

# Council of the Great City Schools (CGCS) #130 Centralize Creation of School Bell Schedule & Transportation Update

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School Operations and Safety Committee Meeting

April 2, 2019



# CGCS #130 Centralized Creation of School Bell Schedules Objectives

- To increase the efficiency of student transportation by improving both bus arrival and departure times.
- To maintain transportation expenditures within the current budget appropriations.
- To improve planning for how to work within the nationwide bus driver shortage, which impacts the District's ability to provide timely transportation services.
- To allow for multi-tiered school bus scheduling by changing the school bell schedules.
- To increase the state transportation subsidy by taking advantage of reimbursement formula.
- To establish and receive Board approval for 2019 -2020 rates and carrier contracts.
- To contract with new yellow bus and/or van carriers.

# CGCS #130 Centralized Creation of School Bell Schedules

## Transportation efficiencies are based on several drivers, which ultimately hinge on underlying Policy, Operational and Financial Levers

### Policy Levers

- Distribution of students on yellow buses vs. Port Authority
- Size of walk zones
- School bell times
- School portfolio, feeder patterns, and level of choice
- Prevalence of regional classrooms

### Operational Levers

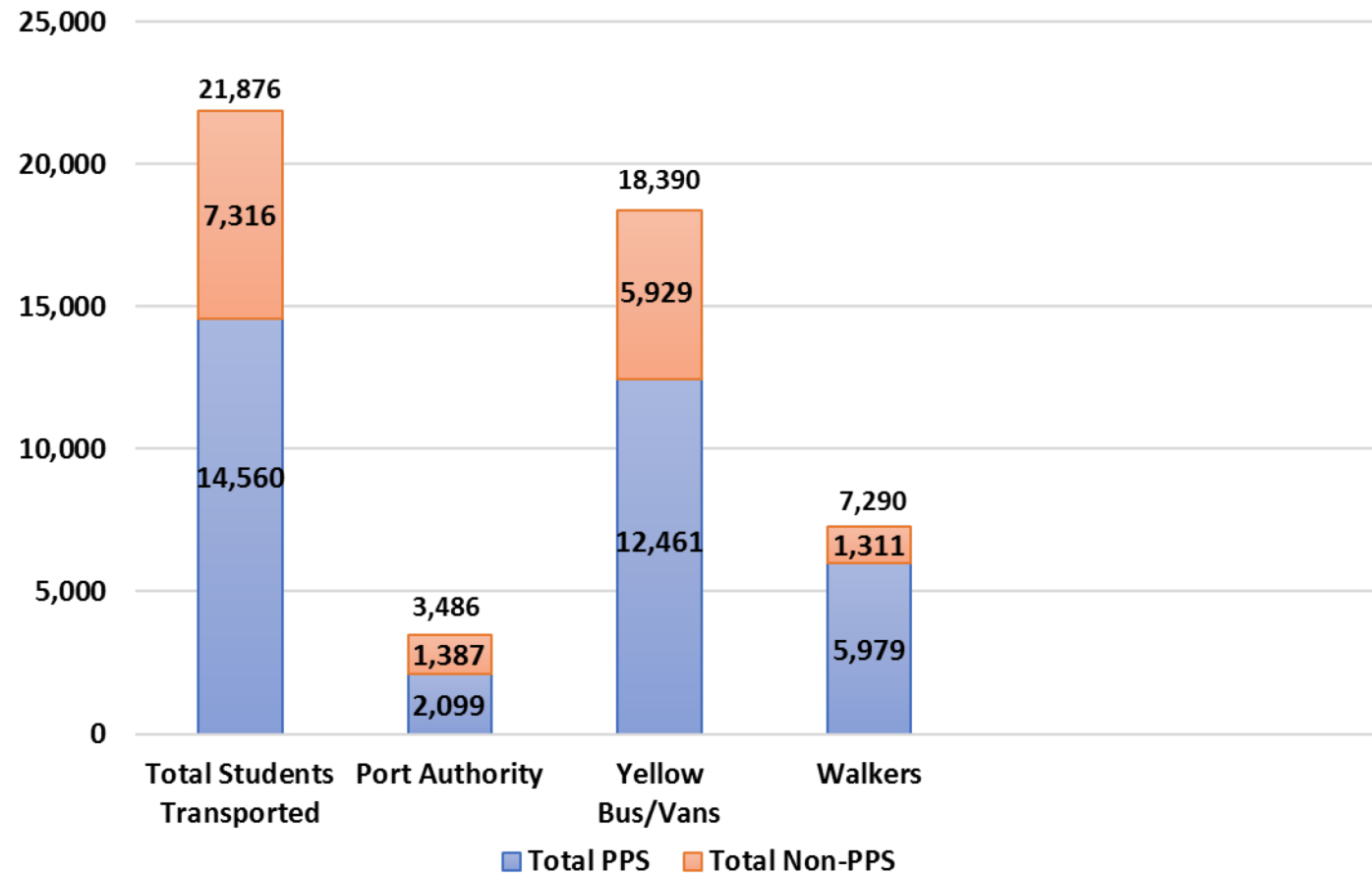
- Fleet composition (size and type of buses used)
- Tiering structure (number of routes per bus)
- Route density and complexity (distance traveled, stops made, total time)
- Route efficiency (fewer stops serviced by multiple buses and routes)

### Financial Levers

- Number of students transported
- Number of students per seat (utilization)
- Number of seats per bus (capacity)
- Number of routes per bus, per day
- Incremental duration per route
- Daily fixed costs and hourly marginal costs per bus

# CGCS #130 Centralized Creation of School Bell Schedules

## Total Number of Students Transported and Student Walkers



# CGCS #130 Centralized Creation of School Bell Schedules

## The Process Steps

- Transportation identifies potential opportunities for improvement.
- Working team formed to discuss Transportation Department's proposed recommendations with the Office of School Performance.
- Solicited feedback from appropriate School Principals and adjusted recommended changes accordingly.
- Presentation to and approval from Executive cabinet.
- Transportation Department reviews 2019-2020 proposed routes for efficiencies, and dry-run performance.
- Finalize recommendations & set implementation date.
- Board Presentation and feedback.
- Speak to the Parent Advisory Committee and solicit feedback.
- Communicate changes to Principals and school building staff to enable timely planning.
- Communicate the changes to parents and community members.



**Expect great things.**

# CGCS #130 Centralized Creation of School Bell Schedules

## Background Information

- Transportation expenditures for yellow bus and Port Authority.

	2016		2017		2018
<b>Yearly Actual Expenditures</b>	\$ 25,777,135		\$ 25,914,850		\$ 26,189,895

- Transportation expenditures forecasted for 2019-2020.

Projected % Increase	3%		5%		7%		9%
<b>Projected Carrier &amp; Port Authority Expenditures</b>	\$ 26,975,592		\$ 27,499,390		\$ 28,023,188		\$ 28,546,986

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## Background Information – Route Cost

- Projected Yearly Cost (3%) of one 74 passenger yellow bus.

Cost - 74 passenger for 2 hours per day	\$ 295
Days	182
Yearly cost of route	\$ 53,721

- Projected Yearly Cost (3%) of twenty two 74 passenger yellow bus.

Yearly cost of route	\$ 53,720.94
Number of routes saved	22
Yearly cost savings	\$ 1,181,861

# CGCS #130 Centralized Creation of School Bell Schedules

School	Proposed Modifications	Rational for Modification	Current Start and End Times	Proposed Start and End Times	Impact of Modifications
Arlington	Walk Zone	Current routes less than .3 to .7 of a mile  Reduces the need to tier	9:10 start time 3:51 end time	No change in time.	159 students would be affected, eliminates 2 or 3 bus  Mc Manus is 443 ft, the street must exceed 500 feet to be considered a hazard and some of the 443 ft has sidewalks.  Crossing guards at: Arlington and Elanor, Knox and Bausman, Ormsby and Ottilia.
Banksville	Tier with Brashear and South Brook	Three-way tiering: Brashear, Banksville and South Brook	8:10 start time 2:51 end time	8:20 – 8:30 start time 3:11 end time	Efficiency & 1 bus eliminated



Expect great things.



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School	Proposed Modifications	Rational for Modification	Current Start and End Times	Proposed Start and End Times	Impact of Modifications
Brashear	Tier with Banksville, South Brook, and Whittier	Three-way tiering: Banksville, South Brook and Whittier	7:15 bus drop-off 7:36 start time 2:46 bus pick-up	No change in time.	Change start time of later starting schools
CAPA	Move middle school to Port Authority	CAPA cannot be tiered with other routes due to location	8:00 middle start time 3:50 middle end time 7:45 H.S. start time 3:44 high end time	No change in time	Eliminates 9 buses  Safety concerns for middle school students.  Monthly downtown partnership: meeting
Carrick	Move to Port Authority	No transfers downtown; same bus stops  Yellow bus stops are same as Port Authority stops	7:36 start time 2:46 end time	No changes in time	Transportation identified 10 potential routes, however Port Authority can only accommodate 79 students, or 3 bus routes.

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School	Proposed Modifications	Rational for Modification	Current Start and End Times	Proposed Start and End Times	Impact of Modifications
Roosevelt	Tier with Brashear and South Hills	Three-way tiering: Brashear, Banksville, and South Brook	8:10 start time 2:51 end time	8:20 start time 8:30 start time 3:11 end time	Efficiency
South Brook	Tier with Brashear and Banksville	Three-way tiering: Brashear, Banksville, and South Brook	9:10 start time 3:51 end time	9:20 start time 4:01 end time	Efficiency
Schiller	Move the identified students to Port Authority Transit		9:10 start time 3:51 end time	No change in time	2 routes eliminated in Northside area 54, 15, 17:  275-01 Northside 275-02 Northside

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School	Proposed Modifications	Rational for Modification	Current Start and End Times	Proposed Start and End Times	Feedback from OSP	Status of Modification
Sci – Tech	Move Middle School to Port Authority	Sci-Tech is hard to hook up	7:15 start time 2:46 end time	No change in time		Eliminates 4 routes  Survey parents
South Hills	Walk Zones	Walk distance is equal to or less than 1 mile Sidewalks have been added	9:10 start time 3:51 end time	No change in time		Eliminates 205-10 (whole bus) 205-11 (½ bus), so move to small van
Whittier	Increase walk zone/start time change	Tier with Brashear p.m. problems	8:10 start time 2:45 end time (school is requesting bus at 7:50)	8:30 start time (drop-off 8:20) 3:11 end time	School wants buses to arrive 10 minutes early in am	Efficiency

# CGCS #130 Centralized Creation of School Bell Schedules Route Map

