

Acton-Boxborough Regional School District

Single Tier Elementary Transportation Update 5/17/2018



Background

- Single elementary tier transportation has been desired for decades due to the overwhelming inconveniences related to the annual flip of early and late schedule.
- It was always seen as too expensive and too large of a scope to actually implement.
- Driving force desire to change school start times.
- In October 2016 we started working with the GIS department of a civil engineering firm, GPI, Inc.
 - GPI authored original report presented to SC winter 2017
 - Continued to work with them to develop baseline simulation routes.
 - Internally we are now tasked with optimizing those routes, evaluating potential bus stops, and inputting institutional knowledge into the system.

Operational Considerations

- Centralized school locations de-centralized population centers
- Adherence to Regional Transportation requirements
- Choice
- Routing parameters
- Driver hiring and retention a National issue
- School parking and driveway physical footprint
- Parking, Facility, and Staffing

Proposed

TIER	ROUTES (AM/PM/TOTAL)	
	Existing	Proposed
Elementary	66/66 = 132	40/40 = 80
HS/JRHS	32/32 = 64	40/40 = 80
TOTAL	Reduction in 36 total trips	

Additional Resources Needed

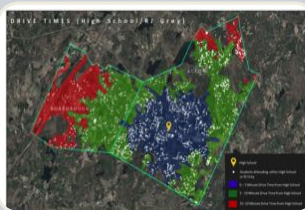
- 42 School Bus Drivers (+8)
- 46 School Buses (+10)*

*Includes one 43 pass bus and one wheel chair accessible bus

Expenses

- Budgeted \$750,000
- Current projection \$650,000 - \$700,000
- Next Steps re-classify original place holder into specific line items based on actual expenses.
 - For example, re-class \$129,000 into the bus lease line item as bus bid came in at \$12,900 per bus
 - Other items include – Insurance, Lease, Driver Comp, Driver Benefits, Parking, Fuel, Maintenance and Repair, and Radio Communication

Timeline



Present day up to the end of July we will evaluate all routes and bus stops to ensure we are meeting our parameters associated with routing.

Recruiting, Hiring, and Communicating

First two weeks of August we will build all new students into routes, build transfers into routes, and any perm bus pass change requests into routes.

Recruiting, Hiring, and Communicating

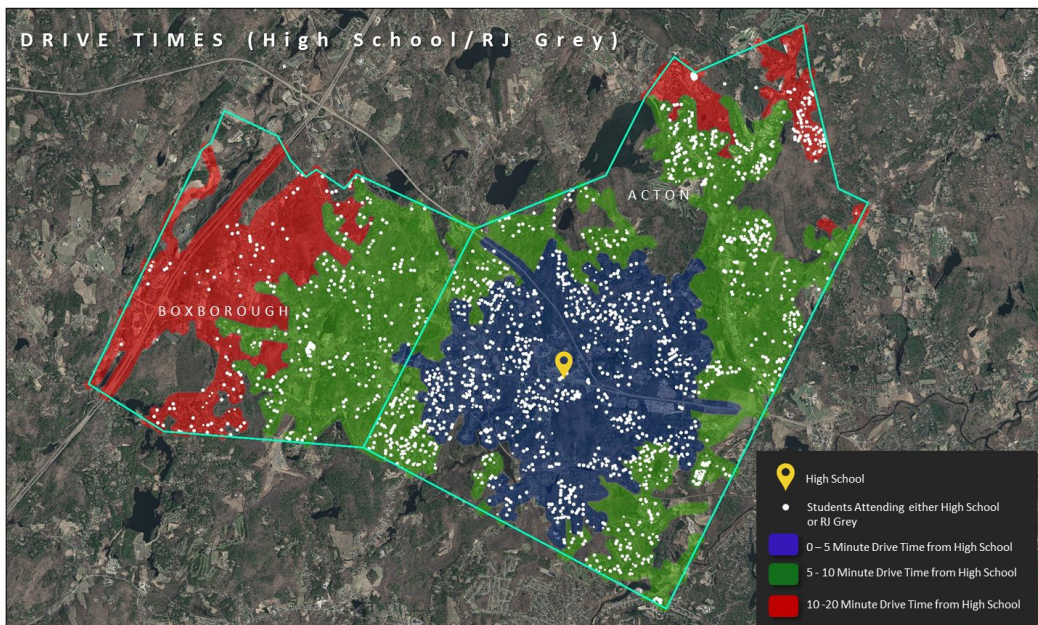
Last three weeks of August drivers will go through route assignment process, we will publish routes, we will do extensive training, and we will begin evaluating the impacts of last minute changes

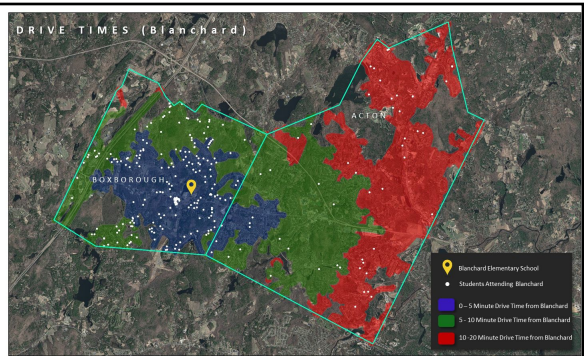
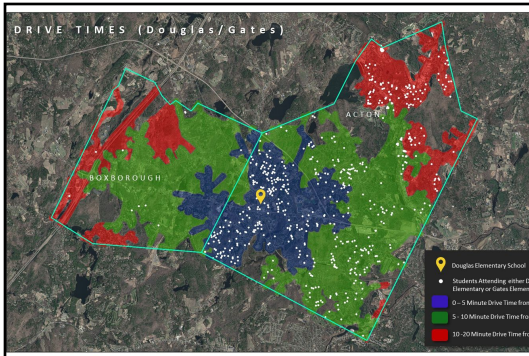
September 4th we roll

Routing Parameters

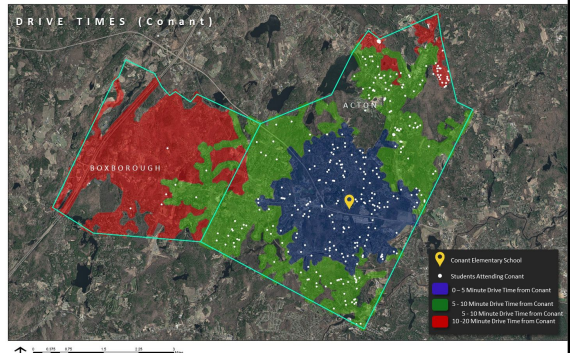
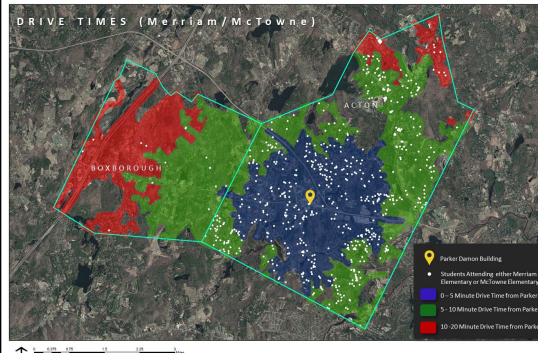
1. Must be safe
 - a. physically inspected
 - b. If any disagreement between constituent and department or any internal doubt exists we always enlist the services of the Acton Police Department Safety Officer to provide assistance.
2. 45 minute ride time or less
3. Creation of cluster stops where possible
4. Special attention to K riders
5. Target 55 for ridership at HS/JrH and 60 at Elem
6. Target arrival at the school approximately 10 minutes prior to bell

Drive Time HS / Jr High

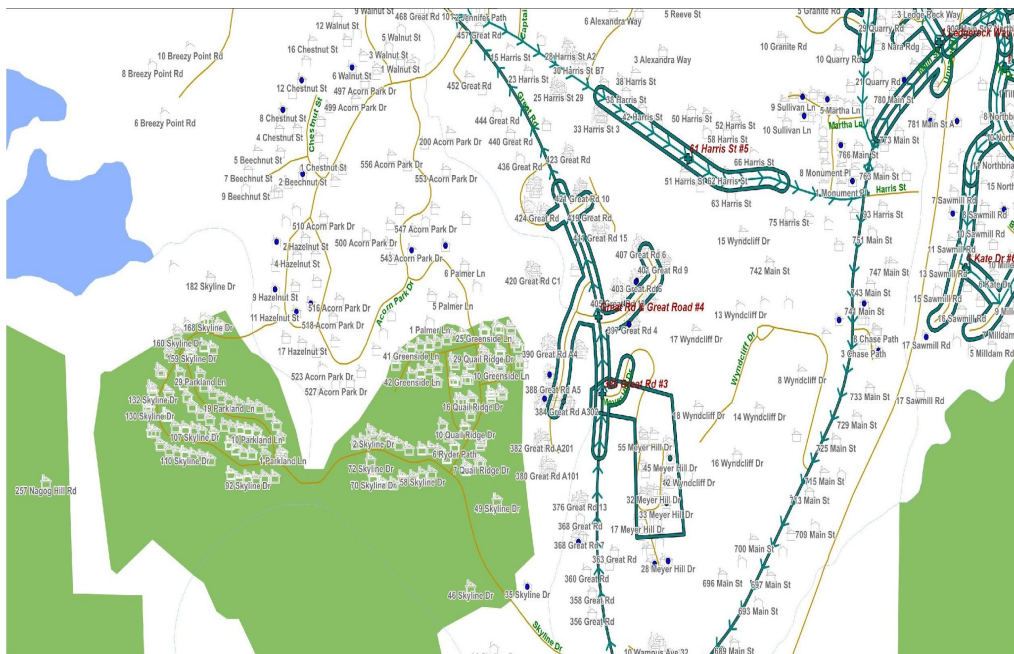




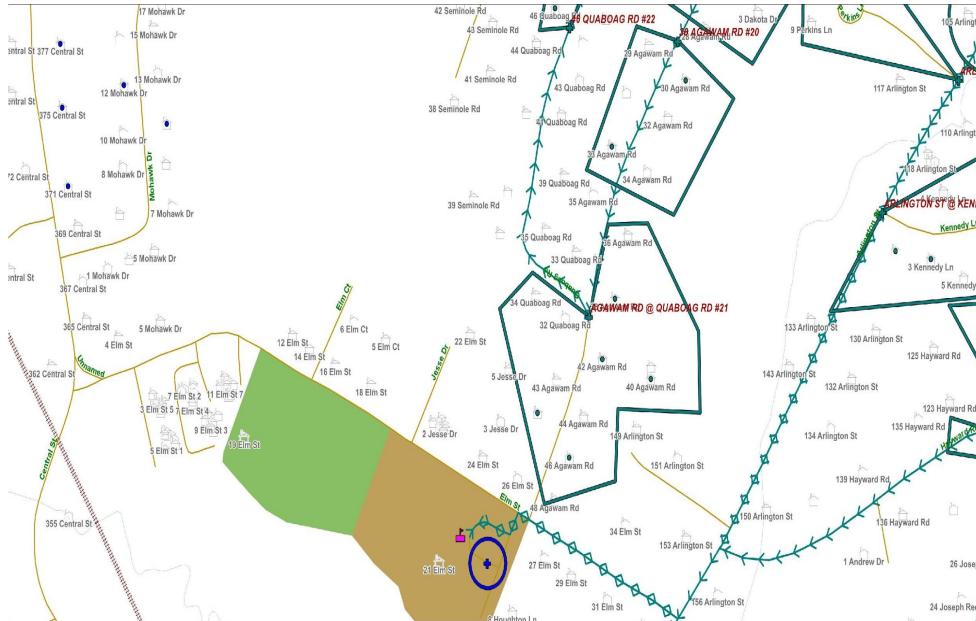
Drive time to Elementary Schools



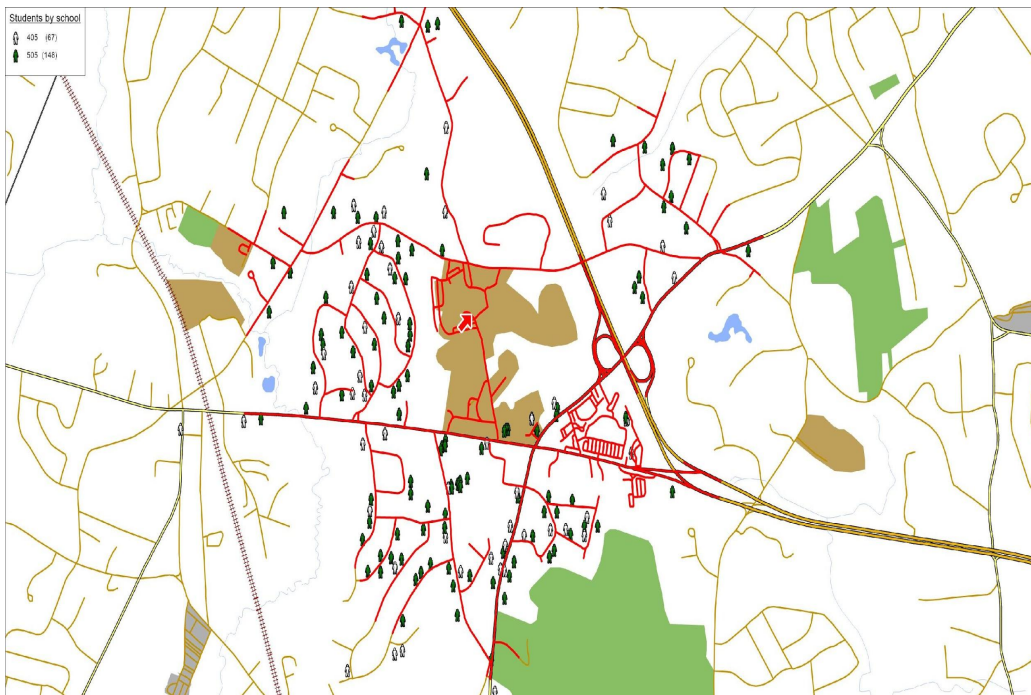
Example of “Cluster Stop” that currently does not work and route will need to be edited



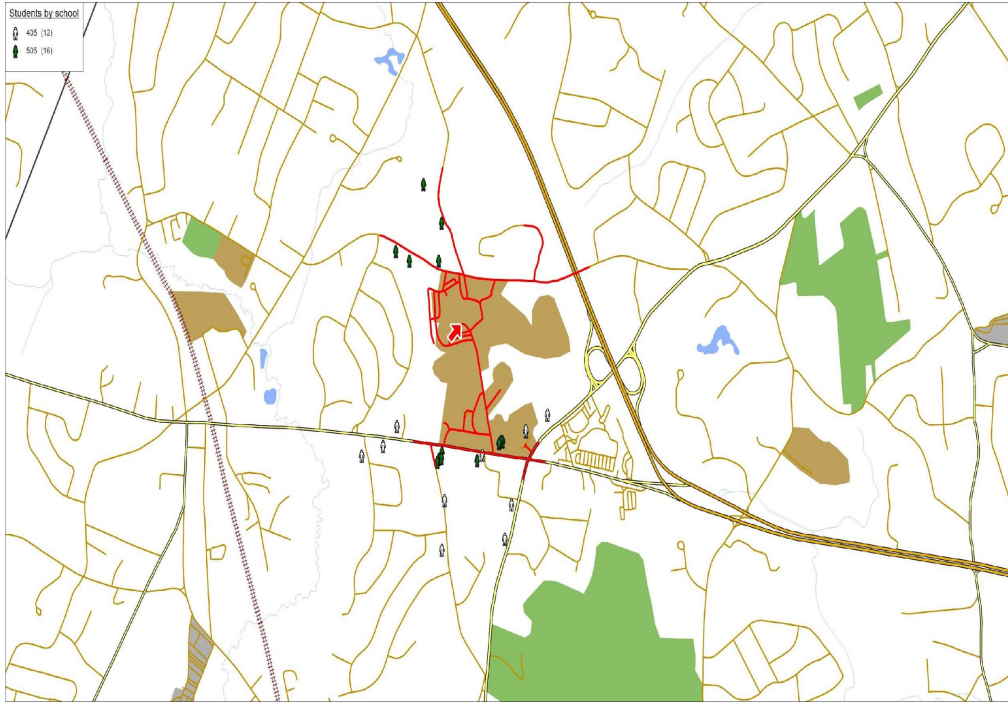
Example of a "Cluster Stop" that does work



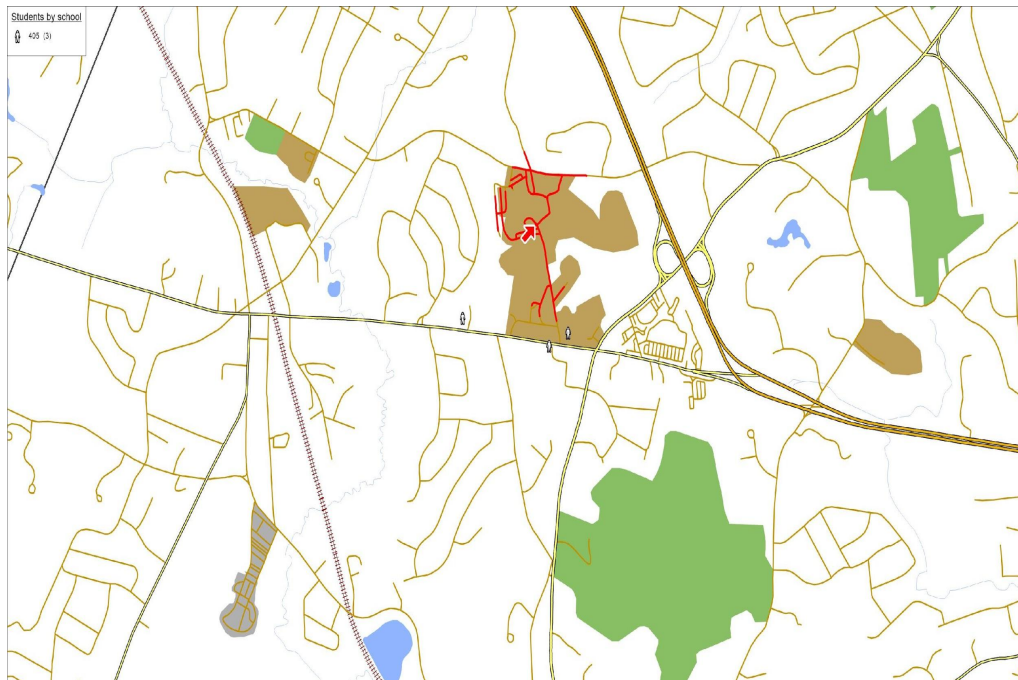
HS Jr. High Students within 1 mile



HS Jr. High Students within .5 mile



HS Jr. High Students within .25 mile



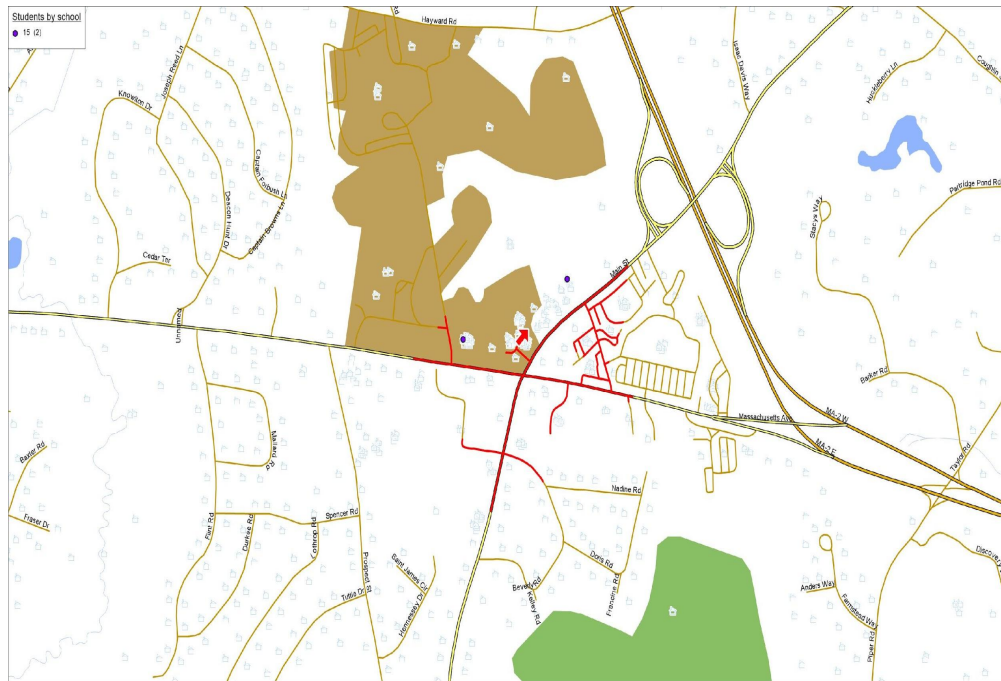
Communication

- Need exists to communicate changes and expectations to parents.
 - Expect a series of three communications (spring / summer / late-August)
- Opportunities exist with current technology to improve our daily communication to parents when necessary by targeting individual schools or routes.
- Handheld device alerts.
- Need to produce and publicize procedures tied to our transportation policies that outline basic functions, like routing parameters.

Questions?



PDB Students within .25 mile



Gates Students within .25 mile

