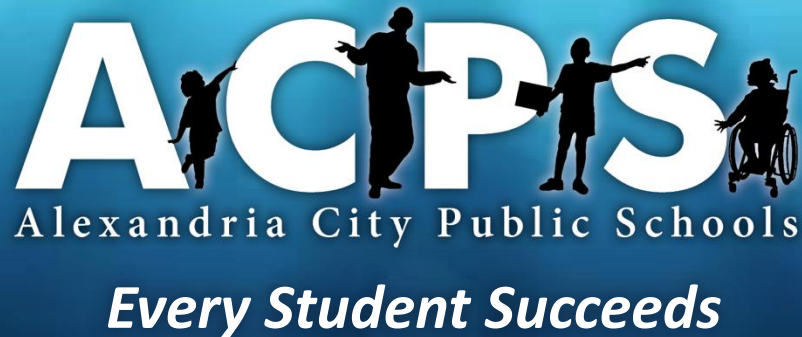


# Walk Zone Policy Implementation



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

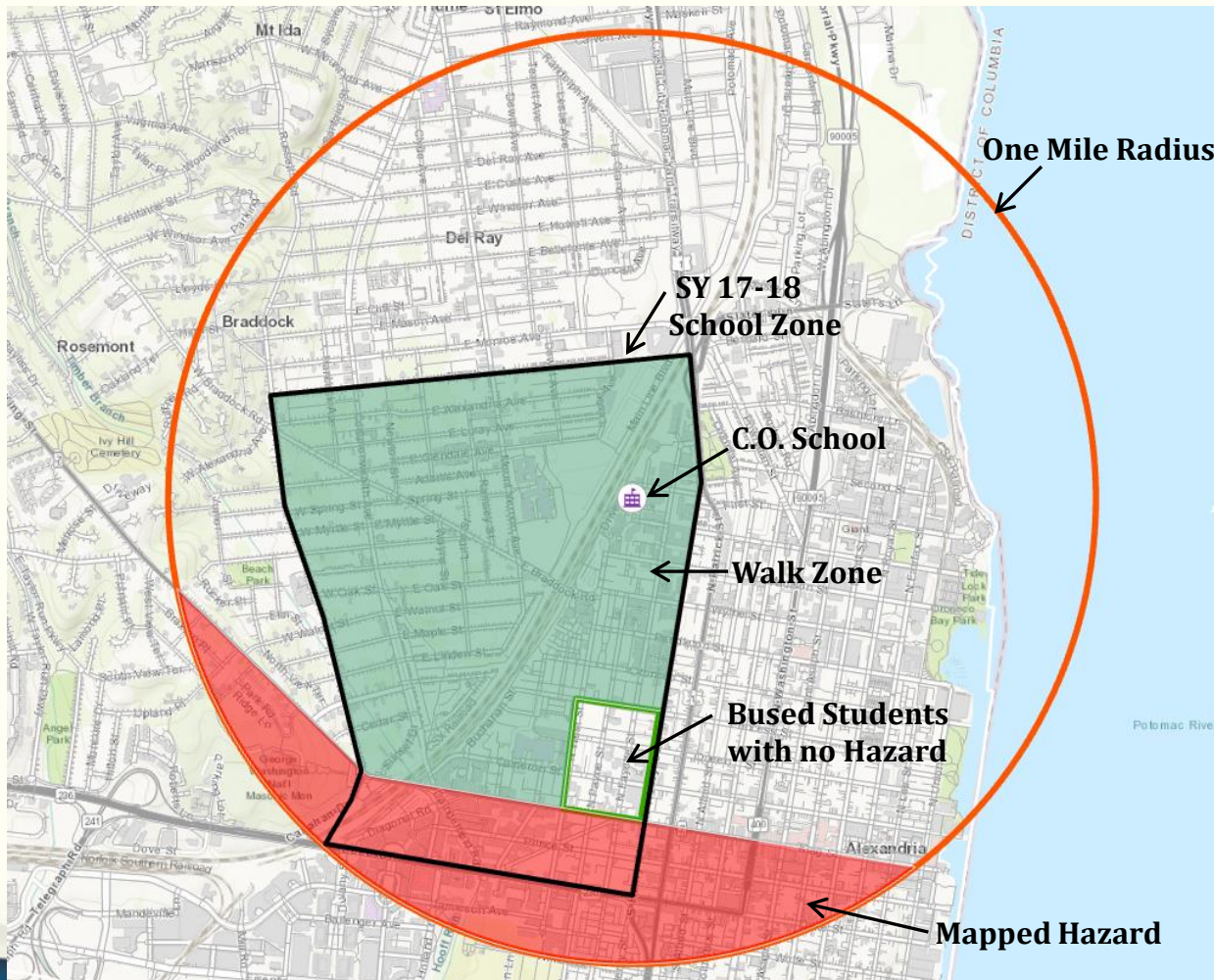
- Students in **grades K-5** living beyond a **one mile radius** from the school are provided transportation.
- Students in **grades 6-12** living beyond a **one and one-half mile radius** from the school are provided transportation.
- Transportation is provided to students **grades K-12** who live within 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.

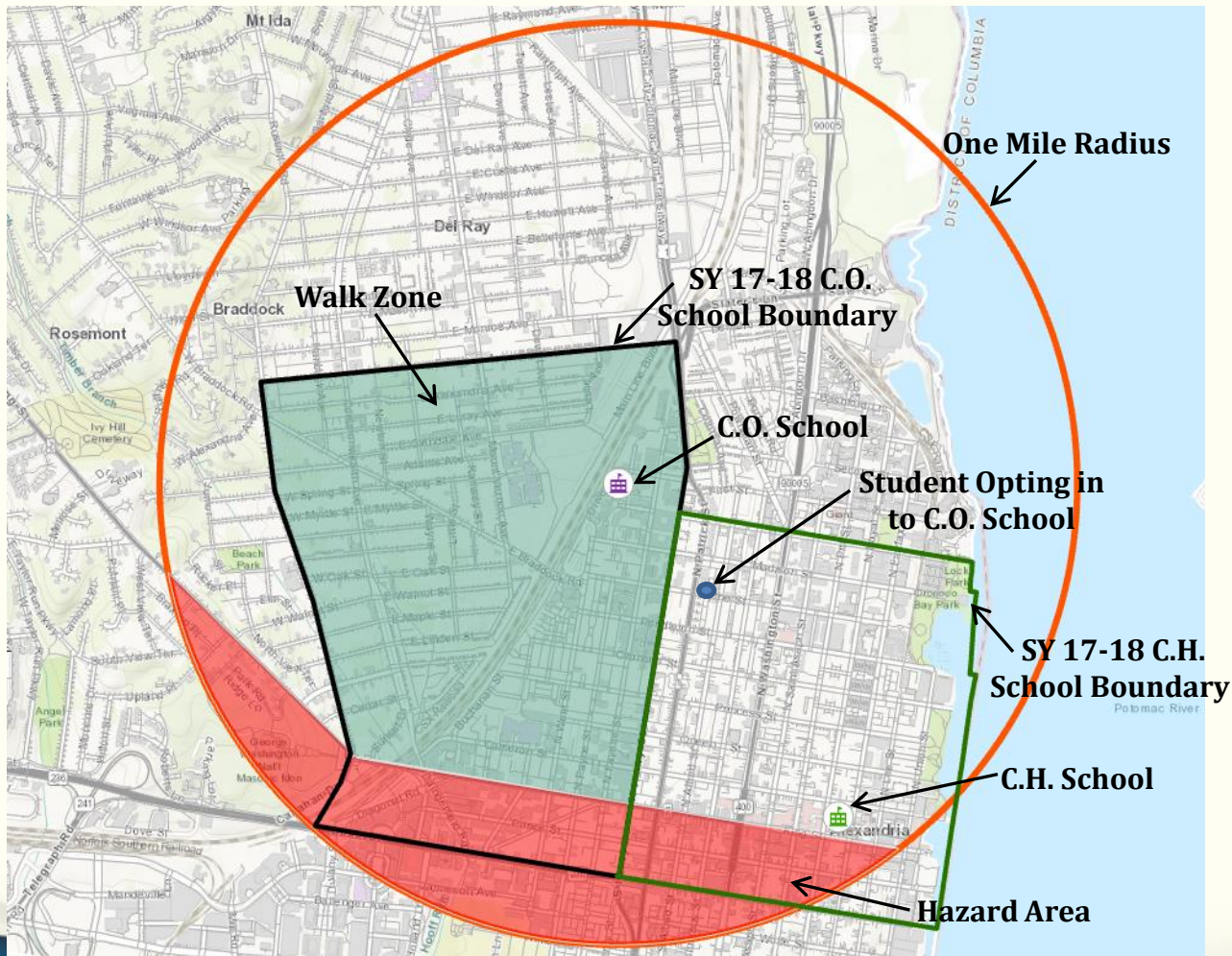


# Applying Current Policy



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.

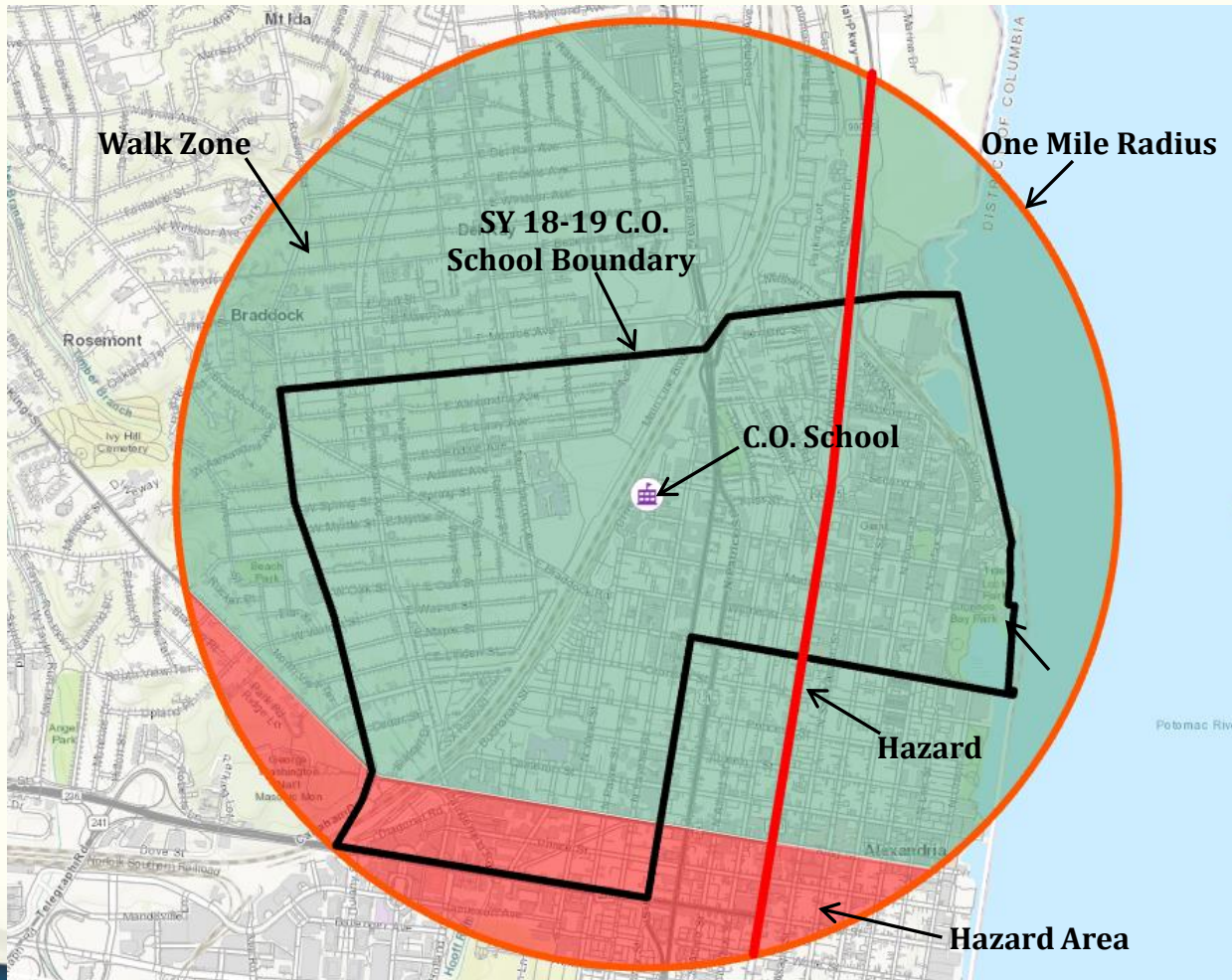
# Expanding Beyond School Boundary



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.

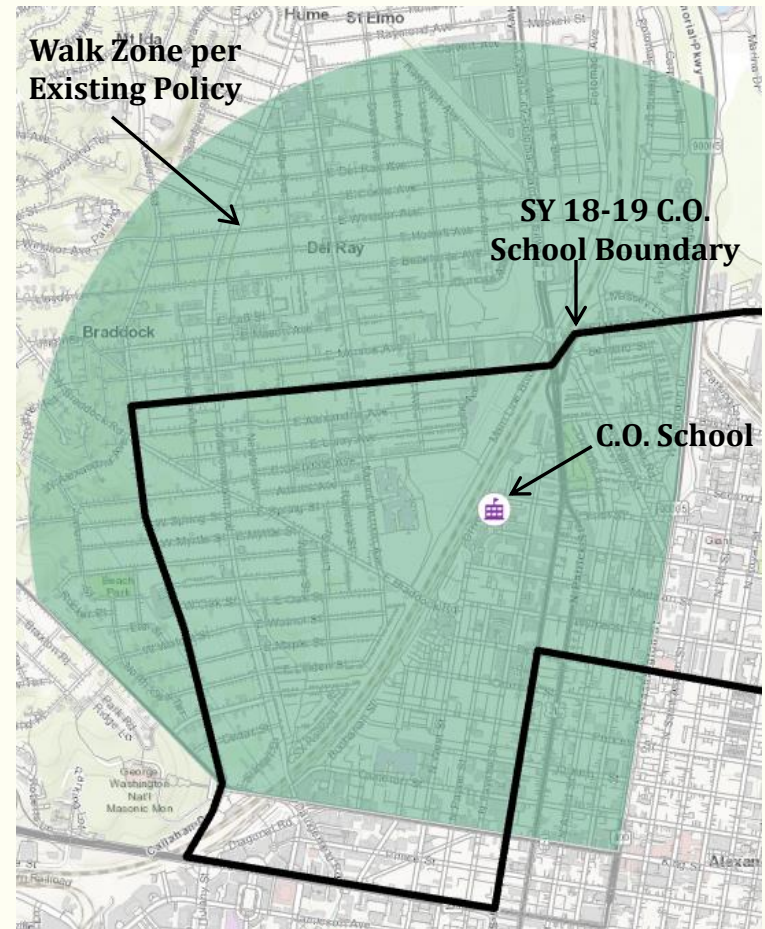
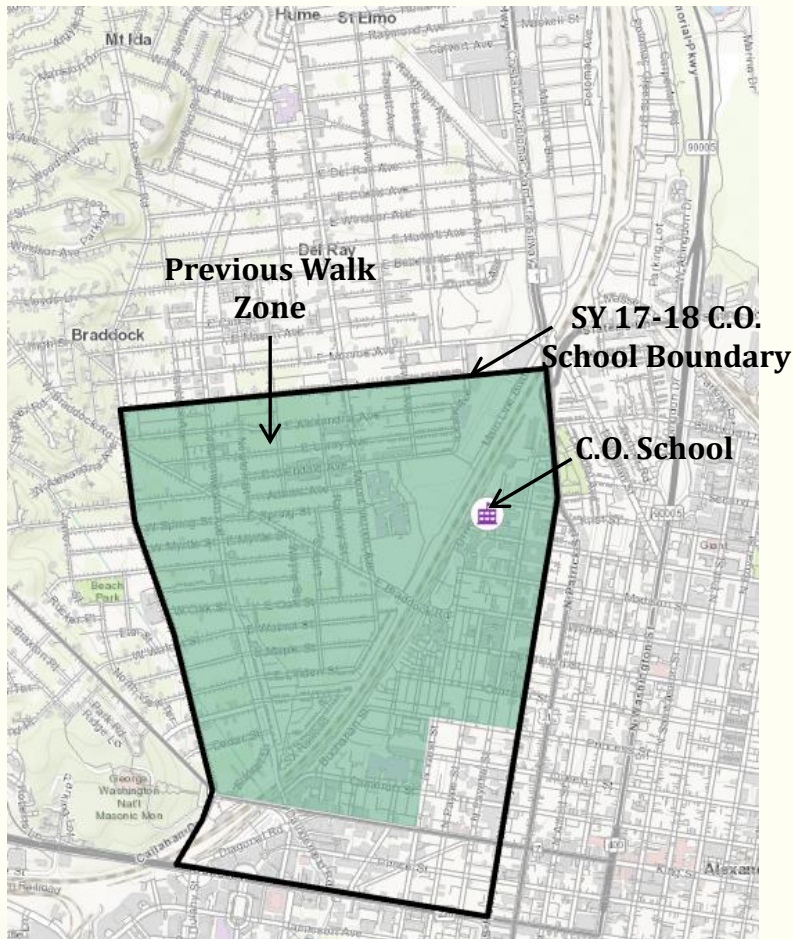


# Adjusting Hazard Areas



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

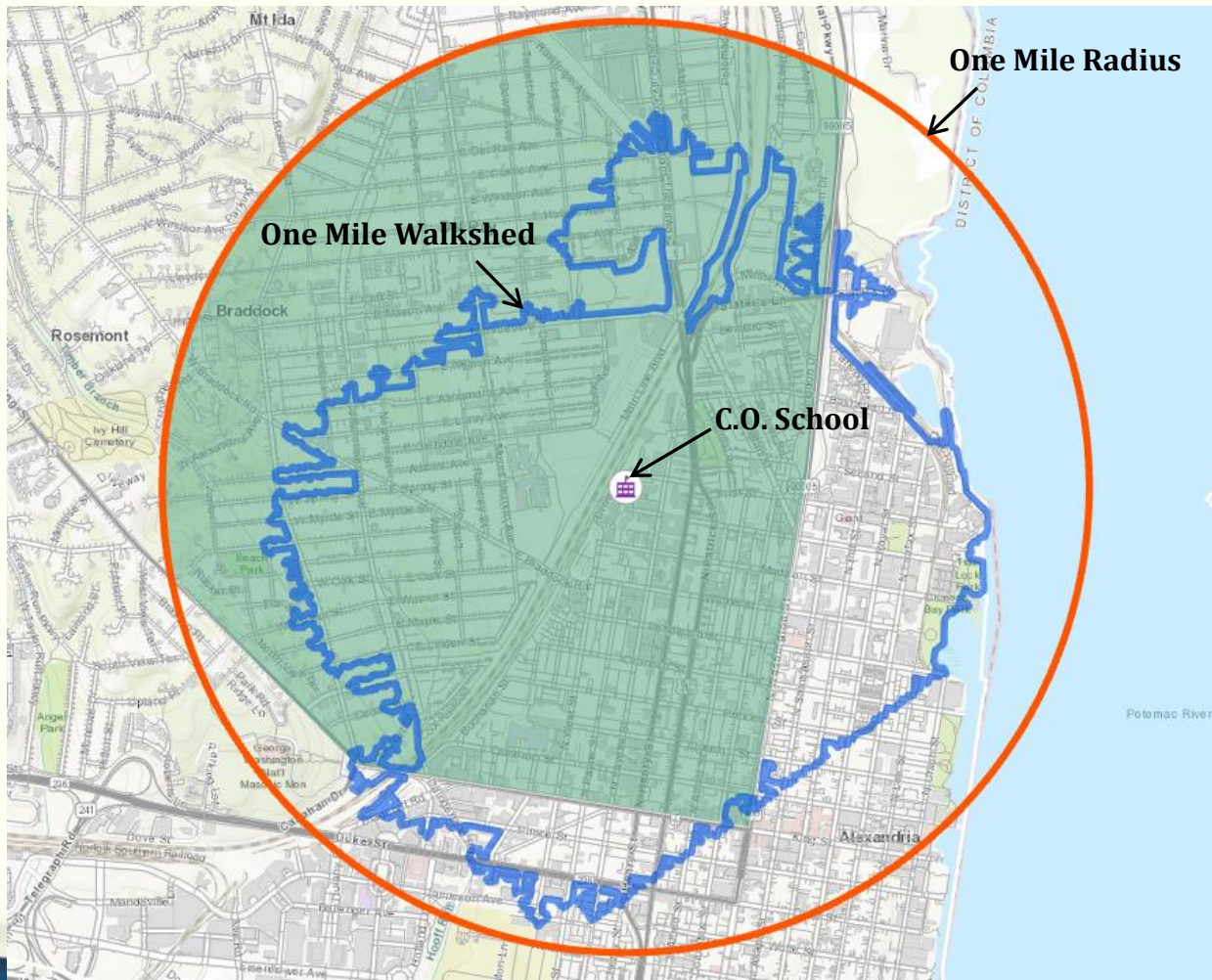
- The policy recommended attempts to resolve these issues associated with the previous policy:
  - Students in **grades 6-8** at K-8 schools were **evaluated differently** than students of the same grade levels at middle schools.
  - In some instances, students would be **walking significantly farther**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

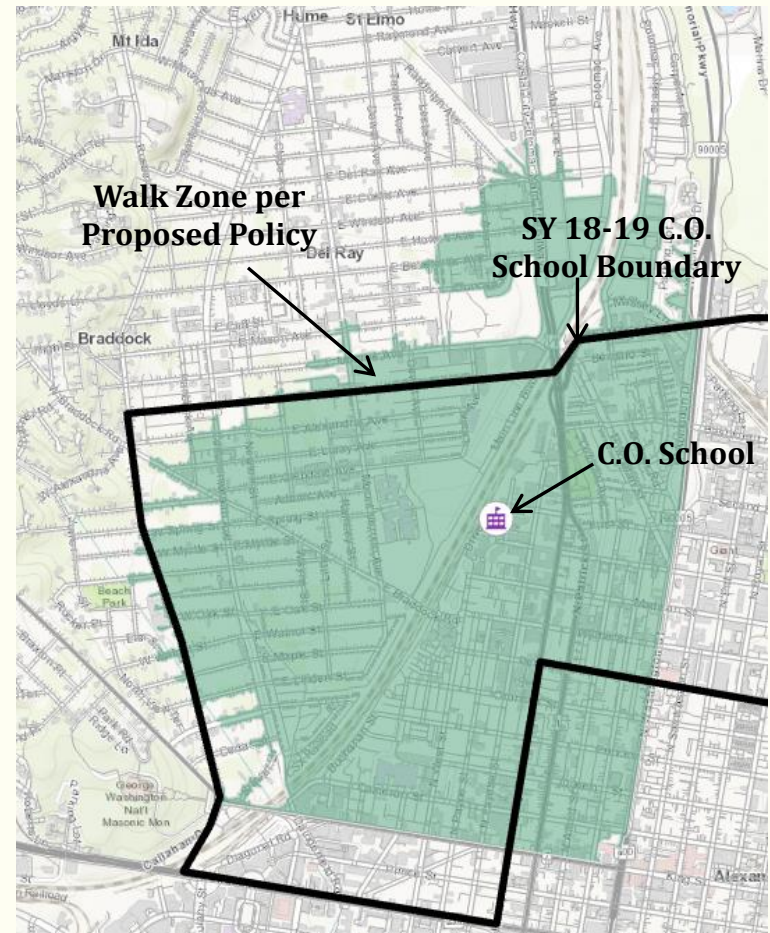
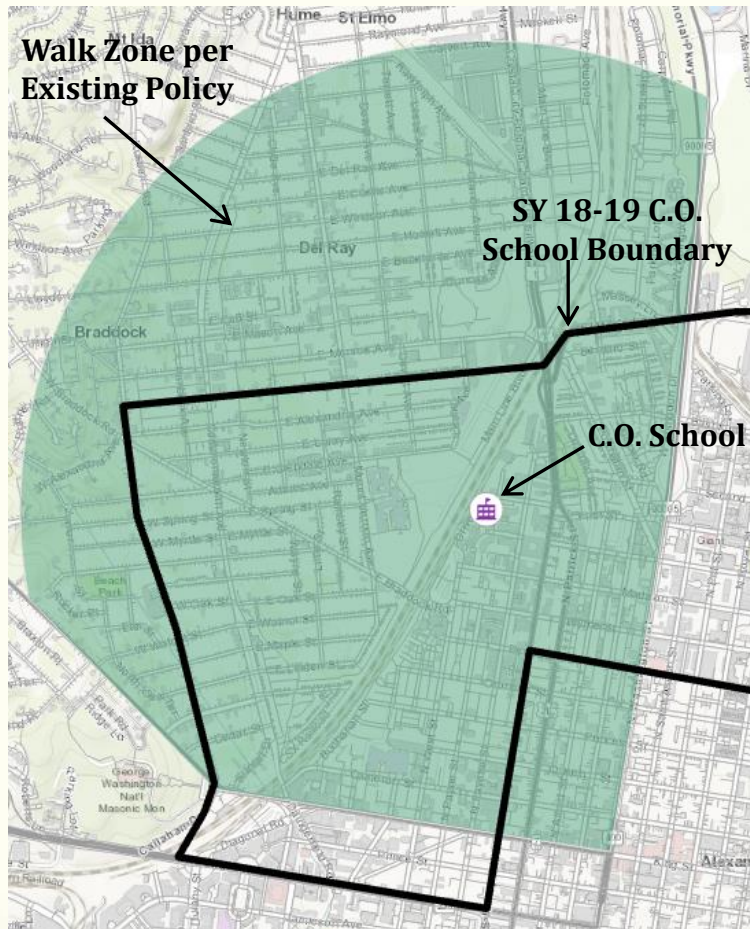


# Radius vs. Walking Distance



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?

**Charles Stone**

**Director of Transportation**

**[charles.stone@acps.k12.va.us](mailto:charles.stone@acps.k12.va.us)**

**703-461-4169**

**Erika Gulick**

**Facilities Planner/GIS Specialist**

**[erika.gulick@acps.k12.va.us](mailto:erika.gulick@acps.k12.va.us)**

**703-619-8298**