

North Colonie Central School District
Transportation Department
445 Watervliet-Shaker Rd.
Latham, NY 12110
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To: Thomas J. Rybaltowski, Assistant Superintendent for Business

From: John P. Myers, Director of Transportation

Date: March 23, 2010

RE: "Ineligible for Transportation" Zones

Blue Creek, Forts Ferry, Latham Ridge, Maplewood, Southgate, and the Junior and Senior High School all have neighborhoods where students are ineligible for transportation because of their proximity and access to their school. For the elementary schools, the average distance is up to ½ mile from the school. For the Junior/Senior High, it is up to one mile behind the campus, in the Blue Creek area.

Shaker Junior/Senior High:

The current ineligible zone around the Shaker Campus consists of the Blue Creek Zone, from Old Loudon Rd, to Route 2, including Duncan and Aragon, including Elizabeth, George, and Caroline Streets. Students have used the paths from Blue Creek School to access the campus.

The Monroe/Taft/Overlook area is not currently an ineligible zone, and there are 46 students from this area assigned to buses. We do not drive into this neighborhood, instead making stops on Route 2.

Recommendation: Convert the Monroe/Taft area to an ineligible zone, which is consistent with the current zone that borders Old Loudon Road and Route 2. Removing 46 students from routing would net the reduction of one Shaker HS/JHS AM and PM route.

Blue Creek:

The current BC ineligible zone is from the school grounds out to Park Ave, from Old Loudon Rd to Route 2, and also Duncan Drive and Aragon Ave. The furthest points in this zone are about ½ mile from the school. Students access the school via the local roads. Students from Duncan Drive and Aragon Ave have a pathway that connects to the Blue Creek driveway.

The Monroe/Taft/Dale neighborhood, off Route 2, also has a path that connects directly to the BC property, from Eagan and Hayden Avenue. There are 31 students listed for transportation in this neighborhood, of which 16 would be **beyond** a ½ mile (up to about ¾ mile).

If the Monroe area is made an ineligible zone up to ½ mile from the school, the eastern half of this area would remain eligible, removing 15 of the 31 students from bus eligibility.

Recommendation: Increase the ineligible zone to include half of the Monroe area, to be consistent with the rest of the ineligible zone around Blue Creek. However, with only 14 students being listed ineligible with this change, it is unlikely to allow a bus reduction for Blue Creek.

Latham Ridge:

The current ineligible zones are Stutz, Florence, Mercer, Cord, and Morgan. These areas are less than ½ mile from the school.

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Glenwood Drive is a transported area, but there is a pathway that goes from the back of Glenwood Drive East onto the cul-de-sac on Stutz Ave, on to the school grounds. If the pathway is used, ½ mile from the school grounds out to Glenwood encompasses almost the entire Glenwood development. We have 27 students listed for transportation in that area, with only 1 further than ½ mile (a 6th grader).

Recommendation: Convert Glenwood Drive to an ineligible zone, and add the pathway from Glenwood to Stutz as a “district-cleared” path.

Other issues:

We have had a long standing practice of allowing students within ineligible zones to ride buses from existing bus stops as long as there is room, and the students behave. Over time, bus runs have been built that anticipate these extra riders.

Recommendation: Limit busing to eligible students only.

Conclusion:

A new 6-hour/day full time costs about \$23,000/year (including fringe benefits). Most of our routes are “3-tiered”, meaning that a run consists of a JHS/HS route, an early route, and a late elementary route. To be able to reduce one complete bus route would require one less bus at each of those schools. The recommendations above allow for the reduction of at least 1 JHS/HS route, and 1 Latham Ridge route, but probably not a Blue Creek route. Coincidentally, Latham Ridge is usually tied with Blue Creek for routing.

By reducing only a JHS/HS bus and a Latham Ridge bus, it is still possible we can reduce one full bus route, because it would create open spots in the routing that may be able to absorb, for example, a non-public route that was difficult to combine previously.

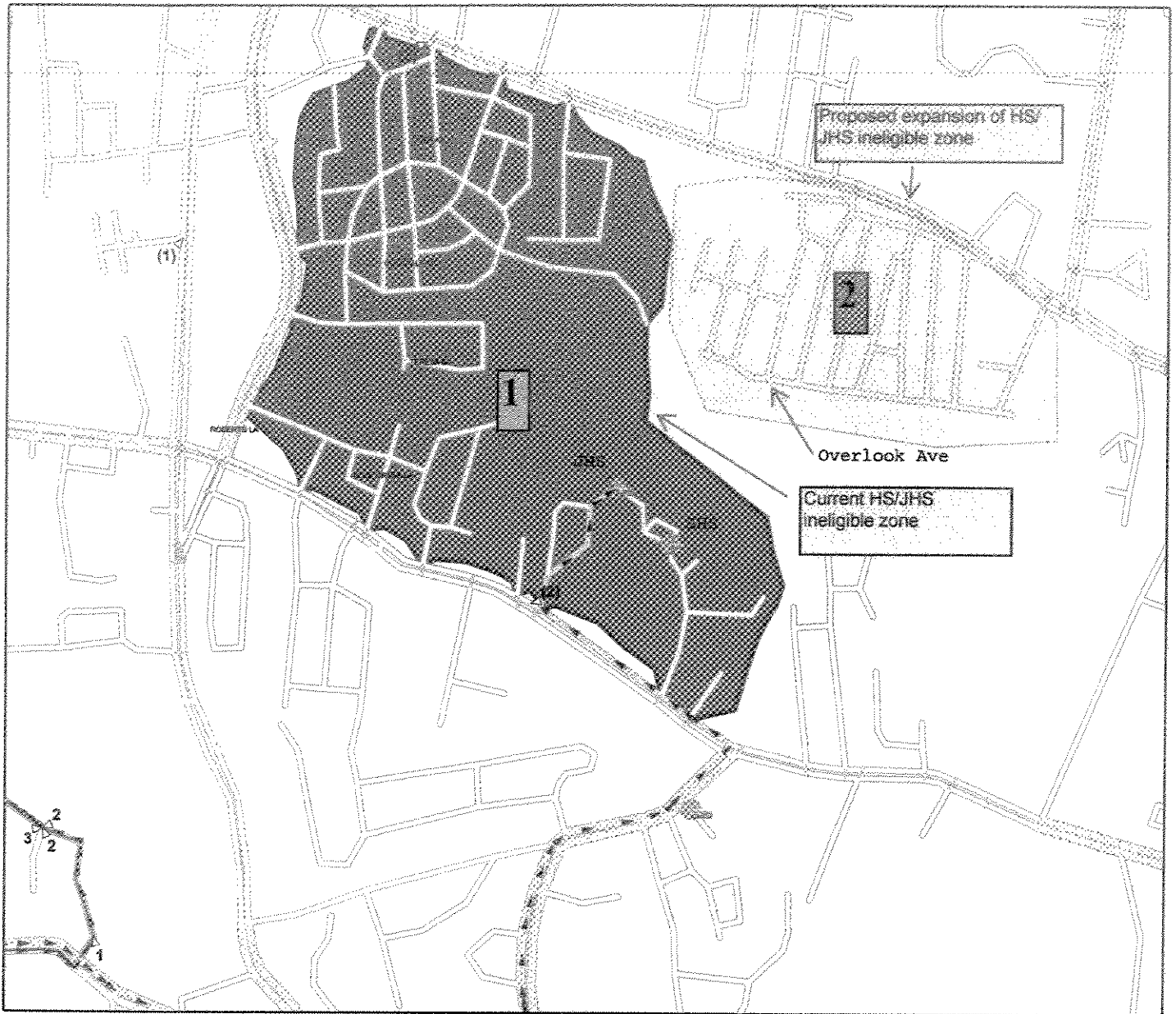
As for Blue Creek, the savings may only be in miles. A change in status for the Monroe/Taft area may only net about a 1 mile per day, for a savings of less than \$500.

Estimated Savings, assuming the above is implemented:

1 bus driver position: **\$23,000 (salary plus benefits)**

Mileage saved by reducing 2 routes (one JHS/HS, one LR): assuming about 11 miles per route per day (AM/PM) – 22 miles/day x 180 days= 3960 miles. Divided by 8 miles/gallon, x an average \$2.25/gallon = **\$1114 in fuel saved.**

North Colonie Central School District Route Map



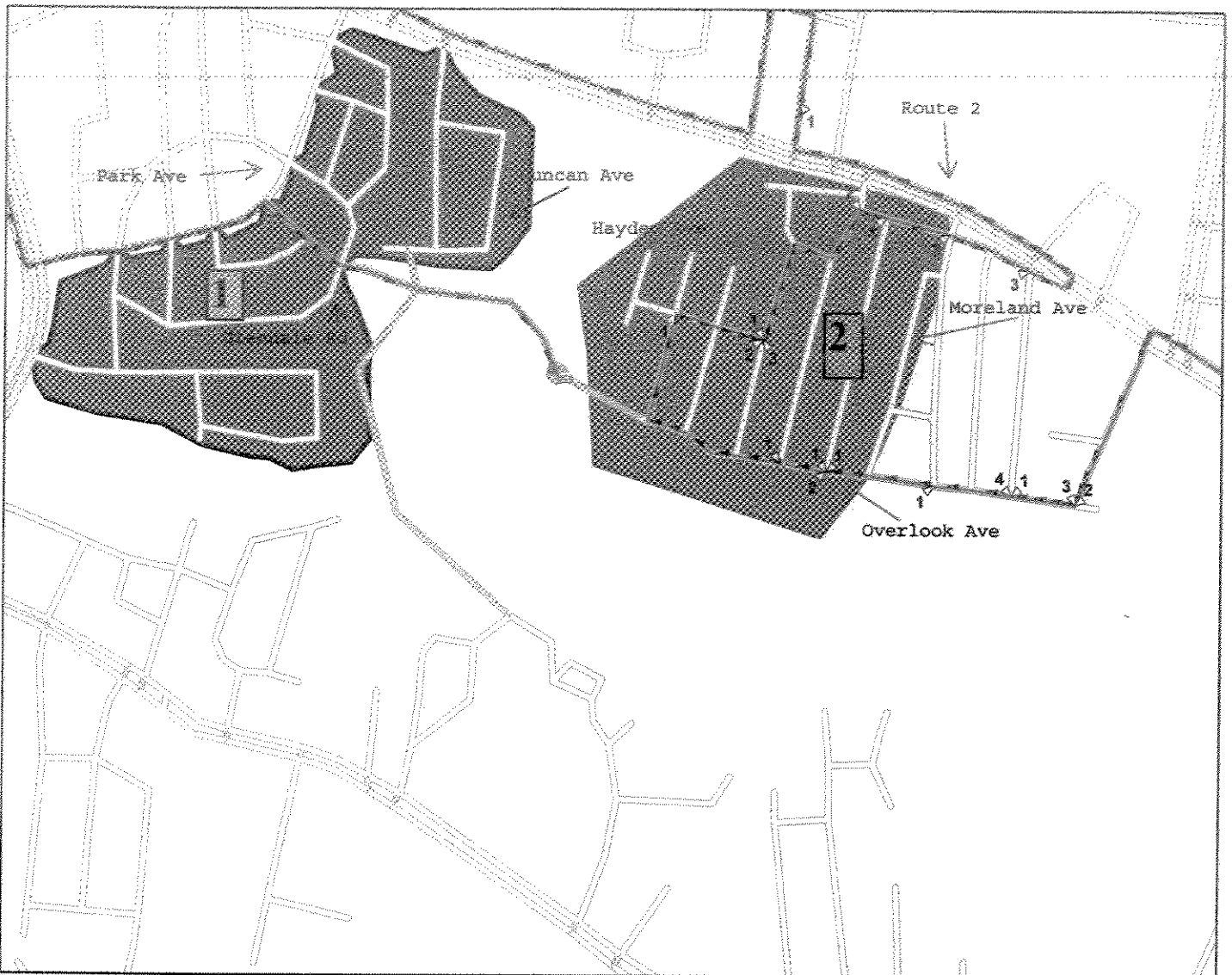
1 Current JHS/SHS Ineligible Zone: From school grounds to area north, from Old Loudon Rd, to Route 2

- Students access school grounds via local roads, and pathway from Blue Creek School area.

2 Proposed Expansion: the neighborhood of Monroe/Dale/Overlook

- Students access school grounds via pathway from Hayden Ave, to pathway from Blue Creek School.

North Colonie Central School District
Route Map



1 Current BC Ineligible Zone: From school grounds to Park Ave., including Duncan Dr/Aragon Ave

- Students access school grounds via local roads, and pathway from Duncan Ave.

2 Proposed Expansion: Part of Monroe/Dale/Overlook neighborhood

- Students access school grounds via pathway from Hayden Ave

