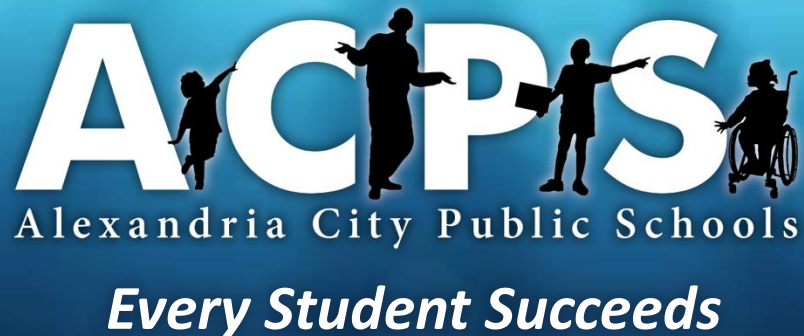


Walk Zone Policy Implementation



Thursday, April 12, 2018



Essential Questions



- How has the existing policy addressed student transportation?
- What are the key drivers for the policy change?
- What is the potential impact to families and transportation?
- What are the next steps in implementing this change and informing families?

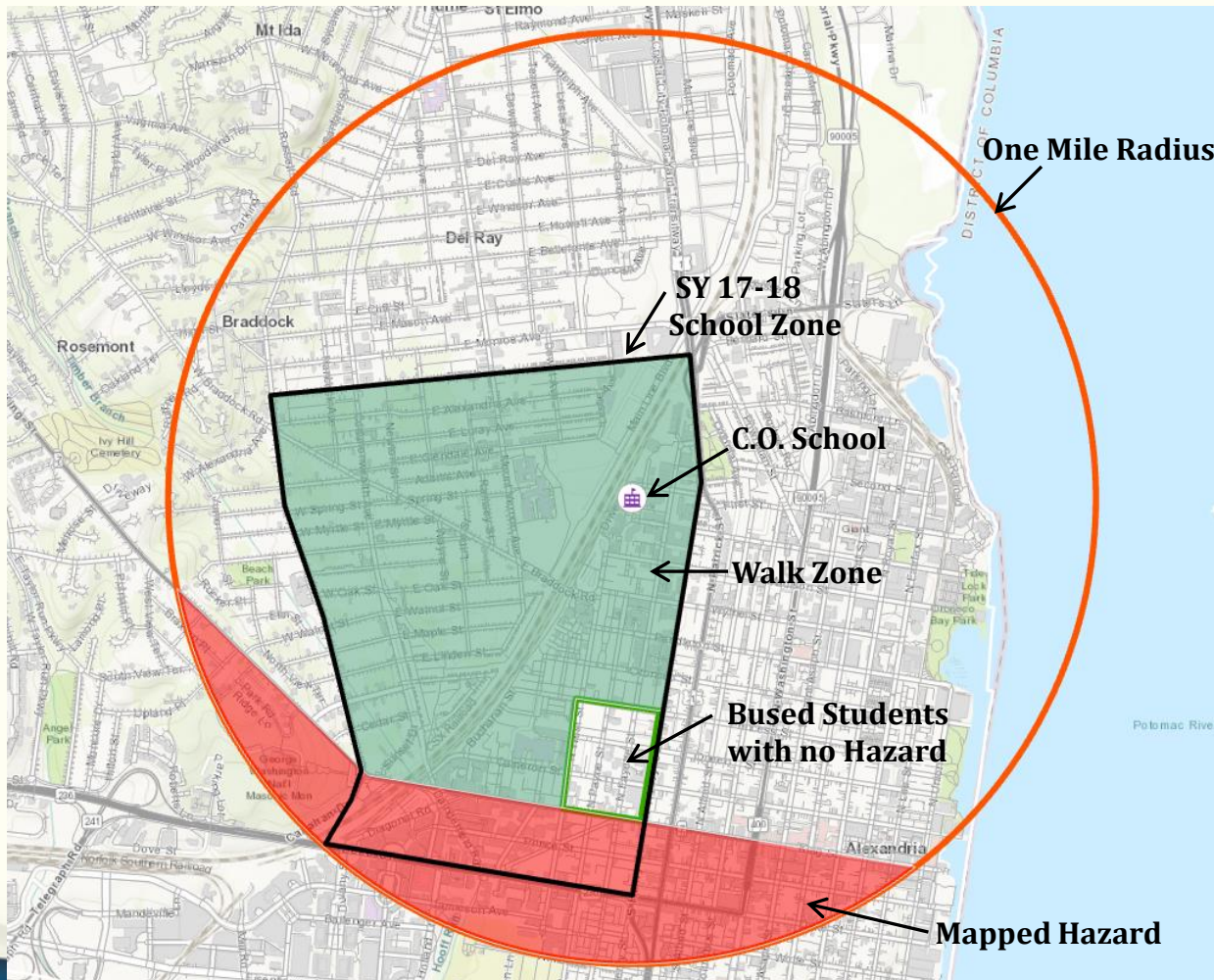
Existing Policy

- Students in **grades K-5** living beyond a **one mile radius** from the school are provided transportation.
- Students in **grades 6-12** living beyond a **one and one-half mile radius** from the school are provided transportation.
- Transportation is provided to students **grades K-12** who live within the specified radius but whose travel is impeded by a **hazardous area**.

Step 1: Getting Back to Policy

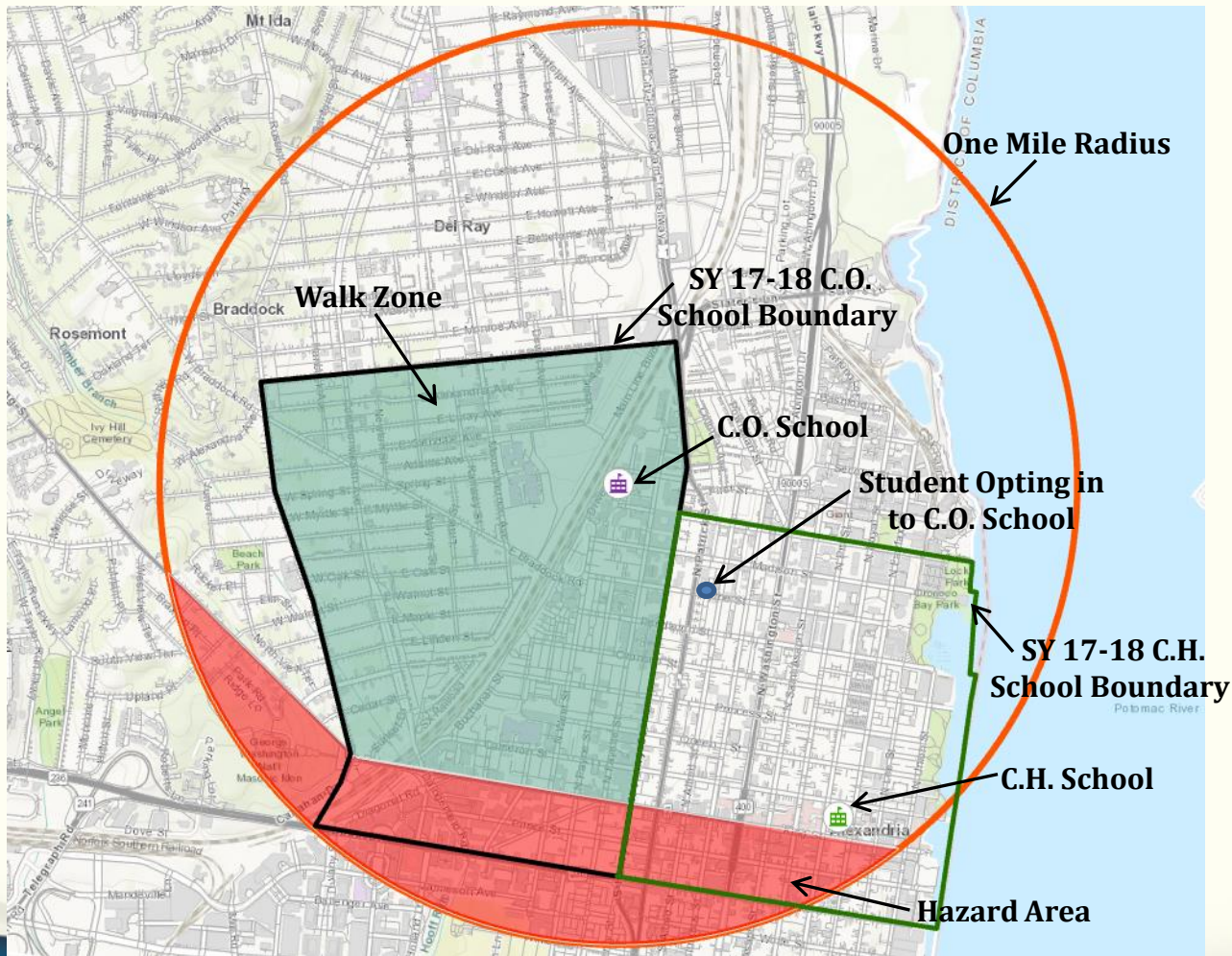
- During review of walk boundaries for redistricting implementation, staff realized:
 - Transportation policies were **not being enforced uniformly** as written.
 - Despite having many students who attend schools which are not their boundary school, **walk zones were limited to a school's boundary.**
 - Some **hazard areas needed to be adjusted** to reflect current conditions or be expanded for new boundaries.

Applying Current Policy



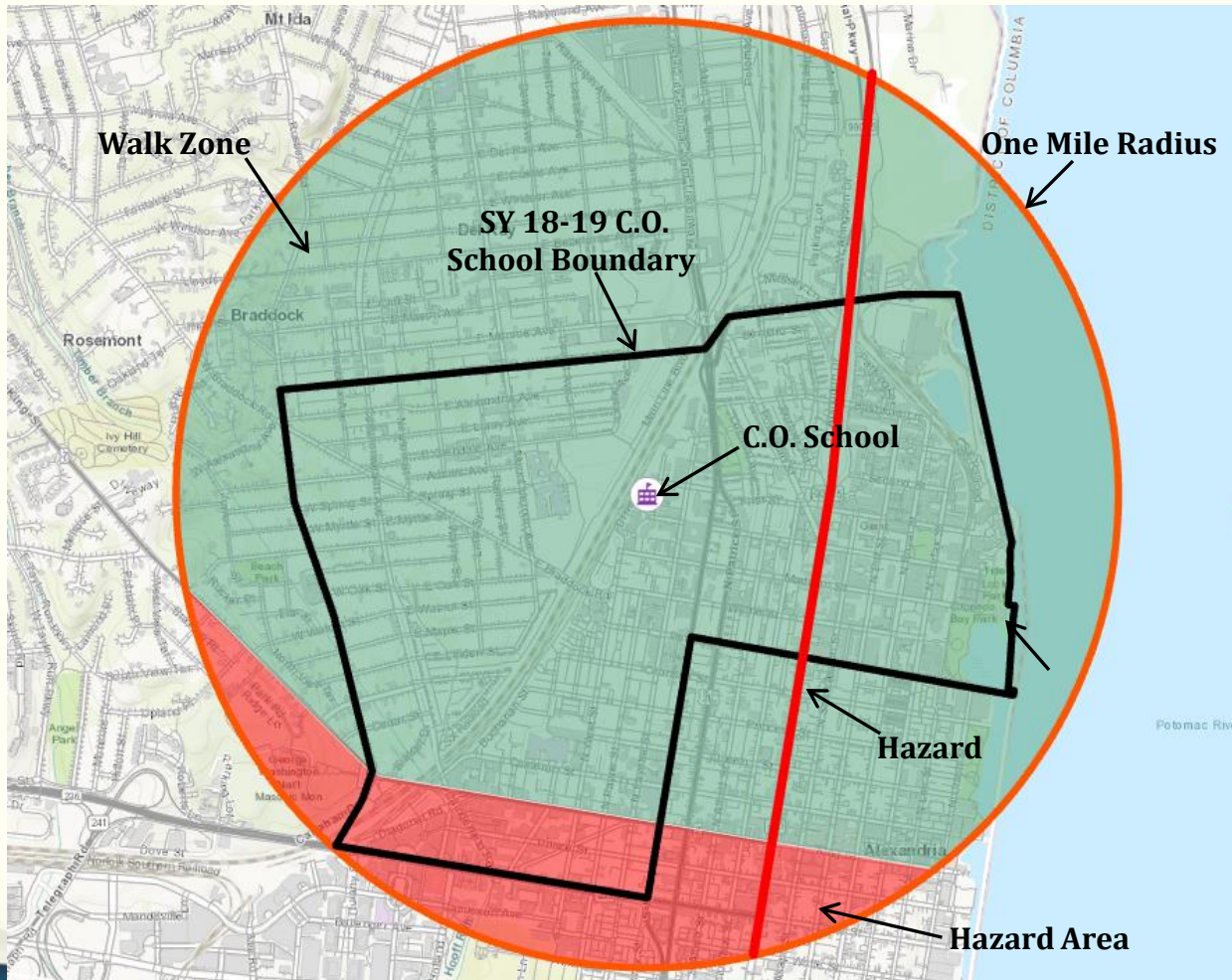
Some schools have areas within their school zone, within the one mile radius and outside of a hazard area that are being bused; these areas will be added back into the walk zone.

Expanding Beyond School Boundary



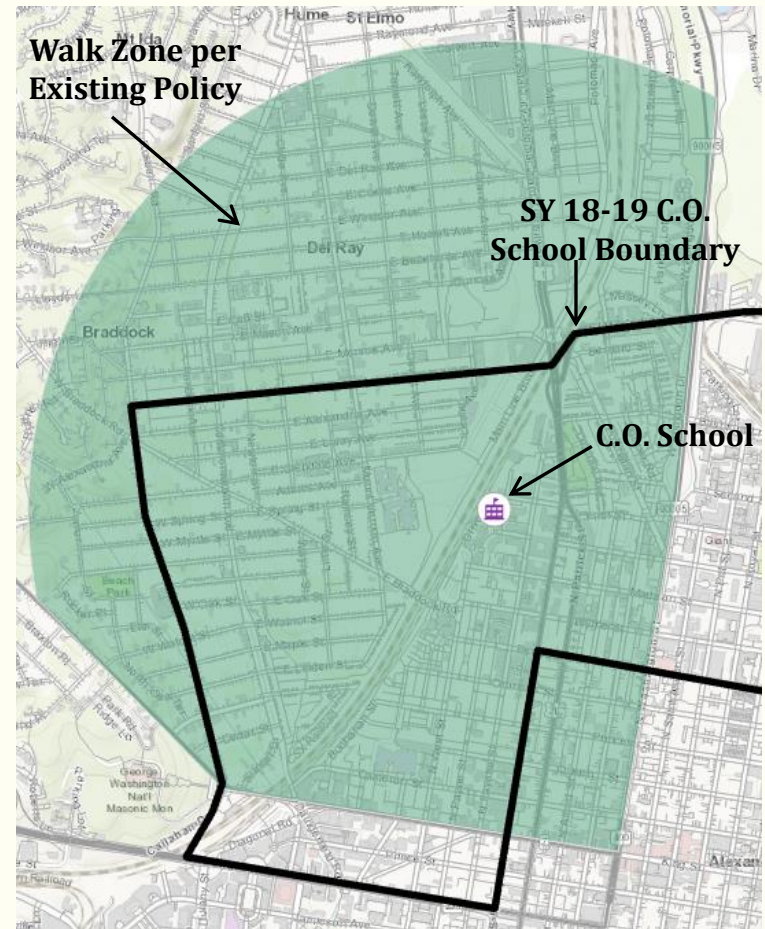
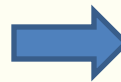
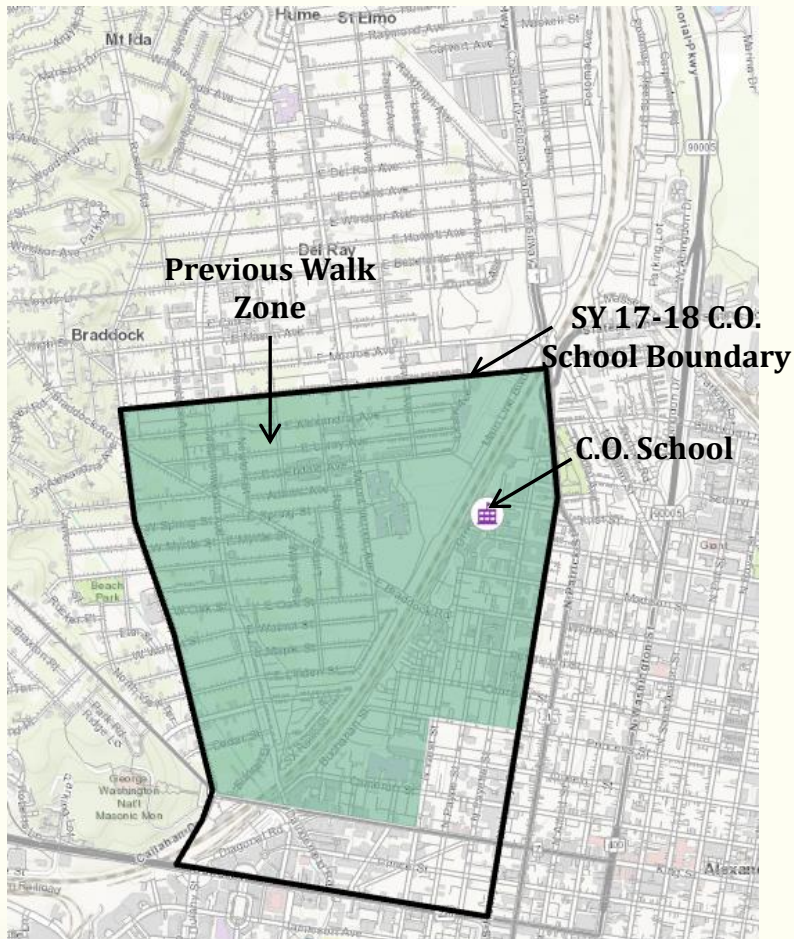
ACPS provides transportation for capacity reassignments and programmatic transfers; however, students living in another school boundary may live within a one-mile radius without crossing a hazard area; these students should be considered within the walk zone.

Adjusting Hazard Areas



Based on redistricting, all hazards needed to be re-evaluated and, in some cases, adjusted based on changes to the school boundary and expanding the walk zone.

Implementing Existing Policy



Implementing Existing Policy and Redistricting Impact by School

School	Percent K-5 In Current Walk Zone	Percent in Future Grades 1-5 Walk Zone Per Old Policy
Charles Barrett	52%	82%
Cora Kelly	61%	78%
Douglas MacArthur	42%	46%
Ferdinand T. Day	NA	70%
George Mason	58%	60%
James K. Polk	45%	75%
Jefferson-Houston	17%	19%
John Adams	24%	42%
Lyles-Crouch	24%	23%
Matthew Maury	50%	54%
Mount Vernon	40%	44%
Patrick Henry	23%	44%
Samuel W. Tucker	13%	13%
William Ramsay	83%	89%

Changes due to:

- Students getting back to home school.
- Policy not enforced uniformly.

*Elementary Only; future grades do not include Kindergarteners; numbers are approximate and do not include students bused for a qualifying service or accommodation.

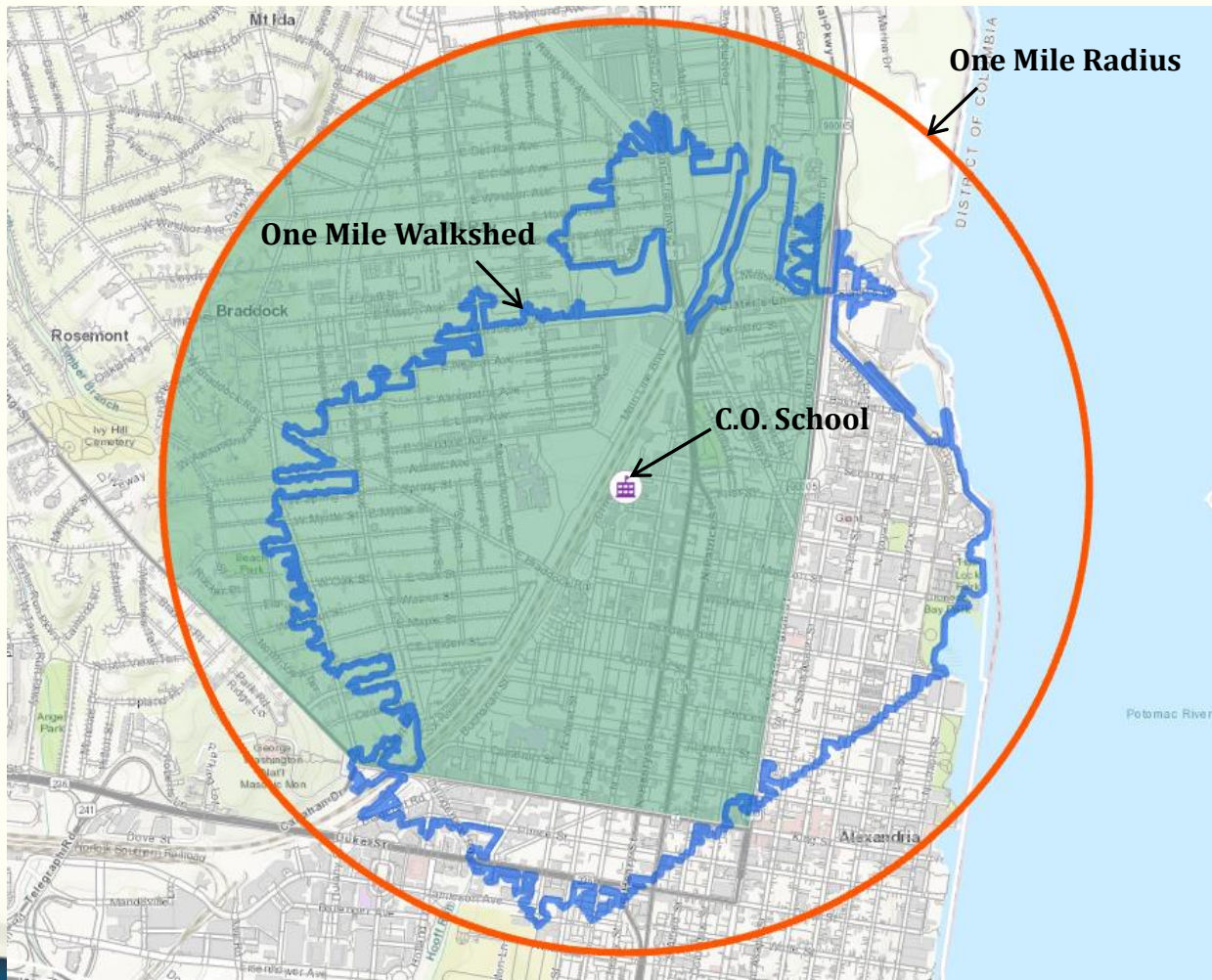
Step 2: Revising Policy

- The policy recommended attempts to resolve these issues associated with the previous policy:
 - Students in **grades 6-8** at K-8 schools were **evaluated differently** than students of the same grade levels at middle schools.
 - In some instances, students would be **walking significantly farther** than the distance used for the radius when following a safe pathway.

Proposed Policy

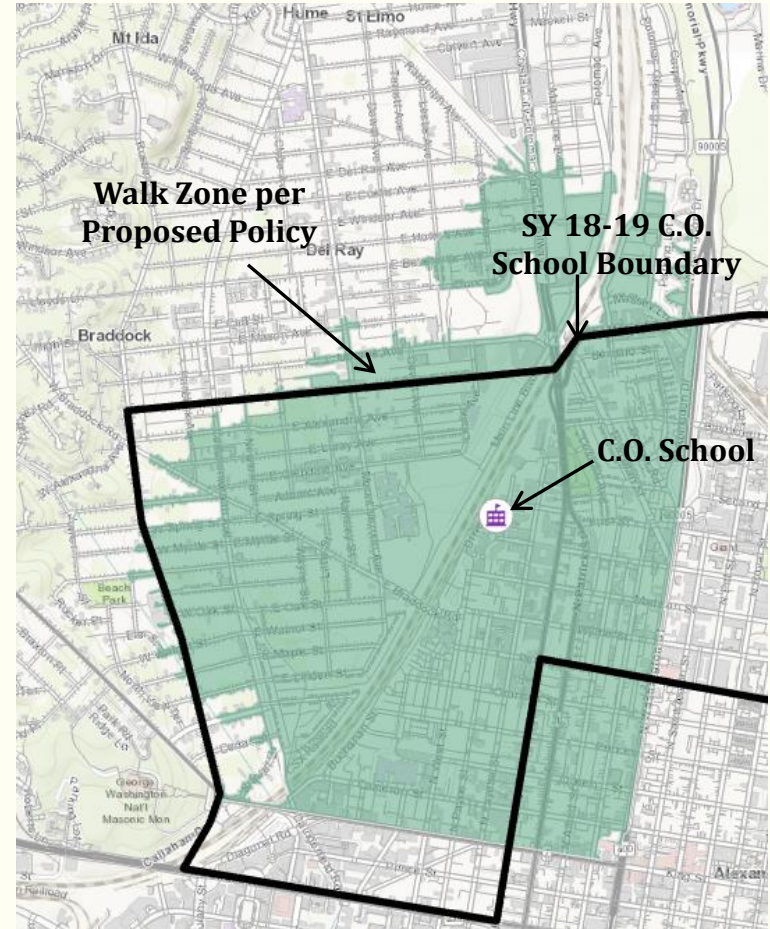
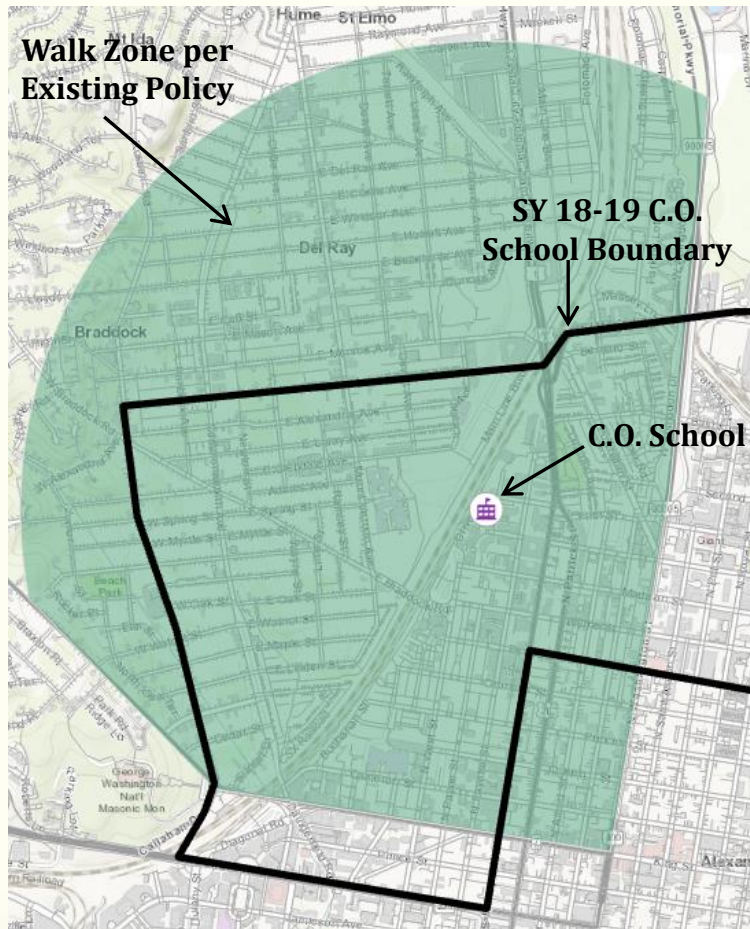
- Students in **grades K-8** living beyond a one mile **walking distance** or who would have to walk through a hazard area are eligible for transportation.
- Students in **grades 9-12** living beyond a **one and one-half mile radius** from the school are eligible for transportation.

Radius vs. Walking Distance



Some school divisions use walking distance to determine transportation eligibility. Upon reviewing for redistricting, staff found that in some cases, walking distance versus radius made a significant difference. Staff recommends using walking distance for grades K-8.

Implementing Proposed Policy



Implementing Proposed Policy Impact by Elementary School

School	Percent Future Grades 1-5 in Walk Zone Per Current Policy	Percent Future Grades 1-5 in Proposed Walk Zone
Charles Barrett	82%	77%
Cora Kelly	78%	78%
Douglas MacArthur	46%	40%
Ferdinand T. Day	70%	70%
George Mason	60%	60%
James K. Polk	75%	52%
Jefferson-Houston	19%	19%
John Adams	42%	40%
Lyles-Crouch	23%	23%
Matthew Maury	54%	54%
Mount Vernon	44%	44%
Patrick Henry	44%	43%
Samuel W. Tucker	13%	13%
William Ramsay	89%	84%

Changes where implementing the walking distance made a significant reduction in students who should be walking.

*Elementary Only; future grades do not include Kindergarteners; numbers are approximate and do not include students bused for a qualifying service or accommodation.

Implementing Proposed Policy Impact by Middle School

School	Percent 6-8 In Current Walk Zone	Percent Grades 6-8 in Walk Zone Proposed Policy
Francis C. Hammond	23%	19%
George Washington	23%	20%
Jefferson-Houston	11%	12%
Patrick Henry	14%	29%

Changes where implementing the walking distance made a significant reduction in students who should be walking.

Growth at K-8 reflecting expansion of elementary walk zone.

*Middle School grades only; based on current year data; numbers are approximate and do not include students bused for a qualifying service or accommodation.

Reasoning for Middle School Change

- Students in grades 6-8 should have the same transportation opportunity regardless of academic program they attend: K-8 or traditional middle school.
- The proposed policy acknowledges that middle school-age students may still have the same physical capabilities as elementary school-age students.

Reasoning for No High School Change

High school walk zones were reviewed as part of this process. There is **no recommendation to change** from the one-and-one-half mile radius because:

- High school students are expected to be mature enough to walk or bike greater distances than elementary or middle school students.
- Some high school students drive to school.
- The DASH partnership offers an alternate transportation option for high school students.

Impact to Transportation

Overall, **redistricting, revising** the policy and **enforcing** the policy will result in:

- A decrease of students eligible for transportation at the elementary level; and
- An increase of students eligible for transportation at the middle school level.

Changes expected to be **manageable within current funding** levels for Transportation.

Transportation will **re-evaluate operating and capital needs** for the FY 2020 budget cycle.

Goals Accomplished by Implementing and Revising Policy

- Determines transportation eligibility equitably
- Establishes uniformity in application of the policy
- Considers student ability realistically
- Promotes bus ridership and sustainable transportation modes
- Improves safety with better defined hazard areas

Stop Assignment

- Bus stops will be updated for next year.
- Walk policy is used when determining bus stop location.
- Bus stops will be more centralized for increased efficiency.

Route Assignment

- Routes will be developed by scheduling stops in efficient order.
- Routes will consider trends in growth during the school year to avoid as many bus or route changes during the school year as possible.

Implementation Schedule

- May 2018:** Following approval, new walk zones will be updated in Transportation's software system.
- May 2018:** Transportation staff will develop routes using the software.
- June 2018:** Letters will be sent to all families to inform them of their transportation eligibility for school year 2018-2019.
- Ongoing:** Students are added and removed from the system daily as they enter and leave the school division.

Questions?

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