Bus Parking Overview

- From 1999 to present, the Board has been working to address bus parking needs within the District.
- We have explored a number of properties/locations in and out of the District that would meet our current and growing needs without sacrificing long-term educational and operational goals.
- In working with Township staff, the District was advised to look at commercially-zoned properties and have been led to believe we would not get the required land development approval and zoning variances for non-commercial properties.
- The issue of bus parking has raised great concern within the community.
- A property must be identified and secured by August of 2015 in order to provide adequate time for preparation of the property by summer of 2016.
- Township government support can potentially increase our options.
- Township government opposition to identified options can potentially decrease or eliminate options.
Purpose of our Presentation

- Summarize factors involved in selecting a site including cost, logistics, location, zoning and educational needs

- Share an overview of transportation services provided by the District

- Review parking options on various properties

- Explain the basis for the interest in the Bala Avenue properties

- Provide answers to questions and concerns

- Next steps
Sample Questions from the Community

- What are the parking requirements at the high school?
- Why have you not considered other locations?
- Why can’t you distribute the buses and park them among the ten schools?
- What is the safety record of our drivers? Does the District monitor the driving patterns of its drivers through GPS? Are they safe drivers?
- Have you considered other commercial properties that are currently listed for sale?
- Can the St. Justin’s Property be used for parking?
- What makes the Bala property a good choice for bus parking? What are the criteria used to determine a good location?
- Have you examined where you can place 30 buses on existing LMSD property?
- How was the site on Bala Avenue identified? Where else has the District looked?
- How many buses do we have in our fleet and where are they distributed?
- Could LMSD’s Rock Hill Road property take 6-10 buses?
- What is the current percentage of students who ride buses?
Enrollment Growth

<table>
<thead>
<tr>
<th>Year</th>
<th>Projections</th>
<th>Actual</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011-12</td>
<td>7,360</td>
<td>7,360</td>
</tr>
<tr>
<td>2012-13</td>
<td>7,606</td>
<td>7,682</td>
</tr>
<tr>
<td>2013-14</td>
<td>7,771</td>
<td>7,859</td>
</tr>
<tr>
<td>2014-15</td>
<td>7,949</td>
<td>8,139</td>
</tr>
<tr>
<td>2015-16</td>
<td>8,139</td>
<td>8,267</td>
</tr>
<tr>
<td>2016-17</td>
<td>8,267</td>
<td>8,423</td>
</tr>
<tr>
<td>2017-18</td>
<td>8,423</td>
<td>8,540</td>
</tr>
<tr>
<td>2018-19</td>
<td>8,540</td>
<td>8,590</td>
</tr>
<tr>
<td>2019-20</td>
<td>8,590</td>
<td>8,660</td>
</tr>
<tr>
<td>2020-21</td>
<td>8,660</td>
<td>8,698</td>
</tr>
<tr>
<td>2021-22</td>
<td>8,698</td>
<td></td>
</tr>
</tbody>
</table>
Value of Student Transportation

- An essential part of the Lower Merion School District educational experience
- Safety of students
- Reduces traffic congestion
- Access to education regardless of family and individual circumstances
- Transportation provided above and beyond to/from school transportation
- District-operated transportation service (bus drivers are District employees)
- High-quality driver training
- Buses monitored by GPS (safety and efficiency)
- Model use of alternative fuels (half the fleet runs on CNG)
- Nationally-recognized bus fleet
Types of Transportation

- Regular to and from school
- Mid-day Kindergarten
- Late runs (18 buses), (two departures per day at secondary schools)
- After-school programs
- Summer programs (SPIES, YES, ESY, BRIDGE, SMART and more - 35 Buses)

- Vocational/Technical school
- Field trips
- Sport/activities trips
- Early dismissal
- Child care (MELC), job placements, homework clubs, special programs, etc.
Scope of Transportation Services

- Operational area includes the five county metropolitan area
  - 28 schools located within LMSD (9,704 students)
  - 94 schools located outside LMSD (815 students)

- Type of schools served
  - 10 public schools (up to 7,817 students)
  - 84 non-public schools (2,638 students)
  - 28 special needs schools (64 students)
Current Transportation Operations

- More than 9,000 students transported daily
- 87% of public school students are eligible for transportation
- 122 schools serviced
- 1.8 million annual miles (FY 13-14)
- 890 field trips (FY 13-14)
- 1,180 sport trips (FY 13-14)
- Maintenance and repair of 165 buses and District support vehicles
LMSD is a Good Neighbor

- Attractive landscaping buffer and fencing
- Limited hours of operation
- Clean fuel buses (CNG)
- Friendly, well-trained staff
- Award-winning transportation services
# Fleet Composition and Location

<table>
<thead>
<tr>
<th>Location</th>
<th>Full-Sized Bus</th>
<th>Wheelchair Bus</th>
<th>Mini-bus</th>
<th>Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Matsonford Rd.</td>
<td>46</td>
<td>9</td>
<td>15</td>
<td>70</td>
</tr>
<tr>
<td>Harriton</td>
<td>25</td>
<td>0</td>
<td>0</td>
<td>25</td>
</tr>
<tr>
<td>Lower Merion</td>
<td>10</td>
<td>0</td>
<td>14</td>
<td>24</td>
</tr>
<tr>
<td>Totals</td>
<td>81</td>
<td>9</td>
<td>29</td>
<td>119</td>
</tr>
</tbody>
</table>
Where Students Live

Matsonford Rd – 70 Buses

HHS – 25 Buses

LMHS – 24 Buses
Challenges and Criteria

Challenges In Finding Bus Parking

- Size and configuration
- Zoning and Township Ordinances (locating properties suitable for buses)
  - Very limited properties
- Cost
- Concentration of student population
- Operational efficiency (management, maintenance, mileage, personnel etc.)

What are the Criteria Used to Determine a Good Location?

- Size (sufficient room for car/bus parking and driver support building)
- Favorable zoning
- Cost
- Location in relation to student population
- Located in Lower Merion School District
- Security
- Management of personnel and buses
Options for LMSD Parking

I. School Buildings
1. Belmont Hills
2. Cynwyd
3. Merion
4. Gladwyne
5. Penn Wynne
6. Penn Valley
7. Bala Cynwyd
8. Welsh Valley
9. Harriton
10. Lower Merion

II. Facilities Buildings
1. Rock Hill Road
2. Matsonford Road
3. Belmont Avenue

III. Additional Properties
1. Woodbine Avenue
2. Bala Avenue

IV. Properties suggested by community
1. Annie Sez (925 Mont. Avenue)
2. Additional properties on Rock Hill Road
Specific limits imposed at HHS (25) and LMHS (24)

- Some sites simply have no space or insufficient maneuvering space to park buses
- Will displace parking needed for existing school staff
- Will be difficult or impossible to secure buses
- Poses significant management challenges for central dispatch to react and communicate changes in student requirements, routing and driver personnel
- Distributing buses among the ten schools is not recommended by Administration
Existing parking lots do not allow for bus parking/maneuvering

Could park four mini-buses in bus drop off area (red rectangle). Displaces 13 staff parking spots and adds 8 driver/aide required spaces.

Increase parking on residential roads

Security/management concerns

Not recommended
School Building – Cynwyd ES

- No parking area available for buses
- Only dedicated parking area is underground garage – buses will not fit
- Not recommended
Existing parking lots and driveways do not allow for bus parking/maneuvering

No feasible location for bus parking

Not recommended

School Building – Gladwyne ES
School Building – Merion ES

- Existing parking lots and driveways do not allow for bus parking/maneuvering.
- No feasible location for bus parking.
- Not recommended
School Building – Penn Valley ES

- Existing parking lots and driveways do not allow for bus parking/maneuvering.
- No feasible location for bus parking.
- Not recommended
School Building – Penn Wynne ES

- Could park mini-buses in large parking lot (double-stacked) if driveways widened (red box)
- Four buses displace six staff parking spaces and adds eight driver/aide required spaces (14 total spaces). Could park up to eight buses (28 total spaces)
- Increase parking on residential roads
- Security/management concerns.
- Not recommended
School Building – Bala Cynwyd MS

- Could park six mini-buses in bus pull-through. Displaces 30 staff parking and adds 12 driver/aide required spaces (42 spaces)
- Increase parking on residential roads
- Security/management concerns
- Not recommended
School Building – Welsh Valley MS

- Project in progress to add classroom space (blue rectangle)

- Enrollment growth required installing temporary classrooms in summer of 2013 (pink rectangle)

- 54 parking spaces required in former church parking area (dotted blue rectangle) for classroom addition project

- Former rectory to be demolished and playing field constructed (dotted red rectangle)
The District acquired the St. Justin’s property to

- Support Welsh Valley classroom expansion
- Provide essential long-term flexibility for instructional/curricular programs and for other educational needs
- Support co-curricular needs
- Increase community recreational options

The District’s land development request emphasized these priorities and we publicly ruled out bus parking in connection with making the request

- Welsh Valley is not recommended for bus parking
School Building – LMHS
Deck Option - previously considered

430 Total Parking Spaces

- Staff – 258
- Visitors – 50
- Student – 99
- HC- 23 (Includes DAO)

- Bus parking limited to 24 per land development approval
School Building – LMHS
Deck Option - previously considered

Net parking increase = 78 Spaces
Traffic study indicates parking deficit of 79
Cost estimate based on concept design - $2.4 M
School Building – LMHS
Deck Option - previously considered

- Requires land development approval
- Takes current bus parking off-line for at least one year
- On-campus traffic congestion during and after construction
- Parking deck at Lower Merion HS not recommended
School Building – Harriton HS

- Staff – 193
- Visitors – 32
- Student – 230
- HC - 14

- Bus parking limited to 25 per land development approval
- Not recommended
Facilities Buildings

- 55/65 Rock Hill Road
- 1165 Matsonford Road
- 425 Belmont Avenue
LMSD Facility Building
55/65 Rock Hill Road

- 2 Buildings
  - Warehouse/Office
  - Office

- Offices for Operations & Information Systems (IS) Departments

- Warehouse for Operations, IS, and Nutritional Services

- 42 parking spaces – fully utilized

- Not recommended
LMSD Facility Building
425 Belmont Avenue

- Warehouse/Office
- Storage and shop for LMSD Grounds
- 12 parking spaces
- Total useable space, including building, is .62 acres.
- Not enough space for buses
- Not recommended
LMSD Facility Building
1165 Matsonford Road

- Transportation offices
- Vehicle maintenance shop
- 70 buses
- 104 car parking spaces
In evaluating the above properties, among the issues identified are: zoning, logistics, size, development already in progress, and other concerns.
Additional and Recommended Properties

- 925 Montgomery Avenue – space limitations
- 1339 Woodbine Avenue, Belmont Hills – zoning
- Rock Hill Road – zoning, space limitations (no feasible current properties for sale)
- 15-21 Bala Avenue
925 Montgomery Ave. – “Annie Sez” Property
Test Fit for Bus Parking

Assumptions:
• Existing building is demolished
• Build small building for drivers
• Add landscape buffer and fencing

Conclusion: Not large enough for full sized bus parking
1339 Woodbine Ave.
Concept Sketch – Bus Parking

- 27 Large Buses
- 14 Small Buses
- 41 Total Buses
- 52 Car Spaces

Cannot Use for Bus Parking – Property is Zoned Residential
Why we are looking at bus parking at Bala Avenue commercial properties
Why Bala Avenue?

- Located in Lower Merion School District
- Commercial zoning as recommended by Township officials
- Ideal location in relation to student population
- Size (sufficient room for car/bus parking and driver support building)
- Favorable security
- Efficient management of personnel and buses
Commitment to Neighbors

- No servicing, no fueling, and no maintenance of buses
- Buses parked at the rear of property
- Limited hours of operation
  - Buses used only on weekdays during school year
  - Bus drivers begin arriving at 6:00 AM, buses begin departing around 6:30 AM and return around 9:00 AM
  - Afternoon departures around 2:00 PM and return 4:15 – 6:30 PM
- Noise reduction
  - Backup done after morning and afternoon runs – not in early AM
  - District policy limits idling
- Attractive landscaping buffer and fencing
- Employee parking area will be available for community use during off hours
Next Steps:

- Continued dialogue with community, Township staff and elected officials
- Follow up on comments from tonight’s meeting
- Share information via District website
- Careful and thoughtful deliberation within the confines of our time constraints and the level of cooperation we receive from the Township