

Transportation & School Start Times : Revisited

January 17, 2019



What compelled us to consider start times?

- Expressed concerns about early middle school start time
- Increasing body of research and reporting on benefits of later start time for adolescents
- Expressed concerns about elementary school end time – impact on access to (non-school) after-school activities
- Challenges to after-school K-12 staff collaboration resulting from widely discrepant school day end times



Double Tripping vs. Triple Tripping

3-Tier System

Each driver and bus is scheduled for 3 different school bell times

*Simple Example:

Trip 1 = JJMS

Trip 2 = JJHS

Trip 3 = ES

2-Tier System

Each driver and bus will be scheduled for 2 different school bell times

*Simple Example:

Trip 1 = JJHS and JJMS

Trip 2 = ES

*Many runs include some portion of private school transportation and even in a 3-tier system, the nature of some routes makes it impossible for a single driver to complete more than 2 routes.



History

- Sept 1983 - June 1993 – 2-Tier
- Sept 1993 - June 1997 – 3-Tier
- Sept 1997 - June 1998 – 2-Tier
- Sept 1998 - June 2000 – 3-Tier
- Sept 2000 - June 2010 – 2-Tier
- Sept 2010 – Present – 3-Tier



Current start/end times:

	JJMS	JJHS	Elementary
Start	7:30 a.m.	8:15 a.m.	9:15 a.m.
End	2:07 p.m.	2:53 p.m.	3:40 p.m.

Westchester/Putnam Comparative Start Times

KLSD Current - in red

Start Times	High School (43 schools)	Middle School (45 schools)	Elementary School (55 schools)
7:00 – 7:15	1		
7:16 – 7:30	6	5	1
7:31 – 7:45	8	7	
7:46 – 8:00	17	15	5
8:01 – 8:15	9	9	6
8:16 – 8:30	1	5	20
8:31 – 8:45	1	3	10
8:46 – 9:00		1	9
9:01 – 9:15			4



Proposed start/end times from March '17

	JJMS	JJHS	Elementary
Start	7:55 a.m.	7:55 a.m.	9:00 a.m.
End	2:33 p.m.	2:33 p.m.	3:25 p.m.



Why we pulled back the 2017 proposal:

- In light of growing research about adolescent sleep, didn't want to move the high school start time in the opposite direction
- Additional recurring cost (approximately \$250,000 at the time)
- Concern about loss of flexibility in HS scheduling created by zero period



What have we done since March 2017?

- Extensive transportation study with outside consultants
- Further research on zero period and comparative districts
- Additional study of JJMS after-school activity participation and connection to bus transportation home
- Further study of athletics' program and impact of shifting school end times



What have we learned on transportation?

- With some adjustments, MS and HS bus runs could be combined allowing for a single MS/HS start/end time
- The new route configurations would NOT require additional drivers (eliminating the approx. \$250,000 of recurring costs in the previous proposal)
- The new route configurations would, however, require three full size buses where we currently use vans (resulting in a one time cost of approx. \$184,000)



Impact of combined MS/HS bus routes

- Buses would be closer to capacity of seating (but not overfilled). Students accustomed to having a seat to themselves would likely have to share seats
- Bus routes would, on average, be slightly longer
- Some routes would be the same, but with more students boarding the bus at each stop ... ride length increases slightly
- Some routes would be revised to collect more students and would, as a result, be longer
- No anticipated impact to elementary school buses or routes



Examples of how ride times may* be impacted (all rides times in minutes)

Examples: Current A.M. Route converted to new combined route	Longest ride currently	*Estimated longest ride with combined route
MS Route A Converted to MSHS/A	36	40
MS Route B Converted to MSHS/B	35	36
MS Route C Converted to MSHS/C	39	37
MS Route D Converted to MSHS/D	31	39
MS Route E Converted to MSHS/E	36	33
New Route F		33
New Route G		29
MS Route H Converted to MSHS/H	30	34
MS Route I Converted to MSHS/I	34	31

* Please note: routing is a complex matrix which must be carefully evaluated. Actual changes in ride times would vary.



Examples of how ride times may* be impacted (continued)

Examples: Current A.M. Route converted to new combined route	Longest ride currently	*Estimated longest ride with combined route
MS Route J Converted to MSHS/J	30	30
MS Route K Converted to MSHS/K	30	40
MS Route L Converted to MSHS/L	28	30
MS Route M Converted to MSHS/M	25	29
MS Route N Converted to MSHS/N	26	26
New Route P		24
MS Route Q Converted to MSHS/Q	30	33
MS Route R Converted to MSHS/R	26	21
MS Route S Converted to MSHS/S	36	32
MS Route T Converted to MSHS/T	39	31

* Please note: routing is a complex matrix which must be carefully evaluated. Actual changes in ride times would vary.



Bus route summary:

We cannot stress enough that predictions of ride times will not be exact. Routes are adjusted to actual ridership. Estimates are based on this year's ridership and will, therefore, be adjusted to next year's actual ridership.

Having said that, we would expect rides to vary within an approximately five minute window ... some rides getting about five minutes longer, some five minutes shorter, and some staying about the same.

It should also be noted that in any year, even without changing start times, bus routes are adjusted and ride lengths can vary as a result.

Difficult for us to predict impact of car traffic patterns (but two-tier worked in 2010).



Bus replacement adjustments associated with change in system

Replacements if we maintained 3-tier transportation	Replacements if we move to 2-tier transportation
1 – 75 passenger bus with a 66-passenger bus	1 – 75 passenger bus with a 66-passenger bus
2 – 18 passenger vans with 2 - 18 passenger vans	2 – 18 passenger vans with 2 - 66 passenger buses
1 – 18 passenger van with 1 – 30 passenger van	1 – 18 passenger van with 1 – 66 passenger bus
1 – wheelchair accessible van with 1 – wheelchair accessible van	1 – wheelchair accessible van with 1 – wheelchair accessible van
Total cost - \$354,000	Total cost - \$538,000

Total additional one-time costs \$184,000

Please note in addition to the vehicles referenced above we will be asking the board to consider the replacement of a Dodge Durango and an Operations and maintenance truck – Estimated costs \$112,000



Zero period at JJHS

Created in 2015-16 to support students traveling to BOCES who could not fit required P.E. into their schedules

Prior to creation of zero period, students wanting to take 9 classes would eat lunch during one of those classes.



Zero period currently

Current use of zero period at JJHS:

- 1 student travels to a BOCES program and takes zero period P.E. to fulfill the requirement
- 42 total students enrolled in P.E.
- 19 total students enrolled in Health



Zero period elsewhere:

	Maximum # of courses students can take in a semester	Is a lunch period required or can it be filled by a class?	Is there a before/after school period when students can take an additional class?
Somers	9 (majority take 8 and next year 8 will mandated cap for all)	Required next year	No
Chappaqua	8	Required	No
Harrison	9 (the 9 th class takes the place of lunch and is not encouraged)	Some students take class instead of lunch	No
Bedford	8	Required	No
Byram Hills	8 (9*)	Required	Yes*
Scarsdale	8	Required	No
Katonah-Lewisboro	9 (the 9 th class takes the place of lunch and is not encouraged)	Zero period allows 9 classes AND lunch during day	Yes

*Byram Hills allows sophomores to take health before school and allows seniors to take economics before school.

3 proposals for consideration:

1. Move MS to later start time, slight adjustment to HS start, and leave elementary schools on current schedule
2. Move MS to a later start time, move both HS and ES's to slightly earlier start times
3. Make no change



Proposal One

	JJMS	JJHS	Elementary
Start	8:10 a.m.	8:10 a.m.	9:15 a.m.
End	2:48 p.m.	2:48 p.m.	3:40 p.m.

Why must high school start 5 mins. earlier in proposal one?

Given the current challenges of the late end time at elementary schools, we don't want to push them any later.

With combined MS/HS runs, we need a 65 minute gap between start times in order to get elementary students to school on time.



Proposal Two

	JJMS	JJHS	Elementary
Start	8:00 a.m.	8:00 a.m.	9:05 a.m.
End	2:38 p.m.	2:38 p.m.	3:30 p.m.

Pick up times under new proposals:

As noted earlier, ride times would either stay about the same, or get longer or shorter by approximately 5 minutes.

	MS Current	HS Current	MS/HS Proposal One	MS/HS Proposal Two
School Start Time	7:30	8:15	8:10	8:00
Intended drop time at school	7:20	8:05	8:00	7:50
Pick-up time for a 30 minute ride	6:50	7:35	7:30 +/- 5	7:20 +/- 5

Under proposal two, elementary schools families can expect pick-up and drop-off times to be about 10 minutes earlier (+/- 5 minutes).

JJMS After School Activities

Approximately 125 middle school students currently use the HS 3:00 buses each afternoon following after-school activities.

In addition, approximately 30 middle school students use the 4:15 buses.

Under both proposals one and two, MS students would no longer have the option of a bus that leaves almost immediately at the conclusion of after-school activities.

Instead, students could either be picked up by parents or take advantage of a supervised study space in middle school for approximately 30 minutes before taking a “late bus” home.

For those who may not be aware, “late buses” do not stop as frequently as regular dismissal buses. They stop at more centralized locations in the community.



HS/MS Late Buses

Current: 4:15 and 5:30

Proposal One: 4:15 and 5:15

Proposal Two: 4:05 and 5:15

Both proposals would eliminate benefit of current 3:00 high school buses used as MS late buses



Athletics Scheduling

If either proposal one or two were adopted, with both MS/HS ending at same time, some team practices would start/end 30 – 45 later than in current schedule.

Some practices would remain unchanged in terms of start/end time.

There would be additional need to bus athletes to alternate practice facilities within the District.

If proposal two (earlier HS start/end) were adopted, there would be slightly less (minimal) academic impact when athletes need to leave school early for away games.

In both proposals, there may be benefit gained in allowing athletes greater access to after-school academic help.

Proposal two, due to earlier high school end time, has some benefits for athletic scheduling over current end time.



Summary:

Proposal 1	JJMS	JJHS	Elementary
Start	8:10 a.m.	8:10 a.m.	9:15 a.m.
End	2:48 p.m.	2:48 p.m.	3:40 p.m.

Proposal 2	JJMS	JJHS	Elementary
Start	8:00 a.m.	8:00 a.m.	9:05 a.m.
End	2:38 p.m.	2:38 p.m.	3:30 p.m.

Proposal 3 (no change)	JJMS	JJHS	Elementary
Start	7:30 a.m.	8:15 a.m.	9:15 a.m.
End	2:07 p.m.	2:53 p.m.	3:40 p.m.

Next Steps:

1. Tonight – gather questions, input, and feedback from BOE and audience
2. Email community with link to tonight's presentation and to video of tonight's conversation, and additional dates for further conversation
3. Visit upcoming PTO/A meetings to gather input & feedback from parents unable to attend tonight.
4. Hold two additional community meetings to gather input and feedback from any other community members unable to attend earlier sessions:
 1. February 11, 7 pm, JJMS library
 2. February 25, 7 pm, JJMS library
5. Revisit topic with BOE at March 7th meeting for possible decision



Questions & Comments

