

Holliston School Committee
School Start Time Subcommittee (SSTS)
Meeting Minutes
October 12, 2018, 8:30-9:30 am
Central Office

Attendees: Stacey Raffi (Chair), Cynthia Listewnik, Martha Devoe, Dr. Brad Jackson, David Keim and Jaime Slaney.

SSTS reviewed current Extended Day participant information. Currently 120 students in the before school program at Placentino and Miller. Miller student AM program is from 7-8 and Placentino is from 7-8:45. Most students arrive between 8-8:45, more Placentino. RAMS extended day program is an afterschool only program and it is a smaller program. An extended day survey will be needed to assess changes. Possibly have a breakfast club with supervised student time at RAMS/HHS.

Dr. Jackson, Mr. Keim and Ms. Slaney started the meeting with an update on the elementary staff feedback on the recommended changes to the Miller school day schedule and moving it to align with Placentino's day. The feedback has been that the staff has concerns related to the safety of dismissing both schools at the same time. SSTS acknowledges that Miller currently has the ideal scheduled day and under the recommended change to Scenario B, has the biggest change.

SSTS reviewed that under this change, Placentino's day will be ending slightly earlier. This may also impact the parent/guardian's ability to either pick up or meet buses. This may increase demand for after school childcare.

Dr. Jackson and school administrators shared that some Miller staff have shared ending their day later has challenges for their family schedules and commitments. Mr. Keim and Ms. Slaney acknowledge that change prevents challenges and opportunities. The staff understands that some are easier to accommodate. They shared that the primary concern is safety of the students.

SSTS discussed the known information and agreed that safety concerns are a priority. Under the recommended scenario a broader age range of students would be riding the bus together (K-5). This cohort is very typical in many MA communities. Increasing the range and eliminating a bus run has advantages for reducing the length of bus runs and potential time of a run. It also increases the buses arriving on the elementary campus and increases the number of students arriving/entering and departing/boarding. Reviewed the SPED buses and the current flow and timing of this student population.

Discussed the current parent/guardian pick up that has grown in the last few years and has added to the traffic flow. There are a fair number of drivers who are not compliant with current safety and parking protocols (idling cars, parking in fire lanes, use of handicapped parking spots, passing buses). Some parents have students in both schools and stay on campus awaiting the later school's release, this adds to the congestion on the campus. SSTS explored the possibility that some families may have their children ride the bus (purchase passes, ride more frequently/consistently) if older siblings are there to assist younger students. Conversely, some parents might opt to do the drop off and pick up as it will be one time for each and may not want their students on the bus with a broader cohort of kids. It is also unknown that if the bus fee goes up, Some families may not want to pay the higher rate.

Dr. Jackson's initial assessment on the combined drop off and pick up was feasible. He shared that one of the first elements assessed when designing a school is school day and student flow into and from the buildings. SSTS asked Dr. Jackson, Mr. Keim, Ms. Slaney and Mr. Buday to work with representatives of HPD who have some expertise with traffic issues and familiarity with the elementary campus traffic flows. The ask is for them to assess and address all the logistical issues for the 1,500 student drop off and pick up by buses and parent/guardians. Specifically, to re-evaluate current practices that leverage efficient flows and ensure safety of students. The group reviewed the potential to leverage flow from RAMS and

possibly use the PK loop or rear fire lane to segregate the parent/guardian flow or bus flow. Discussed that some communities have staggered release of vehicles, allowing buses to depart first, to control flow. The groups agreed, HPS would be more skilled in this assessment and agreed HFD should be included in discussions.

Dr. Jackson to outreach to Ms. White to begin the information gathering and planning for Holliston Extended Day. SSTS offered to meet with Miller and Placentino staff, perhaps a coffee hour, as the SSTS wants to hear from them directly. Dr. Jackson will follow up with Mr. Keim to schedule the SSTS meeting with Miller and Placentino staff. SSTS members agreed to be flexible as it may be best to hold such a meeting as a portion of an existing staff meeting and prevent an additional meeting added to the staff' calendar.

SSTS then reviewed these matters within the context of the implementation plan. If these safety issues cannot be adequately addressed, the SSTS discussed that their next steps may be to evaluate other options that may require capital improvements or postpone indefinitely. The SSTS reviewed the current funding environment and acknowledged that Scenario B is an additional operational expense that will need to be part of the budget on the go forward. Any capital expenditures need to be evaluated in the larger perspective and in conjunction with other competing town priorities and with an eye toward the additional maintenance expense.

Next meeting is scheduled for November 15, 2018.