

Transportation Review

Prepared for

The Eatontown Public Schools

By

Ross Haber and Associates



March, 2016

Study Objectives

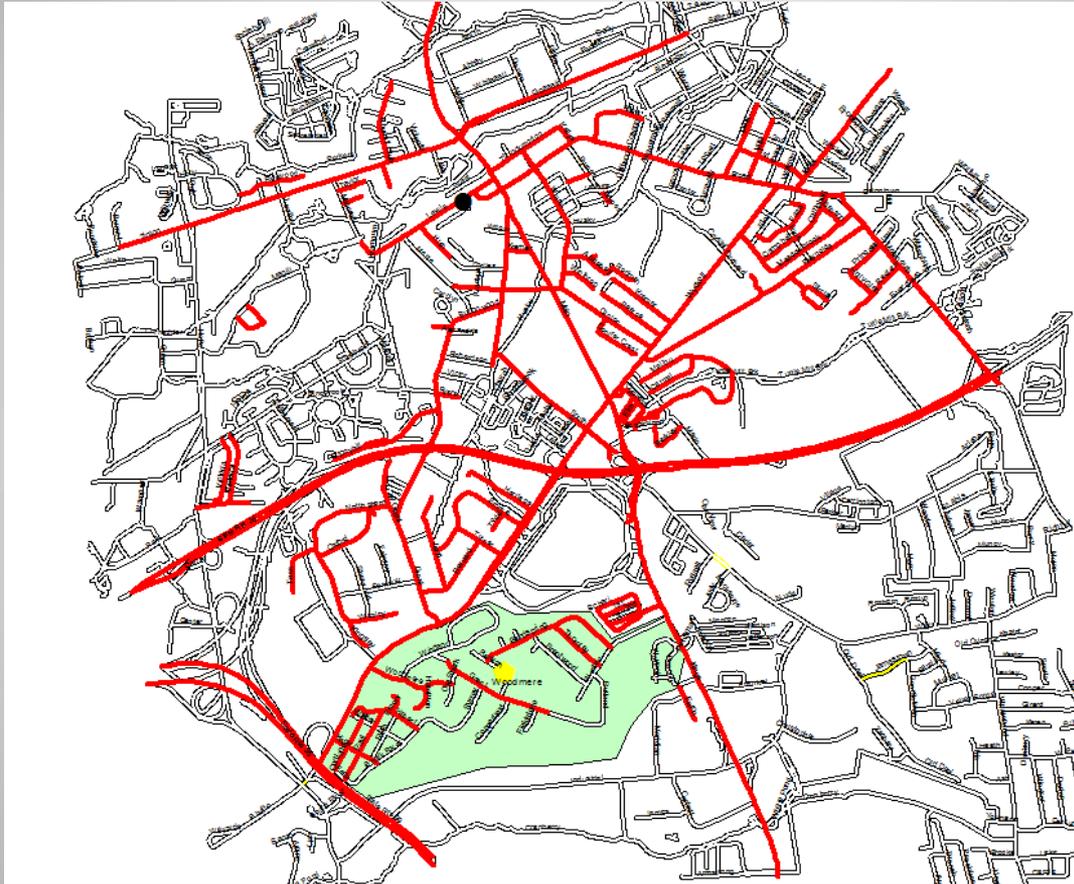
- To create new District-wide routes based upon the new grade level organization of the Eatontown Public Schools
- To ensure that reasonable ride times are provided for all children
- To ensure that stops are located in safe areas
- To adjust start and dismissal times to create enough window time between routes
- To use no more than nine (9) buses
- To assess walk zones and to create clear walk zone areas
- To determine the location of crossing guards to ensure safety of students
- To assess actual ridership to the elementary schools
- To have routes prepared and ready to create bids

Minimum State Requirements for Transportation Eligibility

- For grades K-8, students are eligible if they reside 2.0 miles or further from their school of attendance.
- For grades 9-12, students are eligible if they reside 2.5 miles or further from their school of attendance.
- A Board of Education may designate roadways which may be deemed as hazardous. Students may be transported from these streets if they are required to cross them. Establishment of hazardous streets should be done in concert with law enforcement officials.
- Streets without sidewalks are not necessarily or automatically deemed to be hazardous.

Hazardous Streets in Eatontown

A list of hazardous streets was provided at the beginning of the project.



Many of these streets did not *appear* to meet any of the criteria for a hazardous street.

Review of Hazardous Streets

District Administrators and the Transportation Coordinator met with Lt. Lucia of the Eatontown Police Department. It was jointly agreed that many of the streets were not hazardous.

Streets Recognized as Hazardous

Routes 35 and 36

Tinton Ave

Broad Street (West from Academy)

Wyckoff Road (South from Kremer)

Reynolds Avenue (East side)

Monmouth Road

Lewis Street (South Side)

Hope Road

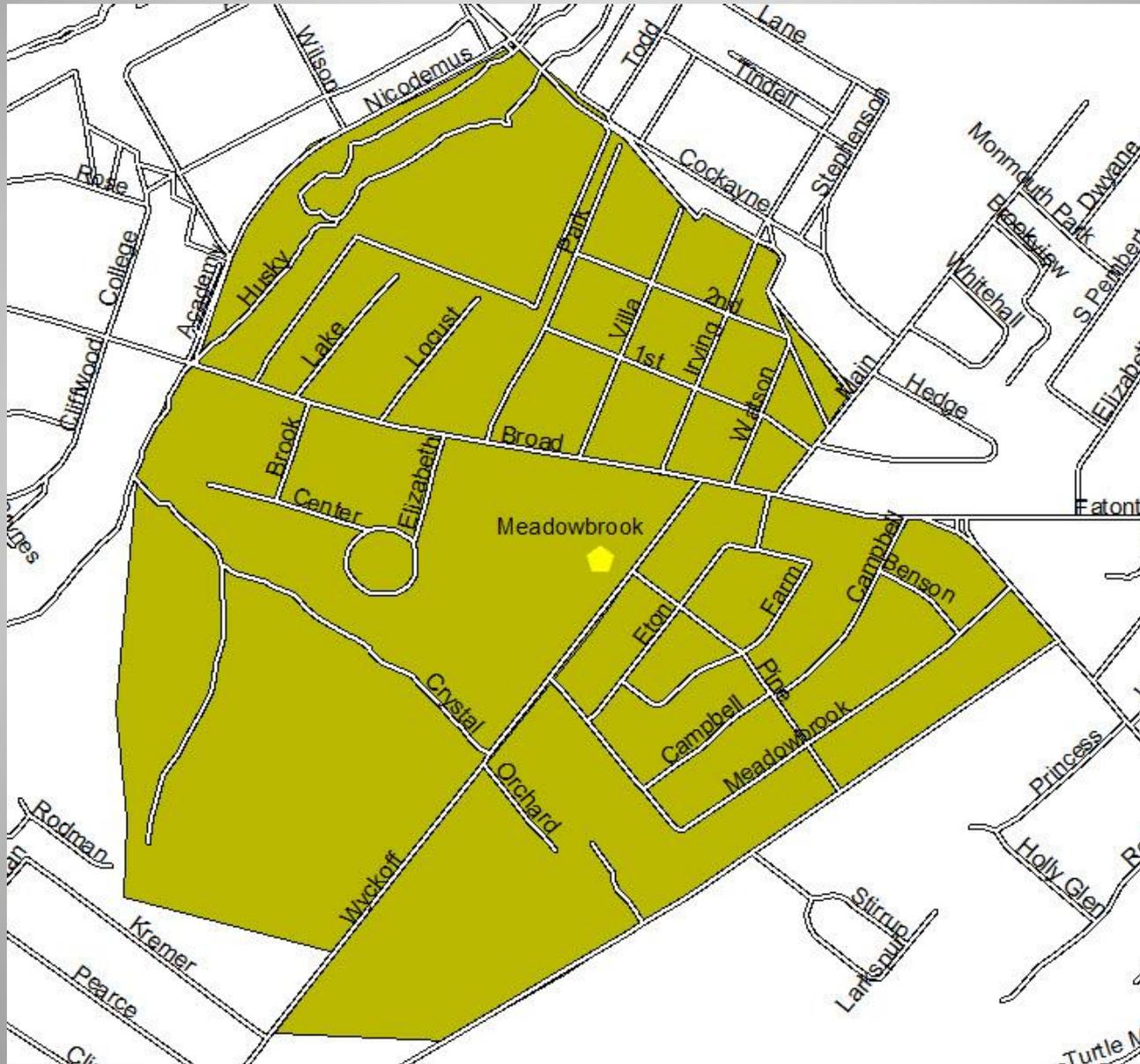
Wall Street

Grant Avenue (Route 36 to Wyckoff Road)

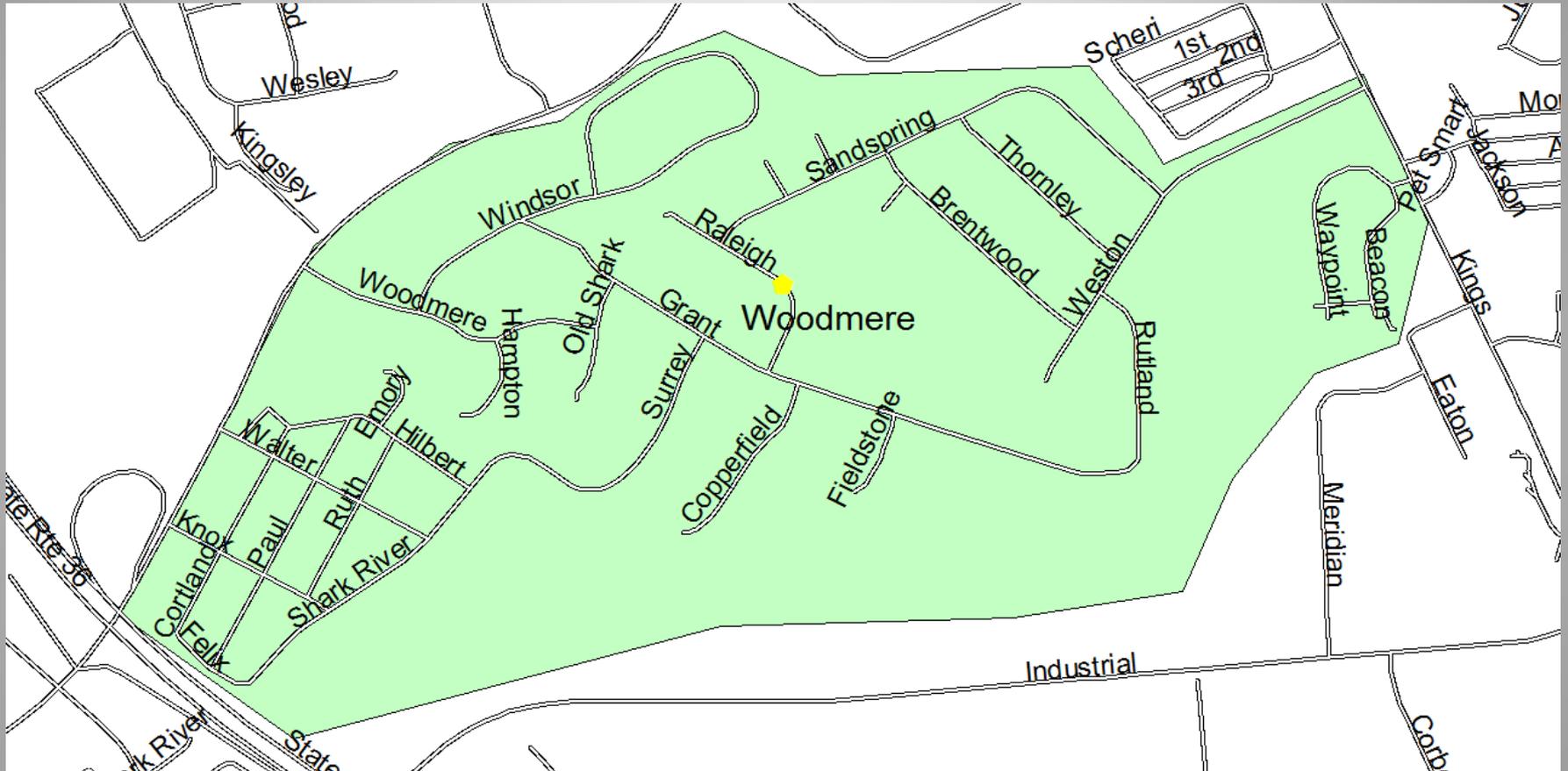
South Street

Pinebrook Road (former Ft. Monmouth)

Meadowbrook Walk Zone



Woodmere Walk Zone



Memorial-Vetter Walk Zone



Proposed Bell Times

Meadowbrook and Woodmere

AM Arrival: 8:20

PM Dismissal: 2:58

AM Bell: 8:30

Breakfast Program: 8:10

Memorial Middle & Vetter

Memorial/Vetter AM Arrival: 7:40

PM Dismissal: 2:19

Memorial Breakfast Program: 7:25

Vetter Breakfast Program: 7:30

Memorial/Vetter Bell: 7:50

Final Bell Times cannot be established until after the Transportation Bids are accepted, reviewed, and approved.

Routes

In creating these routes the following was done:

- For several days, we observed buses at arrival and dismissal time. We also had the drivers do a head count of actual riders. On most days most buses were at about 50% of capacity.
- The first draft of the routes were provided to the Transportation Coordinator for review. Revisions were made based upon her review.
- The edited routes were road tested for timing and stop order.
- The road tested routes were edited as needed.
- Routes were then presented for creating bids.
- Throughout the process, meetings were held with the Administration and two meetings with the Operations Committee of the Board of Education.

Route Edits

Adjustments to the routes will take place between now and the opening of school in September for the following reasons:

- These routes were structured using the current year's enrollment rolled up one grade (which means we did not have the future kindergarten enrollment—we did roll up 24 PK-4 students to kindergarten. There will be approximately 70 kindergarten students to be added. By using five buses at Meadowbrook this will not be a problem.
- There may be some shifting of stops between routes to even out loads and improve route times where possible.
- The real over the road times may fluctuate therefore for at least the first week of school in September. Following past practice, parents will be urged to have their children at stops 10 minutes prior to the published times for each stop.

Proposed Routes

This study proposes that the District utilize 9 full size buses. Meadowbrook and Woodmere will have dedicated buses. Students from Vetter and Memorial will ride on the same buses.

Meadowbrook will use five (5) buses. The longest ride length (first stop to end) is approximately 35 minutes (first stop to school). The average route length is 26 minutes.

Woodmere will use four (4) buses. The longest route length (start to end) is approximately 40 minutes. The average ride length (first stop to school) 35 minutes.

Memorial and Vetter will use six (6) full size buses. The longest route length (start to end) is 33 minutes. The average route length is 27 minutes.

Routes

The current routes may change to some degree between now and the opening of school based upon new students, students leaving the District or moving stops, however, the first stop on each route and the final stop (school) are set. This is important because these have to be set in order for the District to prepare the bids.

It is critically important that the bids go out as soon as possible due to the fact that there is a shortage of school buses in the State. This means the later the bid the less likely that the District will get reasonable bid responses.