

Pupil Transportation - Past and Present Operations

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	PAST 2017-18	PRESENT 2018-19
Operational Routes	99	97
Out of Division Routes	3	2

STAFFING - Past and Present

	PAST 2017-18	PRESENT 2018-19
Office Staff	6	6
Mechanic Staff	8	8
Driver Training Staff	4	4
Route Drivers	98	99
Spare Drivers	10	10
Monitors on Contract	<u>29</u>	<u>30</u>
Total FTE	155	157
Casual/Part Time Drivers	3	3
Casual Monitors in Taxi	6	6

SCHOOL BUS FLEET – Past and Present

	PAST 2017-18	PRESENT 2018-19
Capacity less than 60	7	10
Capacity less than 60 with Lift	11	8
Capacity 65	4	4
Capacity 65 with Lift	3	3
Capacity 77	91	92
Capacity 77 with Lift	<u>2</u>	<u>1</u>
TOTAL	118	118

STATE REPORTS - Past and Present

Regular: Students riding a school bus which only has a Driver.

Exclusive: Students riding a school bus which has both a Driver and Monitor in the team.

Public Carrier: Students riding in a contracted taxi or specialized non-bus vehicle.

	2014-15	2015-16	2016-17	2017-18
Miles Travelled Regular	485,254	501,320	502,000	495,200
Miles Travelled Exclusive	<u>128,141</u>	<u>130,060</u>	<u>130,200</u>	<u>163,341</u>
	613,395	631,380	632,200	658,541
Student Riders Regular	5,466	5,772	5,810	5,960
Student Riders Exclusive	268	242	240	215
Student Riders Public Carrier	<u>166</u>	<u>188</u>	<u>195</u>	<u>225</u>
	5,900	6,202	6,245	6,400
Cost Per Mile Regular	\$8.269	\$8.274	\$7.908	\$7.342
Cost Per Mile Exclusive	\$18.087	\$16.026	\$16.246	\$14.693
Per Pupil Cost Regular	\$734	\$719	\$683	\$610
Per Pupil Cost Exclusive	\$8,648	\$8,613	\$8,814	\$2,349
Per Pupil Cost Public Carrier	\$9,573	\$7,804	\$7,527	\$6,431

Transportation Center – Present Conditions

Not enough space to park school buses at Transportation Center

- 20 + Route Buses park at the Old DASH building on Business Center Drive
- Spare buses and Shop trucks park at Old DASH building

Restrooms inadequate for our 150+ employees

- One male toilet and urinal
- Three female stalls

Tires stored in used shipping container; Snow plows stored inside Old DASH building

No drainage system to capture waste water, therefore must contract out for bus washing periodically (once or twice a year)

No private office space for any of the Supervisors to discuss issues with individual employees

Driver's Lounge has room for about 30 people to sit at tables; inadequate to host meetings or any sort of training event

- Electrical circuits are inadequate for the daily load for machines and microwaves
- Counter space only enough for area around the sink, with no storage cabinets

Vehicle maintenance bays (3) are too short to be able to close the doors during cold weather when working on any of the 77 Passenger school buses

Vehicle maintenance area and Parts Room heating plant is obsolete and non-repairable

Transportation Center – Projects Completed

Installed LED overhead outdoor lighting for school bus and employee parking areas at the Transportation Center that has significantly improved our ability to inspect buses for security items and has enhanced safety for our employees

Completed city repair of Old DASH building mounted parking area lights in both areas

New higher speed ACPS network installed in anticipation of new phone system

Video display boards installed and powered in Driver's Lounge, training cubby, and Dispatch office – working through software issues

Vehicle maintenance internet hot spot received – allows for computer analysis of unscheduled maintenance issues when away from the shop floor

Upgraded computers and video screens at workstations

Added network printer/copier to vehicle maintenance work level

MODERNIZATION

PRESENT

Each school bus has a 2 way radio.

All school buses are equipped with either a single lens or a 2 lens camera system for the interior student behavior views.

- For those buses with multiple camera lenses, one additional lens looks out the front windshield and one overlooks the driver's area while showing the entrance door/stairwell of the bus.

One van, used for St. Colletta school has a camera system for the interior.

Pilot program to test GPS on some white fleet vehicles that carry students – provides ability to have real-time and historical tracking of these vehicles.

SAFETY

PRESENT

Drivers are paid a \$25 incentive for each ACPS accident free driving year.

In-Service training before school year started consisted of six classes with safety topics.

Stop Arm Violation Enforcement Pilot program – data gathering in January to determine the extent of violations experienced in Alexandria.

- Six buses were equipped with a multiple camera system on the side of the bus.
- These systems captured video evidence of 464 violations during the 20 school day test.

GENERAL BUS ROUTE OPERATIONS & TIMING

PRESENT

AM Elementary bus run departures begin at 6:15 with delivery at 7:30 for the 8:00 bell.
AM Secondary continues from the ES when empty with delivery at 8:15 for the 8:35 bell.

Midday bus runs depart at 10:30 to begin pickup of students for afternoon classes.
Midday runs depart after unloading and reloading at their campus, taking morning class students home.

PM Elementary buses load at 2:35 dismissal then deliver to neighborhoods.
PM Secondary buses load at 3:15 or when they arrive then deliver to neighborhoods.

PM Elementary Activity runs load at 4:00.
PM Middle School Activity runs load at 4:15.
PM High School Activity runs load at 4:30.

PM Athletic runs begin pickup at various fields at 5:30 bringing students back to TCW.
PM Athletic runs depart TCW at 6:00 for area neighborhoods.

PM late Athletic runs begin pickup at various fields at 6:30 bringing students back to TCW.
PM late Athletic runs depart TCW at 7:10 for area neighborhoods.

DASH - Past and Present

PAST

Difficult to quantify use of DASH with High School students “showing” their school ID Badge

PRESENT

All High School students provided with a DASH Smartcard ID Badge, paid for by ACPS Transportation Management Plan funds
High school students authorized to ride DASH to/from school or to any activity, 24/7 during the school year

WALK ZONE - Past and Present

PAST

Walk Zone distance measured using a radius from the campus
Exceptions granted without documentation
Redistricting for 2018-19: Elementary attendance boundaries revised with addition of the Ferdinand T Day ES

PRESENT

Walk Zone distance measured using 1.0 mile walking distance for grades K-8
High School Walk Zone 1.5 mile distance measured using the radius from each campus
Exceptions granted with documentation of unsafe or overcrowded walking path issues

LESSONS LEARNED: Mail out from Transportation was ineffective

- Many (400+) calls from families about lack of time to plan for changes made to bus service eligibility due to living within a walk-to-school area
- Community Engagement was absent
- Communication with families regarding eligibility was delayed until mid-July
 - 16,000+ letters mailed and only 63 returned by USPS
 - Nearly every caller indicated that they did not find out about the change from bus rider to walk-to-school until the August notification from the campus

SCHOOL YEAR 2019-20 PREPARATION PROCESS

POLICY

Implement any adjustments made to the high school walk-to-school policy

WALK PATH SAFETY

Review projected walk-to-school paths for various neighborhoods to determine what obstacles are present or likely to be encountered as students walk to school

Determine if walk paths are safe for the students using each proposed path

Conduct “listening” sessions with campuses affected by new or revised walk zones and/or walk path evaluations. Review concerns with city and ACPS staff to determine whether or not a safety exception should be granted (until specified obstacles can be corrected).

SCHEDULES

Develop schedules for K-8 student populations by campus.

- Notify families living within approved walk-to-school areas so that they may take appropriate measures in preparation of their children walking to school.
- Provide bus stop assignments to campuses and families via the PowerSchool system.

Develop bus routes to support implementation of any policy change approved for high school student populations.

- Notify families living within the newly approved walk-to-school areas so that they may take appropriate measures in preparation of their children walking to school.
- Provide bus stop assignments to campuses and families via the PowerSchool system.

OUTREACH

LISTENING SESSIONS

Conducted meeting on 3/14 with representatives of both PH and CB PTA organizations.
Reviewed primary concerns for current year, communications, and future years.

Offered listening sessions at various impacted campuses

PTA MEETINGS

Scheduled at CBES in April

Scheduled at FCH in May

Others (JH, MH, WR, FD, JP) being scheduled

WEBPAGE

Information and format updated in March 2019

Incorporating a direct feedback opportunity on the Transportation webpage to gauge family satisfaction

COMMUNICATIONS

PAST

In July mailing was sent to home addresses with individualized student walk/ride status.

Individualized bus route information was provided to campuses for their mailing of campus information sent to families in August.

Standardized information gathering questions for use by staff when on telephone duty.

Temporary personnel were hired to augment our ability to answer telephones during peak start of school period.

Captured call back information and a synopsis of concerns. Information updated a master spreadsheet which provided clarity of the issues to be addressed by leadership.

PRESENT

Transportation information has been updated on the ACPS website.

Changes to bus routes are being made on Thursdays, allowing time for Transportation and campuses to notify families of affected students that their bus pickup time has been adjusted or their bus assignment has been changed.

A communications tool was installed on the website to allow visitors to submit concerns from the webpage rather than by telephone.

A new online survey is available for families to indicate their satisfaction with transportation services.

A Pilot Test is being organized to give families and staff the opportunity to experience the bus notification applications from two vendors. Pilot will involve one or two bus routes at volunteer elementary campuses during May and June