

# Out of District Non-Public Bus Route Consolidation

# OUT OF DISTRICT NON-PUBLIC BUS ROUTE CONSOLIDATION INTRODUCTION

Based on the community task force's transportation committee mandate to find savings, and after analyzing the background information for the transportation operations, the out of District, non-public sub-committee set out to evaluate the out of District bus routes. The sub-committee's main goal was to maximize bus capacity utilization while maintaining reasonable ride times that remain within School Board Policy (attached). Although the sub-committee did not have a specific number of buses identified for elimination, initial findings uncovered numerous routes that appeared inefficient and underutilized that required research to determine causes and or possible remedies. Two of the underutilized routes identified in the original findings which pertained to Renaissance Academy and Bishop Shanahan were implemented in the 2010-11 school year and the savings have been recognized this year.

In addition to the two recommendations that were implemented in the 2010-11 school year, the sub-committee has identified four additional areas (findings) that would result in a savings of seven buses in the upcoming school year. These findings are detailed within the following pages and involve; grouping of students from different schools, introduction of transfer points to routes, changes to transfer point locations for routes, and staggering of transfer times at the Westtown Market Place transfer location.

General Rationale (related to all findings):

- Buses are currently not filled to their capacity. Current capacity utilization of non-public school buses averages 49%.
- The combination of routes and increased use of transfer points increases route efficiency and increases capacity utilization.

Savings (in total):

- 2011-2012 budget savings will be  $\$50,000 \times 7 \text{ buses} = \$350,000$

# COMMUNITY FEEDBACK

## Introduction:

After the informational sessions concerning the proposed WCASD Transportation Plan conducted at Fugett Middle School on October 12<sup>th</sup> and 14<sup>th</sup>, the administration received fifty four feedback forms and eighteen emails. These feedback forms and emails, are included in the appendix of this report.

## Findings:

When the community responses were combined, there were several categories that emerged, and they appear below. It is important to note that within the responses, some respondents expressed concerns with multiple issues. The concerns and clarifying information and responses to parent concerns are listed below. More detailed concerns and clarifying information and responses to parent concerns relating to individual findings are included within the individual finding section of this report.

The following chart shows the frequency of which respondents commented on each of the categories.

Category	Number of Concerns
1. Parents are concerned with long ride times – causing children to awaken earlier and arrive home later, longer routes increase the risk of accidents, lack of time for homework and extracurricular activities	27
2. Parents are concerned with their children being on the bus with children of a different age group	2
3. Parents are concerned with the safety of children at the transfer point locations.	8
4. Parents are concerned that this proposal will force them to enroll their children in WCASD schools and they are unsure if the District can accommodate the increase in enrollment.	4
5. Parents would like to see transfer locations closer to home locations	1
6. Parents are concerned that projected drop off times at individual school locations are very close to the bell time or in some instances are later than the bell time	2
7. Parents should be allowed to drop off/pick up children at transfer locations	10

8. Parents are concerned that allowing parents the option to pick up/drop off students at transfer locations adds to the safety risk at the transfer location	1
9. Parents question if the changes will be reversed if/when the economy recovers	1
10. Parents would like to see smaller buses utilized with direct routes rather than large buses that utilize transfer locations	3
11. Parents feel that this proposal may cause them to drive their children to school, adding to the traffic and pollution issues that already exist	2
12. Parents feel that there was a lack of Non-Public parent representation on the committee	3
13. Parents feel that the District already recognizes a savings from the non-public parents since their children do not attend the District schools. Since bussing is the only service they request from the District, it should not be altered.	12

**Frequently asked Questions:**

**1. What transportation service changes will affect non-public students?**

- a. Bus stops will be consolidated for non-public students, schools may be grouped on busses differently and transfer groups and locations may change. Schools that may not have been set up through a transfer may do so with the new plan.

**2. Will these changes affect the ride time for non-public students?**

- a. Yes and many changes will benefit students by providing a shorter ride time. The district policy to try to limit the ride time to one hour in the district has not changed. Adding a school to an existing transfer may add some time to the ride for some out of district students by five to ten minutes. Consolidating bus stops may actually shorten the ride time within the district for many students since the busses will be making fewer stops.

**3. Would the proposed bus stop and route consolidation plans be permanent, or will things revert to our current system once the district's budget crisis eases?**

- a. Because significant savings of more than \$1 million can be achieved without directly impacting classroom instruction with a minimal impact on student schedules, this more efficient transportation plan will remain in place into the

future to the benefit of district taxpayers as a recurring, sustainable, cost-cutting measure.

4. **Is the West Chester Area School District required to provide transportation?**

- a. No, regular education student transportation is not mandated by the Pennsylvania Department of Education. Bus service, funded in part by state subsidies, is extended as a courtesy by the district to all public and non-public school students residing in the West Chester Area School District. The state does mandate that once bus service is provided for any segment of the district's student population, service must also be provided for students in all programs, whether public or private/parochial.

5. **Does a school district have to provide transportation to a nonpublic school?**

- a. Yes, in Pennsylvania, for cases where a school district provides transportation for its public students, it must provide transportation services to nonpublic student of the same grade level that it is providing for its own pupils. The nonpublic school must be nonprofit and located within ten miles of the district's boundaries.

6. **Does the state have any regulations regarding the combining of public and non-public students on one bus?**

- a. No, the state does not have any regulations regarding the combining both public and non-public students on one bus

7. **Why does the District utilize transfer points as part of their bussing for non-public student transportation services?**

- a. The District utilizes transfer points as an efficient means of delivering transportation services to students from a geographic area within the District to multiple school destinations.

**Common Parental Concerns:**

**1. Parents are concerned with their children being on the bus with children of a different age group**

- a. The District has been serving students of all ages on the same bus for years. Seating arrangements have been structured to allow the younger students seats in the front of the bus and older students in the back. Professional development continues with training seminars in the fall and spring. All buses are monitored utilizing digital cameras.

**2. Parents are concerned with the safety of children at the transfer point locations.**

- a. Transfer points are not new to the District; in fact, the District has been utilizing transfer points for many years as an effective way to transport students to schools within the same geographical area. The District has never experienced a safety issue at one of our transfer locations. The drivers are experienced and continually trained in the mechanics of proper transfer coordination.

**3. Parents are concerned that this proposal will force them to enroll their children in WCASD schools and they are unsure if the District can accommodate the increase in enrollment.**

- a. Since the bus stop consolidation plans and transfer point changes do not require an additional cost for of our non-public school parents, the only transportation-related reason to change enrollment would be one of convenience. It is important to point out that the shared sacrifices being asked of the public school population in the proposed 2011-12 transportation plan are greater, both in terms of bell schedule changes and the number of bus stop consolidations, than those being asked of our non-public school students.

The WCASD recognizes that educational choices exist, and each school year brings a new challenge with regard to enrollment. Over the past two years the economic downturn led to an influx of non-public school students, especially at the ninth grade level. The District adjusts the number of teachers and classes where necessary, and our educational programming has continued to produce excellent student achievement results.

4. **Parents would like to see transfer locations closer to home locations**
  - a. The District chooses transfer locations at the edges of the District based on the geographical area that it needs to serve outside of the District. Students from within the District boundaries (75 square miles) are picked up within their residential areas and transported to their respective transfer location. Transfer locations are chosen based on proximity to District boundaries, traffic patterns, availability (owner permission) and size of location. Locations are chosen that will serve the most students with the least amount of impact on the total route time. Customizing transfer locations within the District would prove to be more costly and less efficient overall.
  
5. **Parents should be allowed to drop off/pick up children at transfer locations**
  - a. The committee recognizes that the ability to drop off/pick up students at a transfer location does provide some convenience to parents. However, the committee is concerned that increased vehicular traffic may pose additional safety risk for the students. As part of this recommendation, the committee urges the District administration and School Board to review the Board policy (DE) that addresses this topic and adjust the policy as needed.
  
6. **Parents are concerned that allowing parents the option to pick up/ drop off students at transfer locations adds to the safety risk at the transfer location**
  - a. The committee recognizes that the ability to drop off/pick up students at a transfer location does provide some convenience to parents. However, the committee is concerned that increased vehicular traffic may pose additional safety risk for the students. As part of this recommendation, the committee urges the District administration and School Board to review the Board policy (DE) that addresses this topic and adjust the policy as needed.
  
7. **Parents would like to see smaller buses utilized with direct routes rather than large buses that utilize transfer locations**
  - a. The committee looked at this as an option and it was determined that the use of smaller buses with direct routes as opposed to larger buses utilizing transfer locations would actually cost the District more money. The daily rates that are established for the buses are largely driven by the cost of labor; other factors include gas and repairs. The largest cost factor is labor and this remains the

same regardless of the size bus utilized. Based on a cost per student transported analysis, the cost per student on a 72 passenger bus approximates \$764.00 ( $\$55,000/72$ ), the cost per student on a 48 passenger bus approximates \$1,145.00 ( $\$55,000/48$ ).

**8. Parents feel that this proposal may cause them to drive their children to school, adding to the traffic and pollution issues that already exist**

- a. The District expects that the start of the 2011-12 school year could bring an increase in the number of parents choosing to drive children to school. As the new routines of bus stops and routes become more comfortable to District families, we also expect a fairly rapid return to the traditional rates of parent driving, allowing the District to reach the ultimate goal of increasing bus capacity and efficiency.

**9. Parents feel that there was a lack of Non-Public parent representation on the committee**

- a. Participation on the transportation committee was made up of volunteers from the 155 member Community Budget Task Force. Transportation committee volunteers produced a very accurate representation of the interests and backgrounds of residents in our overall community. It is also important to note that, while the transportation committee thoroughly researched the plausibility and impact of the proposed changes, the group does not play a role in planning relative to specific bus stop locations or other individual route issues. Any parent of our non-public school students can raise a question or concern regarding a stop or transfer point. Reviews of individual issues will be conducted during the remainder of this school year, as well as over the course of the summer if necessary, to ensure that no family will go into the 2011-12 school year without having had a question addressed.

**10. Parents feel that the District already recognizes a savings from the non-public parents since their children do not attend the District schools. Since bussing is the only service they request from the District, it should not be altered.**

- a. Non-public school student needs are very important to the WCASD, and it is important to point out that the shared sacrifices being asked of the public school



population are greater in the proposed plan, both in terms of bell schedule changes and the number of bus stop consolidations. For the 2009-10 school year, the District spent \$4,670,000 busing 11,800 public school students. During the same period, \$4,953,500 was spent on busing our 4,900 non-public school students. Based on that measure, a much higher percentage of the budget for transportation is invested on non-public school busing.

**For further information regarding the Transportation Task Force recommendations go to [www.wcasd.net](http://www.wcasd.net) and click on 2011-2012 Proposed Transportation Changes.**

# School Board Transportation Policy

# West Chester Area School District

SECTION: BUSINESS MANAGEMENT

TITLE: STUDENT TRANSPORTATION

ADOPTED: 11/28/94

REVISED: 6/25/01, 10/22/01, 2/25/02, 11/22/04, 5/22/06  
6/25/07, 2/23/09, 6/28/10

## #ED - STUDENT TRANSPORTATION POLICY

The following guidelines are established for providing transportation to all pupils residing in the West Chester Area School District.

### I. GENERAL CONDITIONS

#### ELIGIBILITY FOR TRANSPORTATION

- Transportation is not provided to elementary students who live within one mile (one and one-half miles for secondary students) of their school unless the route has been identified as hazardous by the Pennsylvania Department of Transportation (PENNDOT).
- In the event of redistricting, transportation is the responsibility of the parent/guardian for students who are given the option to remain at their original school, and elects to do so. If parents/guardians provide transportation to an existing stop for the original school and there is space available, students are permitted to ride that bus.
- If students are placed by the Administration at a school other than their home school for reasons other than special education services, parents/guardians will be responsible to provide transportation.

#### GENERAL GUIDELINES

Parents must realize that bus stop assignments cannot be customized to meet every individual need and still be part of an efficient and economical transportation system.

Determination of bus stops on a particular vehicle's route will be determined solely by the School District pursuant to these guidelines, while maximizing routing efficiency.

Parents of children are responsible for their safety prior to boarding the bus and from the time the child is discharged.

The District cannot consider factors that are associated with individual family or parental situations. Such concerns are expected to be resolved by the family, parent, or guardian, not the School District. Examples:



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1. Parent not being able to see child walking to bus stop and /or waiting at bus stop.
2. Neighborhood feuds or conflicts with nearby residents.
3. Change in parent's work schedule.
4. Parent not able to walk to bus stop with child because of other obligations.

### LARGE OR DANGEROUS OBJECTS

Pennsylvania Department of Transportation regulations mandate that the interior of a school bus must be free of objects which could cause injury. Objects must be secured and the aisles and emergency exits cannot be blocked. The following must be adhered to at all times:

1. No items can be placed in the driver's compartment, doorway or aisle. These areas must be kept clear to exit in case of emergencies.
2. Animals are not permitted on the bus except as otherwise required by law.
3. Large musical instruments or school projects are not permitted on the bus unless they can be held on the student's lap.
4. Items may not be placed under seats, as they can become projectiles upon impact.
5. Objects that endanger other students are strictly prohibited. Such objects include, but are not limited to, glass objects, large metal objects, and certain sports equipment that is large and cumbersome, including but not limited to skis, skateboards, or ice skates, unless the ice skates are in an enclosed bag.

### BUS ROUTING/STOPS

Consistent with Board Policy, elementary pupils may be asked to walk up to one mile to a bus stop; secondary pupils, one and one and one-half miles, unless the walking route has been identified as hazardous by the Pennsylvania Department of Transportation (PENNDOT) pursuant to 67 PA Code 447.1 et seq. in which case those regulations shall apply, or if the bus stop location does not meet the standards of 67 PA Code 104.3.

- Bus stops will not normally be scheduled more than four per mile, except where dictated by lack of visibility, lack of berm, speed limits, etc.
- Bus stops will not normally be established for less than the following number of pupils: elementary-6; middle-8; high school-10.
- Bus stops may be adjusted if the number of students at a stop results in congestion that excessively interferes with the normal flow of roadway traffic, or if the bus stop waiting area is not large enough to accommodate the number of students.



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- For any student who is authorized to use the District transportation but does not use it on a regular basis (within a 2-week period) during the school year, the student's bus assignment will be dropped from the transportation roster unless the Transportation Office is notified by the parent that bus service is required. If the bus assignment and service is not reinstated during the school year, the student will not receive a bus assignment for the following year unless the Transportation Office is notified by the parent on or before August 1<sup>st</sup> of the school year that the bus assignment is necessary. During the school year a bus assignment for transportation may be re-established upon the Transportation Office being requested to do so. Re-instating transportation service during the school year could take up to five (5) school days.
- If consistent with route efficiency, an effort will be made to schedule routes so that the first pick-up stops in the A.M. shall be the first drop-off stops in the P.M. When a bus makes two trips to a school, an effort will be made to schedule it so that the first trip in shall be the first trip home provided all student reside in the school's normal attendance area and the farthest stop is not more than 3 miles from school.
- No transported students will cross Routes 3, 30, 100, 202, 322, or 352 on foot.
- Buses will not travel into developments under construction, or if built in phases into any phase thereof, prior to complete build-out of the phase if applicable, unless the following criteria are met:
  1. the stop outside of the development does not meet the criteria elsewhere in the guidelines;
  2. the bus carrier agrees to travel on the thoroughfare; and
  3. the parents requesting the exception provide an agreement in a form acceptable to the school district in which the building contractor/developer, residents and home owners association hold harmless the school district and carrier.
- In general, all bus stops will remain unchanged year to year unless it is determined that a bus stop does not meet the criteria of this policy.
- A.M. kindergarten students will only be dropped off when an adult is present at the bus stop. If an adult is not present, students will be returned to the school.
- The number of students assigned to load a bus will not exceed the official capacity of the bus.
- Total time for students from home to school or school to home will be



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limited as much as possible to no more than (1) hour within the district boundaries. For students attending schools outside of the district, the riding time limit is extended past the one-hour limit according to the driving time needed to get to/from the school from the district boundary.

- For those students who are authorized to use the District transportation but do not use it on a regular basis (within a 2-week period), transportation may be provided only when the Transportation Office is notified that the bus is required and could take up to 3 days to be reinstated.
- Buses shall generally avoid entering cul-de-sacs or one-entrance way developments unless the District deems it is necessary in accordance with these guidelines, and if buses can navigate such development in accordance with state or federal law or regulation concerning transportation practices.
- Stops including those in developments will be at intersections except for special education and noon kindergarten pupils.
- All buses entering a development will, whenever possible, follow the same route. Stops for differing schools will be at different points along the route of travel of buses.
- If a loop run is scheduled in a development, all loop runs will follow the same route. Bus stop sizes will be maintained.
- Mixed buses (elementary, middle, high combined) will follow the guidelines for the youngest-age group when entering a development.

### NON-PUBLIC STUDENTS & CHARTER SCHOOL STUDENTS

- Transportation shall be provided to and from school for the regular school program for all resident students attending nonprofit, non-public schools as required by Act 372.
- District busing will be provided to the non-public schools for the same number of days as the District public school.
- District busing will be provided to the charter schools in accordance with State law.
- Any pupil transported outside District boundaries will not normally have a bus ride within the District of more than one hour.
- Transfer points will be used for buses picking up pupils from a geographic area for multiple schools.
- Transfer points are not bus stops. Parents are not permitted to use a



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transfer point as a pick up or drop off location for their children unless the location is approved for such activity by the Manager of Transportation. (See Section III)

- District buses will pick up non-public schools students for early dismissals the same number of times as District public school students have early dismissals. Busing will be provided for A.M. students only for additional early dismissal days.

### SPECIAL NEEDS STUDENTS

- Children with special needs will be handled individually.

### BUS DISCIPLINE

- Bus discipline is a school responsibility pursuant to Policies EDCB, EDCB-R, and EDCBA-R.

## II. RIDING BUSES OTHER THAN AS ASSIGNED (DAILY EXCEPTIONS)

The decision to permit West Chester Area School District students to ride a bus other than the one to which they are regularly assigned shall be made by the building principal or designee. Such requests shall be required in writing from a parent and countersigned by the approving administrator for presentation to the driver.

- In no case shall a bus be permitted to operate with a load that is above its rated capacity.
- Changes in bus assignment should be permitted only for urgent reasons such as:
  - a. Medical services
  - b. Tutoring (as approved by the school)
  - c. Home emergencies
- Students not residing in the West Chester Area School District may not ride private or public school buses unless special permission has been granted by the Director of Business Affairs of the West Chester Area School District.

## III. DROP OFF/PICK UP RULES FOR PARENTS, STUDENTS, & SCHOOL BUS DRIVERS AT TRANSFER POINTS

- The Manager of Transportation will authorize the parents' eligibility to drop off and pick up students at transfer points after receiving permission



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from the property owners. This is a privilege and not a right.

- Parents of children are responsible for their safety prior to boarding the bus and from the time the children are discharged.
- Parents will arrive to transfer during a designated time period and will wait with their children until the school bus arrives. The school bus drivers will wait to leave the transfer point until after that designated time period.
- If children arrive as the buses are leaving or after the buses have left, the parents will be responsible for transporting their children to school.
- Parents should not try to stop a bus or interfere with the path of the buses.
- Parents will be assigned designated parking areas as determined by the Manager of Transportation.
- School buses are to wait and transfer at their designated parking areas as determined by the Manager of Transportation.
- In the A.M. – students are to wait for school buses inside their parents' vehicles. Only when buses arrive are students allowed to exit their vehicles, accompanied by parents and board their assigned school buses.
- In the P.M. – students are not allowed off of school buses unless their parents walk to the buses to pick up their children. If students normally get off the bus at the transfer and parents are not there, students will remain on the bus and will be dropped off at their regular, assigned bus stop.
- Parents are responsible for walking their children to and from buses in the A.M. and P.M.
- Students are not allowed into schools or businesses at designated transfer times.
- Students are not allowed to roam or play around vehicles.
- Violation of these rules by any person could result in suspension of drop off/pick up privileges for individual or all students at the transfer point.

#### **IV. TRANSPORTATION OF STUDENTS WITH DISABILITIES**

Parents requesting special transportation services for their children based on the children's physical handicap shall be evaluated by the West Chester Area School District as required by the Pennsylvania Regulations at 22 Pa. Code §15.6 and §504 of the Rehabilitation Act of 1973.





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- The Manager of Transportation will send the appropriate information to parents requesting special transportation services through the transportation office including:
  - *504 Request Parent Cover Letter*
  - *Parent Request for Evaluation and Provision of Services for Protected Handicapped Student Form*
  - *SECTION 504 PROCEDURAL SAFEGUARDS*
- The Manager of Transportation will send to the building principal the *Section 504 TRANSPORTATION DEPARTMENT INITIATED REFERRAL* form and a copy of the parent initial request.
- Public school parents must complete *Parent Request* forms and submit them to their building principals. Nonpublic school parents must complete *Parent Request* forms, and submit them to the public school principals in their children’s attendance area.
- Within 25 school days of the building principal’s receipt of the *Parent Request* form information, the District will complete the evaluation and notify the parents as outlined in the *504 Request Parent Cover Letter*.
- The West Chester School District Transportation Office will implement special transportation arrangements five days after receiving an initial or updated 504 Service Agreement from the building principal.

**V. OTHER TRANSPORTATION EXCEPTIONS**

According to Section VII of the transportation guidelines, the granting of special transportation services is based on the disability or physical handicap of the child transported as required by the Pennsylvania Regulations at 22 Pa. Code §15.6 and §504 of the Rehabilitation Act of 1973. The transportation policy provides a process for the handling of these exceptions.

The School District shall not grant special transportation services to accommodate the disabilities or other circumstances concerning caregivers, siblings or other individuals excluded from the legal requirements of Section VII of the transportation policy. The transportation services include, but are not limited to, changing bus stop locations and changing walking distances.

**VI. DISAGREEMENT OVER ASSIGNED STOP/ROUTE**

- Requests for changes/additions of bus stops or routes shall be directed to the Transportation Manager in writing. Such requests may come from a parent, guardian or concerned member of the community.



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- Building principals, on behalf of the parent(s) or guardian, may request a change or addition of a stop or route by contacting the Transportation Manager directly.
- A decision to grant a change/addition shall be through consensus of the Transportation Manager representing the District and the independent bus contractor, in accordance with these guidelines and routing efficiency. The final decision rests with the West Chester Area School District Transportation Manager.
- Notification of any changes shall be made to the following concerned parties: Transportation Manager, independent bus contractor's representative, building principal, bus driver, and parents.
- A request for reconsideration of the Transportation Manager's final decision may be made in writing to the Board President's designee(s) for reviewing transportation requests. Board members may provide input to the designee(s) after completing a direct observation of the bus stop, walking route or other area relating to the requested change. The West Chester Area School Board hereby authorizes and empowers the designee(s), with the authority to affirm or amend the Transportation Manager's decision in his or her sole and complete discretion. Reconsideration decisions under this policy by the Board designee(s) shall be reported to the Board of School Directors.
- Any person aggrieved by a decision of the Transportation Manager and/or the Board designee(s) retains the right to request that the Board of School Directors reconsider the decision or action, which the Board may or may not choose to do, in its sole and complete discretion. A decision by the Board or designee thereof in an individual case shall have no precedential impact upon the Transportation Manager's implementation of this policy in other cases.
- Implementation of the final decision shall generally occur within a 5-day period.

Transportation Guidelines ED-E adopted: 11/28/94  
Revised: 6/25/01, 10/22/01, 2/25/02, 11/22/04, 5/22/06  
5/22/06: Student Transportation Policy ED combines & replaces Transportation Guidelines ED-E and former policy ED.  
Revised: (June 2007) moved all safety procedures to New Policy EDB-R  
Revised: 2/23/09, 6/28/10

# Summary of Findings Ride Times

**West Chester Area School District  
Non- Public Transportation Finding  
Summary Report**

**1. Out of District bus route consolidation #1 (saves 1 bus)**

School	Current Am Pick Up	Proposed Am Pick up	Current PM Drop Off	Proposed PM Drop Off	Change in AM ride time +/-(-)	Change in PM ride time +/-(-)	Change in transfer location AM	Change in transfer location PM	Parent Comment Y/N
Malvern Prep	6:38	6:28	4:51	4:47	+ 10 min	(-) 4 min	No	Yes	No
Villa – Lower	6:29	6:28	5:03	4:45	+ 1 min	(-) 18min	No	No	Yes
Villa – Upper	6:27	6:24	5:05	4:44	+3 min	(-) 21min	No	No	Yes
St. Pat's	6:48	6:52	4:17	4:07	(-)4 min	(-) 10 min	No	No	Yes
Willistown	6:44	6:35	4:38	4:17	+ 9 min	(-) 21 min	No	No	NO

**2. Out of District bus route consolidation #2 (saves 1 bus)**

Implemented in the 2010-11 school year

**3. Out of District bus route consolidation #3 (saves 1 bus)**

Implemented in the 2010-11 school year

**West Chester Area School District  
Non- Public Transportation Finding  
Summary Report**

**4. Out of District Transfer Point consolidation #1 (saves 2 buses)**

School	Current Am Pick Up	Proposed Am Pick up	Current PM Drop Off	Proposed PM Drop Off	Change in AM ride time +/-	Change in PM ride time +/-	Change in transfer location AM	Change in transfer location PM	Parent Comment Y/N
Del County Christian lower	6:54	6:45	5:01	4:18	+ 9 min	(-) 39 min	Yes	Yes	Yes
Del County Christian upper	6:41	6:38	5:07	4:23	+3 min	(-) 44 min	Yes	Yes	Yes

**West Chester Area School District  
Non- Public Transportation Finding  
Summary Report**

**5. Out of District Transfer Point consolidation #2 (saves 1 bus)**

School	Current Am Pick Up	Proposed Am Pick up	Current PM Drop Off	Proposed PM Drop Off	Change in AM ride time +/-	Change in PM ride time +/-	Change in transfer location AM	Change in transfer location PM	Parent Comment Y/N
Del Valley Friends	6:48	6:47	4:43	4:14	+ 1 min	(-)29 min	Yes	Yes	No
Devon Prep	6:30	6:43	4:47	4:27	(-)13 min	(-) 20 min	Yes	Yes	No
Episcopal	6:30	6:51	4:49	3:58	(-) 16 min	(-) 60 min	Yes	Yes	No
Hilltop	6:22	6:52	4:47	4:42	(-) 25 min	(-) 5 min	Yes	Yes	No
Notre Dame	6:27	6:38	4:48	4:49	(-) 11 min	+ 1 min	Yes	Yes	Yes
Phelps	n/a	n/a	5:18	5:18	n/a	n/a	Yes	n/a	No
Sacred Heart	6:24	6:39	5:05	4:39	(-) 15 min	(-) 26 min	No	No	No
St. Aloysius	6:20	6:41	4:39	4:15	(-) 1 min	(-) 14 min	No	No	Yes
St. Norbert's	6:24	6:53	4:45	4:08	(-) 29 min	(-) 37 min	Yes	Yes	No
Strafford Friends	6:45	6:50	4:23	4:06	(-) 20 min	(-) 17 min	Yes	Yes	No
Woodlynde	6:38	6:57	4:21	4:02	(-) 9 min	(-) 19 min	No	Yes	No

**West Chester Area School District  
Non- Public Transportation Finding  
Summary Report**

**6. Out of District Transfer Point consolidation #2 (saves 1 bus)**

School	Current Am Pick Up	Proposed Am Pick up	Current PM Drop Off	Proposed PM Drop Off	Change in AM ride time +/-	Change in PM ride time +/-	Change in transfer location AM	Change in transfer location PM	Parent Comment Y/N
O'Hara	6:26	6:39	4:02	4:10	(-) 13 min	+ 8 min	No	Yes	Yes
Benchmark	6:25	6:23	4:47	4:31	+ 9 min	(-) 16 min	Yes	Yes	No
St. Mary Mag	7:12	6:42	3:50	4:13	+ 23 min	+ 23 min	Yes	Yes	No
Walden	7:13	7:05	3:59	3:54	+ 8 min	(-) 5 min	Yes	Yes	No

# Detailed Findings



## Transportation Finding: Out of district bus route consolidation #1

**Finding:** Consolidate routes for Malvern, Villa Maria Academy, St. Pat's and Willistown school by remove 1 bus from the East Goshen elementary transfer.

### **Rationale:**

- Currently buses are not filled to capacity. Capacity utilization of nonpublic school buses is 49%. Combining the routes will increase the capacity utilization of the buses.
- To reduce the number of buses utilized by combining routes.

### **Estimated Savings:**

1 bus X \$50,000 = \$50,000 (2011-12)

1 bus X \$35,000 = \$35,000 (2012-13)

Based on the reduction of buses, there will be a financial impact to the state transportation subsidy in the 2011-12 year since the reimbursement is calculated on bus operations from the prior year.

### **General Impacts of Finding:**

- The finding will decrease the number of buses at the transfer location.
- The current school board policy states "Total time for students from home to school or school to home will be limited as much as possible to no more than (1) one hour within the district boundaries." Some parents interpret the language as a mandated 1 hour ride limit within the district although the intent was to be more flexible with allowing ride time over the hour. Student resident locations are dynamic for any one nonpublic school and may change from year to year within the 75 square miles of the District. If students are located in different areas of the District next year, the ride times may be impacted. For this reason the finding may require a change to the board policy relating to in- district ride times.
- This change will impact the pick-up and drop-off times for some children. The transportation office will be required to respond to parents and, on average, will work 10 - 20 hours to complete the necessary analysis and communications. The office cannot begin to respond to most of the parent concerns until driver surveys are completed and reviewed for accuracy in mid to end of October. Before the transportation office will have a chance to respond, parents may attend school board meetings to express their concerns and request board members to resolve their concerns. There may be criticisms of the transportation office's inability to address concerns in a timely manner as expected by parents. Parents who feel that the transportation office did not provide an adequate solution may ask the board to make the ultimate decision for their requests.

**Transportation Finding: Out of district bus route consolidation #1**

**Impact of finding by School:**

**Malvern Prep (69 students)**

**Current Transportation**

**AM** – we service this school utilizing the East Goshen elementary transfer location.

School	Current 1 <sup>st</sup> residential pickup time	Transfer time	Current school drop off time
Malvern Prep	6:38 AM	7:45 AM	8:05AM

**PM** - we service this school utilizing the East Goshen elementary transfer location

School	Current school pickup time	Transfer time	Current last residential drop off time
Malvern Prep	3:30 PM	3:45 PM	4:51 PM

**Proposed Transportation**

**AM** - service this school utilizing the East Goshen elementary transfer location

School	Proposed 1 <sup>st</sup> residential pickup time	Transfer time	Proposed school drop off time
Malvern Prep	6:28 AM	7:45 AM	8:05AM

**PM** - service this school utilizing the **Westtown Market Place** transfer location

School	Proposed school pickup time	Transfer time	Proposed last residential drop off time
Malvern Prep	3:30 PM	3:55 PM	4:47 PM

This proposal will increase the ride time for the AM route by 10 minutes  
 This proposal will decrease the ride time for the PM route by 4 minutes  
 This proposal will shorten the amount of idle time at PM transfer by 10 minutes  
 This proposal does require a change in transfer point location from East Goshen to Westtown market place only in the afternoon

This analysis is based on total route ride time, individual student ride times may vary.

**Parental Concerns:**

None noted

**Transportation Finding: Out of district bus route consolidation #1**

**Villa Maria Academy - Lower (125 students)**

**Current Transportation**

**AM** – we service this school utilizing the East Goshen elementary transfer location.

School	Current 1 <sup>st</sup> residential pickup time	Transfer time	Current school drop off time
Villa Maria – Lower	6:29 AM	7:45 AM	8:00AM

**PM** - we service this school utilizing the Villa - Lower transfer location

School	Current school pickup time	Transfer time	Current last residential drop off time
Villa Maria – Lower	3:25 PM	3:25 PM	5:03 PM

**Proposed Transportation**

**AM** - service this school utilizing the East Goshen elementary transfer location

School	Proposed 1 <sup>st</sup> residential pickup time	Transfer time	Proposed school drop off time
Villa Maria – Lower	6:28 AM	7:45 AM	8:00AM

**PM** - service this school utilizing the Villa - Lower transfer location

School	Proposed school pickup time	Transfer time	Proposed last residential drop off time
Villa Maria – Lower	3:25 PM	3:25 PM	4:45 PM

This proposal will increase the ride time for the AM route by 1 minute  
 This proposal will decrease the ride time for the PM route by 18 minutes  
 This proposal does not require a change in transfer point location

This analysis is based on total route ride time, individual student ride times may vary.

**Parental Concerns (2 in total):**

1. The ride times in the proposal are too long and not similar in time to the public school routes (2 comments)
  - a. The ride time established by the committee is in accordance with School Board policy DE. The overall ride time for this student route has decreased significantly as a result of this recommendation.
  
2. Individual students not included on the roster for distribution at the meeting(1 comment)
  - a. The schedule has been corrected to include theses students.

**Transportation Finding: Out of district bus route consolidation #1**

3. The proposed route timeline has 1 bus arriving after the scheduled bell time (1 comment)
  - a. There was an error in the schedule for bus 152. This has been corrected and the bus is scheduled to arrive at the Villa lower campus at 8:00.
  
4. Parents would like to see transfer locations closer to home locations perhaps Stetson Middle School (1 comment)
  - a. The District chooses transfer locations at the edges of the District based on the geographical area that it needs to serve outside of the District. Students from within the District boundaries (75 square miles) are picked up within their residential areas and transported to their respective transfer location. Transfer locations are chosen based on proximity to District boundaries, traffic patterns, availability (owner permission) and size of location. Locations are chosen that will serve the most students with the least amount of impact on the total route time. Customizing transfer locations within the District would prove to be more costly and less efficient overall.
  
5. Parents should be allowed to drop off/pick up children at transfer locations (1 comment)
  - a. The committee recognizes that the ability to drop off/pick up students at a transfer location does provide some convenience to parents. However, the committee is concerned that increased vehicular traffic may pose additional safety risk for the students. As part of this recommendation, the committee urges the District administration and School Board to review the Board policy (DE) that addresses this topic and adjust the policy as needed.

**Villa Maria Academy - Upper (148 students)**

**Current Transportation**

**AM** – we service this school utilizing the East Goshen elementary transfer location.

School	Current 1 <sup>st</sup> residential pickup time	Transfer time	Current school drop off time
Villa Maria – Upper	6:27 AM	7:45 AM	8:05 AM

**PM** - we service this school utilizing the Villa - Lower transfer location

School	Current school pickup time	Transfer time	Current last residential drop off time
Villa Maria – Upper	2:45 PM	3:25 PM	5:05 PM

**Transportation Finding: Out of district bus route consolidation #1**

**Proposed Transportation**

**AM** - service this school utilizing the East Goshen elementary transfer location

School	Proposed 1 <sup>st</sup> residential pickup time	Transfer time	Proposed school drop off time
Villa Maria – Upper	6:24 AM	7:45 AM	8:05AM

**PM** - service this school utilizing the Villa - Lower transfer location

School	Proposed school pickup time	Transfer time	Proposed last residential drop off time
Villa Maria – Upper	2:45 PM	3:25 PM	4:44 PM

This proposal will increase the ride time for the AM route by 3 minutes

This proposal will decrease the ride time for the PM route by 21 minutes

This proposal does not require a change in transfer point location

This analysis is based on total route ride time, individual student ride times may vary.

**Parental Concerns (3 in total):**

1. Individual students not included on the roster for distribution at the meeting(1 comments)
  - a. The schedule has been corrected to include these students.
  
2. The ride times in the proposal are too long and not similar in time to the public school routes (2 comments)
  - a. The ride time established by the committee is in accordance with School Board policy DE. The overall ride time for this student route has decreased as a result of this recommendation.
  
3. Parents feel that there was a lack of Non-Public parent representation on the committee (1 comment)
  - a. Participation on the transportation committee was made up of volunteers from the 155 member Community Budget Task Force. Transportation committee volunteers produced a very accurate representation of the interests and backgrounds of residents in our overall community. It is also important to note that, while the transportation committee thoroughly researched the plausibility and impact of the proposed changes, the group does not play a role in planning relative to specific bus stop locations or other individual route issues. Any parent of our non-public school students can raise a question or concern regarding a stop or transfer point. Reviews of individual issues will be conducted during the remainder of this school year, as well as over the course of the summer if necessary, to ensure that no family will go into the 2011-12 school year without having had a question addressed.

**Transportation Finding: Out of district bus route consolidation #1**

**St. Patrick's (85 students)**

**Current Transportation**

AM – we service this school utilizing the East Goshen elementary transfer location.

School	Current 1 <sup>st</sup> residential pickup time	Transfer time	Current school drop off time
St. Patrick's	6:48 AM	7:45 AM	8:10 AM

PM - we service this school utilizing the Villa - Lower transfer location

School	Current school pickup time	Transfer time	Current last residential drop off time
St. Patrick's	3:10 PM	3:25 PM	4:17 PM

**Proposed Transportation**

AM - service this school utilizing the East Goshen elementary transfer location

School	Proposed 1 <sup>st</sup> residential pickup time	Transfer time	Proposed school drop off time
St. Patrick's	6:52 AM	7:45 AM	8:10AM

PM - service this school utilizing the Villa - Lower transfer location

School	Proposed school pickup time	Transfer time	Proposed last residential drop off time
St. Patrick's	3:10 PM	3:25 PM	4:07 PM

This proposal will decrease the ride time for the AM route by 4 minutes

This proposal will decrease the ride time for the PM route by 10 minutes

This proposal does not require a change in transfer point location

This analysis is based on total route ride time, individual student ride times may vary.

**Parental Concerns (11 in total):**

1. The ride times in the proposal are too long and not similar in time to the public school routes (5 comments)
  - a. The ride time established by the committee is in accordance with School Board policy DE. The overall ride time for this student route has decreased as a result of this recommendation.

**Transportation Finding: Out of district bus route consolidation #1**

2. Private school children already save tax dollars by not being in WCASD buildings (3 comment)
  - a. Non-public school student needs are very important to the WCASD, and it is important to point out that the shared sacrifices being asked of the public school population are greater in the proposed plan, both in terms of bell schedule changes and the number of bus stop consolidations. For the 2009-10 school year, the District spent \$4,670,000 busing 11,800 public school students. During the same period, \$4,953,500 was spent on busing our 4,900 non-public school students. Based on that measure, a much higher percentage of the budget for transportation is invested on non-public school busing.
  
3. Parents would like to see smaller buses utilized with direct routes rather than large buses that utilize transfer locations (1 comment)
  - a. The committee looked at this as an option and it was determined that the use of smaller buses with direct routes as opposed to larger buses utilizing transfer locations would actually cost the District more money. The daily rates that are established for the buses are largely driven by the cost of labor, other factors include gas and repairs. The largest cost factor is labor and this remains the same regardless of the size bus utilized. Based on a cost per student transported analysis, the cost per student on a 72 passenger bus approximates \$764.00 (\$55,000/72), the cost per student on a 48 passenger bus approximates \$1,145.00 (\$55,000/48).
  
4. Lack of time for afterschool activities/homework due to lengthened ride time (1 comment)
  - a. The ride time established by the committee is in accordance with School Board policy DE.
  
5. Longer bus rides increase the safety risk to the children – more possibility of accidents (4 comments)
  - a. The committee recognizes this fact. However, the ride times for this school have decreased with this proposal.

**Willistown School (51 students)**

**Current Transportation**

**AM** – we service this school utilizing the East Goshen elementary transfer location.

School	Current 1 <sup>st</sup> residential pickup time	Transfer time	Current school drop off time
Willistown School	6:44 AM	7:45 AM	8:20 AM

**PM** - we service this school utilizing the Villa - Lower transfer location

School	Current school pickup time	Transfer time	Current last residential drop off time
Willistown School	2:40 PM	3:25 PM	4:38 PM

**Transportation Finding: Out of district bus route consolidation #1**

**Proposed Transportation**

**AM** - service this school utilizing the East Goshen elementary transfer location

School	Proposed 1 <sup>st</sup> residential pickup time	Transfer time	Proposed school drop off time
Willistown School	6:35 AM	7:45 AM	8:20AM

**PM** - service this school utilizing the Villa - Lower transfer location

School	Proposed school pickup time	Transfer time	Proposed last residential drop off time
Willistown School	2:40 PM	3:25 PM	4:17 PM

This proposal will increase the ride time for the AM route by 9 minutes

This proposal will decrease the ride time for the PM route by 21 minutes

This proposal does not require a change in transfer point location

This analysis is based on total route ride time, individual student ride times may vary.

**Parental Concerns (11 in total):**

None Noted



**Transportation Finding: Out of District bus route consolidation #2**

**Finding:** Combine the bus routes for Kimberton Waldorf and Renaissance Academy

**Rationale:**

- Currently buses are not filled to capacity. Capacity utilization of nonpublic school buses is 49%. Combining the routes will increase the capacity utilization of the buses.
- To reduce 1 bus by combining routes to these locations

**Estimated Savings:**

The “net savings” (expenses – state subsidy) is as follows:

1 Bus X \$50,000 = \$50,000 (2010-11)

1 Bus X \$35,000 = \$35,000 (2011-12)

Based on the reduction of buses, there will be a financial impact to the state transportation subsidy in the 2011-12 year since the reimbursement is calculated on bus operations from the prior year.

**Impact of finding:**

1. The finding will increase the bus capacity utilization for 1 bus. The increase in the capacity utilization of the buses will increase the State’s reimbursement percentage of the District’s transportation costs.
2. The finding will not change the ride times for the students involved.
3. The current school board policy states “Total time for students from home to school or school to home will be limited as much as possible to no more than (1) one hour within the district boundaries.” Some parents interpret the language as a mandated 1 hour ride limit within the district although the intent was to be more flexible with allowing ride time over the hour. Student resident locations are dynamic for any one nonpublic school and may change from year to year within the 75 square miles of the District. If students are located in different areas of the District next year, the ride times may be impacted. For this reason the finding may require a change to the board policy relating to in- district ride times.
4. The finding will have no substantial change to pick-up or drop-off time in the am or the pm.
5. Although the committee’s finding does not have a major effect on length of ride times, our experience is that there will be parent concerns over any changes. This change will have a minor impact to the pick-up and drop-off times for some children. The transportation office will be required to respond to parents and, on average, will work 10 – 20 hours to complete the necessary analysis and communications. The office cannot begin to respond to most of the parent concerns until driver surveys are completed and reviewed for accuracy in mid to end of October. Before the transportation office will have a chance to respond, parents may attend school board meetings to express their concerns and request board members to resolve their concerns. There may be criticisms of the transportation office’s inability to address concerns in a timely manner as expected by parents. Parents who feel that the transportation office did not provide an adequate solution may ask the board to make the ultimate decision for their requests.

**Supporting Information (tables, data, etc.):** (This information is based on current system rider eligibility. It does not include changes in walking distances to bus stops. The actual capacity and ride-times may vary)

		2009-10					2010-11				
Bell Time		8:00	3:30				8:00	3:30			
BUS #	# of Students	AM PICK	PM DROP	AM Ride Time	PM Ride Time	Combined	AM PICK	PM DROP	AM Ride Time	PM Ride Time	Combined
162	9	6:43	4:49	1:17	1:19	2:36	6:46	4:50	1:14	1:20	2:34
102	8	6:50	4:53	1:10	1:23	2:33	NA	NA	NA	NA	NA

### Transportation Finding: Out of district bus route consolidation #3 and increased ride times

**Finding:** Reduce the number of buses used to transport Bishop Shanahan students in both the a.m. and p.m. from 10 to 9 by eliminating bus 131

#### **Rationale:**

- Currently buses are not filled to capacity. Capacity utilization of nonpublic school buses is 49%.
- This finding will reduce the number of buses utilized. Bus #131 is a single destination bus route and this bus is not used to support other educational institutions. Reducing this bus will decrease the overall expense of transportation without major effect on ride time or schedules.

#### **Estimated Savings:**

The “net savings” (expenses – state subsidy) is as follows:

1 Bus X \$50,000 = \$50,000 (2010-11)

1 Bus X \$35,000 = \$35,000 (2011-12)

Based on the reduction of buses, there will be a financial impact to the state transportation subsidy in the 2011-12 year since the reimbursement is calculated on bus operations from the prior year.

#### **Impact of finding:**

1. The finding will increase capacity utilization for remaining 9 buses. The increase in the capacity utilization of the buses will increase the State’s reimbursement percentage of the District’s transportation costs.
2. The finding will decrease average ride time by approximately 21 minutes for 192 students.
3. The finding will increase average ride time of approximately 17 minutes for 154 students.
4. The current school board policy states “Total time for students from home to school or school to home will be limited as much as possible to no more than (1) one hour within the district boundaries.” Some parents interpret the language as a mandated 1 hour ride limit within the district although the intent was to be more flexible with allowing ride time over the hour. Student resident locations are dynamic for any one nonpublic school and may change from year to year within the 75 square miles of the District. If students are located in different areas of the District next year, the ride times may be impacted. For this reason the finding may require a change to the board policy relating to in- district ride times.
5. Although the committee’s finding does not have a major effect on length of ride times, our experience is that there will be parent concerns over any changes. This change will impact the pick-up and drop-off times for some children. The transportation office will be required to respond to parents and, on average, will work 10– 20 hours to complete the necessary analysis and communications. The office cannot begin to respond to most of the parent concerns until driver surveys are completed and reviewed for accuracy in mid to end of October. Before the transportation office will have a chance to respond, parents may attend school board meetings to express their concerns and request board members to resolve their concerns. There may be criticisms of the transportation office’s inability to address concerns in a timely manner as expected by parents. Parents who feel that the transportation office did not provide an adequate solution may ask the board to make the ultimate decision for their requests.

**Supporting Information (tables, data, etc.):** (This information is based on current system rider eligibility. It does not include changes in walking distances to bus stops. The actual capacity and ride-times may vary)

Bell Time	# of Students	2009-10					2010-11											
		8:10		2:45		Combined	8:10		2:45		Combined							
		AM PICK	PM DROP	Am Ride Time	PM Ride Time		AM PICK	PM DROP	Am Ride Time	PM Ride Time								
BUS #	AM					Ride Time												
61	56	7:07	4:11	1:03	1:26	2:29	6:47	4:00	1:23	1:15	2:38							
134	57	6:34	4:37	1:36	1:52	3:28	6:41	4:16	1:29	1:31	3:00							
136	48	6:36	4:14	1:34	1:29	3:03	6:40	4:18	1:30	1:33	3:03							
137	35	7:05	3:34	1:05	0:49	1:54	6:45	3:51	1:25	1:06	2:31							
139	44	6:39	4:11	1:31	1:26	2:57	6:47	4:00	1:23	1:15	2:38							
163	46	6:31	4:11	1:39	1:26	3:05	6:42	4:09	1:28	1:24	2:52							
164	45	6:29	4:39	1:41	1:54	3:35	6:40	4:25	1:30	1:40	3:10							
167	21	6:41	4:09	1:29	1:24	2:53	6:41	4:17	1:29	1:32	3:01							
168	42	6:49	4:07	1:21	1:22	2:43	6:48	4:19	1:22	1:34	2:56							
131	38	6:40	4:18	1:30	1:33	3:03	NA	NA	NA	NA								

Implemented in 2010-11

**Transportation Finding: Out of district non-public school consolidation at transfer point #1 :  
Westtown Market Place transfer point**

**Finding:**

Add Delaware Christian Academy to the Westtown Market Place Transfer.

**Rationale:**

- Currently buses are not filled to capacity. Capacity utilization of nonpublic school buses is 49%.
- This finding reduces the number of buses utilized by combining routes and consolidating schools at transfer points in the AM

**Estimated Savings:**

2 Buses X \$50,000 = \$100,000 (2011-12)

2 Buses X \$35,000 = \$70,000 (2012-13)

Based on the reduction of buses, there will be a financial impact to the state transportation subsidy in the 2011-12 year since the reimbursement is calculated on bus operations from the prior year.

**General Impacts of Finding:**

- The finding will increase the number of students at transfer location.
- The finding will change the location of a transfer point that was initiated in the 2009-10 school year.
- The current school board policy states “Total time for students from home to school or school to home will be limited as much as possible to no more than (1) one hour within the district boundaries.” Some parents interpret the language as a mandated 1 hour ride limit within the district although the intent was to be more flexible with allowing ride time over the hour. Student resident locations are dynamic for any one nonpublic school and may change from year to year within the 75 square miles of the District. If students are located in different areas of the District next year, the ride times may be impacted. For this reason the finding may require a change to the board policy relating to in- district ride times.
- This change will impact the pick-up and drop-off times for some children. The transportation office will be required to respond to parents and, on average, will work 10 - 20 hours to complete the necessary analysis and communications. The office cannot begin to respond to most of the parent concerns until driver surveys are completed and reviewed for accuracy in mid to end of October. Before the transportation office will have a chance to respond, parents may attend school board meetings to express their concerns and request board members to resolve their concerns. There may be criticisms of the transportation office’s inability to address concerns in a timely manner as expected by parents. Parents who feel that the transportation office did not provide an adequate solution may ask the board to make the ultimate decision for their requests.

**Transportation Finding: Out of district non-public school consolidation at transfer point #1 :  
Westtown Market Place transfer point**

**Impact of finding by School:**

**Delaware County Christian - Lower (45 students) and Upper (131 students)**

**Current Transportation**

**AM** – we service this school with a direct route in the morning – no transfer.

School	Current 1 <sup>st</sup> residential pickup time	Transfer time	Current school drop off time
Del County Christian - lower	6:54 AM	N/A	8:15AM
Del County Christian - upper	6:41AM	N/A	8:05AM

**PM** - we service this school utilizing the Episcopal Academy transfer location

School	Current school pickup time	Transfer time	Current last residential drop off time
Del County Christian – lower	3:00 PM	3:15 PM	5:01 PM
Del County Christian – upper	2:55 PM	3:15 PM	5:07 PM

**Proposed Transportation**

**AM** - service this school utilizing the **Westtown Market Place** transfer location

School	Proposed 1 <sup>st</sup> residential pickup time	Transfer time	Proposed school drop off time
Del County Christian - lower	6:45 AM	7:30 AM	8:15AM
Del County Christian - upper	6:38 AM	7:30 AM	8:05AM

**PM** - service this school utilizing the **Westtown Market Place** transfer location

School	Proposed school pickup time	Transfer time	Proposed last residential drop off time
Del County Christian - lower	3:00 PM	3:35 PM	4:18 PM
Del County Christian - upper	2:55 PM	3:35 PM	4:23 PM

This proposal will increase the ride time for the AM route by 9 minutes for the DCC lower students  
 This proposal will decrease the ride time for the PM route by 39 minutes for the DCC lower students  
 This proposal will increase the ride time for the AM route by 3 minutes for the DCC upper students  
 This proposal will decrease the ride time for the PM route by 44 minutes for the DCC upper students  
 This proposal does require a new transfer point location in the morning  
 This proposal does require a change in transfer point location from Episcopal Academy to Westtown Market Place in the afternoon

This analysis is based on total route ride time, individual student ride times may vary.

**Transportation Finding: Out of district non-public school consolidation at transfer point #1 :**  
**Westtown Market Place transfer point**

**Parental Concerns: (18 in total)**

1. Concerned about children safety at transfer locations (4 comments)
  - a. Transfer points are not new to the District; in fact, the District has been utilizing transfer points for many years as an effective way to transport students to schools within the same geographical area. The District has never experienced a safety issue at one of our transfer locations. The drivers are experienced and continually trained in the mechanics of proper transfer coordination.
2. Transfer locations cause children additional time on the bus (1 comment)
  - a. Transfer points are designed to allow for maximum utilization of individual buses. Although direct routes from home to school would shorten the ride time for students it is not economically efficient to route our buses in that manner.
3. The ride times in the proposal are too long and not similar in time to the public school routes (11 comments)
  - a. The ride time established by the committee is in accordance with School Board policy DE. The overall ride time for Delaware County Christian route has decreased significantly as a result of this recommendation.
4. Extending the ride times will cause parents to drive their children to schools (1 comment)
  - a. The District expects that the start of the 2011-12 school year could bring an increase in the number of parents choosing to drive children to school. As the new routines of bus stops and routes become more comfortable to District families, we also expect a fairly rapid return to the traditional rates of parent driving, allowing the District to reach the ultimate goal of increasing bus capacity and efficiency.
5. Private school children already save tax dollars by not being in WCASD buildings (3 comments)
  - a. Non-public school student needs are very important to the WCASD, and it is important to point out that the shared sacrifices being asked of the public school population are greater in the proposed plan, both in terms of bell schedule changes and the number of bus stop consolidations. For the 2009-10 school year, the District spent \$4,670,000 busing 11,800 public school students. During the same period, \$4,953,500 was spent on busing our 4,900 non-public school students. Based on that measure, a much higher percentage of the budget for transportation is invested on non-public school busing.
6. Concerned with adding the transfers and mingling children from different schools (2 comments)
  - a. The District has been serving students of all ages on the same bus for years. Seating arrangements have been structured to allow the younger students seats in the front of the bus and older students in the back. Professional development continues with training seminars in the fall and spring. All buses are monitored utilizing digital cameras.

**Transportation Finding: Out of district non-public school consolidation at transfer point #1 :**  
**Westtown Market Place transfer point**

7. The AM transfer is 1 hour prior to the start of school (1 comment)
  - a. The transfer point times were established to ensure that all students would arrive at school prior to the starting bell schedule for all schools serviced on an individual route. Students from Delaware County Christian School Upper and Lower campuses will be dropped off in the morning at 8:05 and 8:15 respectively. These times equate to a 35 minute ride time from transfer for the upper campus and 45 minute ride time for the lower campus.
  
8. Concerned with the increased number of children on the buses (2 comments)
  - a. The goal of the committee was to maximize ridership to increase the efficiencies of these routes. At no time will a bus be allowed to operate above the stated capacity of the bus. If the situation arises that an individual bus was over capacity, the route would be adjusted or an additional bus would be added.
  
8. Parents should be allowed to drop off/pick up children at transfer locations (7 comments)
  - a. The committee recognizes that the ability to drop off/pick up students at a transfer location does provide some convenience to parents. However, the committee is concerned that increased vehicular traffic may pose additional safety risk for the students. As part of this recommendation, the committee urges the District administration and School Board to review the Board policy (DE) that addresses this topic and adjust the policy as needed.
  
9. Concerned with allowing parent pick up at transfer locations – vehicular traffic may cause additional hazards to the children (1 comment)
  - a. The committee recognizes that the ability to drop off/pick up students at a transfer location does provide some convenience to parents. However, the committee is concerned that increased vehicular traffic may pose additional safety risk for the students. As part of this recommendation, the committee urges the District administration and School Board to review the Board policy (DE) that addresses this topic and adjust the policy as needed.

**Transportation Finding: Out-of-district non-public school consolidation at transfer point #2 –  
Westtown Market Place**

**Finding:**

Reduce the number of buses used to transport students to/from the following schools: **Del Valley Friends , Devon Prep, Episcopal, Hilltop, Notre Dame, Phelps, Sacred Heart, St. Aloysius, St. Norbert’s Strafford Friends and Woodlynde schools**, by combining routes and utilizing the Westtown Market place transfer location for each of these schools.

**Rationale:**

Currently buses are not filled to capacity. Capacity utilization of nonpublic school buses is 49%. This finding reduces the number of buses utilized by combining routes and consolidating schools at transfer points

**Estimated Savings:**

3 Buses X \$50,000 = \$150,000 (2011-12)

3 Buses X \$35,000 = \$105,000 (2012-13)

Based on the reduction of buses, there will be a financial impact to the state transportation subsidy in the 2011-12 year since the reimbursement is calculated on bus operations from the prior year.

**General Impacts of Finding:**

- The finding will affect parent’s ability to drop off students at transfer locations. Westtown Market Place allows parent drop off of St. Aloysius & Sacred Heart students. Currently no parent drop offs allowed at East Goshen Twp building.
- The finding will increase the number of students at transfer location.
- The current school board policy states “Total time for students from home to school or school to home will be limited as much as possible to no more than (1) one hour within the district boundaries.” Some parents interpret the language as a mandated 1 hour ride limit within the district although the intent was to be more flexible with allowing ride time over the hour. Student resident locations are dynamic for any one nonpublic school and may change from year to year within the 75 square miles of the District. If students are located in different areas of the District next year, the ride times may be impacted. For this reason the finding may require a change to the board policy relating to in- district ride times.
- This change will impact the pick-up and drop-off times for some children. The transportation office will be required to respond to parents and, on average, will work 10 - 20 hours to complete the necessary analysis and communications. The office cannot begin to respond to most of the parent concerns until driver surveys are completed and reviewed for accuracy in mid to end of October. Before the transportation office will have a chance to respond, parents may attend school board meetings to express their concerns and request board members to resolve their concerns. There may be criticisms of the transportation office’s inability to address concerns in a timely manner as expected by parents. Parents who feel that the transportation office did not provide an adequate solution may ask the board to make the ultimate decision for their requests.



**Transportation Finding: Out-of-district non-public school consolidation at transfer point #2 – Westtown Market Place**

**Impact of finding by School:**

**Delaware Valley Friends (9students)**

**Current Transportation**

AM – we service this school utilizing the East Goshen transfer location.

School	Current 1 <sup>st</sup> residential pickup time	Transfer time	Current school drop off time
Del Valley Friends	6:48 AM	7:30 AM	8:15AM

PM - we service this school utilizing the East Goshen transfer location

School	Current school pickup time	Transfer time	Current last residential drop off time
Del Valley Friends	3:15 PM	3:45 PM	4:43 PM

**Proposed Transportation**

AM - service this school utilizing the **Westtown Market Place** transfer location

School	Proposed 1 <sup>st</sup> residential pickup time	Transfer time	Proposed school drop off time
Del Valley Friends	6:47 AM	7:30 AM	8:15AM

PM - service this school utilizing the **Westtown Market Place** transfer location

School	Proposed school pickup time	Transfer time	Proposed last residential drop off time
Del Valley Friends	3:15 PM	3:35 PM	4:14 PM

This proposal will increase the ride time for the AM route by 1 minute  
 This proposal will decrease the ride time for the PM route by 29 minutes  
 This proposal will shorten the amount of idle time at PM transfer by 10 minutes  
 This proposal does require a change in transfer point location from East Goshen to Westtown market place.

This analysis is based on total route ride time, individual student ride times may vary.

**Parental Concerns:**

None noted

**Transportation Finding: Out-of-district non-public school consolidation at transfer point #2 –  
Westtown Market Place**

**Devon Prep (27 students)**

**Current Transportation**

**AM** – we service this school utilizing the East Goshen transfer location.

School	Current 1 <sup>st</sup> residential pickup time	Transfer time	Current school drop off time
Devon Prep	6:30 AM	7:30 AM	8:00AM

**PM** - we service this school utilizing the East Goshen transfer location

School	Current school pickup time	Transfer time	Current last residential drop off time
Devon Prep	2:45 PM	3:45 PM	4:47 PM

**Proposed Transportation**

**AM** - service this school utilizing the **Westtown Market Place** transfer location

School	Proposed 1 <sup>st</sup> residential pickup time	Transfer time	Proposed school drop off time
Devon Prep	6:43 AM	7:30 AM	8:15AM

**PM** - service this school utilizing the **Westtown Market Place** transfer location

School	Proposed school pickup time	Transfer time	Proposed last residential drop off time
Devon Prep	2:45 PM	3:35 PM	4:27 PM

This proposal will decrease the ride time for the AM route by 13 minutes

This proposal will decrease the ride time for the PM route by 20 minutes

This proposal will shorten the amount of idle time at PM transfer by 10 minutes

This proposal does require a change in transfer point location from East Goshen to Westtown Market Place.

This analysis is based on total route ride time, individual student ride times may vary.

**Parental Concerns:**

None noted

**Transportation Finding: Out-of-district non-public school consolidation at transfer point #2 – Westtown Market Place**

**Episcopal Academy (47 students)**

**Current Transportation**

AM – we service this school utilizing the East Goshen transfer location.

School	Current 1 <sup>st</sup> residential pickup time	Transfer time	Current school drop off time
Episcopal Academy – lower	6:30 AM	7:30 AM	7:55AM
Episcopal Academy - upper	6:30 AM	7:30 AM	7:55AM

PM - we service Episcopal Lower with a transfer on the Episcopal campus. Episcopal Upper is serviced with a transfer at Westtown Market Place due to a later dismissal time.

School	Current school pickup time	Transfer time	Current last residential drop off time
Episcopal Academy - lower	3:00 PM	3:15 PM	4:49 PM

**Proposed Transportation**

AM - service this school utilizing the **Westtown Market Place** transfer location

School	Proposed 1 <sup>st</sup> residential pickup time	Transfer time	Proposed school drop off time
Episcopal Academy – lower	6:51 AM	7:30 AM	8:00AM
Episcopal Academy -upper	6:51 AM	7:30 AM	8:00AM

PM – Episcopal lower will be serviced utilizing the **Westtown Market Place** transfer location. Episcopal Upper will have no change from their current routing

School	Proposed school pickup time	Transfer time	Proposed last residential drop off time
Episcopal Academy	3:10 PM	3:35 PM	3:58 PM

This proposal will decrease the ride time for the AM route by 16 minutes

This proposal will decrease the ride time for the PM route by 60 minutes

This proposal does require a change in transfer point location from East Goshen to Westtown Market Place in the AM for both Episcopal lower and upper.

This proposal does require a change in transfer for Episcopal –lower in the PM from the Episcopal campus to Westtown Market Place. No change for Episcopal - Upper

This analysis is based on total route ride time, individual student ride times may vary.

**Parental Concerns:**

None noted

**Transportation Finding: Out-of-district non-public school consolidation at transfer point #2 –  
Westtown Market Place**

**Hilltop School (6 students)**

**Current Transportation**

AM – we service this school utilizing the East Goshen transfer location.

School	Current 1 <sup>st</sup> residential pickup time	Transfer time	Current school drop off time
Hilltop School	6:22 AM	7:30 AM	8:15AM

PM - we service this school utilizing the East Goshen transfer location.

School	Current school pickup time	Transfer time	Current last residential drop off time
Hilltop School	3:20 PM	3:45 PM	4:47 PM

**Proposed Transportation**

AM - service this school utilizing the **Westtown Market Place** transfer location

School	Proposed 1 <sup>st</sup> residential pickup time	Transfer time	Proposed school drop off time
Hilltop School	6:52 AM	7:30 AM	8:20AM

PM - service this school utilizing the **Westtown Market Place** transfer location

School	Proposed school pickup time	Transfer time	Proposed last residential drop off time
Hilltop School	3:20 PM	3:55 PM	4:42 PM

This proposal will decrease the ride time for the AM route by 25 minutes

This proposal will decrease the ride time for the PM route by 5 minutes

This proposal does require a change in transfer point location from East Goshen to Westtown Market Place.

This analysis is based on total route ride time, individual student ride times may vary.

**Parental Concerns:**

None noted

**Transportation Finding: Out-of-district non-public school consolidation at transfer point #2 –  
Westtown Market Place**

**Notre Dame Academy (76 students)**

**Current Transportation**

**AM** – we service this school utilizing the East Goshen transfer location.

School	Current 1 <sup>st</sup> residential pickup time	Transfer time	Current school drop off time
Notre Dame Academy	6:27 AM	7:30 AM	8:00AM

**PM** - we service this school utilizing the East Goshen transfer location.

School	Current school pickup time	Transfer time	Current last residential drop off time
Notre Dame Academy	3:10 PM	3:45 PM	4:48 PM

**Proposed Transportation**

**AM** - service this school utilizing the **Westtown Market Place** transfer location

School	Proposed 1 <sup>st</sup> residential pickup time	Transfer time	Proposed school drop off time
Notre Dame Academy	6:38 AM	7:30 AM	8:00AM

**PM** - service this school utilizing the **Westtown Market Place** transfer location

School	Proposed school pickup time	Transfer time	Proposed last residential drop off time
Notre Dame Academy	3:10 PM	3:55 PM	4:49 PM

This proposal will decrease the ride time for the AM route by 11 minutes

This proposal will increase the ride time for the PM route by 1 minute

This proposal does require a change in transfer point location from East Goshen to Westtown Market Place.

This analysis is based on total route ride time, individual student ride times may vary.

**Parental Concerns (2 in total):**

1. The ride times in the proposal are too long and not similar in time to the public school routes (2 comments)
  - a. The ride time established by the committee is in accordance with School Board policy DE. The overall ride time for this route has decreased as a result of this recommendation.

**Transportation Finding: Out-of-district non-public school consolidation at transfer point #2 –  
Westtown Market Place**

2. Parents would like to see smaller buses utilized with direct routes rather than large buses that utilize transfer locations (1 comment)
  - a. The committee looked at this as an option and it was determined that the use of smaller buses with direct routes as opposed to larger buses utilizing transfer locations would actually cost the District more money. The daily rates that are established for the buses are largely driven by the cost of labor, other factors include gas and repairs. The largest cost factor is labor and this remains the same regardless of the size bus utilized. Based on a cost per student transported analysis, the cost per student on a 72 passenger bus approximates \$764.00 ( $\$55,000/72$ ), the cost per student on a 48 passenger bus approximates \$1,145.00 ( $\$55,000/48$ ).
  
3. Private school children already save tax dollars by not being in WCASD buildings (2 comments)
  - a. Non-public school student needs are very important to the WCASD, and it is important to point out that the shared sacrifices being asked of the public school population are greater in the proposed plan, both in terms of bell schedule changes and the number of bus stop consolidations. For the 2009-10 school year, the District spent \$4,670,000 busing 11,800 public school students. During the same period, \$4,953,500 was spent on busing our 4,900 non-public school students. Based on that measure, a much higher percentage of the budget for transportation is invested on non-public school busing.
  
4. Parents are concerned that this proposal will force them to enroll their children in WCASD schools and they are unsure if the District can accommodate the increase in enrollment. (2 comments)
  - a. Since the bus stop consolidation plans and transfer point changes do not require an additional cost for of our non-public school parents, the only transportation-related reason to change enrollment would be one of convenience. It is important to point out that the shared sacrifices being asked of the public school population in the proposed 2011-12 transportation plan are greater, both in terms of bell schedule changes and the number of bus stop consolidations, than those being asked of our non-public school students.

The WCASD recognizes that educational choices exist, and each school year brings a new challenge with regard to enrollment. Over the past two years the economic downturn led to an influx of non-public school students, especially at the ninth grade level. The District adjusts the number of teachers and classes where necessary, and our educational programming has continued to produce excellent student achievement results.

**Transportation Finding: Out-of-district non-public school consolidation at transfer point #2 –  
Westtown Market Place**

**Phelps School (2 students)**

**Current Transportation**

**AM** – we service this school utilizing the East Goshen transfer location. No AM riders

School	Current 1 <sup>st</sup> residential pickup time	Transfer time	Current school drop off time
Phelps School	N/A	7:30 AM	8:10AM

**PM** –due to late dismissal (5:00), this school is serviced with a direct ride

School	Current school pickup time	Transfer time	Current last residential drop off time
Phelps School	5:00 PM	N/A	5:18 PM

**Proposed Transportation**

**AM** - service this school utilizing the **Westtown Market Place** transfer location. No AM riders

School	Proposed 1 <sup>st</sup> residential pickup time	Transfer time	Proposed school drop off time
Phelps School	N/A	7:30 AM	8:10AM

**PM** - due to late dismissal (5:00), this school is serviced with a direct ride

School	Proposed school pickup time	Transfer time	Proposed last residential drop off time
Phelps School	5:00 PM	N/A	5:18 PM

This proposal makes no change to the current route time.

This proposal does require a change in transfer point location from East Goshen to Westtown Market Place in the AM only. No change to the PM route.

This analysis is based on total route ride time, individual student ride times may vary.

**Parental Concerns:**

None noted

**Transportation Finding: Out-of-district non-public school consolidation at transfer point #2 – Westtown Market Place**

**Sacred Heart (31 students)**

**Current Transportation**

**AM** – we service this school utilizing the Westtown Market Place transfer location.

School	Current 1 <sup>st</sup> residential pickup time	Transfer time	Current school drop off time
Sacred Heart	6:24 AM	7:25 AM	8:15AM

**PM** - we service this school utilizing the Westtown Market Place transfer location.

School	Current school pickup time	Transfer time	Current last residential drop off time
Sacred Heart	3:30 PM	3:55 PM	5:05 PM

**Proposed Transportation**

**AM** - service this school utilizing the Westtown Market Place transfer location

School	Proposed 1 <sup>st</sup> residential pickup time	Transfer time	Proposed school drop off time
Sacred Heart	6:39 AM	7:30 AM	8:10AM

**PM** - service this school utilizing the Westtown Market Place transfer location

School	Proposed school pickup time	Transfer time	Proposed last residential drop off time
Sacred Heart	3:30 PM	3:55 PM	4:39 PM

This proposal will decrease the ride time for the AM route by 15 minutes

This proposal will decrease the ride time for the PM route by 26 minutes

This proposal does not require a change in transfer point location.

This analysis is based on total route ride time, individual student ride times may vary.

**Parental Concerns (1 in total):**

1. The ride times in the proposal are too long and not similar in time to the public school routes (1 comment)
  - a. The ride time established by the committee is in accordance with School Board policy DE. The overall ride time for this route has decreased as a result of this recommendation
  
2. Parents should be allowed to drop off/pick up children at transfer locations (1 comment)
  - a. The committee recognizes that the ability to drop off/pick up students at a transfer location does provide some convenience to parents. However, the committee is concerned that increased vehicular traffic may pose additional safety risk for the students. As part of this recommendation, the committee urges the District administration and School Board to review the Board policy (DE) that addresses this topic and adjust the policy as needed.



**Transportation Finding: Out-of-district non-public school consolidation at transfer point #2 –  
Westtown Market Place**

**St Aloysius (51 students)**

**Current Transportation**

**AM** – we service this school utilizing the Westtown Market Place transfer location.

School	Current 1 <sup>st</sup> residential pickup time	Transfer time	Current school drop off time
St. Aloysius	6:20 AM	7:25 AM	8:10AM

**PM** - we service this school utilizing the Westtown Market Place transfer location.

School	Current school pickup time	Transfer time	Current last residential drop off time
St. Aloysius	3:10 PM	3:55 PM	4:39 PM

**Proposed Transportation**

**AM** - service this school utilizing the Westtown Market Place transfer location

School	Proposed 1 <sup>st</sup> residential pickup time	Transfer time	Proposed school drop off time
St. Aloysius	6:41 AM	7:30 AM	8:30AM

**PM** - service this school utilizing the Westtown Market Place transfer location

School	Proposed school pickup time	Transfer time	Proposed last residential drop off time
St. Aloysius	3:00 PM	3:35 PM	4:15 PM

This proposal will only decrease the ride time for the AM route by 1 minute but will allow for a later first student pick-up by 21 minutes

This proposal will decrease the ride time for the PM route by 14 minutes

This proposal does not require a change in transfer point location.

This analysis is based on total route ride time, individual student ride times may vary.

**Parental Concerns (4 in total):**

1. The ride times in the proposal are too long and not similar in time to the public school routes (1 comment)
  - a. The ride time established by the committee is in accordance with School Board policy DE. The overall ride time for this route has decreased as a result of this recommendation

**Transportation Finding: Out-of-district non-public school consolidation at transfer point #2 –  
Westtown Market Place**

2. Parents should be allowed to drop off/pick up children at transfer locations (1 comment)
  - a. The committee recognizes that the ability to drop off/pick up students at a transfer location does provide some convenience to parents. However, the committee is concerned that increased vehicular traffic may pose additional safety risk for the students. As part of this recommendation, the committee urges the District administration and School Board to review the Board policy (DE) that addresses this topic and adjust the policy as needed.
  
3. Parents are concerned that this proposal will force them to enroll their children in WCASD schools and they are unsure if the District can accommodate the increase in enrollment. (2 comments)
  - a. Since the bus stop consolidation plans and transfer point changes do not require an additional cost for of our non-public school parents, the only transportation-related reason to change enrollment would be one of convenience. It is important to point out that the shared sacrifices being asked of the public school population in the proposed 2011-12 transportation plan are greater, both in terms of bell schedule changes and the number of bus stop consolidations, than those being asked of our non-public school students.

The WCASD recognizes that educational choices exist, and each school year brings a new challenge with regard to enrollment. Over the past two years the economic downturn led to an influx of non-public school students, especially at the ninth grade level. The District adjusts the number of teachers and classes where necessary, and our educational programming has continued to produce excellent student achievement results.

4. Concerned that the schedule does not meet the bell times of the school in the AM (1 comment)
  - a. The schedule was established based on the bell schedules provided by the individual schools. If the route does not meet the bell time, it will be adjusted accordingly.

**Transportation Finding: Out-of-district non-public school consolidation at transfer point #2 – Westtown Market Place**

**St. Norbert's (15 students)**

**Current Transportation**

**AM** – we service this school utilizing the East Goshen transfer location.

School	Current 1 <sup>st</sup> residential pickup time	Transfer time	Current school drop off time
St. Norbert's	6:24 AM	7:30 AM	8:10AM

**PM** - we service this school utilizing the East Goshen transfer location.

School	Current school pickup time	Transfer time	Current last residential drop off time
St. Norbert's	3:15 PM	3:45 PM	4:45 PM

**Proposed Transportation**

**AM** - service this school utilizing the **Westtown Market Place** transfer location

School	Proposed 1 <sup>st</sup> residential pickup time	Transfer time	Proposed school drop off time
St. Norbert's	6:53 AM	7:30 AM	8:00AM

**PM** - service this school utilizing the **Westtown Market Place** transfer location

School	Proposed school pickup time	Transfer time	Proposed last residential drop off time
St. Norbert's	3:15 PM	3:35 PM	4:08 PM

This proposal will decrease the ride time for the AM route by 29 minutes

This proposal will decrease the ride time for the PM route by 37 minutes

This proposal does require a change in transfer point location.

This analysis is based on total route ride time, individual student ride times may vary.

**Parental Concerns:**

None noted

**Transportation Finding: Out-of-district non-public school consolidation at transfer point #2 –  
Westtown Market Place**

**Strafford Friends (2 students)**

**Current Transportation**

AM – we service this school utilizing the East Goshen transfer location.

School	Current 1 <sup>st</sup> residential pickup time	Transfer time	Current school drop off time
Strafford Friends	6:45 AM	7:30 AM	8:20AM

PM - we service this school utilizing the Episcopal Academy transfer point.

School	Current school pickup time	Transfer time	Current last residential drop off time
Strafford Friends	3:10 PM	3:15 PM	4:23 PM

**Proposed Transportation**

AM - service this school utilizing the **Westtown Market Place** transfer location

School	Proposed 1 <sup>st</sup> residential pickup time	Transfer time	Proposed school drop off time
Strafford Friends	6:50 AM	7:30 AM	8:05AM

PM - service this school utilizing the **Westtown Market Place** transfer location

School	Proposed school pickup time	Transfer time	Proposed last residential drop off time
Strafford Friends	3:10 PM	3:35 PM	4:06 PM

This proposal will decrease the ride time for the AM route by 20 minutes

This proposal will decrease the ride time for the PM route by 17 minutes

This proposal does require a change in transfer point location.

This analysis is based on total route ride time, individual student ride times may vary.

**Parental Concerns:**

None noted

**Transportation Finding: Out-of-district non-public school consolidation at transfer point #2 –  
Westtown Market Place**

**Woodlynde School (12 students)**

**Current Transportation**

AM – we service this school utilizing the Westtown Market Place transfer location.

School	Current 1 <sup>st</sup> residential pickup time	Transfer time	Current school drop off time
Woodlynde School	6:38 AM	7:15 AM	7:50AM

PM - we service this school utilizing the East Goshen transfer point.

School	Current school pickup time	Transfer time	Current last residential drop off time
Woodlynde School	3:10 PM	3:45 PM	4:21 PM

**Proposed Transportation**

AM - service this school utilizing the **Westtown Market Place** transfer location

School	Proposed 1 <sup>st</sup> residential pickup time	Transfer time	Proposed school drop off time
Woodlynde School	6:57 AM	7:30 AM	8:00AM

PM - service this school utilizing the **Westtown Market Place** transfer location

School	Proposed school pickup time	Transfer time	Proposed last residential drop off time
Woodlynde School	3:10 PM	3:35 PM	4:02 PM

This proposal will decrease the ride time for the AM route by 9 minutes  
 This proposal will decrease the ride time for the PM route by 19 minutes  
 This proposal does require a change in transfer point location.

This analysis is based on total route ride time, individual student ride times may vary.

**Parental Concerns:**

None noted

**Transportation Finding: Out of district non-public school consolidation at transfer point #3 -Westtown market place transfer point**

**Finding:**

Reduce the number of buses used to transport students to/from **O'Hara, Benchmark, St. Mary Magdalen and Walden** schools utilizing the Westtown Market Place transfer point for all schools.

**Rationale:**

Currently buses are not filled to capacity. Combining the routes will increase the capacity utilization of the buses reducing the number of buses used. All schools are located in Delaware County within a 30 minute bus ride from one another. By utilizing the Westtown Market Place transfer for all 4 schools, we could combine all students onto 1 bus and eliminate 2 buses traveling into Delaware County.

**Estimated Savings:**

2 Buses X \$50,000 = \$100,000 (2011-12)

2 Buses X \$35,000 = \$70,000 (2012-13)

Based on the reduction of buses, there will be a financial impact to the state transportation subsidy in the 2011-12 year since the reimbursement is calculated on bus operations from the prior year.

**General Impacts of Finding:**

- The finding will group students of different ages K-12 on buses.
- The finding will increase the number of students at transfer location.
- The current school board policy states "Total time for students from home to school or school to home will be limited as much as possible to no more than (1) one hour within the district boundaries." Some parents interpret the language as a mandated 1 hour ride limit within the district although the intent was to be more flexible with allowing ride time over the hour. Student resident locations are dynamic for any one nonpublic school and may change from year to year within the 75 square miles of the District. If students are located in different areas of the District next year, the ride times may be impacted. For this reason the finding may require a change to the board policy relating to in- district ride times.
- This change will impact the pick-up and drop-off times for some children. The transportation office will be required to respond to parents and, on average, will work 10 - 20 hours to complete the necessary analysis and communications. The office cannot begin to respond to most of the parent concerns until driver surveys are completed and reviewed for accuracy in mid to end of October. Before the transportation office will have a chance to respond, parents may attend school board meetings to express their concerns and request board members to resolve their concerns. There may be criticisms of the transportation office's inability to address concerns in a timely manner as expected by parents. Parents who feel that the transportation office did not provide an adequate solution may ask the board to make the ultimate decision for their requests.

**Transportation Finding: Out of district non-public school consolidation at transfer point  
#3 -Westtown market place transfer point**

**Impact of finding by School:**

**Cardinal O’Hara (14 students)**

**Current Transportation**

AM – we service O’Hara with 2 buses within the District, transport to Westtown Market Place for transfer, group students by school and take 1 bus to O’Hara.

School	Current 1 <sup>st</sup> residential pickup time	Transfer time	Current school drop off time
O’Hara	6:26 AM	7:15 AM	7:50AM

PM - service O’Hara with a direct run from school to home with no transfer.

School	Current school pickup time	Transfer time	Current last residential drop off time
O’Hara	2:20 PM	N/A	4:02 PM

**Proposed Transportation**

AM - service O’Hara, Benchmark, St. Mary Magdalen and Walden with 3 buses within the District, transport to Westtown Market Place for transfer, group students by school and take 1 bus to O’Hara and 1 bus to Benchmark, St. Mary Magdalen and Walden.

School	Proposed 1 <sup>st</sup> residential pickup time	Transfer time	Proposed school drop off time
O’Hara	6:39 AM	7:15 AM	7:50AM

PM - service O’Hara and St. Mary Magdalen with 1 bus for pickup at school, service Benchmark and Walden with 1 bus for pickup at school, transport all students to Westtown Market Place for transfer, group students by geographical location of home residence school and take 2 bus from transfer to home.

School	Proposed school pickup time	Transfer time	Proposed last residential drop off time
O’Hara	2:25 PM	3:25 PM	4:10 PM

This proposal will:

Reduce the AM route ride time for O’Hara students by 13 minutes.

Increase the PM route ride time for O’Hara students by 8 minutes.

Include a transfer location in the PM for O’Hara students which does not currently exist.

This analysis is based on total route ride time, individual student ride times may vary.

**Parental Concerns:**

1. Transfer locations cause children additional time on the bus (1 comment)
  - a. Transfer points are designed to allow for maximum utilization of individual buses. Although direct routes from home to school would shorten the ride time for students it is not economically efficient to route our buses in that manner.

**Transportation Finding: Out of district non-public school consolidation at transfer point  
#3 -Westtown market place transfer point**

**Benchmark (15 students)**

**St. Mary Magdalen (24 students)**

**Walden (1 student)**

**Current Transportation**

AM - currently we service these schools with 2 buses within the District. The students are picked up by geographical location of home residence and transported directly to school with no transfer.

School	Current 1 <sup>st</sup> residential pickup time	Transfer time	Current school drop off time
Benchmark	6:25 AM	N/A	8:05AM
St. Mary Magdalen	7:12 AM	N/A	8:10AM
Walden	7:13 AM	N/A	8:25AM

PM - currently we service these schools with 2 buses. The students are picked up at school by geographical location of home residence and transported directly to home with no transfer.

School	Current school pickup time	Transfer time	Current last residential drop off time
Benchmark	2:50 PM	N/A	4:47 PM
St. Mary Magdalen	3:00 PM	N/A	3:50 PM
Walden	3:15 PM	N/A	3:59 PM

**Proposed Transportation**

AM - service O'Hara, Benchmark, St. Mary Magdalen and Walden with 3 buses within the District, transport to Westtown Market Place for transfer, group students by school and take 1 bus to O'Hara and 1 bus to Benchmark, St. Mary Magdalen and Walden.

School	Proposed 1 <sup>st</sup> residential pickup time	Transfer time	Proposed school drop off time
Benchmark	6:23 AM	7:15 AM	8:05AM
St. Mary Magdalen	6:42 AM	7:15 AM	8:15AM
Walden	7:05 AM	7:15 AM	8:25AM



**Transportation Finding: Out of district non-public school consolidation at transfer point  
#3 -Westtown market place transfer point**

**PM** - service O’Hara and St. Mary Magdalen with 1 bus for pickup at school, service Benchmark and Walden with 1 bus for pickup at school, transport all students to Westtown Market Place for transfer, group students by geographical location of home residence school and take 2 bus from transfer to home.

School	Proposed school pickup time	Transfer time	Proposed last residential drop off time
Benchmark	2:55 PM	3:25 PM	4:31 PM
St. Mary Magdalen	3:00 PM	3:25 PM	4:13 PM
Walden	3:10 PM	3:25 PM	3:54 PM

This proposal will increase the AM route ride time for:

- Benchmark students by 9 minutes
- St. Mary Magdalen students by 23 minutes
- Walden Students by 8 minutes

The proposal includes a transfer location in the AM and PM for schools which does not currently exist.

This proposal will affect the PM route ride time as follows:

- Benchmark students will decrease by 16 minutes
- St. Mary Magdalen students will increase by 23 minutes
- Walden students will decrease by 5 minutes for Walden

This analysis is based on total route ride time, individual student ride times may vary.

**Parental Concerns:**

**Benchmark** – none noted

**St. Mary Magdalene** (3 in total)

1. The ride times in the proposal are too long and not similar in time to the public school routes (2 comments)
  - a. The ride time established by the committee is in accordance with School Board policy DE.
2. Concerned with adding the transfers and mingling children from different schools (1 comment)
  - a. The District has been serving students of all ages on the same bus for years. Seating arrangements have been structured to allow the younger students seats in the front of the bus and older students in the back. Professional development continues with training seminars in the fall and spring. All buses are monitored utilizing digital cameras.

**Transportation Finding: Out of district non-public school consolidation at transfer point  
#3 -Westtown market place transfer point**

3. Concerned about children safety at transfer locations (2 comments)
  - a. Transfer points are not new to the District; in fact, the District has been utilizing transfer points for many years as an effective way to transport students to schools within the same geographical area. The District has never experienced a safety issue at one of our transfer locations. The drivers are experienced and continually trained in the mechanics of proper transfer coordination.
4. Parents are concerned that this proposal will force them to enroll their children in WCASD schools and they are unsure if the District can accommodate the increase in enrollment. (2 comments)
  - a. Since the bus stop consolidation plans and transfer point changes do not require an additional cost for of our non-public school parents, the only transportation-related reason to change enrollment would be one of convenience. It is important to point out that the shared sacrifices being asked of the public school population in the proposed 2011-12 transportation plan are greater, both in terms of bell schedule changes and the number of bus stop consolidations, than those being asked of our non-public school students.

The WCASD recognizes that educational choices exist, and each school year brings a new challenge with regard to enrollment. Over the past two years the economic downturn led to an influx of non-public school students, especially at the ninth grade level. The District adjusts the number of teachers and classes where necessary, and our educational programming has continued to produce excellent student achievement results.

5. Parents feel that the District already recognizes a savings from the non-public parents since their children do not attend the District schools. Since bussing is the only service they request from the District, it should not be altered.
  - a. Non-public school student needs are very important to the WCASD, and it is important to point out that the shared sacrifices being asked of the public school population are greater in the proposed plan, both in terms of bell schedule changes and the number of bus stop consolidations. For the 2009-10 school year, the District spent \$4,670,000 busing 11,800 public school students. During the same period, \$4,953,500 was spent on busing our 4,900 non-public school students. Based on that measure, a much higher percentage of the budget for transportation is invested on non-public school busing.
6. Lack of time for afterschool activities/homework due to lengthened ride time (1 comment)
  - a. The ride time established by the committee is in accordance with School Board policy DE.

**Walden School** – none noted

# Public and Non-Public Bus Stop Consolidations

# Bus Stop Consolidation

## Introduction

Consolidating bus stops for public and nonpublic students will reduce the number of bus stops and increase the length of the students' walks to the bus stops. This finding does not consolidate bus stops for any special education student with an IEP requiring special transportation services or student with a 504 plan requiring special transportation services. The new stop locations do not require any student to walk on a hazardous route, and for the most part, existing stops were used for the stop consolidations to maintain safe locations for the remaining bus stops. This finding is crucial to accomplishing the implementation of the bell time change finding.

The changes in bus stops and walking distances are presented in the tables below:

Bus Stop Totals				
BEFORE STOP CONSOLIDATION				
	High	Middle	Elementary	Total
Public	706	712	1,460	2,878
Non Public	747		1,091	1,838
Total	1,453	712	2,551	4,716
AFTER BUS STOP CONSOLIDATION				
	High	Middle	Elementary	Total
Public	605	575	1,153	2,333
Non Public	593		870	1,463
Total	1,198	575	2,023	3,796
STOPS DELETED				
	High	Middle	Elementary	Total
Public	101	137	307	545
Non Public	154		221	375
Total	255	137	528	920

Total Students by Average Walking Distance							
BEFORE BUS STOP CONSOLIDATION							
	1.0 - .75 Mile	.74 - .50 Mile	.49 - .40 Mile	.39 - .30 Mile	.29 - .20 Mile	.19 - .10 Mile	Less than .09 Mile
<b>Public</b>							
High	1	32	43	187	555	1411	1673
Middle	0	17	34	109	308	1011	1345
Elementa	0	31	32	127	322	1161	3276
<b>Non Public</b>							
High	0	1	6	34	80	213	350
Middle	0	1	4	17	41	190	560
Elementa	0	13	13	43	104	456	1207
AFTER BUS STOP CONSOLIDATION							
	1.0 - .75 Mile	.74 - .50 Mile	.49 - .40 Mile	.39 - .30 Mile	.29 - .20 Mile	.19 - .10 Mile	Less than .09 Mile
<b>Public</b>							
High	8	48	98	293	699	1248	1511
Middle	1	34	77	216	495	898	1101
Elementa	0	29	40	153	410	1463	2854
<b>Non Public</b>							
High	1	11	26	58	146	177	265
Middle	1	9	18	35	78	157	515
Elementa	0	21	13	64	133	409	1196

### Rationale:

- Currently buses are not filled to their capacity.
  - Current capacity utilization of public school buses is: elementary 69%; middle 82%; high 69% (based on functional capacity of 72 for elementary and 48 for secondary on a 72 passenger bus). The reason for the excess capacity is that we do not have enough time between the bell tiers to lengthen the routes needed to pick up enough students to fill the buses.
  - Current capacity utilization of nonpublic school buses is 49%. The reason for the excess capacity is that we do not have the time to pick up enough students to fill the buses in order to provide "reasonable" ride times for the nonpublic students.
- Consolidating the number of bus stops will reduce the number of times the bus will need to stop on a given route. This will allow the buses to cover more mileage on their routes and pick up more students, given the same amount of time. This will increase bus capacity utilization and will improve the ride times for the out-of-district nonpublic students.

- Increasing the capacity utilization of the buses will increase the State’s reimbursement percentage of the District’s transportation costs.
- The last time bus stops were reviewed and consolidated was in 1991-92 and it resulted in a reduction of 9 buses. Over the past 17 years, stops have been added at the request of parents. The accumulation of additional stops has reduced the operating efficiency of the bus fleet. In 1991-92 we used 1.07 buses per 100 students. In 2008-09, we used 1.33 buses per 100 students which is an increase of 24%. Consolidating bus stops will assist in lowering the bus/student ratio.
- The board policy limits the walk for elementary school students and secondary students to 1 mile and 1.5 miles, respectively. According to PA School Code, the walk is limited to 2 miles for a secondary student and 1.5 miles for elementary. Currently, 56% of students are walking less than .10 of a mile, 86% of students are walking less than .20 of a mile and 95% of students are walking less than .30 of a mile. Current student walking distances to bus stops and/or schools are significantly lower than the legal and board policy walking distance limits.
- Fuel and Pollution will be reduced. A reduction of 920 stops will reduce total fleet idling time by at least 1 minute per stop or 15 hours in the morning and 15 hours in the afternoon runs. A reduction in the numbers of stops/starts will increase the miles driven/gallon of fuel. This will reduce the District’s dependence on fuel and reduce pollution.
- An increase in walking distance for students will be a benefit to their health and fitness in most instances.

**Savings:**

The table below provides an analysis of equivalent savings for eliminating 920 bus stops. The calculation of the number of buses saved is an illustration assuming ideal conditions. A more realistic calculation is the equivalent minutes saved per average bus route time length. The savings associated with the bus stop consolidation is reflected in the overall savings for the bell time change finding. It is assumed that the savings for the out-of-district nonpublic busing will be used to lower the ride times for nonpublic students.

	Total	Public and Public Buses Mixed with In-district Nonpublic	Out of District Nonpublic
Number of Buses	170	83	87
Minutes for Average Bus Route in AM or PM	270	270	270
Total Stops Reduced	920	733	188
Avg. Time Savings/Stop	2 Minutes	2 Minutes	2 Minutes
Total Minutes Saved	1,840	1,465	375
Equivalent Savings: Number of Buses	6.8	5.4	1.4
Equivalent Savings: Minutes/Bus	10.8	17.7	4.3

**COMMUNITY FEEDBACK**

Three parent feedback meetings were held on Tuesday, October 12, 2010, on Thursday October 14, 2010 and on Wednesday, November 3, 2010. The meetings allowed the committee members to address parent concerns regarding the proposed changes in bus stop locations for the 2011-12 school year. The committee received 178 comment cards and emails from parents about 105 specific bus stop locations. A table summarizing the specific comments follows this section on page 116. The Transportation Department has all the individual emails and comment cards sent by parents over the last five months. **Individual parent requests will be evaluated over the next six months to determine the safety of the stop location**

**and walking route according to the parameters outlined in the *West Chester Area School District Guide for Selecting School Bus Stop Locations and Student Walking Routes* on page 125 in the Bus Stop Consolidation Parent Handout Section of this report.**

**THE FOLLOWING LIST OF QUESTIONS REFLECTS THE GENERAL CONCERNS OF PARENTS**

**1. Does the state dictate how far a child may be asked to walk to a school bus stop?**

Yes, PA School Codes do regulate this area, and allow a district to ask a child, regardless of age, to walk up to a mile and a half to a bus stop. The mile and a half is measured by public roads and does not include any private lane or walkway of the child's residence. The District has established Board policy based on this parameter. For more information please see the West Chester Area School District Guide for Selecting School Bus Stop Locations and Student Walking Routes on page 125.

**2. What factors does the school District take into consideration when establishing a bus stop?**

Consistent with Board policy, bus stops will not normally be scheduled more than four per mile except where dictated by lack of visibility, lack of berm, speed limits and other factors deemed hazardous. Bus stops will not normally be established for less than the following number of pupils - elementary: 6; middle: 8; and high school: 10. For more information please see page 125, *West Chester Area School District Guide for Selecting School Bus Stop Locations and Student Walking Routes* in the Bus Stop Consolidation Parent Handout Section of this report.

**3. What factors determine whether or not a route is deemed to be "hazardous" in our district?**

The Pennsylvania Department of Transportation, not the District, determines which routes qualify as hazardous. As defined by the Pa State Code, 'Hazardous' is defined an unsafe condition caused by potential incompatibility between vehicles and school students, while the students are walking between their home and their school or bus stop. For more information please see page 125, *West Chester Area School District Guide for Selecting School Bus Stop Locations and Student Walking Routes* in the Bus Stop Consolidation Parent Handout Section of this report.

**4. Is there a policy regarding new bus stops that are not visible from the homes of the youngest children, and those students with special needs?**

Yes, concerns of this type are covered by existing transportation guidelines, and are available on page 125 in the document, *West Chester Area School District Guide for Selecting School Bus Stop Locations and Student Walking Routes* in the Bus Stop Consolidation Parent Handout Section of this report.

**5. I'm concerned that students may be forced to walk along dangerous roads to get to new bus stops if the consolidation plan goes into effect.**

There are state laws, as well as codes from the departments of transportation and education, which carefully regulate the issue of student travel to and from school, and to and from homes and bus stops. This includes specific language regarding the distance and type of road on which a student may be required to walk. In no case will the WCASD violate any established law or code. See page 125, *West Chester Area School District Guide for Selecting School Bus Stop Locations and Student Walking Routes* in the Bus Stop Consolidation Parent Handout Section of this report.

**6. I'm concerned that the large number of students assigned to the consolidated bus stops will make the locations unsafe.**

The committee analyzed the number of students at the various bus stop locations (see section of this report on page 134, **Analysis of Students Assigned to Bus Stop Locations**). The report sorts the stops based on the largest number of students assigned to the bus stop locations and lists the 100 largest stops at the elementary level and 50 largest stops at middle and high school levels. For the majority of bus stop

locations at every level, the number of students is not significantly different than the current amount of students assigned to bus stops. For some of the East/Fugett consolidated stops, the number of assigned students is significantly higher and the transportation department will review the size of holding areas over the next six months to ensure the safety of the students. Having said that, based on experience, it is likely that the number of actual students using the stop will be significantly lower than the number assigned. This is demonstrated by the tables on page 133 which present a random sample of bus stop locations in the 2010-11 year. Based on our ridership during the months of September and October, an average of 62% of students assigned used the high school stops; 83% of the students assigned used the middle school stops; and, 71% of the students assigned used the elementary schools stops.

**7. My bus stop location is on a busy street. Isn't that a hazardous route and a violation of PennDOT's regulations?**

No, it may not be a violation. For example, if a student's walk up to a bus stop location does not require him to walk ALONG a street with a large amount of traffic volume then the route may not be hazardous. (See page 125, *West Chester Area School District Guide for Selecting School Bus Stop Locations and Student Walking Routes* in the Bus Stop Consolidation Parent Handout Section of this report for all conditions describing hazardous routes) If the line of sight for the bus stop location is 500 feet, the loading zone is safe according to the PA Code. In many instances it is safer for the bus to stop on the busy road than it is for the bus to pull out of the development into the heavy traffic.

**8. I heard that a sexual predator lives in my neighborhood. Are there laws requiring changes in transportation services if we contact the District about this?**

The law requires the school superintendent or designee to disseminate the information requesting the sexually violent predator to individuals whose duties include the supervision of or responsibility for students. There are no laws requiring changes in student transportation service.

**9. My child attends special education classes. Does he qualify for an exception to the transportation policies and bus stop consolidation?**

To receive special transportation services, a student must have a written IEP or 504 plan that includes specific transportation services needed to meet the requirements of the student's educational program or to accommodate the student's disability. See section IV, Transportation of Students with Disabilities in Board Policy ED on the School District's website.

**10. How is the consolidation of bus stops being accomplished? Our street is not located in a development.**

Most stops that are being consolidated are located within developments or at the entrance to developments. Students will not be asked to walk further on main roadways or along hazardous routes.

**11. There are several different buses that enter our development. Will they automatically be combined?**

No, automatic combinations will occur. More than one bus may enter a development for one school, especially at the elementary level, to handle the passenger load based on the number of students attending a single school. Multiple buses may also enter a development for different schools based on attendance boundaries.

**12. Consolidating bus stops may result in more parents driving their children to school. What accommodations are being considered by the district for the added traffic expected at certain public schools?**

The District does not anticipate that the changes will increase the number of parents driving children to school. The District will continue to encourage families to use school bus transportation which is the safest form of ground transportation available. The District will monitor that traffic closely and, if drop-off patterns change, we will devise the necessary steps to resolve any problems.

**13. Some parents have stories about crowded buses. Is the District aware of this, and will bus stop consolidation lead to overcrowding?**

Such comments have been shared, but in the District's effort to save taxpayers money by utilizing fewer buses, the continued goal is to have as many buses run at full capacity as possible. We must also ensure that the new transportation plan does not violate School Board policy or state and federal laws and regulations relating to school bus operation. This will require strict adherence to policies such as requiring students to take only their assigned bus home, except in cases of home emergencies, school tutoring, or medical service needs. All District buses are equipped with digital cameras. In continuous reviews of onboard recordings we have never found a time when a seat was not available to a student. Any report of a student standing on a moving bus would be a safety violation which we would take very seriously. In no case shall a bus be permitted to operate with a load that is above its rated capacity.

**14. Would the proposed bus stop consolidation plans be permanent, or will things revert to our current system once the district's budget crisis eases?**

Because significant savings of more than \$1 million can be achieved without directly affecting with a minimal impact on student schedules, this more efficient transportation plan will remain in place into the future to the benefit of district taxpayers as a recurring, sustainable, cost-cutting measure.

**15. I submitted a card or sent an email expressing my concerns about the safety of my child's bus stop location. How do I know if this will get addressed?**

All parent requests will be reviewed by the transportation department in the next six months. A review of the walking route may also be required by the Pennsylvania Department of Transportation which will be coordinated by the Transportation Department. A written response will be provided to each parent who provided contact information on his/her specific request. If the Transportation Department has not finished researching a parent request by June 30<sup>th</sup> 2010, the parent will be contacted with an update on the request and a timeline for resolution.

**16. What can I do if I disagree with the Transportation Department's decision about my request?**

There is a parent request escalation process outlined in section, VI. DISAGREEMENT OVER ASSIGNED STOP/ROUTE of School Board Policy ED on the District's website.



# Bus Stop Consolidation Summary Table of Parent Concerns

**Bus Stop Consolidation Summary of Parent Concerns by Location**

<b>Bus Stop</b>	<b>Subdivision</b>	<b>Summary of Parent Concern</b>	<b>Grade Level</b>	<b>No. of Concerns</b>
Grove Ave. & Whitford Road		Unsafe bus stop location, Long walk, Grove Rd. is heavily traveled, intersection is on a blind corner, multiple accidents per year.	Elementary	3
Kirkaldy & Dalmaly	West Glen	Poor visibility, Long walk, significant Hill	Elementary	3
Yarmouth Dr. & Clocktower Dr.	Clocktower	Busy roadway, unsafe walking route	Elementary	1
S. Pullman Dr. & N. Pullman Dr.	Exton Station	Length of walk to new bus stop location is too far. Unsafe bus stop location.	Middle, High	3
Pullman Dr. & Walnut Springs Ct.	Exton Station	Walking distance to proposed stop is too far. Cars ignore stop sign at Walnut Springs Ct.	Elementary	1
N. Pullman Dr & Roundhouse Ct.	Exton Station	Unsafe to cross Pullman Dr. to reach sidewalk. Not the most centralized bus stop for the majority of students assigned to proposed stop.	Exton	1
Ponds Edge & Cider Knoll Way		Unsafe bus stop location due to traffic volume.	Elementary	8
Manley Rd. & Ponds Edge		Unsafe bus stop location due to traffic volume.	Elementary	1
Speakman & Eldridge	Bow Tree	Unsafe bus stop location due to traffic volume. Request stop at Eldridge and Beaumont.	Elementary	1
Goshen & Collins	North Hills	Unsafe walking route to new bus stop location. Lack of sidewalks, blind turns, lake with low guardrails.	Middle	3
E. Boot Rd & Thorncroft Dr.	Hunt Country	Unsafe bus stop location. Narrow width of E. Boot Rd, traffic volume, line of sight.	Elementary, Middle, High	5
Sunrise Blvd. & Bowen Dr. W Sunrise Blvd. & Bowen Dr. E	Swedesford Chase	Unsafe bus stop location, length of walk to bus stop too far, volume of traffic on Sunrise Blvd., can not cross Sunrise Blvd.	Elementary, Middle, High	15
N. Chester Rd & White Chimney Rd.	White Chimneys	Unsafe bus stop location, line of sight, blind curve on hill.	Elementary, Middle, High	7
Manley & Edith		New bus stop location is in close proximity to a registered sex offender.	Elementary, Middle, High	1
E. Boot Rd. & Laurel Dr.	Hamlet Hill	New bus stop is not in neighborhood. Unsafe walking route to new bus stop, must walk on E. Boot Rd.	Middle	1
E. King Rd. & Cottonwood Dr.	Lockwood Chase	Unsafe bus stop location due to volume of traffic at proposed intersection. Congestion due to parents driving students to new bus stop location.	Elementary, Middle, High	1

**Bus Stop Consolidation Summary of Parent Concerns by Location**

<b>Bus Stop</b>	<b>Subdivision</b>	<b>Summary of Parent Concern</b>	<b>Grade Level</b>	<b>No. of Concerns</b>
All Stops	Thornbury Hunt	New stops at edge of development are less convenient to neighborhood.	Middle	1
Howard Rd. & Ashbridge		Hazardous walking route to proposed bus stop, requesting house stop.	Elementary	1
Pamona Hill Dr. & S. New Street		Unsafe bus stop location due to traffic volume on S. New Street. Requesting bus stop at Pamona Hill & Mystery Ln.	Non-Public Elementary	1
Bobolink & Robin		Hazardous walking route to proposed bus stop. Requesting bus stop at Johnny's Way & Robin Dr.	Non-Public Elementary	1
Hillsdale Rd. & Twin Pond Dr.		Move stop to Ridge Crest & Twin Pond inside neighborhood. Safer location than Hillsdale Rd. & Twin Pond Dr.	Non-Public Elementary	1
Cromwell & Bantery		Can not see new bus stop location from home.	Non-Public Elementary	1
Shenton Rd. & Frank Rd.		Hazardous walking route to proposed bus stop location. Proposed bus stop location is unsafe. No where to stand that will accommodate any number of students.	High	2
Whiteland Woods Blvd. & Birchwood Dr.	Whiteland Woods	Would not like bus stop consolidated due to the number of students already using bus stop. Would like bus stop moved to Birchwood Dr. & Silver Bell Ct.	Elementary	1
Pottstown Pike & Rockland Dr.		Unsafe bus stop location on Rt. 100. Requesting bus enter neighborhood to make bus stop.	Elementary	1
Woodland Rd. & S. Chester Rd (Rt. 352)		Unsafe bus stop location due to traffic volume on S. Chester Rd. Nowhere to accommodate waiting students.	Middle, High	1
Taylor's Mill Rd.		Would like parents on Taylor's Mill Rd to choose bus stop location. Parents choose 216 Taylor's Mill Rd.	Elementary	2
Grand Oak and Boot Rd.		Unsafe bus stop location on Boot Rd. Would like bus stop located inside neighborhood.	Elementary	2
Johnny's Way & Franklin		If new bus stop is not a shared stop, would like stop moved to Johnny's Way and Elk Ln.	Non-Public High	1
Pottstown Pike & Katie Way		Unsafe bus stop location on Pottstown Pike, nowhere for students to wait.	Elementary, Middle	2
Gateswood & Bancroft	Marydell Farms	Was current bus stop eliminated. Barker and Marydell.	Elementary	1

**Bus Stop Consolidation Summary of Parent Concerns by Location**

<b>Bus Stop</b>	<b>Subdivision</b>	<b>Summary of Parent Concern</b>	<b>Grade Level</b>	<b>No. of Concerns</b>
1337 Pottstown Pike		Unsafe walking route to proposed bus stop location. Must walk along Pottstown Pike (Rt. 100).	Elementary	1
Not Noted in email		Unsafe walking route. Would have to walk on E. Boot Rd.	Elementary	1
Tacielynn Dr. & S. Bradford Ave.		Unsafe bus stop location due to traffic volume on S. Bradford Ave. ( Rt.52)	Middle	2
Grove Rd. and Rolling Dr.		Unsafe bus stop location. Requesting bus stop at Ellis Cir.	Non-Public Elementary	1
Judith Ln. & Elaine Dr.		All student in neighborhood are closer to the current bus stop at the corner of Judith Ln. & David Ln.	Elementary	1
Pennsbury & Londonderry		Majority of students in neighborhood live closer to current bus stop at the corner of Pennsbury and Chesterville.	Elementary	2
Not noted in email		What is the maximum distance a student would be expected to walk? What maps were used to determine which stops a student would be assigned?	N/A	1
Saratoga Dr. & Generals Way	Wentworth	Why was bus stop changed if my student is the only student in the neighborhood using the bus?	Elementary	1
Laydon & Colwyn Terrace		Current bus stop at Whiteland Dr. & Colwyn Terrace is closer to all students. There is no stop sign at propose bus stop location.	Elementary	1
Stony Bank Rd.		Middle and High school students will have to walk on Stony Bank Rd. which is hazardous. Bus stop should be at Stony Bank and Helluva Hill Ln.	Middle, High	1
Not noted in email		Student will have to walk along and cross Whitford Rd. Requesting bus stop at Wrights Lane and Whitford Rd.	N/A	1
Whitford Hills Rd. & Oakland Dr.		Hazardous walking route to proposed bus stop location.	Elementary	1
Not noted in email		Hazardous walking route around blind curve on Edwards Ln.	High	1
Jaqueline Dr. & Supplee Dr.		Hazardous walking route, speeding cars from Rt. 202, high traffic volume, blind spots, no sidewalks, no street lights, limited walking access due to snow.	Elementary	2
Hamlet Hill & Anna Rd.		Three students to same school assigned to different bus stops.	Middle	1

**Bus Stop Consolidation Summary of Parent Concerns by Location**

<b>Bus Stop</b>	<b>Subdivision</b>	<b>Summary of Parent Concern</b>	<b>Grade Level</b>	<b>No. of Concerns</b>
Green Ave. & Manley Ave.		Hazardous walking route to proposed bus stop. Would have to cross Paoli Pk.	Middle	1
Oakbourne Rd. & Goodwin Ln.		Hazardous walking route to proposed bus stop. Would have to cross Oakbourne Rd. Requesting bus stop at Maplewood and Norwood.	N/A	1
Boot Rd. & Burgoyne Rd.		Unsafe bus stop location. Dangerous intersection nowhere to stand while waiting for bus.	Elementary	1
Shadow Farm & Copeland School Rd.		Stop was changed from Shadow Farm and Cobblestone to Shadow Farm and Copeland. Please Confirm.	Charter Elementary, Middle	2
Fox Brook Ln. & Chesterland Dr.	Thornbury Hunt	Will the stop at Fox Brook & Colts Neck Way be eliminated?	Elementary	2
N. New St. & W. Virginia Ave.		Hazardous walking route, no sidewalks on N. New St. Heavy traffic volume on N. New St.	Elementary	2
Not noted in email		Would like to keep stop at Montbard Dr. & Reims Ln. Will be inconvenient to walk two more streets to proposed stop.	N/A	1
Shoen Rd. & Conner Rd.		Hazardous walking route to proposed stop. Will have to walk 200 yards on shoen Rd with no sidewalks.	Elementary	1
Elaine & Brinton Lake		Walking distance to proposed bus stop location is too far. Requesting bus stop at Denise & Brinton Lake.	Elementary, Middle	1
Murfield Rd.		Hazardous walking route to Murfield Rd. Numerous blind curves, cars travel at high rates of speed. Requesting house stop on Blue Rock Rd.	N/A	1
S. Five Points Rd. & Edwards Ln.		Hazardous walking route on S. Five Points Rd. Unsafe bus stop location due to traffic volume, speed, line of sight. Too far of a walk from home.	Non-Public Elementary, Elementary, Middle	5
Joshua and Greenhill Rd.		Hazardous walking route to proposed bus stop location	N/A	1
Line Rd. & Warrior Rd		Unsafe bus stop location due to volume of traffic on Line Rd.	N/A	1
Sharpless St. & Darlington St.		Proposed stop is at a busy corner without a sidewalk and also a longer walk.	Elementary	1
Anne & Alison		Consider creating bus stop at the corner of Anne & Gateswood. More centralized to students in neighborhood.	Elementary	1

**Bus Stop Consolidation Summary of Parent Concerns by Location**

<b>Bus Stop</b>	<b>Subdivision</b>	<b>Summary of Parent Concern</b>	<b>Grade Level</b>	<b>No. of Concerns</b>
Whitford Hills & Balderston		Unsafe bus stop location. Proposed bus stop is on a blind hill on Whitford Hills Rd.	Elementary	1
Karen Ln. at Circle		Would prefer bus stop at Banbury & Victoria, Victoria & Anna, or Anna & Hamlet Hill as proposed bus stop is in another development.	Elementary	1
Not noted in email		Proposed bus stop is located too far from home, Hazardous walking route. Home address is on Palomino Dr.	Middle, High	1
Not noted in email		Will my student have to walk on S. Concord or Oakbourne Rd.?	Middle	1
Not noted in email		Are all kindergarteners dropped off at their homes?	Elementary	1
N. Penn St. & Montgomery Ave.		These streets do not intersect. Should it be N. Penn St. & Maple Ave.?	Middle	1
Spruce Dr. & Whitford Rd.		Unsafe bus stop location due to the speed and volume of cars traveling Whitford Rd.	N/A	2
807 W. Street Rd (Rt. 926)		Hazardous walking route to proposed bus stop. Would have to walk down Rt. 926.	Elementary	1
N. New St. & W. Washington St.	West Chester Boro.	Hazardous walking route to proposed bus stop location. Traffic volume. References PennDOT materials.	Middle	1
Hershey Mill & Tanglewood		Hazardous walking route to proposed bus stop location. Requesting house stop.	Middle, High	1
Shoen Rd. & Fairview Dr.		Shoen Rd is a dangerous road. Students should not have to cross Shoen Rd. to reach new bus stop location.	Middle, High	1
Three Fox Ln. & Conner Rd.		Unsafe bus stop location. Blind curve on Conner Rd. Car travel at high rates of speed.	Middle	1
Jefferies Bridge Rd & Marie Rochelle Drive		Hazardous walking route to proposed bus stop. Heavily traveled roads, no sidewalks.	Elementary	3
Not noted in email		Bus has to stop at stop sign anyway. There will be 5 students at bus stop next year. Requesting bus stop remain at Hallowell Ln. & Ridgewood Ln.	Elementary	1
College Hill Rd. & Tanguy Rd.		Hazardous walking route to proposed bus stop. Dangerous winding road with no sidewalks or walking path. Heavily used by large trucks.	High	1
Birmingham Rd. & Squires Dr.	Squire's Lea	Unsafe bus stop location due to traffic volume on Birmingham Rd.	Elementary	2

**Bus Stop Consolidation Summary of Parent Concerns by Location**

<b>Bus Stop</b>	<b>Subdivision</b>	<b>Summary of Parent Concern</b>	<b>Grade Level</b>	<b>No. of Concerns</b>
Edgewood Chase & Street Rd.		Unsafe bus stop location. Narrow roadway, blind turn, no safe place to stand, issues with snowfall.	Middle	1
Helluva Hill & Stoney Bank Rd.		Hazardous walking route to proposed bus stop location. Blind curves, heavy truck traffic, uncovered drainage pits.	Elementary	1
Edgewood & Whitford Hills Rd.		Hazardous walking route. No sidewalks, shoulder, or street lights. Edgewood & Longwood is a better more centrally located stop for neighborhood students.	High	1
Cherrydale & Howe	Cobblestones	10 students current stop. Should not be moved because there will be 13 using stop next year. Proposed stop is 1/4 mile away.	Elementary	5
Hamlet Hill Dr. & Green Hill Dr.	Hamlet Hill	Unsafe bus stop location at Green Hill Rd. Blind hill, traffic volume, major cut through from Boot Rd to Green Hill Rd.	Elementary, Middle	2
Johnny's Way & Franklin Dr.		Unsafe bus stop location. Would like bus to enter development. Volume and speed of traffic on Johnny's Way. Would have to walk 5 long block to new bus stop.	Middle	1
Spackman Rd. & Burgoyne Rd.		Unsafe bus stop location. Want house stop at 1501 or 1505 Burgoyne Rd.	Elementary	1
Jacqueline Dr. & Old Wilmington Pk.		Hazardous walking route, speeding cars from Rt. 202, high traffic volume, blind spots, no sidewalks, no street lights, limited walking access due to snow.	Middle, High	1
Chandlee Dr. & Hillsdale Rd.		Hazardous walking route. No sidewalks. Development is a major cut through.	Middle	1
Militia Hill & S. New St.		Unsafe bus stop location due to traffic on S. New St. Hazardous walking route, no sidewalks. Would like bus to continue entering neighborhood.	Elementary, Middle, High	1
Longview Dr. & Rock Creek Rd.	Cheshire Knoll	Unsafe bus stop location. Proposed stop is located on a blind curve on at the base of a hill. Neighborhood is a cut through from Copeland School to N. New St.	Elementary	4
Boot Rd. & General's Way	Wentworth	Unsafe bus stop location due to traffic volume on Boot Rd., no sidewalks or safe location to wait for bus. Requesting stop at Generals Way and Saratoga Dr.	Non-Public Elementary	2
Shiloh Rd. & Farm Ln.		Unsafe bus stop location due to traffic volume on Shiloh Rd. No safe place to load and unload students. Requesting stop remain at Farm & Stable.	Non-Public	1

**Bus Stop Consolidation Summary of Parent Concerns by Location**

<b>Bus Stop</b>	<b>Subdivision</b>	<b>Summary of Parent Concern</b>	<b>Grade Level</b>	<b>No. of Concerns</b>
Monte Vista & N. Chester Rd. (Rt.352)		Unsafe bus stop location due to traffic volume on Rt. 352. Cars travel at high rates of speed into a tight corner prior to new stop location.	Middle	1
Not noted on comment card		Has there been any consideration to exclude Elementary school from bus stop consolidation?	Elementary	1
Saratoga Dr. & Generals Way		My child is only child in neighborhood. Can stop remain at Nathaniel Dr. and Generals Way.	Elementary	1
Brookmont Dr. & Treemont Dr.		Easier for bus to stop at Brookmont Dr. & Rt. 352. Children will have to walk down a big hill to proposed stop. Have a preschooler at home that can not be left alone.	Elementary	1
Not noted on comment card	Indian King	Removing only stop on East side of Indian King at Bala Terrace. Wants to keep a stop on the East side of development	Middle	1
S. New St. & S. Wayne St.		Hazardous walking route. Proposed stop is 1/4 mile from home, no sidewalks. Student has IEP	Middle	1
Susan Dr. & N. New St.		Proposed stop is twice the distance for every child than existing stop, no safe place to wait at proposed stop location, no protection from the elements, poor site visability at new stop location, and cars travel at high rates of speed.	Elementary	7
S. Five Points Rd. & Little Shiloh Rd.		Hazardous walking route, unsafe bus stop location. Home address is 880 S. Five Points Rd.	Elementary, Middle	1
St. Finegan Dr. & Muirfield Dr.		Proposed bus stop locatin is too far from home. No sidewalks.	Middle	1
Russell Ln. & Shilo Rd.		Requesting that bus stop be made doorside.	Middle	1
Johnny's Way & Carroll Brown Way		Proposed bus stop will create congestion at new location due to parents driving students to stop. Will increase the number of cars in parent lane due to more students being driven to and from school rather than using new stop.	Elementary	1
Mercer Ln. & Ashbridge Rd.		Would like to continue using stop at Mercer Ln. & Greenhill Rd.	N/A	1
Edgewood & Whitford Hills Rd.		Unsafe bus stop location due to speed and volume of traffic on Whitford Hills Rd. Edgewood & Longwood is more centrally located to all students in neighborhood.	High	1

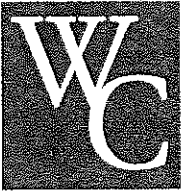


**Bus Stop Consolidation Summary of Parent Concerns by Location**

<b>Bus Stop</b>	<b>Subdivision</b>	<b>Summary of Parent Concern</b>	<b>Grade Level</b>	<b>No. of Concerns</b>
Copes Ln. & N Creek Rd.		Unsafe bus stop location. Narrow roads, traffic volume, cars do not follow speed limit, remote location, dark at time of pick up..	High	2
413 Walnut Hill Rd.		Address is 403 Walnut Hill Rd. Hazardous walking route to 413.	Elementary	1

<b>TOTAL</b>	<b>TOTAL</b>
<b>LOCATIONS</b>	<b>PARENTS</b>
105	178

# Bus Stop Consolidation Parent Handouts



West Chester Area School District

# Guide for Selecting School Bus Stop Locations and Student Walking Routes:

This document lists the WCASD School Board Policy, PA School Code and PA Code regulations for student bus stop locations and student walking routes related to transportation service.



## West Chester Area School Board Policy

### General

1. Elementary pupils may be asked to walk up to 1 mile to a bus stop; secondary pupils, 1 ½ miles, unless the walking route has been identified as hazardous by the Pennsylvania Department of Transportation (PENNDOT) pursuant to 67 PA Code 447.1 et seq. in which case those regulations shall apply, or if the bus stop location does not meet the standards of 67 PA Code 104.3.
2. No transported students will cross Routes 3, 30, 100, 202, 322, or 352 on foot.
3. Bus stops will not normally be scheduled more than four per mile, except where dictated by lack of visibility, lack of berm, speed limits, etc.
4. Bus stops will not normally be established for less than the following number of pupils: elementary-6; middle-8; high school-10.
5. Bus stops may be adjusted if the number of students at a stop results in congestion that excessively interferes with the normal flow of roadway traffic, or if the bus stop waiting area is not large enough to accommodate the number of students.
6. Parents of children are responsible for their safety prior to boarding the bus and from the time the child is discharged.
7. Stops including those in developments will be at intersections except for special education and noon kindergarten pupils.
8. Determination of bus stops on a particular vehicle's route will be determined solely by the School District pursuant to these guidelines, while maximizing routing efficiency.
9. In general, bus stops will remain unchanged year to year unless it is determined that a bus stop does not meet the criteria of Board Policy.

### Developments

10. Mixed buses (elementary, middle, high combined) will follow the guidelines for the youngest-age group when entering a development.
11. All buses entering a development will, whenever possible, follow the same route. Stops for differing schools will be at different points along the route of travel of buses.
12. Buses shall generally avoid entering cul-de-sacs or one-entrance way developments unless the District deems it is necessary in accordance with these guidelines, and if buses can navigate such development in accordance with state or federal law or regulation concerning transportation practices.
13. Buses will not travel into developments under construction, or if built in phases into any phase thereof, prior to complete build-out of the phase if applicable, unless the following criteria are met: 1. the stop outside of the development does not meet the criteria elsewhere in the guidelines; 2. the bus carrier agrees to travel on the thoroughfare; and 3. the parents requesting the exception provide an agreement in a form acceptable to the school district in which the building contractor/developer, residents and home owners association hold harmless the school district and carrier.

### Parent Request and Exceptions

14. Parents must realize that bus stop assignments cannot be customized to meet every individual need and still be part of an efficient and economical transportation system.
15. The District cannot consider factors that are associated with individual family or parental situations. Such concerns are expected to be resolved by the family, parent, or guardian, not the School District. Examples:
  - a. Parent not being able to see child walking to bus stop and /or waiting at bus stop
  - b. Neighborhood feuds or conflicts with nearby residents.
  - c. Change in parent's work schedule.
  - d. Parent not able to walk to bus stop with child because of other obligations.
16. The granting of special transportation services is based on the disability or physical handicap of the child transported as required by the Pennsylvania Regulations at 22 Pa. Code §15.6 and §504 of the Rehabilitation Act of 1973.
17. The School District shall not grant special transportation services to accommodate the disabilities or other circumstances concerning caregivers, siblings or other individuals excluded from the legal requirements of Section VII of the transportation policy. The transportation services include, but are not limited to, changing bus stop locations and changing walking distances.

### PA School Code

No secondary level pupil shall walk more than 2 miles to and from school or a designated bus stop and elementary level pupil is 1 ½ miles

**Hazardous Walking Route (Pennsylvania Department of Transportation -67 PA Code 447)**

- A. PennDOT determines whether a walking route is hazardous or nonhazardous.
- B. If sidewalks exist that are minimum widths of 2 feet, gravel, brick, stone, or paved surface and available during normal weather conditions, the student walking route is not hazardous.
- C. If sidewalks do not exist and any one of the following 2 conditions exist, the student walking route shall be considered hazardous:

- 1. The shoulders are less than 4 feet wide and for either:

Elementary students – the roadway surface is less than 20 feet wide and one or more trucks with three or more axles, not including garbage trucks or other types of trucks making house-to-house stops, normally use the roadway during the time the elementary students are enroute to or from school.

Streets and highways with an average traffic volume of a least 10 vehicles/hour during the time students are walking, a 3.5 foot tall elementary school student or a 4.5 foot tall secondary student is not visible by approaching drivers from at least the following minimum distances:

Safe Running Speed (mph)	Minimum Distance (feet)
30 or less	200
35	240
40	275
45	315
50	350
55	410

- 2. The normal vehicular traffic volume during any 15-minute period that students are enroute to or from school exceeds the following values for the appropriate safe-running speed range:

Shoulder Width	Safe Running Speed is 35 MPH or less		Safe Running Speed is over 35 MPH	
	Elementary	Secondary	Elementary	Secondary
Less than 4 ft.	30	45	20	30
4 ft. to 6 ft.	60	100	40	65

- D. Regardless of the presence of sidewalks, a student walking route shall be considered hazardous if any one of the following 2 conditions exist:

- 1. Two or more pedestrian-related accidents have occurred during the last 3 years while the pedestrians were walking along the student walking route during hours students are normally going to or from school.

- 2. It is necessary for a student to cross a roadway at a location where vehicular traffic is not controlled by either traffic control signals or a stop sign or where students are not protected by an adult crossing guard; provided vehicular traffic on roadway is in excess of the values given in the table below for any 15-minute period during which students are enroute to or from school:

Roadway Width (feet)	For Elementary Students Number of Vehicles	For Secondary Students Number of Vehicles
20 or less	155	175
24	130	150
30	100	120
36	80	100
48	40	60

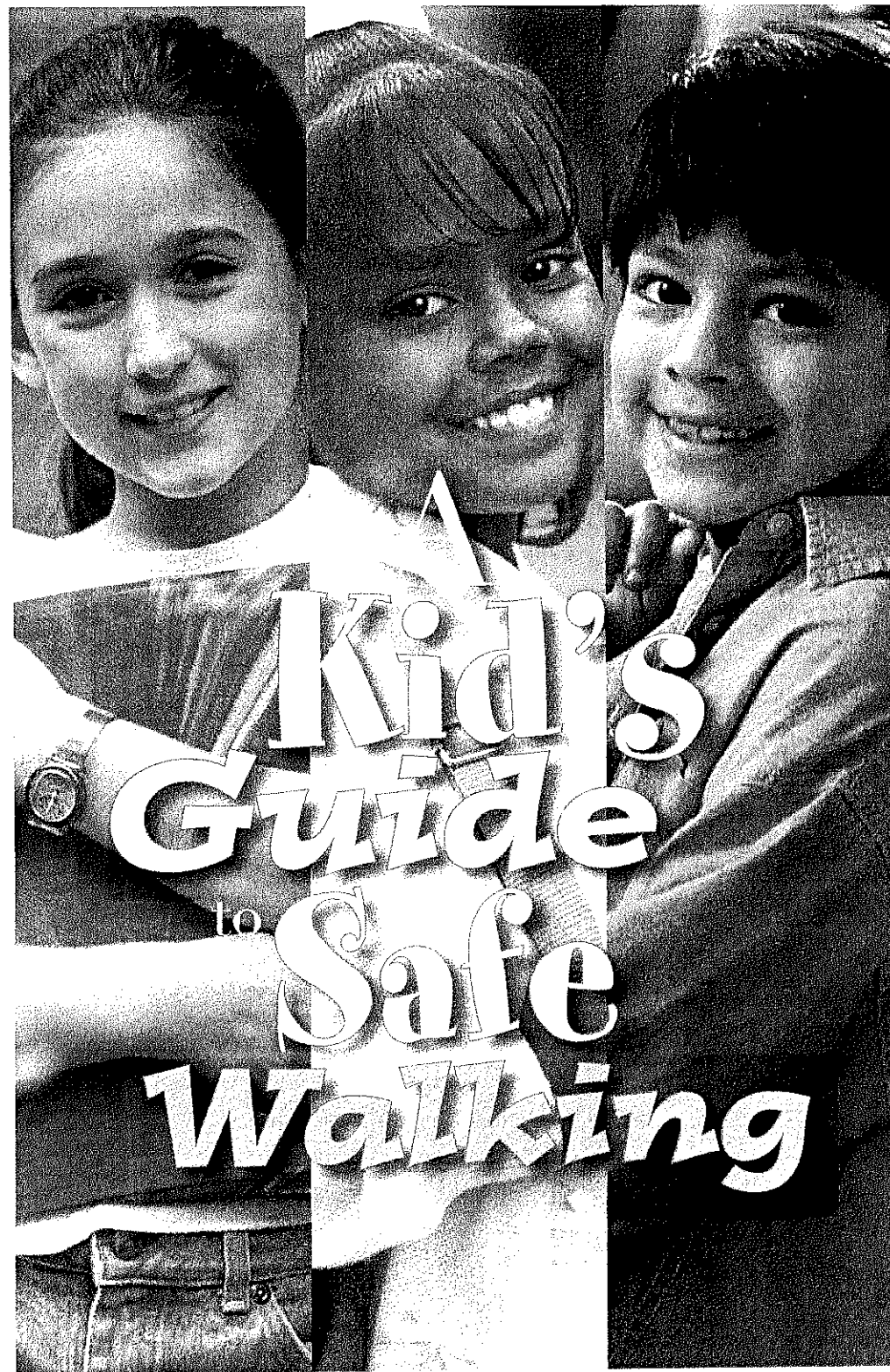
(If the roadway is divided by a raised median which is at least 8 feet wide and has nonmountable curbs, the roadway should be considered as two separate roadways.)

- E. A student may be required to walk up to 500 feet on a roadway designated as a hazardous walking route if it is deemed safer than instituting multiple stops and increasing the probability of bus-related accidents.

**Bus Stop Location ( 67 PA Code 104.3.)**

Outside a business or residence district, the required sight distance to a school bus stopped on the roadway shall be a minimum of 500 feet unless the school district chooses a location for a loading zone with a lower sight distance because it is safer for the school bus to stop at this location than it is for the student to walk to a location that satisfies the 500 foot sight distance requirements.

DOT HS 811 026  
August 2008



**W**alking is very cool – it's free, it's great exercise, and you can do it to get almost anywhere. You can visit your friends, travel to school, the movies, shopping, worship, museums, or sporting events.

What's not cool is when young people are killed or injured while walking. So here are some important things to remember so you stay safe and healthy.



## Safety tips for crossing the street:

- 1) **Stop** at the curb or the edge of the road if there is no curb.
- 2) **Stop and look** left, then right, then left again for moving cars before you step into the street.
- 3) **If you see a car, wait** until it goes by. Then look left, right, left again until no cars are coming.
- 4) **If a car is parked** where you are crossing, look to make sure there is no driver and that the car is not running.
- 5) Next, go to the edge of the car and **look left-right-left** to see if cars are coming.
- 6) **When no cars are coming, Walk** – do not run – across the road. Keep looking left-right-left for cars while you are crossing.

## Things to remember when walking:

- 1) **Always walk on the sidewalk.** Walk on the sidewalk if there is one.
- 2) **If no sidewalk, walk facing traffic.** If there is no sidewalk and you have to walk on the road, be sure to walk facing traffic.
- 3) **Be safe. Be seen.** Brightly colored clothing makes it easier for drivers to see you during the daytime. But at night, you need to have a flashlight or wear special reflective material on your shoes, cap, and jacket or on your arms or legs that bounce the car's lights off you and back to the driver. This light should caution the driver that there is something or someone moving and they should slow down and be careful.



**D**arting out in front of a parked car is dangerous. The driver of the car coming down the street can't see you.

**DON'T DART OUT!**



# Starting a walking school bus: the basics

## Why develop a walking school bus?

Studies show that fewer children are walking and biking to school, and more children are at risk of becoming overweight. Changing behaviors of children and parents require creative solutions that are safe and fun.

Implementing a walking school bus can be both.

## What is a walking school bus?

A walking school bus is a group of children walking to school with one or more adults. If that sounds simple, it is, and that's part of the beauty of the walking school bus. It can be as informal as two families taking turns walking their children to school to as structured as a route with meeting points, a timetable and a regularly rotated schedule of trained volunteers.

A variation on the walking school bus is the bicycle train, in which adults supervise children riding their bikes to school. The flexibility of the walking school bus makes it appealing to communities of all sizes with varying needs.

Parents often cite safety issues as one of the primary reasons they are reluctant to allow their children to walk to school. Providing adult supervision may help reduce those worries for families who live within walking or bicycling distance to school.

## Starting simple

When beginning a walking school bus, remember that the program can always grow. It often makes sense to start with a small bus and see how it works. Pick a single neighborhood that has a group of parents and children who are interested. It's like a carpool—without the car—with the added benefits of exercise and visits with friends and neighbors. For an informal bus:

1. Invite families who live nearby to walk.
2. Pick a route and take a test walk.
3. Decide how often the group will walk together.
4. Have fun!



Apex, NC



Chester, VT

## When picking a route, answer these four questions:

1. **Do you have room to walk?**  
Are there sidewalks or paths?  
Is there too much traffic?
2. **Is it easy to cross the street?**
3. **Do drivers behave well?**  
Do they yield to walkers?  
Do they speed?
4. **Does the environment feel safe?**  
Are there loose dogs?  
Is there criminal activity?

For more help identifying walkable routes, use the Walkability Checklist that can be found at [www.walktoschool.org/buildevent/checklists.cfm](http://www.walktoschool.org/buildevent/checklists.cfm).

**SafeRoutes**  
www.saferoutesinfo.org



[www.walktoschool.org](http://www.walktoschool.org) [www.saferoutesinfo.org](http://www.saferoutesinfo.org)



## Reaching more children

Success with a simple walking school bus or a desire to be more inclusive may inspire a community to build a more structured program. This may include more routes, more days of walking and more children. Such programs require coordination, volunteers and potential attention to other issues, such as safety training and liability. The school principal and administration, law enforcement and other community leaders will likely be involved.

▶ **First, determine the amount of interest in a walking school bus program. Contact potential participants and partners:**

Parents and children                      Principal and school officials  
Law enforcement officers              Other community leaders

▶▶ **Second, identify the route(s).**

The amount of interest will determine the number of walking routes.

Walk the route(s) without children first.



Mill Valley, CA



Sacramento, CA

▶▶▶ **Third, identify a sufficient number of adults to supervise walkers.**

The Centers for Disease Control and Prevention recommend one adult for every six children. If children are age 10 or older, fewer adults may be needed. If children are ages 4 to 6, one adult per three children is recommended.

▶▶▶ **Next, finalize the logistical details.**

Who will participate?

How often will the walking school bus operate? Will the bus operate once a week or every day?

When do children meet the bus? It's important to allow enough time for the slower pace of children, but also to

ensure that everyone arrives at school on time.

Where will the bus meet children—at each child's home or at a few meeting spots?

Will the bus operate after school?

What training do volunteers need?

What safety training do children need? See "Walking School Bus: Guidelines for talking to children about pedestrian safety" at <http://www.walkingschoolbus.org/safety.pdf>.

▶▶▶ **Finally, kick-off the program.**

A good time to begin is during International Walk to School Month each October. Walk and look for ways to encourage more children and families to be involved. Have fun!

## For more detailed instructions on how to organize a walking school bus, go to:

- ➔ How to Organize a Walking/Cycling School Bus, Go for Green Canada, <http://www.goforgreen.ca/asrts>. Pick "English," then "Tools and Resources"
- ➔ The walking bus: A safe way for children to walk to school, Friends of the Earth UK, <http://www.foe.co.uk/campaigns/transport/resource/parents.html>
- ➔ Walking School Bus - A Guide for Parents and Teachers, VicHealth Australia, <http://www.vichealth.vic.gov.au>. Select "Local Government," then "Walking School Bus." Scroll to bottom to find link to download the guide.
- ➔ KidsWalk-to-School Guide, Centers for Disease Control and Prevention, <http://www.cdc.gov/nccdphp/dnpa/kidswalk/resources.htm>

# Analysis of Students Assigned to Bus Stop Locations

**RANDOM SAMPLE OF PUBLIC HIGH SCHOOL AND MIDDLE SCHOOL BUS STOP LOCATIONS:  
% OF ASSIGNED STUDENTS ACTUALLY AT STOP ACCORDING TO 2011 BUS DRIVER SURVEYS**

HIGH SCHOOL			
STOP #	SCHEDULED LOAD COUNT	ACTUAL Load Count Average Sept/Oct 2010	% of Assigned at Stop
1	9	2	17%
2	20	7	35%
3	10	6	55%
4	12	6	50%
5	19	18	92%
6	13	14	108%
7	9	3	33%
8	10	8	80%
9	21	10	48%
10	11	11	100%
11	13	13	100%
12	36	31	86%
13	18	15	83%
14	25	12	46%
15	15	12	77%
16	35	17	47%
17	23	8	35%
18	18	14	78%
19	21	17	81%
20	21	11	52%
21	12	7	58%
22	26	18	69%
23	20	3	15%
24	14	5	32%
25	16	12	75%
AVERAGE			62%

MIDDLE SCHOOL			
STOP #	SCHEDULED LOAD COUNT	ACTUAL Load Count Average Sept/Oct 2010	% of Assigned at Stop
1	7	8	107%
2	5	5	100%
3	7	8	114%
4	7	7	100%
5	10	11	110%
6	9	9	94%
7	8	8	100%
8	19	12	61%
9	15	2	10%
10	12	11	88%
11	8	8	100%
12	9	6	67%
13	8	7	88%
14	21	8	38%
15	27	24	87%
16	17	17	97%
17	12	11	92%
18	14	10	71%
19	19	5	26%
20	14	12	86%
21	9	7	78%
22	17	13	76%
23	25	25	98%
24	14	13	93%
25	13	14	104%
AVERAGE			83%

ELEMENTARY SCHOOL			
STOP #	SCHEDULED LOAD COUNT	ACTUAL Load Count Average Sept/Oct 2010	% of Assigned at Stop
1	13	13	100%
2	30	21	68%
3	15	6	40%
4	29	30	102%
5	15	12	77%
6	22	20	91%
7	22	21	95%
8	12	9	75%
9	24	22	90%
10	16	9	56%
11	10	9	85%
12	14	4	29%
13	18	13	69%
14	27	24	89%
15	17	7	41%
16	16	7	41%
17	19	15	76%
18	22	14	61%
19	14	6	39%
20	21	19	90%
AVERAGE			71%

NUMBER OF STUDENTS AT ELEMENTARY STOPS: SAMPLE OF FIRST 100 (HIGHEST TO LOWEST NUMBER OF ASSIGNED STUDENTS)

AFTER CONSOLIDATION		BEFORE CONSOLIDATION	
STOP_NAME	Total	STOP NAME	Total
CORNER OF BRIDLEWOOD BLVD AND ALL PURPOSE FIELD	39	CORNER OF BRIDLEWOOD BLVD AND ALL PURPOSE FIELD	37
CORNER OF S MATLACK ST AND E UNION ST	37	CORNER OF CHERRY FARM LN AND WOODS EDGE RD S	35
CORNER OF MONTEREY LN AND N NEW ST	36	CORNER OF WHITELAND WOODS BLVD AND PENDULA CT	30
CORNER OF CHERRY FARM LN AND WOODS EDGE RD S	36	CORNER OF CREEK RD AND STRICKLAND WAY DOOR SIDE	28
CORNER OF BIRCHWOOD DR AND WHITELAND WOODS BLVD	32	CORNER OF KENMARA DR AND DUNMOORE LN S	27
CORNER OF CREEK RD AND STRICKLAND WAY DOOR SIDE	31	CORNER OF MONTEREY LN AND N NEW ST	27
CORNER OF WHITELAND WOODS BLVD AND PENDULA CT	30	CORNER OF S MATLACK ST AND E BARNARD ST	25
CORNER OF COCKBURN DR AND SISSINGHURST DR	30	CORNER OF SHETLAND DR AND FAIRWAY LN	24
CORNER OF KENMARA DR AND DUNMOORE LN S	26	CORNER OF BRIDLEWOOD BLVD AND STONE FENCE RD	24
CORNER OF SHETLAND DR AND FAIRWAY LN	26	CORNER OF N PULLMAN DR AND ASTOR SQ	23
CORNER OF MARTONE RD AND MARLBORO RD	26	CORNER OF WALKERTOWN WAY AND MOUNTAIN VIEW DR	23
CORNER OF CROMWELL RD AND BANTERY RD	26	CORNER OF DERBY DR AND WIGGINS WAY	22
CORNER OF N NEW ST AND W VIRGINIA AVE:1	25	CORNER OF MANLEY RD AND PONDS EDGE RD	22
CORNER OF WALKERTOWN WAY AND MOUNTAIN VIEW DR	24	CORNER OF BIRCHWOOD DR AND WHITELAND WOODS BLVD	21
CORNER OF W WOODBANK WAY AND PINERIDGE RD W	24	CORNER OF HOLLYBERRY LN AND MEADOW DR	21
CORNER OF OXFORD RD AND EXETER DR	23	CORNER OF W GAY ST AND N WAYNE ST	21
WEST CHESTER PK AT ROSEHILL APTS	23	WEST CHESTER PK AT ROSEHILL APTS	21
CORNER OF DERBY DR AND WIGGINS WAY	23	CORNER OF CHERRY FARM LN AND CHERRY FARM LN	20
CORNER OF BRIDLEWOOD BLVD AND STONE FENCE RD	23	SOUTH CORNER OF WOODMINT DR AND WATERWILLOW RD	20
CORNER OF SYCAMORE DR AND CHERRY LN	22	CORNER OF N PULLMAN DR AND DURANT CT	19
CORNER OF MANLEY RD AND PONDS EDGE RD	22	CORNER OF SISSINGHURST DR AND DODGSON RD	19
CORNER OF W GAY ST AND N WAYNE ST	22	CORNER OF SPRINGLAWN RD AND PURPLE MARTIN DR	19
CORNER OF N NEW ST AND W CHESTNUT ST	22	CORNER OF BURGUNDY LN AND SPRUCE DR	18
CORNER OF SPRINGLAWN RD AND PURPLE MARTIN DR	22	CORNER OF GOLF CLUB APTS at the POOL	18
CORNER OF S CONCORD RD AND PICKET WAY	22	CORNER OF S BOLMAR ST AND E UNION ST	18
CORNER OF PORTSMOUTH EAST AND TANGUY RD	22	CORNER OF S CONCORD RD AND PICKET WAY	18
CORNER OF N PULLMAN DR AND ROUNDHOUSE CT	21	CORNER OF WHITELAND WOODS BLVD AND TORREY PINE CT	18
CORNER OF PONDS EDGE RD AND CIDER KNOLL WAY	21	400 Skiles Blvd @ Kindercare A to K	18
CORNER OF BELVEDERE CIR W AND BELVEDERE CIR W	21	CORNER OF MORSTEIN RD AND LONGFORD RD	18
CORNER OF OAKBOURNE RD AND E SAGE RD	20	CORNER OF CROMWELL RD AND BANTERY RD	17
CORNER OF MORSTEIN RD AND LONGFORD RD	20	CORNER OF PENNSBURY DR AND CHESTERVILLE WAY	17
CORNER OF SUNRISE BLVD AND BOWEN DR	20	CORNER OF MARTINGALE RD AND PADDOCK LN	17
CORNER OF LAYDON LN AND COLWYN TERR	20	CORNER OF APPELATE DR AND EMPRESS DR W	16
CORNER OF E WOODBANK WAY AND PINERIDGE RD E	20	CORNER OF E BARNARD ST AND S FRANKLIN ST	16
CORNER OF GRAND VIEW DR AND TULLIO DR	20	CORNER OF N CHESTER RD AND COLONIAL DR	16
CORNER OF COUNTRY LN AND CLEARBROOK RD	20	CORNER OF PORTSMOUTH EAST AND TANGUY RD	16
CORNER OF THISTLE LN AND HEATHER LN	19	CORNER OF ROSE LN AND BLOSSOM HILL RD	16
CORNER OF E BARNARD ST AND S WORTHINGTON ST	19	SHROPSHIRE DR OFF RT 52 - TOWNHOUSES	16
CORNER OF APPELATE DR AND EMPRESS DR W	19	CORNER OF LONGFORD RD AND LONGFORD RD	15
CORNER OF CHERRY FARM LN AND CHERRY FARM LN	19	CORNER OF SHOEN RD AND HOLLY LN	15
CORNER OF S WAYNE ST AND DEAN ST	18	CORNER OF SUSAN DR AND TREE LA	15
CORNER OF N CHESTER RD AND COLONIAL DR	18	CORNER OF APPELATE DR AND TOPAZ DR E	14
CORNER OF WATERLOO BLVD AND LINDENWOOD DR	18	CORNER OF W MARSHALL ST AND W MARSHALL ST	14
CORNER OF SYLVAN RD AND PENN DR	18	CORNER OF OAKBOURNE RD AND E SAGE RD	14
CORNER OF S BOLMAR ST AND E UNION ST	18	CORNER OF W CHESTNUT ST AND N BRADFORD AVE	14
SHROPSHIRE DR OFF RT 52 - TOWNHOUSES	18	CORNER OF BERWICK DR AND TOPAZ DR	13
CORNER OF GOLF CLUB APTS at the POOL	18	CORNER OF IRENE DR AND GRAND OAK LN	13
CORNER OF FOX BROOK LN AND CHESTERLAND DR	18	CORNER OF N SHIP RD AND S GREEN VALLEY RD	13
CORNER OF E WASHINGTON ST AND N MATLACK ST	18	CORNER OF S NEW ST AND DEAN ST	13
CORNER OF BELVEDERE CIR AND CARDIGAN TERR W	18	CORNER OF W WOODBANK WAY AND PINERIDGE RD W	13
CORNER OF SHOEN RD AND HOLLY LN	17	CORNER OF WATERFORD RD AND HIGHGATE RD	13
CORNER OF PENNSBURY DR AND LONDONDERRY DR	17	CORNER OF KATIE WAY AND SHEFFIELD LN	13
CORNER OF STAFFORD DR AND GREEN LN	17	CORNER OF EDGEMILL WAY AND BUCKTAIL LN	12
CORNER OF MEADOW DR AND MEADOW DR	16	CORNER OF FOX BROOK LN AND COLTS NECK WAY	12
CORNER OF WESTTOWN MEWS AND MANLEY RD	16	CORNER OF JEFFERIES BRIDGE RD AND MARIE ROCHELLE D	12
CORNER OF JEFFERIES BRIDGE RD AND MARIE ROCHELLE D	16	CORNER OF LONDONDERRY DR AND WICKERTON DR	12
SOUTH CORNER OF WOODMINT DR AND WATERWILLOW RD	16	CORNER OF MARTONE RD AND MARLBORO RD	12
CORNER OF KATIE WAY AND SHEFFIELD LN	16	CORNER OF S WAYNE ST AND W UNION ST	12
CORNER OF N PULLMAN DR AND HARTFORD SQ	16	CORNER OF STAFFORD DR AND GREEN LN	12
CORNER OF VALLEY DR AND POND VIEW DR E	16	CORNER OF SYLVAN RD AND PENN DR	12
CORNER OF S WAYNE ST AND W UNION ST	16	CORNER OF W WASHINGTON ST AND N DARLINGTON ST	12
CORNER OF S WHITFORD RD AND GROVE AVE	16	CORNER OF WATERVIEW RD AT WATERVIEW APTS	12
CORNER OF POWELL LN AND PAUL LN	16	TANGLEWOOD DR & MAYAPPLE LN	12
CORNER OF BALDWIN DR AND MARK DR W	16	CORNER OF N WALNUT ST AND E WASHINGTON ST	12
CORNER OF HALLOWELL DR AND MAULE LN S	16	CORNER OF THISTLE LN AND HEATHER LN	12
CORNER OF SCHOOL HOUSE LN AND GLEN AVE	15	CORNER OF WARRIOR RD AND ONEIDA LN	12
CORNER OF LONGFORD RD AND LONGFORD RD	15	CORNER OF AMSTEL WAY AND S TULIP DR	11
CORNER OF WARRIOR RD AND ONEIDA LN	15	CORNER OF BEAUMONT CIR AND SCOFIELD LN	11

NUMBER OF STUDENTS AT ELEMENTARY STOPS: SAMPLE OF FIRST 100 (HIGHEST TO LOWEST NUMBER OF ASSIGNED STUDENTS)

AFTER CONSOLIDATION	
STOP_NAME	Total
CORNER OF RT 322 AND HANNUM GARDENS	15
CORNER OF SUSSEX RD AND WOODBRIDGE WAY	15
CORNER OF BOW TREE DR AND ELDRIDGE DR S	15
CORNER OF W CHESTNUT ST AND N BRADFORD AVE	14
CORNER OF MAPLE LN AND CEDAR AVE	14
CORNER OF PINE VALLEY CIR AND CARLSON AVE	14
CORNER OF WATCH HILL RD AND LONG RIDGE LN S	14
CORNER OF WHITELAND WOODS BLVD AND TORREY PINE CT	14
CORNER OF HILLSDALE RD AND TWIN POND DR	14
CORNER OF COVENTRY LN AND S MATLACK ST	14
CORNER OF GROVE RD AND POWELL CT	14
CORNER OF DALMALLY DR AND KIRKCALDY DR	14
CORNER OF E PENN DR AND N PENN DR	14
CORNER OF BURGUNDY LN AND SPRUCE DR	14
CORNER OF W MINER ST AND S DARLINGTON ST	13
CORNER OF WHITFORD HILLS RD AND S BALDERSTON DR	13
CORNER OF WATERLOO BLVD AND ROSETREE LN	13
CORNER OF N SHIP RD AND S GREEN VALLEY RD	13
CORNER OF S MARYLAND AVE AND N BRANDYWINE ST	13
CORNER OF MARTINGALE RD AND PADDOCK LN	13
CORNER OF ROSE LN AND BLOSSOM HILL RD	13
CORNER OF TROUT RUN DR AND DOLPHIN DR	13
CORNER OF OAKBOURNE RD AND S WALNUT ST:1	13
CORNER OF BOWEN DR AND SUNRISE BLVD	13
CORNER OF E BARNARD ST AND S FRANKLIN ST	13
CORNER OF BRINTON LAKE RD AND LAKE RD	13
CORNER OF CONNOR RD AND THREE FOX LA	13
E CHESTNUT ST AND N ADAMS ST	12
CORNER OF W MINER ST AND S WAYNE ST	12
CORNER OF PHOENIXVILLE PK AND WYNTRE BROOKE DR	12
CORNER OF KIRKLAND AVE AND CHISWICK DR	12

BEFORE CONSOLIDATION	
STOP NAME	Total
CORNER OF BELVEDERE CIR AND CARDIGAN TERR W	11
CORNER OF COUNTRY RUN AND CANTERBURY WAY	11
CORNER OF E BARNARD ST AND S WORTHINGTON ST	11
CORNER OF E WOODBANK WAY AND PINERIDGE RD E	11
CORNER OF GREENHILL AVE AND HIDDEN HOLLOW	11
CORNER OF GROVE RD AND POWELL CT	11
CORNER OF HILLSDALE RD AND TWIN POND DR DOOR SIDE	11
CORNER OF LAYDON LN AND COLWYN TERR	11
CORNER OF MARSHALL DR AND HILLSIDE DR N	11
CORNER OF S CREEK RD AND WITHERS WAY	11
CORNER OF SUNSET HOLLOW RD AND N ASHBROOK DR	11
CORNER OF SUSSEX RD AND LOCKSLEY RD	11
CORNER OF WATERLOO BLVD AND LINDENWOOD DR	11
CORNER OF WESTBOURNE RD AND WINDY KNOLL RD	11
CORNER OF WESTTOWN MEWS AND MANLEY RD	11
CORNER OF WOOD BANK WAY AND JACK RUSSELL LN	11
CORNER OF N NEW ST AND W CHESTNUT ST	11
CORNER OF OAKBOURNE RD AND S WALNUT ST:1	11
1190 MCDERMOTT RD @ Chesterbrook	10
1650 WEST CHESTER PK AT HEATHER GLEN APTS	10
335 W WASHINGTON ST	10
CORNER OF BALDWIN DR AND MARK DR W	10
CORNER OF BEECHTREE DR AND ROSETREE DR	10
CORNER OF BELVEDERE CIR AND E ANGELSEY TER	10
CORNER OF BELVEDERE CIR W AND FLINTSHIRE TERR	10
CORNER OF BRINTON LAKE RD AND LAKE RD	10
CORNER OF COVENTRY LN AND S MATLACK ST	10
CORNER OF GRAND VIEW DR AND TULIO DR	10
CORNER OF GREEN LN AND EDINBURGH DR	10
CORNER OF GROVE AVE AND POLO RUN	10
CORNER OF HALVORSEN DR AND BICKING DR	10

NUMBER OF STUDENTS AT STETSON MIDDLE SCHOOL STOPS: SAMPLE OF FIRST 50 (HIGHEST TO LOWEST NUMBER OF ASSIGNED STUDENTS)

AFTER CONSOLIDATION		BEFORE CONSOLIDATION	
STOP_NAME	Total	STOP NAME	Total
CORNER OF W MARKET ST AND S WAYNE ST	29	CORNER OF BRIDLEWOOD BLVD AND STONE FENCE RD	21
CORNER OF BRIDLEWOOD BLVD AND LEADLINE LN	22	CORNER OF BRIDLEWOOD BLVD AND LEADLINE LN	20
CORNER OF WESTTOWN-THORNTON RD AND FOX BROOK LN	19	CORNER OF FOX BROOK LN AND COUNTRY RUN	18
CORNER OF CREEK RD AND STRICKLAND WAY DOOR SIDE	19	CORNER OF LITTLE SHILOH RD AND EMPRESS DR	17
CORNER OF OAKBOURNE RD AND GOODWIN LN	18	CORNER OF OLD BARN DR S AND CHERRY FARM LN	16
CORNER OF PRICE ST AND S NEW ST	18	CORNER OF CREEK RD AND STRICKLAND WAY DOOR SIDE	15
CORNER OF MARTONE RD AND MARLBORO RD	18	CORNER OF WESTTOWN RD AND EMBER RD	14
CORNER OF BARNHILL RD AND TRIO	17	CORNER OF FIELDING DR AND PIEDMONT RD	14
CORNER OF LITTLE SHILOH RD AND EMPRESS DR	16	CORNER OF ROSE LN AND BLOSSOM HILL RD	14
CORNER OF OLD BARN DR S AND CHERRY FARM LN	16	CORNER OF OVERHILL RD AND MARTONE RD	13
CORNER OF BRIDLEWOOD BLVD AND STONE FENCE RD	15	CORNER OF N NEW ST AND W CHESTNUT ST	13
CORNER OF ST FINEGAN DR AND MUIRFIELD DR	14	CORNER OF COVENTRY LN AND S MATLACK ST	12
CORNER OF WESTTOWN RD AND APPLGATE DR	14	CORNER OF CHERRY FARM LN AND WOODS EDGE RD S	12
CORNER OF PYNCHON HALL RD AND PIEDMONT RD	14	CORNER OF STAFFORD DR AND GREEN LN	11
CORNER OF LOCKSLEY RD AND ROSE LN	12	CORNER OF FOX BROOK LN AND COLTS NECK WAY	11
CORNER OF S CONCORD RD AND CARLSON AVE	11	CORNER OF COUNTRY RUN AND CANTERBURY WAY	11
CORNER OF CHEYNEY RD AND GROVE RD	11	CORNER OF MANLEY RD AND PONDS EDGE RD	11
CORNER OF SISSINGHURST DR AND DODGSON RD	11	CORNER OF EDMILL WAY AND BUCKTAIL LN	10
CORNER OF THORNTON RD AND BUCK RD	11	CORNER OF S NEW ST AND W UNION ST	10
CORNER OF N NEW ST AND W CHESTNUT ST	11	CORNER OF S CONCORD RD AND PICKET WAY	10
CORNER OF COVENTRY LN AND S MATLACK ST	11	CORNER OF W NIELDS ST AND S BRANDYWINE ST	10
CORNER OF JOHNNYS WAY AND FRANKLIN DR	11	CORNER OF W MARKET ST AND S BRANDYWINE ST	10
CORNER OF CHERRY FARM LN AND WOODS EDGE RD S	10	CORNER OF PORTSMOUTH EAST AND TANGUY RD	10
CORNER OF S CONCORD RD AND PICKET WAY	10	CORNER OF S CREEK RD AND WITHERS WAY	9
CORNER OF MANLEY RD AND PONDS EDGE RD	10	CORNER OF SPRINGLAWN RD AND PURPLE MARTIN DR	9
CORNER OF S NEW ST AND TRINITY DR	10	CORNER OF PRICE ST AND S NEW ST	9
CORNER OF THORNTON RD AND COUNTRY RUN	9	CORNER OF BARNHILL RD AND MARLIN DR	8
CORNER OF OLD WESTTOWN RD AND HALVORSEN DR	9	CORNER OF GOODWIN LN AND DOGWOOD LN	8
CORNER OF OAKBOURNE RD AND E SAGE RD	8	CORNER OF LOCKSLEY RD AND DYLAN CT	8
CORNER OF STAFFORD DR AND GREEN LN	8	CORNER OF CHEYNEY RD AND GROVE RD	8
CORNER OF SPRINGLAWN RD AND PURPLE MARTIN DR	8	CORNER OF MILITIA HILL DR AND CASEY LN	8
CORNER OF DALMALLY DR AND PIEDMONT RD	7	CORNER OF E PLEASANT GROVE RD AND SKILES BLVD	8
CORNER OF E PLEASANT GROVE RD AND SKILES BLVD	7	CORNER OF ST FINEGAN DR AND TURNBERRY CT	8
CORNER OF THREE WOOD DR AND SPRINGLAWN RD	7	CORNER OF LARCHWOOD RD AND OAKBOURNE RD	8
CORNER OF S CREEK RD AND WITHERS WAY	7	CORNER OF S CHURCH ST AND W UNION ST	7
CORNER OF HALLOWELL DR AND RIDGEWOOD LN	7	CORNER OF JOHNNYS WAY AND FRANKLIN DR	7
CORNER OF OAKBOURNE RD AND DOGWOOD LN	7	CORNER OF PONDS EDGE RD AND CIDER KNOLL WAY	7
CORNER OF S CONCORD RD AND OAKLEA LN	7	CORNER OF HALLOWELL DR AND RIDGEWOOD LN	7
CORNER OF RED LION RD AND SURREY RD	7	CORNER OF BRIDLEWOOD BLVD AND MARTINGALE RD	7
S NEW ST AND MILITIA HILL DR OFF NEW ST	6	CORNER OF W ROSEDALE AVE AND COLLEGE AVE	7
CORNER OF WEATHERHILL DR AND LITTLE SHILOH RD	6	CORNER OF OLD WESTTOWN RD AND HALVORSEN DR	7
CORNER OF S FIVE POINTS RD AND TOPAZ DR	6	CORNER OF S MATLACK ST AND E NIELDS ST	7
CORNER OF SHILOH DR AND PLUMLY RD	6	CORNER OF LITTLE SHILOH RD AND SAGE RD	7
CORNER OF S NEW ST AND S WAYNE ST	6	CORNER OF MAULE LN AND FLAGG LN	6
CORNER OF E PLEASANT GROVE RD AND WESTWOOD DR	6	CORNER OF SISSINGHURST DR AND DODGSON RD	6
CORNER OF GREAT OAK DR AND BEECHTREE DR	6	CORNER OF WESTTOWN MEWS AND MANLEY RD	6
CORNER OF BRINTON LAKE RD AND LAKE RD	6	CORNER OF W MARKET ST AND S BRADFORD AVE	6
CORNER OF WALNUT HILL RD AND CIDER KNOLL WAY	6	CORNER OF JOHNNYS WAY AND ROBIN LN	6
CORNER OF APPLE TREE RD AND AVONLEA CIR	6	CORNER OF S CONCORD RD AND OAKLEA LN	6
CORNER OF S NEW ST AND GENERAL HOWE DR	6	CORNER OF KERWOOD RD AND WESTWOOD DR	6

NUMBER OF STUDENTS AT PEIRCE MIDDLE SCHOOL STOPS: SAMPLE OF FIRST 50 (HIGHEST TO LOWEST NUMBER OF ASSIGNED STUDENTS)

AFTER CONSOLIDATION		BEFORE CONSOLIDATION	
STOP_NAME	Total	STOP NAME	Total
CORNER OF BELVEDERE CIR W AND BELVEDERE CIR W	27	CORNER OF KENMARA DR AND DUNMOORE LN S	21
CORNER OF CROMWELL RD AND BANTERY RD	18	CORNER OF MONTEREY LN AND N NEW ST	19
CORNER OF WHITELAND WOODS BLVD AND PENDULA CT	16	CORNER OF BELVEDERE CIR AND BALA TERR W	19
CORNER OF RT 322 AND HANNUM GARDENS	16	CORNER OF SHETLAND DR AND FAIRWAY LN	18
CORNER OF BIRCHWOOD DR AND WHITELAND WOODS BLVD	16	CORNER OF BIRCHWOOD DR AND WHITELAND WOODS BLVD	15
CORNER OF GOSHEN RD AND COLLINS DR	15	CORNER OF BELVEDERE CIR W AND BELVEDERE CIR W	14
CORNER OF SUSSEX RD AND LOCKSLEY RD	15	CORNER OF SUSSEX RD AND LOCKSLEY RD	14
CORNER OF SHETLAND DR AND FAIRWAY LN	15	CORNER OF CROMWELL RD AND BANTERY RD	13
CORNER OF MONTEREY LN AND N NEW ST	15	CORNER OF RT 322 AND HANNUM GARDENS	13
SCONNELLTOWN RD AND SHROPSHIRE DR	14	CORNER OF N WALNUT ST AND E VIRGINIA AVE	11
CORNER OF N MATLACK ST AND E CHESTNUT ST	14	CORNER OF GREENHILL RD AND HAMILTON DR	11
CORNER OF SHOEN RD AND FAIRVIEW DR	14	CORNER OF KIRBY DR AND GOSHEN AVE	11
CORNER OF N WALNUT ST AND E VIRGINIA AVE	13	CORNER OF W STRASBURG RD AND BRADFORD TER	11
CORNER OF GREENHILL RD AND HAMILTON DR	13	CORNER OF N WALNUT ST AND E WASHINGTON ST	11
CORNER OF N NEW ST AND CHRISLENA LN	11	CORNER OF GREENHILL AVE AND HIDDEN HOLLOW	10
CORNER OF ASHBRIDGE RD AND DERBY DR	11	CORNER OF CROSSPOINTE DR AND CROWNPOINTE DR	10
CORNER OF N NEW ST AND W WASHINGTON ST	11	CORNER OF PLUMTRY DR AND MARRONES CT	10
CORNER OF CHANDLEE DR and HILLSDALE RD	11	CORNER OF N NEW ST AND LONGVIEW DR	10
CORNER OF COPELAND RD AND KENMARA DR	11	CORNER OF N BRANDYWINE ST AND W MARSHALL ST	10
CORNER OF CROSSPOINTE DR AND CROWNPOINTE DR	11	CORNER OF SHENTON RD AND SHANANDOAH LN	10
CORNER OF GOSHEN RD AND GREYSTONE DR	10	CORNER OF WHITELAND WOODS BLVD AND PENDULA CT	10
CORNER OF SUNSET HOLLOW RD AND N ASHBROOK DR	10	CORNER OF SUNSET HOLLOW RD AND N ASHBROOK DR	9
CORNER OF DOWNINGTOWN PK AND FOREST MANOR	10	CORNER OF BURGUNDY LN AND SPRUCE DR	9
CORNER OF WHITELAND WOODS BLVD AND TORREY PINE CT	10	CORNER OF FAIRVIEW DR AND HUFFMAN DR	9
CORNER OF GROVE RD AND PENNSYLVANIA AVE	10	CORNER OF SCONNELLTOWN RD AND MT BRADFORD WAY	9
CORNER OF BURKE RD AND DOUGLAS DR	10	CORNER OF GOSHEN RD AND GREYSTONE DR	9
CORNER OF N WHITFORD RD AND SPRUCE DR	9	CORNER OF GROVE AVE AND POLO RUN	8
CORNER OF N NEW ST AND W VIRGINIA AVE	9	CORNER OF SKELP LEVEL RD AND WILDERNESS RD	8
CORNER OF SUNSET HOLLOW RD AND GREENE COUNTRIE DR	9	CORNER OF WHITELAND WOODS BLVD AND TORREY PINE CT	8
CORNER OF KIRBY DR AND GOSHEN AVE	9	CORNER OF PENNSYLVANIA AVE AND NEW YORK AVE	8
CORNER OF W ASHBRIDGE ST AND HOOPES PARK LN	9	CORNER OF GROVE RD AND MACKENZIE DR East Side	8
CORNER OF WOODMINT DR AND BURKE RD	9	CORNER OF E PENN DR AND N PENN DR	8
CORNER OF W STRASBURG RD AND BRADFORD TER	9	CORNER OF N NEW ST AND W WASHINGTON ST	8
CORNER OF N FRANKLIN ST AND E MARSHALL ST	9	CORNER OF BIRMINGHAM RD AND BALA FARMS	8
CORNER OF N NEW ST AND LONGVIEW DR	9	CORNER OF STEWART AND SCOTT DR	8
CORNER OF GREENHILL AVE AND HIDDEN HOLLOW	9	CORNER OF N NEW ST AND CHRISLENA LN	8
CORNER OF FRANK RD AND SHENTON RD	8	CORNER OF ASHBRIDGE RD AND DERBY DR	8
CORNER OF S WHITFORD RD AND GROVE AVE	8	CORNER OF KIRKLAND AVE AND CHISWICK DR	8
CORNER OF SKELP LEVEL RD AND WILDERNESS RD:1	8	CORNER OF W BOOT RD AND CONIFER DR	7
CORNER OF SOUTHERN DR AND SAMUEL RD	8	CORNER OF SOUTHERN DR AND PALOMINO DR	7
CORNER OF POTTSTOWN PK AND KATIE WAY	8	E MARSHALL ST AND FRANKLIN ST-7 OAKS APTS	7
CORNER OF BIRMINGHAM RD AND BALA FARMS	7	CORNER OF DOWNINGTOWN PK AND FOREST MANOR	7
CORNER OF W BOOT RD AND CONIFER DR	7	CORNER OF SHADOW FARM RD AND THREE FOX LA	7
CORNER OF PRIMROSE LN AND CASWALLEN DR	7	CORNER OF S BENJAMIN DR AND HILLSDALE RD	7
CORNER OF GROVE RD AND STEWART	7	CORNER OF COPELAND SCHOOL RD AND CLOVER RIDGE DR	7
CORNER OF BIRMINGHAM RD AND SQUIRES DR	6	CORNER OF KATIE WAY AND SHEFFIELD LN	7
CORNER OF WATERLOO BLVD AND LINDENWOOD DR	6	CORNER OF GOSHEN AVE AND BAYLOWELL DR W	6
CORNER OF HILLSDALE RD AND MANSION HOUSE DR	6	CORNER OF BURKE RD AND DOUGLAS DR	6
CORNER OF GROVE RD AND MACKENZIE DR East Side	6	CORNER OF W ASHBRIDGE ST AND WALDEN DR	6
CORNER OF KIRKLAND AVE AND CHISWICK DR	6	CORNER OF BIRMINGHAM RD AND SQUIRES DR	6

NUMBER OF STUDENTS AT HENDERSON HIGH SCHOOL STOPS: SAMPLE OF FIRST 50 (HIGHEST TO LOWEST NUMBER OF ASSIGNED STUDENTS)

AFTER CONSOLIDATION		BEFORE CONSOLIDATION	
STOP_NAME	Total	NAME	TOTAL
CORNER OF BELVEDERE CIR W AND BELVEDERE CIR W	42	CORNER OF BELVEDERE CIR W AND BELVEDERE CIR W	40
CORNER OF KIRBY DR AND GOSHEN AVE	35	CORNER OF SUSSEX RD AND CROMWELL LN	40
CORNER OF SUSSEX RD AND CROMWELL LN	35	CORNER OF KIRBY DR AND GOSHEN AVE	32
CORNER OF COPELAND SCHOOL RD AND DUNMORE LN	23	CORNER OF SUNSET HOLLOW RD AND N ASHBROOK DR	22
CORNER OF BURKE RD AND DOUGLAS DR	20	CORNER OF GOSHEN RD AND GREYSTONE DR	22
CORNER OF GOSHEN RD AND GREYSTONE DR	19	CORNER OF WHITELAND WOODS BLVD AND TORREY PINE CT	19
CORNER OF SUNSET HOLLOW RD AND N ASHBROOK DR	19	CORNER OF GREENHILL AVE AND HOWARD RD	17
CORNER OF GREENHILL AVE AND HOWARD RD	19	CORNER OF COPELAND SCHOOL RD AND DUNMORE LN	17
CORNER OF GROVE RD AND MACKENZIE DR East Side	18	CORNER OF WATCH HILL RD AND LONG RIDGE LN N	16
CORNER OF SHOEN RD AND FAIRVIEW DR	18	CORNER OF N NEW ST AND W WASHINGTON ST	15
CORNER OF MONTEREY LN AND N NEW ST	18	CORNER OF SHETLAND DR AND FAIRWAY LN	15
CORNER OF S WHITFORD RD AND GROVE AVE	16	CORNER OF RT 322 AND HANNUM GARDENS	15
CORNER OF SHETLAND DR AND FAIRWAY LN	16	CORNER OF PRIMROSE LN AND CASWALLEN DR	14
CORNER OF WHITFORD HILLS RD AND S BALDERSTON DR	15	CORNER OF GOSHEN RD AND COLLINS DR	14
CORNER OF GREENHILL AVE AND HIDDEN HOLLOW	15	CORNER OF GROVE RD AND MACKENZIE DR East Side	14
CORNER OF PRIMROSE LN AND CASWALLEN DR	14	CORNER OF MONTEREY LN AND N NEW ST	13
SCONNELLTOWN RD AND SHROPSHIRE DR	14	CORNER OF BURKE RD AND DOUGLAS DR	13
CORNER OF DOWNINGTOWN PK AND FOREST MANOR	14	CORNER OF COPELAND RD AND KENMARA DR	13
CORNER OF COPELAND RD AND KENMARA DR	14	JEFFERIES BRIDGE RD AND BELLBROOK DR UPPER	12
CORNER OF RT 322 AND HANNUM GARDENS	13	CORNER OF BURKE RD AND FLINTSHIRE TERR	12
CORNER OF N NEW ST AND SUSAN DR	13	CORNER OF GREENHILL AVE AND HIDDEN HOLLOW	12
CORNER OF N WHITFORD RD AND SPRUCE DR	13	CORNER OF KIRKLAND AVE AND CHISWICK DR	11
CORNER OF BURKE RD AND FLINTSHIRE TERR	13	CORNER OF N NEW ST AND CHRISLENA LN	11
CORNER OF N NEW ST AND W WASHINGTON ST	13	CORNER OF COPELAND SCHOOL RD AND CLOVER RIDGE DR	11
CORNER OF N NEW ST AND W MARSHALL ST	13	CORNER OF WHITELAND DR AND W BOOT RD	11
CORNER OF POTTSTOWN PK AND KATIE WAY	12	CORNER OF GROVE AVE AND POLO RUN	11
CORNER OF SUNSET HOLLOW RD AND GREENE COUNTRIE	12	CORNER OF DOWNINGTOWN PK AND FOREST MANOR	11
CORNER OF CONNOR RD AND THREE FOX LA	12	CORNER OF N CREEK RD AND CENTENNIAL DR	10
CORNER OF TACIE LYNN DR AND S BRADFORD AVE	12	CORNER OF PLUMTRY DR AND SHROPSHIRE DR	10
CORNER OF KIRKLAND AVE AND CHISWICK DR	12	CORNER OF GROVE RD AND PENNSYLVANIA AVE	10
CORNER OF W STRASBURG RD AND BRADFORD TER	11	CORNER OF KATIE WAY AND SHEFFIELD LN	10
CORNER OF GOSHEN RD AND COLLINS DR	11	CORNER OF N NEW ST AND LONGVIEW DR	10
CORNER OF GROVE RD AND PENNSYLVANIA AVE	11	CORNER OF CONNOR RD AND THREE FOX LA	10
CORNER OF WHITELAND WOODS BLVD AND TORREY PINE	11	CORNER OF PINEVIEW DR AND GREENE COUNTRIE DR LOWER	10
CORNER OF N CREEK RD AND CENTENNIAL DR	11	CORNER OF ASHBRIDGE RD AND DERBY DR	10
CORNER OF N NEW ST AND CHRISLENA LN	11	CORNER OF PAOLI PK AND PATRICK AVE	10
CORNER OF COPELAND SCHOOL RD AND CLOVER RIDGE DR	10	CORNER OF S MARYLAND AVE AND N BRANDYWINE ST	10
CORNER OF W BOOT RD AND CONIFER DR	10	CORNER OF GREENHILL RD AND SANDWELL DR	10
CORNER OF KIRKLAND AVE AND GREENHILL AVE	10	CORNER OF BIRCHWOOD DR AND WHITELAND WOODS BLVD	10
CORNER OF COPELAND SCHOOL RD AND HAPPY CREEK LA	10	CORNER OF SOUTHERN DR AND CARDINAL AVE	9
CORNER OF GREENHILL RD AND SANDWELL DR	10	CORNER OF BIRMINGHAM RD AND SQUIRES DR	9
CORNER OF SHOEN RD AND HOLLY LN	10	CORNER OF W BOOT RD AND CONIFER DR	9
CORNER OF SHENTON RD AND SHANANDOAH LN	9	CORNER OF N NEW ST AND LEGION DR	8
CORNER OF WHITELAND WOODS BLVD AND PENDULA CT	9	CORNER OF GROVE AVE AND LENNON WAY E	8
CORNER OF W BOOT RD AND SONNET LN	9	CORNER OF TACIE LYNN DR AND PLUMTRY DR	8
CORNER OF GROVE RD AND DELAWARE AVE	9	CORNER OF GROVE RD AND DELAWARE AVE	8
CORNER OF ASHBRIDGE RD AND DERBY DR	9	CORNER OF N NEW ST AND SUSAN DR	8
CORNER OF SOUTHERN DR AND SAMUEL RD	9	CORNER OF W BOOT RD AND CIRCLE DR	8
CORNER OF SCONNELLTOWN RD AND MT BRADFORD WA	8	CORNER OF W BOOT RD AND SONNET LN	8
CORNER OF GREENHILL RD AND HAMILTON DR	8	CORNER OF KIRKLAND AVE AND GREENHILL AVE	8



NUMBER OF STUDENTS AT RUSTIN HIGH SCHOOL STOPS: SAMPLE OF FIRST 50 (HIGHEST TO LOWEST NUMBER OF ASSIGNED STUDENTS)

AFTER CONSOLIDATION		BEFORE CONSOLIDATION	
STOP_NAME	Total	NAME	TOTAL
CORNER OF PYNCHON HALL RD AND PIEDMONT RD	33	CORNER OF LEADLINE LN AND BRIDLEWOOD BLVD	27
CORNER OF LEADLINE LN AND BRIDLEWOOD BLVD	31	CORNER OF W MARKET ST AND S EVERHART AVE	22
CORNER OF WESTTOWN-THORNTON RD AND FOX BROOK LN	26	CORNER OF S WAYNE ST AND DEAN ST	21
CORNER OF S WAYNE ST AND DEAN ST	25	CORNER OF COVENTRY LN AND S MATLACK ST	21
CORNER OF W GAY ST AND N WAYNE ST	25	CORNER OF BARNHILL RD AND TRIO	18
CORNER OF BARNHILL RD AND TRIO	24	CORNER OF GOODWIN LN AND N GARDEN CIR	15
CORNER OF WESTTOWN RD AND APPLGATE DR	22	CORNER OF GREENTREE DR AND SURREY RD	15
CORNER OF OAKBOURNE RD AND GOODWIN LN	21	CORNER OF FIELDING DR AND PIEDMONT RD	14
CORNER OF S NEW ST AND TRINITY DR	20	CORNER OF MANLEY RD AND PONDS EDGE RD	14
CORNER OF MAULE LN AND HALLOWELL DR (N)	20	CORNER OF W CHESTNUT ST AND N DARLINGTON ST	14
CORNER OF THORNTON RD AND BUCK RD	19	CORNER OF S FRANKLIN ST AND E ROSEDALE AVE	14
CORNER OF N NEW ST AND W BIDDLE ST	19	CORNER OF W GAY ST AND N WAYNE ST	14
CORNER OF SPRINGLAWN RD AND PURPLE MARTIN DR	18	CORNER OF N NEW ST AND W BIDDLE ST	14
CORNER OF MANLEY RD AND PONDS EDGE RD	17	CORNER OF SPRINGLAWN RD AND PURPLE MARTIN DR	14
CORNER OF W MINER ST AND S WAYNE ST	17	CORNER OF BRIDLEWOOD BLVD AND STONE FENCE RD	14
CORNER OF SISSINGHURST DR AND DODGSON RD	16	CORNER OF WESTTOWN-THORNTON RD AND FOX BROOK LN	13
CORNER OF S NEW ST AND SHARPLESS ST	16	CORNER OF JOHNNYS WAY AND FRANKLIN DR	13
CORNER OF BRIDLEWOOD BLVD AND STONE FENCE RD	16	CORNER OF WESTTOWN RD AND EMER DR	13
CORNER OF COVENTRY LN AND S MATLACK ST	16	CORNER OF MILITIA HILL DR AND CASEY LN	12
CORNER OF CHEYNEY RD AND COBBLESTONE CT	16	CORNER OF WILMINGTON PK AND SPRUCE AVE	12
CORNER OF E PLEASANT GROVE RD AND KERWOOD RD	16	CORNER OF LITTLE SHILOH RD AND EMPRESS DR	12
CORNER OF S NEW ST AND GENERAL HOWE DR	14	CORNER OF E PLEASANT GROVE RD AND SKILES BLVD	12
CORNER OF JOHNNYS WAY AND FRANKLIN DR	14	CORNER OF WOODLAND RD AND RT 352	12
CORNER OF S CONCORD RD AND HALVORSEN DR	14	CORNER OF PORTSMOUTH EAST AND TANGUY RD	12
CORNER OF S CREEK RD AND WITHERS WAY	14	CORNER OF W MINER ST AND S WAYNE ST	11
CORNER OF LITTLE SHILOH RD AND EMPRESS DR	13	CORNER OF S CREEK RD AND WITHERS WAY	11
CORNER OF GREENTREE DR AND SURREY RD	13	SHROPSHIRE DR OFF RT 52 - TOWNHOUSES	11
CORNER OF CHEYNEY RD AND GROVE RD	13	CORNER OF S NEW ST AND SHARPLESS ST	11
CORNER OF STREET RD AND PENNS GRANT DR	13	CORNER OF S CONCORD RD AND HALVORSEN DR	11
CORNER OF WOODLAND RD AND RT 352	13	CORNER OF MANLEY RD AND DIANE DR	11
CORNER OF BIRMINGHAM RD AND MARLIN DR	13	CORNER OF FOX BROOK LN AND COUNTRY RUN	11
N NEW AND W CHESTNUT ST	13	CORNER OF THREE WOOD DR AND SPRINGLAWN RD	11
CORNER OF PORTSMOUTH EAST AND TANGUY RD	13	CORNER OF MAULE LN AND HALLOWELL DR (N)	11
CORNER OF S FRANKLIN ST AND E ROSEDALE AVE	12	CORNER OF WESTTOWN MEWS AND MANLEY RD	10
CORNER OF E PLEASANT GROVE RD AND SKILES BLVD	12	CORNER OF DALMALLY DR AND PIEDMONT RD	10
CORNER OF WILMINGTON PK AND SPRUCE AVE	12	CORNER OF COCKBURN DR AND SISSINGHURST DR	10
CORNER OF RT 352 AND MARLBORO RD	12	CORNER OF MANLEY RD AND BROAD ST	10
CORNER OF OLD BARN DR S AND CHERRY FARM LN	12	CORNER OF CHEYNEY RD AND GROVE RD	10
S NEW ST AND MILITIA HILL DR OFF NEW ST	12	CORNER OF COUNTRY RUN AND PICKERING TR	10
SHROPSHIRE DR OFF RT 52 - TOWNHOUSES	12	CORNER OF S CONCORD RD AND AMELIA DR	10
CORNER OF BRIDLEWOOD BLVD AND MARTINGALE RD	11	CORNER OF BIRMINGHAM RD AND MARLIN DR	10
CORNER OF MANLEY RD AND DIANE DR	11	CORNER OF OLD BARN DR S AND CHERRY FARM LN	9
CORNER OF S CONCORD RD AND W DEER POINTE RD	11	CORNER OF S MATLACK ST AND LACEY ST	9
CORNER OF STAFFORD DR AND GREEN LN	11	CORNER OF SISSINGHURST DR AND DODGSON RD	9
CORNER OF LOCKSLEY RD AND ROSE LN	11	CORNER OF STREET RD AND PENNS GRANT DR	9
CORNER OF BRINTON LAKE RD AND CARTER RD	11	CORNER OF JOHNNYS WAY AND ROBIN LN	9
CORNER OF S CONCORD RD AND WARE CIR	11	CORNER OF BRINTON LAKE RD AND CARTER RD	9
CORNER OF DALMALLY DR AND PIEDMONT RD	11	CORNER OF GENERAL HOWE DR AND KIMBERLY LN E	9
CORNER OF LOCKSLEY RD AND BROOMALL LN	11	CORNER OF LOCKSLEY RD AND CHERRYDALE CT	9

NUMBER OF STUDENTS AT FUGETT/EAST SCHOOL STOPS: SAMPLE OF FIRST 50 (HIGHEST TO LOWEST NUMBER OF ASSIGNED STUDENTS)

AFTER CONSOLIDATION		BEFORE CONSOLIDATION (EAST ONLY)	
STOP_NAME	Total	STOP NAME	TOTAL
CORNER OF MORSTEIN RD AND LONGFORD RD	67	CORNER OF S MATLACK ST AND E UNION ST	36
CORNER OF S PULLMAN DR AND N PULLMAN DR	53	CORNER OF MORSTEIN RD AND LONGFORD RD	35
CORNER OF WARREN RD AND SYLVAN RD	50	CORNER OF BARKER DR AND MARYDELL DR	25
CORNER OF FALCON LN AND EAGLE RD	49	CORNER OF HAMLET HILL DR AND ANNA RD	23
CORNER OF S MATLACK ST AND E UNION ST	42	CORNER OF COUNTRY LN AND CLEARBROOK RD	21
CORNER OF N PULLMAN AND WEEDON CT	40	CORNER OF GOLF CLUB APTS at the POOL	21
CORNER OF BOW TREE DR AND ELDRIDGE DR S	38	CORNER OF N PULLMAN DR AND HARTFORD SQ	21
CORNER OF CLOCK TOWER DR AND YARMOUTH DR	37	CORNER OF SYLVAN RD AND GLEN AVE	20
CORNER OF W WOODBANK WAY AND PINERIDGE RD W	34	CORNER OF W WOODBANK WAY AND FULL CRY CT	20
CORNER OF SUNRISE BLVD AND BOWEN DR	32	CORNER OF S PULLMAN DR AND WAYNE CT	19
CORNER OF BARKER DR AND MARYDELL DR	32	CORNER OF HAWTHORN LN AND BOX ELDER DR	18
CORNER OF COUNTRY LN AND CLEARBROOK RD	31	CORNER OF E UNION ST AND S ADAMS ST	18
CORNER OF SCHOOL HOUSE LN AND GLEN AVE	31	CORNER OF S PULLMAN DR AND N PULLMAN DR	18
CORNER OF W WOODBANK WAY AND E WOODBANK WAY	31	CORNER OF SCHOOL HOUSE LN AND GLEN AVE	16
CORNER OF HAWTHORN LN AND ELLIS LN	30	CORNER OF BOW TREE DR AND SCOFIELD LN	15
CORNER OF S FIVE POINTS RD AND WARREN RD	30	CORNER OF THORNCROFT DR AND SUFFOLK DOWNS	14
CORNER OF GREENHILL RD AND HAMLET HILL DR	30	CORNER OF FERN HILL RD AND BRINTON WOODS LN	13
CORNER OF GOLF CLUB APTS at the POOL	29	CORNER OF E STRASBURG RD AND MARGARET LN	13
CORNER OF N CHESTER RD AND COLONIAL DR	27	CORNER OF WARREN RD AND SYLVAN RD	13
CORNER OF E BARNARD ST AND S WORTHINGTON ST	27	CORNER OF E WOODBANK WAY AND PINERIDGE RD E	13
CORNER OF N FIVE PTS RD AND OXFORD RD	25	CORNER OF MILL CREEK DR AND CHAMBORD PL	12
CORNER OF BOWEN DR AND SUNRISE BLVD	25	CORNER OF GREENHILL RD AND UPTON CIR	12
CORNER OF N LOCUST LN AND BROOKVIEW RD E	25	CORNER OF FALCON LN AND DAISY LN	12
CORNER OF WEST CHESTER PK AND MAPLE LN	25	CORNER OF SUNRISE BLVD AND LANDERS CT	12
CORNER OF EDWARD LN AND WESTTOWN RD	25	CORNER OF S FIVE POINTS RD AND WARREN RD	11
WHITE CHIMNEY RD AND N CHESTER RD door side	25	CORNER OF N FIVE PTS RD AND OXFORD RD	11
CORNER OF FALCON LN AND SYLVAN RD	23	CORNER OF EDWARD LN AND WILSON CIR	10
CORNER OF BEAUMONT AND BOW TREE DR	23	TANGLEWOOD DR & MAYAPPLE LN	10
CORNER OF FOREST LN AND ROSSMORE DR	23	CORNER OF PHOENIXVILLE PK AND KNOLLWOOD DR	10
CORNER OF E BOOT RD AND LAUREL DR	22	CORNER OF E STRASBURG RD AND N LOCHWOOD LN	10
CORNER OF PEACH TREE DR AND TOWNE DR	22	CORNER OF SARATOGA DR AND GENERALS WAY	10
CORNER OF E WOODBANK WAY AND W WOOD BANK WAY	22	CORNER OF PEACH TREE DR AND YARMOUTH DR	10
CORNER OF PAOLI PK AND LONG LN	21	CORNER OF FOREST LN AND ROSSMORE DR	10
CORNER OF BOW TREE DR AND BEAUMONT CIR E	21	CORNER OF S SHIP RD AND MICHELE DR:1	10
CORNER OF MORSTEIN RD AND BARKWAY LN	21	CORNER OF CHESHIRE CIR AND CHESHIRE CIR	9
CORNER OF WALKERTOWN WAY AND MOUNTAIN VIEW DR	20	CORNER OF N LOCUST LN AND BROOKVIEW RD E	9
CORNER OF S ADAMS ST AND E BARNARD ST	20	CORNER OF WEST CHESTER PK AND MAPLE LN	9
CORNER OF E KING RD AND COTTONWOOD DR	20	CORNER OF RESERVOIR RD AND COOPER CIR N	9
CORNER OF PHOENIXVILLE PK AND KNOLLWOOD DR	20	CORNER OF HERRON LN E AND BEAUMONT CIR	9
CORNER OF GREENHILL RD AND UPTON CIR	20	CORNER OF COTTONWOOD DR AND MARLIN DR	9
CORNER OF FERN HILL RD AND BRINTON WOODS LN	19	CORNER OF PAOLI PK AND LONG LN	9
CORNER OF GATESWOOD DR AND BANCROFT DR	18	CORNER OF SUNRISE BLVD AND TRIMBLE LN	9
CORNER OF E STRASBURG RD AND MARGARET LN	18	CORNER OF PRESTON CT AND BOWEN DR	8
CORNER OF GREENHILL RD AND WATERFORD RD	18	CORNER OF E BOOT RD AND LAUREL DR	8
CORNER OF WARRIOR RD AND LINE RD	18	CORNER OF WEST CHESTER PK AND KINGSWAY LN	8
CORNER OF GRAND OAK LN AND E BOOT RD	17	CORNER OF AMSTEL WAY AND S TULIP DR	8
CORNER OF GRAND VIEW DR AND TULLIO DR	17	CORNER OF N CHESTER RD AND COLONIAL DR	8
CORNER OF BOOT RD AND LINDEN LN DOOR SIDE	17	CORNER OF BOOT RD AND LINDEN LN DOOR SIDE	8
CORNER OF E MARKET & S MATLACK	17	CORNER OF BOW TREE DR AND ELDRIDGE DR N	8

NUMBER OF STUDENTS AT FUGETT/EAST SCHOOL STOPS: SAMPLE OF FIRST 50 (HIGHEST TO LOWEST NUMBER OF ASSIGNED STUDENTS)

AFTER CONSOLIDATION	
STOP_NAME	Total
CORNER OF MORSTEIN RD AND LONGFORD RD	67
CORNER OF S PULLMAN DR AND N PULLMAN DR	53
CORNER OF WARREN RD AND SYLVAN RD	50
CORNER OF FALCON LN AND EAGLE RD	49
CORNER OF S MATLACK ST AND E UNION ST	42
CORNER OF N PULLMAN AND WEEDON CT	40
CORNER OF BOW TREE DR AND ELDRIDGE DR S	38
CORNER OF CLOCK TOWER DR AND YARMOUTH DR	37
CORNER OF W WOODBANK WAY AND PINERIDGE RD W	34
CORNER OF SUNRISE BLVD AND BOWEN DR	32
CORNER OF BARKER DR AND MARYDELL DR	32
CORNER OF COUNTRY LN AND CLEARBROOK RD	31
CORNER OF SCHOOL HOUSE LN AND GLEN AVE	31
CORNER OF W WOODBANK WAY AND E WOODBANK WAY	31
CORNER OF HAWTHORN LN AND ELLIS LN	30
CORNER OF S FIVE POINTS RD AND WARREN RD	30
CORNER OF GREENHILL RD AND HAMLET HILL DR	30
CORNER OF GOLF CLUB APTS at the POOL	29
CORNER OF N CHESTER RD AND COLONIAL DR	27
CORNER OF E BARNARD ST AND S WORTHINGTON ST	27
CORNER OF N FIVE PTS RD AND OXFORD RD	25
CORNER OF BOWEN DR AND SUNRISE BLVD	25
CORNER OF N LOCUST LN AND BROOKVIEW RD E	25
CORNER OF WEST CHESTER PK AND MAPLE LN	25
CORNER OF EDWARD LN AND WESTTOWN RD	25
WHITE CHIMNEY RD AND N CHESTER RD door side	25
CORNER OF FALCON LN AND SYLVAN RD	23
CORNER OF BEAUMONT AND BOW TREE DR	23
CORNER OF FOREST LN AND ROSSMORE DR	23
CORNER OF E BOOT RD AND LAUREL DR	22
CORNER OF PEACH TREE DR AND TOWNE DR	22
CORNER OF E WOODBANK WAY AND W WOOD BANK WAY	22
CORNER OF PAOLI PK AND LONG LN	21
CORNER OF BOW TREE DR AND BEAUMONT CIR E	21
CORNER OF MORSTEIN RD AND BARKWAY LN	21
CORNER OF WALKERTOWN WAY AND MOUNTAIN VIEW DR	20
CORNER OF S ADAMS ST AND E BARNARD ST	20
CORNER OF E KING RD AND COTTONWOOD DR	20
CORNER OF PHOENIXVILLE PK AND KNOLLWOOD DR	20
CORNER OF GREENHILL RD AND UPTON CIR	20
CORNER OF FERN HILL RD AND BRINTON WOODS LN	19
CORNER OF GATESWOOD DR AND BANCROFT DR	18
CORNER OF E STRASBURG RD AND MARGARET LN	18
CORNER OF GREENHILL RD AND WATERFORD RD	18
CORNER OF WARRIOR RD AND LINE RD	18
CORNER OF GRAND OAK LN AND E BOOT RD	17
CORNER OF GRAND VIEW DR AND TULIO DR	17
CORNER OF BOOT RD AND LINDEN LN DOOR SIDE	17
CORNER OF E MARKET & S MATLACK	17
CORNER OF ANNE DR AND GATESWOOD DR	16

BEFORE CONSOLIDATION (FUGETT ONLY)	
STOP NAME	TOTAL
CORNER OF E MARKET & S MATLACK	28
CORNER OF MORSTEIN RD AND LONGFORD RD	25
CORNER OF JOY LN AND HAWTHORN LN	19
CORNER OF W WOODBANK WAY AND PINERIDGE RD W	19
CORNER OF N PULLMAN DR AND HARTFORD SQ	17
CORNER OF E BARNARD ST AND S WORTHINGTON ST	17
CORNER OF N CHESTER RD AND COLONIAL DR	16
CORNER OF W WOODBANK WAY AND E WOODBANK WAY	15
CORNER OF N LOCUST LN AND BROOKVIEW RD E	14
CORNER OF GOLF CLUB APTS at the POOL	14
CORNER OF S FIVE POINTS RD AND WARREN RD	13
CORNER OF VICTORIA LN AND HAMLET HILL DR	13
CORNER OF WHITE CHIMNEY RD AND CHESHIRE CIR	12
CORNER OF COTTONWOOD DR AND MARLIN DR	12
CORNER OF N PULLMAN AND WEEDON CT	11
CORNER OF COUNTRY LN AND CLEARBROOK RD	11
CORNER OF WALKERTOWN WAY AND MOUNTAIN VIEW DR	11
CORNER OF FOREST LN AND ROSSMORE DR	10
CORNER OF OXFORD RD AND EXETER DR	10
CORNER OF PAOLI PK AND LONG LN	10
CORNER OF PHOENIXVILLE PK AND KNOLLWOOD DR	9
CORNER OF BARKER DR AND ALISON DR	9
CORNER OF GREENHILL RD AND UPTON CIR	9
CORNER OF E STRASBURG RD AND MARGARET LN	9
CORNER OF N PULLMAN DR AND DURANT CT	9
TANGLEWOOD DR & MAYAPPLE LN	9
1316 WEST CHESTER PK - Rose Hill Apts	9
CORNER OF WARREN RD AND SYLVAN RD	8
CORNER OF EAGLE RD AND MALLARD RD	8
CORNER OF SCHOOL HOUSE LN AND GLEN AVE	8
CORNER OF ANNA RD AND GAIL RD	8
CORNER OF THORNCROFT DR AND SUFFOLK DOWNS	8
CORNER OF E BOOT RD AND LAUREL DR	8
CORNER OF PRESTON CT AND BOWEN DR	8
CORNER OF BARKER DR AND MARYDELL DR	8
CORNER OF S ADAMS ST AND E BARNARD ST	8
CORNER OF SYLVAN RD AND GLEN AVE	7
CORNER OF WEST CHESTER PK AND KINGSWAY LN	7
605 AIRPORT RD - YMCA	7
CORNER OF BARTLETT AVE AND NAMAR AVE	7
CORNER OF BOOT RD AND LINDEN LN DOOR SIDE	7
CORNER OF BOWEN DR AND BENTLEY CT	7
CORNER OF TAYLOR AVE AND MADISON DR	7
CORNER OF GRAND VIEW DR AND TULIO DR	7
CORNER OF BOOT RD AND E CHERRY LN DOOR SIDE	7
CORNER OF E STRASBURG RD AND N LOCHWOOD LN	7
CORNER OF PEACH TREE DR AND YARMOUTH DR	7
CORNER OF S SHIP RD AND GARY TERR	7
CORNER OF RESERVOIR RD AND PARK AVE	7
CORNER OF ELDRIDGE DR AND S SPEAKMAN LN	7