

**HOLLIS SCHOOL BOARD
JANUARY 2, 2019
MEETING MINUTES**

A meeting of the Hollis School Board was conducted on Wednesday, January 2, 2019 at 6:00 p.m. at the Hollis Primary School.

Robert Mann, Chairman presided:

Members of the Board Present: Tammy Fareed, Vice Chairman
 Amy Kellner, Secretary
 Tom Enright

Members of the Board Absent:

Also in Attendance: Andrew Corey, Superintendent
 Gina Bergskaug, Assistant Superintendent
 Kristen Maher, Assistant Business Administrator

AGENDA ADJUSTMENTS

Superintendent Corey requested the agenda be adjusted to add two items under Deliberations. There may be the desire for action relative to the discussion of the SAU building renovation. The Board is being asked to address a matter concerning a bus stop, which was brought to the Board at its last meeting in the form of a Petition.

There being no objection, the agenda was adjusted as requested.

APPROVAL OF MINUTES

Hollis School Board December 5, 2018

The following amendments were offered:

- Page 3, Line 27; replace “commented” with “commenting”
- Page 10, Line 15; replace “come” with “came”
- Page 14, Line 1; delete “would have been”

**MOTION BY MEMBER FAREED TO ACCEPT, AS AMENDED
MOTION SECONDED BY MEMBER KELLNER
MOTION CARRIED
4-0-0**

NOMINATIONS/ RESIGNATIONS/CORRESPONDENCE

Superintendent Corey spoke of an email sent to the Board regarding the Petition relative to the bus stop at Ranger Road/Broad Street (copy attached).

NON-PUBLIC SESSION

**MOTION BY MEMBER FAREED THAT THE BOARD, BY ROLL CALL, GO INTO NON-PUBLIC SESSION PURSUANT TO RSA 91-A:3 II (A) THE DISMISSAL, PROMOTION OR COMPENSATION OF ANY PUBLIC EMPLOYEE AND RSA 91-A:3 II (C) TO DISCUSS A MATTER, WHICH IF DISCUSSED IN PUBLIC, WOULD LIKELY AFFECT ADVERSELY THE REPUTATION OF A PERSON, OTHER THAN A MEMBER OF THE BODY OR AGENCY ITSELF
MOTION SECONDED BY MEMBER KELLNER**

A Viva Voce Roll Call was conducted, which resulted as follows:

Yea: Tammy Fareed, Tom Enright, Amy Kellner, Robert Mann

4

Nay:

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MOTION CARRIED

The Board went into non-public session at 6:09 p.m.

The Board came out of non-public session at 6:45 p.m.

There being no objection, the agenda was amended by adding a second non-public session prior to adjournment.

PUBLIC INPUT

Sonali Varma, 4 Ranger Road

Thanked the Board for its review of the Petition, and spoke of a willingness to work with the Board and Superintendent to resolve the issue.

DISCUSSION

- FY20 Budget - Update

Superintendent Corey spoke of the update provided with the [agenda](#). There remains an additional session with the Budget Committee. The target number provided by the Budget Committee is \$12,158,821 (approx. 1% increase over FY19). Some relief was provided, e.g., health insurance increase. The proposed budget meets guidance at a total of \$12,152,787. With some additional adjustments, the final proposed budget is anticipated to be approx. \$2,000 below guidance.

Superintendent Corey highlighted the new items. Reading services for special education will be increased at the Hollis Primary School (HPS), the environmental science position will be increased, additional remediation and acceleration will be provided in math. An enrollment increase resulted in the addition of a kindergarten class over the summer. That has been captured in the budget along with the para-educator. With the increase in the area of environmental science at HPS, the decision was made to move the Spanish program completely up to the Hollis Upper Elementary School (HUES). There will be more levels of involvement for acceleration for those students.

At both HPS and HUES, there is a move to enVisions Math 2.0. Under replacement computer equipment, the budget includes upgrades to staff laptops, the purchase of 10 iPads for kindergarten, upgrades to projectors, the lease of a new copier (HPS), new internet switches, HDMI cables (HUES), Aruba wireless system (HUES), and

a server for data. Superintendent Corey commented one of the largest items (split between the two schools) is a server upgrade.

Under the heading of hosted software, both schools will receive an upgrade to Tyler Consulting (financial software), Aesop (substitute software), and KACE, which is critical to the business office.

Under the heading of safety, additional cameras are being sought for HPS, walkie talkies at HUES, and fire-proof file cabinets.

Both HEA and HESSA contracts are in discussion. There is a SAU assessment, which is the portion of the cost covered by the District (\$534,271). An allocation of \$95,000 is sought for the Contingency Fund. During the current year, the Contingency Fund was utilized to cover the cost of hiring the additional kindergarten teacher. The SAU Maintenance Trust is proposed at \$23,970. The District owns the SAU building. Rent is apportioned to the three districts. The rental revenue received is placed in the trust and utilized to support the regular maintenance of the infrastructure. The Hollis School District Maintenance Trust Fund has a proposed allocation of \$132,000. The Board will discuss the potential of establishing a Special Education Trust Fund (\$25,000).

Items that will be included in the Maintenance Expendable Trust include a section of roofing at HUES, fire alarm system update at HPS, day tank replacement at HPS, which is required under State law, floor work, window shades, replacement of library carpet at HPS, etc.

Superintendent Corey stated his opinion, the budget being proposed provides a wealth of support to continue the programming the community expects, allows for maintaining of small class sizes, allows the District to address ongoing facility needs, and to continue to put forth a curriculum that will challenge the students for many years to come.

Vice Chairman Fareed questioned what the move to enVision 2.0 provides. Assistant Superintendent Bergskaug noted HUES is seeking a full implementation of enVision 2.0. The identified cost would address the need for replacing textbooks with newer workbooks, provides the online subscription, and materials. The HPS is looking for a light implementation starting with the teacher resources and gradually making changes as they see fit. There are greater changes with the 4-6 curriculum than there are in the K-3.

Asked about the decision not to purchase Chromebooks, e.g., the intended use and what would occur as a result of not purchasing, Superintendent Corey stated that to have been an area for reduction based on the ability, over the past few years, to maximize efforts around Chromebooks across the District. It simply came down to a budget decision, and something that will come back in years ahead. It was felt, in the discussions with the Principals, that the District has a robust technology and there were other items of greater priority.

Vice Chairman Fareed noted the placeholder of \$37,500 identified for the bus contract upgrade within the list of items relief will be sought for. She questioned if the amount will be sufficient. Superintendent Corey noted the SAU 41 Governing Board would meet the following night to discuss the bus contract. Whatever decision is made will impact all three districts. The Administration will go back to the Budget Committees and Finance Committee with the results of that decision. If adjustments had to be made, the Administration would look at different items. The Hollis District would not see a drastic increase. Asked if the Budget Committee has granted relief for the items listed, Superintendent Corey stated relief was granted for the \$218,500.

Chairman Mann commented it is always nice to hear the District will meet guidance. The way it has been presented really allows the Board and community to understand how that was achieved.

Mr. Enright echoed the remarks regarding the way the information has been presented and stated he is pleased the proposal for the Special Education Trust was not removed.

- SAU Building Renovation

Superintendent Corey noted the information included with the agenda packet from David Ely, Architect, Windy Hill Associates.

The barn expert has opined the bones of the barn are very good, the structure is worth saving, and fits with the character of the Town. The architect considered the project from the perspective of whether it could meet the needs of the SAU, and the answer was a resounding yes. Plans and schematics were provided of what the interior may look like.

Superintendent Corey commented with the energy project, the Board/Administration took a year to study the project, which allowed time for local experts to offer opinions, conduct public forums, etc. As a result, the District went into the Annual Meeting and received a unanimous vote to move forward with the project. He recommended the same strategy be used for this project.

Mr. Ely's proposal outlined the project in three phases; Phase I – Design Development, Phase II – Construction Documents, and Phase III – Construction Administration:

	<u>Phase I</u>	<u>Phase II</u>	<u>Phase III</u>	
Architectural	\$10,500	\$11,500	\$12,000	
Structural	12,000	13,000	5,000	
Mechanical	5,600		2,000	
Electrical	<u>2,500</u>	<u>3,500</u>	<u>2,000</u>	
Totals	\$30,600	\$28,000	\$21,000	\$79,600

Superintendent Corey stated his recommendation to delay Phases II and III until the proposal is put before the voters in March of 2020. The feasibility study of the design elements and development (\$30,600) is what he recommends the Board consider for a warrant article at this year's Annual Meeting. That would allow the District to have set plans that could be budgeted and presented to the voters next March. He noted the Budget Committee's request to consider folding a few other items into the project such as components that were not done with the HSTEP project.

Completing Phase I of the project would result in a true analysis of all of the different components, and would allow for consideration of whether the project should be done in phases understanding there is little flexibility over the 10-week timeframe for conducting work.

Mr. Enright stated his support of such a warrant article commenting he is enthusiastic about it. He believes it to be a manageable level. Ms. Kellner and Vice Chairman Fareed indicated their support.

Chairman Mann commented on lessons learned during the energy project, and his opinion the process was invaluable. He spoke of the conditions within the main building at 4 Lund Lane being a long-standing problem, space limitations, etc. He reminded the viewing audience the building is a farm house. There are 13 people working in a residential style structure, e.g., residential bathrooms, etc. As is often the case with structural projects, there are cost efficiencies to be gained through addressing multiple issues during times of construction, e.g., while the walls are open, running new computer cables.

Chairman Mann questioned what might be done, as part of the study, to incorporate the farmhouse in terms of identifying what efficiencies could be achieved, e.g., reconfiguring floor space, updating bathrooms, addressing the narrow staircase.

Superintendent Corey stated that would occur. The architect has provided drawings wherein he proposes the relocation of offices, bathroom facilities, etc. The study will also provide for a smooth transition from the farmhouse into the barn. The end product would be a comprehensive study of how to take the weight load out of the present barn, where offices are best located for the services being provided, how to modernize bathroom facilities, and meet, in as many avenues as possible, compliance issues for handicapped accessibility.

Vice Chairman Fareed noted the Budget Committee took the view of pooling the various infrastructure needs of the District, e.g., lighting in the two elementary schools, air-source heat pump issues, the barn, and the SAU Offices, into a single District bond/lease to take advantage of efficiencies and what is perceived to be a market that is more favorable than it likely will be in the future.

Superintendent Corey stated the Administration would draft a warrant article for Phase I. During that phase, while the barn component is going on, the Administration would look to the consultants from the energy project and question, now that we have accumulated data on electrical costs, etc., what would provide the best return on investment, e.g., lighting first, will the air source heat pumps in the 13 rooms have a large impact or will the price of oil stabilize.

Asked if the additional work would result in the need for funding beyond the \$30,600 identified for the study, Superintendent Corey stated that can be looked at prior to bringing the warrant article language before the Board for approval. He noted many of the items that relate to the energy project were already studied. There may be hourly wages for the consultants to provide an update.

Vice Chairman Fareed commented on the alternative of bulldozing the barn and farmhouse and constructing something new. Although she is not in favor of demolition, she believes part of what the study should produce is identification of replacement cost.

Chairman Mann spoke of the stresses placed on the farmhouse with the current use being commercial; loading, heavy file cabinets and other materials that are seen in an office building being put into a circa 1850s farmhouse. He stated the desire to understand what would be involved in replacing it with a building that is constructed for the use but retaining the character. The study needs to provide information on what would be involved in that and the cost.

Vice Chairman Fareed stated the need for a cost comparison of the SAU Office remaining in its current location versus moving the operations to a nearby commercial facility (leased/purchase space). Chairman Mann agreed the previous comparison needs to be updated and the information available to be relayed.

Mr. Enright commented he is uncertain if he supports joining the projects given they involve two other districts and has its own political issues. He indicated concern with the discussion of total renovation of the farmhouse understanding the costs that would be involved to comply with all current building codes, e.g., elevators. There is a particular threshold to the percentage of renovation that then dictates updating various aspects of the entirety of the structure.

DELIBERATIONS

- To see what action the Board will take regarding the tentative agreement with the Hollis Education Association

Chairman Mann stated the District entered into a tentative agreement with the Hollis Education Association (HEA) in early December. Detailed discussions will take place during the upcoming Budget Hearing/Annual Meeting.

The tentative agreement has been ratified by the HEA. Being sought is approval from the Board so that forward movement can occur.

MOTION BY MEMBER ENRIGHT TO APPROVE THE TENTATIVE AGREEMENT WITH THE HOLLIS EDUCATION ASSOCIATION
MOTION SECONDED BY MEMBER KELLNER

ON THE QUESTION

Vice Chairman Fareed spoke of the large amount of time invested in trying to find a way to match the needs of the taxpayer, students, and staff. She believes the tentative agreement is the result of a coordinated effort to achieve that goal.

Chairman Mann echoed the sentiments.

MOTION CARRIED

4-0-0

- To see what action the Board will take regarding the Petition concerning bus stop at the intersection of Broad Street and Ranger Road.

Superintendent Corey spoke of receiving information from the residents of 4 Ranger Road requesting the bus stop be reviewed and potential options considered. He has visited the stop on a number of occasions and met with the residents. Broad Street is a busy street void of sidewalks. There is always the concern of snow expanding into the area being walked resulting in students waiting for the bus closer to a street.

The stop for 1, 4, and 6 Ranger Road is the corner of Broad Street/Ranger Road. There are students at 20 and 27 Ranger Road who typically get off the bus at 15 Louise Drive. There is an approx. 4/10th of a mile distance between the locations. He spoke of many similar areas where the same concerns arise when there is snow. Superintendent Corey responded to the family notifying he is not recommending moving the bus stop. Under New Hampshire Statutes, the decision of the Superintendent can always be appealed to the elected Board. That is what is being brought forward. The residents also have an avenue with the State if not in agreement with the decision of the Board.

Superintendent Corey spoke of the seriousness of the issue. The School Resource Officer visited the area to check issues such as line of sight on Broad Street. As there were concerns with motorists trying to take a right and getting ahead of the bus, they have had the bus pull into the intersection. It was hoped that would quite down the situation. Although not ideal, the stop is very much in line with other stops.

Chairman Mann questioned if the bus pulling into the intersection will be a standard practice. Superintendent Corey stated he has asked the transportation company to have the bus pull more into the middle of the road. The concern with that is then you cannot see the red hazards. If the bus were to stop at the corner on the Nashua side of Broad Street, you would be able to see the red lights better, but then there is the potential of motorists trying to take the right hand turn. Students getting off a bus are excited their day is over, and are not always paying attention.

Another solution is if the bus continued down Ranger Road it would have to make another complete loop using either Louise Drive or Ranger Road on the way back. There is a cost to that, but this is not a cost decision. He commented, the situation is likely very similar to what most of the Board members have experienced at their residences; distance students are walking, roads they are walking on, and neighborhood they are walking in. Ranger Road was paved a few years ago, which has resulted in increased traffic and cut-through activity, particularly in the a.m.

Superintendent Corey thanked the family for having worked with the Administration on the issue. They don't support his decision, which he respects. As a parent, he understands they are doing what they need to do.

Mr. Enright stated he was not in a position where he would look at the facts of the situation as he has an Administration that is responsible for that. What he would look at was the process the Administration followed. He did not believe he should try to make a factual determination about safety. The professionals have been involved in doing that, and he is not the one to supersede that.

Ms. Kellner questioned if the transportation company had any input. Superintendent Corey stated the transportation company designed the route originally, has reviewed the area, and has met with him to discuss this particular route. Over the years, many people have asked for the bus to come down Ranger Road. Part of the reason the response was negative was because it was a dirt road. He spoke of efforts to do the pick-ups and drop-offs in the timeframes desired (all students home by 4:00 p.m.). The bus comes down Ranger Road, stops at 15 Louise Drive, proceeds down Louise Drive and comes out onto Broad Street, takes a right to put the doors on the correct side of the road, and comes up to Ranger Road, stops at the corner of Ranger Road and Broad Street and lets the students off there. Were the route reversed, students on Louise Drive would potentially be crossing across the street.

When Officer Bergeron visited the area he reviewed sight lines and believed it to be very good. He expressed a concern were the bus to go down Ranger Road a car turning onto Ranger Road would not have the same sight lines as on Broad Street. A sign could be posted alerting motorists to a bus stop.

Superintendent Corey spoke again of the distance the students are traveling. Although not ideal, it is probably one of the shorter walks for students. He stated his belief Ranger Road will grow in population and will have to be looked at again in the future.

Vice Chairman Fareed noted the meeting of the SAU 41 Governing Board scheduled for the following evening to address the question of which transportation company would be awarded the contract. There is a big question in her mind about the routes in general. During her time in the Town, others have expressed concern about how buses traverse dirt roads, neighborhoods like this one, etc. She spoke of having lived in urban centers and how difficult it was to adapt to the fact that her kids cannot ride their bikes to school when she lives not ¼ mile away, because the roads are so dangerous. She can appreciate many of the scenarios described, except that they are the common experience in our two towns/overall district.

The big moving target is not Ranger Road, Federal Hill Road, or all of the very rural roads in Brookline, but which bus company is going to get this contract and when they do, how the SAU can effect many issues having to do with delivering students to and from school including driver pay, routes, and the need for split routes should population continue to increase. She stated she did not feel comfortable making a major decision on a major change until knowing which transportation company the District will be dealing with. When that is known these questions need to be addressed.

Chairman Mann commented any time a group of parents comes before the Board with a specific situation, it causes the Board to look at it as a broader issue. The Board is being asked to intervene on what he feels

requires a fair amount of expertise, understanding of traffic patterns, etc., which is why it was referred to the Superintendent. He stated concern making a change could have unintended consequences. He recommended the Board take a position.

Angela Colford, 20 Ranger Road

Stated there to be two parts to the discussion; the safety of that particular bus stop and the fact that since there are no bus stops on that section of Ranger Road, any children on that road have to walk back to their home. That is a through road void of sidewalks, and very narrow. There are not that many roads in Hollis that compare. That safety concern is as important as the bus stop.

Shawn Sharp, 4 Ranger Road

Stated his understanding Superintendent Corey is focused on the distance and commented it is a distance issue as much a safety issue. He understands there is a student further down on Broad Street who catches the bus where traffic needs to stop in both directions; however, he has a recessed portion off of River Road and can sit back that way. The students on Ranger Road cannot. They are being asked to have the recessed portion of Ranger Road be the access point to the bus. With the traffic patterns increasing that is not acceptable from a safety point of view. He stated there to be liability associated with this. He stated that to be the risk the Board had to assess as part of its decision.

Vice Chairman Fareed stated the towns are riddled with 200-year old roads. They are narrow and void of sidewalks. The very issue of sidewalks and shoulders has, at the Town level, been an ongoing fiscal concern. To try to take eminent domain and enlarge the roads to create shoulders and put in easier pathways is just not feasible fiscally. She spoke of the physical culture of the towns and how we live here. She does not believe this particular part of the community has a unique claim on the safety concerns. It is a broader concern. It is worth asking a lot of questions based on the input from the letters provided, e.g., what are the national safety standards, what are the laws. In terms of stating the District is liable because of some of the statements in the letter, she does not believe she agrees the District is presenting its students with safety concerns that are even slightly different than many of the surrounding towns. Hundreds of towns across New England have the same kinds of landscape, challenges, populations, etc. At the same time, she accepts that parents have concerns.

Shawn Sharp, 4 Ranger Road

Stated he has spoken with the Police Chief who agreed this is an unsafe condition. He understands the Superintendent spoke with a different officer; however, he does not believe the situation was explained clearly to the officer. He cautioned the Board. He stated the fact to be the bus stop can be pulled back to his neighbor's house, which would provide adequate sight lines. He commented they are not asking for a bus stop in front of their home, like 95% of the Hollis community already gets, they are asking for an area to walk down in a safe condition, so they are not sitting on Broad Street subjecting their children, on a daily basis, to heavy semi traffic.

**MOTION BY MEMBER ENRIGHT THAT THE BOARD RATIFY THE DECISION OF THE SUPERINTENDENT ON THE RANGER ROAD REQUEST
MOTION SECONDED BY MEMBER KELLNER**

ON THE QUESTION

Vice Chairman Fareed questioned if consideration has been given to requesting a State agency review our practices. Superintendent Corey stated there to be an appeals process for individuals not agreeing with the

decision of the Board. The State would come out, conduct an audit, and make a recommendation. It could be the New Hampshire Department of Transportation or it could end up with the State Board of Education.

Vice Chairman Fareed commented were this matter escalated, it would trigger bringing the State in. Mr. Enright remarked that is much more appropriate than the Board getting into the nitty gritty of this.

Asked if there would be a cost associated with such an audit, Superintendent Corey stated it to be that of time. Chairman Mann stated his suspicion every school year there are changes to stops, and questioned if there would be opportunities to review this when undertaking the process in the coming school year. Superintendent Corey responded since his time in the District changes have been made from year to year and during a school year if something of concern. There are probably 3-4 other stops in question between the two towns. It is something they deal with regularly.

Vice Chairman Fareed questioned why the Board could not trigger something at the State level. Mr. Enright stated his disagreement with that. Superintendent Corey stated uncertainty there would be a response in the absence of a conflict. Action by the Board allows the process to continue.

Chairman Mann remarked he resides on Nartoff Road, which is a dirt road the next block over. The middle school bus stops at the end of Nartoff Road and Broad Street, and the students have to walk half way down Nartoff, which is at least ½ mile or more every day. That is narrower than most roads.

Mr. Enright commented they are all very sensitive to this issue, but the Board is not equipped to handle this, and they do live in a rural community.

Chairman Mann reiterated concern with unintended consequences. He is not comfortable superseding the professionals just because an RSA says it can.

MOTION CARRIED

4-0-0

MOTION BY MEMBER FAREED THAT THE BOARD, BY ROLL CALL, GO INTO NON-PUBLIC SESSION PURSUANT TO RSA 91-A:3 II (a) THE DISMISSAL, PROMOTION OR COMPENSATION OF ANY PUBLIC EMPLOYEE AND RSA 91-A:3 II (c) TO DISCUSS A MATTER, WHICH IF DISCUSSED IN PUBLIC, WOULD LIKELY AFFECT ADVERSELY THE REPUTATION OF A PERSON, OTHER THAN A MEMBER OF THE BODY OR AGENCY ITSELF

MOTION SECONDED BY MEMBER KELLNER

A Viva Voce Roll Call was conducted, which resulted as follows:

Yea: Amy Kellner, Tammy Fareed, Tom Enright, Robert Mann

4

Nay:

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MOTION CARRIED

The Board went into non-public session at 8:07 p.m.

The Board came out of non-public session at 8:24 p.m.

The minutes of the non-public session were sealed until January 8, 2019 at 5:00 p.m.

ADJOURNMENT

MOTION BY MEMBER FAREED TO ADJOURN

MOTION SECONDED BY MEMBER KELLNER

MOTION CARRIED

4-0-0

The January 2, 2019 meeting of the Hollis School Board was adjourned at 8:26 p.m.

Date _____

Signed _____

Dear Hollis School Board,

Thank you for taking the time to review this matter again. As agreed, upon at the meeting on 4th December 2018, the bus route/stop issue for Ranger Road was referred back to Superintendent Andy Corey for resolution and he communicated his final decision on December 12th 2018. The decision is attached (Appendix 1 for full email correspondence) along with our concerns with each aspect of the decision, in context of RSA 189.8 (Appendix 2 for statement of law) which includes the following direction:

‘School districts shall assure that pupils shall not be subject to **unsafe conditions while walking** the required distance to a school bus stop and that the **school bus stop is established in a safe location**’

Bus Stop location

- “I spoke to the DPW regarding the culvert at the corner and they will follow up on my request by visiting the site at some point”.
- 1. The Bus Stop is apparently at the Stop sign on Ranger Road, or the area ‘around’ it. There is no specific address or location. Both the Stop sign and the Street sign mark the edges of the ditch line for a rainwater drainage ditch (Appendix 3 for pictures of the Stop area. The ditch line is marked). So, our choices are either stand a few inches from the road on the right turn on to Broad Street which is extremely dangerous, or in the drainage ditch itself. The ditch actively collects water during rains as a part of the rainwater management system and the inlet, concrete pipe, and outlet is clearly marked in the NHDOT GIS maps that tracks such rainwater management systems (Appendix 4 for screenshot of map). It is very unlikely any alterations will be made to the culvert that will reduce its ability to drain rainwater away from the road.
- 2. As per the safety checklist by the NH.gov to ensure school districts and transportation companies follow the RSA 189.8 (Appendix 3) the ‘safe’ stop standard is not met. The current Bus stop area not only has a Stop sign but a Road sign and a Utility pole obstructing a clear view, a culvert with no fence, a water collection location, overgrown shrubbery, inadequate margin of safety from the road etc. It further is located in next to the path of vehicles making a right turn onto Broad Street from Ranger Rd
- “I had our School Resource Office, Rick Bergeron, visit the stop to review the sight lines when approaching the corner from both directions on Broad street. He determined that the sight lines are good and that vehicles have ample time to see the flashing red lights on the bus.”
- 1. We never raised any issue with vehicles going parallel on Broad Street. Our issue is with the safety margins for children waiting at the stop on Broad Street trying to avoid turning vehicles and when there is snow / ice, and the need for children to have a greater safety margin from traffic. Many school districts have ‘winter’ stops just for that reason.

- “He did express concern with the bus stopping on Ranger would provide very short sight lines for anyone turning off Broad onto Ranger”
1. The issue of sight distance raised as a reason for the bus to not come down Ranger does not exist if the bus stops on Ranger at a safe distance from the intersection. The house next to ours is > 450 feet from the intersection and a vehicle stopped there is visible from Broad Street. Please see Appendix 5 for a picture taken from 6 Ranger with Broad Street and the Stop sign clearly visible. The bus is welcome to stop there since our children can still safely wait in their driveway and walk to the bus once it signals the stop.
 2. An alternate is always to put up a street sign indicating to turning traffic that there is a bus stop ahead. This is a common practice in neighboring districts and children are not denied safe bus routes or stops due to minor curves on the road. Ridge Road in Nashua for example. In many areas if there is a steep curve or a hill, 300ft is considered as adequate sight distance.

Boarding / Unboarding the School Bus

- “On the day I visited the bus pulled across Ranger limiting the ability for any traffic on Ranger to move forward. The two students had ample time to move onto the side of the road”
1. Blocking an intersection is extremely unsafe and not supported by any guidelines relating to bus stop location safety or by the training given to Bus drivers for their licensing (<https://www.nhtsa.gov/document/loading-and-unloading-school-bus-drivers>)
 2. The bus driver on the current route confirmed to us and other parents that this was against all training he had ever received, and he had filed an objection with his employer
 3. A car on Ranger who was there at the stop pointed out that there are no red flashing lights visible on the side of the bus so a vehicle on Ranger (who sees the bus from the side) has no indication the bus is loading/unloading children and will come up right next to the bus in preparation to turn left. This actually happened on Dec 7th 2018 at drop-off where a car was just a few feet from the bus (and not 25 ft as required by NH law due to no fault of the car driver) and the car driver was unaware children were going to get off the bus. They kept coming up closer to the bus. It has happened frequently since then. In addition, at unloading, the children had no safe spot to go to once they got off the bus, so they were on the road trying to avoid the next car that pulled up on Ranger as well as turning traffic from Broad Street behind the bus This was **extremely dangerous**. This intersection is a hazard even in clear weather

4. We have shown videos of the loading/unloading to both law enforcement officials and licensed bus drivers currently driving for school systems in NH. Not one of them was willing to say it was safe by any standards. The fact that such a stop was existing where there were clearly safer alternatives created concern for the safety measures followed in busing the students. In case the Board is not aware, many states actively have laws preventing buses from stopping 30-100 feet from intersections or in the intersection itself, since it blocks traffic in an unsafe manner for children.

Walking route to the Bus Stop

- “I have also spoken to the HPD and asked them to increase their presence on Board/Ranger in order to address drivers who may not be heading the posted speed limits”
 1. The vehicles at the speed limit of 30mph on Ranger and 45mph on Broad are fully capable of serious accidents even while driving at the speed limit when they suddenly see pedestrians on the road and have no **margins** to swerve and avoid them.
 2. The police can do nothing about the box trucks, large semis and logging trucks that take up the whole road and if there is a car coming from the opposite direction, end up going on the 1-foot gravel space to avoid a collision. There is no scope for children walking on that road.

The final decision unfortunately communicates that a hazardous bus stop and hazardous walking conditions to the stop are fully acceptable to the School Administration and that the School Administration is actively counting on not servicing this section of Ranger Road to perhaps keep their variable costs relating to transportation down. The school district administration has rejected every request for the bus to come down the full length of Ranger Rd despite there being multiple children there over the past 7 years who have attended primary and elementary schools and made numerous petitions/requests regarding the same over the years. The assignment of stops for these parents on either Louise Dr. or Broad Street has made it impossible for parents to walk their children safely to the stop thus resulting in parents either driving to the stop or simply driving their children to school thus imposing a financial and time cost on parents for what is **clearly** the responsibility of the school district as it relates to transportation of students upto 8th grade.

We hope safety of students is a **governing ideal** of the School Board and guides their policy regarding bus stops and route since as per the transportation contract **the responsibility and liability** for determining the stops and routes rests clearly with the School District and **not** the contracted transportation company (see page 3 of the Transportation contract June 2016-July 2019). In addition, the contract also specifies that the individual affected school board is fully authorized to change the bus route (page 3, para 7). The final authority also does not rest with the Superintendent as per the

policy document governing the Hollis School Board since the Board has the final review and authorization liability for the bus stops and bus routes.
(<http://z2policy.ctspublish.com/policy/Z2Browser2.html?showset=hollisset>)

We also hope the Board will take into account that they are elected members, chosen for the purpose of representing the community interests and providing the balance needed between fiscal interests and student safety interests, for the school administration.

We have also received many offers from other members in the Hollis community to sign and support our petition since they clearly realize the hazardous nature of this bus stop and the consequences this may impose on the community as a whole if the current situation continues.

Please provide a final decision by no later than January 15, 2019, so that we may peruse alternate course of action in the event a safe bus stop will not be provided to the children residing on Ranger Road.

As always, please let us know if you need any more information from our end.

Warm Regards

Shawn Sharp

Appendix 1 – Email Correspondence

From: "Corey, Andrew" <andrew.corey@sau41.org>

Subject: Re: Petition for bus route

Date: December 12, 2018 at 12:15:45 PM EST

To: Shawn Sharp <shawn.p.sharp@gmail.com>

Good Morning Shawn,

I want to thank you for your communication regarding this bus stop at Broad and Ranger. I spoke to the DPW regarding the culvert at the corner and they will follow up on my request by visiting the site at some point. I have also spoken to the HPD and asked them to increase their presence on Board/Ranger in order to address drivers who may not be heading the posted speed limits. I had our School Resource Office, Rick Bergeron, visit the stop to review the sight lines when approaching the corner from both directions on Broad street. He determined that the sight lines are good and that vehicles have ample time to see the flashing red lights on the bus. He did express concern with the bus stopping on Ranger would provide very short sight lines for anyone turning off Broad onto Ranger. I as you stated, I visited the stop again and watched the unloading of the students. On the day I visited the bus pulled across Ranger limiting the ability for any traffic on Ranger to move forward. The two students had ample time to move onto the side of the road. One student was picked up by a vehicle and you, your daughter and your wife walked the short distance from the stop to your driveway. I understand that there are no sidewalks but very few roads in Hollis have sidewalks for students to utilize. After reviewing all the information, driving the route and visiting the stop I cannot support changing the bus stops location at this time. I do appreciate your working with me and thank you for working with your neighbors as we reviewed your children's bus stop.

Thank you for your understanding.

Andy

On Mon, Dec 10, 2018 at 8:28 AM Shawn Sharp <shawn.p.sharp@gmail.com> wrote:

Hi Andy,

Thanks for coming by at drop-off on Thursday and checking out the stop. I received some feedback the measures you suggested.

(1) Having the school bus stop on Broad Street and blocking the intersection.: That does block traffic on Broad street intending to turn on Ranger but does not block or prevent traffic on Ranger coming up to the stop sign or taking up position to turn left on Broad. The path of a left turning vehicle would directly intersect the path of a child getting on or getting off the bus.

A car on Ranger who was there at the stop pointed out that there are no flashing lights visible on the side of the bus so a vehicle on Ranger (who sees the bus from the side) has no indication the bus is loading/unloading children and come up right next to the bus in preparation to turn left. This actually happened on Friday at drop-off where a car was just a few feet from the bus and the car driver was unaware children were going to get off the bus. In addition, the children had no safe spot to go to once they got off the bus, so they were on the road trying to avoid the next car that pulled up on Ranger as well as turning traffic from Broad Street behind the bus. This was **extremely dangerous**. This intersection is a hazard even in clear weather

2) Extra plowing during snow: This does not mitigate the lack of safety margin while walking to the stop. The next house down on Ranger has a much longer walk than ours with a 2nd grader...about 400 ft. And it does not address the black ice or slippery roads that pose an additional danger for any pedestrian on the road.

The additional parent who signed the petition was Bill Cudney from 3 Winterberry way. It is a private way off of Ranger (or essentially 26 Ranger). He has a preschooler who will be in Kindergarten the coming school year.

We hope the bus route can come down the southern part of Ranger, since that is the only safe way to block traffic on Ranger while the kids get on/off the bus. We have been giving updates to all the families who signed the petition. They are willing to contact you individually as well if that would make a difference towards a quick resolution, since this is a danger the children face every day.

Thanks
Shawn

Appendix II – RSA 189.8

TITLE XV EDUCATION

CHAPTER 189 SCHOOL BOARDS, SUPERINTENDENTS, TEACHERS, AND TRUANT OFFICERS; SCHOOL CENSUS

School Boards, Transportation and Instruction of Pupils

Section 189:8

189:8 Limitations and Additions. – Pupils entitled to transportation in accordance with RSA 189:6 may be required to walk a distance not to exceed one mile to a school bus stop established by the local school board. Pupils residing in areas which are inaccessible by a local school district's established mode of transportation may be required to walk a distance not to exceed 1-1/2 miles to a school bus stop, provided that the vehicle, route and schedule have been approved by the commissioner of education. **School districts shall assure that pupils shall not be subject to unsafe conditions while walking the required distance to a school bus stop and that the school bus stop is established in a safe location.**

Source. 1919, 106:20. 1921, 125:6. PL 117:7. 1933, 76:1. RL 135:8. RSA 189:8. 1992, 159:2, eff. July 5, 1992.

Appendix III – Bus Stop location

View from Ranger Road



— Drainage Ditch line. The distance of the line from the road edge is about 1 foot. The entire area is inaccessible when it snows or rains or when the water collects in it

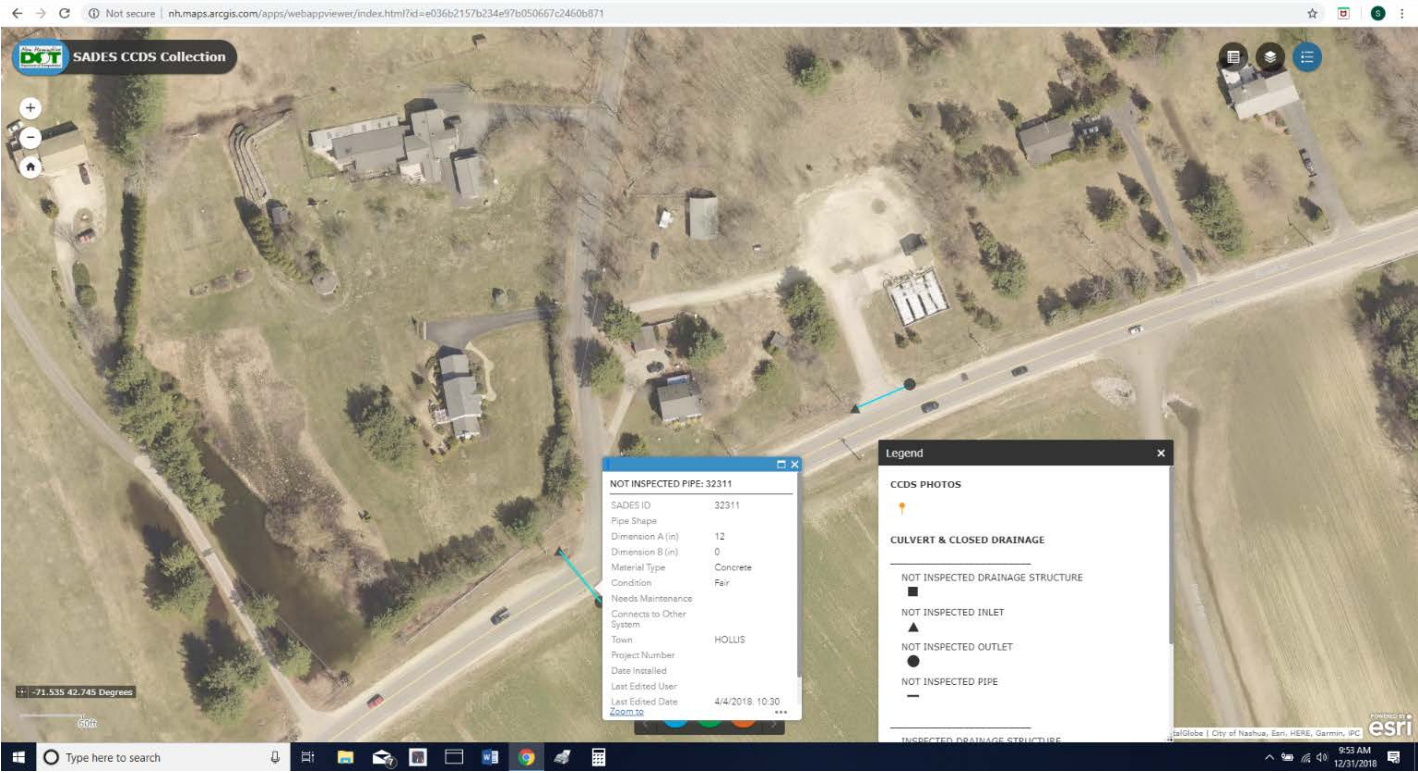
View from Broad Street



The green line marks the ditch edges.

Appendix IV– NH-GIS Culverts and closed drainage locations

The blue line shows the drainage ditch is a planned and there is a pipe and inlet/outlet to the ditch. The screenshot is unedited.

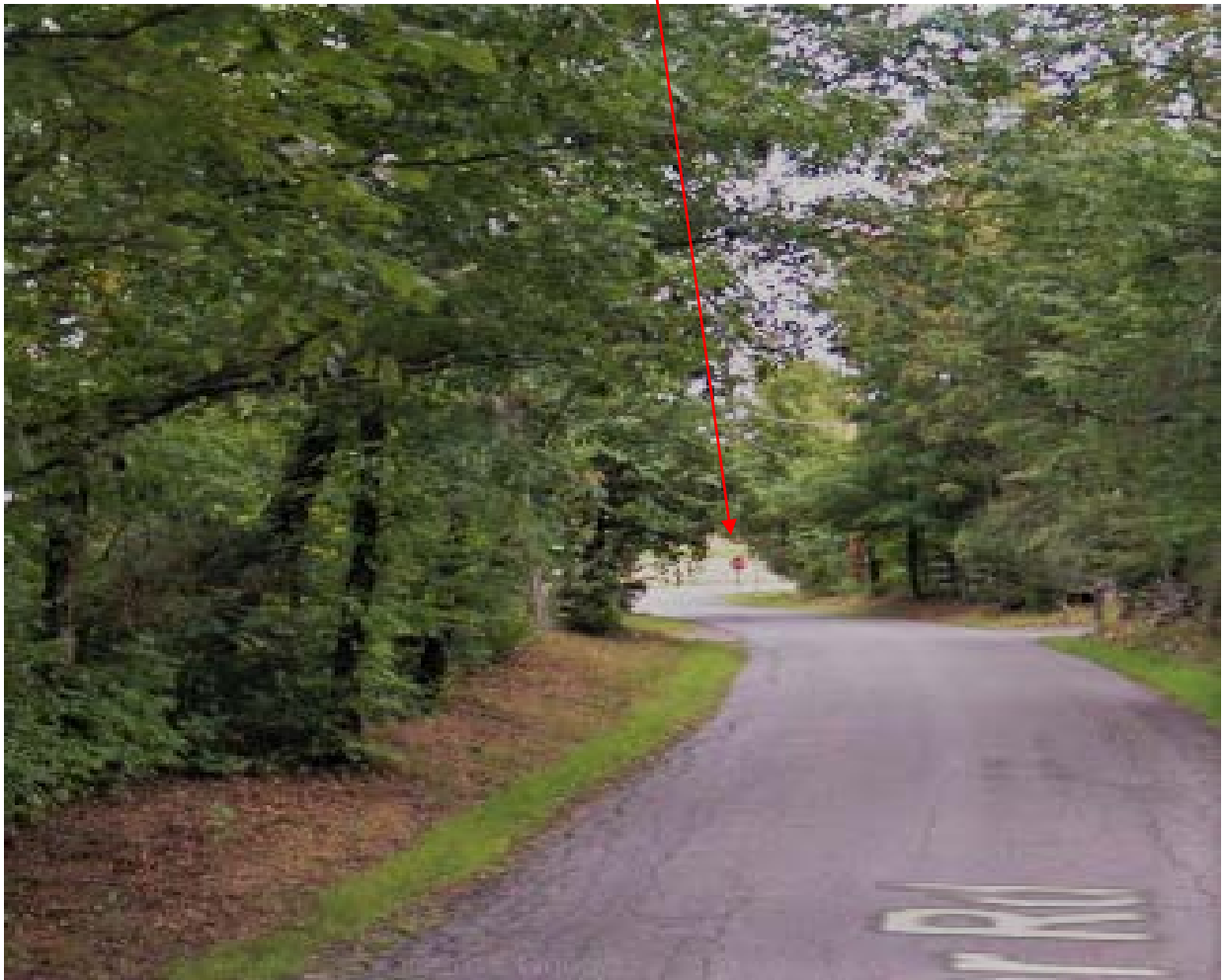


Appendix V – Safety Checklist for safe school bus stop and safe walking routes to bus stops, to aid school districts in complying with the law

Please see pages at end of this petition.

Appendix VI – Visibility from 6 Ranger Road to Broad Street

Stop Sign on Broad Street in direct line of sight for a bus and for a vehicle turning onto Ranger Rd. This is taken from 450 feet from Broad Street (standing in front of 6 Ranger Driveway). Our driveway at 4 Ranger is visible in the picture to the right



SCHOOL BUS STOP EVALUATION CRITERIA

The New Hampshire Department of Education and the New Hampshire Department of safety have developed this form to assist school districts in evaluating school bus stops. School districts should have a written policy that provides specific guidelines for administrators to use when establishing school bus stops and routes. All stops and routes should be evaluated regularly not only for safety reasons, but to assure that State laws and local policies are being followed.

Evaluated by: _____ Agency: _____
Reason for Evaluation: _____
Location of Stop: _____
Date Evaluated: ____ / ____ / ____ Time Evaluated: ____ am ____ pm
Pick-up/Drop-off Time: ____ am ____ pm
This area is: Residential ____ Commercial ____ Industrial ____ Other ____
Posted speed limit _____ MPH
During observation, traffic was: ____ Light ____ Medium ____ Heavy
Type of Vehicles: _____
Number of students at stop: ____ Grade level of students: ____

SCHOOL BUS STOP EVALUATION CRITERIA	YES	NO	N/A
1. Is the stop located at least 100 feet prior to a right-turn lane?			
2. Is the stop located in a right-turn lane?			
3. Is the stop located at least 100 feet after an acceleration/merge lane?			
4. Is the stop located in an acceleration/merge lane?			
5. Is the stop located at least 300 feet from railroad tracks?			
6. Is the stop visible to motorists from a minimum distance of 500 feet in a 35 MPH or less speed zone?			
7. Is the stop visible to motorists from a minimum distance of 750 feet in a speed zone above 35 MPH?			
8. Has a school "SCHOOL BUS STOP AHEAD" sign been placed prior to the stop if it has been determined to have restricted sight (500 feet or less) visibility due to being placed on the crest/downgrade of a hill or at some point on a curve, for example?			
9. Is the stop located on a roadway that is used by heavy, commercial truck traffic?			
10. If the stop is located near a retention pond or similar body of water, is there a physical barrier between the stop and the water, i.e. a guardrail or fence?			
11. Is some type of road construction or other construction taking place in an area that poses a danger to students at the stop?			
12. Is the stop located near an access/egress driveway of a commercial strip mall or apartment complex which would cause students to walk across traffic moving at speeds greater than 5 MPH?			
13. Is the stop free of obstructions that lessen student, motorist, and school bus driver visibility including shrubbery, utility poles, walls, fences, trees, parked cars, and other obstructions?			
14. Does the location of the stop allow for sufficient water run-off/drainage?			

SCHOOL BUS STOP EVALUATION CRITERIA	YES	NO	N/A
15. Is the next closest stop on the same side of the roadway that serves the same school at least ¼ mile away (except in special circumstances such as overcrowded stops)?			
16. Is the stop located within ¼ mile of another stop located on the opposing side of the same roadway that serves the same school (except in special circumstances such as overcrowded stops)?			
17. Is there sufficient room at the stop away from the roadway for students to safety wait for the school bus?			
18. Does the physical space that the stop occupies provide sufficient room for the number of students using the stop?			
19. Is there sufficient room at the stop for students to de-board the bus then walk at least 15 feet away from the bus before it departs the stop?			
20. If students cross a 4 or 6 lane roadway, is there a crosswalk with pedestrian signals near the bus stop?			
21. In the absence of a sidewalk, is there a space/path that is at least 4 feet wide that provides access/egress to/from the stop?			
22. If the bus stop location requires that the bus reverse direction, is there sufficient space to allow this task to be accomplished?			

SKETCH OF SCHOOL BUS STOP (be sure to note all relevant traffic signals, signs, pavement markings, sight obstructions, and student and motorist behavior and roadway deficiencies at the stop)

COMMENTS (be sure to note any unusual pedestrian or vehicular movements that occurred during the evaluation period):

Evaluator Signature

Date

NOTE:

The established of school bus stops is the responsibility of the school district pursuant to RSA 189:8, which in part reads: **“School districts shall assure that pupils shall not be subject to unsafe conditions while walking the required distance to a school bus stop and that the school bus stop is established in a safe location.”**