

Proposed Bus Routing Plan

March 27, 2012
Update

Overview of Discussion:

- ❑ Comprehensive study
- ❑ Why review and change the transportation system?
- ❑ The proposed new plan
- ❑ Benefits of proposed plan
- ❑ Impact of proposed plan
- ❑ An alternate proposal
- ❑ Q&A

Comprehensive Study:

- First phase:
 - Two-tier transportation system
- Second phase:
 - Evaluate inefficient magnet school transportation
- Third Phase:
 - Evaluate high school schedules

Why Review and Change the Transportation System?

- Current transportation system:
 - Instituted in mid 1990s
 - Three tiers
 - Only 45 minutes to leave one school, pick-up riders and drive to next school
 - Not feasible to increase time between tiers

Why Review and Change the Transportation System? (continued)

- ❑ Buses often are late:
 - Not providing level of service customers should expect
 - 19% of later tier buses are not on-time
 - Inconsistent bus schedule impacts family routines
 - District offices cannot field all calls about late buses=parent frustration

Why Review and Change the Transportation System? (continued)

- Bus drivers are stressed to be on-time
 - Does this impact accident rate?
- Bus driver recruiting & retention:
 - Historically 30-50 vacant positions
 - High standards
 - Rigorous training requirements
 - Tough hours & low rate of pay

Why Review and Change the Transportation System? (continued)

Fiscal concerns:

- Growth = 1,800 more riders
- Very tight WCPSS budget year
- \$3 million reduction in state funding:

WCPSS was model of efficiency, but now other systems are catching up

The Proposed Two-Tier Plan:

- ❑ Changes most districts and schools to two-tier system
- ❑ Very few schools on middle tier
- ❑ 112 fewer buses on the road, and....
- ❑ Net of 60 fewer after growth and assignment plan are accounted for
- ❑ Requires about $\frac{1}{4}$ of schools to change daily schedule

Benefits of Proposed Plan:

- ❑ Buses will be on-time to all schools in morning and afternoon
- ❑ Fewer buses = less cost
- ❑ More students per bus = greater efficiency
- ❑ Greater efficiency = state funding restored
- ❑ Proactive rather than reactive management

Benefits of Proposed Plan (Cont.):

- Less stress on drivers to meet tight schedule
- Reduced accident risk
- No drivers will lose jobs
- Reduces driver vacancies
- Far fewer double-backs/combined routes
- Substitutes will be available when drivers are absent

Impacts of Proposed Plan:

- ❑ 39 schools' daily schedule must be changed by more than 30 minutes
- ❑ Students' average ride time may increase from 17 minutes to 22-24 minutes, but
- ❑ Longest ride times should be reduced
- ❑ Families would have to adapt daily schedules
- ❑ Superintendent Tata directed staff to consider before and after care options

An Alternate Proposal:

- ❑ We listened to parents' feedback!
- ❑ Propose a "Two-tier Light" system
- ❑ Differences from original proposal:
 - No school changes by more than one tier
 - Several elementary schools' bell times swapped to avoid changes
 - The alternate proposal changes only 33 schools by 30+ minutes

Alternate proposal:

- ❑ Green ES, Wendell ES and Zebulon ES start at 8:30 (original proposal was for a 2 tier change, now a 1 tier change)
 - ❑ Davis Drive ES stays on 1st tier & rides with Davis Drive MS
 - ❑ Briarcliff ES and Kingswood ES stay on current bell schedule instead of switching tiers
 - ❑ Sycamore Creek ES, Leadmine ES and Lincoln Heights ES stay on 8:30 bell schedule
 - ❑ Original proposal + above = alternate proposal
 - ❑ Reduces gross bus savings from 112 buses to 79, and reduces net savings from 60 buses to 27
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Comparison of Proposals (2012-13):

	Three-Tier System	Two-Tier Proposal	Two-Tier Light Proposal
Late buses	147+	0	0
Tier changes >1	0	4	0
Average ride time (minutes)	16	22-24	22-24
Net bus change	+52	-60	-27
Net business cases	\$4 million	-\$2 million	-\$0.8 million
Driver vacancies	50 today+ 52 =102	0	50 today-27 =23

Questions:
