

NO: III
Minutes of the
Board of School Directors
DERRY TOWNSHIP SCHOOL DISTRICT
Hershey, PA 17033

August 24, 2009

OPENING ITEMS

1.01 Call to Order

A meeting of the Board of School Directors, Derry Township School District was held on Monday, August 24, 2009, in the District Office Board Room. Mrs. Beulah Chabal, Board President, called the meeting to order at 6:00 p.m.

1.02 Roll Call

Directors Present: Mr. Christopher Barrett
Mrs. Beulah Chabal
Dr. Donna Cronin
Dr. Henry Donahue
Mr. John Gräb
Mr. Alan Malkoff
Mrs. Ellen Sheffey
Mr. Charles Stover

Excused: Dr. William Parrish

Superintendent: Dr. Linda Brewer

Secretary: Mr. Stephen Rineer

Solicitor: Not Present

Student Representative:

Press: Mr. Drew J. Weidman THE SUN
Ms. Monica von Dobeneck THE PATRIOT NEWS

Representatives of the Administrative Staff: Mr. Dan Tredinnick, Dr. Bernie Kepler, Mr. Ed Consalo, and Mr. David Yarian.

Representatives of the Staff and Community: Marilyn Ferguson, Frank Ferguson, Sr., Bunny Hottenstein, Steve Ballard, James L. Brandt, Thomas J. Long, Colette S. Cocco, Melissa Hintze, John F. Schniepp, Kathleen Schniepp, Richard H. Barley, Cindy Hertz, John Dunn, Judy Dunn, Debbie Lynch, Eleanor Schneider, Bruce Hancock, Julie Neal, Judy Han, Susan Saye, Esther Lee Decker, Judy Haverstick, Leslie A. Shearer, James Ingalzo, Paul Hertzler, Susan Foxx, Patricia McCorkle, Charles Lee Decker, Diane Leonard, Chris Morelli, Janet Maynard, James M. Maynard, AnnMarie Schupper, Steven J. Roberts, Paul D. Clark, Christina Mihalik, James Muses, Eleanor Dunham, Richard W. Gamble, Mary K. Moyer, Megan Hulse.

Mrs. Chabal: For the record, Dr. Parrish attempted to come this evening, however, his airline did not agree and he is not here yet, but evidently is trying to get his way back into the Hershey area.

1.03 Flag Salute

Mr. Barrett led those gathered in the Salute to the American Flag.

REVIEW AND APPROVAL OF MINUTES

2.01 Approval of August 10, 2009 School Board Meeting Minutes

A motion was made by Mr. Barrett and seconded by Mrs. Sheffey to approve the minutes of the August 10, 2009 School Board meeting. All Board members present signified by a Yes vote.

MOTION CARRIED

Mrs. Chabal: Before we move forward, I would just like to first of all thank you all for coming. We are happy to have you, happy to listen to your input into this evening's agenda. As we move into the recognition of citizens which is next, obviously this is the place where if you have any comments on our Master Plan we would just be delighted to hear from you. Also, I do want to make note that the two tier busing is not on our agenda this evening, so if that's something you want to discuss, you'll need to do that at the end of the meeting. We're simply discussing things that are on the agenda. As we listen tonight to the discussion as a committee of the whole on the Master Plan that you may want to take some notes so that if there is any clarification that you might like to have later on, we can try to make that clarification for you. So if you have the ability to take some notes during the presentation which will take place right after the recognition of citizens, please do that and then after we go through our meeting and get to the end of the meeting at the non-agenda items, we would like any clarifying

questions that you may have that you may have of us at that point. That's how we're going to establish the mechanism of having some semblance of order here.

3.01 Recognition of Citizens (Agenda Items)

Charles Lee Decker: I'm here as the Chairman of the Hershey Library Endowment Board and a member of the Friends of the Library Board of Directors. As Chairman of the Endowment Trust, which has over 1.2 million in trust for major library improvements, we must protest any proposal to use the current entrance and departure routes for school buses. The Hershey Public Library is a unique educational institution and serves the public, both old and young, all year. It has hundreds of volunteers who provide thousands of hours of free services. It is much like the Hershey volunteer fire company. The Friends of the Library has just contributed over \$56,000 to the Trust from its annual book sale. Both the Friends of the Library and the Endowment Trust have unanimously adopted resolutions opposing the use of the library access road by school buses. This access was not designed for school buses. It is narrow and has several sharp turns. It will, in our judgment, seriously impede access and egress to the library. Future expansion of the library may be limited by this proposal. I leave the safety and other issues to be discussed by my colleague, Steve Ballard and the President of the Friends of the Library Association. I thank you for your consideration of this request and look forward to working with you to find a better solution. Thank you for listening.

Mrs. Chabal: Thank you Mr. Lee Decker.

Steve Ballard: I greatly appreciate the opportunity to provide input into the Derry Township school Board's Master Plan released in late July as it affects Township safety, the Hershey Public Library, and the Hershey Village neighborhood. I'm wearing several hats tonight as a homeowner, as a parent of a school District student, as a member and former member of the Friends of the Hershey Public Library, and as a current member of the Hershey Public Library Endowment Board of Directors. I have just 8 points that I've gathered from Friends of the Library and Endowment Board Members and Library staff and neighbors and other interested parties that I'd like to share with you for your consideration. I thank you for listening.

Safety is the key goal of the School District Master Plan, however the plan raises more safety issues than it addresses. First, on the safety issue, consider this: 28 buses, 4 times through the Library entrance each school day, that makes 112 buses end to end with one bus length for safety between each bus. These 112 buses would form a line 1.7 miles long, that's a line longer than 27 kissing towers placed end to end. That's a lot of buses versus zero buses currently. This is what the school District proposes to add to the car and bike and pedestrian and senior citizen traffic at the library entrance. The Cocoa pass solution causes

more safety problems than it addresses. The Friends of the Hershey Public Library Board of Directors and the Library Endowment Board of Directors passed a strongly worded joint resolution on this library entrance issue at our joint action was unanimous. We presented this resolution to the School Board at the last school Board meeting and thank you for receiving it.

Also, consider this: the Hershey Volunteer Fire Department reported to us that their primary route to respond to emergency calls, and this is from one of my Eagle Scouts and I followed up with the Fire Department and it's right, their primary route to respond to emergency calls is left out of the fire station onto Caracus, then they come out to Cocoa and it's either left out to Chocolate or right onto Cocoa – that's the primary way that they get to respond to emergencies in our Township, and where seconds count and minutes count, we think this is important for you to consider.

We have no objection to the School District using the library entrance or a limited emergency access road in the event of a local or regional emergency, so long as the School District's emergency use of the library's roads and the library's entrance do not detract from the safety of the library staff, the library volunteers, and the patrons evacuating during an emergency.

Second, from the broad Township safety and planning perspective, the School District Master Plan proposes to take safety and congestion issues on one of our Township's north/south roads and to double the safety and congestion issues to two adjacent key north/south roads. One the Township road and the other a critical north/south state route through the Township for emergency vehicles, residents, commercial traffic, and tourists. One Hershey Trust official wrote to me: I think all of the concerns I've seen are valid and my bottom line comments mirror your statement taking the traffic problems on Homestead Road and moving them to Cocoa Avenue is not a viable solution. Let's just focus on one item. I travel Homestead every morning and evening, he writes. It's messy when you're unfortunate to time it wrong. I can't see how moving the mess is an improvement, nor can I see how moving half the mess is an improvement, since I'm sure they'll still run buses out both sides. Still messy, but just not as long and on two roads for rather than one, I would add. He concludes: I think the Plan is silly and that's my official stance. He says 'his official stance' just to be clear here, it's his stance as an individual, not the stance of the Hershey Trust. I've learned that the Trust is very careful about commenting on community issues, so that's an individual opinion.

Third, while the School District Master Plan hopes to increase safety for some children, the Plan would also seriously decrease safety and access for Hershey Library patrons, our volunteers, and our staff. Our longtime Hershey Public Library librarian and Friends Board Member, Glennice Button, she explains that while schools have a vulnerable population with their children, libraries have two major large vulnerable populations: our children and our senior citizens and then

the rest of us in between. My friend, Charles Lee Decker is, let's just say is in his 80s or 90s, and he's just one of our many senior citizens and children who would be forced to contend with 28 buses entering and leaving the public library entrance 4 times a day or 112 buses every school day. Life is really challenging enough with visual impairments and hearing impairments and physical disabilities and adding a large number of school buses to the mix simply makes no sense from a safety standpoint. We all know that the senior citizen population is growing and we must act to ensure their safety as library patrons and as volunteers. Today's Patriot-News reports that the number of drivers over the age of 55 is expected to double over the next 20 years. We already have a large number of seniors using and serving, and really they serve our library. It's very clear that this population is both growing and growing older.

Turning to the children, hundreds of children also frequent our library and frequently use the library for books and for computers and for materials and for children's programs. I know, because as a member of the Friends Board of Directors, I used to help with crowd control. We really got hundreds of kids and their parents and their grandparents in for our programs and the like, so I know that their all there.

Fourth, the School District openly admitted and was very candid at their August 10 School Board committee meeting, Mr. Gräb's committee, that the School District does not need the Cocoa pass library access road in order to implement the School District's two tier busing plan - the key to the School District's safety issue. The School District does not need the access road.

Fifth, the School District states that they're land locked as just one justification for expanding onto the library grounds and through the library entrance. However, clearly the library is even more landlocked if you think about it than the School District. Our programs and our materials and our visitors, they've all been expanding very steadily and with this recession, even more so. We need to be able to retain our ability to use our limited space and time for future enhancements for our building, our programs, to our hours of operations, to our parking lot, to our roads, and to our entrance. Running 112 school buses each school day through our entrance and our building a permanent road to access that entrance seriously impedes our ability to serve the community as demand for library space, and hours, and programs, and materials continues to grow.

Sixth, as a practical matter, the School District's plan to construct a new road and drive 112 buses through the entrance over a course of four periods each day is unsafe and we think it's unworkable. The School District failed to consult with the Library Director and the Chair of the Library Board and the President of the Friends of the Library and the Chair of the Library Endowment Board or any of the affected library patrons or staff or volunteers before releasing the Master Plan. We got first notice that this School District planned to run a road with a large volume of bus traffic through our entrance when we read about it in the

Hummelstown Sun. We ask, isn't any professionally prepared Master Plan based on two way communication with key stake holders? Now, the Superintendent has backed up and held one meeting with the Library Director, but the District's FAQ page has still failed to recognize that there are important uses of the library that occur in the morning. The School District has promised to explore other alternatives to the Cocoa pass, but the School District's FAQ focuses on the disadvantages of a 322 egress and does not list the advantages. Moreover, despite concerns raised by neighbors about the proposed public address systems, the School District is moving full steam ahead on installing, not one, but several public address systems and the first large speakers went up late last week. They point directly at the neighborhood and the library. The School District is not listening and is using taxpayer money to publish propaganda, rather than to communicate. As a result of this lack of communication, the School District came to the erroneous conclusion that the library is not used in the morning and that the library entrance could be blocked or tied up for ingress and egress of 28 buses four times a school day. The School District failed to account for the fact that the library is used significantly or heavily at all four times the District proposes to block and use the entrance, including the morning. The School District failed to plan for at least the following Township constituents who routinely come and use the library entrance in the morning: our library staff, our library Board members, our library volunteers, our library patrons using the book drop – we're like a busy bookstore, our library patrons using the video drop – we're the busy video store also. Residents come in and use the community rooms, election day traffic, including voters and poll workers and politicians and campaign staff and kids in tow with parents and more. We very well may need to expand our morning hours in the future to meet demand for library services. The School District's assertion that no one needs to access the library in the morning is incorrect. That's just in the morning - the two afternoon periods the School District proposes to block and limit access to the library four times when our lot is often filled with cars and our programs and patrons and staff and our volunteers are working in the library full speed ahead.

Now this next point is critical. The School District's proposed crossing guard solution is clearly unsafe and unworkable. The District states that a crossing guard will be posted and this will solve all the safety and congestion problems caused by running 112 school buses through the entrance of the library each school day. Consider if you will the responsibilities to be shouldered by this one crossing guard. One, stop all cars and trucks on State Route 743 Northbound. Two stop all cars, buses, and trucks on State Route 743 Southbound. If the fire departments and fire trucks need to use State Route 743, their primary route to respond to emergencies, let them through. Stop all the cars, the buses, and the trucks on Ridge Avenue Eastbound. Stop all the cars and vehicles exiting the library through the library exit. Stop all the pedestrians, students, and bikers crossing Cocoa on the north side of the intersection, there's a large cross walk there, and then stop all the same folks on the other side of the intersection, there's a cross walk there too. In addition, this one cross guard would have to

stop all the pedestrians, students, and bikers on the Jonathan Eshenauer Memorial Bike Path on the east side of the intersection, there's a bike ramp on each side there, then they'd have to allow the 28 buses to turn with or against the Cocoa Avenue traffic four times a day for a total of 112 buses and then they'd have to be prepared to handle more extreme traffic and more anxious drivers and walkers during a library, school, local, or regional emergency. Then, here's the really sticky part. They'd have to discern which cars attempting to enter the library entrance carry legitimate library patrons, library staff, library volunteers, library Board members with meetings or other library business, community members using the several library public meeting rooms, library book shoot and video shoot drop off patrons, voters, poll workers, politicians, campaign workers, caterers, and other legitimate library users, any emergency or fire vehicles, let those cars in, then also let me out, and then let the 28 buses in and let them out. Then, in addition to discerning that they'd have to discern which cars attempting to enter the library entrance carry illegitimate library entrance rule breakers, such as new teenage drivers attempting to cut through or parents attempting to drop off school students, or other residents attempting to cut through, or any confused tourists attempting to navigate through our town and we've all been behind them. You've got to keep them out. Then, they'd have to also send the illegitimate attempted users who just got through back out the way they just came. They are also supposed to write down the license plate number so that they can be punished. We were told at the last meeting that the School District says that they will punish these illegitimate users. Clearly, this would be an impossible job for even the most diligent crossing guard or trained police officer. The Plan is simply unsafe and unworkable.

Seven, there already exists a memorial grove of trees dedicated to the library volunteers and community members in the area where the School District proposes to build a road through the library entrance. For example, the plaque on one tree states: In Loving Memory of Helen Z. Warner 1926-2008, Daughters Amy and Rebecca, Husband Dave. Now, Dave Warner was easily the Friends of the Hershey Public Library's most active and prolific volunteer. He led the volunteer book sale every year and he raised literally hundreds of thousands of dollars for the library and is also very active in his service to the Recreational Department. It just seems callous and just not right to pave over memorial trees dedicated to members of the community and volunteers to the library. It's just a problem.

Last, and I appreciate your patience. The School District has alternative ways to propose the Cocoa pass fiasco to achieve their tactic to split the car traffic and the bus traffic for safety. For example, the School District could, instead of blocking State Route 743 and the library entrance, how about this: you could release the students before and/or after the buses at no cost to the taxpayers. That would help with the congestion problem. It's free. Two, they could keep school traffic on Homestead. The School District freely admitted that they don't need the Cocoa pass to implement their two tier bus safety plan. Three, they

could release buses onto Route 322 either at the former Addey's Inn or at the church where there are (1) no students and adults crossing on foot, (2) no library traffic on foot, bike, or cars, (3) no Ridge Avenue traffic, and (4) no Derry Township bike path traffic. Now, we understand 322 is a busy road like Cocoa Avenue is a busy road. Why would the School District propose to separate the bus and car traffic for safety on their campus and then mix the bus, car, bike, pedestrian, and senior citizen traffic at our library entrance? Safety is not served by this proposed plan. It is both unsafe and unworkable. The proposed Cocoa pass raises more safety issues than it addresses.

In conclusion, and again I thank you for listening and for your patience, for the safety of school students and Township Residents and library patrons and library staff, library volunteers, voters, pedestrians, and bicyclists, we respectfully request that the School Board, that the Derry Township Planning Commission, that the Derry Township Board of Supervisors take a pass on the Cocoa pass and send the Master Plan back to the drawing board. Thank you for your work on behalf of the School District and all Derry Township residents and visitors. Thank you.

Mrs. Chabal: Thank you Mr. Ballard.

John Dunn: After hearing Steve's comprehensive presentation, I'm going to cut around the corners so it won't be redundant. We're here tonight for the same reason: safety. It's interesting that while you were developing your Master Plan, we were actually consciously working with the Township on the same issue: safety along the Cocoa Avenue corridor of concern. We started our effort about January 1 with the Police Department and with the Supervisors where we jointly worked together to address what we perceived were major issues along that corridor. Speed is one of the concerns. The dynamics of that street are unique because it is the primary north/south access in our community and as a result it gets a very weird different type of traffic pattern – what happens one day doesn't always happen the other day. Out of curiosity, how long was the transportation study done on Cocoa? [Answer not audible] Can I also interject a thought? I tried to get two very simple questions answered last week and I actually wrote him because I was basically rebuffed by the School District and I found out earlier today that because the District is a client, he was told not to actually answer the simple questions that I had about the 600 page study that I was trying to get fairly simple answers too and I find that not cooperative.

Mrs. Chabal: Okay.

John Dunn: And sort of the same with the answer he just gave you.

Dr. Brewer: John, what's going to happen is, after we have heard all of the community concerns, I'm going to be making a short presentation for context and then we are going to hear from our experts and hopefully all questions will be

answered at that time and if they're not, we certainly will try to circle around them at the end.

John Dunn: I apologize for my little outburst there, but you can see this is very passionate to the people.

Dr. Brewer: I'm concerned that you would say that you were rebuffed; I don't think I've ever rebuffed you.

John Dunn: Well, you haven't, and actually I didn't want to involve your busy time. I actually was going through the District, the proper channels, to get two very simple questions....

Dr. Brewer: We will answer those tonight.

John Dunn: What we found, we took our concern to the Township primarily because once they change Cocoa Avenue on the south side going through Governor Road access, and we recognized there was an increased speed that was coming off the ease and the breeze flying through that intersection. The other concern that we had was, and we actually worked through this with the Police Department, that once they developed the north side of Cocoa Avenue up by Chocolate Avenue and realigned that, that in itself will be promoting speed, so we definitely have an escalating issue of safety along this corridor. Steve mentioned, I don't know how many kissing towers, but I did some quick math too that one convoy of buses basically would be the length from Chocolate Avenue pretty much up to the Park and Rec entrance if it was a coordinated effort which is a substantial load onto the roads. We actually did a traffic study where we were actually monitoring speeds and whatnot and we put together our case and also with the support of the School District we actually received official word today from PennDOT that they recognized Cocoa Avenue is a problematic street and that the Township also feels that having the buses use that as a primary access into the school will complicate matters and it will actually be counterproductive to what we spent six months trying to get approved. Timing is everything. This afternoon, basically PennDOT sent an official letter agreeing with our request and actually voiced their concern about the safety aspect of Cocoa Avenue. Cocoa is unique because it has parallel streets and those that live on the parallel streets to Cocoa live through what we see when people try to get around blockage or delays. They pretty much use our corridor as a speed corridor to try to beat whatever the jam is or wherever the blockage is.

Mr. Barrett: Excuse me, John, could you repeat what you said about the Department of Transportation, I'm sorry.

John Dunn: The Department of Transportation – basically tried to get them to respond favorably to a request is a challenge and I think we've all worked with, at least the School District has worked with or Ed has I should say, they basically

concurred with our recommendation and our proposal that Cocoa Avenue is problematic and they gave us approval to effectively reduce all the speeds along Chocolate or Cocoa Avenue to 25 miles per hour.

Mr. Barrett: So this did not deal directly with the safety corridor that we're talking about.

John Dunn: I'm talking about the speed issue, but also they realized how narrow the corridor is, the proximity of houses, also Cocoa Avenue has 70 houses that are along that so it's not as expansive or horizontally open as what you have on Homestead. They recognized the limited aspect of that. You also have mature trees and they see the problematic aspects of that. We see that safety with whatever occurs in the Master Plan, the safety corrals from my personal viewpoint will help you with your safety issue on campus coupled with some of the recommendations that Steve recommended of determining who is the priority here, back 30 years ago John when you had darker hair, there was a policy that buses had priority 1 and everybody deferred before those buses were gone. I'm thinking let's just go back and adopt some of the old principles that we had in the School District 30 years ago.

The other point is that if you have a safety corral which is segregating the kids from all the congestion and all the chaos of what's going on there, you've achieved your goal of safety is paramount and then it comes under the rules of driving and also timing of cars coming and going.

The other point is, to get back to the Cocoa Avenue issue, you have about 50% increase in buses on Elm, you're going to have 120% increase in buses on Cocoa and in that corridor of those, you have over 130 houses that are a part of that landscape. The other part is we've heard a lot from people that have children that are walking and that whatever is exacerbated at the access of the library, whether people go down the parallel streets which then hopefully lead them out to a primary access where kids walk to school, you're going to have a pinch point of concern there with walkers, buses, and that dear old crossing guard who has been there for more than 30 years. So, we see the safety issues could be probably addressed on campus, rather than passing those on out to the community and then we have to deal with whatever comes as a result of it.

The other part that we have heard is the concern that right now the intentions are very valid and you're going to try to limit control access. Over time, these things have a way of morphing and you lose the discipline of the fact that that road is only supposed to be for buses. Dr. Brewer is going to retire. You're all going to be gone. You're going to have a whole new school Board that will be in here that will have some other agenda that will probably come up with some rationale to change the rules of the road, so to speak. Basically, we don't want to establish a precedence of creating something formalized that ultimately could become a detriment to our community. Thank you for your time.

Mr. Barrett: John, I have a question. When you were saying “we” about the speeding change, was that “we” meaning the Township?

John Dunn: The Township and also [not audible]. If you recall in the August 10 committee meeting, we talked about joining forces and actually we now have a valid case here that it actually worked where we have unified support of not only the town, governing bodies, but also we have Jeff Nicola and John Payne, so it was a collective Derry Township initiative. Basically, they took the due diligence of doing all the garbage that PennDOT asked to do, which is taking their own studies, they deferred all of that. We presented our deck of information that we all put together and we made enough of a compelling case that they just automatically speeded. It went right through – 30 days.

Mrs. Chabal: John, first of all thank you and congratulations because I do know that, like you said, it was a unified effort, not only with the School District and the Township Board of Supervisors and our community to get the speed limit reduced on Cocoa and I think that’s a fabulous piece of news.

John Dunn: Actually, it’s been 10 years in the making.

Mrs. Chabal: Yes, but I’m just saying the fact we now have, we as a community, now have that in our hand and that’s a wonderful thing and I want to thank you for that. I think that as we listen to our presentation tonight, there’s a couple things that I’d like for the members of the community to listen to. Certainly, when you’re concerned about numbers of buses and those kinds of things because percentages, we all know what percentages are, I mean if you have 1 and then you have 3, your percentage increase is pretty astronomical and you just do it that way. I would encourage people to listen the number of buses, what they are currently on what areas and what the proposal would be and what those numbers would be, what the timing of those buses as opposed to being a broad stroke – listen carefully, because it’s not broad stroke. They’re very specific things within this proposal. That’s why we’re here. We’re here as a committee as a whole trying to listen. I think we mentioned the last time we were together the reason we’re doing this, well, it needs to be done, but our committee structure doesn’t allow us to have Board members have a quorum, so one of the reasons that we want this meeting to take place in obviously open transparency is to hear what our experts have given to us, to hear what your concerns are based on what you know at the time so that we can provide information that perhaps will come to the middle at some point in certain places and I’m sure at some places, we will probably continue to disagree. I don’t know. That’s why we’re here. But, I really appreciate everybody coming. I appreciate your comments and I certainly wanted to congratulate you, because I know you spearheaded that whole effort to reduce the speed.

John Dunn: Actually, Steve Roberts was [not audible].

Mrs. Chabal: Okay, Steve. Thank you, I didn't know that. Just to say that I think it was an absolute fabulous effort that does show what can happen when we join forces and we are attempting to do that here. I think that that's why we're doing this, to come to some community conclusion.

John Dunn: Another thing I would appreciate is that on the Frequently Asked Questions that you provide statistical data, rather than verbiage like "how many student drivers are there?" "How many parents drop off kids?" and try to determine what were the dynamics that have changed. In 6 years, the upper 3 grades population has only grown 8% and now all the sudden we have a crisis on safety. Is that the issue as much as the convenient agendas of those that are driving and say how do you delay them by 10 minutes so the convoy can do it's thing – get in, get out, and then the kids can go after that or they can't. Basically, come up with scheduling – that actually is a cost saving measure than spending 5 million dollars on more blacktop. I won't even get into the pervious/impervious discussion because that could go on for hours too. I appreciate the time and for other people to stand up.

Mrs. Chabal: Sure, thank you.

Diane Leonard: I just would like to start by saying thank you so much for putting so much information on website. I know I stood here a number of meetings ago and asked for more transparency, make it easier to find and relative to this issue, I think you've done a fantastic job of that and I wanted to say thank you.

I first just have a question about procedure. One of the Frequently Asked Questions on the website references the 18 public meetings that were held. A large number of those, I noted, were General Services meetings. Am I correct, there are no meetings minutes maintained for those?

Male Board Member: General Services? No, it's just agenda items.

Diane Leonard: It's just agenda items. And when you go back, and you know how I like to do my homework, going back through all of those Board minutes through 2007, sometimes it's simply a one sentence: the Board met and a report was presented. There's nothing for us to go back and say, "Well, where were the humble beginnings of this?" Again, I just put out there that perhaps that's one of those things moving forward...

Mrs. Chabal: One of the things that you may, and still this is a culling process, would be, we do ask in our public Board meetings for reports from our Committee chairs. Every time that we've had a General Services meeting, or a Finance meeting, or a Policy meeting, or a Curriculum meeting, the Chair of that committee has reported publicly, but I understand your point.

Diane Leonard: And I'm seeing more meat on those bones, if you will, moving into the future, but I would just ask that you entertain at least the thought of maintaining some sort of contemporaneous record of those committees so that if questions come up moving forward, that that's not lost somewhere, because I know that that committee does an incredible amount of work – a lot of hands on work happens there.

One point that I just want to raise and maybe I'm not clear on this, I read in a number of the minutes, some factors that we really need to move forward on the project relative to the site work quickly while we have our contractor on site because of a discount. I just put out there again, have we gotten additional bids and what is that discount based on?

Mrs. Chabal: Well, we actually lost that window.

Diane Leonard: Okay. Then that resolves that, because I was just wondered if the financial climate had somewhat changed. Okay, so that's a moot point, so we don't need to race forward crazy.

Mrs. Chabal: Correct.

Diane Leonard: We can have due diligence that it calls for.

Mrs. Chabal: Correct. Even had there been a lot of savings, the due diligence is a responsibility that we all bear.

Mr. Barrett: One thing, Diane, to clear that. They were just alternate bid proposals. We would have went out for additional bids. Our key to even bringing that up was that one of the largest costs is mobilizing the contractor. They were already here and a lot of it would have been excavation work, so our thought was that it would have been a lot lower cost because they were already here. If we wouldn't have go the bid we wanted, it was just an alternate bid; we would have went out again.

Diane Leonard: Good. Because, that wasn't clear and I just wanted to put that out there.

Mr. Barrett: That's a good point.

Diane Leonard: And the other thing is relative to your goal for sound fiscal management, I know as a homeowner, I look forward to the day when I can retire my debt. It seems that a lot of this Plan, yes, there's not going to be a tax increase, but it's the concept that we're used to paying this debt, let's continue paying this debt moving forward so that we can do these great things. When you go in and buy a new car or a used car, you don't tell the salesman how much money you have to work with. When I read this Plan, it almost says to me "Wow,

this is the dollar figure we're used to spending, moving forward we know we have this dollar figure" and I would just say let's not have that be the driving force, particularly in these uncertain times. A couple of Board meetings ago, I heard talk about the state budget and the funding of teacher retirement plans, that that's sort of this big black unknown out there and I would say, we're not in a crisis situation, perhaps we can look at positioning additional staff to meet the safety concern and hold off on some of this actual site nuts and bolts work until we see how that plays out so we're sure we're making a true sound financial decision. Like I tell my kids, just because you have the money, doesn't mean you need to spend the money.

My other point in looking at the studies with enrollment data, one of the pieces in one of your reports referenced talk out there on the horizon of moving to full time kindergarten, perhaps being one of those things that may or may not happen in the future so it connects to the Master Plan. I noted that the utilization numbers for the ECC indicate that we are at or close to capacity and I remember when those meetings were going on my husband was diligently at every meeting and one of the things that had been spoken was that the K1 building, the ECC, had been built with the capacity, with itinerant teacher rooms and offices that could be converted to K1 and 2. I'll never forget my husband and I were like "wow, they're really thinking ahead on this one." Now, I'm reading that no, we can do K1 and 2, how come we can't meet the capacity in there of full time kindergarten and first grade. I think a lot of itinerant teacher rooms have become utilized space and we're looking at that as not being movable to anywhere else. I would just put that out there that perhaps we need to revisit that piece of it as well. Thank you.

Mrs. Chabal: Thank you Diane.

Steve Roberts: First of all, I want to thank you for partnering with us, the concerned citizens of Cocoa Avenue to get the speed limit changed and for having safety top of mind. I want to offer to you some numbers, I don't have them with me, but there was a traffic study done that would talk about the increase in traffic and the speed, hopefully that will be a non-issue moving forward, but I would hope you want to see that information. The amount of traffic on Cocoa has increased significantly. I want to thank the concerned folks who have voiced their opinions here and I applaud their due diligence. As a former neighbor on Linden Road, I can speak to the fact that people do cut down those roads in order to expedite their travels and I could see where this would be problematic moving forward. I guess the bottom line for me is that we had success on Cocoa Avenue in getting the speed limit reduced and increasing the safety for all the citizens of our Village, because we worked collaboratively. I am anxious to hear your proposals, but I trust they are not etched in stone and if we could work together creatively, we would appreciate that opportunity and we stand ready to do that. The last thing I would say is, before we get too far along, if there is any way we could test whether it's 112 or whatever the number is, it would be great to do a little research to see what that looks like going up and

down Cocoa Avenue at the times that are being proposed, because I can tell you having lived on Cocoa Avenue there's never a good time for 112 buses to go up and down that road. I don't care if you split it into fours, thirds, it really doesn't matter. I think it would be great for the community. I think it would be great for all of you, you could sit on my front porch on Cocoa and we can watch the caravan go up and down. I think after such a test study is done, there would be even more people here to voice their concerns about their inability to get to where they need to go and also the safety of the children. One of the things we pointed out when we were doing our work were the number of points of interruption as children are walking to and from Cocoa Castle. We called this the Island of Recreation and Education and we pointed out the real challenge in getting from the Village onto that Island. I encourage all of you and I don't know how many of you live on Linden Road, or Cedar, or Cocoa Avenue, but if you don't, you really need to spend time there. I encourage you as well to walk up and down Cocoa Avenue and be 10 feet away from 112 buses and watch your children ride their bikes and try to cross crosswalks, and then watch them try to cross as semi-tractor trailers go blowing through those intersections. I can only say you don't pay, you can't pay, and we can't pay those guards enough money to do what Mr. Ballard outlined. It is an impossible task, so we look forward to working with you. I'm really anxious to see your presentation and I hope we can find a creative solution and one that keeps the traffic over on the other side of the Village where it belongs.

Paul Clark: Madam President, members of the School Board, Dr. Brewer. I am a resident of the Township and a former member of the Board of Supervisors. It was during my tenure that the expansion and construction of Cocoa Castle and the recreation center took place. One of the first opportunities I had as a member of the Board was to choose and oversee the site and construction of the new public library which we're all here to talk about an access road now this evening. We chose that site to be a campus which included recreation, education, and our library facilities. I'm very concerned that we would consider running buses through the library now when we had an opportunity back in the planning stages of that campus plan that we looked at collectively, both as a School Board and as Township Supervisors, that would provide a safe haven for children, whether they were kindergartners or seniors in high school or, as I'm now becoming, a senior citizen having access to the library. There is a lot of traffic that goes through the area, some at extended rates of speed, which I'm glad to hear Mr. Dunn that we're moving positively with PennDOT, that's quite an undertaking in itself. Having worked in the public arena with traffic impact studies and HOP permits and such, we spent a lot of time planning the library and the recreation center and working with those that preceded you to the Board in developing a complex, comprehensive, education and recreational park. I believe there are other options that might be available to you - one being a connector point at Elm Avenue from the School District. I know this had been talked about some time ago and was put aside, I believe, because of the costs of a traffic light that most likely PennDOT would require at that intersection, but

where do we draw the line on the cost of one student versus the cost of a traffic light and does that traffic light give you more meaningful control for pedestrian crossing as well as bus ingress and egress. I think it's something to look forward to in your presentation to see how that might have been addressed, if it were addressed.

I would also ask that you take a look at the west side of the library. I believe there was an access point and one easement, I believe it is, that exists on the west side of the library between the library itself and the Antique Barn that gives you right of ingress/egress off of Cocoa, that may be another alternative that may be less desirable, maybe something that PennDOT would have more heart [unheard] than we care to listen to, but we are talking about the safety of our children and the safety of our seniors that make abundant use of the library. Thank you.

Rich Gamble: I'm know for not being politically correct, so I'm going to get right to the point. I'm a person that looks into the future. When your Plan first was published, I think in the Hummelstown Sun or The Sun, it talked about parking lots, and building the Astroturf, and the lights and everything else. I look into the future, then I see roadways, parking lots, and we're using the children as a safety element here. Well, I respect safety; I'll be the first to admit it, because when I was a student, I was hit by a car, so I can live that. My concern is looking into the future. I read an article in The Sun the other day, it talked about building an Astroturf, parking, access, and sporting events when they lose their rights to Hershey stadium. You can take Hummelstown out and put Hershey there. Is this part of the future? Are you looking at running some type of sports events while you're putting in the Astroturf, while you're putting in the big lights, while you're looking for extra roads, while you're looking for parking spaces? That's my concern - looking into the future. That's not children safety, that's saying we want to have our sporting events on the campus. Now, backing up a bit – planning, planning, planning, as Mr. Clark said – when they developed the Island, entertainment recreation island, think of Mr. Hershey. He built his Milton Hershey School; the school was way out of the way of the town. His homes were located throughout avoiding confusion, traffic jams. You can only put so much into one space. You've added the kindergarten, you were talking about adding a child care center on the same property which increases traffic, so I think it's time we starting thinking of looking at the real problem. We're here for education. You talk about the increased number of students driving cars. Well, let's set some criteria, what is the purpose of the student driving a car when we're paying taxpayer dollars to provide buses? If there's a reason why a student needs to drive his car, he should meet certain criteria. Does he have a disability? Is he, like you said, staying after school? Well, I graduated from this school and very rarely did you see someone after school after 6:00, 6:30 at night that either their parents couldn't pick them up or we walked home. So, I think looking at the future, I'm going to ask this question directly to you. Do you have plans for hosting sporting events, meaning football games, and other things under the

lights with bleachers, you're building bathrooms, you're building concession stands, and you're building roads. Into the future, that's Hummelstown, and they admitted it.

Now, the road that we're talking about Cocoa Avenue. The Township Supervisors can verify it, I said, when you straightened out the intersection on 322 and Cocoa, you created a monster. I give Mr. Hershey credit. When he built his town, he laid out the roads that used natural boundaries to control traffic. Before when trucks would come, and I sat there and watched it, when trucks come down Cocoa Avenue heading toward Hershey, they had to literally stop and actually slow down and come to a stop to make that turn, today they buzz right through. I avoid that road, because when the light is yellow, that tells me, don't go through there, because some truck is going to be coming around that motel and I can't see him and he can't see me and they blow right through that intersection. We've given them a straight path. Now, if you think these trucks are going to be doing 25 miles an hour, follow these trucks sometimes and see the speed they're going. Again, the safety, safety, safety, not just our children, but our residents. I'm asking the Board if somebody could respond, do you have plans in the future, because you're putting in parking lots, you're putting in roads, you're putting in lights, you're putting in AstroTurf, are you planning on doing the Hummelstown plan? That's honesty. I'm telling you what people are saying in the town.

Mrs. Chabal: May I ask you what is the Hummelstown Plan, because we've been have been open and clear about what we're doing with our AstroTurf and with our lights, are you saying....

Mr. Gamble: I'm saying you could put Hershey on top of that heading, because you're doing the same thing Hummelstown has done, but they are saying they want to have night venues when the Hershey stadium doesn't allow them to use the field, are you worried about that same problem?

Dr. Cronin: He's asking will we allow ease of congestion by letting cars after a sporting event so they can use that corridor.

Mr. Gamble: No, I'm not talking about congestion. I'm talking about putting a plan together today to finance the future of hosting football games on a Friday night on the campus versus the Hershey Stadium.

Dr. Cronin: And letting them use that path to get out?

Mr. Gamble: Obviously. Like I said, we're all going to be going [inaudible] if somebody's going to change the rules on us like you're doing now. You're changing the roads.

Male Board Member: Correct me if I'm wrong, but we plan to have sporting events there, correct? Do we plan to have Friday night football games there at this point?

Mrs. Chabal: No.

Male Board Member: But we're building it to have sporting events.

Mr. Gamble: Well, what sporting events do you have to have that need more parking spaces?

Mrs. Chabal: We're not doing parking.

Mr. Gamble: Well, I think when the initial Plan went out, it showed some parking lots, some paving being done.

Mrs. Chabal: Those are existing parking lots.

Mr. Gamble: Again, correct me if I'm wrong, but I think on the initial Plan, because people were telling me, that they were going to take a certain section and make it parking corral for buses.

Mrs. Chabal: Correct.

Mr. Gamble: ...which could be parking for events?

Mrs. Chabal: Well that's not intent of it.

Mr. Gamble: That's why I'm looking in the future asking you.

Mr. Stover: It's already there.

Mr. Gamble: See, this is something those areas could be used for.

Mrs. Chabal: The parking is being expanded slightly to allow the buses to congregate in one place while in the two tier system we use, when we have a two tier system, which is something the Board will approve or disapprove on the next...September what, Dr. Brewer?

Dr. Brewer: We're looking at October.

Mrs. Chabal: Okay, in October. The two tier bus system is a safety driven issue because right now we have three tiers of buses. We have buses that pick up high school students and then have to come back when they pick up middle school and they have to come back and they have to go pick up elementary and they have to come back. We are looking at having a two-tier bus system that

would have the middle school and the high school children coming and going at the same time taking away that third plan with the buses in the middle having to come and go. Those third buses will then to have more time to come and go to get their ECC and elementary buildings. The corrals, the additional parking spaces that are needed between the high school and middle school is so that we can put our buses in one place as we load both the high school and the middle school at the same time. That is using existing parking with a slight addition on to that so that we can actually put all the buses back there.

Mr. Gamble: What's the slight addition? Okay, but you see my point about this road issue and what could happen into the future?

Mrs. Chabal: Sure. I understand that.

Mr. Gamble: Okay, and the tier system of buses, I'm pretty sure that most of the people know in this town that during the school year at certain times of the day you avoid Homestead Road. You know to avoid it. Parents that drop off their kids, I'm sure across the road where they have Founders Field, you have them instead of going into the school, have them go into their to drop the children off. You have a crossing guard, they can walk over. It won't hurt them to walk an extra 50 yards. I think I read in the paper where parents are coming into the loop to drop off their children, well block it. No parents inside. That's a school zone. Make it for safety reasons. Park on the other side where that parking lot is where the Founder's Hall, the soccer field, drop off station over there. Let the kids walk a little bit. It won't kill them.

Mrs. Chabal: Well one of the things that we have been looking into and I think that you will hear this evening, maybe not on this particular evening, but we've been working very hard to manage the ingress and egress off of Homestead. It is very heavy. So as we look at taking buses in and out down to only twice instead of three times as they currently run, that is one way we are trying to handle the congestion off Homestead. Then, to your question about what may in the future happen for the lighting. We're lighting those fields because those fields will be to be used for the evenings, because they are synthetic. In winter, we will be able to use them. If you're going to ask me if in four years somebody else decides to do that, I don't know the answer. It is not the intent of this Board to do that. The intent of this Board is to utilize those fields so that evening activities can go ahead under the lights.

Mr. Gamble. Well, that's my question. What evening activities?

Mrs. Chabal: We do practice, we do lacrosse, we do soccer, we do football.

Mr. Gamble: Are these practices?

Mrs. Chabal: These are games.

Mr. Gamble: They're actually games. So, you are planning on bringing....

Mrs. Chabal: They're currently games. We currently play games.

Mr. Gamble: Which means you're going to bring in spectators, correct.

Mrs. Chabal: We currently bring in spectators.

Mr. Gamble: But when you, for example, a Friday night football game. Again, you're saying we have no plans, but who knows what's going to happen in 10 years.

Mrs. Chabal: If we were to get a dictation from the Hershey folks that we can't use their field and we think that that's going to happen. They said that they weren't going to do that, so we are not planning on them doing that.

Mr. Gamble: But aren't you building a future field?

Mrs. Chabal: Our field is already existing.

Mr. Gamble: I know, but aren't you improving it?

Mrs. Chabal: Yes, we're improving it. Of course, we're improving it.

Mr. Gamble: Again, looking in the future, there's nothing that says, say the stadium falls down. Where are you going to have your games? You'll have them here. But again, you're looking at the problem of today. So let's focus on today. Safety, safety, safety. Planning, planning, planning. When you try, again, I support the older people in this town, the library that was put together about 10-15 years ago for that safety issue. The road is dangerous the way it is now. They're talking about changing it again, which means the traffic is going to be greater. As I say, if you build it, they will come. That's what we're going to see on Cocoa Avenue. There are a lot of people that go through that to get from one point of town to the next and everything in this town is one road leading in and one road leading out and we're putting everything in one spot. Really, planning is important. Expanding schools, Milton Hershey, I thought had the right idea, he put it up on the hill, got it out of the way. He put his homes way out in the distance, not thinking this town was going to grow into what it is today. The people of the community have rights, the children have rights. We all have rights. So, let's do it right this time.

Mrs. Chabal: And that's why we're here.

Mr. Gamble: Well, again, I look into the future.

Mrs. Chabal: Hopefully, that's what we're accomplishing as well.

Mr. Gamble: Okay. Thank you very much.

Debbie Lynch: I agree. You guys have a huge problem over on the campus. I occasionally drive my kids to school on rainy mornings, and it's a zoo. So, you have to do something. But, I keep shaking my head trying to figure out why we have to have all this discussion about roads and parking lots when the real solution seems to be much simpler and costs nothing. Limiting the cars that you have going on the campus. I just don't understand why every student who is of driving age has to drive a car to school. When I walk with my kids in the morning, I see empty school buses going back and forth from the high school. Students aren't riding the school buses to the high school right now. I also think that in this day and age, economically, environmentally, and health wise we should be encouraging people to walk, ride bikes, and carpool, take buses. I think that's the simple answer. That would solve all your problems, thanks.

Mrs. Chabal: Thank you.

Patty McCorkle: Maybe I misunderstood, last month when you met, you talked about a budget between 10.8 and 17 million dollars to cover the Master Plan and now I read that it looks like it's going to be between 20 and 28 million. I just wanted to make sure and also there was a fairly lengthy discussion about financially how that can be handled without increasing taxes. I was just wondering with that increase, and as we all know, if you built a house you know that the budget that you set in the beginning is never right. You will always overspend what you have in that budget, so I was just wondering if that was going to be addressed.

Mrs. Chabal: I think that we can clarify it because it is a staggered plan. This Master Plan is just that. It's a Master Plan over time. I think that one of the things that has been pointed into Mr. Gamble's point – plan, plan, plan. That's one of the things that we have been doing for a long time. That terminology Master Plan really came up because we were talking about capital improvements and we were talking about capital maintenance, and all of the sudden it became quite apparent that if we have a confined space, if you push on this side, the other side reacts to it, so the terminology of Master Plan is new only in that that's finally what we started saying, but we have been working since I came on this Board to have a unified look at our property and what our needs were. Often times they were driven by students suggestions, because as a parent, when I came into this School District, my students came in during the big bubble and we just graduated in 2009 the largest class. But, the plans in order to be able to have capacity for that started taking place in 2002. If any of you recall, we had to do additions to the high school and those things take a really long time to do. You have to plan years out. To your point on how we've staggered the finances, this particular Plan that we are looking at tonight has different pieces to it and

certain pieces, we have asked to have them cost out, so that we have some idea whether or not it's a realistic idea for us to be able to do that. We have a lot of expert help having us layer our financial burden as far as, what you might call your mortgage. So, yes, tonight as we look at that Plan, we will make sure that we comment or have made public the comment on what the price tag is on the first part of it and the second part. We don't even know if the second part which has a lot to do with the construction and redoing of the middle school ever even has to happen, because that's driven by the number of kids who come in. We are master planning being prepared for, but that doesn't mean that we are Plan B and C which is part of the Master Plan will happen. It's just due diligence. It's our responsibility as elected officials to be able to look at good, solid data which is really driven by our students and our student numbers, so that we can talk about what goes on this campus. What happens at the ECC doesn't take too long before it trickles right up to the high school, because our children don't necessarily move in and out that much. We are fairly stable student environment. Yes, we do move and move out from the Med Center and we are beginning to fluctuate more than in the past, but that data is important and we do utilize it, so we will definitely comment on that.

Dr. Donahue: I think it's just important to emphasize that the Master Plan is just what Beulah was saying. It's something that's fluid and evolves and not set in stone. If you want to do anything at all, you have to have some Master Plan. Whether you do that or not depends on the situation. I don't know of any Master Plan that I've ever been involved in, including the plan we had to put a pool in our backyard, will ever come to fruition. Some things will happen, but some things won't, but if you don't have a plan, you never think about it. I think some people have the impression that everything in the Master Plan we're going to do this year and have to pay for it this year.

Mr. Barrett: Just really quick, because you brought something up to just take something off of my mind. How many people in the room have access to e-mail, can you just raise your hand? Pretty much everybody. How many don't have access to e-mail? Okay. One of the things that we're trying to do is communicate more succinctly, because some of these things are very complicated and we're around it all the time. We're testing a lot of things right now. But one thing I would add, and I don't know if you've got it done yet, but on the home page when you log onto our website, there's a widget there which basically means you can opt-in to our e-mail list, so please do that. One of the things that we're going to try to do is send out e-mail alerts regularly when we change information so you can log onto the website and look at the information and get as much up to date information as you can. We're putting all these presentations online routinely. I think one of the things that Dan did was move the FAQs to the front, but we're trying to do it in such a way that we hit all the points so that when you have more questions you can ask us, but we're trying to get the information out in a way that it's understandable. You have enough information to be able to come to us and give us your feedback too, so we do

want feedback on that, but the first step is opt-in to our e-mail list so you can get those alerts as to when information is changing, what happens at these Board meetings, and maybe one of the things we can do is to put some highlights as to what is happening at the committee meetings too, so you can get that. We understand that they are at 4:30 and sometimes you can't make it, but the public should have access to that. That's something else we can put on the list.

Debbie Lynch: Thank you and I'd like to concur with what everyone else said and I will definitely look into the e-mail.

Mr. Barrett: That's great, because we do want the correct information to be out there so that everybody can make their decisions. You might not agree with what's on there, but at least you have the information.

Debbie Lynch: Thank you very much.

Mrs. Chabal: Is there anybody who would like to speak about the Master Plan before we go into our presentation.

3.02 Presentation - District Master Plan

Mrs. Chabal: We are coming up on the presentation of the District Master Plan. I do want to very quickly before Dr. Brewer starts just say that we are basically functioning as a committee on the whole tonight. Back in 2007 under the guidance of Chair John Gräb , General Services began to really look at, we were looking at a lot of things. We were beginning to look at what our capital improvements might be, what our needs might be. As I said, we began to bring this together and call it a Master Plan. These public General Services meetings have been going on since 2007. So although it seems new to you and it is a complicated issue, we would like to go ahead and turn the meeting over to Dr. Brewer and I'd like to make a comment that during our discussion time with the presentation of some of our presenters tonight, if you have a question, I would prefer and I'll ask you not to speak up during the presentation time, but to hold off, make yourself a note, write a question, so that we can get through this, because we actually, believe it or not, have other Board work that we need to get through so that towards the end of the evening you can come up with your question you may have so that we may get through the process. Dr. Brewer.

Dr. Brewer: We certainly are engaged in a crucial conversation this evening and the success of the crucial conversation is based on mutual purpose and mutual respect. I'd like to say that I believe our mutual purpose is safety. Our neighbors and stake holders are concerned about the safety of the library and the neighborhoods and the students. So are we. We would ask for a mutual understanding about that. Mutual respect is having a dialogue that when reasonable people disagree, each give their concerns and then there is an

attempt to have some type of dialogue that results in something that both sides can be a little bit more comfortable with. That's one of the things that we've been trying to affect through these conversations that began back in July.

I want to provide you some recent historical context for the discussion you will have in a few moments with our experts – Mark Shrift, landscape architect with Hayes Large architectural firm and James Cullisan, engineer and traffic consultant with the Trans Associates.

Five years ago, during the 2004-2005 school year the General Services Standing Committee worked for a year to develop criteria for a 5-year Capital Maintenance and Improvement Plan. By spring 2006, we introduced the first Capital Maintenance and Improvement Plan as a separate budget presentation with a separate, designated budget category.

We have frequently addressed the significant scope of the campus, with 114 acres and over 700,000 square feet in 6 buildings, in addition, to maintaining 11 fields and tennis courts on our campus. The scope of the building and grounds projects are considered in relation to the academic and extra-curricular programs and enrollment.

You are aware of the building expansions over the last ten years – first the addition to the middle school, then the ECC building, and most recently, the expansion of the high school. Now, we are carefully monitoring enrollment in the middle school for possible future expansion.

All building expansion on the campus must be considered within the context of growth – enrollment, obviously; but also increasingly, traffic congestion.

For 5 years Capital projects have been identified for items that have a projected service life of 10 to 15 years and we've instituted preventive maintenance in order to protect our investments. But, first and foremost, over the past 5 years capital projects have been identified to address safety concerns.

During the April 2009 capital presentation (our 3rd in as many years), we addressed the need for traffic flow solutions for the congestion and the two-tiered bus system that we will be recommending for the 2010-11 school year. Traffic is the most significant safety issue we are facing on our campus to date.

The contributing factors to our traffic flow challenges are traffic congestion on the campus and in the community, and enrollment increases. Fifteen years ago, when traffic was not as congested in the community and there were not as many outlier residential areas, the congestion was not as prolific. In addition, today, with an increase of over 1,100 students in the last 15 years, our student body has increased 44%. We have reached a critical mass of congestion. That's why we're talking about this today.

The goals for the Campus Master Plan are three-fold: First, to address the traffic safety concerns. Second, to develop a long-range plan within the context of the whole campus system. Third, to minimize the tax consequences of those first two considerations.

In the past two years there have been 18 public meetings with the General Services Standing Committee to develop capital projects, enrollment, traffic, and architects' recommendations. The Committee has been advised by experts in these matters. Over the past 5 years the Committee's understandings have evolved to viewing the campus as a whole system that requires a long-term Master Plan.

The experts that were (and continue to be) consulted are a matter of public record. We have contracts with these experts, which were explained, in public over the past two years. They are: Victor Evans for enrollment, Hayes Large for the safety solutions that we have been talking about, the Schraeder Group for the middle school expansion, should and when we need it, Trans Association for traffic, and RBC Capital for the financial planning related to the capital improvements.

From time to time, the work of the General Services Committee necessitated coordination and input from the Finance Committee; again, all meetings were in public. The joint Committees concluded that we need to have a systemic look at capital projects starting with safety, enrollment, financial planning and, of course, we do need to do that with as little impact to taxation as possible. Our bottom line is that a reasonable cost effective approach for addressing safety enrollment has been developed. The key elements for Phase 1 and there are a couple phases of a long-term plan, but the key element to Phase 1 are listed. We would like to reduce and redistribute the bus traffic. A two-tier bus schedule will help with that. The safety corridor will help with that. We want to minimize the mixing of cars and buses and pedestrians by realigning the entrances, having a bus corral, and having the parking lots. One of the questions tonight was: are these bus corrals, are these parking lot restructuring to feed in to the multi-purpose fields? The answer is no. That's not what that's about.

We're looking and enrollment every year. We carefully monitor new entrance by considering live births, transfer tax, which suggest where families might be entering the school system, as well as the pattern of parochial and private school students entering our system. As we indicated to you this past spring, our best guess at this moment is that we will need to complete a new middle school expansion by 2015, but we will be adjusting that hypothesis based on 3rd day enrollment which will be September 2 for us and then again looking at 30 day enrollment, which will be October 14 for us. It is a very critical third day and 30 day enrollment period for us looking at kindergarten and first grade. Tonight, Mr. Shrift and Mr. Cullisan will elaborate upon their analysis and their

recommendations to address our safety concerns. They will address the issues that have been raised by our neighbors, the Public Library, and the Planning Commission suggestions. But first, I want to correct some misconceptions and provide you with some hard data.

The District has been in an information-gathering process and has been soliciting input since late spring to the present. No final decisions, as you well know, have been made, no motions have been introduced to this Board for approval. A sketch, which is not a definitive plan, was developed for input from the Planning Commission. We fully intended to request a meeting with the Hershey Public Library following the input from the Planning Commission. Unfortunately, the Planning Commission meeting, this was nobody's fault, was twice cancelled due to quorum issues. Our public dialogue, to be transparent, took place on July 15th before we met with the Planning Commission. That was not the original plan. That meeting occurred with the Commission on August 13th. Then, on August 18th we did meet with the Library Director and her staff for a frank and, I thought, cordial exchange of ideas. The General Services Committee will be meeting with the Hershey Library Board on September 15th to continue the dialogue.

One of the things that we have looked at is an estimate comparison of vehicles on roadways. This is related to the safety corridor. These data compare the bus traffic on Homestead, Cocoa, Areba, Ridge, Elm, and other village roads. The comparisons are for the current three-tiered bus system, a two-tiered bus system without the safety corridor that enters/exits from Cocoa; a two-tiered system with the safety corridor based on 8 buses on Homestead and 25 buses on Cocoa. We then show you a two-tiered system with the safety corridor based on a more even distributed disbursement with 18 buses Homestead and 15 buses on Cocoa.

The decrease of bus traffic on Homestead is significant, as is the decrease of bus traffic on Areba and Ridge. The change in bus traffic on Elm is not significant. The change in traffic on Cocoa does increase with the safety corridor; but our traffic engineer has told us it is not significant and we will ask him to talk about that. One of the differences in our numbers is that some of you have talked about numbers of the buses where you take our numbers times 2. What we do for our analysis is, we are looking at a bus. The bus comes in, the bus goes out. We call that one bus, you call that 2 buses. I will ask Mr. Yarian, our Transportation Director, to talk about why that's significant at the appropriate time, because the bus going in and the bus coming out, is way different in the amount of time that it takes in that when the buses are coming in and they've got kids on them versus them going out in caravan form. It's quite different.

The other thing that we have at the bottom of this data page is that in addition to the number of buses, we want to show you the time frame of the buses entering and exiting which is referenced at the bottom of this data handout.

You may want to ask our experts some questions related to these data and I wanted you to have it at your disposal. The other thing that I wanted to say is, as our dialogue is evolving and as we've heard from our neighbors, and as we have continued to problem solve this, we continue to think about what we could do differently and the map that we've given you that Mr. Shrift will talk about, actually takes the roadway completely off the property of the library, but still does affect the entrance and exit. It is an evolution of thought as we consider all kinds of possibilities for us too. I'll get back to the beginning of what I was saying, which I think is our mutual purpose, which is safety. To do that with mutual respect is what we're demonstrating here tonight.

One of the things that we will want to talk about after Mr. Shrift and Mr. Cullisan talk and you ask them questions, we want to have Dave Yarian available for specifics on the bus issues and Ed Consalo on the construction issues, but I also want to say that we plan to talk to you as a work session topic on the logistics of the two-tiered system. The first meeting is September and then we intend to bring RBC Financial in for the second meeting in September to talk about the phasing. One of the questions here tonight is, some people have heard 5 million, some people have heard 10 million, some people have heard 20 million. Well, if we were to do the entire Master Plan, we're talking in excess of 20 million dollars, but the largest bulk of that 20 plus million is related to, if we would have to do the classroom expansion for the middle school which is a wait-and-see kind of situation.

The first phase of the Master Plan would cost about 5 to 10 million dollars depending on how far we would want to go in revamping the middle school and Mr. Shrift will talk a bit about that tonight. But, when we discuss the actual numbers in the end of the September, one of the considerations that Mr. Verdelli will bring to us is when it's the right time and how do we protect our really good credit rating and so on. The thought would be that once the logistics of the two-tiered system are discussed publicly and we will do an e-mail blast, Mr. Barrett, because we do want people here to share their concerns. Then what we're going to do is go to the middle school building-level meetings to have more intimate discussion with what we think will be the people that have the biggest concerns, which will be the middle school parents.

Tonight, what we're talking about would be the campus logistics about how to affect a two-tiered, whereas the discussion on the first meeting in September would be the logistics of putting middle school and high school kids on a bus. At this point, having set the context, I want to ask Mr. Shrift and then Mr. Cullisan to join us to explain what their analysis is and why they are making these recommendations, because, in fact, these are the people that have great expertise in these areas. Thank you.

Mark Shrift: Thank you, Dr. Brewer. I am a landscape architect with Hayes Large Architects. Also with me tonight is Paul Hertzler, who is a Project Manager

with our firm. Dr. Brewer has talked and already introduced the project and some of the goals of the overall project. What I'd like to do is get right in an talk about the Plan and the various elements of the Plan starting with the high school. I think, again, you've seen the existing conditions plan. We've talked a little bit about some of the concerns and confusion that exists on the plan. Not all of our schools have parent drop offs in the same location which can lead to confusion. Our buses for the most part are stacked along a curbside. We have issues with buses sharing vehicular traffic routes which is not good. Whenever we design schools we are always looking for the full separation of bus and parent drop off. I think the Plan that you'll see tonight, and again, this is the Master Plan, ever evolving, ever changing, will start to address some of these issues.

This is an overall plan showing some of the areas that we're looking at, specifically the high school, the middle school in the center, the elementary school, and the Early Childhood Center. In terms of Phase 1, some of the work that we're preparing for would be the bus corral for the high school and middle school, as well as some parking area that is to make up for the lost space of the corral. The intent of the new parking that you see along Route 322 would be for faculty parking. You can also see there is a vast line where we've investigated the possibility of accessing onto Route 322 with that parking lot, again, to alleviate some of the congestion issues that we have along Homestead. In doing so, and the new two-tier system that we're discussing is the combination of high school children and the middle school children on the same bus. We've designed the bus corral and that corral is centrally located between the high school and the middle school and provides good access centrally there. Again, we're looking at providing a new dedicated bus entry off of Homestead which is just out of the frame on the bottom of the picture. Right now, the buses are at the high school drop off in front. We're looking at creating the parent drop off in the front and, again, eliminating the cross traffic of parents dropping of the children and the buses, as well as the student drivers, in this case, at the high school parking lot.

This might be a good time just to mention briefly some of the additions that are being looked into at the middle school, including class room additions, expanded cafeteria, a new media center, and a relocated administration office and put them more central to where the students are now being dropped off in front of the middle school and where the students are entering from the bus corral. This begins to address some of the issues with getting children to and from that bus corral. Again, at the high school parents are moved to the front. Right now at the middle school, again, the buses have access to the front of the school. That's where you drop off, parents drop off along the left hand side of the middle school.

The parent drop off at the middle school, we're looking at making that a loop driveway system that will take away one access point from Homestead and turn it, again, into a dedicated bus entrance. We've made the parent drop off a lot

safer along the front of the school by creating an island and not having cars back into the drop off as they do today. We separated that with an island and we've relocated the parking to the outside of that drop off area.

Male Board Member: Response not audible

Mr. Shrift: 37 bus parking spaces and 135 overflow/event parking spaces. Thank you for asking that question. The intent is that during the daytime, this is a bus staging area for pick up and drop off. After hours, when school is dismissed and there are events happening in the auditoriums or on the athletic fields, all of the normal course of activities that occur in a school and that currently occur in our schools, that space becomes available then for parking – regular parking. Really, buses during the day and open and available for vehicles after school hours.

The other use that the open area is because of the buses. They need a fairly good space to circulate around. That actually is sized appropriately that it could be used for band practice. Right now, they normally cross over Homestead Avenue, they push their drums across and the various large instruments and we would be able then to keep them onsite for band practice. Again, after school hours, that parking lot becomes available for other uses.

Based on conversations that we've had with the Planning Commission and the folks from the Library, we've gone back and we've looked at how we can improve the routes that were proposed. We had a couple different options early on and very early on in the discussion, it was deemed that the access point – we had originally shown an access point that ran adjacent to the Library that was deemed unsafe and not very good for the patrons of the Library. We had another option where we looked at utilizing that turn around on the right hand side of the Library parking lot as part of this access road. Since the time we've had these multiple discussions, we heard that really was unacceptable and people were not keen on that idea of intermixing, again, the bus traffic from the users of the Library. So we've come back and we've looked at yet another option that shows the driveway being relocated to the outside of the parking area, thus, reducing direct impact on the users of the library and the parking lot.

Male Board Member: Can you repeat that?

Mr. Shrift: We looked at relocating this driveway to alleviate some of the concerns people us to lessen the impact on the library patrons, so as not to mix the library patron traffic with the bus traffic.

Male Board Member: So, it would only go in and out through the entrance and exit?

Mr. Shrift: Correct. The only shared access point would be the entry point onto Cocoa Avenue. Again, I think it's important to note that the intent of this driveway is for buses and emergencies. It is not intended to be used as shortcuts for students, faculty, staff, etc.

Male Board Member: It would be gated.

Mr. Shrift: That's correct. It would be gated and controlled access. We talked a little bit earlier about the people that would be provided to help control that situation and guide the buses in and out of that area.

[Question to Mr. Shrift: not audible]

Mr. Shrift: Correct, just bus traffic, again during the normal course of activity of the day. We do have event buses in the School District that do bus certain children after hours that would certainly not be the intent of this driveway. Strictly before school and after school.

[Comments not audible]

Male Voice: (not audible)...where we have the patrons going around, you would be stopping the library patrons as the buses are coming and going...

[Comments not audible]

Male Voice: ...the stop near Cocoa coming out of the library, the rest if they wanted to go as buses were coming in and out...

[Comments not audible]

Mrs. Chabal: Gentlemen, if we can hold those kinds of questions simply because we're trying to hold the discussion with the Board and I really appreciate the input and that's why I said if we can hold those kinds of questions until after, because they're not going anywhere. If you can hang on a second, write that down and as Board members we could kind of look at and see what some of the concerns are, because quite frankly I was sitting here going "I need to know that." I would just respectfully ask if the public would hold off on the questions and write them down, that would be beneficial so that we can move through. Mark, what kind of thought process was addressed to the specific question on the slide before as the buses exit from the School District going to the side of the library and then do an egress onto Cocoa? What was the thought process and maybe even John you may know, I don't know, because I'm not in General Services, so what was the thought process on whether or not there would be individuals there to help alleviate any concerns. I know that one of the things that will up later is the timing and the number of the types of buses and when they're moving in and out and at what numbers, but since the question has come up as to whether or not

there would be individuals, warm bodies if you will, to assist at the exit onto Cocoa Avenue.

Mr. Barrett: Can I ask a question for clarity in my own mind, because I was there, Mark when you talked this before, bus exits in the morning. They come to the point where you're hitting the first roadway before you exit either right or left onto Cocoa. I see two control points there. First control point is before you hit the library entrance way, second control point is Cocoa either way. Now, maybe I'm looking at this too simplistically, but basically buses primarily are going to be exiting from this correct?

Mr. Shrift: We've talked about having them enter as well, depending on which direction the buses are coming from, this would be available for entrances as well.

Mr. Barrett: But predominately, most of the time, we're talking about exiting traffic, correct?

Mr. Shrift: That's the time when it's really important, at that time when we exit, as the buses come onsite to the campus, any school they come to, they come in a staggered fashion. They don't all show up at the same time. In the afternoon, all of the buses arrive, all of the students are boarded and they all exit at the same time. There are two different scenarios in terms of AM entrance and exit and PM entrance and exit.

Mr. Barrett: Okay, that's what I was asking, thanks.

Mrs. Chabal: Dr. Brewer, what did you think was still not clear in what was just said, because I do think it's important for all of us to be on the same page. If we can perhaps, even at the beginning, indicate if there are multiple proposals in the morning ingressing into the campus, off of Cocoa and Homestead, or if it's coming in from different places depending on where the bus is coming from in the District, because we don't all go to the same spot, if we can look at that and as we talk about that then in the mornings, what it might look like and in the evenings, what it might look like.

Dr. Brewer: The mornings are our biggest problem. They could actually more eloquently address that than I can, but when all the buses are coming in and the parents are attempting to drop off their kids that is our biggest problem. In the community, it was mentioned that we said that we could do the two-tier system without the safety corridor, and I want to point out that when I said that there was a semicolon after that sentence, because the other part of that is that you see the data. If we have the safety corridor, what happens to Homestead is that we're down 78 trips instead of 28 without the safety corridor, whereas Areba, for example, without the safety corridor is down 20, it's down 36 under the two tier. That's the point we want to make. We were hoping for a better distribution on the

campus, but it should not preclude the decision about whether or not we do a two-tiered or not, because very clearly...

Mrs. Chabal: I understand that. We're not mixing the two tier, I guess, obviously I didn't make clear in my question was when the buses come in in the morning, some buses based on where they're coming from will be entering at Homestead, is that correct?

Dr. Brewer: Yes.

Mrs. Chabal: Other buses, based on where they're coming from in the District to bring students into the campus will be entering off of Cocoa, so that the point is that not all the buses are entering in the morning from the Cocoa Avenue safety corridor, nor are they all coming in at Homestead. Currently, everything comes and goes at Homestead. So, I just wanted to make sure that the clarification was that in the morning some of the buses based on where they live and where the pickup numbers are, are coming in off of Cocoa and the sheet you just passed out with the two-tier safety corridor with adjustments, the last piece. So, what you're saying is that on Homestead, instead of currently we bring in a total of in the morning 122 buses, is that right Mr. Yarian?

Mr. Yarian: Currently, 150.

Mrs. Chabal: Then 92 will be entering in from Homestead.

Dr. Brewer: Trips. We only have 33 buses.

Mrs. Chabal: Yes, I know, in and out. That's the other thing people forget, we only have 33 buses so don't have 144 buses coming in and going out, it's the trips that our fowling everybody's math up.

Mr. Yarian: In that, I show 15 buses would come in in the morning and you're exactly right, it's based on where in the District they're coming from. The same bus that comes in, maybe a different bus goes out because they may come in from Southpoint and they come in that way, but then they're elementary run may be out on Chocolate Avenue and they're going to go out Homestead. We're estimating 15 buses would come in in the morning and go out.

Mrs. Chabal: So to clarify what you said.

Mr. Yarian: I want to clarify something else with the numbers also in the afternoon, the buses would all come in on Homestead to stage.

Mr. Barrett: That's what I was asking.

Mr. Yarian: It would just be when they need to exit and at that point, if you ever were out on Homestead now when we exit, the crossing guard does stop all the students when the buses have priority, they stop the cars and in a matter of a minute or less than two minutes, the buses are all gone. It's a very limited time in the afternoon.

Mr. Barrett: Because you're doing that already.

Mr. Yarian: We are already stopping all the students now and the buses have priority when they exit. We have been doing that, yes.

Mrs. Chabal: So, for clarity's sake, they come in based on where they came from, but they leave based on where they're going for their second pickup. If Bus #2 came in on Homestead because they came from that end, they may actually egress out of Cocoa because they're headed out to Southpoint.

Mr. Yarian: We're really looking at 10 minute window in the morning when buses would be using Cocoa and a 2 minute window in the afternoon when they would leave. So, it would be a total of 12 minutes a day.

Mrs. Chabal: In the afternoon all buses stage off of Homestead, so there would not be any entrances off of Cocoa?

Mr. Yarian: We could stagger when they come in and we can leave early enough to beat the traffic, so to speak, and get in there and get staged.

Mrs. Chabal: But at the end of the school bell for the high school/middle school, there would be some buses exiting here to Cocoa, because that's the direction they're heading in and the buses that are coming off of Homestead are the ones that are headed toward other areas?

Mr. Yarian: Yes.

Mrs. Chabal: Okay, thank you.

Dr. Cronin: Are you done with your slides, Mark?

Mr. Shrift: A couple more. This is the middle school, now you can see the whole picture. You can see the area in green at the left hand side of the middle school, that's where the driveway used to come out, we're looking at closing that leaning the driveway back on itself creating a new access point onto Homestead that would be dedicated for bus entrance and exit to the bus corral. Again, making the parent drop off at the front of the school a safer condition and not having cars back out into that travel lane, yet keeping them on the other side. That parking area would be used for faculty and visitors.

The next area to talk about is the elementary school and Early Childhood Center. Right now, as I'm sure most people know, that is a one way traffic loop that comes in off of Homestead. It circles around the elementary school, the Early Childhood Center, and exits back onto Homestead. We have buses and cars and parents all sharing the same driveway. In addition, it's a loop drive around the entire building. It really doesn't allow for child safe zones and accessing the Early Childhood Center, especially the younger kids without having to cross traffic lanes, which, again, the attendants are there to assist with that activity. What we're looking at doing here is keeping the parent drop off the same as it exists today for the Early Childhood Center. It would be curbside drop off, the only difference is that now we're going to bring the cars back the way they entered the site, so it becomes a two way driveway and we now have full separation of parents and buses. The area on the top of the drawing is, again, a bus corral that is centrally located between the elementary school and the Early Childhood Center dedicated to buses. They would use the lower access as their means of ingress and egress from the site. In the afternoon, with the exception of our change of the kindergarten from AM to PM, that area also becomes available for hard play area for the younger children – something that we do lack now. Again, this doubles up in function as a hard play area and just like the bus corral at the high school/middle school, this area again becomes available for after school activities: back to school night, all of the various productions that occur at the schools, and other after hour events.

The next thing to talk about is the driveway that currently comes in. As you may know, there is a faculty parking lot for the Early Childhood Center that exists in the proposed location of the bus corral. That faculty parking area would be relocated to the southeast side of the Early Childhood Center. That would take care of the displaced parking much like we had at the high school that would take care of faculty parking for the Early Childhood Center. We've also looked at and identified a future area that certainly doesn't have to be done now, but as we look for expansion and, again, this is a Master Plan, finding space if there are in fact any additions that may come in the future, we have the ability to relocate that driveway, pull it out away from the school and allow for some opportunity for additions to occur at the elementary school. You will see on this plan in front of the elementary school is a new edition in orange shown. That new edition would be a large group instruction/multipurpose room/music room for the overcrowded conditions that exist there now. This is a plan showing the layout of the large group instruction and how it would knit into the existing building.

This is the area that I discussed briefly. If in fact the time comes for the need to build on to the elementary school that we have the ability to relocate that existing driveway and capture space for that addition.

The other thing that was mentioned during the course of our conversations over the past year was the need to perhaps improve the parking lot that exists for the multiple baseball fields that we have and our fortunate to have in the community.

Right now, that's pretty much gravel parking, it's some broken up pavement, it's grass, and certainly for those of you who have been there for events know how difficult it can be finding space in there and the lack of organized parking also creates its own set of complications. We've identified that as a future parking area and project.

Dr. Brewer: Move over to traffic and then we can open it up.

Mr. Shrift: Jim Cullisan from Trans Associates. Jim is a Traffic and Transportation Engineer and the School District has hired them independently to study the various intersections around the campus.

Jim Cullisan: Good evening. I'm with Trans Associates. I'm a licensed professional engineer in the Commonwealth of Pennsylvania. I'm also registered as a professional Traffic Operations Engineer. I was brought into this project by Hayes Large and the School District. They had come up with the concepts that they have gone through to segregate the school bus traffic from the remaining traffic and also implement their two-tier bus system, but they wanted to know what impact this would have on traffic congestion, so that's where my role in this picks up. What impact could this have on traffic congestion? We looked at 4 different scenarios: no build, a Scenario 1, which is with the traffic circulation changes and a future daycare center, a Scenario 2, with everything in Scenario 1, plus a connection to Cocoa Avenue for buses only, and a Scenario 3 which included Scenario 2, plus a limited connection to Route 322 which would allow rights in to the school campus, lefts out would be prohibited and the reason they would be prohibited is because of the proximity to the Homestead Road intersection for a regional arterial such as Route 322, the appropriate traffic signal spacing is about a quarter mile and that would be somewhat closer than that so we would anticipate some difficulty in getting a full access onto 322 from the Pennsylvania Department of Transportation.

For each of the four scenarios, we examined four different peak hours. A morning arrival for the high school and middle school and morning arrival for the elementary school. An afternoon departure for the high school and middle school, an afternoon departure for the elementary school. Other than the addition of the day care center which is to have 8 employees, there was no other growth on the campus in terms of building additions considered. I believe that's into Phase 2 of this project, this is more for Phase 1.

Mrs. Chabal: Just for the record, the day care center has evaporated.

Mr. Cullisan: Okay.

Mrs. Chabal: That's fine. I know you were brought in early, but rather than have all that get back into the system that has been completely removed from the table.

Mr. Cullisan: It had a very minor amount of traffic.

Mrs. Chabal: Right, but we appreciate that. I just wanted to insert that.

Mr. Cullisan: Also, we looked at two horizon years: an opening year of 2010 and a design year of 2015. They are mainly set to satisfy the Derry Township ordinance which requires us to look at the opening year condition and anticipating a potential submission to PennDOT which requires us to look out 5 years from the opening date. I took the concepts that the School District and Hayes Large had come up with for the circulation changes and we counted traffic in May of 2009 during when the school was operating during the morning and the afternoon to identify traffic patterns. We placed in the changes to the traffic patterns and identified where traffic would move to, and we developed a number of traffic projections and did what we call a Level Of Service Analysis. A Level of Service is a measure of traffic congestion. It's basically a school grading system except it has an E. So, A is good, F is bad, and in a suburban/urban area such as Derry Township, anything B or better is considered acceptable generally in the practice.

Dr. Donahue: Can I ask a question? Is it purely congestion which is numbers or does it take other factors in like safety, per se, or is that just correlated with it?

Mr. Cullisan: This is more of a evaluation of congestion than safety. Safety is a little bit more difficult to predict. There are some equations that really wouldn't fit this type of area, so I wouldn't recommend using those to evaluate safety impact. The safety impact is more, you have a lot of travel activity on Homestead Road, a lot of travel activity generated by the school and you're mixing in the bus traffic with that. There's somewhat less traffic activity on Cocoa Avenue during the specific school arrival and departure hours and to separate some of that traffic, and move it over there, the bus traffic in particular, I can't conclusively say it would improve safety or deteriorate safety, but in concept it takes the bus away from the car which should improve safety on the school campus.

As I was saying we did the Level of Service analysis and we found we had no impacts at the northern most elementary school driveway, no impacts at the southern elementary school driveway. At the northern most middle school driveway, we would have a Level of Service degradation on the driveway movement coming out of the school, however, that doesn't include an analysis of what a traffic crossing guard, what their impact would be. With the connection to Cocoa Avenue, we can reduce that amount of traffic congestion and on the eastbound approach and on the westbound approach the Level of Service would go back to an acceptable level. We would recommend there that the Cocoa Avenue connection be considered in addition to using public safety personnel to help control the traffic into the future.

Mrs. Chabal: I have a logistical question, please. I admit to being very visual, so when you say the southern end of the elementary driveway.

Mr. Cullisan: This would be our northern driveway for the elementary school.

Mrs. Chabal: And you're talking about existing...

Mr. Cullisan: Existing and relocating, because at its existing position it will be shifted south.

Mrs. Chabal: So you say no impact on the southern elementary driveway.

Mr. Cullisan: With its relocation. It would be the same whether it's located here...

Mrs. Chabal: Okay. So there is no impact on the congestion.

Mr. Cullisan: It will not deteriorate congestion.

Mrs. Chabal: Right. Although we would be separating bus and cars. We would be separating parent drop off from the bus, but as far as the definition of congestion is concerned, simply moving those driveways does not reduce congestion on Homestead, is that correct?

Mr. Cullisan: It will not deteriorate congestion.

Mrs. Chabal: Does that mean reduce it?

Mr. Cullisan: It will not make it worse.

Mrs. Chabal: Okay. I was just looking for your definition. I wasn't sure what that meant.

Mr. Cullisan: In most cases everything improved with the implementation of the two-tier bus system. Again at the middle school driveway, the southern most or east-western most, we would not deteriorate congestion. We wouldn't make it worse. At the northern most high school driveway, we would expect the driveway to operate at level service F conditions, but the overall intersection to operate at an acceptable level. That occurs with the Scenarios 2 and 3, we can provide acceptable overall level of service, which is what PennDOT would look at in a review, but have some congestion on the high school driveway.

Dr. Brewer: I wonder if I could truncate this a bit by asking you some questions. The bottom line is that what you said is that in almost all cases a two tier system improves the traffic congestion.

Mr. Cullisan: That is correct.

Dr. Brewer: You also said that if we would institute the safety corridor that further alleviates congestion.

Mr. Cullisan: We could alleviate certain points of congestion along Homestead Road. We would alleviate some congestion at Homestead Road and Route 322. We could alleviate some congestion at Cocoa Avenue and 322.

Dr. Brewer: Which fits with the data that we've shown on the vehicles. Now, here's two questions that our neighbors have been asking. First of all, the pros and cons of considering 322, one point of data that was discussed this morning was that there was a certain time during the morning at exactly the same point, the number of cars going on Cocoa versus the number of cars going on 322 and my recollection was like 80 to approximately 300.

Male Voice (not audible): I think I looked around 7:00/7:15, there was like 80 on the Cocoa, there was 300...

Mr. Cullisan: Certainly there's more on 322, I don't know the precise number.

Dr. Brewer: I think we have to talk about 322, what we have explored and what's problematic with it.

Mr. Cullisan: What we explored was a limited connection. By limited connection, you would not be able to make a left turn onto 322 from the school campus. That is the primary movement that buses leaving the safety corridor would make. They would travel down Cocoa Avenue to make a left onto Route 322. With the connection to 322, the buses wouldn't be able to make that movement. No one would make that movement, only use of the driveway would be faculty and students. In addition to only having the limited connection, you would warrant the need for a westbound right turn lane on 322 and an eastbound left turn lane on Route 322. That would be a fairly expensive project to undertake. There's some grade issues on the elevation of the school campus versus the road in that area.

Dr. Brewer: Dave, you said that if we can't go left on 322, it doesn't help you, yes?

Mr. Yarian: Coming in the morning, I would not feel comfortable crossing the buses on 322 [unheard].

Dr. Brewer: Then another consideration. We actually had a bit of a dialogue with the library about this: the numbers that you would have looked at regarding the afternoon run. What were they on Cocoa at the time when our buses would be coming in and out. The library showed us some data on any given day about the number of constituents that are in the library. We realize that isn't number of

cars, but that was a thing that we wondered about and wondered if you could address that for us.

Mr. Cullisan: During the high school/middle school departure hour, which is 2:30 to 3:30, we would have 27 people currently leaving the library driveway.

Dr. Brewer: 27 vehicles.

Mr. Cullisan: Vehicles, yes. In that hour. 21 entering, 27 exiting.

Dr. Brewer: Of course, they could have many kids in the cars.

Mr. Cullisan: That's possible. The numbers are somewhat less in the morning.

Mrs. Chabal: With your comments about 322, an exit from the school campus directly onto 322, the buses would only be allowed to make a right hand turn.

Mr. Cullisan: That's correct.

Mrs. Chabal: If we were to try and enter off of 322, buses would also only be able to make a right hand turn.

Mr. Cullisan: According to what your transportation coordinators said.

Mrs. Chabal: You have a two lane traffic and unless you put in turning lanes for safety purposes, you would be backing up traffic as buses tried to make left hand turns...

Mr. Cullisan: You would need the turning lane to service...if you're using it for faculty and students as well, you would need the turning lane.

Mrs. Chabal: Even without the faculty...

Mr. Cullisan: Well, if you're not using it for anyone, you would need the turning lane.

Dr. Brewer: But, the point is, in exploring the 322 exit which has been suggested to us, the fact that we cannot turn left is a non-starter regardless of the money and regardless of whether or not we could even get it approved which is a huge issue.

Mrs. Sheffey: But, that's based on the safety concerns of our Transportation Director, not based on PennDOT saying you can't make left turns.

Dr. Donahue: Did you consider, I'm sure you did and maybe you talked about it but I missed it, but what about an exit onto Cocoa between the Antique Store, if you know what that is, and the library?

Mr. Cullisan: We simply looked at the concept plans that were presented to us and that was not one of them.

Male Board Member: It's too close to the light.

Mr. Barrett: That's closer to the intersection.

Male Board Member: The intersection of 743 and Governor Road. An added exit there would be too close to that.

Male Board Member: So you mean it's too close, it would not be allowed by PennDOT?

Male Board Member: No, I think [not audible] would frown upon it unfavorably.

Dr. Brewer: Mark, I think you should be at the mic for this conversation too. I think it's important for there to be a discussion on what have been considerations for exit.

Mr. Shrift: What the question was that just came up, there is a walking path that kind of dead ends between the library and the Antique Barn. With the recent improvements of that intersection and Cocoa Avenue, we really don't get backing, we don't get the ability to make movements. It's very close to that intersection and we're really not convinced that PennDOT would even entertain the notion. That kind of separation distance to put yet another access point on there, which is why we came back and looked at various options. We looked at accessing through the recreation center. We felt that there were a lot of turning movements in the recreation center that were not favorable to buses and we also, I think in the past, we've explored access to Cocoa through the baseball field when we were building the Early Childhood Center and that offer, I think, was rejected. When we look at access points and where we can really access at Cocoa Avenue, it comes down to the library or the recreation center and certainly with the amount of activity, again, not only at the library and the recreational center, we felt that going through the library was perhaps the better choice of the three.

Mr. Stover: [Question unheard, not audible]

Mr. Barrett: I was just going to ask that question, actually.

Mr. Shrift: Well that was the other area. We kind of looked at the access points along Cocoa. We also have been looking at access to Route 322, and as James

mentioned, with the faculty parking lot, it really restricts turning movement. We've also looked at the possibility of extending this driveway out. There's a lot of engineering type of design standards that you have to meet to gain access onto a state road, site distance, which is how much space you have available to see the cars. Along 322 we know that comes up an incline there and site distance to the left is not very good, site distance eastbound is not very good. So, again, with the restricted movement that PennDOT would look at really didn't help us in terms of where we need to get the movement of traffic to and from.

Mr. Stover: If I'm not mistaken, you would also have to do another traffic study there, which would be an expanded study with PennDOT. I think we put a price tag looking into this, the possibility would be, and do we know how much we think that would cost?

Mr. Shrift: In terms of just the study?

Mr. Stover: Trying to get PennDOT to make a decision, which they can come back and say no.

Mr. Shrift: They could. Whenever we do a new projects or we try to gain access points on the state roads, generally what you have to do is you've got to go through the whole engineering process. You have to do all the grading, storm water management design, only to find out that PennDOT won't allow it. That could be hundreds of thousands of dollars in engineering studies, analysis, design fees, etc. that really then we're not guaranteed anything. We've identified preliminarily that site distance is an issue and if you don't have site distance, then PennDOT is not going to give you access onto a state road.

Another thing we've looked at is traffic signals, is there the possibility of putting another traffic signal on Route 322 and there isn't. We just don't meet the warrants of a traffic signal. Just because we think we need a traffic signal, doesn't mean that one is permitted. So, we've done an analysis on that and we just don't have the traffic to warrant a traffic signal, in which case PennDOT will not approve it. There's also, I think James, there's separation distances between traffic signals as well. So, to take the area between Cocoa Avenue and Homestead is somewhat prohibited in that fashion as well.

Mr. Stover: Madam President, I have two additional questions.

Mrs. Chabal: Okay, then Donna's after Chuck.

Mr. Stover: Could you show me the path that the buses going through the elementary school would make, because I'm not clear on using Cocoa Avenue to get to the elementary school.

Mr. Shrift: No. The only bus traffic that we're talking about going to Cocoa Avenue is from the high school/middle school area.

Mr. Stover: Okay.

Mr. Shrift: All of the buses that would enter – there is only one entrance and egress from Homestead.

Mr. Stover: That's what I thought.

Mr. Shrift: So, there is absolutely no bus traffic that would access Cocoa from the Early Childhood Center or the elementary school. The only bus traffic we're talking about is from the high school or middle school.

Male Voice: You can't get to Elm off the high school without going through the school. You'd have to go out on Homestead to get out on Elm to go to the [unheard], correct? In other words, if they use the middle school/high school exit, you can't go out on Elm from the high school without going to Homestead to get to Elm, so you defeat the purpose because you're going back out on Homestead, go all the way down, and then go back out, so you can't.

Mr. Stover: Mr. Yarian, this next question is for you. Dr. Brewer has indicated that the majority of our problems occur in the morning.

Mr. Yarian: That's correct, getting in, yes.

Mr. Stover: Could you live with, or could it work, if we eliminated the afternoon usage of Cocoa and only used it in the morning?

Mr. Yarian: Yes.

Mr. Stover: You could.

Mr. Yarian: The morning is my main concern. Getting in the morning when all the cars are trying to get in on Homestead. That is the main issue. Obviously, any time we can alleviate some, it helps, but the morning is definitely the main issue.

Mr. Stover: If you can run the numbers here and that significantly reduces traffic on Cocoa, but I think the major concern for the library is that's when the majority of people are there as well. I think we should consider that.

Dr. Brewer: I would like to add that in discussion we had with the library last week, they had what I consider legitimate feedback to us. For example, what if you have an early dismissal? What about election day? What if there's some

kind of snow delay? These questions affect their story time in the afternoon, so I think that would help them.

Dr. Cronin: I just want to say I really appreciate all of the energy and effort that's going into looking at all these potential options and I really appreciate what the community has brought forward, because I just took some notes and as I did, I realized that you guys have provided what I think as another option besides Cocoa, 322, Homestead. Just some things that I wrote down were: (1) we know safety is a concern and we have high traffic, increasing traffic, and we need to decrease the mixing of the cars and buses. I think what Mr. Ballard has said, we have one bad road which is Homestead, we might now be making two bad roads: Homestead and Cocoa. Debbie Lynch said why can't we just limit the cars, have people walk, bike, carpool, bus. That's a huge paradigm shift. I'd love to see it happen. It probably won't happen overnight, but I think it's something we can look for in our long-term planning. But, what I really thought was interesting was when Dr. Brewer, you were talking about how we had to realign our entrances to separate our cars and buses, what we're trying to do here is separate in space by spending money for more parking spaces, more impervious surfaces and, in essence, expanding our parent drop off, so we're really making it more convenient, accommodating all the people who are driving and dropping off. What if we talked about how we separate buses and cars in time. Use the existing situation, don't spend any money and talk about, what if we have buses in and out only. Cars are prohibited in an area during certain times. It might be more inconvenient for parents who are dropping their kids off, because they have to come either earlier, I'd say earlier, fine, inconvenience them. Make the kids ride the bus, most times. Same as the high school. If you have get their earlier before the buses if you're driving, most kids drive in high school, because it saves them 10 minutes because the bus comes too early, or 15 minutes. Then they leave later and they're speeding down 322 and Homestead Road. But, if we said, You know what? Buses are the priority and you have come later." I'm just thinking outside the box here, no specifics in mind, but make is less convenient to drive. Maybe the kids will say: "Hey, I'll get on the bus." But, I think we're trying to separate in space, but if we separate in time, we don't have to worry about...I think we did our due diligence, but we're finding that, you know what, this may not be possible, but if we separate in time, that could be an option. I don't want to take that out. I think that would be something we really seriously need to look at as another option.

Mrs. Chabal: I think, Donna, and I agree with some of your points, but 75% of our students participate in after school activities, this is a huge portion. I think that one of the things that we would want to be able to look at is to take and combine, certainly have our high school and middle school administrators work together, well, basically the high school administrators work together on student parking and that sort of issue. But, at the same time, I think that there is an ability to do a little bit of both of what you're suggesting, but I don't think that separating only by time is the full answer, nor do I think that spending gazillions

of dollars is the answer either. You did a very inclusive comment, and I would just like say that we have been working through with our committees talk about not only just the things that this Board has control over, because the Board doesn't dictate administrative issues, such as student parking. That's something we can make some addresses to, but it is important for us, and I appreciate your comment, but it's also important for us not to just say, "I think that we should not look at this and only look at time." What we are accomplishing is both of those things.

Dr. Cronin: I just want to address exactly what she said about after school activities is a reason why a lot of people give for driving to school, but I think we also talked about, I think maybe the paper cited as one reason why after school is less of a problem, because the drivers after school leave at all different times, so in essence, it's a build in separation in time whereas in the morning, it is crazy in the morning. That, I think is a huge place that we need to address, whether or not we have other roads, but addressing, I'd rather not put money into a separate convenient way for parents to drop off whenever they want and make that part of a plan, but also to disincentivize that reason. I'd love to do a survey why elementary parents drive their kids to school besides non-rainy dates. "My daughter doesn't want to ride the bus."

Mrs. Chabal: That's one of the things we can look into, because this is a Master Plan and it's a long-term plan and it's one of the elements that are part of the Plan, it's just not the answer. That's what I'm saying to you.

Dr. Brewer: We cannot separate the students coming in as a matter of time. If we have the kids being dropped off before the buses arrive, where are they to go, especially in winter. One of the problems we have now is that we have kids arriving in the high school before the faculty. That's not safe. We need close proximity between when the buses arrive and when the kids are expected to be in school, if you're talking about parents dropping off early, that's not going to work.

Dr. Cronin: Okay.

Mr. Consalo: If you drop off earlier, that means the buses are going to have to pick up even earlier from school so they can be there 10 minutes earlier than normal. Also, we have traffic problems at the elementary and the middle school that's just as bad as the high school and none of them drive, so you're still going to have your problems there, no matter what, because they're going to come.

Dr. Cronin: I think part of this is a compromise. I think there are plenty of people in the community that feel that the safety corridor of Cocoa is not a good idea, maybe as a whole the community has to figure out, we don't want to pay more taxes, we don't more impervious surfaces, maybe the community has to come together and say, "What are we willing to live with?" How many parents are

driving their kids to school when they don't need to? It's a paradigm shift, but I think we're trying to go out of our way to spend money to separate buses and cars when the issue is, we have too many cars that are driving.

Mr. Consalo: That's true, but separating buses and cars should be done anyway. The elementary part is a big thing because we're in a loop in the elementary. Now, you're going to keep from going across and cars and buses, because that's the big part in the elementary – breaking that loop up. We couldn't go out on Cocoa the times that we had to come up with some other situations and Mr. Clark can pretty much say that we had to come up with...and that's the area we came up with. The loop, at the time, because that was the only situation, but it is a bad situation, so that needs to be changed. Also, when you make these bus corrals we still are required to have so many parking spaces by square footage of the building so we have to maintain that many parking spaces, so if you designate that as the corral, the bus corral, you still need to replace those parking spaces that you took away, because by code you have to have so many parking spaces. If we brought them in 10 minutes early, some of the kids would be picked up at 6:30 in the morning or 6:45, because they have to be there 10 minutes early.

Dr. Cronin: I would make the buses a priority. The buses come when the buses need to be there, and if you want to drive, you've got to outside of the bus 10-15 minutes. It might be less convenience, but hey, the bus is the priority. That's where tax dollars are going.

Dr. Brewer: But they're either going to be late for school or they're going to be there before the faculty is there.

Dr. Cronin: That's their choice then. We have to disincentivize kids from driving. I know in my neighborhood, the girls want 10-15 more minutes to dry their hair and they're zooming off to school and there are accidents at Homestead and 322 and we're feeding into it unfortunately, and I don't know what the answer is, but I just hope that we can make that a component of it.

Mr. Consalo: If you give them a closer window, like a 5 minute window, they have to be there, then you're going to have them all rushing in there at the same time. You win one way, but you lose another way. There's not much of a time frame in the morning that they have to play with for the buses so that they can go get the elementary children. If you make the students that are driving shorten their time frame, they're going to speed up, because they wait until the last minute anyway. They're going to speed up more, so then you're going to have more congestion.

Dr. Cronin: Maybe we can even look into, maybe if they came earlier, they're there before the teachers, but if we want to pay crossing guards, pay some

volunteers to sit in the gym with them or something. If you have to go there, you have a study hall. I want to think out of the box.

Mrs. Chabal: This is why we're here. This is a very good constructive discussion. Thank you.

Mr. Gräb : Several comments. Thank you very much for coming out this evening – the community with their input and Mr. Shrift and Mr. Cullisan with your presentation here. A couple of questions on parent drop off – ideas that have been suggested and I wondered if we explored these or looked at them or not. The one I heard this evening would be dropping the students off at the Founders Park parking lot and having them walk to the school, which is probably fantastic for the high school, but rather a hike for the elementary school. Another suggestion was made to have the parent drop off at the recreational center route and have the students walk to the school from the recreational center drop off, but I'm not sure how many parents drive their students to school in the morning, but that certainly going to increase the traffic flow on Cocoa Avenue in that respect. I just wondered if those two alternatives were explored when we were looking at parent drop off, rather than one for each individual building, one spot to drop everybody off. I'm sure you have and you have a very good rationale behind why you didn't chose either of those choices.

Mr. Shrift: Well I think the biggest decision behind that is the School District doesn't own the land. So, again, like we're trying to work through with the library is to get access for buses to go to each of those individual places and try to create parent drop offs off of your property, I don't know what the liability issues may be. You know, the parent drop offs do exist now at the school. We expect that. I think most of the time for those of us who have small children and we drop our children off, we want to see them walk in the front door. We want to see them walk in the front door. So, I think from a safety standpoint when you talk about the little children, maybe a high school child is okay to drop off at the recreational center. It's okay to drop off at the library. I don't know about Founder's because then you're asking them to cross Homestead Road which is very congested. I think some of the better and safer options are to have the drop off at the front entrance where they can be monitored.

Mr. Gräb : Thank you for your answer.

Mr. Shrift: I know we're trying to separate the two tier discussion from this discussion, however, when we go to the two tier system or if we go to the two tier system, one of the goals was to get the buses in all at one place at one time, so by creating those places, it automatically opens up the front of the schools for the parents. That really, one solution kind of solved the other. The other thing that I really liked about the Plan is the consistency of parent drop off. Right, now it's different in all the buildings. With this Plan, it will be the same from kindergarten all the way through 12th grade. No matter what building you're coming to, you

come to the front of the building. You have people that maybe only occasionally drop their children off, you can tell them before you want that to happen, but they're not remember that three months into the school year on the day that they decide to do it, so that's one thing that's nice about this – it's consistent all the way through. All the buildings are doing exactly the same thing. You go to the front of the building and drop off right on the sidewalks, so that's one of the things that's really nice about the Plan.

Just since I'm up here to mention on the Plan, some of the things from the bus standpoint that I really like is just a lot of things that we're doing right now that are kind of scary and it really addresses all those things. The front of the middle school, when buses lined up there and people are squeezing between the buses and walking out to the cars. The elementary school, any time that you have buses driving along a sidewalk that students are walking on, that always is a concern for me and at the ECC, we have the big yellow line painted. We start teaching children from kindergarten not to walk along the sidewalk. This Plan where you're separating where the cars are going from where the buses are going, of nothing else, that is just awesome for us for transportation. It's just so much safer, but we have so many close calls where there's not enough parking at the ECC which forces cars to park all over the place where they're not supposed to. We have to squeeze around them. We have designated areas right now where we ask the students to cross, but that doesn't mean that's where they go. This addresses all those issues separate from the Cocoa Avenue, there's just a lot of really good safe things about this Plan that there was a lot of thought and a lot of discussion put in. I hate to see all the good things in the Plan not looked at just because we're talking about where we go in and out with a few buses for a few minutes during the day.

Dr. Donahue: Just a couple of quick questions. First, for Mark, because I find Donna's idea interesting, you've obviously working in this situation, or your firm has, have you been involved in any scenarios where they've had completely separate bus drop offs from parents and kids drop off?

Mr. Shrift: Absolutely. That is an absolute basic design element when we design schools. Absolutely all of our projects.

Dr. Donahue: No, I mean in time. Not in space, in time.

Mr. Shrift: Not like Dr. Cronin mentioned.

Dr. Donahue: Ever at any different in time for any of the designs you've done.

Mr. Shrift: No. Not like that. I think it comes down to the educational purpose.

Dr. Donahue: So, in space, it's standard practice, in time, it's not done, if ever.

Mr. Shrift: That's correct.

Dr. Donahue: Then the second question I have for the Traffic Engineer, sorry I don't remember your name. I think you said it, but I just want to make sure I understood it, the level of service which reflects congestion would not change on Cocoa Avenue in the scenario that includes the safety corridor, is that correct?

Mr. Cullisan: That is correct and my name is Jim Cullisan.

Mrs. Chabal: Ellen, did you have something that you wanted to do?

Dr. Cronin: In the last five years how many districts that have one major campus like this where everyone is together when you have the potential for this traffic problem have you worked with? What's the denominator, because Hank says that you've never seen it, but is that out of 100? Is that out of 20?

Mr. Cullisan: In the last five years again, we work with public school districts in the mid-Atlantic region so going from Ohio to New York to Virginia. Not all schools have campuses, so how many school districts have campuses like ours? Probably not as many that may still have the neighborhood school. Me, personally, I've probably worked on three to five school projects in the last five years that have campuses with issues very similar to yours.

Mr. Shrift: I've worked with about three different schools locally here, South Middleton, Mechanicsburg, and quite a long time ago, northern York, the same sort of issues – wanting to separate the buses and the cars, in particular the pedestrians as well.

Dr. Cronin: So we can be trend setters.

Mrs. Chabal: I accidentally cut John off, and I apologize John.

Mr. Gräb : That's okay Beulah. It's not a problem. Mark in order to answer questions to the public when they come up, I just want to make sure I'm solid on this. We looked at an access to 322 at Addey's Inn and basically it's too close to the existing intersection. Site Distance. We looked at an access to 322 at the church, and again it's a site distance of left and right turn lanes.

Mr. Shrift: I'm sorry. I misspoke. Addey's limits traffic movement at the church – it's the site distance issue. So, the church is on the incline, that gives us engineering type of design issues, again, with safe stopping distance, site distance, the access to Addey's has limited turning movements associated with it.

Mr. Gräb : Okay. And in access to Cocoa Avenue right next to Antique Barn is too close to the existing intersection.

Mr. Shrift: Correct.

Mr. Gräb : And access to Cocoa Avenue from the recreational center, we would need to work out something with the Township to go through that recreational center area?

Mr. Shrift: We would, and again, there are several turning movements that the buses would have to make as compared to the library access road.

Mr. Gräb : And access to Cocoa Avenue at Elm Avenue wouldn't assist us with the bus movement at the high school?

Mr. Shrift: That's correct.

Mr. Gräb : Okay. So we looked at 6 possibilities to access either 322 or Cocoa Avenue and right now we seem to be focusing on that library access route as the, not necessarily, most acceptable, but at least the most useful at this point in time, because for one reason or another, we have eliminated the other five.

Mr. Shrift: Correct.

Mr. Gräb : One last question. You talked about the parent drop off access road at the elementary school and you alluded to the fact that, in the future, if we wanted to make an addition to the elementary school, we could relocate that access road.

Mr. Shrift: That's correct and that's what this Plan, again, back to the Master Plan, identifies the ability, and we looked at space when we were planning this small edition onto the front of the building, we looked at various opportunities. None of them came without complications and affecting other areas within the school. This was identified as the logical future expansion of space at the elementary school. At that time, we have the ability to take the driveway from right immediately beside the elementary school and pull it out further into the green island that exists now.

Mr. Gräb : And the reason we would not put that access road in now, we're saving the expense of relocating it 5 or 6 years down the road is, and you fill in the blank.

Mr. Shrift: Well, it's simply cost. We don't need to do it right now. That corridor is also a utility corridor so there is no sense in spending, in our opinion, there is no sense in spending that money at this time if you have no immediate plans for the elementary school. If we come back later, and again this is the Master Plan, we come back later and you identify various needs at the elementary school, it might be classrooms, it might be cafeteria, it might be gymnasium. Who knows

what it might be 10 years from now. We're just indicating that we have the ability to relocate a driveway to capture space for that elementary school.

Mr. Gräb : You've basically answered the vast majority of my questions and this is a rather extensive study and you have arrived at your conclusions for reasons that you are called the so called expert. Also on the fiduciary side of this, we're not necessarily spending money now just because we have the money to spend. We're being very cost conscious. I wanted to get that point across. Thank you.

Mr. Consalo: To answer Mr. Gräb's question that he had earlier. One, you said about using the recreational center. Right now, the recreational center has a program called Kid Club. The average cars going east on 322 are between 700 and 800 per hour, just going east, so you can see how much more traffic is on 322 at that time.

Mr. Gräb : I just want to point out that I raised the two issues of the parent drop off at Founder's Park and the parent drop off at the recreational center. They were not my ideas, they were brought forward by the community and I just wanted the community to understand why we looked at them and why we didn't necessarily accept them.

Mr. Barrett: Mark, and I think this is where John was going, but I just want to follow up on this a little bit. I heard Dave also say that the 322 solution was, in his opinion, not safe, correct? Okay. I think we need to get that on the table. We can't look at something that's an unsafe condition. We need to back you up on that. The other two on 322 and closest to the 743 intersections, I don't even think PennDOT is going to look at those. I mean, they just straightened out the roadway. In your opinion as an expert, would you take those off the table?

Mr. Shrift: I don't know that I would fully take them off the table yet. If we continue to go through this process, we have tried to gain meetings with PennDOT, we have been unsuccessful on site. We have gotten some verbal conversations with them, but I think, again, if we continue to explore, we need to continue to explore the options that are there.

Mr. Barrett: Okay. I just wanted to get your take on that. I think Chuck's suggestion, maybe that's something we can take a look at too. As far as Dave, heard you say, and I don't want to put words in your mouth, but I heard you say that the morning is your biggest concern, correct?

Mr. Yarian: That's correct. Getting in in the morning.

Mr. Barrett: So from looking at those two combinations of things, we still maybe have some options although they are not the best, but you still want to explore those.

Dr. Brewer: I think that with what's been said here tonight, plus the General Services meeting that we will have with the library on September 15, it will be helpful to see if there is any more comfort with this solution. That would accomplish Dave's concern about the morning congestion and that would accomplish the fact that we haven't really stressed tonight, that we only have the exit onto Homestead which is not safe.

Mr. Barrett: Well, just being right, one member of that committee, I'm just curious as to when we go to them, what we've said, we've vetted out in this process before we get there to them. We don't want to give them something that's completely unworkable from a safety standpoint and I think we have one that isn't from what Dave said and I back him up 1,000%. I'm just thinking, what are those alternatives and maybe another alternative is, something that Donna said too, with do we look at restricting at some point in time the ingress and egress of vehicles. I don't know how we do that because I think we'll have a whole other constituency in here and we have to think about then that we'll have to listen to. I think that when we talk to them, being the library, I think we have to know what our parameters are. That was my only point in getting to that point Mark with what you were saying. And, I think you should make the point that where are you a resident of?

Mr. Shrift: I am a resident of Derry Township and also have a vested interest because my children attend.

Mr. Barrett: You've experienced these things, right?

Mr. Shrift: Yes, I absolutely have.

Mr. Barrett: I think that's important to say that.

Mr. Shrift: And, as Mr. Yarian said, for those people who only drop their kids off once or twice a year, I got beat there by the buses at the middle school. I didn't read the handbook going to drop her off. I'm guilty.

Mr. Malkoff: I would just like to also say that I really appreciate the time that everyone has taken to come here tonight and really have a very healthy dialogue. It's extremely important for each Board member to know what the citizens are thinking of and for us to get your feedback. I would also encourage you to not only to attend our Board meetings, but also the General Services meetings where a lot of these issues are discussed in even more detail, so as we move forward, if you have the time, I would really encourage you to come to the General Services meeting, because, as I said before, a lot of these issues are discussed in a lot more detail than they are here. I'd also like to kind of piggy back on one the issues that was just raised regarding student parking. Can someone tell me approximately how many parking spaces are allotted to the students for the high school currently?

Male Voice: I would be guessing, but I would say there usually around 300 parking spaces.

Mr. Malkoff: 300. During the traffic study, was there any consideration of maybe restricting or reducing student parking to any degree and how that would have any impact at all on the congestion?

Mr. Shrift: I think the issue, again, as we said, the Derry Township Zoning Ordinance requires specific numbers of parking for an elementary school, a middle school, and a high school. Of course the high school having the largest requirement for parking because of student drivers. You are not over the required parking by very much at all. You meet the ordinance with what you have. In some cases, such as the Early Childhood Center, you don't meet your need in terms of some of the faculty and staff parking, so I'm sure I was not involved in the design of that project, but that was probably designed with the required minimum number of parking spaces and it does not suit your needs there.

Mr. Malkoff: Are all, and I should probably know the answer to this question and I don't, because I had two sons that went through the high school, are all students in the high school allowed to park or are there any requirements or criteria that are used to determine?

Dr. Brewer: No. If they have a license and they show us their paperwork, they are allowed to drive. I think the key is, we say 300 parking spots, but we have over 1,000 students in the high school. Of those 1,000, 75% are involved in something after school at one time or another.

Mrs. Sheffey: Would it be possible Dr. Brewer, for you to do a survey of our students and why they drive, because if we just limit the drivers and it turns out they have a legitimate reason, we're just going to have parents dropping them off. If we could survey our students, what percentage of our 16 plus actually drive and the reasons why they say they drive and based on that outcome, maybe we need to put together some kind of work session. I don't know if work session is the right venue, but have some discussion about limiting driving. Is that reasonable?

Dr. Brewer: Yes. I will tell you there will be a whole other set of constituents out there to talk to about that. I'm not sure I quite heard the question, but I think it was something like don't we have activity buses or something? With the amount of kids involved, that would be another traffic congestion because we'd have to have many more buses.

Mrs. Chabal: I was actually going to speak to that as a parent who just graduated a Class of 2009 and recently a class of 2006 and both had after

school activities. The activities bus is just that. A bus. The activities come and go and I know that Donna Cronin is involved in athletics this year, and many of us know, they don't come and go at the same time. The practices don't start at the same time, they don't end at the same time. Your other after school activities, whether they're involved in music, whether they're involved in productions, they don't come and go at the same time and the realistic opportunity of having an activities bus that circles throughout the Derry Township campus to drop students off after activities is really not realistic at all. There are concerns and there are ways to take a look at some of those spacing issues, spacing and time issues, maybe, or some issues that, you know, how many kids we have parking, but remember 300 sounds like a lot to you and me, but as Dr. Brewer said there is over 1,000 children in the high school. I know they're not all 16, but they can all participate in after school activities, which means that if they're not driving, somebody's coming to get them.

Dr. Cronin: I want to comment on that. Right now we're involved in triple sessions in soccer, and I'm in a carpool that we have 6 kids traveling together.

Mrs. Chabal: A lot of kids do carpool.

Dr. Cronin: Well, I mean, the parents are doing it. A lot of parents don't want their kids driving a bus of 5 other kids, but as parents we organized it so we're taking 6 kids and not 6 drivers out there. So, it is an effort, it's not simple, it's always coordinating it and we're doing our best. The other thing about the after school activities is maybe we have to think about having a set time and say, practices, coaches, come up with a time that you want to stagger it. Say, soccer, every day we're going to be done by 6 or 7 or 5:30 or whatever and just make it a little more scheduled so that maybe the activity bus would be more efficient rather than just sitting there waiting haphazardly for kids to get dismissed at certain times. It's not easy, but it's an effort. If we truly believe that safety is our major concern, we can put in some minor concessions that I think could facilitate. I think after school is probably not the biggest issue, because it's a lot easier to break down, but the congestion in the morning is all the same time so that's when the driving is the most difficult. It's not easy, but we can put forth the effort.

Mr. Consalo: Again, I think there's about 300 parking spaces in the whole parking lot, but you also have to remember that teachers have to park in that area too. That's a rough guess, and I could be wrong on that too.

[Comment unheard – not audible]

Mr. Consalo: But teachers park in that parking lot too.

Mrs. Sheffey: But that's a number we can find out, so we can get that information. Mr. Yarian, you had mentioned how this Plan helps with safety for walkers, do you mean the kids walking on and off the bus, or do you mean the

kids who are actually walking home? If you don't mean them, Mark can you address how we're going to protect our students who walk to and from school?

Mr. Yarian: I mean both. The students right now that are walking along the sidewalks where the buses are driving, that's one issue. Also, we have, for example, behind these you see we have a designated cross walk. We have a person assigned there to cross the students, but we have students that will go down to the recreational center and they'll choose to, the parents park there now. We have parents picking their kids up there now, and rather than use that designated area, they go down over the flower bed and cross right over the road where all the cars are going. One of the beauties of the whole Plan is it just addresses all those things and takes care of walking and the kids going on and off the campus and the kids getting on and off the bus.

Mrs. Sheffey: Will we have walker paths, I don't see anything new on there for walking.

Mr. Yarian: The green area, that right now, I'm talking about between the back of the bus corral and now the cars at the elementary will come in here and come back out here. The buses will come in here and come back out here and this area is no longer a throughway.

Mrs. Sheffey: Okay, so the kids will walk...

Mr. Yarian: That eliminates where all...if the kids do want to walk down to the recreational center, they're not walking where there's traffic.

Mrs. Sheffey: What about middle school and high school kids who walk?

Mr. Yarian: Middle school, there's a walkway to go behind the middle school that continues. We have walkways all the way across at the school that they could go.

Mr. Stover: I just would like to point out to the rest of the Board because I had a chance to study these numbers and I think it's significant that currently on Areba between Cocoa and Homestead, and you all know that road, it's extremely narrow. The number of runs right now is 64. With our proposed changes, it goes down to 28. That's an extremely narrow, dangerous road. I even joked with Dave, I said, if we ever knocked any mirrors off of cars, we have. So, it's a dangerous area for kids, so the people on Areba would be very happy with this Plan. The people on Ridge, it goes from 60 runs down to 26. So, it very effectively distributes our buses throughout our area. That's one of the reasons why I like the Plan. I just wanted to point that out to the rest of the Board.

Mrs. Chabal: Okay, thank you. Do you have any more questions of our visitors and experts?

Mr. Barrett: Thanks you guys for being put on the spot like that with all the questions, you guys did a good job, thank you.

Mrs. Chabal: We've yet to go through one of the major reasons we're here is to make our way through the remaining part of the agenda so that we can move on.

UNFINISHED BUSINESS

4.01 Unfinished Business

None.

NEW BUSINESS

5.01 Approval of Finance Report for July 2009

| | | |
|----|---|-------------|
| 1. | The Treasurer's Report for the month ending July 31, 2009 was summarized as follows: | |
| | • General Fund Revenues | \$3,866,014 |
| | • General Fund Expenditures | 3,195,318 |
| | • Balance of Cash Plus Investments (Includes \$3,979,069 Capital Reserve) | 12,930,026 |
| 2. | The listed schedule of investment transactions for the period beginning July 1, 2009 through July 31, 2009 had totaled interest earnings of \$8,061 comprised of the following: | |
| | • General Fund | \$422 |
| | • Money Market | 4,806 |
| | • Certificates of Deposit | 2,832 |
| | • PA School District Liquid Asset | 0 |

| | | |
|----|--|--------------------|
| | Fund | |
| | <ul style="list-style-type: none"> PA Local Government Investment Trust | 1 |
| | The average interest rate for July 2009 was .79% | |
| 3. | The July 2009 expenditures for the paid bills for all funds totaled \$1,646,804 excluding net payroll, retirement contributions, and debt service. | |
| 4. | The August 2009 expenditures for the unpaid bills for all funds totaled \$1,011,024 | |
| 5. | The estimated expenditures of the General Fund for the month of August 2009 were in the following amounts: | |
| | <ul style="list-style-type: none"> Operating Expenses | \$1,500,000 |
| | <ul style="list-style-type: none"> Utilities | 112,300 |
| | <ul style="list-style-type: none"> Net Payroll (2 pays) | 995,000 |
| | <ul style="list-style-type: none"> Employer Provided Insurance | 455,700 |
| | <ul style="list-style-type: none"> Payroll Deductions | 486,000 |
| | <ul style="list-style-type: none"> Employer Payroll Taxes (FICA/RET) | 114,000 |
| | <ul style="list-style-type: none"> Debt Service | <u>0</u> |
| | Total Estimated Expenditures | \$3,663,000 |

Mr. Gräb moved the Board approve the Finance Report and was seconded by Dr. Cronin.

Roll Call Vote:

Barrett – Yes

Chabal – Yes

Cronin – Yes

Donahue – Yes

Gräb – Yes

Malkoff – Yes

Parrish – Absent

Sheffey – Yes

Stover - Yes

8 Yes, 1 Absent

MOTION CARRIED

5.02 Requests for Payment - Construction Projects

Mr. Rineer: There are a lot of requests and that is due to a lot of the bills not being available during the second meeting in July, so we have an extraordinarily high number this time.

The Administration recommended the approval of the following invoices as reviewed and approved by Mr. Consalo:

| | Elementary School HVAC Improvements: | |
|----|--|-------------|
| 1. | Trane, Inc. (HVAC Contractor) Application No. 15 84,600.00 Invoice No. 91042459 1,940.00 | \$86,540.00 |
| 2. | Ingersoll Rand Invoice No. 2-4CUO4K | 2,507.16 |
| | Multi-Purpose Practice/Playing Fields: | |
| 3. | Hayes Large Architect LLP Bill No. 0906-037 2,502.50 Bill No. 0907-034 5,004.99 | 7,507.49 |
| 4. | Leon E. Wintermeyer, Inc. Application No. 3 | 300,749.79 |
| 5. | Bashore Plumbing (Plumbing) Invoice No. 1579 2,858.00 Invoice No. 1609 750.00 | 3,608.00 |
| 6. | Pennsy Supply Invoice No. 1921651 | 493.32 |
| 7. | John E. Fullerton, Inc. (Electrical Contractor) Application No. 2 | 435,338.10 |
| 8. | Eshenaurs Fuels, Inc. (Plumbing Contractor) Application No. 1 | 15,012.00 |
| 9. | Township of Derry | 4,739.37 |

| | | |
|-----|---|------------|
| | Invoice No. 63929-15 Plan Review 2,682.80 Invoice No. 64687-11 Plan Review 2,056.57 | |
| 10. | Pine Creek Structure, Inc. Order No. 12008 (two sheds x \$3,889.00) | 7,778.00 |
| 11. | CMX Invoice No. 9061913 | 2,450.00 |
| 12. | John Deere Landscapes Sprinkler System Relocation Invoice No. 51805906 242.63 Invoice No. 51805926 3,783.92 Invoice No. 51862734 281.24 | 4,307.79 |
| 13. | Derry Township School District General Fund in repayment of M&T Bank (Bond Issue Paying Agent) | 140,000.00 |

The Administration paid the following contractor invoices which were approved by the Board in June 2009 on a NOT TO EXCEED basis:

| | | |
|----|---|--------------|
| 1. | Leon E. Wintermeyer, Inc. (General Contractor) Application No. 2 (not to exceed amount was \$200,000.00) | \$188,453.32 |
| 2. | John E. Fullerton, Inc. (Electrical Contractor) Application No. 1 (equals not to exceed amount) | 182,262.60 |
| 3. | Eshenaurs Fuels, Inc. (Plumbing Contractor) Invoice submitted was not approved by Mr. Consalo | |
| | Parking Lot Improvements: | |
| 4. | Trans Associates Engineering Cons., Inc. Traffic Study Invoice No. 22016 2,480.00 Invoice No. 22156 6,665.00 Invoice No. 22307 6,045.00 | 15,190.00 |
| | Middle School Expansion: | |
| 5. | SchraderGroup Architecture, LLC Invoice No. 00623 34,070.24 Invoice No. 00631 34,188.12 | 68,258.36 |

| | | |
|----|---|-----------|
| | | |
| | District Survey: | |
| 6. | Rettew Associates Inc. Invoice No. 77347 | 11,125.00 |

Mr. Barrett moved the Board approve the request and was seconded by Mr. Malkoff.

Mr. Gräb : Mr. Consalo, four words about the athletic field project.

Mr. Consalo: We're still on budget. We're not on time, we're up to 23 days of rain now, so we're little behind on schedule, but we're on budget, in fact we're under budget and we hope to have it done fairly shortly.

Mr. Gräb : Behind schedule, but under budget.

Mr. Consalo: Yes, sir. I have 14 years of keeping everything on budget and under, and I want to keep that record.

Dr. Cronin: Is one of them done already, or are they both not done?

Mr. Consalo: The one should be done by Monday.

Dr. Cronin: The track one looks...

Mr. Consalo: The track one should be done by Monday for that part, but we still have some work to do around that area. The other one, we should have had it stoned by now, but due to the rain, we can't go on there with the heavy equipment, so that's going to take about 2 to 3 weeks for that one to get done. We're behind, but not that far behind. We have caught up some, but the good Lord is not working on our side right now. The problem is, like we had the rain Friday. It rained all day Friday hard. We still couldn't get on Monday because it hadn't dried enough for the heavy equipment. That's where it hurts us. We had two days of rain, but it takes us five days in order to dry out. That's where it hurts us.

Roll Call Vote:

Barrett – Yes
Chabal – Yes
Cronin –Yes

Donahue – Yes
Gräb – Yes
Malkoff – Yes

Parrish – Absent
Sheffey – Yes
Stover - Yes

8 Yes, 1 Absent

MOTION CARRIED

5.03 Approval of Further Extension to Contract to Provide Food Services - Hershey Christian School 2009-2010 School Year

The Administration recommended the Board approve and ratify a further extension to contract to provide food services to Hershey Christian School. This contract will continue the arrangement whereby the District will provide onsite lunch to Hershey Christian School for three days per week, to commence on September 14, 2009 and ending at the conclusion of the Hershey Christian School academic year or the District school year whichever shall occur first.

Mr. Barrett moved the Board approve the request and was seconded by Mr. Gräb

Mr. Barrett: Madam President, really quickly. Steve, I'm assuming he's done the analysis and we still have positive cash flow on this?

Mr. Rineer: Yes.

Mr. Barrett: Okay, thank you.

Roll Call Vote:

Barrett – Yes

Donahue – Yes

Parrish – Absent

Chabal – Yes

Gräb – Yes

Sheffey – Yes

Cronin – Yes

Malkoff – Yes

Stover - Yes

8 Yes, 1 Absent

MOTION CARRIED

5.04 Approval of Athletic Training Coverage Contract

The Administration recommended the Board approve and ratify the Athletic Training Agreement with Drayer Physical Therapy Institute, LLC. Under the Agreement, the District will pay Drayer \$30,000 to provide a full-time certified athletic trainer for the High School and a part-time certified athletic trainer for the Middle School for the 2009-2010 school year.

Dr. Cronin moved the Board approve the request and was seconded by Mr. Barrett.

Mr. Stover: I'd just like to point out that I know that Drayer's been doing this for a number of years and [price] remained the same. That's very much appreciated.

Mrs. Chabal: Thank you.

Dr. Cronin: And the trainers are extremely visible every athletic event. They do a great job.

Roll Call Vote:

Barrett – Yes

Chabal – Yes

Cronin – Yes

Donahue – Yes

Gräb – Yes

Malkoff – Yes

Parrish – Absent

Sheffey – Yes

Stover - Yes

8 Yes, 1 Absent

MOTION CARRIED

5.05 Approval of Bus Stops 2009-2010

The Administration recommended adopting bus stop locations for the 2009-2010 school year as attached.

The Administration also requested authorization to change bus stop locations for the following reasons: safety, efficiency, and also the transportation of new students.

Mr. Barrett moved the Board approve the request and was seconded by Dr. Cronin.

Roll Call Vote:

Barrett – Yes

Chabal – Yes

Cronin – Yes

Donahue – Yes

Gräb – Yes

Malkoff – Yes

Parrish – Absent

Sheffey – Yes

Stover - Yes

8 Yes, 1 Absent

MOTION CARRIED

5.06 Requests for the Use of School Facilities

The Administration recommended the approval of the Requests for the Use of Facilities:

| | |
|-------------------|---|
| <i>Group:</i> | Disabled Veterans Chapter 48 Hershey |
| <i>Date/Time:</i> | Second Tuesday of Each Month September 9, 2009 through May 11, 2010 6:30 p.m. - 9:00 p.m. |

| | |
|----------------------------|---|
| <i>Requested Facility:</i> | High School Library Conference Room |
| <i>Event:</i> | Monthly Meetings |
| <i>Fee:</i> | As per Lease Agreement |
| <i>Group:</i> | Wilkes University |
| <i>Date/Time:</i> | Tuesdays September 15 through December 8, 2009 |
| | Thursdays September 17 through December 10, 2009 |
| <i>Requested Facility:</i> | District Office Classroom |
| <i>Event:</i> | Graduate Courses During the Fall 2009 Semester |
| <i>Fee:</i> | None |

Dr. Cronin moved the Board approve the request and was seconded by Mr. Barrett.

Roll Call Vote:

Barrett – Yes

Chabal – Yes

Cronin – Yes

Donahue – Yes

Gräb – Yes

Malkoff – Yes

Parrish – Absent

Sheffey – Yes

Stover - Yes

8 Yes, 1 Absent

MOTION CARRIED

5.07 Personnel – Resignations

The Administration recommended the approval of the following resignations:

| |
|--|
| Professional: |
| Bihoreau, Stephan French Teacher High School Reason: Personal Revised: Effective: Retroactive to 8/18/09 |
| Curry, Susan Speech and Language Pathologist District-wide Reason: Personal Effective: To be determined |

| |
|--|
| Classified: |
| Murray, Connie Substitute/Part-time Stockroom Clerk/Truck Driver District-wide Reason: Personal Effective: 08/24/09 |
| Teahl, Diana Custodian Elementary School Reason: Retirement Effective: 12/04/09 |

Dr. Cronin moved the Board approve the resignations and was seconded by Mrs. Sheffey.

| | | |
|-----------------|---------------|------------------|
| Roll Call Vote: | | |
| Barrett – Yes | Donahue – Yes | Parrish – Absent |
| Chabal – Yes | Gräb – Yes | Sheffey – Yes |
| Cronin –Yes | Malkoff – Yes | Stover - Yes |

8 Yes, 1 Absent

MOTION CARRIED

5.08` Personnel – General

| | |
|----|--|
| 1. | The Administration recommended the approval of the following appointments: |
| | Professional: |
| | Fastrich, Gregory * (replacing Robert May) Health/PE Teacher High School Long-term Substitute Salary: \$40,281.25 Effective: To be determined (pending Certification) |
| | Hoover, Kati * (replacing Joan Jarrett) Computer Education Teacher Middle School Long-term Substitute Salary: \$40,281.25 Effective: Retroactive: 8/18/09 through the end of the 2009-10 school year |
| | Woods, Lisa Jo (replacing John Confer) Learning Support Teacher |

| |
|---|
| <p>High School Professional Masters, Step 7 Salary: \$51,560 (pro-rated) Effective: To be determined (pending receipt of Act 34, 151, and 114 clearances)</p> |
| <p>Classified:</p> |
| <p>Bryce, Jana Substitute Recess/Cafeteria Aide Elementary School Salary: \$9.53 per hour Effective: 08/25/09</p> |
| <p>Cruz, Janette (replacing Patricia Spirk) Cafeteria Aide Elementary School Level A: 3.0 hours per day Salary: \$10.92 per hour Effective: 08/27/09 (pending receipt of Act 114 clearance)</p> |
| <p>Doan, Logan Information Technology Intern District-wide Salary: \$10.00 per hour (no benefits) Effective: 08/31/09 through 12/04/09 (pending receipt of Act 34, 151, and 114 clearances)</p> |
| <p>Finton, Jacquelin General Food Service Substitute District-wide Salary: \$9.01 per hour Effective: 08/25/09</p> |
| <p>Harrington, Nicole (replacing Tonya Quaid) Recess Aide Elementary School Level A: 4.5 hours per day Salary: \$10.92 per hour Effective: 08/28/09 (pending receipt of Act 34, 151, and 114 clearances)</p> |
| <p>Kompare, Sherry (replacing Rebecca Sweigart) General Food Service Worker Elementary School Level A: 4.0 hours per day Salary: \$10.38 per hour Effective: 08/26/09</p> |
| <p>Livering, John (replacing Connie Murray) Substitute/part-time Stockroom Clerk/Truck Driver</p> |

| | |
|--|--|
| | District-wide Salary: \$14.69 per hour Effective: 08/25/09 |
| | McCoy, Stephanie Substitute Recess/Cafeteria Aide Elementary School Salary: \$9.53 per hour Effective: 08/25/09 (pending receipt of Act 114 clearance) |
| | Murray, Connie * Substitute Stockroom Clerk/Truck Driver District-wide Salary: \$14.83 per hour Effective: 08/25/09 |
| | Sellers, Rachel (replacing Karen Finney) Cafeteria Aide Elementary School Level A: 3.0 hours per day Salary: \$10.92 per hour Effective: 08/27/09 (pending receipt of Act 34 and 151 clearances) |
| | Shindel, Lisa Substitute Recess/Cafeteria Aide Elementary School Salary: \$9.53 per hour Effective: 08/25/09 (pending receipt of Act 34, 151, and 114 clearances) |
| | Smith, Harold Substitute Recess/Cafeteria Aide Elementary School Salary: \$9.53 per hour Effective: 08/25/09 (pending receipt of Act 114 clearance) |
| | Stagemyer, Edward Substitute Bus Driver District-wide Salary: \$14.14 per hour Effective: 08/24/09 (pending receipt of Act 151 and 114 clearances) |
| | Wedderburn, Tracey Substitute Recess/Cafeteria Aide Elementary School Salary: \$9.53 per hour Effective: 08/25/09 (pending receipt of Act 34, 151, and 114 clearance) |
| | Limited Service Contracts: |
| | Burke, Martin Volunteer Assistant Football Coach Middle School |

| | |
|----|---|
| | Effective: 08/25/09 (pending receipt of Act 34 and 151 clearances) |
| | Cerminara, Diane Volunteer Assistant Field Hockey Coach Middle School Effective: 08/25/09 (pending receipt of Act 34 and 151 clearances) |
| | McCann, Sean Volunteer Assistant Football Coach Middle School Effective: 08/25/09 |
| 2. | The Administration recommended the approval of the following addition to the Mentor List for the 2009-2010 school year: |
| | Szeerba, Jan * mentor to Ashley Kulbacki, Grade 6 Teacher - Yr. 1 - \$1,027 |
| 3. | The Administration recommended the approval of the following request in accordance with the District Policies 435: |
| | Cantore, Kathleen Mathematics Teacher Middle School Paid/Unpaid Family Medical Leave (up to 12 weeks) Effective: 08/27/09 to be used intermittently during a one-year cycle as necessary |
| 4. | The Administration recommended the approval of the following addition to the 2009-2010 Substitute Teacher List: |
| | Ettiinger, Jennifer B.F.A. in Art Education from University of Colorado |
| | Kuszaj, Joseph B.S. in Elementary Education from Clarion University |
| | Proithis, Despina B.S. in French Education from Millersville University with Spanish Certification from Albright College |
| | Waverka, Melissa B.S. in Elementary Education from Wilson College |
| | * This individual is currently an employee and/or volunteer. Clearances are on file. |

Mr. Barrett moved the Board approve the personnel recommendations and was seconded by Dr. Cronin.

Roll Call Vote:

Barrett – Yes

Chabal – Yes

Cronin – Yes

Donahue – Yes

Gräb – No

Malkoff – Yes

Parrish – Absent

Sheffey – Yes

Stover - Yes

7 Yes, 1 No, 1 Absent

MOTION CARRIED

DELEGATES REPORTS

6.01 Dauphin County Technical School Report

Mr. Gräb : The Dauphin County Technical School did meet on the 12th of August. Unfortunately, only 5 members of the Joint Operating Committee were present which does not constitute a quorum. Consequently, we were unable to perform any Board action. A subsequent mail ballot was sent out the 12 members of the Joint Operating Committee. The last communication I received from the Dauphin County Technical School this week is we haven't received 7 affirmative votes yet. So the possibility exists that the Technical School might not open unless we get those 7 affirmative votes.

6.02 Derry Township Tax Collection Association Report

Mr. Malkoff: The next meeting of the Derry Township Tax Collection Association will be this Thursday at 6 p.m. and you're welcome to attend.

6.03 Harrisburg Area Community College Report

Nothing to report.

6.04 Capital Area Intermediate Unit Report

Mrs. Sheffey: Our next meeting is Thursday morning, so you're welcome to attend.

SPECIAL REPORTS

7.01 School and Community Information Report

Mr. Tredinnick: We've talked this evening about long-term planning for the campus and I'd just like to remind everyone of some very important short-term planning which is student school begins on Monday, a week from today. So, if the kids haven't already thought about that, break that news to them.

7.02 Board Members' Report

No reports.

7.03 Superintendent's Report

No report.

7.04 Board President's Report

No report.

RECOGNITION OF CITIZENS (NON-AGENDA ITEMS)

8.01 Recognition of Citizens

Mrs. Chabal: We are back to the recognition of citizens. We can do a couple of things. Obviously, anyone who'd like to do something on a non-agenda item, please stand up and talk. If you have any follow up questions that you may have jotted down that you would like for us to seek some further information on, please bring those to our attention at this time.

Julie Neal: I just had an idea about the whole separating buses concept. When you're looking at the high school currently, right now everybody is sort of coming in this entrance and I think that's one of the bigger problems. It's just an idea or a suggestion, but if you look, if we had an entrance here made up for parents and students and then the exit would be here, then the buses could use this to pull in and pull out. That would separate the bus traffic from the student and parent drop off traffic. The other thing is that also can be done over here. The buses could come in here and drop students off and pull out, another small road could be made here and that way parents could drop off here and also park here without interfering with the buses. It's small, but it kind of makes sense, the thought.

Mrs. Chabal: Thank you Julie.

Eleanor Dunham: I have two things that I actually wanted to ask. For the first thing regarding the Master Plan, I was wondering if there was a chance, there's a lot of people in the community that have ideas, such as the woman who just presented. I was wondering if the work sessions, if there was an opportunity for, if at these work sessions for members of the community to be at them, because obviously we have a lot of vested interest. There are a lot of people here tonight

and it feels like there's going to be a lot more discussion and a lot more ideas to be thrown out there.

Mrs. Chabal: All of our meetings are public, and often times our work sessions which are generally the first meeting of the month and the second meeting of the month, we tend to pay bills, but our meetings are always public. Our work sessions, our definition is a discussion among Board members. We do always in our meetings have ability to talk to the agenda items and non-agenda items. That's always present on our agenda, whether it's a work session or whether it is, what we might call, a general meeting, which tends to be the second meeting of the month. I'm not sure I answered your question, but all of our meetings are public. All of our meetings have ability for our constituents to ask questions even at the beginning or at the end.

Male Board Member: The General Services Committee is totally open to the public.

Dr. Cronin: But, we didn't have a specific work session on this topic, because it is our first real dialogue.

Mr. Barrett: I think another point is that the Board also has an e-mail address that we all see and every piece of correspondence is responded to, if somebody can't get to a meeting and they want to give us an idea.

Ms. Dunham: Who ultimately votes on the Master Plan, is it all of you as Board members or does the public have a vote if this passes. With all the millions of dollars, we all as a community have a vested interest, so who ultimately makes the decision to pass that through?

Mrs. Chabal: Well, the Master Plan isn't something that's voted on, up or down. The Master Plan is, if you remember, a work in progress at all times. A Master Plan is simply an avenue that we have constructed just like any business always has a master plan of some type. That's what our Master Plan is. The Master Plan won't be voted up or down. What happens up and down are specific spending within that or certain specific things, as an example, this Board will vote up or down a two tier bus system, because that has to do with the bell system. Actually, we'll be voting on changing the bell system, because by School Code, the School Board must approve or disapprove bell changes and bell changes would occur with the two tier bus system, so by default in some way, we meet to discuss and vote on the two tier bus system, we're actually voting on whether or not we'll change bell systems within the middle school, elementary school, and high school. When it comes time to spend any money, whether that money, as an example, whether that money is to increase the area so that there could be a parking corral that is voted up and down as a budgetary item but it's not our Plan is fluid. You saw that. We're not trying to put something in concrete that's going to have a long term 20 year down the road impact requiring someone to do that.

So, you don't vote up and down. We're hear to listen to certain aspects, as an example, if the Master Plan has a safety corridor that requires an exit onto a different street, that's a discussion point.

Ms. Dunham: The other thing on a different topic. If we actually having the Drayer Physical Therapy group do the athletic training, I was wondering if they could also keep a track record of the injuries that would happen that were due to the Astroturf. So, if someone injures themselves on the Astroturf and they have to go to physical therapy to get that fixed that should be put down so we can know about it. I want to make sure that this is type of injury that happened on that, especially new injuries, because obviously that is the concern to see how many new injuries as compared to, I'm sure they have records, on the new injuries that have been done so far. I think that's something that's easily done, because after there is an injury, they have to have some physical therapy.

Mrs. Chabal: Dr. Brewer or Dr. Kepler.

Dr. Kepler: I can speak to that just on experience in general of working with athletic trainers in the high school environment. There is a log of any activity in the athletic trainer's office, regardless of student injury, breadth of that injury, etc. and treatment logs. We would have current data and existing data as we go forward.

Mrs. Chabal: So that it would be an assumptive base that we would be comfortable with that when anyone is using an artificial floor and there is an injury that will point to the specific use of the article floor that would be noted.

Dr. Kepler: Absolutely. We would be readily available to ascertain whether our artificial turf fields are causing greater injuries, to the extent and in quantity.

Mr. Consalo: Also, we're not using Astroturf. Astroturf is a concrete slab with a carpet on top of it.

Mrs. Chabal: Artificial turf.

Mr. Consalo: Astroturf is terrible, they got rid of all of it for field hockey, they love it because it's a fast roll.

Male Voice: Also we have an impact study. Every two years it's required on that synthetic turf to see what the impact is. Proven from past history and everything else, now is that it is softer than the grass, because what happens with the grass is when you walk over that area, the grass gets more compact than the turf. The turf stays soft all the time, so it actually helps out, but we still check it.

Mrs. Chabal: But the answer to her question was that we would keep logs that have anything to do with accidents or injuries and what may have caused that injury.

Ms. Dunham: Thank you.

Mrs. Chabal: You're welcome, thank you.

ADJOURNMENT

9.01 Adjournment

Mrs. Chabal announced the next Board meeting would be on Monday, September 14, 2009 at 7:00 p.m. in the District Board Room.

Dr. Cronin moved to adjourn, with a second by Mr. Malkoff and, approved by unanimous voice vote by all members. The meeting was adjourned at 9:25 p.m.

Respectfully submitted,

Stephen E. Rineer
Secretary to the Board
Approved at the September 14, 2009 meeting

Beulah Chabal
President of the Board

LDM