

In attendance: Roger Sims, Dick Reed, Laura Floyd, John Berlin, Peter Steinberg, Bill Oehrlein, Walt Carlson, Rhonda Ross, Jeff Todd

Concern was addressed regarding the lack of student participation in the task force as a whole.

Initial discussion took place regarding peak travel times and school bus runs. Currently the longer distance HS bus runs take place during non-peak travel times. ES bus runs that do take place during peak travel are shorter runs and do not hit major arteries.

Agenda: 1) Do we believe in slide? 2) Identify areas that would be impacted 3) Specifics that should come out, i.e. longest any child should be on bus, earliest any child should get on bus, latest any child should be dropped off at bus stop 4) Discuss survey

The committee agreed that the max amount of time HS could SLIDE is 25 minutes, although the ideal would be 30 – 40 minutes. The max for ES SLIDE is 10 minutes.

Transportation should set limits. Trying to be all things to all people is causing too much strain on the system. Linda Farbry's estimates on the cost of additional buses were discussed.

Although a SLIDE is recommended, there are impacts on the back end of the SLIDE. Example of late buses not arriving to pick up HS students an average of 45 minutes after an AS activity has ended, sometimes close to two hours later. Sliding ES back would make this even later and create an unsafe situation.

Scholastic swimming would be severely impacted or be eliminated all together due to lack of pool availability times. Some activities that are currently held after school would need to be held before school, defeating the purpose of a later start time.

It was pointed out that perfection should not stand in the way of progress. What we would like may not be feasible, but anything would be better. However, it was also pointed out that 10 minutes on the clock does not = 10 minutes on the road.

SLIDE by itself is not feasible-- SLIDE and FLIP may work or a FLIP.

The committee agreed it cannot be stated that in general SLIDE would benefit everyone. The positive is that it would be better academically for the HS students. However, there is no study that shows an impact on later start times and test scores. A SLIDE would have a negative impact on the community.

Why do parents drive their children to school? Is it because a bus would pick their child up to early, resulting in them getting to school much too early? Or so their child can get some extra sleep?

Bus routes are realigned after the start of the school year to maximize bus capacity.

Positives to a later start time: academics may improve, students may be more productive because they are more aware, they may be more involved in school activities, parents may be more involved in activities.

How important is a consistent end time for faculty? Not very. Most in-services are on Teacher Workdays.

Teacher's travel from far away. They arrive at work early because if they do not leave their house by a certain time, they may not arrive at school by their scheduled start time. Because of this most teachers will not change their arrival time. They would not be likely to sponsor/coach an after school activity because of the extended day required.

Would extracurricular activities happen before school? Transportation would then need to do a 2nd run before school.

If HS were to SLIDE, the following negative impact would be observed: 1) teachers would still leave their homes at the same time to avoid traffic, extending their day, 2) because their day is already extended, they may be less likely to sponsor/coach after school activities, 3) after school activities would start later—which would have an impact on bus runs (students who already have to wait an average of 45 min. would most likely have to wait longer), 4) community after school activities would need to start later as well, 5) activities starting later would put students home later, potentially impacting homework time or bed time, 6) teams may have to leave school prior to dismissal for away games, 7) longer travel times for games (starting to run in to rush hour), 8) HS clubs that practice at ES would impact the gym and field usage for the SACC program (which is already limited by rec programs which start at 5 p.m. and limited daylight hours in the fall/winter), 9) someone will have to give on pool, gym, field time 10) the school day would be extended for a portion of athletes, 11) later after school activities would put new drivers on the road during rush hour, 12) would impact students who work and their employers, 13) as a result of #1 & 2, teachers may look for employment in other counties.

A later lunch was discussed as being both a positive and a negative.

The committee discussed that there are no benefits to pushing back ES start times. It may be a positive for an unknown number of children who are late sleepers. However most ES students get up relatively early.

If ES were to SLIDE, the following negative impact would be observed: 1) teachers would still leave their homes at the same time to avoid traffic, extending their day, 2) would create significant need for additional child care in the mornings before school

(children are already arriving before school starts, creating additional supervision needs), 3) most typical jobs start between 8 – 9, employees arriving later would greatly impact employers, 4) children would most likely be in care longer, 4) children may be walking home from school or the bus stop in the dark, 5) children may be walking home from school or the bus stop in rush hour, 6) longer travel times for ES students who take the bus or do Kiss n Ride due to travel during beginning of rush hour, 7) would impact the gym and field usage for the SACC program (which is already limited by rec programs which start at 5 p.m. and limited daylight hours in the fall/winter), 8) after school community activities would have to start later, 9) homework time, dinner time and bed time would all be pushed back, 9) buses would have even more difficulty getting back to HS for after school activity pick up due to travel during rush hour, 10) may create the need for overtime for custodial staff, or may lessen custodial lunch coverage.

Mandates should be set forth: 1) earliest pick up, 2) latest drop off after school, 3) length of ride. Lack of transportation policies should be addressed---best practices recommendation. Look at civil twilight and adherence to boundaries.

It was determined that there would be no real negative or positive impacts resulting from a MS SLIDE. The +/- impact would be related to the individual child.

The benefits of doing a survey to find out how students get to school were discussed. If you don't measure something, how can you manage it? Do we already have this information? We can find out how many are eligible...and once the school year has started, bus drivers do a count and routes are realigned to maximize bus capacity. Will the answers of the survey get us anywhere towards a SLIDE, FLIP or TWEAK recommendation? Would the answers change once a SLIDE, FLIP or TWEAK was recommended? The simplicity of the survey sounds like it would be easy to implement. The wording of the questions would need to be looked at and geared toward the specific audience. It was recommended that if we want the survey done, we should demand it now while we have the opportunity.