



Lexington Public Schools School Start Times Task Force

June 12, 2018

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May 22nd Public Hearing Follow-up

- Elementary parent concerns
 - Putting “burden” on elementary students with earlier start
 - Elementary administration on Task Force framed this as a disruption to daily schedules, not an issue with elementary students ability to adjust to change – Duxbury example later
 - Extended Day participation levels
 - Current Enrollment: 724 students; 595 families across 6 elementary schools
 - Extended Day cost increases; other after school care cost increases (Hayden)
 - **Extended Monthly Rates (1 block = 3 hour slot):** 2 blocks: \$229; 3 blocks: \$304; 4 blocks: \$377; 5 blocks: \$448; 6 blocks: \$499
 - At 6 blocks per week, over a typical 18 day month, cost is \$27.72 per day for 5 day coverage or \$7.70/hour
 - Rank 11 out of 14 in parent cost against comparable communities
 - Ensure coverage to 6pm available
 - Extended Day morning coverage
 - Not feasible through Extended Day; would require LPS administered program with our own staff
 - How much to add buses to have elementary and high school same time – 23 buses; \$2.05MM
 - Estimated additional cost per registrant (3,800 riders): \$540 for all participants
 - Can the flip be pushed back further?
 - Athletic considerations/elementary administration feedback

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May 22nd Public Hearing Follow-up

- Bus ridership information (actual versus registered)
 - How many riders typically ride day to day?
 - Fluctuates day-to-day depending on X-block, athletics, etc.
 - Drivers estimate about 30 riders on average across the 23 buses – 690 students/day
 - Radius eligibility: registrations <1 mile = 9 registrants
 - Lexpress partnership – memo
 - Beneficial partnership; not complete solution
 - Work with Lexpress during transit study
 - Address impacts jointly through budget process
 - Condense bus stops
 - Plausible but very challenging to manage parent expectations when fee charges; likely not eliminate significant time on routes
 - LHS bus service
 - Major concerns if this service were eliminated; safety, congestion
 - Contract structure does not save taxpayer funds if 3rd tier is eliminated (still operate 2); based on bid submission
 - Improve timeliness of routes
 - Can add tiers at no additional cost to shorten routes; likely minimal time saved given overall length of current routes
 - HS potentially last tier in AM & PM
 - Current ridership information & anticipate ridership next year
- METCO student impacts
 - ~10 minute impact for elementary students
- Duxbury Elementary example and data from Judy Owens slide 39

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May 22nd Public Hearing Follow-up

- Bus ridership information – year over year comparison

	Bowman	Bridge	Estabrook	Fiske	Harrington	Hastings	Clarke	Diamond	LHS	Total
FY18 Ridership as of May 17, 2018	348	291	357	200	240	252	695	508	924	3815
FY19 Ridership as of May 17, 2018	311	230	322	193	191	207	665	491	990	3600
Possible Total Ridership (FY2019)										
Riders added May 2016 to May 2017	645		4245							
Riders added May 2017 to May 2018	675		4275							

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Next Steps

If decision is made on preferred direction:

- Alerting staff and community to signal if a change is expected in 2019-20
- Planning required for timely implementation
 - LABBB collaborative schedule changes (ASAP)
 - Impact bargaining (ASAP)
 - Staffing/program changes
 - Athletics/clubs/extracurriculars
 - Lextended; Food Service; Transportation
 - Budget planning – Schools, Recreation (September/October 2018)
 - Field lighting – requirement to a successful implementation
- Continue to have discussions and finalize/tweak times as needed based on continued implementation work