-visibility crosswalks, and stop bars as needed.
- Equip the school zone with speed limit, flashing stop, and no idling signs, school zone pavement markings, and set up “kiss and drop” areas two blocks from schools.
- Paint/restripe crosswalks with high-visibility designs, add pedestrian signal heads, push buttons, and Leading Pedestrian Interval (LPI) signal phases to delay turning cars.
- Prevent illegal parking on corners that obstructs drivers’ view of pedestrians through physical daylighting measures.
- Increase visibility of pedestrians and calm traffic by adding curb extensions.
- Encourage residents and businesses to not block sidewalks and to repair damaged driveways/sidewalks in front of their property.
- Add pedestrian lighting at corners for increased visibility at dawn and dusk.
- Improve drainage near curb ramps, and street corners, and explore green infrastructure options such as stormwater gardens, and permeable pavement.

1. Walking and Cycling to Health

1.1 The Challenge

Over the past few decades, a number of societal and environmental changes have limited children's access to safe places where they can walk, bike and play. For example, increased traffic, neighborhoods that lack sidewalks and urban sprawl have contributed to a sharp decline in the number of students who walk or bike to school. Nationally, while 42 percent of children walked or biked to school in 1969, only 13 percent of children did so in 2009. Additionally, the popularity of television and video games as a means to entertain children has contributed to a more sedentary lifestyle. As a result, children and adolescents are less physically active than they were several generations ago.

The decrease in walking and biking to school and less physical forms of play has resulted in an alarming increase in childhood obesity. During the past four decades, the obesity rate for children ages 6 to 11 has more than quadrupled (from 4.2 to 17 percent), and the obesity rate for adolescents ages 12 to 19 has more than tripled (from 4.6 to 17.6 percent).

Developing policies and practices to address these environmental and social barriers to daily physical activity are critical to reducing and preventing obesity among children. Supporting "active transport" (or walking and bicycling) to school presents an excellent opportunity to increase daily physical activity among youth.¹

1.2. The Program

Safe Routes to School (SRTS) is a federal program that encourages, teaches, and enables children to safely bicycle and walk to school. The program aims to help children be more physically active with the intent to reduce chronic disease and prevent and reduce obesity. SRTS focuses on increasing the number of children walking and bicycling to school by building and repairing infrastructure such as sidewalks, crosswalks, and bicycle lanes. The program also encourages changes in travel behavior, supports increased enforcement of traffic laws around schools, and educates communities on the benefits and safety aspects of active transport. This report summarizes research on active transport to school. It also explores the factors that influence walking and biking to school, including the impact of SRTS programs.

In the 2013 book, Designing Healthy Communities, Dr. Richard Stockton and Stacey Sinclair note that "walking to school is good for children's cognitive health and learning

¹ Walking and Biking to School, Physical Activities and Health Outcomes, Robert Wood Johnson Foundation

ability. It improves children's concentration, boosts moods and alertness, and enhances memory, creativity and overall learning."

The SRTS Program is a collaborative effort of multiple stakeholders that include community members, elected officials, city planners, and police departments. SRTS brings a community closer together by implementing programs such as walking school buses, walkability audits, bicycle rodeos and pedestrian safety presentations. The benefits of SRTS extend far beyond the schools into the community as a whole.

A SRTS School Travel Plan "maps out" specific ways to improve pedestrian and bicycle travel to increase the number of students who walk and bike to school and to improve safety. A School Travel Plan identifies the following:

- Where students currently walk and bike?
- Where would students walk and bike if they could?
- What changes need to be made so that students can and will walk and bike to school?

The School Travel Plan identifies short term solutions for immediate action and implementation as well as long term solutions that may require planning and additional funds. Benefits of developing a School Travel Plan include:

- Creating partnerships between the school and surrounding community
- Generating ideas and actions so walking and bicycling is safer
- Building community excitement and support
- Making an application for a SRTS grant more competitive by demonstrating a connection between goals, actions and targets

1.3. The Team

The New Jersey Department of Transportation (NJDOT) funds and administers the SRTS program in New Jersey, and the Voorhees Transportation Center (VTC) at Rutgers University provides technical and administrative support.

EZ Ride and SRTS

In New Jersey, Transportation Management Associations (TMAs) have taken the lead in coordinating the implementation of the SRTS programs. TMAs are non-profit organizations whose mission is to implement transportation programs and services like carpools, vanpools, shuttles, biking and walking that reduce congestion and improve air quality. EZ Ride is one of eight Transportation Management Associations (TMAs) in New Jersey and serves Bergen, Essex, Monmouth, Passaic and Union counties.

Belleville Township - The township has been actively involved. Mr. Brian Banda, the current Township Manager, served as the Township Planner at the time of this project. Brian assisted the previous Township Manager and engineer with the federal and state DOT grants.

Belleville School District

EZ Ride garnered the support of the Belleville Board of Education, and several schools are actively participating and are involved in the Safe Routes to School program and its recognition awards program.

The EZ Ride Bike and Pedestrian team has been active in the Belleville Public School system going as far back as 2019. EZ Ride has assisted the Belleville Public Schools as follows:

- School #s 3, 4, 5, 7, 8, 9, and 10 received Bronze Recognition and the Township of Belleville received Silver Recognition from Safe Routes to School in 2019.
- School #s 4, 5, 7, 9, and 10 renewed their Bronze recognition in 2022 and the Township of Belleville received Bronze Recognition in 2022.
- School #3 renewed their Bronze recognition, Belleville High School received Bronze recognition, and Belleville Middle School received Gold recognition in 2023.
- Provided 37 bike helmets and additional safety information at Belleville's annual Green Fair on September 17, 2022 and September 16, 2023.
- Participated in the bollard installation and street painting of an intersection mural next to Belleville Middle School on March 29, 2023.
- An audit of the planned "drop off" process was completed at Hornblower ECC on July 27, 2023 in advance of the new school building opening in Fall 2023.
- Partnered with the Belleville Police and provided Learn to Ride and Safe Bike Skills classes followed by a community ride on April 22, 2023 and May 19, 2024.
- Superintendent Dr. Richard Tomko was a guest speaker at the September 27, 2023 EZ Ride Recognition Luncheon. Dr. Tomko has since joined the EZ Ride Board of Directors.
- Collaborated with NJTPA, Sustainable Jersey, Belleville HS and the Township Green Team on the installation of a temporary two-way bike lane project along Division Avenue using flexible delineators on October 24, 2024.
- Organized a community bike and roll to school event to use the temporary bike lane with HS staff, HS students, local police, and residents participating on October 30, 2024.
- Provided a Bike/E-Bike/E-Scooter safety presentation and ride at the Belleville High School on November 1, 2024. The ride was in the temporary bike lane. Bike

helmets were provided. The High School drone team created the following drone video: <https://www.youtube.com/watch?v=npgksB52zqo>

- Provided the necessary Pedestrian and Bike Safety presentations at School #s 3, 4, 5, 7, 8, 9, and 10, and the Township of Belleville for each to advance to Gold recognition in 2024.
- School #s 9 and 10, and the Township of Belleville renewed their Gold recognition and Belleville High School advanced to Gold in 2025.

Background to the Walkability Assessment at Belleville School #s 3, 7, and 8

EZ Ride was asked by the Belleville Township Green Team to conduct a walk audit around the Belleville Schools in spring 2022. The Bike and Pedestrian team worked with the Green Team and School District to develop three routes frequently used by students to travel to and from the schools.

EZ Ride conducted a virtual training two weeks before the audit with school staff, administrators, and (parent/PTA) volunteers from Schools #7 and #8. All details of the training were reviewed the day of and prior to beginning the audit. The three schools are located within two miles of each other.

The Walk Audit Task Force Team - Walking Route C



A list of the Task Force who attended the Walk Assessment and are crucial to the implementation of the project are included in the table below.

Belleville School #s 3, 7, and 8 Travel Plan Task Force

Organization	Role/Responsibility	Contact
Belleville Board of Education, Belleville Green Team	Project Lead	Gabrielle Bennett-Meany gabriellebennettmeany@gmail.com
Belleville Board of Education	Superintendent	Current: Erick Alfonso erick.alfonso@bellevilleschools.org At time of audit: Dr. Richard Tomko richard.tomko@bellevilleschools.org
Belleville Board of Education	President	Luis Muniz 56 Ralph Street Belleville, NJ 07109 luis.muniz@bellevilleschools.org (201) 314-5209
Belleville Public Schools	Computer Technician	Biagio Giugno 56 Ralph Street Belleville, NJ 07109 biagio.giugno@bellevilleschools.org (973)-450-3500
Belleville Police Department	Police Sargeant	Sgt. Juan Lisojo 152 Washington Ave #1, Belleville, NJ 07109 jlisojo@bellevillenj.org (973) 450-3333
Belleville School #3	Home and School Association	Ruben Rodriguez, (201)-314-5209 Nelsy Diaz, (551)-689-8375
Belleville School #7	Borderline Bikes	Bill Quick borderlinebikes@gmail.com 862-849-8525
Belleville School #7	Parent	Karen dela Merced poonie37@gmail.com 917-699-3730
Belleville School #7	Township of Belleville	Brian Banda bbanda@bellevillenj.org
Belleville School #7	Belleville Police	Rocco Danise rdanise@bellevillenj.org 973-450-3327
Belleville School #7	Board of Education	Nicole Baddis nicole.baddis@bellevilleschools.org 973-715-4561

Belleville School #8	Teacher	David Muller david.muller@bellevilleschools.org
Belleville School #8	PTA President	Vanessa Cahal bellevilleschool8Pta@gmail.com
EZ Ride Safe Routes to School Team	Director, Sustainability Programs	Lisa Lee 144 Park Place East Wood-Ridge, NJ 07075 (201) 939-4242 ext. 123 llee@ezride.org
EZ Ride Safe Routes to School Team	Manager, Bike and Pedestrian Program	Michael Johnson (201) 939-4242 ext. 130 mjohnson@ezride.org
EZ Ride Safe Routes to School Team	Assistant Coordinators, Bike and Pedestrian Program	Erlea Maldonado, Chris Nowell, Brendan Byrne emaldonado@ezride.org , cnowell@ezride.org , bbyrne@ezride.org (201) 939-4242 ext. 122, 121, 137 At time of audit: Adam Iaccheo, and Jency Jimenez aiaccheo@ezride.org , jjimenez@ezride.org

2. District and School Profile

A school profile for the Belleville School District and Belleville School #s 3, 7, and 8 was developed using data from the NJ Performance website. Belleville school district serves 5,010 students from Pre-Kindergarten through Grade 12 and operates 10 schools in total. One high school (Grades 9-12) and one middle school (Grades 7-8). The district has four elementary schools serving students' Pre-K through Grade 5 and three serving Kindergarten through 5th grade. One Early Childhood Center has Pre-Kindergarten students. The student demographics are displayed in the table below.

Table 2a: Belleville Public School District – Student Demographics
Total Students in District: 5,134

Ethnicity*	% of Students
White	9.7%
Hispanic	74.3%
Black or African American	7.8%
Asian	6.0%
Native Hawaiian or Pacific Islander	0.4%

American Indian or Alaska Native	0.3%
Two or more Races	1.5%
Sex*	% of Students
Male	52%
Female	48%
Grade Level*	Students
Primary (Pre-Kindergarten – Grade 5)	2,484
Middle School (Grade 6 - 8)	1,051
High School (Grade 9 - 12)	1,599
Students with Disabilities	% of Students
Students with Disabilities	18.2%

Source: NJ Performance Report | 2023-2024 Academic Year

Table 2b: Belleville School # 3 – Student Demographics
Total Students in School: 356

Ethnicity*	% of Students
White	10.2%
Hispanic	78.0%
Black or African American	5.8%
Asian	4.4%
Native Hawaiian or Pacific Islander	0.5%
American Indian or Alaska Native	0.0%
Two or more Races	1.2%
Sex*	% of Students
Male	52%
Female	48%
Grade Level*	Students
Primary (Kindergarten – Grade 6)	356
Students with Disabilities	% of Students
Students with Disabilities	20.1%

Source: NJ Performance Report | 2023-2024 Academic Year

Table 2c: Belleville School # 7 – Student Demographics
Total Students in School: 445

Ethnicity*	% of Students
White	15.3%
Hispanic	66.7%
Black or African American	6.5%
Asian	9.2%
Native Hawaiian or Pacific Islander	0.2%
American Indian or Alaska Native	0.0%
Two or more Races	2.0%
Sex*	% of Students
Male	53%
Female	47%
Grade Level*	Students
Primary (Pre-Kindergarten – Grade 6)	445
Students with Disabilities	% of Students
Students with Disabilities	23.8%

Source: NJ Performance Report | 2023-2024 Academic Year

Table 2d: Belleville School # 8 – Student Demographics
Total Students in School: 499

Ethnicity*	% of Students
White	6.6%
Hispanic	81.2%
Black or African American	8.0%
Asian	2.0%
Native Hawaiian or Pacific Islander	0.0%
American Indian or Alaska Native	0.8%
Two or more Races	1.4%
Sex*	% of Students
Male	51
Female	49
Grade Level*	Students
Primary (Pre-Kindergarten – Grade 6)	499
Students with Disabilities	% of Students
Students with Disabilities	12.2%

Source: NJ Performance Report | 2023-2024 Academic Year

Environmental Equity

An Overburdened Community (OBC), as defined by the law, is any census block group, as determined in accordance with the most recent United States Census, in which: at least 35 percent of the households qualify as low-income households (at or below twice the poverty threshold as determined by the United States Census Bureau); at least 40 percent of the residents identify as minority or as members of a State recognized tribal community; or at least 40 percent of the households have limited English proficiency (without an adult that speaks English “very well” according to the United States Census Bureau).

The Township of Belleville identifies as an Overburdened Community and is a Targeted Urban Municipality (TUM) as it meets the criteria of having 76 percent of the population identify as minority, and its average median household income (\$85,812) is lower than the New Jersey average (\$97,126).

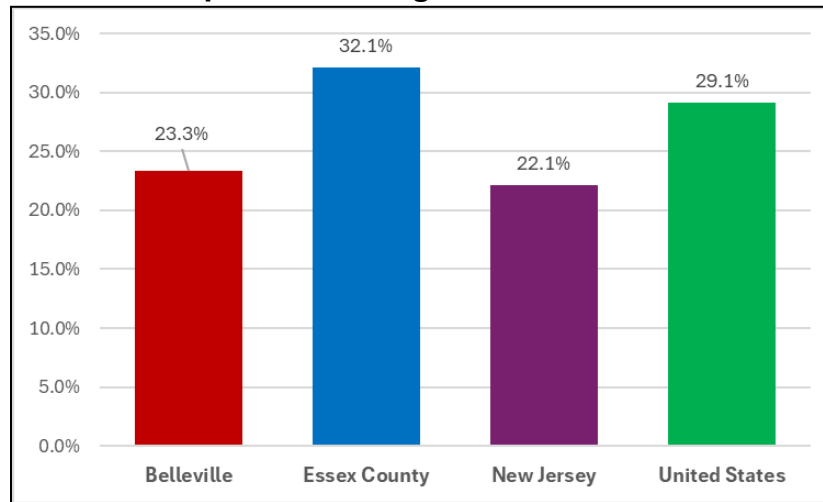
2.1 Township of Belleville and Essex County Health Profile

Essex County is the third most populated county in the state of New Jersey. Due to population density and its proximity to New York City, cost of living is high. There are many different health disparities that exist in the county. According to countyhealthrankings.org, rates of uninsured, unemployed, and children in poverty are higher than state averages. Individuals in Essex County have unusually high rates of physical inactivity, and the violent crime rate is also high compared to other counties. Furthermore, air quality throughout the county is slightly lower compared to the state average.

Understanding Social Determinants of Health

Conditions in the places where people live, learn, work, and play affect a wide range of health risks and outcomes. These conditions are known as social determinants of health. Poverty may limit healthy food access and coincide with unsafe neighborhoods and that more education is a predictor of better health. We also know that differences in health are striking in communities with poor social determinants of health such as unstable housing, low income, unsafe neighborhoods, or substandard education. By applying what we know about social determinants of health, we can improve individual and population health, and also advance health equity.

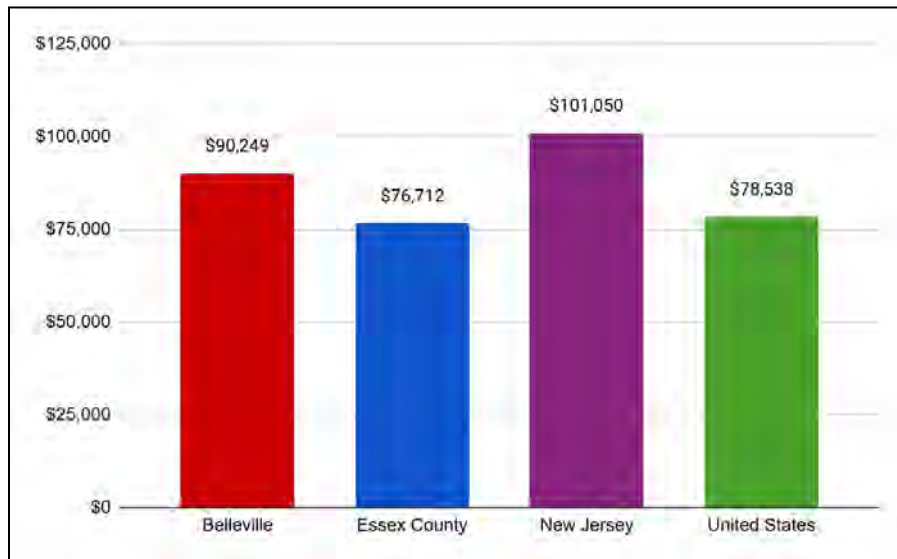
Chart 1: Percent of Population Living Below Two Times the Poverty Level



Source: 2022 Healthy Community Report Essex County Belleville Twp.

Although the average of the population of Essex County living below two times the poverty rate is higher than the state average of 22.1 percent, Belleville Township poverty rates are lower than Essex County's rate with 23.3 percent living below twice the poverty rate. This is less than the national average.

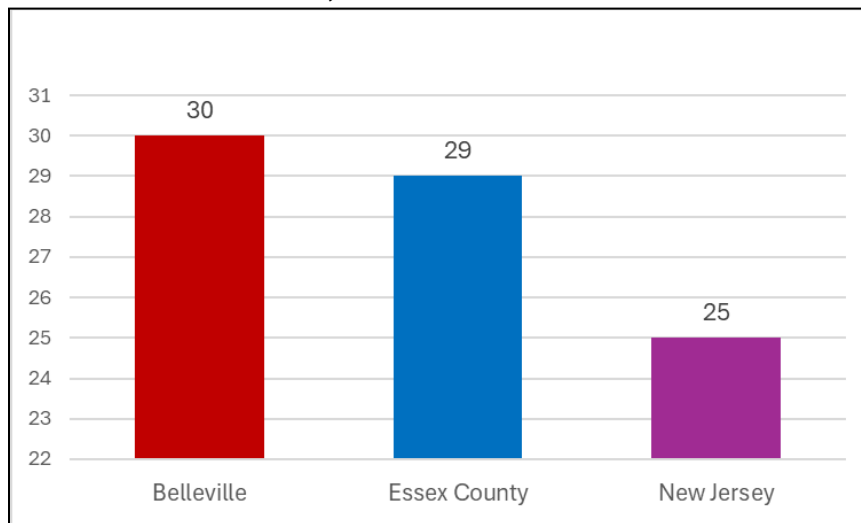
Chart 2: Estimated Median Household Income – Belleville, NJ



Source: US Census Bureau Quick Facts, 2023

While Belleville households earned \$13,537 more than the average Essex County household, they still earned \$10,801 less than the median New Jersey household.

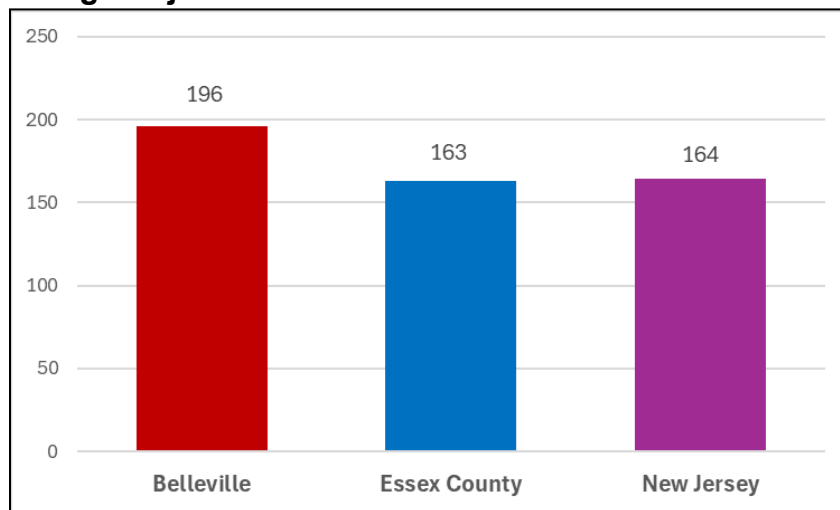
Chart 3: Age Adjusted Adult Rate of Chronic Obstructive Pulmonary Disease Per 100,000 - Belleville NJ



Source: 2022 Healthy Community Planning Report - Essex County, Belleville Twp.

Long-term exposures to lung irritants such as air pollution, dust from the environment and/or workplace, and chemical fumes are a risk factor for COPD. Belleville has a higher rate of COPD, 30 per 100,000 among adults, than the county which has 29 cases per 100,000, and the state, which has 25 cases per 100,000.

Chart 4: Age Adjusted Adult Heart Disease Death Rate Per 100,000



Source: 2022 Healthy Community Planning Report - Essex County, Belleville Twp.

In 2020, heart disease was the leading cause of death in New Jersey and the United States. According to the Essex County 2022 Healthy Community Planning Report, adult heart disease deaths were higher in Belleville than in Essex County and in the state.

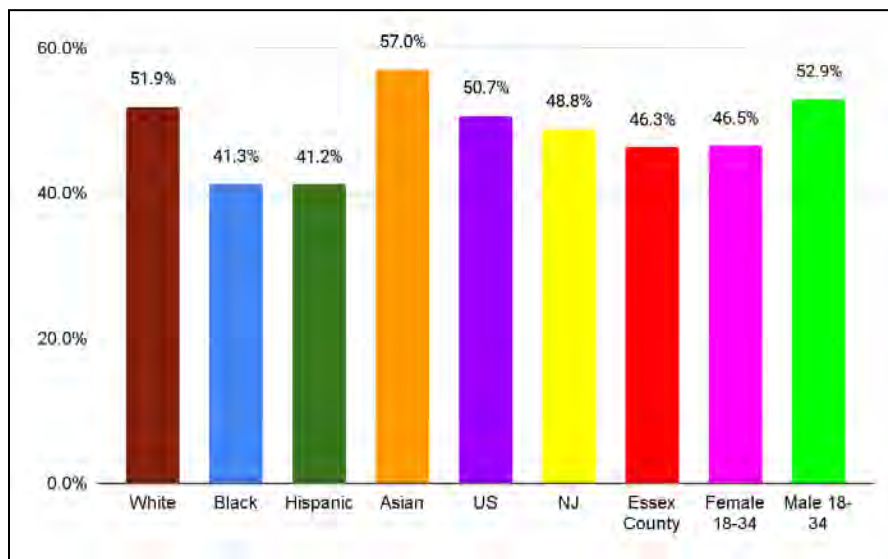
Media Viewing Habits

The American Academy of Pediatrics recommends that children spend a maximum of two hours per day on entertainment media like television, computers, and video games.

Physical Activity/Exercise

The HHS 2018 Physical Activity Guidelines for Americans recommend that adults get at least thirty minutes of moderate to vigorous activity daily and that children get at least sixty minutes of moderate to vigorous physical activity daily. Chart 5 below indicates the percentage of Essex County residents that met physical activity recommendations in 2022.

Chart 5: Percentage of Population that Meets Physical Activity Recommendations



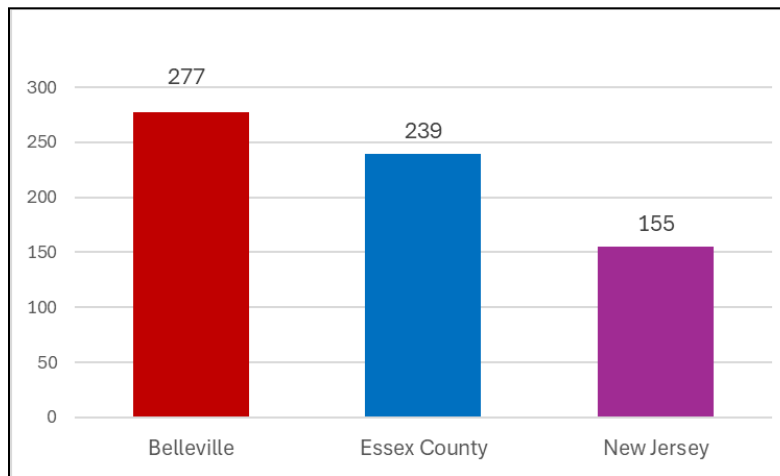
Source: 2022 Healthy Community Planning Report - Essex County, Belleville Twp.

Those less likely to meet physical activity requirements include: Women, Hispanics, and African Americans.

Air Pollution

Air pollution is a risk factor for developing illnesses such as respiratory infections and asthma. Choosing to use “cleaner” modes of transportation (carpool, reduced trips, public transportation, walking or biking), conserving energy (ENERGY STAR label), and using clean products (house cleaning solutions and paint) may lower the air quality index and protect individuals from developing an illness later in life.

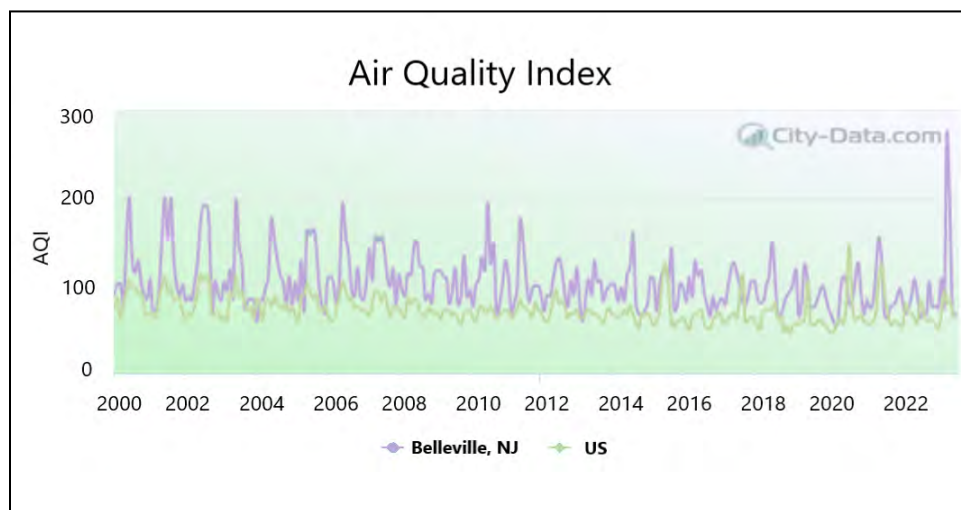
Chart 6: Air Cancer Risk Per Million - Belleville, NJ



Source: 2022 Healthy Community Planning Report - Essex County, Belleville Twp.

Chart 6 shows that 277 per million Belleville residents would develop cancer if they breathe air containing the same amount of toxins for the next 70 years. The two leading contributors to the higher air cancer risk in Belleville are non-road sources (Ex. solid waste facilities, diesel aircraft, and diesel engine trains) followed by road sources (internal combustion engine vehicles such as cars, trucks, buses and motorcycles that run on gasoline).

Chart 7: Air Quality Index

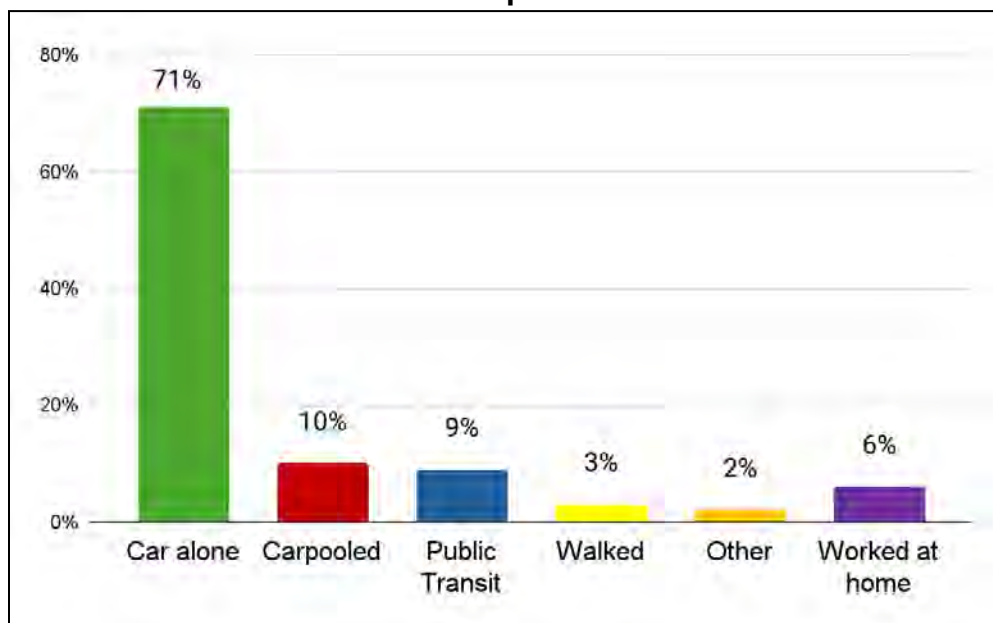


Source: City-Data.com, 2023

The Air Quality Index is measured for possible health effects to the population. A higher index average is associated with a greater chance of health disparities/illnesses. Moderate air quality may range from 50 to 100 AQI (Air Quality Index). Belleville's air quality index was 111 on average, which indicates poor air quality for those who have

asthma and are sensitive to pollution. The rating is considerably worse in comparison to the United States average AQI which was 73 in 2023.

Chart 8: Means of Transportation to Work



Source: CensusReporter.org taken from U.S. Census Bureau - ACS, 2017-2021

As shown in Chart 8, more than 65 percent of the Belleville population surveyed drive in their cars/trucks/vans alone, and less than 23 percent use other modes of transportation that reduce air pollution (carpool, public transportation, walk, and other). Lowering the amount of vehicle travel around the schools and Township could help alleviate the higher amounts of air pollution for children walking or biking to school.

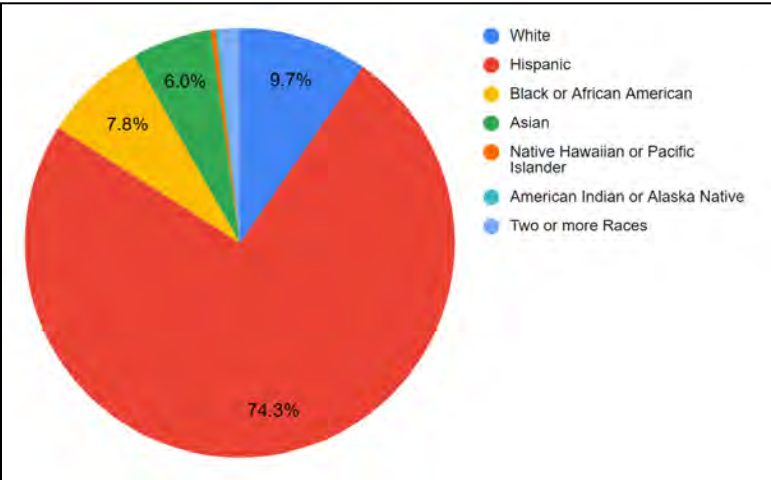
2.2 Belleville School District

Cultural and Social Impact on Educational Equity

The mission of the Belleville Public School District is to cultivate critical thinkers and creative minds in an environment that fosters mutual respect for all, so that well-rounded, lifelong learners become 21st century leaders.

The District supports bicycling and walking as modes of transportation for students who live within bicycling distance and where adequate facilities are available. Walking is among the best ways to promote student well-being. Bicycling and walking provide physical activity, decrease congestion and resulting pollution, and provides skills and healthy habits that will last a lifetime. Parents are discouraged from driving children to and from school, particularly since motor vehicle crashes are the leading cause of death among school-age children.

Chart 9: Belleville School District Enrollment by Student Ethnicity



Source: NJ School Performance Report, 2023-24

The number of students in the 2023-2024 academic year totaled 5,134. This is greater than the previous academic year 2022-2023 which had a total of 5,010 students which shows the District enrollment is growing.

Table 3 - Student Language Diversity (2023-24)

Languages Spoken at Home	
English	73.5%
Spanish	23.7%
Arabic	1.0%
Other	1.9%

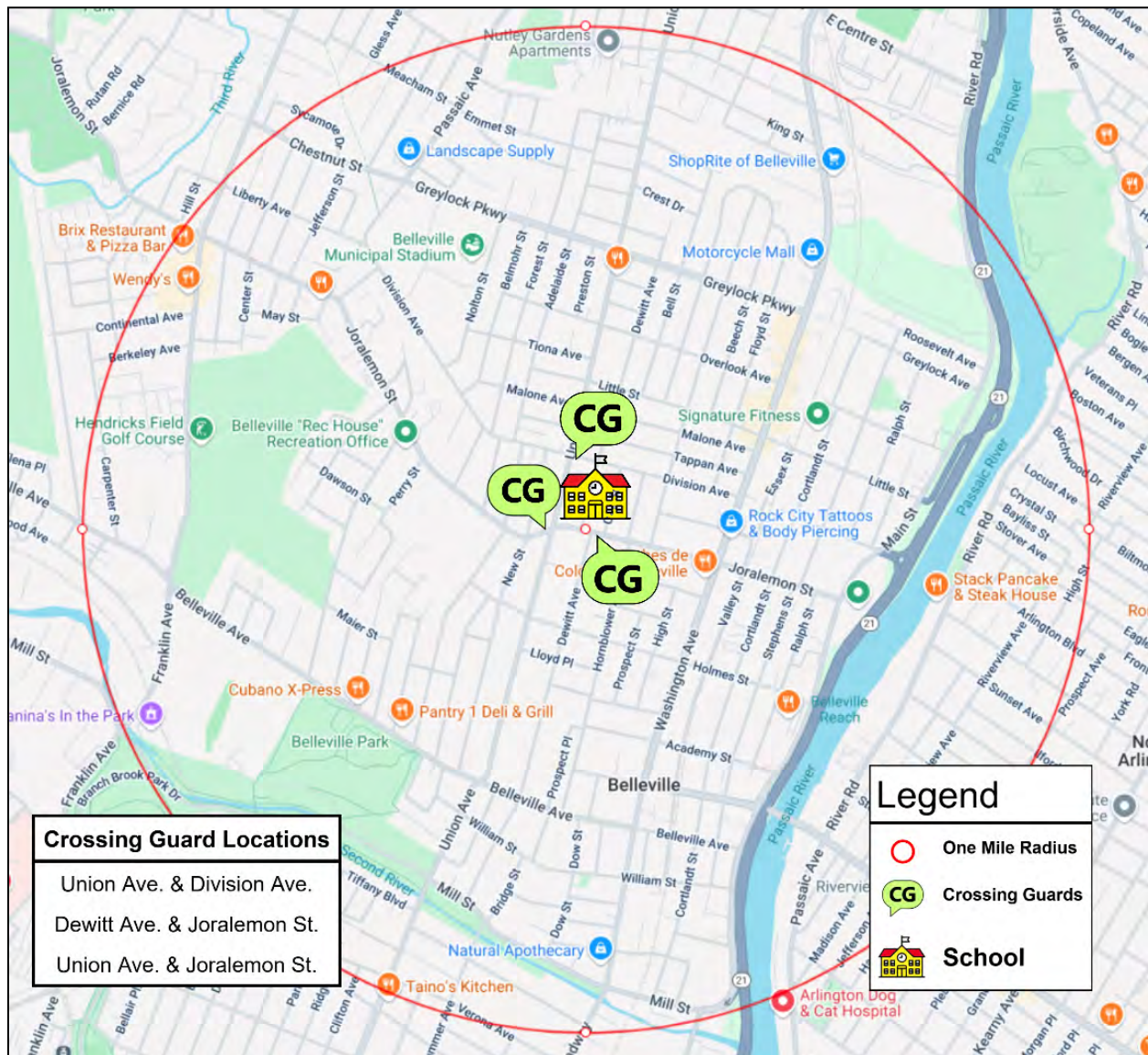
Source: NJ School Performance Report, 2023-2024

The main language spoken at home by students and their parents is English. The next most frequently spoken language is Spanish. The third most spoken language is Arabic.

3. Journey to School

In the 1960s, about 50 percent of children in the United States walked or biked to school. Over the last few decades, concerns about vehicle traffic, safety for children, longer commutes, and convenience have led more parents to drive their children to school. This results in more traffic on the road and fewer children who walk to school. Today, on average, only about 15 percent of children walk or bike to school. Map 1, Map 2, and Map 3 provide a broad overview of the residential area near Belleville Schools # 3, 7, and 8.

Map 1: One-Mile Radius of Belleville School #3



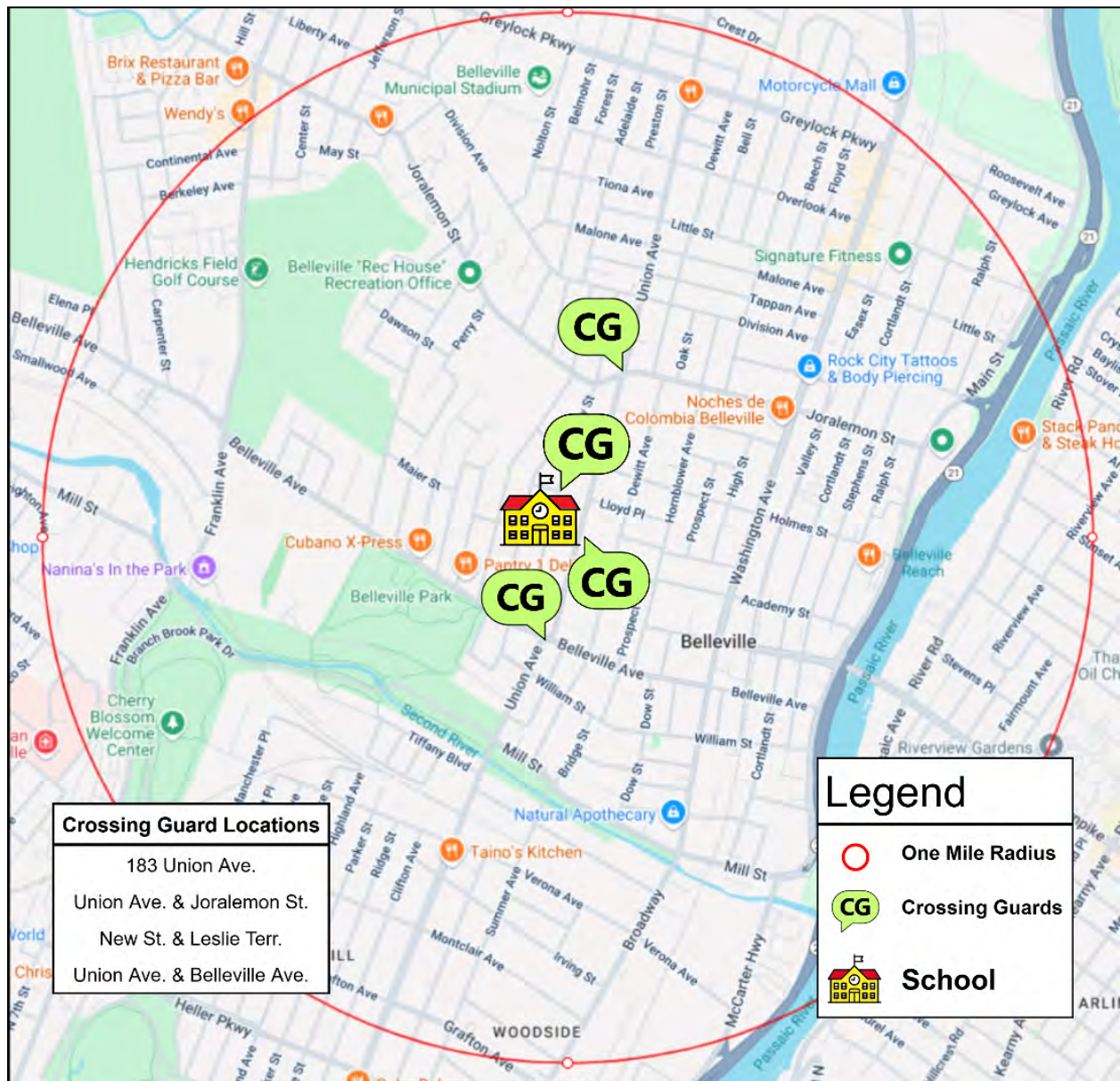
Source: Google Maps, <https://www.mapdevelopers.com/draw-circle-tool.php>

Map 2: One-Mile Radius of Belleville School #7



Source: Google Maps, <https://www.mapdevelopers.com/draw-circle-tool.php>

Map 3: One Mile Radius of Belleville School #8



Source: Google Maps, <https://www.mapdevelopers.com/draw-circle-tool.php>

3.1. Current Student Travel Environment

School Hours

The school day for Belleville schools starts at 8:35 am, and ends at 3:15 pm. Detention is held from 8:00 am - to 8:35 am or 3:15 pm - 4:00 pm Monday - Thursday so students could be traveling to school as early as 7:30 am or after 4 pm. As of February 5, 2024, the Apollo After School program took over the responsibilities of the before and after school programs at School #s 3, 4, 5, 7, 8, 9, 10, and Hornblower Early Childhood Center. School # 3 and 8's before school programs begins at 7:00 AM until 8:45 AM and afterschool care is held from 3:00 PM until 6:00 PM. School # 7's before school program begins at 7:00 AM until 9:30 AM and after school is held from 3:00 PM until 6:00 PM. Students remain in the program until their parents pick them up.

Crossing Guards

School #3 - There are crossing guards stationed at the intersection of Union Avenue and Joralemon Street, Union Avenue and Division Avenue, and Joralemon Street and Dewitt Avenue.

School #7 - There are crossing guards stationed at the intersections of Joralemon Street and Passaic Avenue, Passaic Avenue and Division Avenue, Passaic Avenue and Liberty Avenue, and Joralemon Street and Franklin Avenue.

School #8 - There are crossing guards stationed at School #8 main entrance, which is at 183 Union Avenue, at the intersection of Union Avenue and Joralemon Street, on New Street near Leslie Terrace, and at the intersection of Union Avenue and Belleville Avenue.

Drop-off / Pick-up Procedure

School #3 - Parents drop off and pick up their children on Union Avenue and Dewitt Avenue, they park their cars on the street near the school.

School #7 - Students are dropped off and picked up in the back parking lot, children enter at the opening of the gate in the rear parking lot where a teacher/resource officer will be waiting to escort them to their line-up locations. Vehicles enter from Passaic Avenue and exit onto Division Avenue. Parents can park their cars on surrounding streets for drop off and pick up if not using the back parking lot.

School #8 - Parents drop off and pick up their children on Union Avenue and New Street, they park their cars on the street near the athletic field.

Buses

School #3 - Buses arrive between 8:30 - 8:35 am and drop off the students at the front of the School on Union Ave. At the end of the day, buses are lined up along Union Avenue for pickup. Students who ride the bus enter and leave the school at Door 2.

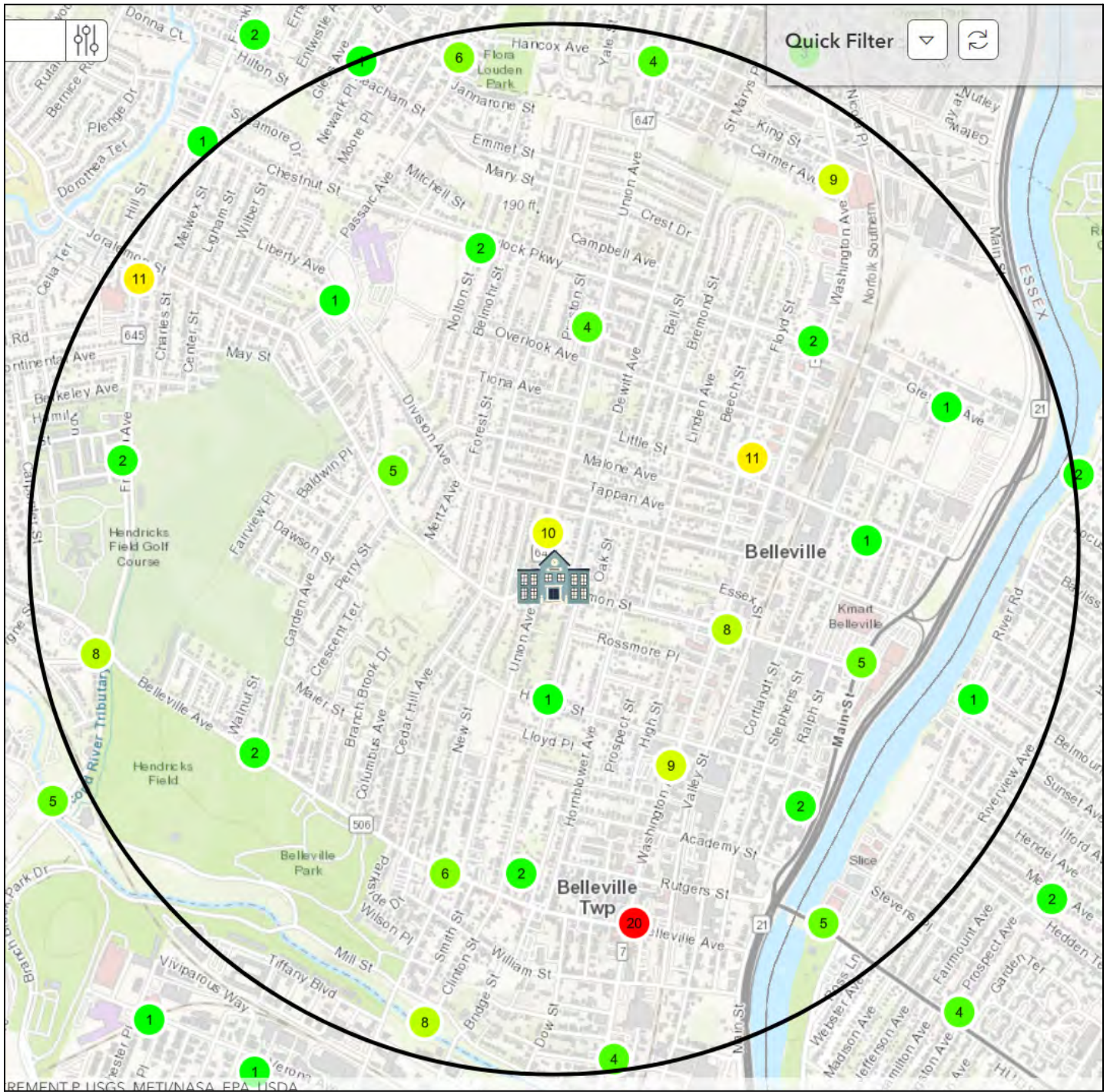
School #7 - Buses arrive between 8:30 - 8:35 am and drop off the students at the front of the School on Joralemon Street. At the end of the day, buses are lined up along Joralemon Street for pickup. Bused students enter and leave the school using the main entrance.

School #8 - Buses arrive between 8:25 am - 8:35 am and drop off the students at the front gate on Union Avenue. At the end of the day, buses are lined up along Union Avenue, and students exit the school at door 1.

3.2 Pedestrian Safety

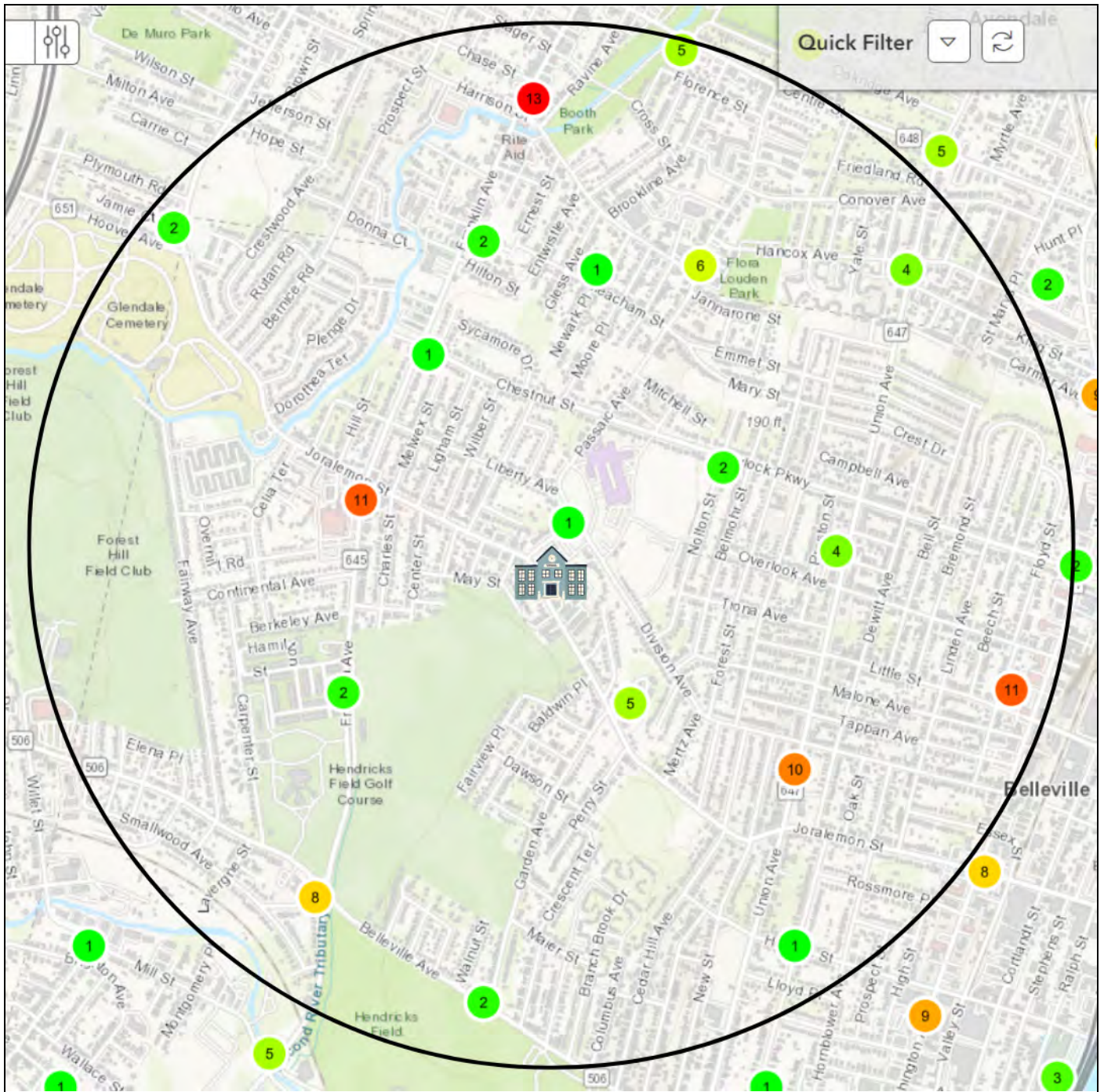
EZ Ride analyzed the pedestrian and bicycle related crashes within a one-mile radius of each school over a 10-year period from 2014 to 2023 based on police incident reports and NJ Safety Voyager mapping system. The reported incidents around School #s 3, 7 and 8 are shown on Maps 4, 5, and 6.

Map 4: Ped and Bike Crashes within One Mile of Belleville School #3



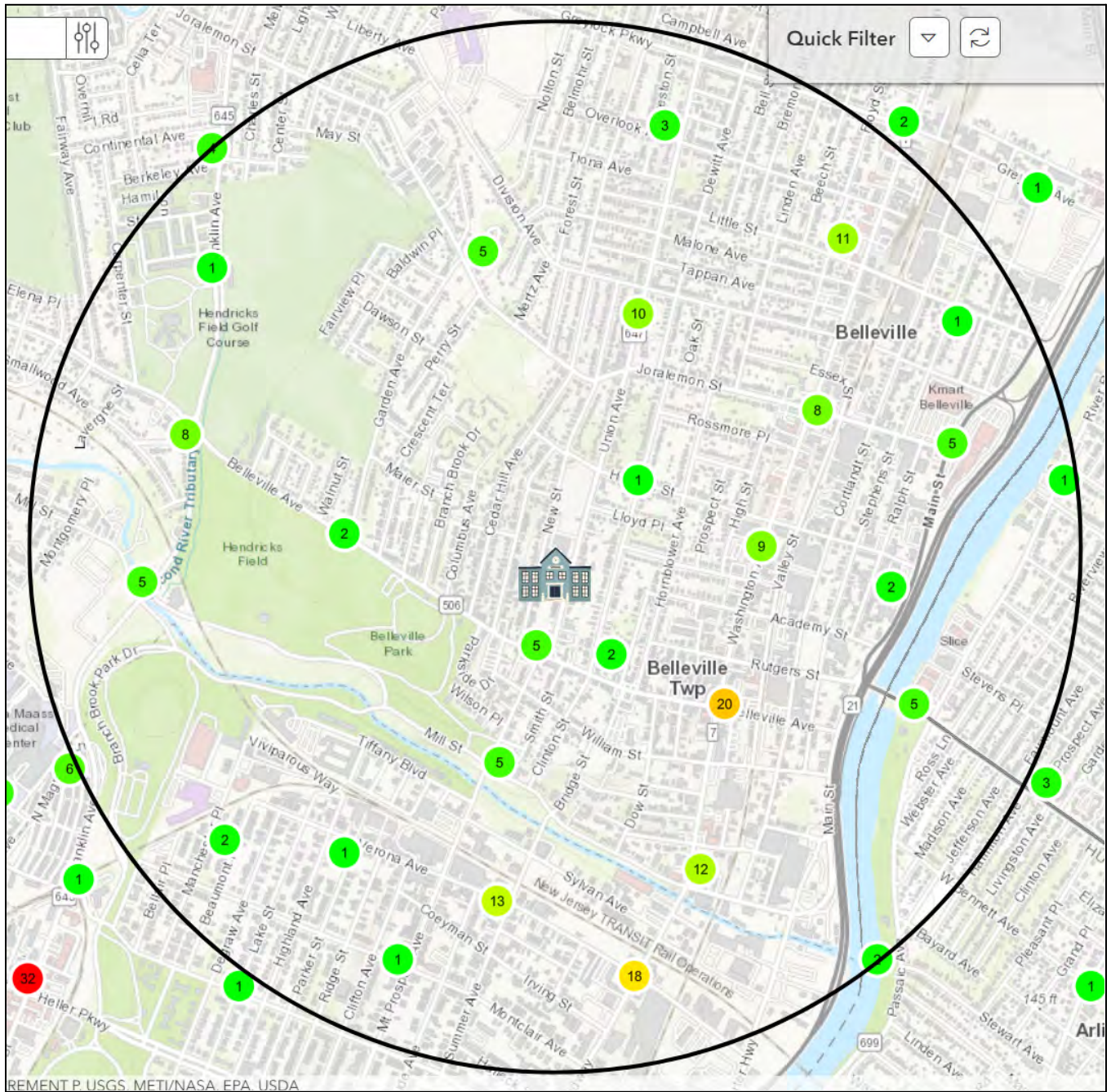
Source: Safety Voyager, 2014-2023

Map 5: Ped and Bike Crashes within One Mile of Belleville School #7



Source: Safety Voyager, 2014-2023

Map 6: Ped and Bike Crashes within One Mile of Belleville School #8



Source: Safety Voyager, 2014-2023

For School #3, most pedestrian and bike crashes occurred at the intersection of Washington Avenue and Joralemon Street. For School #7 most pedestrian and bike crashes occurred at the intersection of Joralemon Street and Franklin Avenue. For School #8 most pedestrian and bike crashes occurred at the intersection of Belleville Avenue and Dewitt Avenue.

Table 5: Pedestrian and Bicyclist Crashes by Age in Belleville

Age of Victim	Number of Crashes
0-9	7
10-19	95
20-29	65
30-39	47
40-49	44
50-59	56
60-69	39
70+	26
Unknown	47
TOTAL	426

Source: Safety Voyager, 2014-2023

Using the program Safety Voyager, pedestrian and bicyclist crashes by age were determined for Belleville, and from 2014-2023 there were 426 pedestrians and bicyclists hit by drivers. There were 102 crashes that involved children and teens under the age of twenty. Another 65 crashes involved seniors from 60+ which is a serious concern. 47 crashes did not record the age of the victim. It's suggested for the municipality and the School District to work with EZ Ride and Safe Routes to School to educate seniors and students about bike and pedestrian safety.

3.3 Walkability Assessment

The SRTS Task Force conducted a walkability and bikeability assessment of the major routes used by students to get to Belleville Schools # 3, 7, and 8 on December 21, 2023. Task Force volunteers were divided into three groups. The audit started soon after the dismissal bell rang at 3:15 pm so that volunteers could follow students on their way home and identify the issues that were faced.

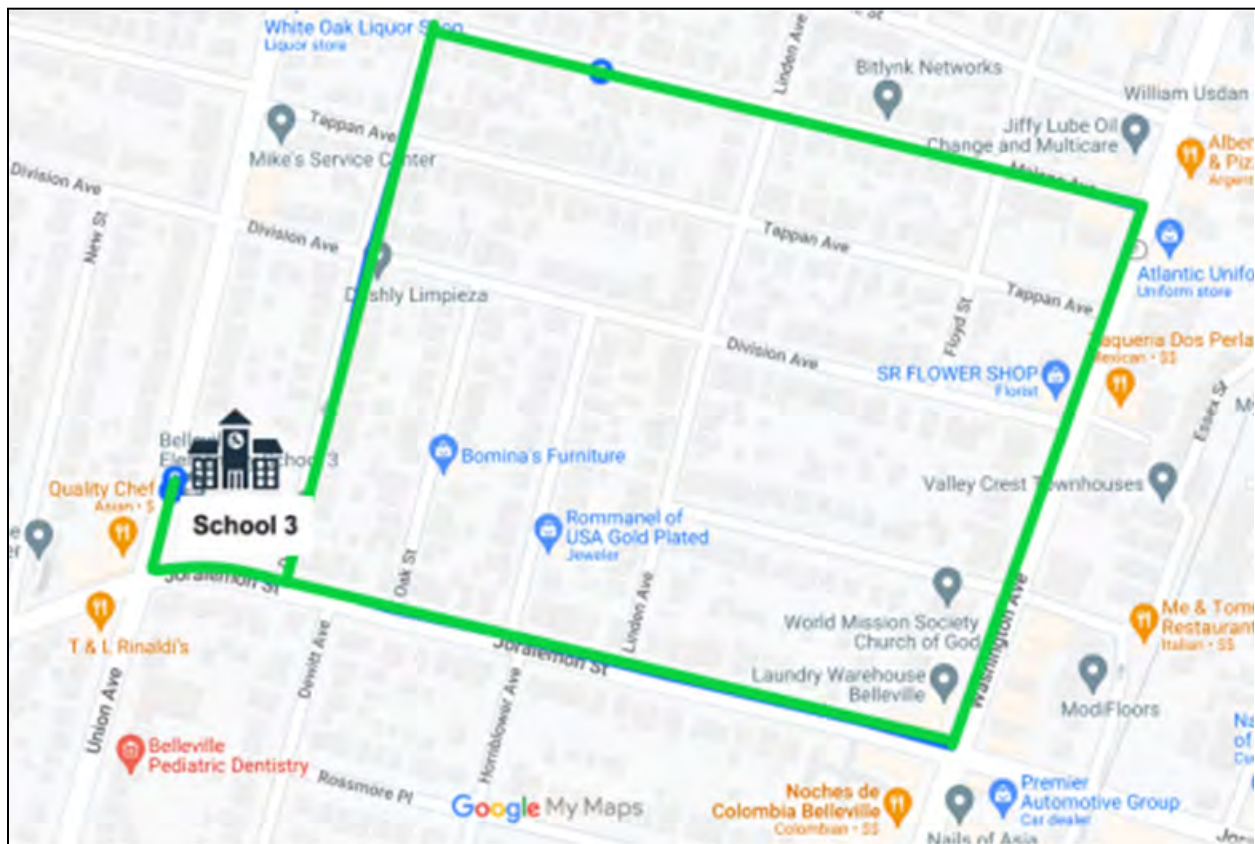
A walkability and bikeability assessment evaluates the sidewalks, roads, crosswalks, lighting, signs, signals, and walking environment along a predetermined route and identifies road improvements that can be made. The SRTS Task Force took photos of

good practices and issues on each route. Comments and recommendations are listed with each photo and are summarized in the Action Plan at the end.

School children and residents of all ages and abilities walk in and through the neighborhood. Route maps show the walking and biking routes that were assessed in the audit.

Walking Routes and Maps

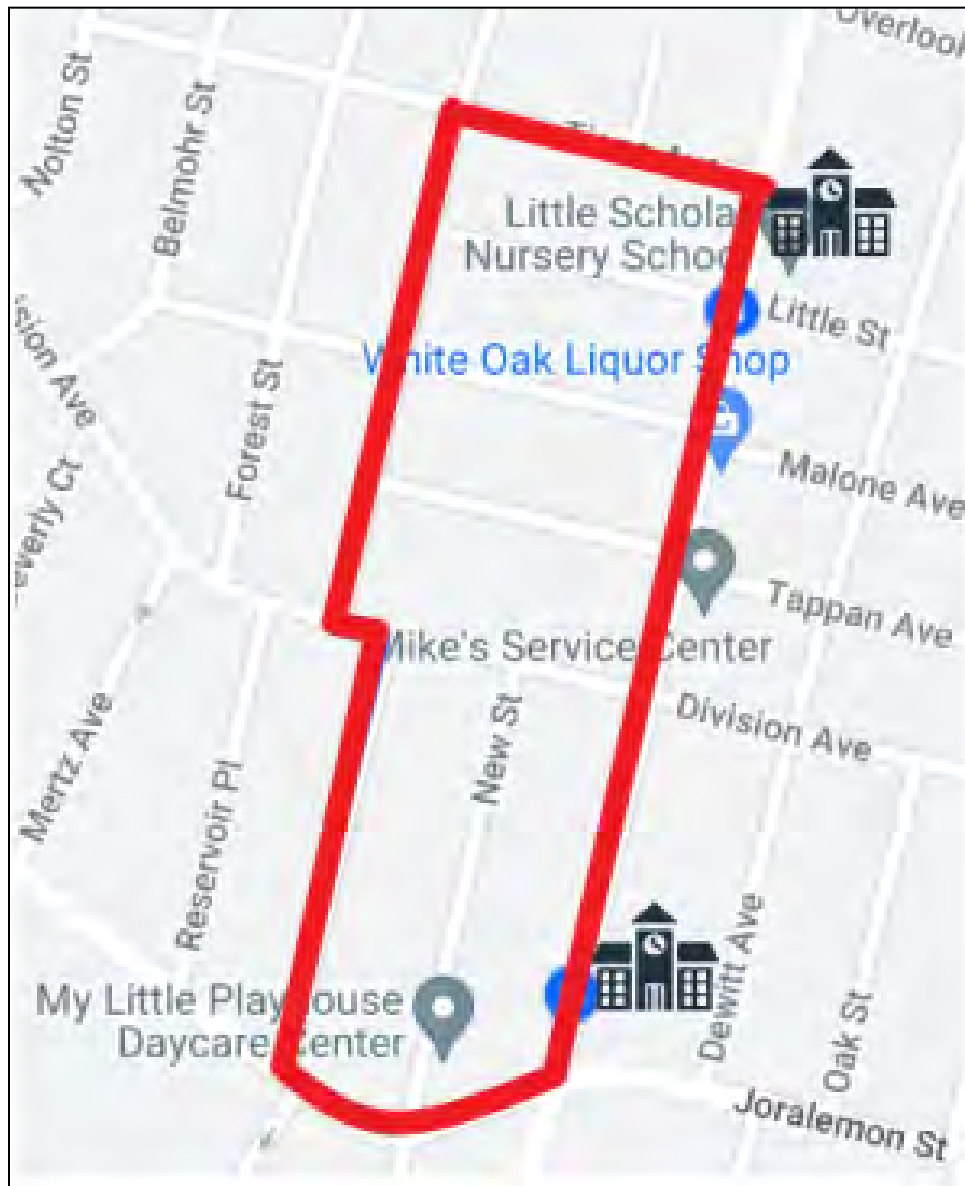
Map 7: Walking Route A



Source: Google Maps

Walking Route A: Start in front of School #3, left on Joralemon Street, left on Dewitt Avenue, right on Malone Avenue, right onto Washington Avenue, right onto Joralemon Street, and return to the school.

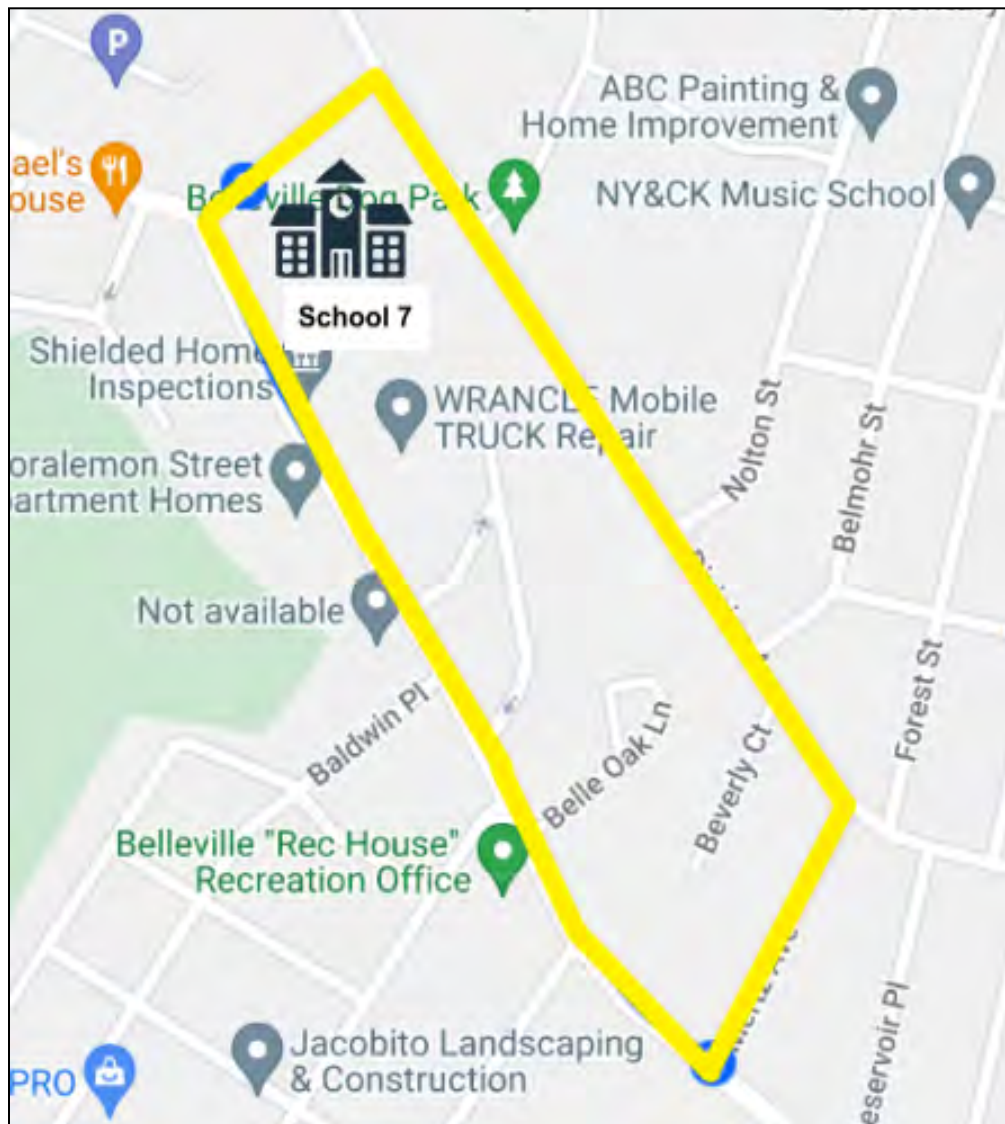
Map 8: Walking Route B



Source: Google Maps

Walking Route B: Start in front of School #3, right on Union Avenue, left on Tiona Avenue, left on Adelaide Street, left on Division Avenue, right on Van Reyper Place, left on Joralemon Street, left on Union Ave, and return to the school.

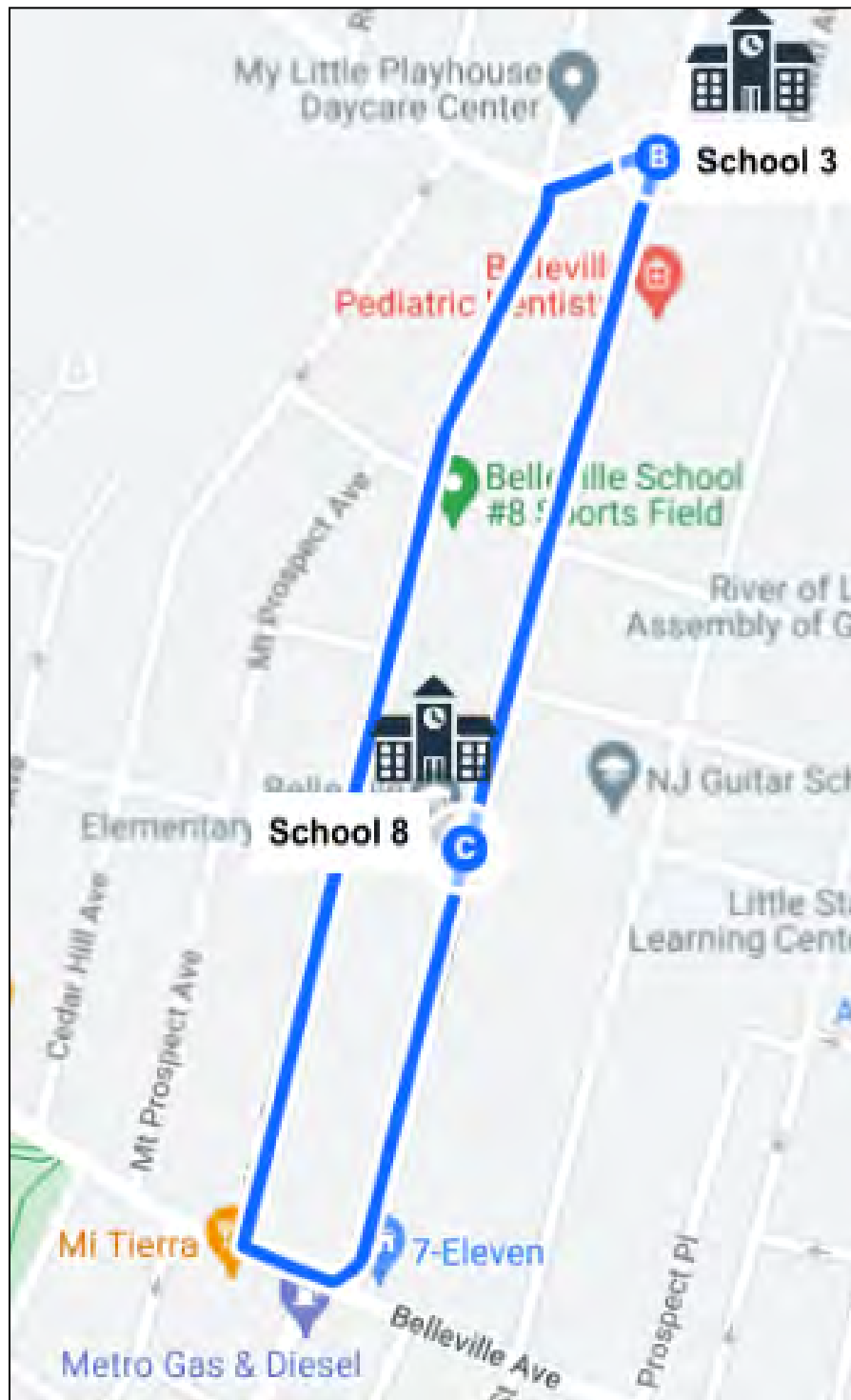
Map 9: Walking Route C



Source: Google Maps

Walking Route C: Start in front of School #7, left on Joralemon Street, left onto Mertz Avenue, left onto Division Avenue, left on Passaic Avenue, left on Joralemon Street, and return to School #7.

Map 10: Walking Route D



Source: Google Maps

Walking Route D: Start in front of School #8, left on Union Avenue, left on Joralemon Street, left on New Street, left on Belleville Avenue, left on Union Avenue, and return to School #8.

Individual Route Assessments

1. Good Practices

The following pictures show good safety practices observed during the walk and roll assessment. These should be encouraged in the school vicinity, near parks, libraries, businesses, and along the routes where students/residents walk, bike, study and play.

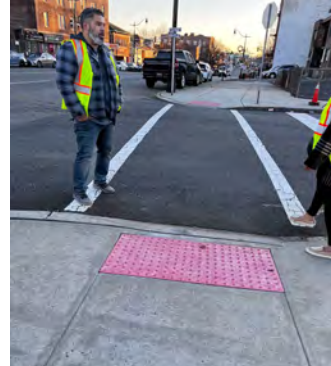
Good Practices - Walking Route A

Joralemon St. & Union Ave.



Each corner has a push button to activate pedestrian signals

Washington Ave. & Tappan Ave.



Truncated dome pad is aligned correctly

Good Practices - Walking Route B

444 Union Ave.



Radar speed detection sign

370 Union Ave.



Road appears in good condition

#3 main entrance on Union Ave.



Wide sidewalks, sufficient lighting

Union Ave. & Joralemon St.



Pedestrian signal heads

Front of School #3



ADA parking

Good Practices - Walking Route C

Mertz Ave. & Division Ave.



Stop bar & two stop signs

Mertz Ave.



Sidewalk in good condition

Mertz Ave. near Joralemon St.



No parking

228 Division Ave.



No parking or stopping on either side of the street sign

Good Practices - Walking Route D

Union Ave. & Holmes St.



Pedestrian signal heads present

Union Ave. & Holmes St.



High-visibility striped crosswalks

School entrance on Union Ave.



High-visibility crosswalk

Belleville Ave. & Union Ave.



Pedestrian signal heads & high visibility crosswalk

2. General Areas Needing Improvement

Improvements Needed - Walking Route A

266 Dewitt Ave.



Cut low tree limb

244 DeWitt Ave.



Raised sidewalk is trip hazard

192 Joralemon St.



Raised sidewalk is trip hazard

178 Joralemon St.



Sidewalk in need of repairs

Washington Ave. & Essex Ave.



Drain needs repair & cleaning

Malone Ave. & Washington Ave.



Drain needs repair

154 Joralemon St.



Sidewalk in need of repairs

138 Joralemon St.



Sidewalk in need of repairs

Joralemon St.



Wide lanes encourage speeding

141 Joralemon St.



Sidewalk in need of repairs

Malone Ave. & Floyd Ave.



Faded crosswalks

Washington Ave. & Joralemon St.



Faded crosswalks

Washington Ave. & Essex Ave.



Crosswalk & road repair needed

Dewitt Ave. & Division Ave.



No crosswalk

DeWitt Ave. & Malone Ave.



Wide street, no crosswalks

Improvements Needed - Walking Route B

Union Ave & Joralemon St.



Repaint as high visibility crosswalks

356 Union Ave.



Raised sidewalk is trip hazard

366 Union Ave.



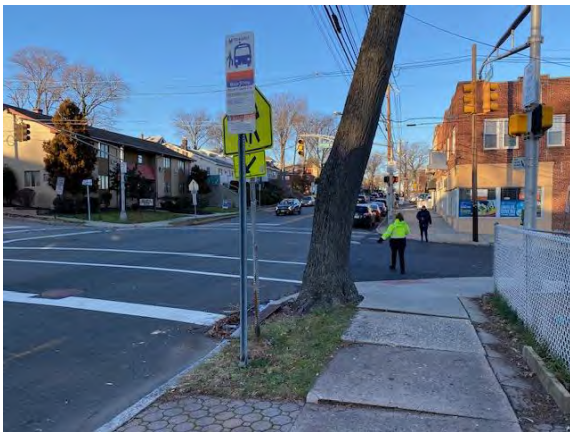
Uneven sidewalk is trip hazard

378 Union Ave.



Raised sidewalk is a trip hazard

378 Union Ave.



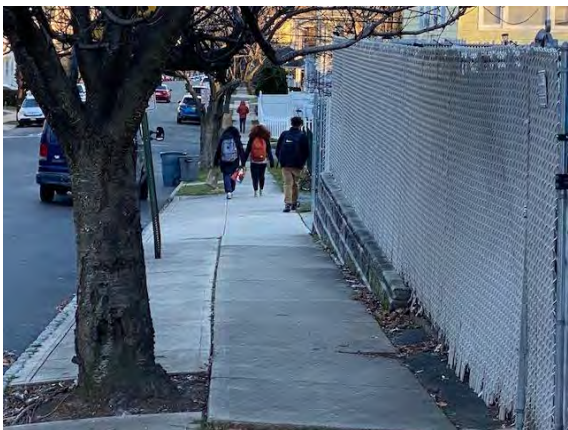
Uneven sidewalk, no stripes in crosswalk, bus stop sign obstructs ped crossing sign

Union Ave. & Division Ave.



No crosswalk

Division Ave. near 378 Union Ave.



Cut low branch, sidewalk is trip hazard

Union Ave. & Division Ave.



Low visibility crosswalk

390 Union Ave.



Wide driveway, car blocks sidewalk

400 Union Ave, near Tappan Ave.



No painted crosswalk - student crossing

Union Ave. & Tappan Ave.



Misaligned dome pad

Union Ave. & Tappan Ave.



Missing crosswalk

Union Ave. & Tappan Ave.



Crosswalk paint is faded/missing

418 Union Ave.



Illegally parked car blocks crosswalk

418 Union Ave.



Post & garbage can blocking sidewalk

Union Ave & Malone Ave.



Low visibility crosswalk, wide turn radius

Union Ave. & Malone Ave.



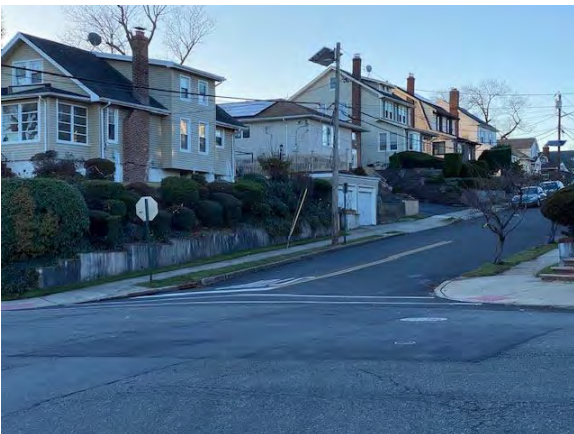
No crosswalks

430 Union Ave.



Raised sidewalk is trip hazard

Union Ave. & Little St.



No stripes, dome pad is misaligned

Union Ave. & Little St.



Large turn radius

Union Ave. & Tiona Ave.



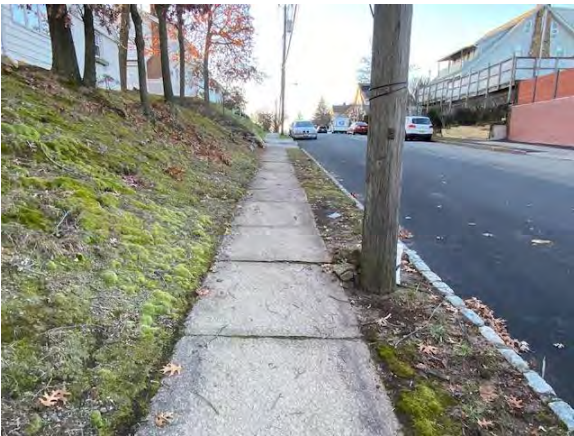
Low visibility faded crosswalk

Union Ave. & Tiona Ave.



Sidewalk uneven from tree roots

463 Union Ave.



Sidewalk uneven

25 Tiona Ave.



Sidewalk uneven

Tiona Ave. & Adelaide St.



Crosswalk unfinished, no dome-pads

45 Tiona Ave.



Rocks and raised sidewalk are trip hazards

Adelaide St., near 45 Tiona Ave.



The sidewalk is uneven

Adelaide St. near 3964 Little St.



Sidewalk is uneven

Adelaide St & Malone Ave.



Fade crosswalk, no dome pads

Adelaide St. & Little St.



No stripes, large turn radius

Adelaide St & Malone Ave.



Grass & debris near sidewalk ramp

Adelaide St. near 192 Tappan Ave.



Sidewalk uneven

Adelaide St. & Tappan Ave.



No crosswalk

Adelaide St. & Tappan Ave.



Debris & water gathering near sidewalk

Adelaide St. & Division Ave.



Faded double yellow line

Adelaide St. & Division Ave.



Faded "Stop" marking

Adelaide St. & Division Ave.



Faded crosswalk, misaligned dome pads

Division Ave. near 65 Van Reyper Pl.



Low hanging tree branches

65 Van Reyper Pl. looking West



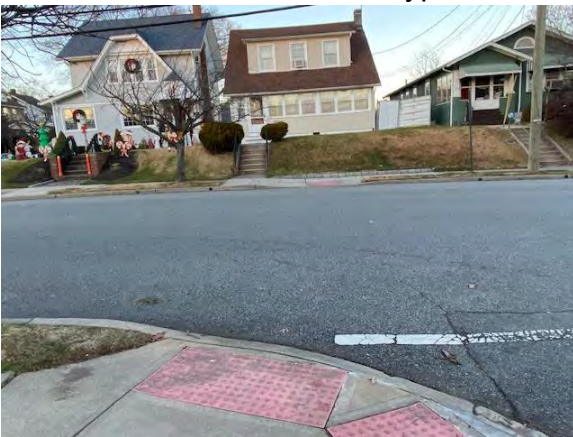
Uneven sidewalk

Division Ave. & Van Reyper Pl.



Faded crosswalk, misaligned dome pad

Division Ave. & Van Reyper Pl.



No crosswalk, misaligned dome pads

55 Van Reyper Pl.



Sidewalk uneven

45 Van Reyper Pl.



Roadway dips down

41 Van Reyper Pl.



Uneven sidewalk

27 Van Reyper Pl.



Sidewalk uneven

17 Van Reyper Pl.



Uneven & cracked sidewalk

3 Van Reyper Pl.



Sidewalk uneven

9 Van Reyper Pl.



Sidewalk uneven

Joralemon St. & Van Reyper Pl.



Faded crosswalk, many cracks in road

Joralemon St. & Van Reyper Pl.



Faded crosswalk & stop bar paint

Joralemon St. & Van Reyper Pl.



Misaligned dome pad

Joralemon St. & Van Reyper Pl.



Faded crosswalk

Joralemon St. & New St.



No stripes in crosswalk, large turn radius

283 Joralemon St.



Crumbling curb

Joralemon Street & New Street



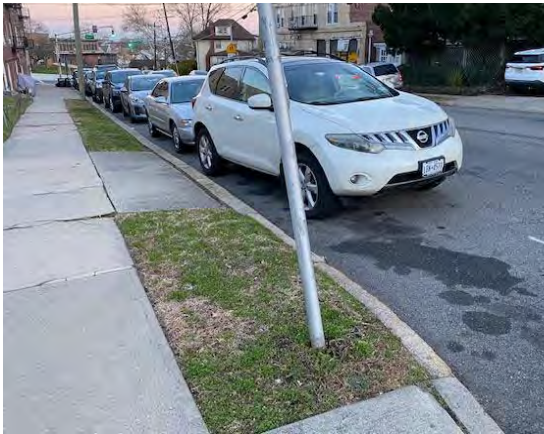
Pothole & cracks

Joralemon Street & New Street



Driver waiting in crosswalk

Joralemon St. & New St.



Yellow curb paint is faded

262 Joralemon St.



Sidewalk uneven

254 Joralemon St.



Covered motorcycle parked on sidewalk

Joralemon St. & Union Ave.



Wide turn radius, no crosswalk stripes

Joralemon St. & Union Ave.



No stripes in crosswalk

Joralemon St. & Union Ave.



No turn on red during daylight hours

Joralemon Street & Union Avenue



Lack of lighting at left corner

434 Union Avenue



Driver stopped in crosswalk

Improvements Needed - Walking Route C

462 Joralemon St.



Sidewalk slanted/sloped towards road

476 Joralemon St.



No crosswalk or truncated dome pads

488 Joralemon St.



No crosswalk

Yale Terrace & Joralemon St.



Faded crosswalk

476 Joralemon St.



Pothole & cracks

500 Joralemon St.



Cracks in the road where cyclists ride

436 Joralemon St.



Sidewalk slanted towards road

412 Joralemon St.



Badly damaged & cracked sidewalk

Mertz Ave. & Davidson Ave.



No stripes in crosswalk

Mertz Ave. & Joralemon St.



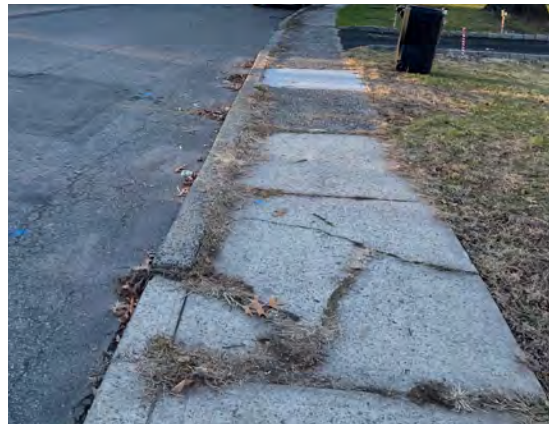
No stripes in crosswalk

Garden Ave. & Joralemon St.



Long, faded crosswalk

Joralemon St.



Sidewalk in need of repairs

379 Joralemon St.



Painted "Slow" wearing away

Perry St. & Joralemon St.



Driver stopping in long crosswalk

417 Joralemon St.



Sidewalk in need of repairs

420 Joralemon St.



Rough sidewalk

Baldwin Pl. & Joralemon St.



Wide, faded crosswalk

Joralemon St.



Rough sidewalk

Improvements Needed - Walking Route D

183 Union Ave.



Traffic congestion in front after school

183 Union Ave.



Double parked cars at dismissal

291 Union Ave.



Uneven sidewalk

291 Union Ave.



Cracks in sidewalk

Union Ave. & Joralemon St.



No stripes in crosswalk

Joralemon St. & New St.



Faded crosswalk

176 New St.



Uneven sidewalk

182 New St.



Low hanging branches

164 New St.



Uneven sidewalk

174 New St.



Uneven sidewalk

Holmes St.



No crosswalk

New St. & Holmes St. - NE corner



No stripes in crosswalk

127 New St.



Cracks in sidewalk from tree uprooting

115 New St. near Leslie Trail



Uneven sidewalk

New St., near intersection of Leslie Trail



Faded low visibility crosswalk

New St. near intersection with Leslie Tr.



Cracks & potholes looking south

North on New St.



Faded crosswalks without stripes

105 New St. near Leslie Tr. intersection



Uneven sidewalk

105 New St. near Leslie Tr. intersection



Uneven sidewalk

101 New St. near Leslie Tr. intersection



Uneven sidewalk

looking south at 79 New St.



Uneven sidewalk

32 New St.



Uneven sidewalk & low hanging branches

32 New St.



Uneven sidewalk & low hanging branches

Intersection of New St. & Belleville Ave.



Faded crosswalk with wide turn radius

Belleville Ave. & Union Ave.



Small painted bump out present on the right to discourage parking

Belleville Ave. & Union Ave.



Long distance from corner to corner

Belleville Ave. & Union Ave.



Dome pad is misaligned

109 Union Ave.



Litter/debris by pole

117 Union Ave.



Cracked asphalt on the sides

119 Union Ave.



Cracked & uneven sidewalk

125 Union Ave.



Cracked sidewalk

129 Union Ave.



Sidewalk in need of repairs

131 Union Ave.



Cracked & uneven sidewalk

133/135 Union Ave.



Cracked & uneven sidewalk

135/139 Union Ave.



Cracked & Uneven Sidewalk

145 Union Ave.



Uneven Sidewalk

147/151 Union Ave.



Pothole & cracks in the sidewalk

161 Union Ave.



Car blocking sidewalk

169 Union Ave.



Wide gaps in sidewalk



Cracked sidewalk with wide gaps
front of school

4. Action Plan and Recommendations

The Safe Routes to School Action Plan is organized into the “Five E’s”: Education, Encouragement, Enforcement, Engineering, and Evaluation. Additionally, each element of the Action Plan considers two parameters – time and cost, as shown below. Together, they comprise a set of directions to help the community prioritize their action steps to increase student safety. The tables below identify preliminary recommendations specific to this school and its immediate area. To realize the full benefit of the SRTS program, it is suggested that this School Travel Plan be used to apply for SRTS grant funds to thoroughly implement all the action steps.

Time Frame Definition	Cost Definition
Short-term = less than 3 months	Low = Less than \$2,000
Mid-term = between 3 to 6 months	Medium = between \$2,000 & \$10,000
Long-term = longer than 6 months	High = more than \$10,000

- 1. Education:** Programs to educate students, parents and the public about safe walking and biking

Education Actions	Responsibility	Time Frame	Cost
Invite EZ Ride to provide bicycle and pedestrian safety education presentations, and bicycle rodeos for students and community (seniors, library, etc.).	School, EZ Ride, Township, Senior Center	Short-term, Mid-term, Long-term	No Cost
Remind parents where and when to pick up and drop off students via Robo Call twice a year annually.	School	Short-term, Mid-term, Long-term	No cost
Create and/or update Student/Parent Handbook that defines arrival and dismissal procedures with a map of the area and text that defines drop-off/pick-up areas, the rules such as no U-turns, parking, no engine idling, and 25 mph speed limit within the school zone.	School, PTA	Short-term	No Cost
Integrate walking and safety education (wear helmets, use crosswalks) into classroom education.	School, Health/PE teacher	Short-term, Mid-term, Long-term	No Cost
Leverage Social Media to spread awareness of school zones and enforcement activities.	School/District, PTA, Township, Police	Short-term, Mid-term, Long-term	No Cost
Perform annual crossing guard training	NJ SRTS Resource Center/VTC, Police	Short-term, Mid-term, Long-term	No Cost

2. Encouragement: Programs to encourage or promote walking, biking, and driving safety

Encouragement Actions	Responsibility	Time Frame	Cost
Work with town to designate a safe drop-off and pick up area 2-3 blocks from the school for cars/buses. This will encourage kids to walk a short distance, keep the area near school traffic-free for cyclists and walking students, and eliminate air pollution in the school building from cars/buses idling outside and waiting for students.	BOE, Township, PTA	Short Term, Mid-Term	No cost
Encourage Town to pass and implement a Complete Streets Policy to provide safety for all road users, not just drivers, but pedestrians and cyclists.	Township, County	Mid-term	No cost
Provide 5 minute earlier dismissal for those who walk or bike home, so they can avoid traffic from cars/buses.	School, District	Short-term, Mid-term	No cost
Hold a student poster or bookmark contest about Walking and Biking to school.	School, EZ Ride	Short-term	No cost
Hold annual Bike/Walk to School or Work Days throughout the year - on International Walk to School Day (Oct.), National Bike to School Day (May), NJ Walk and Bike to School Day in Spring.	School, PTA, EZ Ride	Short-term, Mid-term, Long-term	No cost
Utilize the school website and newsletters to promote walking/biking to school or carpools annually.	School Tech Coordinator	Short-term, Mid-term, Long-term	No cost
Establish and organize carpools to connect students and families who could carpool to decrease traffic at arrival and dismissal.	School, PTA	Short-term, Mid-term, Long-term	No cost
Provide space for bike racks and for students to store bike helmets.	School, PTA	Short-term	Low cost
Establish, organize and train Walking School Bus /Bike bus volunteers to connect students and families who can walk /bike together to decrease traffic at arrival and dismissal.	School, PTA, EZ Ride	Short-term, Mid-term, Long-term	No cost
Encourage safety club students to enter BIANJ's High School Champions Contest	School	Annually	No Cost

3. Enforcement: Activities to improve safety and security for those walking and biking to school

Enforcement Actions	Responsibility	Time Frame	Cost
Conduct bicycle registration and helmet giveaways at Back to School nights.	School, Police, EZ Ride	Short-term	Low
Ask police to set up radar signs to conduct speed studies, post driver speeds, and remind drivers to slow down in the school zone.	Police, School Liaison	Short-term, Long-term	Low
Pedestrian Decoy Operation – target unsafe drivers, especially during school commute time.	Police	Long-term	Low
Conduct Street Smart campaign near school at hot spot intersections.	Police, NJTPA, EZ Ride	Short-term, Mid-term, Long-term	Low
Ensure sidewalks and road near curbs are clear of snow and leaf piles on school days for pedestrians and cyclists.	Township, DPW and School can remind parents, residents to shovel	Winter	Low

4. Engineering: Infrastructure upgrades that improve walking and biking environment.

Engineering Actions	Responsibility	Time Frame	Cost
(Re)paint all crosswalks with high visibility ladder designs to slow and alert drivers to crossing pedestrians.	Township, County, Engineering	Short-term	Low
Repair sidewalks where needed.	Township, County, Engineering	Long term	High
Install traffic calming measures to slow car traffic such as bike lanes, shoulders and raised crossings	Township, County Engineering	Short to Mid-term	Low to Medium
Install curb extensions and delineators on corners to prevent parking, daylight corners, reduce crossing distances, and decrease fast turns	Township, County Engineering	Short to Mid-term	Low to Medium
Add pedestrian lighting on corners lacking lighting.	Township, County, Engineering	Mid-term	Medium
Identify areas where most student pedestrian crashes are occurring. Add pedestrian signal heads, push buttons, and lengthen time on countdown signal timers. Add more and brighter pedestrian lighting.	Township, County Engineering	Mid to long-term	Medium
Post "School Zone" signs and paint "school zone" on roadways surrounding the schools.	Township, County, Engineering	Short-term	Low
Investigate traffic speeds around the school and post speed limit signs/ radar speed signs	Township, County, Engineering, Police	Short-term, Mid-term	Low to Medium
Install additional School Zone signs outside the school perimeter; install signs with augmented flashing beacons.	Township, County, Engineering	Short to Mid-term	Low to Medium
Trim bushes and tree branches obstructing sidewalks	DPW, Homeowner(s)	Short-term	None
Install "No turn on red" signs during the timeframe when students are walking to and from school.	Township, County	Short-term	Low
Install "leading pedestrian intervals" (LPI)" at signalized intersections to prevent cars from turning and let pedestrians start to cross first	Township, County Police	Short-term	No cost

5. Evaluation: Efforts to monitor and evaluate progress towards the achievement of SRTS goals

Evaluation Actions	Responsibility	Time Frame	Cost
Improve communications between school officials and families, establishing a convenient mechanism to share information and get feedback.	School, PTA, School Tech Coordinator	Short-term, Mid-term, Long-term	No cost
Conduct speed study on roadways to evaluate if the speed limit is being complied with.	Township, County, Police	Short-Term, Mid-Term	Low cost

Conclusion

The audit assessed the safety of walking and biking in the different neighborhoods surrounding Belleville Schools # 3, 7, and 8. The task force found that it is a beautiful and walkable community, but is made less pleasant and less safe due to faded and low-visibility crosswalks, uneven and damaged sidewalks, lack of bike lanes, lack of push-button pedestrian signal heads/countdown timers, poor lighting, and high speeds, mainly on Joralemon Street, Union Avenue, and Belleville Avenue.

Community priorities around Belleville Schools # 3, 7, and 8 should include painting /repainting high visibility crosswalks, adding pavement markings and stop bars, installing pedestrian lighting at or near areas where students and seniors frequently walk, and setting up pickup/dropoff zones a few blocks from schools for older students. Pickup/dropoff zones away from schools will decrease the number of vehicles driving to school which will make the walk to school safer and decrease air pollution near the schools. The township can reduce speeding by installing speed limit radar signs and narrowing driving lanes.

The safety of pedestrians and cyclists can be improved by implementing staggered dismissal times and allowing them to leave before vehicles arrive for pickup. Installing bike lanes near the schools will help students who bike to school. Bike lanes could also motivate other students to ride their bikes to school. Encouraging active transportation practices like walking and bicycling can reduce air pollution and traffic congestion near the schools and help make Belleville a more appealing community.

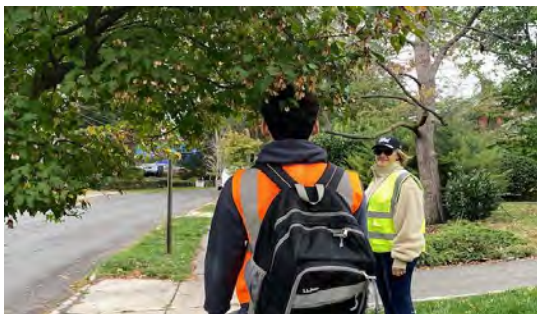
EZ Ride is proud to work with the Township of Belleville to improve safety and bring SRTS programs to the schools. EZ Ride has provided important information and incentives for students to walk and bicycle to school. This is the first School Travel Plan prepared for Belleville Schools # 3, 7, and 8. EZ Ride hopes that Belleville will continue to educate their students on walking and biking safety, as it is vital that students have this information. This report can be used by the District, Township, and County to apply for SRTS infrastructure grants, TA Set-Aside grants and Bikeways grants to make the sidewalks and neighborhood safer.

Appendix A: Typical Opportunities for Improvement



LONG CROSSING DISTANCES

Long crossing distances prolong the exposure time of pedestrians to motorists and make it difficult to see the pedestrian signal head on the other side of the road.



PEDESTRIAN OBSTRUCTIONS

Obstructions in the pedestrian right-of-way impede pedestrian movement and safety.



LACK OF CURB CUTS

Sidewalks without curb cuts are an obstacle to parents with baby carriages as well as people with disabilities.



POOR MAINTENANCE

Without maintenance, pedestrians can trip, it can be a liability issue, and people with disabilities can have trouble negotiating the area.

Typical Bicycle/Pedestrian Treatments



SHARED-USE ROADWAY

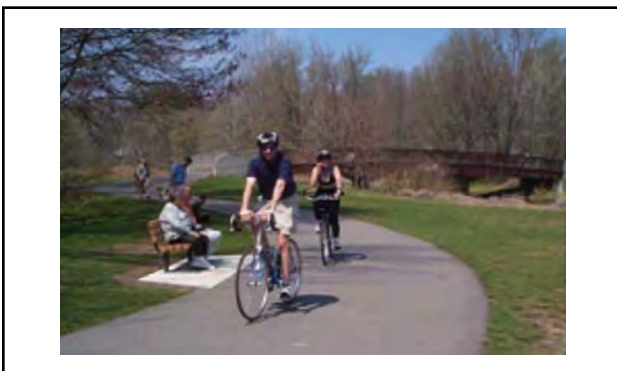
Can be safe for bicyclists when:

- Width is sufficient
- Speeds are low
- Traffic volumes are low



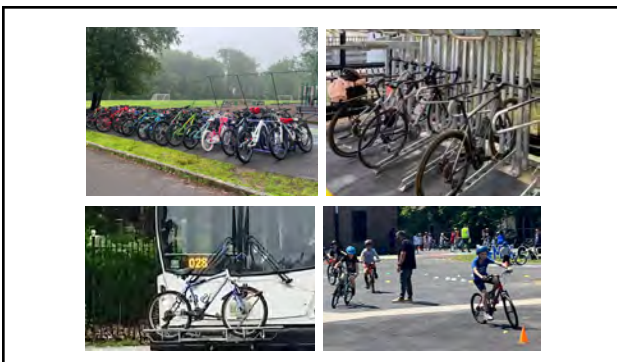
BICYCLE LANE

- Provides a safe and comfortable environment for bicyclists
- An area that is delineated, but not separated from the roadway
- Typically 4' wide with a bicycle stencil



SHARED-USE PATH (TRAIL)

- Offers connections and opportunities not provided in the roadway system
- Can provide valuable connections and recreational opportunities
- Typically 8'-10' wide



OTHER FACILITIES

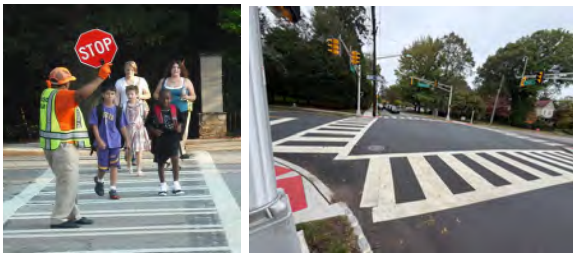
- Bicycle Lockers
- Bicycle Racks on Transit
- Bicycle Racks
- Bicycle Safety Programs

Typical Bicycle/Pedestrian Treatments



SIDEWALKS

- A portion of the road ROW for the preferential or exclusive use of pedestrians
- Typically at least 5 ‘ wide
- Should be free of obstructions along its width and 80” high



CROSSWALKS

- Provides a designated crossing point
- Helps provide more predictable pedestrian movements
- Alerts drivers to pedestrian areas



SIGNAGE AND STRIPING

- Can help define pedestrian realm
- Provide visual cues for pedestrians and motorists
- Can augment other facilities



AMENITIES AND AESTHETICS

- Lets pedestrians know area was designed for their use
- Helps provide a safe and comfortable environment
- Helps provide sense of “place”

Typical Bicycle/Pedestrian Treatments



CURB EXTENSION

- Reduces vehicle speeds
- Reduces pedestrian crossing distance
- Increases pedestrian visibility
- Protects parking area and prevents parking close to intersection



FULL CLOSURE

- Can be used to eliminate neighborhood cut-throughs
- Eliminates vehicular access
- Allows pedestrian and bicycle access and egress



MID-BLOCK CROSSING

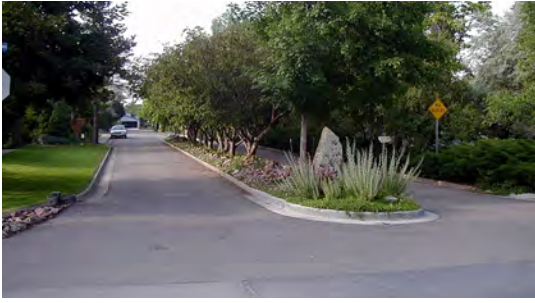
- Reduces vehicle speeds
- Reduces pedestrian crossing distance
- Increases pedestrian visibility
- Connects pedestrian generators



RAISED MEDIAN GATEWAY

- Provides defined entry
- Provides cue to a transition area
- Aesthetically pleasing
- Provides pedestrian refuge
- Reduction in vehicle speeds

Typical Traffic Calming Devices



GATEWAY

- Provides a defined entry
- Provides a cue to a transition area
- Aesthetically pleasing



CURB EXTENSION REDUCED TURNING RADIUS

- Reduces vehicle speeds
- Reduces pedestrian crossing distance
- Increases pedestrian visibility
- Prevents illegal parking at corners and close to the intersection



RAISED CROSSWALK

- Reduces vehicle speeds
- Reduces pedestrian crossing distance
- Increases pedestrian visibility
- Provides pedestrian refuge



BIKE LANE

- Reduction in vehicle speeds
- Produces designated lane for bicyclists
- Provides additional buffer for pedestrians

Typical Traffic Calming Devices



CURB EXTENSION

- Reduces vehicle speeds
- Reduces pedestrian crossing distance
- Increases pedestrian visibility
- Protects parking area and prevents parking close to intersection



MEDIAN REFUGE

- Reduces vehicle speeds
- Reduces Pedestrian-Vehicle Conflict
- Reduces Pedestrian Crossing Distance
- Improves aesthetics if well-maintained



MID-BLOCK CROSSING

- Reduces vehicle speeds
- Reduces pedestrian crossing distance
- Increases pedestrian visibility
- Connects pedestrian generators



SIDEWALKS AND ACCESS

- Simplifies crossing movement
- Reinforces pedestrian priority
- Improves visibility
- Provides safe accessibility

Appendix B: Funding and Building Resources to Build Infrastructure

Source: Together North Jersey (TNJ): Funding and Resources Database

https://togethernorthjersey.com/?page_id=24974home/

Program Name	Program Description	Eligibility Description	Eligibility	Source
21st Century Redevelopment Program	To provide municipalities and counties with the funding necessary to redevelop "stranded assets," which are underutilized or vacant office or retail spaces, usually located far from transit	New Jersey municipal or county governments, and redevelopment agencies	County, Municipal	New Jersey Economic Development Authority
Biking in New Jersey - Planning Resources	NJDOT offers engineering guidelines, a Master Plan for roadways that are compatible with bicyclists and walkers and a resource center for statewide projects	New Jersey communities	Municipal	New Jersey Department of Transportation
Community Development Block Grants	The Community Development Block Grant (CDBG) program is a flexible program that provides communities with resources to address a wide range of unique community development needs	Larger cities and urban counties	County, Municipal	US Housing and Urban Development
Congestion Mitigation and Air Quality Initiatives Program	To advance readily implementable and innovative projects and services that improve air quality and reduce congestion in the NJTPA's air quality maintenance and non-attainment areas	Local, County, State, and Regional governments	County, Municipal, State	North Jersey Transportation Planning Authority
Environmental Workforce Development and Job Training Grants	Eligible entities, including nonprofit organizations, to deliver environmental workforce development and job training programs that recruit, train, and place local, unemployed and under-employed residents with the skills needed to	Non-profit organizations and local government agencies in communities historically affected by economic disinvestment, health disparities,	County, Municipal, Non-profit organizations	US EPA Environmental Workforce Development and Job Training Grant Fund

	secure full-time employment in the environmental field	and environmental contamination, including low-income, minority, and tribal communities		
Future in Transportation	NJFIT changed the way NJDOT does business in New Jersey by using a comprehensive and cooperative approach to transportation and land use planning. Working with community planners, we can keep jobs, goods and services within reach of every New Jersey citizen and reinvest in our infrastructure by shaping transportation to fit into the environment of our communities	New Jersey Communities.	Municipal	New Jersey Department of Transportation
Geraldine R. Dodge Foundation	Funds Arts, Education, Environment and Informed Communities initiatives that are innovative and promote collaboration and community-driven decision making	no restrictions	State, County, Municipal, Private, Non-profit organizations, Other	Geraldine R. Dodge Foundation
Local Planning Services	Local Planning Services (LPS), an office within DCA, works with communities to achieve local land use and planning goals. As part of DCA's commitment to provide technical assistance to municipalities, our professional planning staff offers comprehensive planning services at no-cost to local governments. LPS Can provide a variety of planning services: master plans and redevelopment plans, land us land	Municipalities	Municipal	New Jersey Department of Community Affairs

	mapping, economic development plans, and special municipal projects			
Neighborhood Preservation Program	This program provides direct financial and technical assistance to municipalities over a three to five year period to conduct activities associated with the preservation of designated neighborhoods based on strategic revitalization's plans within those municipalities.	Municipalities	Municipal	New Jersey Department of Community Affairs
New Jersey Healthy Communities Network - Community Grants Program	The aim of the initiative is to prevent chronic disease and improve health by advancing environment, policy, and system change; and enhancing the built environment to support healthy eating and active living. Supported projects are creating a culture of health by increasing food access and opportunities for physical activity in communities, schools, places of worship, early care and education, neighborhoods, and municipalities. The Network also facilitates a statewide community of practice to share best practices, provide networking and professional development opportunities, and encourage collaboration. Within this community of practice, grantees will be connected to people and organizations with shared goals and agendas and be recognized		Non-profit organizations, Other	New Jersey Healthy Communities Network

	as a leader in building healthy communities			
Our Town Grants	The Our Town grant program supports creative place making projects that help to transform communities into lively, beautiful, and resilient places with the arts at their core.	Communities	Municipal	National Endowment for the Arts
People for Bikes Community Grants	The People For Bikes Community Grant Program provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives	Communities across the US	Municipal	People for Bikes - Community Grants
Safe Routes to Schools	Provides federal and state funding to projects that enable children in grades K-8 to walk and bicycle more safely to school.	County, municipal governments, school districts, and schools	County, Municipal	New Jersey Department of Transportation
Safe Routes to Schools	Safe Routes to School (SRTS) is a federal, state and local effort to enable and encourage children, including those with disabilities, to walk and bicycle to school. SRTS facilitates the planning, development and implementation of projects that improve safety and air quality, as well as reduce traffic and fuel consumption around school	Communities in New Jersey	County, Municipal	New Jersey Department of Transportation
Safe Routes to Transit	The Safe Routes to Transit program was established in 2006 with state funding to	Counties and municipalities.	County, Municipal	New Jersey Department of Transportation

	enable counties and municipalities to improve safety in the vicinity of transit facilities and to make routes to bus stops and rail stations safer for bicyclists and pedestrians			
Street Smart Program	Communities that participate in the Street Smart Program work to raise awareness of pedestrian safety laws by hosting events, handing out information, and through social media. Local police step up enforcement during the campaign to ensure motorists and pedestrians are obeying the laws. All communities are urged to participate	Municipalities and communities in New Jersey	Municipal	North Jersey Transportation Planning Agency
Sustainable Jersey Grants and Resources	Sustainable Jersey identifies resources to help municipalities develop a comprehensive sustainable community program. This includes financial resources in the form of grants and incentives, and technical support in the form of trainings, access to support organizations, and guidance material	New Jersey municipalities	Municipal	Sustainable New Jersey