

# BERKELEY HEIGHTS TOWNSHIP SCHOOL TRANSPORTATION SYSTEM ASSESSMENT

## School Transportation Consultants

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# AGENDA

- **Introductions**
- **Assessment Scope**
- **Definitions**
- **Methodology**
- **Findings**
- **Next Steps**

# INTRODUCTIONS

## Ray Kuehner

- 40 years of student transportation experience
- Frequent expert participant on state and local transportation safety committees

## Ingrid Reitano

- 40 years of student transportation experience
- 2018 NSTA Administrator of the Year

## Patrick Doyle

- 35 years of traffic safety experience, including 25 years in NJSP
- Certified traffic analyst and NJ Superior Court-recognized expert accident reconstructionist

# ASSESSMENT SCOPE

## Transportation Administration

- \*Busing Management
- \*Transportation Technology
- \*Hiring
- \*Training

## Courtesy Busing

- \*Consistency
- \*Necessity
- \*Efficiency

## Hazardous Roads, Routes & Policies

- \*Five Main roadways reviewed
- \* Routes Crossing Hazardous Areas
- \*Police Dept. Non-hazardous Townwide Road Designation

# “HAZARDOUS” DEFINITIONS IN THIS ASSESSMENT

- “Hazardous” is a term used in this assessment to describe a condition which our training and experience leads us to believe presents a moderate or greater risk based upon the totality of circumstances.
- Police, public works, transportation and engineering agency “hazardous” and “non-hazardous” designations may differ because they are often based upon:
  - Broad or generalized standards
  - Narrower considerations
  - Scientific or engineering criteria
  - Federal, state or local laws and regulations

# METHODOLOGY

- **Document examination, analysis and best practice/regulatory comparison to NJSA Title 18A:39-1.5 of:**
  - Maps, Routes, Policies
- **Field examination, analysis and best practice/regulatory comparison of:**
  - Service areas, traffic risks, pedestrian pathways
- **Special attention to the following areas:**
  - Snyder/Horseshoe Roads, Mountain Avenue, Springfield Avenue, Emerson Lane, Diamond Hill Road

# HAZARDOUS ROUTE CRITERIA RATING CHART

- Professional Rubric used on each of the 5 selected roadways
- Criteria grouped into 4 aspects
  - Roadway
  - Walkways
  - Student grade level
  - Extraordinary/temporary conditions
- Assessments conducted during typical school day conditions

# ASSESSMENT FINDINGS SUMMARY

- **Transportation Administration**

- Transportation management needs enhancing
- Bussing software insufficient

- **Courtesy Busing**

- Some courtesy busing areas found to be non-hazardous, unnecessary & inconsistent

- **Hazardous Roads, Routes & Policies**

- Several roadways found to be hazardous – all 5 studied exceeded hazard points on rubric
- Both bus and pedestrian risks found
- Routing inefficient & inconsistent
- Policy lacking



# ASSESSMENT FINDINGS EXPLAINED

- **Transportation Administration**

- Transportation management needs enhancing

- Bussing software insufficient

- Other factors

- **Example** – Parents are currently boarding Special Education buses to buckle their students in their seats. Recommendation is to train all bus aides to buckle students on each bus and prohibit parents from boarding school buses

# ASSESSMENT FINDINGS EXPLAINED

- **Courtesy Busing**

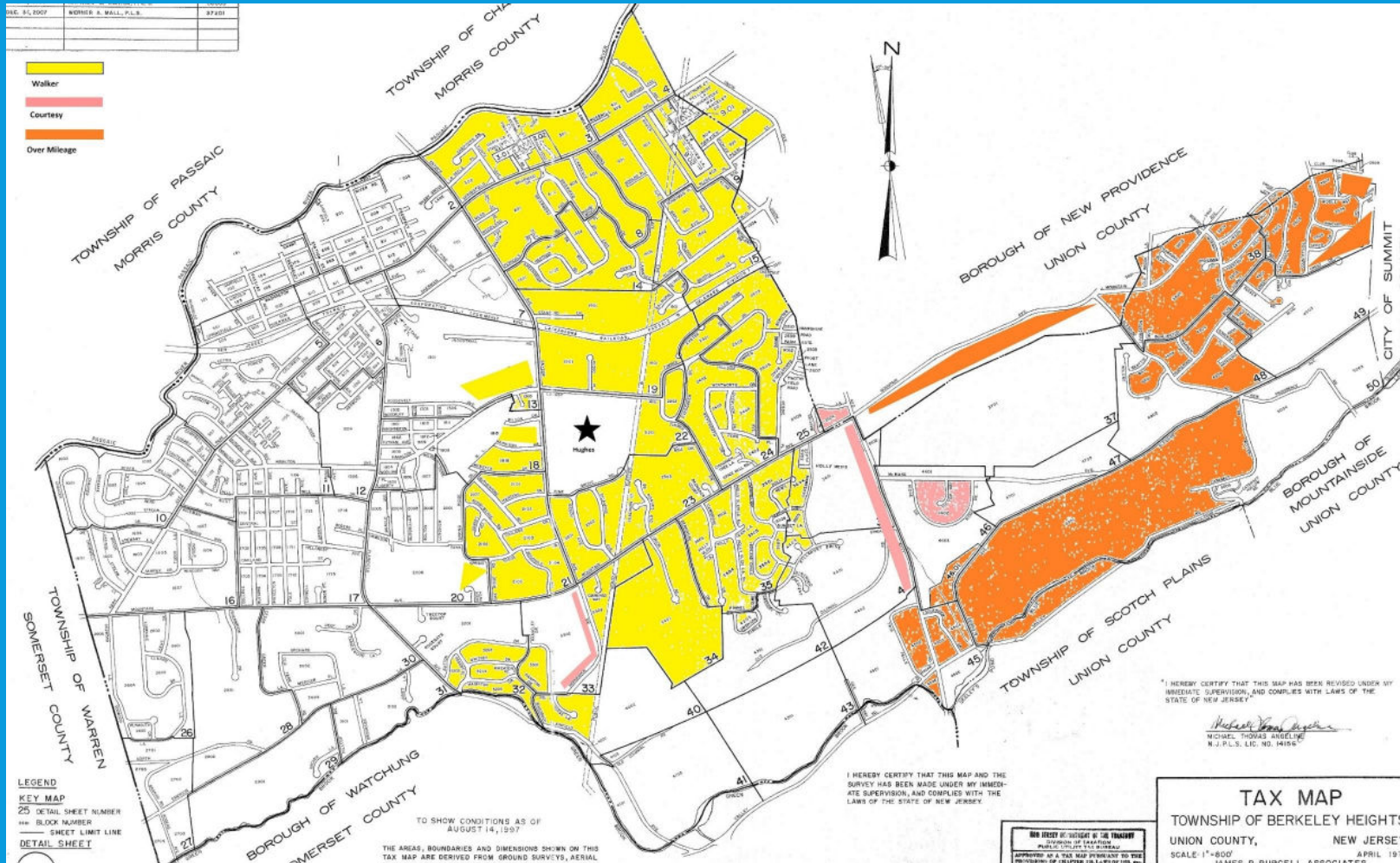
- Some courtesy busing areas found to be non-hazardous, unnecessary and inconsistent
  - See attached maps for unevenly applied courtesy busing and non-hazardous areas serviced which are adjacent to un-serviced, more hazardous neighborhoods

- **The following are categories of Transportation**

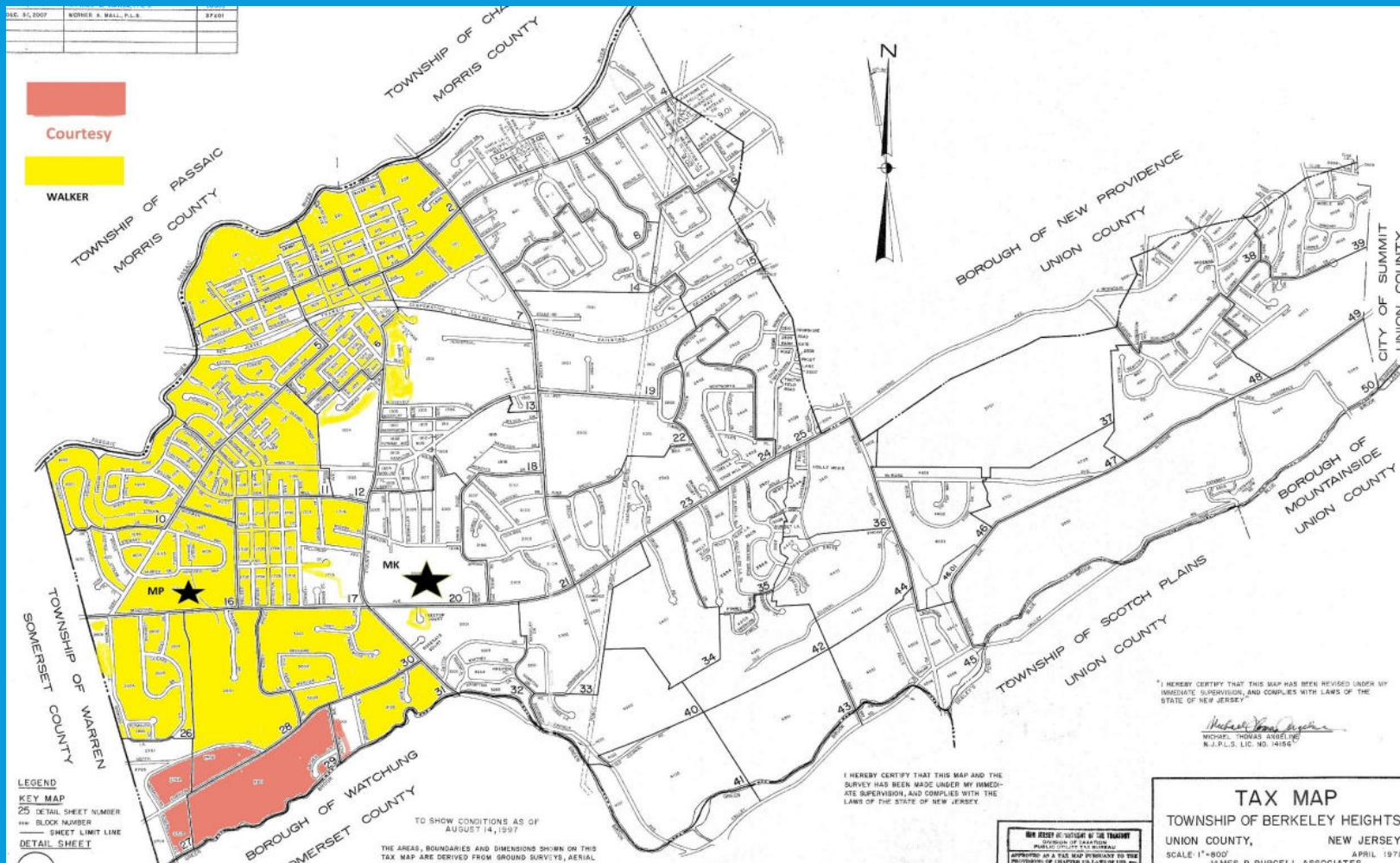
- Mandatory General Education
- Hazardous Roadway Policy
- Subscription Bus Program
- Special Education based on IEP
- Vo-Tech



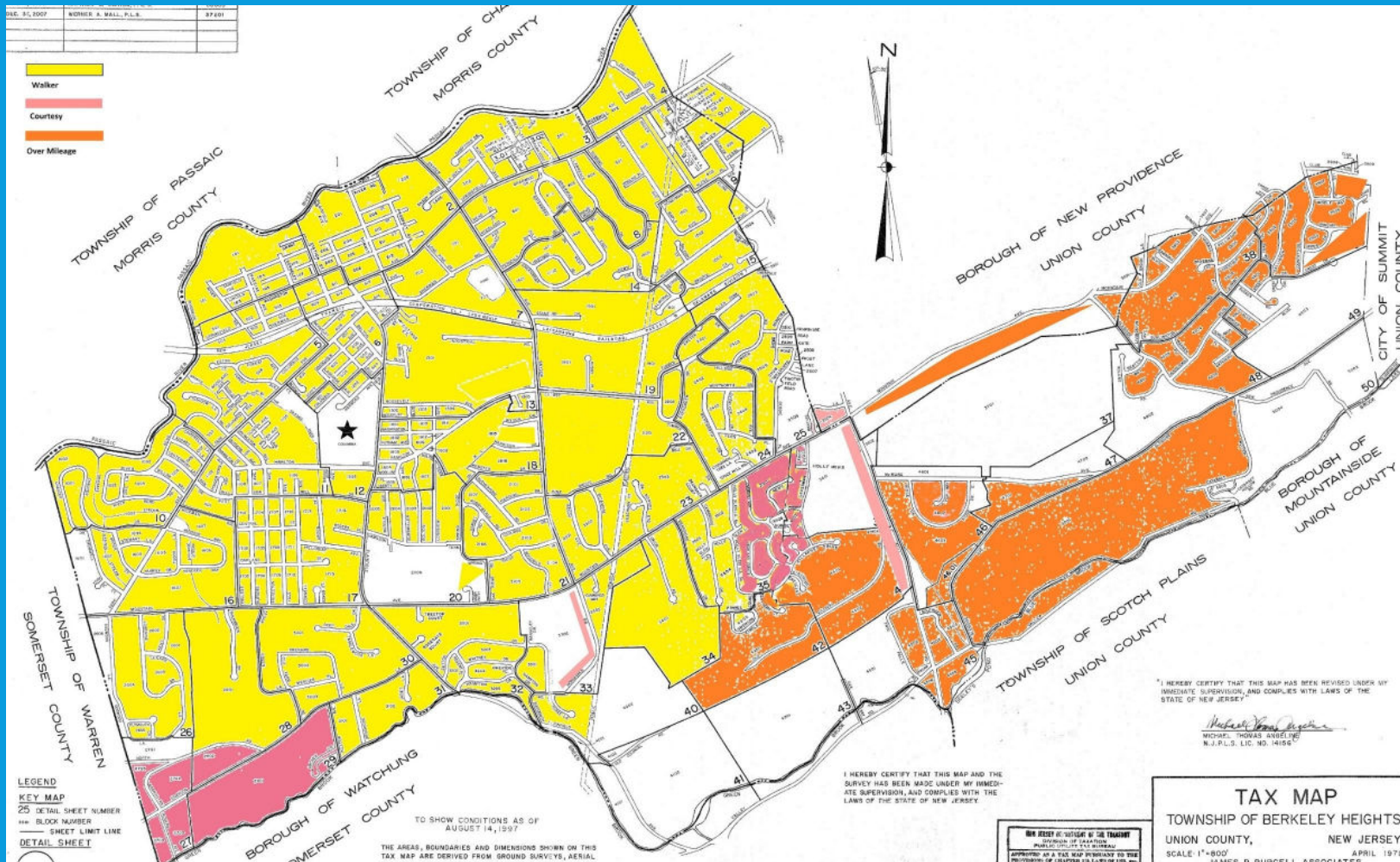
# HUGHES SENDING AREA



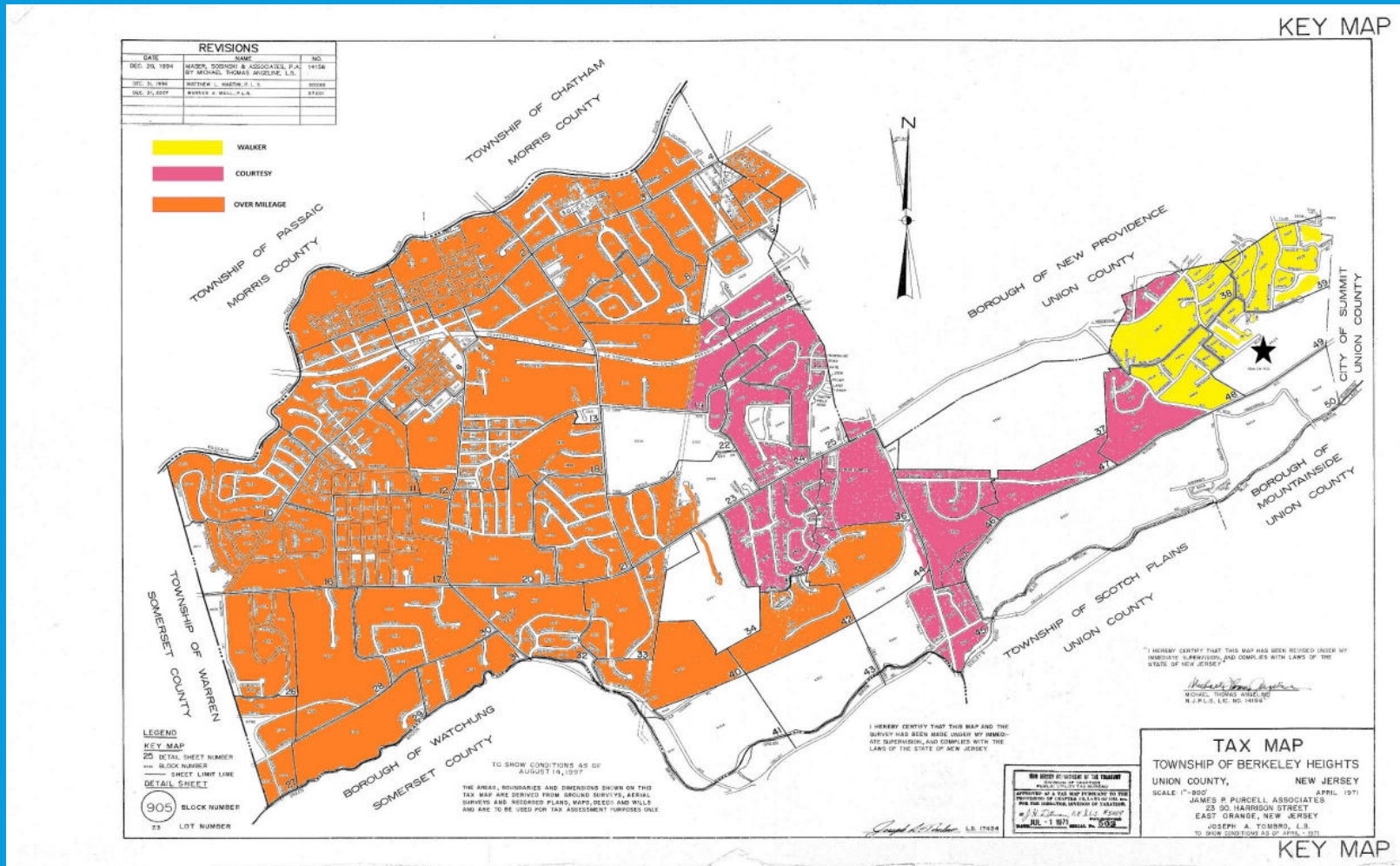
# MT. PARK/MARY KAY SENDING AREA



# COLUMBIA MIDDLE SENDING AREA



# GOVERNOR LIVINGSTON SENDING AREA



# ASSESSMENT FINDINGS EXPLAINED

## ▪ **Hazardous Roads, Routes & Policies**

### ▪ **Several roadways found to be hazardous**

- Significant portions but not entirety of most studied roads

### ▪ **Both bus and pedestrian risks found**

#### ▪ **Risks to pedestrians highest**

- Most related to insufficient, depreciated or lack of traffic control
- Many can be mitigated through engineering, signage, maintenance, supplementing existing conditions/devices

#### ▪ **Busing risks much less prominent**

- Most can be reduced by altering routes , for example - “only right turn routing”

### ▪ **Routing inefficient & inconsistent – new busing software recommended**

### ▪ **Policy lacking – Hazardous Route Policy recommended**



# NEXT STEPS

## Deficiencies

- Transportation management
- Routing and system admin.
- No hazardous road policies (HRP)
- School-related traffic safety
- Courtesy busing consistency

## Recommendations

- Current administrator to focus only on trans.
- Acquire better busing technology
- Develop HRP
- Synch w/ DPW, PD & County to meet standards
- Use HRP to evenly provide courtesy busing and obtain State reimbursements
- The HRP, when adopted by the Board will list specific hazardous roads that will be offered transportation under this proposed policy