

Walk Zone Presentation

Why the need now?

- In October 2010, District department leaders participated in Process and Performance Management Training with a nationally known team from the American Productivity & Quality Center, in preparation for state funding cuts and for a projected 15% budget reduction.
- During a comprehensive evaluation of the Transportation Department, it became evident the District did not have adequate resources to effectively meet the needs of both daily routes and other campus needs. Additionally, over \$1.8 million dollars would be needed for new buses for student growth and replacement over the next two years.
- With the cost of new and replacement buses, the increased cost of fuel annually (\$350,000), budget reductions, and the addition of routes for ECHS student population growth (100), it was determined the District could no longer afford to continue to implement standards abandoned by most districts long ago.
- Shortly after the approval of new campus attendance zones, the development of new, more efficient routes began through the use of our new routing program, Transfinder. Additionally, the selection of a walk zone criteria that paired existing walk zones with the newly added or expanded walk zones was completed.

Quality (COPQ)

Base
cur

Reg Ed
Capital Cost 2yrs

\$2,843,112

including replacement
of old buses

zones below, figures show
at current inefficiencies

Conditions									
		Buses		Total Buses Needed	Total in Fleet	Buses Needed for Growth	Cost Per Bus	Cost Per Year	
Multiplier is calculated based on the number of buses needed at given time. This will be updated yearly as fleet conditions improve.									
Average Out of Service LT									
total student enrollment									
This will be updated yearly as fleet conditions improve.									
		2011	21170	13761	145	134	11	\$99,236	\$1,091,596.00
Route Buses	145	2012	21170	13761	148	145	3	\$104,198	\$312,594.00
Average Out Of Service LT	148	2013	21594	14036	151	148	3	\$109,408	\$328,224.00
EC / FT	19	2014	22025	14316	154	151	3	\$114,878	\$344,634.00
Total Buses need	145	2015	22466	14603	157	154	3	\$120,622	\$361,866.00
Multiplier	0.7%	2016	22915	14895	160	157	3	\$126,653	\$379,959.00

Total Replacement Cost By Years 2010-2016	2011 -2012	\$396,944.00
	2012 -2013	\$1,041,978.00
	2013 -2014	\$109,408.00
	2014 -2015	\$1,033,902.67
	2015 -2016	\$361,866.00
	2016 -2017	\$3,166,327.00
Total Cost 5 Yrs		\$6,507,369.67

Cost Avoidance

Total Cost Avoidance

\$962,558

Current Budget Savings

\$245,000

11-13 Capital Savings

\$717,558

Multiplier is calculated as:
(Total Routes + Average
student enrollment =
as data changes)

Growth Calculations

Buses Growth is figured with .665% multiplier x Student Enrolment. This allows for 3 tier runs

<div><div>Current Budget Savings \$245,000</div><div>11-13 Capital Savings \$717,558</div></div> <div><div>Multiplier is calculated as: (Total Routes + Average student enrollment = as data changes)</div></div>			Students Transported	Total Buses Needed	Total in Fleet	Buses Needed for Growth	Cost Per Bus	Cost Per Year		
	2010-2011	20755	13491	138	134	4	\$99,236	\$399,003.15		
	Route Buses	103	2011-2012	21170	13761	141	138	3	\$104,198	\$287,629.17
	Average Out Of Service LT	16	2012-2013	21594	14036	144	141	3	\$109,408	\$308,050.84
	EC / FT	19	2013-2014	22025	14316	146	144	3	\$114,878	\$329,922.45
	Total Buses need	138	2014-2015	22466	14603	149	146	3	\$120,622	\$353,346.94
	Multiplier	0.665%	2015-2016	22915	14895	152	149	3	\$126,653	\$378,434.58

Total Replacement Cost By Years 2010-2016	2011 -2012	\$396,944.00
	2012 -2013	\$1,041,978.00
	2013 -2014	\$109,408.00
	2014 -2015	\$1,033,902.67
	2015 -2016	\$361,866.00
	2016 -2017	\$3,166,327.00
	Total Cost 5 Yrs	\$6,507,369.67

Total Cost By Year	2011 -2012	\$795,947
	2012 -2013	\$1,329,607
	2013 -2014	\$417,459
	2014 -2015	\$1,363,825
	2015 -2016	\$715,213
	2016 -2017	\$3,544,762
Total Cost 5 Yrs		\$3,838,479.65

2006 Walk Zone Criteria

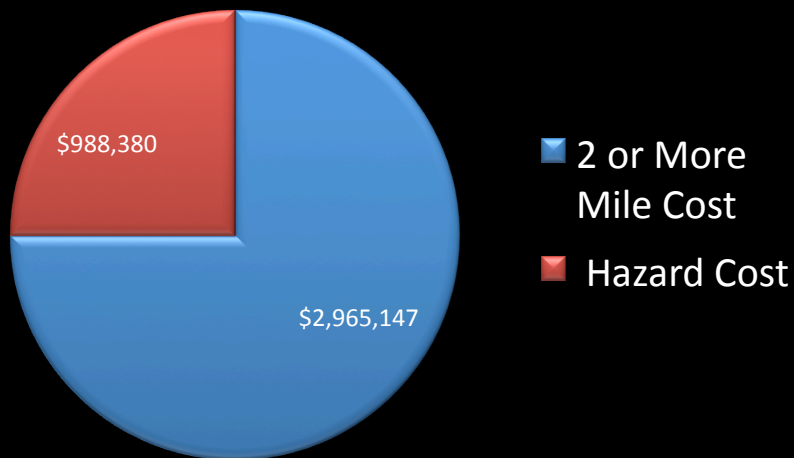
- Criteria for those students living closer than 2 miles has not been updated or reevaluated for changes in the area since 2006.
- Guidelines for GCCISD recognize student eligibility for transportation at the 2 mile threshold.
- The criteria which defined appropriate hazards was vague and not equally applied to all areas due to changes in area conditions, such as new roads, crosswalks, walkways and cross guard scenarios.
- Prior criteria did not take into consideration age for walking students, only distance.

What is the 2 mile rule ?

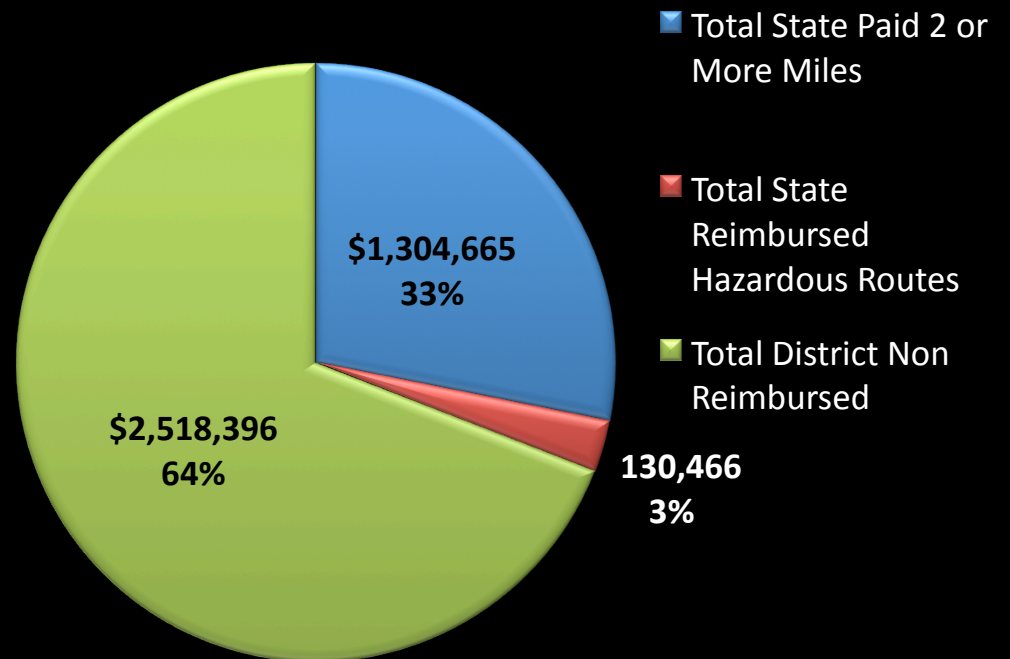
The District may apply to the Commissioner of Education for an additional amount of up to ten percent of its regular transportation allotment to be used for the transportation of students living within two miles of the school they attend who would be subject to hazardous traffic conditions if they walked to school.

If the District chooses to implement hazardous routes, only 10% of the entire 2 or more mile reimbursement amount will be given to the District for running them no matter what it costs the District.

**Current District
Transportation Cost**



State Reimbursements



2011-2012 Walk Zone Criteria

- Guidelines for GCCISD continue to recognize student eligibility for transportation at the 2 mile threshold.
- Criteria for those students living closer than 2 miles is based on best practice formula widely used throughout the state.
- The criteria which defined appropriate hazards was documented and equally applied to all areas.
- Criteria takes into consideration
 - age for walking students
 - description of the area
 - types of streets to be crossed
 - distance
 - traffic density
 - available traffic controls
 - speed limits.
- This criteria also allows for the flexibility to areas of concern (grey areas) to be still within a hazard route.
- Utilizing this criteria removes personal influences in determining walk zones and bases difficult decisions on fact.

Districts evaluating current walk zones and reducing routes due to budget restraints include:

Houston	Humble	North Side
Clear Creek	Alief	Fort Worth
El Campo	Bay City	Frisco
Conroe	Judson	Brownsville
Fort Bend	Round Rock	North West
Aldine	Hays	Keller
Spring	Hutto	Burleson

Districts evaluating walk zones using our criteria include:

Spring	Dripping Springs	North Side
Conroe	Alief	CyFair
Fort Bend	Mesquite	Sheldon
Humble	Judson	
McKinney	Friendswood	
Lake Travis	Round Rock	
Austin	Hutto	

**Route / Stop
Evaluation Form**

SCHOOL:

AREA:

This evaluation form should be used when evaluating stops / routes, but is not meant to be the final authority, professional judgment must be used when evaluating the overall safety of a stop.

Weight must also be given to accessibility for the bus, road conditions, and other conditions outside the parameters of this evaluation form.

Place the appropriate score in the space provided to the left of the factors affecting the child's route to stop.

Description of Area

Points

Industrial/Commercial area with no walkways

10

Apartment complex on major streets without walkways

8

Residential area with no walkways to school

6

Rural area with no walkways

4

Residential/rural/apartment area with walkways

2

Description of Streets and Highways to be Crossed or Traveled

Overpass/Underpass across an expressway

10

Access road along an expressway

9

Railroad crossing

9

Narrow, winding, isolated streets without walkways

8

Narrow, winding, isolated streets with walkways

7

Four lane highway/major artery without walkways

7

Four lane highway/major artery with walkways

6

Two lane road carrying heavy traffic

5

Two lane road carrying light traffic

4

Low water crossing

3

Residential area without walkways

2

Residential area with walkways

1

Distance - Home to stop / school - based on nearest hazardous condition

1.00 - 1.24 miles	7	_____
.75 - .99 miles	6	_____
.50 - .74 miles	5	_____
.25 - .49 miles	3	_____
.00 - .24 miles	2	_____

Traffic Controls Located Between Home and Stop Which Assist the Student

None provided	10	_____
Pedestrian crossing of major street with no assistance	8	_____
Neighborhood streets with no controls	6	_____
Neighborhood streets with controls	4	_____
School crossing zones provided	3	_____
Neighborhood streets with crossing guard	1	_____

Traffic Density of Major Roads or Arteries

Heavy traffic at all times	10	_____
Heavy rush hour traffic - normal at other times	9	_____
Medium density at all times	7	_____
Medium rush hour traffic - normal at other times	5	_____
Low density traffic at all times	4	_____

Speed Limits of Major Roads to be Crossed

45 m.p.h. +	10	_____
35 - 44 m.p.h.	7	_____
25 - 34 m.p.h.	5	_____
10 - 24 m.p.h.	2	_____

Number of Major Intersections to be Crossed

Six or more	10	_____
Five	9	_____
Four	8	_____
Three	7	_____
Two	6	_____
One	5	_____
none	0	_____

Streets that carry neighborhood traffic to major streets/arteries to be crossed

Six or more	10	_____
Five	9	_____
Four	8	_____
Three	7	_____
Two	6	_____
One	5	_____
none	0	_____

Apply Scores from Evaluation of Hazardous Area Transportation

The total points shall be multiplied by 1.00 for elementary school students;

.8 for middle school students;

and .6 for high school students.

< 50 points Not Hazardous

51 - 57 points Gray Area - Determination on case by case basis

58 + points Hazardous

Total points if students are elementary _____

Total points if students are middle _____

Total points if students are senior high _____

Driver comments

Recommendation:

Evaluator's signature

Date

2011-2012 Walk Zones

Elementary

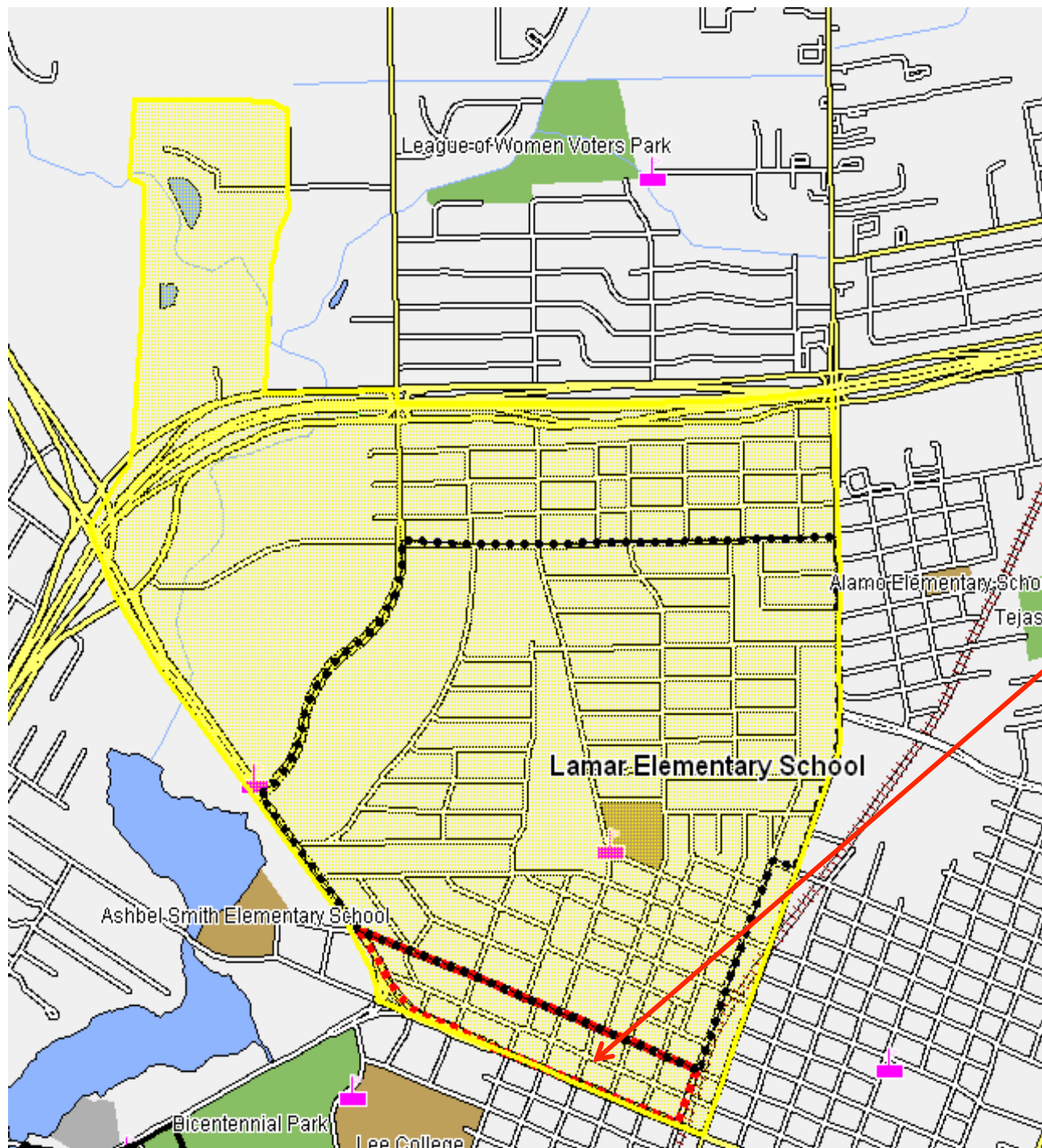
- Lamar Added to existing
- Austin Created new
- Crockett Created new
- Harlem Created new
- Ashbel Smith No Change
- San Jacinto No Change
- DeZavala No Change
- Carver No Change
- Bowie No Change
- Travis No Change
- Victoria Walker No Change
- Highlands / Hopper No Change
- Alamo No Change

Junior High

- Cedar Bayou Added to existing
- Highlands JH Added to existing
- Horace Mann No Change
- Gentry No Change
- Baytown JH No Change

High School

High Schools Campuses had no changes.



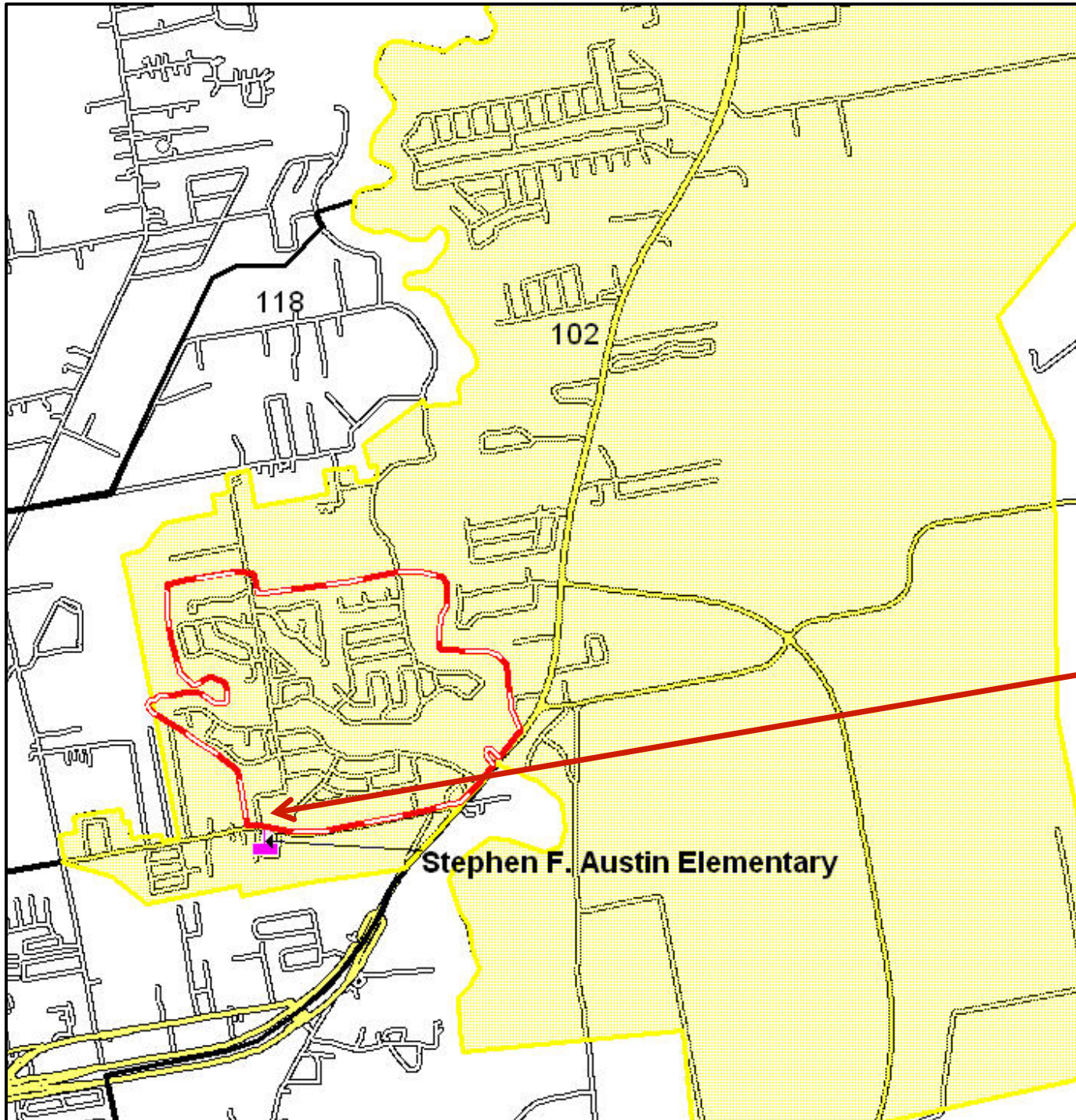
Lamar Elementary

Black Area = Current Walk Zone

Red Area = New Area

Ridership = 6 students

Reduction of 0 buses at this campus



Austin Elementary

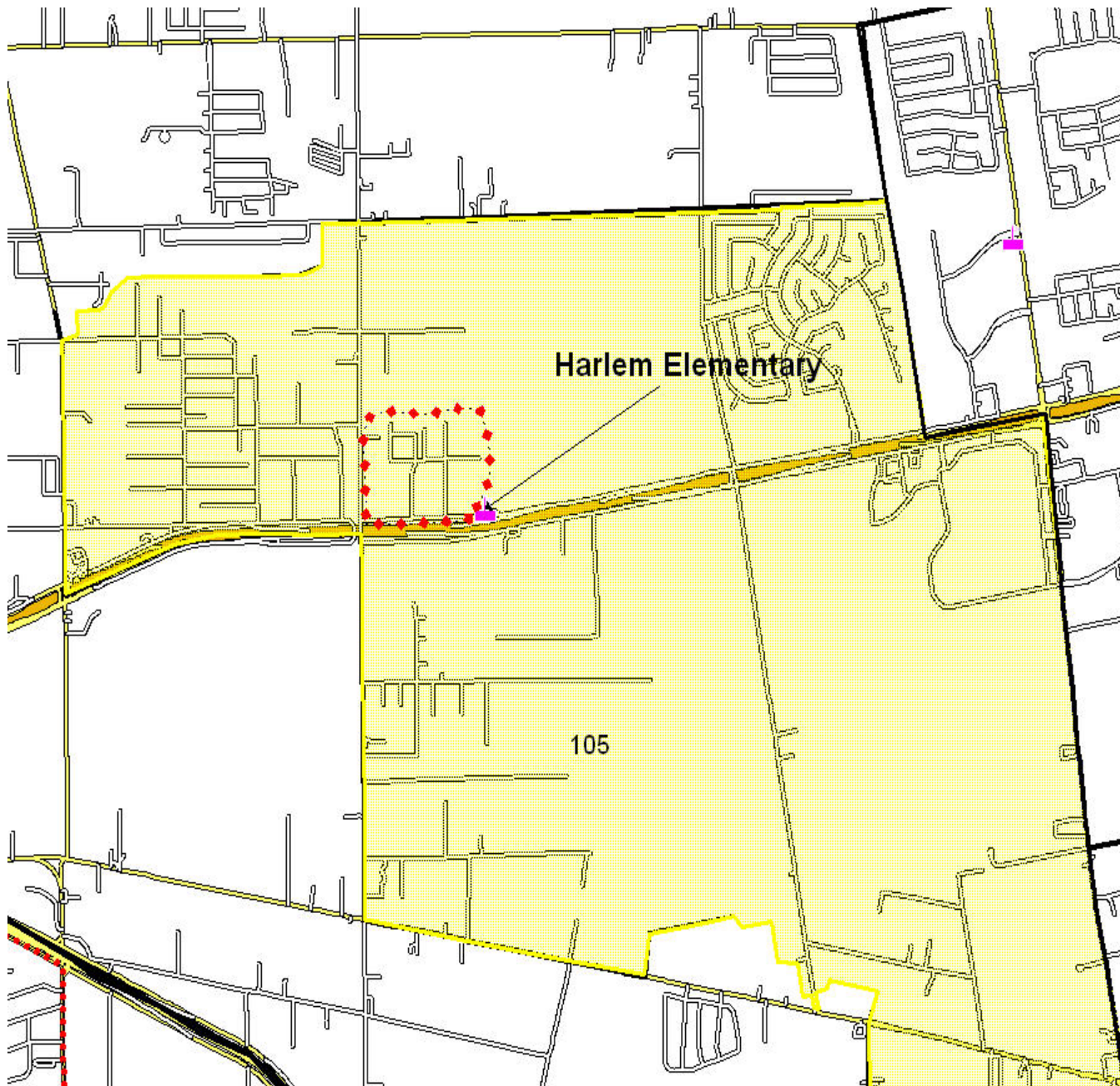
All areas = Current Transportation

Red Area = New area no transportation

Cross Guard @
Massey Tompkins
and Raccoon

Ridership = 127
students

Reduction of 3 buses
at this campus



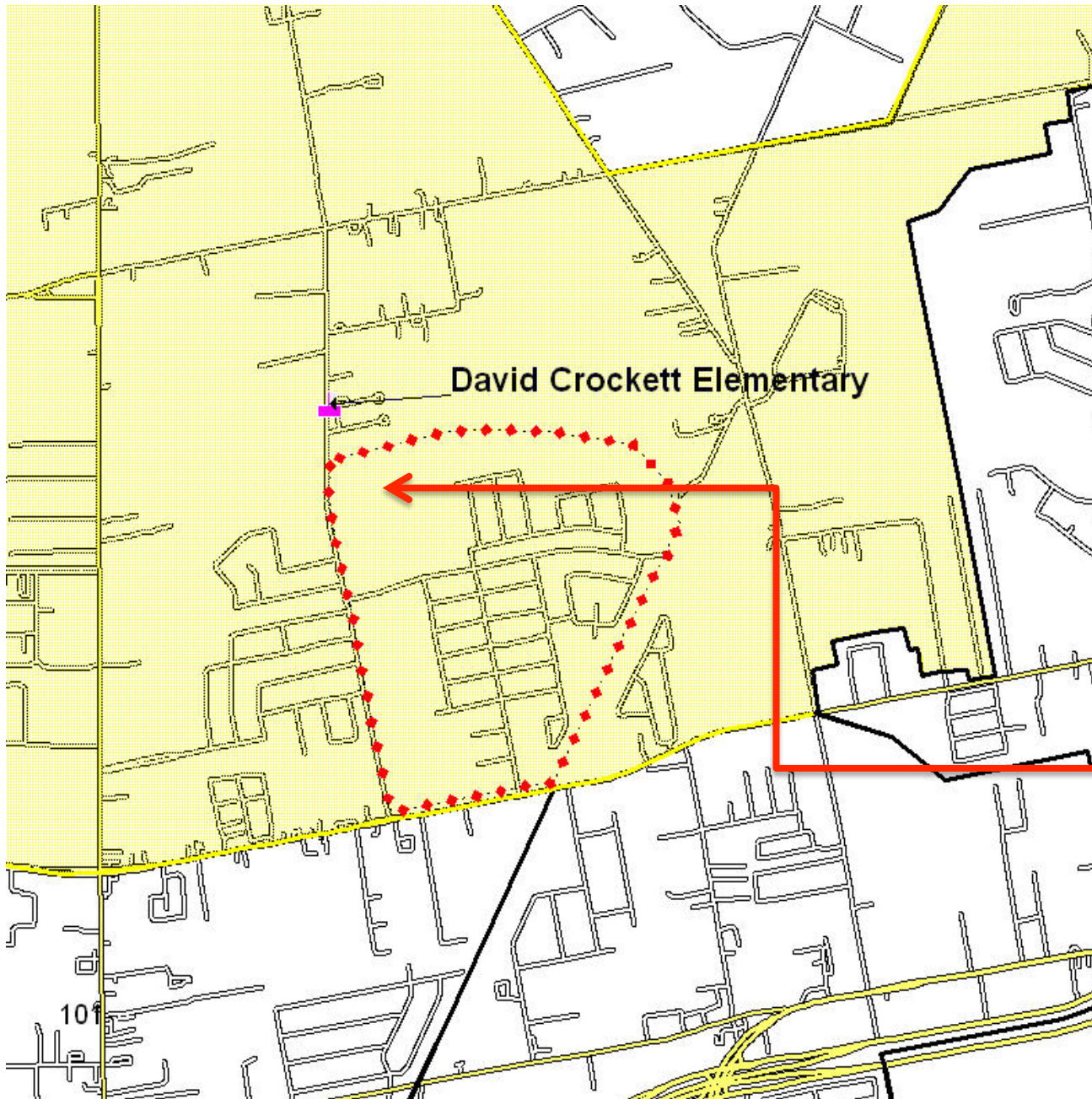
Harlem Elementary

All areas = Current
Transportation

Red Area = New area no
transportation

Ridership = 30
students

Reduction of 1/2
buses at this campus



Crockett Elementary

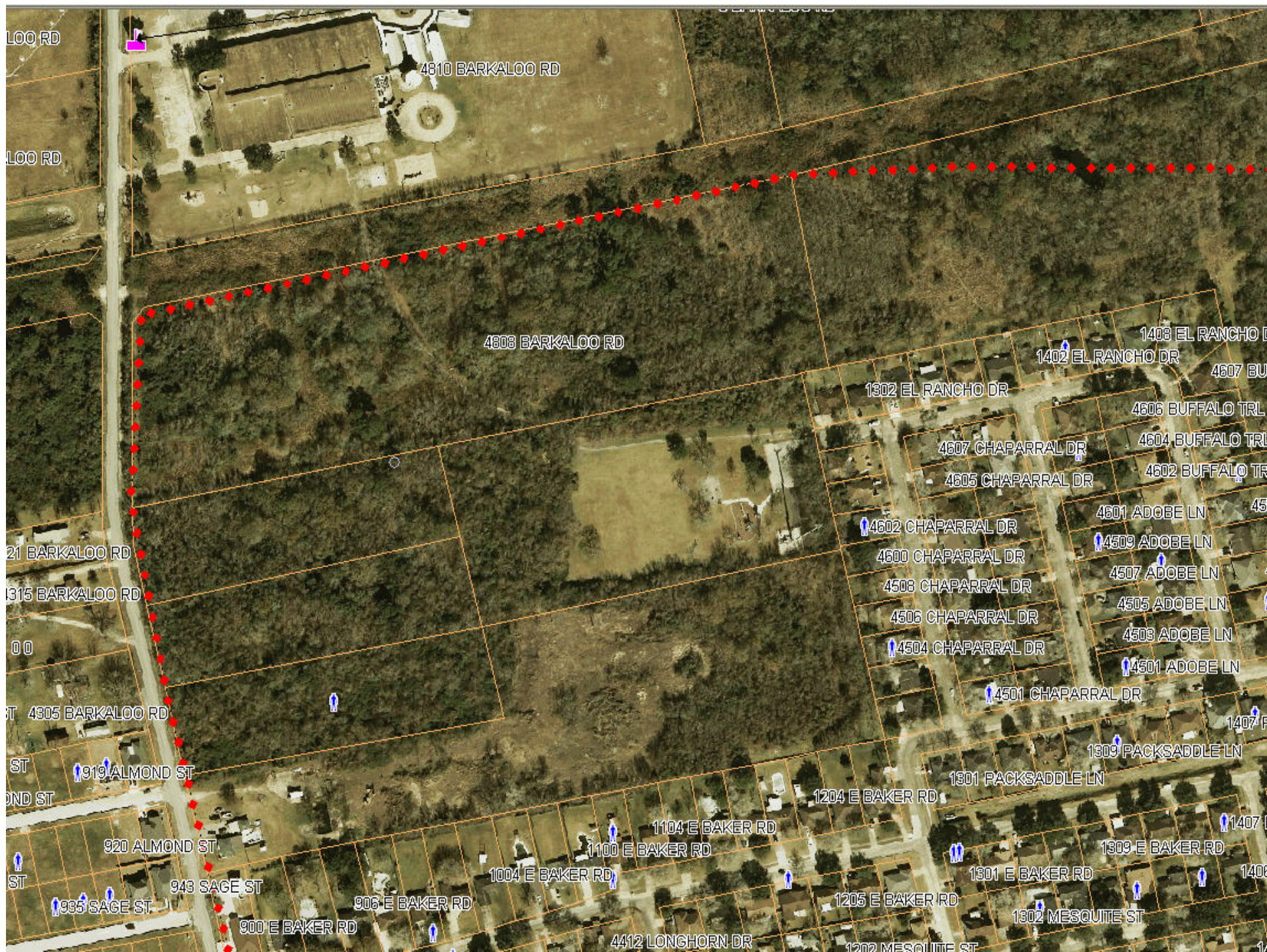
All areas = Current Transportation

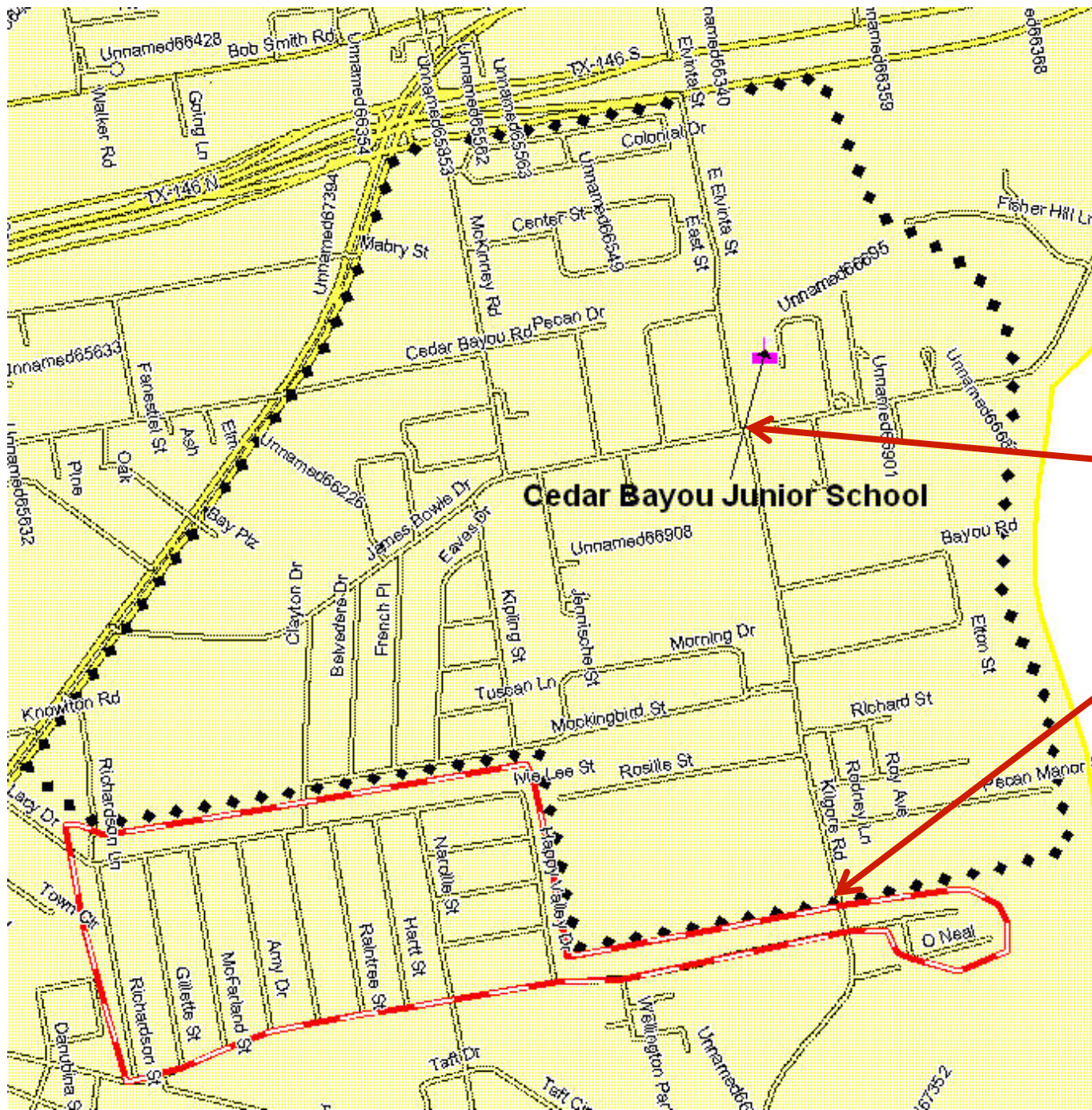
Red Area = New area no transportation

Campus access thru park / Cross Guard provided

Ridership = 87 students

Reduction of 2 buses at this campus





Cedar Bayou JH

Black areas = Current Walk Zone

Red Area = New area no transportation

Cross Guard added

New sidewalk along Kilgore

Ridership = 48 students

Reduction of 2 buses at this campus

26 students live in apartments along Kilgore Rd with new sidewalk to campus



Red Area = New area no transportation

Ridership = 2 students