



**NANAIMO LADYSMITH PUBLIC SCHOOLS
BUSINESS COMMITTEE
PUBLIC MEETING**

INFORMATION SHEET

DATE: February 8, 2023
TO: Business Committee
FROM: Mark Walsh, Secretary-Treasurer, Pete Sabo, Executive Director Planning & Operations and Tracy Mowat, Transportation Manager
SUBJECT: 2022/2023 Annual Bus Route Review

Background:

In January of 2017, Administrative Procedure 512 (AP512) was implemented which resulted in updating a long-standing Transportation Policy. To include consideration for items such as safety and utilization, the document calls for an annual route review process. Since inception NLPS has completed annual route reviews. These reviews determine whether any recommendations for changes have arisen from the prior year's operations, while considering average ridership levels. Recommendations stem from the Transportation Department's review of the routes. The routes are then reviewed at the district level and reported to the Business Committee, with recommendations, if any. Further, the AP was amended in October of 2021 to include consultation improvement along with other minor operating adjustments.

Typically, changes following appropriate consultation are within the authority of staff. However, the Board has issued direction when proposed changes had, in the opinion of the Board, significant impact on the community.

The following information continues to be noted in the annual review:

- 1) About 50 students are served by two buses between Ladysmith and North Oyster to a program of choice. This number is down from last year's 88. The District does not typically provide bussing for programs of choice, except in this circumstance as per board direction. This route was made permanent (subject to future review) by the following Board motion:

That the Board of Education of School District No. 68 (Nanaimo-Ladysmith) rescind Motion S14/02/19-02:

"That the Board of Education of School District 68 (Nanaimo- Ladysmith), utilizing existing transportation routes, provides school bus transportation services from stops at Davis Road Elementary, Ladysmith Primary and Ladysmith Intermediate to North Oyster Elementary for students currently enrolled in French Immersion at Davis Road Elementary. The service will be offered on a transition basis until June 2021, with parents receiving annual reminders that the service will be discontinued after that date. Courtesy riders will be permitted, if space permits, with first priority given to siblings of French Immersion students."

Ridership since the closure of Davis Road had dropped consistently each year. It had an increase in the 2021-22 school year but is down again in 2022-23

- When NLPS started bussing to École North Oyster from the Davis Rd/Ladysmith area in 2014, bus routes 11 & 12 would regularly transport 70 to 75 students each per load
- In 2020-21 bus routes 11 & 12 transported 30 students each per load
- In 2021-22 bus routes 11 & 12 transport 44 students each per load
- In 2022-23 bus route 11 is transporting 13 students and bus route 12 is transporting 35 per load

Staff will continue to monitor these routes and return to the Board if changes are to be recommended.

2) There is an option area in North Oyster, including mainly the Stz'uminus First Nation reserve #13, offering bus service to schools either in Ladysmith or École North Oyster. This has been in place for more than three decades, pre-dating most current staff.

3) Bus service for students from the former Rutherford catchment to Frank J Ney is provided. As per the following Board Motion, this service was scheduled for one year. It was made subject to the guidelines of the Transportations AP512 and therefore part of the annual route review process. This bus route currently has 90 registered students and an average of 63 students that ride each day. The average distance these students would have to walk to attend Frank J Ney would be approximately 2.7km

Folio R18/04/25-15

That the Board of Education of School District No. 68 (Nanaimo-Ladysmith) adopt Option 2: Use Spare Bus and Driver, for a one-year period. This route is subject to review pursuant to the guidelines of the Transportation Policy and Procedure.

Folio R21/03/10-10

That the Board of Education of School District No.68 (Nanaimo-Ladysmith) include bus route #16 as a regular route in its transportation busing plan; and that this route will remain a regular route until such time that the annual transportation review identifies a ridership below 50% of bus capacity.

Staff continue to be concerned that this route is inconsistent with the District's AP. However, given the motion by the Board no action is required.

4) Further Observations of interest noted in last year's route review include the operation of the following routes that transport students primarily outside of the guidelines for the walk limits. It is likely that route/trips servicing these areas were put in place due to unsafe walk conditions.

- Lantzville to Dover Bay/Seaview Route 6 Trip 1 – 100% of students are within the walk limits (courtesy riders)
- West Jingle Pot/Westwood/College Heights to Mountainview Route 3 – 100% of students are within the walk limits (courtesy riders)
- West side of Hwy 19 to Pleasant Valley Route 1 – 100% of students are within the walk limits (courtesy riders)
- North Oyster route 8 – A portion of students are within the walk limits (courtesy riders)
- Additionally, these items should be noted:
- Pleasant Valley route 1 – a stop at Island Connect-Ed that is in the walk limits of PLV was put in place several years ago to provide service to PLV when Mount Benson was closed. There were

many Indigenous students affected. This stop remains on the route and currently picks up about 11 students daily.

- Learning Alternatives Programs at John Barsby and Woodlands have students attending from all over the city. Busing was previously added to support the program and continues to be used by approximately 12 students combined.

Current State:

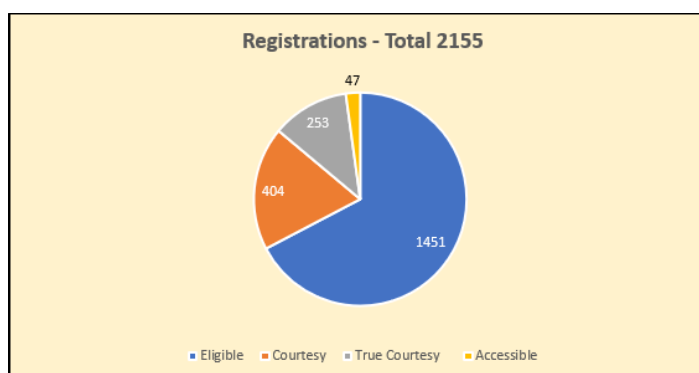
The Transportation Department operates 20 school bus routes doing 32 trips (each am & pm) with 27 buses in the fleet. The 2022-23 school year has a total of 2108 registered riders of which an average of 858 students are riding daily. As per AP512, walk limits are 4.0 kms for students in K-3 and 4.8 kms for students in grade 4-12. Most courtesy riders (students living inside the walk limits) face some safety issues associated with their route to school. There are also 47 students with significant needs who require additional supports when transported registered to ride, increasing the total registered to 2155.

Student Bus Registration Numbers:

Bus registration numbers are down in the 2022-23 school year. This can be attributed largely to the many families that were affected by the seismic upgrades at Cilaire and Pleasant Valley last year. They were receiving bus service in 2021-22 which is no longer in place.

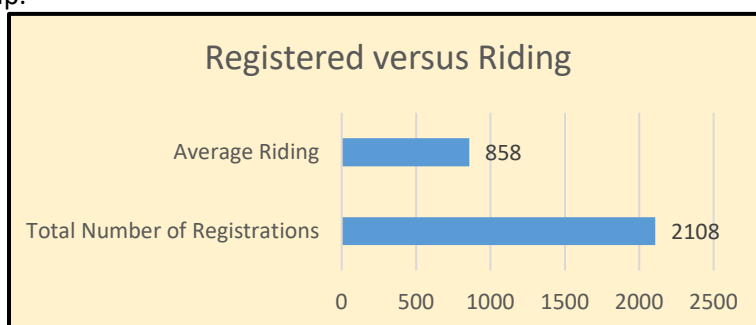
	Eligible Registrations	Courtesy Registrations Safety Hazard	Courtesy Registrations No Safety hazard	Accessible bussing Registrations	Services
Cedar Community Secondary	173	0	22		4 bus routes, overflow rt 8
Cedar Elementary	118	11			3 bus routes
Chase River	73	0			1 bus route
Dover Bay Secondary	100	26		5	2 bus routes, accessible bussing
Fairview	8			5	Part of rt 2 & 4
Frank J Ney	0	0	90	1	1 bus route, accessible bussing
Gabriola Elementary	61	14			1 bus route
John Barsby Secondary	109	0	24	2	1 route, accessible bussing, overflow rt 2
Ladysmith Intermediate	86	0	14		2 bus routes
Ladysmith Primary	26	0	1		2 bus routes
Ladysmith Secondary	190	0	32		3 bus routes
Mountain View	53	208		3	1 bus route, overflow rt 19
Nanaimo District Secondary	113	0	11	15	3 bus routes, accessible bussing
North Oyster	197	0			4 bus routes
Pleasant Valley	0	60	59	3	1 bus route, accessible bussing
Quarterway Elementary	2	0			(ride the bus on Gabriola)
Qwam Qwum Stuwixwulh	83	0			1 bus route

Seaview	32	85			1 bus route
VAST/CTC	27	0			Part of rt 6 & 8
Georgia Avenue Elementary				12	accessible bussing
Sywen'ct				2	accessible bussing
Wellington Secondary				2	accessible bussing
	Eligible	Courtesy	True Courtesy	accessible bussing	
Totals by Category	1451	404	253	47	
Total Registered	2155				



Student Bus Ridership Numbers:

Of the 2108 registered riders (47 accessible bussing riders not included) only about 808 regularly ride each day in the AM and about 907 in the PM, an average of 858 per day. Note that the average ridership and total registered riders cannot be directly compared as different students are included in the average ridership.



Scans indicate when students rode the bus (4 scans per day)

Ridership Z-Pass Scans Sept 1 - Jan 10 (74 days)		
Number of Scans	Max Days Used	Number of Students
up to 10	2.5	100
11-25	6.25	175
26-100	25	733
101 plus	26+	665
		1673

Bus Route Data

This year saw growth on some routes that resulted in bus capacity issues at the start of the school year. Temporary measures were put into place to accommodate the extra students with minimal impact on the budget as they are extensions of current routes. These areas are noted in green in the following chart.

There are also some routes that fell below 50% ridership on all runs. These routes are noted in red in the following chart.

2022/23 BUS ROUTE DATA											
Assigned Route	Service Details	Registered Riders	Actual Riders AM	Actual Riders PM	Legal Bus Capacity	Actual Bus Capacity for student demographics	Percent Capacity AM	Percent Capacity PM	Avg Percent of Registrations	Eligibility	Comments
1 - Trip 1	Doumont/Jingle Pot - Dover	23	9	11	84	56	16%	20%	48%	Secondary only - 70% eligible students	
1 - Trip 2	Aulds/Jingle Pot/Island ConnectEd - PLSV	109	46	39	84	65	71%	60%	36%	Elementary only - All Courtesy (across freeway & at risk)	
2 - Trip 1	Gabriola Ferry - NDSS	50	35	35	84	56	63%	63%	70%	Secondary only - All eligible students	Registrations for trip 2 are noted on route 9.
2 - Trip 2	Country Hills - Cedar Secondary (route 9 overflow)									Secondary only - All eligible students	Route 9 bus is full and cannot accommodate
3 - Trip 1	North Jingle Pot - Mountainview	100	17	35	84	65	26%	54%	35%	Elementary only - all courtesy (poor walk conditions)	
3 - Trip 2	College Heights - Mountainview	159	53	68	84	65	82%	105%	43%	Elementary only - all courtesy (poor walk conditions)	Over capacity Trip 2. Help from Route 16
4 - Trip 1	Gabriola Ferry - NDSS	51	35	35	72	52	67%	67%	69%	Secondary only - live on Gabriola - All eligible students	Registrations for trip 2-pm are noted on route 17. Route 17 bus is sometimes full and cannot accommodate
4 - Trip 2 PM	John Barsby - Country Hills (route 17 overflow when needed)									Secondary - All Courtesy	
6 - Trip 1	Lantzville - Dover	69	12	20	76	52	23%	38%	29%	Secondary only - All eligible students	
6 - Trip 2	Lantzville - Seaview	117	42	60	76	65	65%	92%	51%	Elementary only - All eligible students	Seaview very heavy run - almost on overflow need to consider options for future
6 - Trip 3	Lantzville/North Nanaimo-Alternate Programs Woodlands/Barsby	8	2	2	76	52	4%	4%	25%	Secondary - All Courtesy - Learning Alt Program	
7	Cedar By the Sea - Cedar Elem/Cedar Sec	81	33	56	81	60	55%	93%	69%	Elementary/Secondary mix - mostly eligible	
8 - Trip 1	Cassidy/Yellowpoint - North Oyster/Ladysmith AM - END only PM	69	53	40	76	56	95%	71%	58%	Elementary/Secondary mix - mostly eligible	
8 - Trip 2 PM	Cedar Secondary - Country Hills (route 9 overflow pm only)									Secondary - All eligible	Registrations for trip two-pm are noted on route 9. Route 9 bus is full and cannot accommodate
8 - Trip 3	VAST Barsby - Nanaimo District	16	5	3	76	56	N/A	5%	19%	Secondary - All Courtesy - Learning Alt Program	
9 - Trip 1	Nanaimo Lakes/River & Extension - Chase River	73	29	39	84	65	45%	60%	53%	Elementary only - All eligible students	Over capacity trip 2. AM help from Route 2, PM help from Route 8
9 - Trip 2	Cinnabar - Cedar Secondary	70	58	60	84	56	104%	107%	86%	Secondary only - All eligible students	
11 - Trip 1	Cassidy/Chemainus - Ladysmith P/Int/Sec	137	31	58	84	60	52%	97%	42%	Elementary/Secondary - equal eligible/courtesy	
11 - Trip 2	Davis Rd/Ladysmith - North Oyster	50	9	13	84	65	14%	20%	26%	Elementary only - All courtesy	
12 - Trip 1	Kulleet Bay/Brenton Page Rd - Ladysmith P/Int/Sec	137	43	36	84	60	72%	60%	26%	Elementary/Secondary - all eligible	
12 - Trip 2	Ladysmith area - North Oyster	55	29	35	84	65	45%	54%	64%	Elementary only - All courtesy	Reserve to North Oyster option
13 - Trip 1	Gabriola Island - Ferry (NDSS)	101	9	15	77	52	17%	29%	15%	Secondary only - All eligible students	
13 - Trip 2	Gabriola Island - Gabriola	75	17	17	77	52	33%	33%	23%	Elementary only - all eligible students	Gabriola Island
14	Yellow Point Rd - Cedar Elem/Sec	83	36	41	84	60	60%	68%	49%	Elementary/Secondary - equal eligible/courtesy	
15 - Trip 1	Yellow Point Rd - Ladysmith Secondary	74	21	19	77	52	40%	37%	26%	Secondary only - All eligible students	
15 - Trip 2	Kulleet Bay - North Oyster	66	24	17	77	65	37%	26%	26%	Elementary only - All eligible students	Distance too large to combine with another route
16 - Trip 1	Mountainview area - NDSS	23	3	5	84	65	5%	8%	22%	Secondary only - All eligible students	
16 - Trip 2	North Hammond Bay - Frank J Ney	90	64	62	84	65	98%	95%	69%	Elementary only - All courtesy	Registrations for trip 3-PM are noted on route 3. Route 3 bus is full and cannot accommodate
16 - Trip 3 PM	Mountain View - North Jingle Pot (Route 3 Overflow PM only)									Elementary only - all courtesy	
17 - Trip 1	Nanaimo Lakes/River & Extension - John Barsby	65	40	60	81	56	71%	107%	92%	Secondary only - All eligible students	Over capacity often on trip 1 PM. Help from Route 4 when needed.
17 - Trip 2	South Wellington area - Cedar Elem/Sec - AM Only	74	26		81	60	43%		35%	Elementary/Secondary - all eligible	
QQS	Nanaimo area - QQS	83	27	26	77	65	42%	40%	31%	Elementary only - all eligible	QQS School on Reserve
Total Number of Registrations		2108									
		AM	PM	Average							
Total Average Number of Actual Riders		808	907	858							
Percent of Riders to Registrations		38%	43%	41%							

Gabriola Route Adjustment

In 2022, a new road was opened on Gabriola Island. The new road was incorporated into the route to capitalize on efficiencies, causing some adjustments to the existing stops and stop times. This was accomplished apart from the route review process given the nature of the timing and was put into place at the start of the 2022-23 school year.

NDSS Consultation

Staff are aware of the current discussions regarding space pressures at NDSS and possible options for students from the Gabriola ferry to attend Cedar Secondary. Bus considerations are ongoing as the discussions continue, with final busing options to be detailed along with any program changes affecting busing.

Student Trades Training

In August 2022 a grade 12 student from NDSS who was enrolled in the Heavy Mechanical Trades Foundation program at VIU spent time in the transportation bus shop under the guidance of the Transportation Manager and the Mechanic General Foreman. This was an unpaid work education experience that lasted for four weeks. The student was able to experience what it is like to work in industry in his trade and was evaluated on his performance as a helper in the shop. From the NLPS perspective this also provided the student a look into possible future employment within the district.

2022-23 Information:

COVID –19

The impact of COVID-19 continues to cause some concerns with bus routes in 22/23 by threatening driver availability due to sickness. Staff have been reviewing and responding to these concerns with proactive plans to utilize all casual bus drivers and mechanics on runs, and hiring and training more driving staff, though lack of applicants has been an issue. Routes were triaged with the Department of Learning Services last year to consider (if applicable) the priorities should the district not be able to service a route. These plans are still in place. Staff also have a communication plan to advise parents if runs are affected.

Electrification Plans (ZEB)

The district is anticipating the receipt of the three electric buses ordered in June of 2022, making a total of seven buses to be incorporated and active in the fleet.

76 Passenger: (5) – Route 6, 8; New buses for route 1,4,15,

72 Passenger: (1) – Route 2

24 Passenger: (1) – Route 22 (accessible bussing)

Smaller capacity buses within the fleet will be necessary as we switch to electric buses. The larger 84 passenger buses are not yet available on the Canadian market in an EV version. This downsizing of seating is working where the buses are running less than full loads, but we are nearing the number of routes that can accommodate the reduced size bus. Future bus purchases may require us to consider

new route structures that meet the numbers. It could mean adding routes or in some cases, this could mean less room for courtesy riders.

While experiencing some growing pains with the charging systems on the first two buses, staff worked closely with suppliers to correct the issues and determined that a new more compatible charger was necessary. Staff have now made the changes necessary and are experiencing great results with trouble free charging. The drivers that are currently using the EV buses are incredibly positive about them. Drivability, reduced noise, no diesel fumes, seatbelts, and not having to visit the fuel pumps are sighted as positives.

In the 2023-24 capital budget request to the Ministry, we have identified two accessible needs wheelchair buses for replacement. Upon approval we will look at acquiring both as EV versions.

Routing Software

Staff plan to implement bus routing software in the late part of the 2022-23 school year, based on final funding approval. Some of the key benefits:

- Increase routing efficiency
- Student load balancing
- Identify student stop locations
- Update routes/stops quickly
- Print driver directions and maps
- Map student information for planning
- Provide stop and schedule notifications
- Create customized reports

Bus Shop – Fleet Maintenance

The district employs four full time staff to provide school bus and facilities vehicles/equipment maintenance and repairs at our on-site repair shop (Bus Shop). Their primary functions are to keep all vehicles running so that service to students and school facilities are not affected, but they also support the school bus runs by filling in as bus drivers when needed.

Each mechanic is required to have a red seal certification, trained as a heavy-duty mechanic or commercial transport mechanic, and further qualified to perform commercial vehicle inspections. The bus shop facility is a designated preventative maintenance facility with CVSE (Commercial Vehicle Safety and Enforcement, a branch of the BC Ministry of Transportation and Infrastructure) and a designated inspection facility for commercial vehicle inspections. Benefits to having the preventative maintenance (PM) program is the ability to perform in-house commercial vehicle inspections and having them valid for a full 12 months rather than 6 months if they are done at an outside shop. CVSE provides periodic audits on the facility and our processes, to ensure compliance with the regulations. Passing the audits is the main criteria for maintaining the PM program.

Staffing levels in the bus shop have suffered over the past year with one off on leave and one vacancy due to retirement. Working closely with HR, our ongoing efforts to recruit for these positions has not been successful and is causing concern with our preventative maintenance program.

As we continue our path to electrifying the fleet, mechanics will need to increase their levels of expertise and gain new knowledge on maintaining the electric vehicles. As EV training programs become available, professional development opportunities will be provided to staff.

Vehicle Replacement Plan

In addition to our bus fleet, the district currently owns 53 white vehicles, 21 Grounds equipment and 6 trailers. Each year we review the replacement needs for these vehicles and make recommendations for upgrades. Last year after recommendations, 5 new vehicles were purchased. One was the first electric maintenance vehicle: a Ford Transit T-350, and one was a hybrid electric Maverick. As we look to the future, we will be identifying additional vehicles that will be suitable for electric replacements. For 2022-23 nine vehicles/equipment we have identified as needing replacement and five have been recommended for an electric version. The final approval for the number of vehicles to be purchased in 2022-23 is pending.

Combined Staff Positions

Recruitment of Bus Drivers has been an ongoing challenge over the past couple of years without any sign of improvement in the marketplace. Hiring for casuals without guaranteed income has been one of the main issues hindering applicants. By creating permanent staff positions where functions can be blended between roles, we have provided opportunities for candidates to find permanent employment with guaranteed hours. Using existing spending in the areas of casual bus drivers, courier/cartage work, and vehicle cleaning there was opportunity to combine these into regular, permanent positions without an increase in budget. We now currently have two permanent full-time Bus Driver/Courier positions (10 month).

We have also experienced the same issues with hiring Bus Driver/Heavy Duty Mechanics. These positions are already full-time, but we have not been able to attract qualified candidates at the current hourly rate of pay. As a temporary measure we have used the same philosophy to blend roles where we can and have added a full time Bus Driver/Mechanic Helper. This person is serving to alleviate some of the pressure in the bus shop that does not require specific qualifications while we continue to search for qualified candidates to fill vacancies.

Seat Belt Pilot Project – Extended for 2022-23

Since May of 2021 NLPS has been involved in a seat belt pilot project in partnership with the Ministry of Education and Transport Canada to gather information on how and if seat belts and other safety devices affect the safety of students on buses. Transport Canada has requested the project continue through the 2022-23 school year and are funding the staff used to collect the data.

It is of interest to note that buses with seat belts experience fewer incidences of students standing or moving seats while the bus is in motion, which is positively affecting behavior on buses. At NLPS we are committed to ordering seat belts with all new bus purchases.

Registered Riders versus Actual Riders

As noted above, the number of riders (excluding accessible bussing riders) that actually ride the bus versus the number that have registered is less than half (858 of 2108). This causes staff to speculate the bus service required in each of the areas and then make quick adjustments at the start of school when the reality of the needs become known. It also involves the creation of over 1,000 bus passes that may not get used. The process of Z-card issuance is a significant administrative burden, particularly given the number of students who do not ride the bus. To address this issue, staff intend to explore the

imposition of a \$25 bus application fee. The fee would help pay for the administration of the Z-Pass program as well as discourage applications for ridership who do not intend to ride. Consideration of any fee will take into account where financial hardship exists, and fees may be adjusted in part or waived entirely as per AP 320. The BCTEA Joint Transportation Plan funding may also be used for students living on reserve.

Route 17 – John Barsby Over Capacity – Courtesy Riders

This bus run from the Extension area to John Barsby sees an overload of students on some days, particularly on the afternoon run. As a temporary fix we have been using one of our Gabriola/NDSS buses to provide a single stop service to pickup/drop off excess students to the Roberta Rd stop after completing the Gabriola/NDSS run. Many of these John Barsby students are courtesy riders that should be attending Cedar Secondary but choose to attend John Barsby; some for the international program there. By removing all courtesy riders from this run there would be sufficient space for the eligible riders, subject to further increase in students in the Extension area. Staff are currently in discussion regarding the potential impact on the international program.

Route 9 Cedar Secondary Over Capacity – Eligible Riders

This bus run from the Extension area to Cedar Secondary sees an overload of students daily this year. As a temporary fix we have been using our second Gabriola/NDSS bus to provide a single stop service to pick up excess students from the Country Hills stop to Cedar Secondary in the morning and Route 8 to provide the return stop in the afternoon.

Route 3 - Additional Stops Requested

Staff have received requests from five families (12 students) for extended stop locations in the Mountain View catchment. These requests are from eligible riders in the higher levels of Benson Meadows. The closest bus stop for these students is on Jingle Pot Road, which is up to 3.2 km walk from the homes. AP512 indicates that students may be expected to walk up to 3.2 kms to the nearest bus stop, however this walk is consistent with the unsafe walk conditions throughout the Mountain View catchment. Potential options:

- 1) Go to Benson Meadows as the first am stop and last pm stop so as not to affect other students already on the bus. Estimated times:
AM: 7:25 pickup (Bell 8:40)
PM: 3:20 drop off (Bell 2:19)
- 2) Back up the current first pickup times to allow for the approximate 10 minutes extra it would take to add the new stops. Currently the first students in Shady mile are picked up at 7:36 am. School start time is 8:40. The afternoon drop off would be around 2:50. Students on the second trip from Mountain View would be delayed an additional 10 minutes leaving the school. Currently the bus departs at 3:00. The adjusted time would be about 3:10.
- 3) Keep routes as is with Benson Meadows riders finding their way to the closest stop on Jingle Pot Road.

Consultation plan, on the above addition, shall be in accordance with the NLPS policy on Public Participation 2.17 and will include:

- Written notification to riders/parents affected by this potential change
- Post on school and district website

- Due to this being a request by parents, staff do not envision a public forum/meeting will be required, however staff will invite, and track comments received.
- Feedback will be considered and reported verbally to appropriate Business Committee, if required. Should the feedback be such that staff question adding the trip a formal report will be brought back to an appropriate Business Committee for further discussion.

Transportation Manager will then:

- Detail the change as indicated
- Communicate to affected stakeholders
- Update NLPS website with any change information
- Continue to answer questions and/or concerns with respect to operational details of the change

Conclusion:

For 2022-23 school year staff plan to:

- Add two EV buses for the pending bus requests, if approved by the Ministry in the annual announcement letter (Spring of 2023), funding dependant.
- Continue to review the impact of replacing 84 passenger buses with buses of smaller capacity
- Implement routing software into the busing operations, funding dependant
- Continue assertive efforts in conjunction with HR to recruit new Bus Drivers and Bus Driver/Heavy Duty Mechanics
- Continue with the seat belt pilot project providing data to Transport Canada
- Continue to review the need for additional combined staff positions
- Consider the addition of an annual registration fee to all student registrations starting 2023-24 school year. \$25 per student is suggested.
- Continue overflow service for route 9 as needed in the 2023-24 school year.
- Discontinue courtesy riders on Route 17 to John Barsby in the 2023-24 school year. Notify riders in advance of the school start up September 2023
- Recommend the following change:
 1. Provide service for Benson Meadows to Mountain View as the first am stop and last pm stop so as not to affect other students already on the bus. Staff to consult as noted above. Estimated times:
AM: 7:25 pickup (Bell 8:40)
PM: 3:20 drop off (Bell 2:19)

Reference:

Appendix A: Summary of Route review recommendations by year (attached)

Appendix B: AP 512 Transportation