

School of Choice:

An Analysis of Transit Cost When Selecting a “School of Choice” for Teenagers in Declining, Growing and Stable Neighborhoods within Cleveland, Ohio

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School of Choice = Access

- Children from impoverished families almost exclusively attend D or F ranked public schools
- School choice programs would give parents the power to opt their children out of poorly-performing schools and seek better education elsewhere
- Broadening opportunities for low-income students— particularly minorities to attend high-quality schools



Source: Davies, Scott; Janice Aurini (Dec 2011). "Exploring School Choice in Canada: Who Chooses What and Why". *Canadian Public Policy*



“MY CHILD ATTENDS A CMSD SCHOOL. WILL THEY RECEIVE TRANSPORTATION?”

- Studies of children’s school mode choice show the important effects of home-school:
 1. Proximity,
 2. household socio-economic attributes,
 3. Neighborhood built environment characteristics,
 4. Parental or caregiver perceptions of neighborhood safety and vehicular traffic conditions on the path to and from school
- Major programs aimed at promoting walking and bicycling to school are in place
 - US Department of Transportation
 - Safe Routes to School program - <http://www.saferoutesinfo.org>
 - Walking School Bus initiative - <http://www.walkingschoolbus.org>

- Transportation eligibility is based on distance from the home residence to the school.

Students in grades K-6 must live 1.00 mile or more from their home school to receive some form of transportation service.

Students in grades 7-12 must live 1.00 mile or more from their home school to receive RTA transportation. (Identification swipe cards are provided for this group.)

State minimum requires transportation for only those students in grades K-8 who reside more than 2.0 miles from school. The state does not require CMSD to transport grades 9-12.

What are the transit costs for teenagers/families to attend an “A” Rated School?

Opportunity Costs for Transit Dependent Households

Costs = Distance, Fares, Fees, Time

- Poor families with teenage students are more likely to commute by public transit—especially bus—than are higher income families with teenage students
- Transit-dependent low-income households often pay a high price for going without a personal vehicle as transit often fails to meet their need employment, access to social recreation

Source: <https://www.brookings.edu/research/high-cost-or-high-opportunity-cost-transportation-and-family-economic-success-2/>

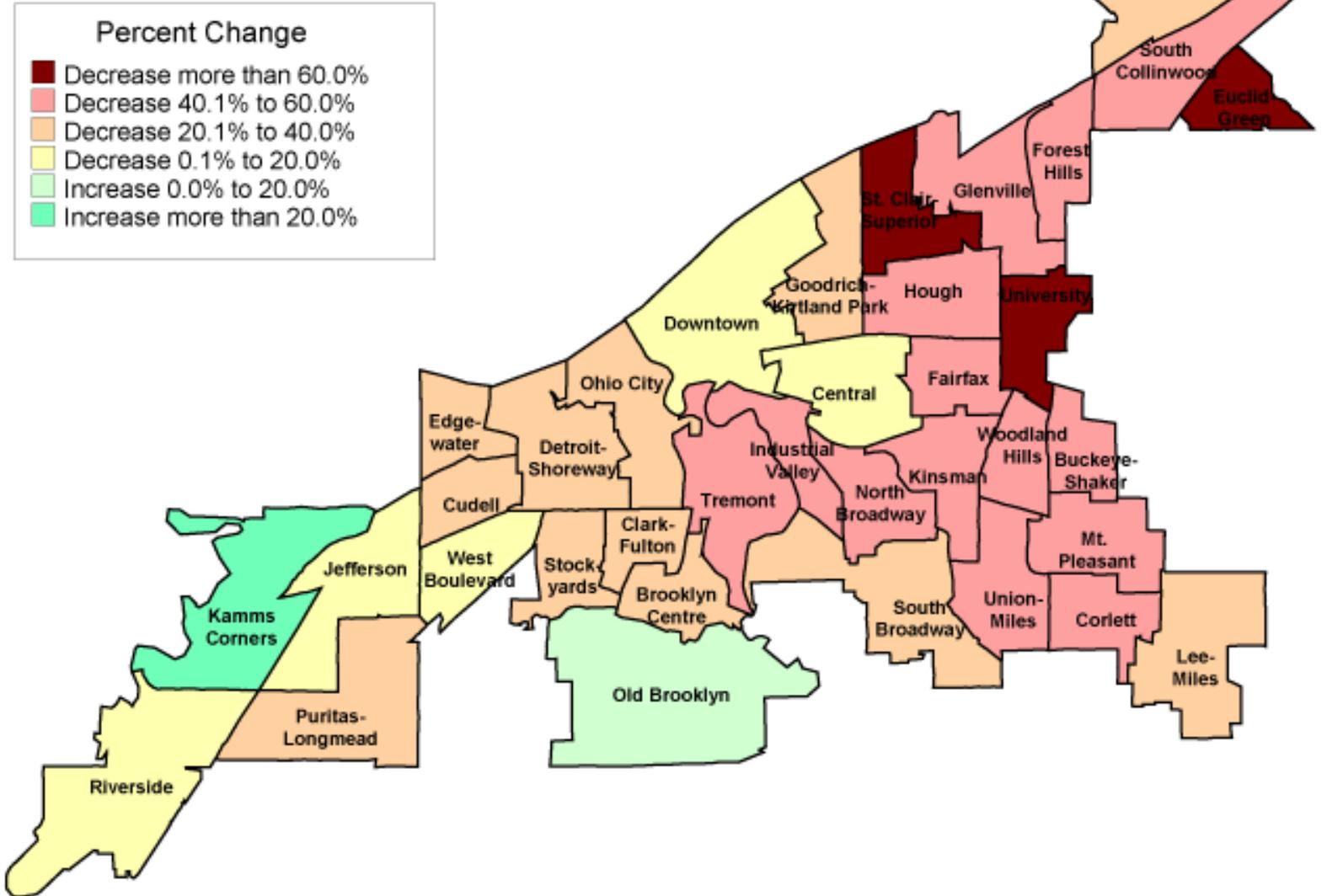


<http://www.wandtv.com/story/24534572/transit-buses-handle-snow-cold>

Neighborhoods

- Bellaire-Puritas
- Broadway-Slavic Village
- Buckeye-Shaker-Square
- Central
- Clark-Fulton
- Collinwood-Nottingham
- Cudell-Edgewater
- Downtown
- Fairfax-University Circle
- Glenville
- Goodrich-Kirtland Park
- Hough
- Jefferson
- Lee-Harvard
- Newsburgh Heights
- North Shore Collinwood
- Ohio City
- Old Brooklyn
- Stockyards
- Tremont
- Union-Miles

Percent Change in Student Enrollment, 2000-2001 to 2009-2010



<https://Students Leaving Their Neighborhoods For Better Schools>

Literature has focused on: Adult travel to Housing, Jobs, and Transit Barriers

- **Spatial Mismatch Hypothesis**

- Distance to jobs, available transit options and commute times, has also served as de facto segregation for those without means to access.

- **Segregation (Race & Income)**

- As the decentralization of low-skilled jobs occurs, low-income minority urban populations, tend to be hit the hardest financially as “this situation may result in joblessness, lower wages, and longer commutes for black workers” (Ihlanfeldt & Sjoquist, 1998)

- **Transit Barriers (Physical & Mental)**

- “The lack of mobility helped create ghettos, de facto segregated schools and housing, and social and community isolation” (Sanchez, Brenman, 2007)

- **Teenager Travel Barriers**

- Distance to school
- Distance to after school programming
- Available transit options
 - Walking
 - Biking
 - Driving
- Segregation
- Social Exclusion
- Gang related areas
- Cost of transit
- Time of travel

Questions

- Q1. What are the transit costs for teenagers/families to attend an “A” Rated School?
- Q2. What are the transit costs for teenagers/families to attend after school activities/programing
- Q3. What are the social inclusion rates for teenagers within disconnected neighborhoods?

Methods and Potential Findings:

Actual Costs = Distance + Fares + Time

1. Select neighborhoods of research
2. Collect student addresses/schools from Cleveland Metropolitan School District
3. Use Google Maps/GIS to calculate distance, routes, and neighborhoods
4. Perform feasibility study with the use of GPS and travel diaries to document fees, time and unforeseen obstacles for teenagers

- Amount of time it takes to get to an “A” Ranked School of Choice from different communities
- Financial costs to attend an “A” Ranked School of Choice
- Other obstacles to attend an “A” Ranked School of Choice

Policy Impact

- Reginal Transit Authority (RTA) creating more accessibly routes connecting “A” Rated High Schools and Low Income Communities
- RTA creating specialized routes during school year to get students closer to “A” rated schools
- CMSD Building more “A” Rated Schools within closer proximity of declining neighborhoods

Discussions/Comments

