

8600 TRANSPORTATION (M)

The Board of Education directs the Superintendent to supervise development of bus routes to provide safe, economical, and reasonably expeditious transportation for:

- A. Pupils who live remote from the schoolhouse as defined by New Jersey law;
- B. Educationally disabled pupils in accordance with their individualized Education Program (IEP);
- C. Pupils participating in Board-approved extracurricular activities or field trips;
- D. Pupils whose route to the school is deemed hazardous by the Board;
- E. Other pupils as required by law or by Board of Education policy. Nonmandated transportation shall be defined below under courtesy busing.

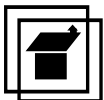
Transportation to and from school shall be provided, as required by law, to eligible nonpublic and charter school pupils. The district also shall provide transportation to and from school for other students living non-remote from their school whose walking routes are determined to be hazardous as provided herein. All pupils riding on district buses shall be required to observe the district's bus conduct regulations or risk loss of the privilege of such transportation.

Buses, whether contracted or district-owned, shall be kept in optimum condition and shall conform to all State safety regulations.

Bus routes must be acted upon by the Board and submitted to the county office in the manner prescribed by law.

Homeless Pupils

As per code, when a pupil who resides and attends school in the district of residence becomes homeless and resides in another district while homeless, that pupil will be provided transportation while the pupil attends school in the district of residence.



Courtesy Busing

1. Hazardous routes – Pursuant to N.J.S.A. 18A:39-1.5, the Board of Education defines the hazardous route policy as follows:
 - a. The Board of Education recognizes that the walking routes to be utilized by pupils who do not live remote from the schoolhouse as defined by law, in the Township of Aberdeen and the Borough of Matawan may present challenges (hazards).
 - b. Effective September 1, 2019, the Board of Education shall utilize the following point based system to review and quantify whether a specific walking route is hazardous and to make the pupil eligible for transportation pursuant to said courtesy busing policy.
 - c. A pupil's walking route will be deemed hazardous if the student meets the minimum number of points for his/her grade level as defined below, and if the student does not have a safer walking route alternative:
 - i. Grades Kindergarten to 5: 15 points or greater
 - ii. Grades 6 to 8: 22 points or greater
 - iii. Grades 9-12: 30 points or greater



- d. The Board of Education hereby assigns the following point value to the specific hazards identified in the table below:

Description of hazard	Point value
Absence of crosswalk while crossing streets with a speed limit up to 25 mph	0
Absence of crosswalk while crossing streets with a speed limit between 26 to 35 mph	1
Absence of crosswalk while crossing streets with a speed limit that exceeds 35 mph	2
Absence of walkway	2
Crossing or walking along Rt. 34	15
Crossing or walking along Rt. 35	15
Crossing a bridge with a length that exceeds 10 feet	2
Line of sight (limited sight) less than 26 feet at crossing point	5
Line of sight (limited sight) greater or equal to 26 feet at crossing point	2
Non-controlled intersection (traffic light or stop sign) at crossing point	2
Railroad crossing	15
Roads that flood with overflow onto sidewalk	5
Speed limit of 26-35	1
Speed limit of 36-45	3
Speed limit of 45+	5
Three lane road (in each direction)	3
Two lane road (in each direction)	1

2. Subscription busing – The Board of Education defines the nonmandated subscription busing as follows:



- a. The Board of Education recognizes that parents of public school pupils may wish to purchase transportation for pupils considered nonmandated pursuant to state law and this Board policy.
- b. In preparation for the 2019/20 school year, effective immediately, the Board of Education approves the use of unused seats on district operated routes to be utilized as subscription busing seats.
- c. Unused seats are defined as the total number of seats on a district operated route, minus mandated seats, minus courtesy hazardous seats, minus reserved seats for mid-year pupil mobility as identified by the Superintendent's designee.
- d. Prioritization of the unused seats to be used for subscription busing will assigned on a purchase basis only to students with the greatest courtesy hazardous walking route score as defined above.
- e. The cost of the unused subscription seat will be calculated on an annual basis by dividing the most recent audited transportation expenditures by the total number of seats for all the district's operated tiers and shall be made available by March 1st for use in the subsequent school year.
- f. Unused subscription busing applications will be submitted by the parent/guardian of the pupil on an annual basis, and said application will be due in a format as prescribed by the Superintendent or designee no later than March 1st to be evaluated for the subsequent school year.
- g. The fee for unused subscription busing seats as defined above will be due by the first day of service in the service year and shall be paid by the parent/guardian in a manner to be determined by the Superintendent or designee.
- h. No pupil will be denied transportation because of financial hardship as defined in the N.J.S.A. 18A:39-1.4 et seq. or subsequent regulations, and shall not be excluded from participation under this policy for this reason. In determining financial hardship, the criteria shall be the same as the Statewide eligibility standards established by the State Board of Education for free and reduced price meals under the Federal School Lunch Program. Pupils who are determined to be eligible for free meals shall be offered this program at a rate of twenty-five percent of the full price service. Pupils who are determined to be eligible for reduced price



meals shall be offered this program at a rate of fifty percent of the full price of the service.

- i. In the event that the number of subscription busing applications exceeds the number of unused seats on the given route, the Board may authorize the administration to seek bids for additional transportation services to fulfill the need of the remaining subscription busing applications as sorted by school first and tiered, as necessary.
 - j. Additional transportation services for the purposes of providing supplemental subscription busing services shall be performed by a contractor licensed by the State of New Jersey to transport students to/from the schoolhouse, another school district and/or an education services commission.
 - k. Additional transportation services routes, stops, times and applicable fee will be determined by the contractor pursuant to the request for service, and in consultation with the Superintendent or designee
3. Courtesy late bus – The Board of Education recognizes the need to transport pupils that participate in after school activities.
- a. The nonmandated courtesy late bus will operate only at grades 6-12.
 - b. For each schoolhouse encompassing grades 6-12, a late bus route will be established by the Superintendent or designee to accommodate the parents/guardians of such pupils.
 - c. The courtesy late bus may operate with different stop, time and distance parameters of regular mandated routes.
 - d. The availability of the courtesy late bus will depend on availability of district resources for the given school year.



Glossary

For the purposes of this policy, the Board of Education hereby defines the following terms pursuant to the utilization by officials of the State of New Jersey:

1. Adequate Street Lighting - Adequate street lighting shall refer to whether or not the street lighting on a street provides sufficient visibility for motorists to see a pedestrian walking in the early (before sunrise) morning. The Illuminating Engineers Society publication Roadway Lighting shall prevail when quantifying standards.
2. AM Peak Hour Volume – The AM peak hour volume shall be defined as the sum total vehicles during the highest four consecutive 15-minute intervals between 7-9 a.m. on a typical weekday morning when school is in session. Traffic counts either have to be conducted directly or obtained from a traffic study conducted for other purposes. All data that is less than 3 years old shall be deemed to be acceptable. Publication Pedestrian Compatible Planning and Design Guidelines (April 1996) states “Lightly traveled rural roadways and suburban streets having an Average Annual Daily Traffic less than 1,200 seldom require a sidewalk or shoulder to accommodate pedestrians”. Based on typical relationships of peak hour volume to daily volume, 1,200 vehicles per day translates into a traffic volume of 96-144 vehicles per hour.
3. Drop offs – A drop off shall be defined as any unprotected downgrade having a slope greater than 1 foot vertical for every 3 feet horizontal located within 5 feet of a walkway or roadway if no walkway is present.
4. Hazardous Route – A hazardous route, as defined by N.J.A.C. 18A:39-1.5 shall be any roadway where a combination of factors determine that it is not an appropriate walking route to/from the schoolhouse for pupils to walk. The Board of Education has identified in the policy above the threshold of points necessary to consider a walking route to be hazardous.
5. Highway – A highway shall refer to any roadway under the jurisdiction of the New Jersey Department of Transportation, and having a classification of Arterial roadway or Freeway.



6. Limited Sight Distance – Limited site distance refers to locations where a vehicle does not have adequate stopping sight distance to see a potential pedestrian walking in the roadway, due to vertical or horizontal geometry of the roadway, or specific sight distance obstructions. For these purposes, stopping sight distance shall be based on stopping sight distance contained in the latest version of the American Association of State and Highway Transportation Officials (AASHTO) publication A Policy on Geometric Design of Highways and Streets. The following table consists of required sight distances based on the 2004 edition of said publication. Limited sight distance would refer to any location that does not provide at least this sight distance. Limited Sight Distance Speed Required Sight Distance (mph) (feet) 25: 155, 30: 200, 35: 250, 40: 305, 45: 360. Speed in this table refers to design speed. It is presumed to be posted speed plus 5 mph. For locations with steep downgrades, add an additional 1 foot per mile per hour. Source: A Policy on Geometric Design of Highways and Streets, 2004 Edition by American Association of State and Highway Transportation Officials Exhibit 3-1.
7. Road or Road Section – The hazardous definition shall apply to a Road or Road Section. Where no road section is given, the entire length of the street shall be used. Road Section shall refer to a specific street between two identifiable landmarks or cross streets. Road sections will be applied where some condition relating to hazardous streets (e.g. walkway presence, speed, volume) is different from adjacent sections. Road sections will be categorized by the number of vehicular traffic lanes in each direction.
8. Road Width – Road width shall be defined as the full pavement width of a road, measured perpendicular to the direction of traffic. It is recognized that a width of 18-20 feet is required to accommodate two-way vehicular traffic. For this reason, any roadway having a width of less than 24 feet was deemed to be too narrow to adequately accommodate pedestrians and vehicles at the same time, forcing traffic to yield to pedestrians.
9. Speed – The speed of a roadway shall be based on the posted speed limit. If no speed limit is posted, it shall be deemed to be the greater of 25 miles per hour or the speed limit contained within the ordinances for the Township of Aberdeen or the Borough of Matawan. (Based on the research documents Killing Speed and Saving Lives, by the UK Department of Transportation and Vehicle Speeds and the Incidence of Fatal Pedestrian Collisions, by the Australian Federal Office of Road Safety, the probability of a pedestrian fatality increases linearly by 3.5% per mile per hour (mph) of the vehicle between 20 mph and 40 mph.)



10. Walkway – A walkway shall refer to a concrete or asphalt sidewalk of 3 feet or greater in width that is separate and distinct from the roadway, and allows pedestrians to not have to travel in the roadway. The roadway shall refer to the area traversed by automobiles. Walkways are one of the most critical factors when determining routes to be hazardous to walking to school. The Institute of Transportation Engineer's (ITE) publication Design and Safety of Pedestrian Facilities notes that a recent study found that streets without sidewalks had 2.6 times more pedestrian collisions than expected, while streets with sidewalks on only one side has 1.2 times more pedestrian collisions than expected.
11. Absence of crosswalk – A walkway that does not offer painted crosswalk between two intersections of roads.
12. Crossing Rt. 34 – The need to walk along or cross the roadway to/from the schoolhouse.
13. Crossing Rt. 35 – The need to walk along or cross the roadway to/from the schoolhouse.
14. Non-controlled intersection – The absence of a traffic signal (traffic light, stop sign, yield sign, etc.) to control the flow of traffic at the intersection.
15. Railroad crossing – The controlled public access of vehicular or pedestrian traffic to cross a railroad line at the elevation of the railroad line.
16. Roads that flood – A walkway that becomes impassable as a result of systemic or occasional flooding.

N.J.S.A. 18A:39-1 et seq.

N.J.S.A. 27:15-16

N.J.S.A. 39:3B-1 et seq.

N.J.A.C. 6A:27-1.1 et seq.; 6A:27-2.1 et seq.; 6A:27-3.1

Adopted: 11 April 2016

Revised: 8 April 2019

