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RESPONSE TO STEPHEN TAWES EMAIL OF JANUARY 7, 2019 REGARDING TRANSIT RIDERS MANAGEMENT PLAN FOR ASA CHARTER SCHOOL

1. *Are the shifts divided into smaller groups for the school street monitor to safely manage to the bus stops? 340 students per shift is too large to reasonably manage over the distances to the bus stops.*

Response: Yes, as noted in the Transit Riders Management Plan: “A school day consists of five periods and the students may take up to five courses per day. However, since each student has different educational needs, each student receives a personalized schedule, therefore, not all students arrive and depart the school at the same time. This Management Plan is formulated to deal with multiple arrival and dismissal times throughout a given shift.” Students are not dismissed en masse, but rather, by classroom. Under the supervision of the classroom teacher, students are directed to the administrator for check-out and retrieval of their personal belongings, typically their cell phone, then they can leave the building where school street monitors and the exterior school security guard will assure that students proceed directly to the authorized bus stop located to the east of the school or to the crosswalk at the intersection of W. Commercial Blvd. and NW 64th Avenue.

2. *What function does the school street monitor perform? Will the school street monitor control traffic at the entrances to the properties in advance as the students cross them?*

Response: The school street monitors will monitor student behavior as they proceed to and wait at the authorized bus stops and ensure safe crossing of the street at the intersection of W. Commercial Blvd. and NW 64th Avenue (fully signalized crossing with pedestrian crosswalk mechanism). School street monitors will not be controlling traffic.

3. *How many students per school street monitor? How many school street monitors shall be employed? Please identify all.*

Response: The Transit Riders Management Plan currently provides as follows:

“Beginning at 6:30am for the morning shift and at 12:30pm for the afternoon shift (these timeframes may change based upon changes in public transit schedules) and on the hour till :10 minutes past the hour during each class change:

- One staff person will be positioned on the sidewalk in front of the school at a location which permits monitoring of the bus stops on the south side of West Commercial Blvd. to ensure that the students traveling eastbound to/from school arrive/depart safely and walk to school right after getting off the bus. This staff person will also be a presence to prevent “jay walking” by students arriving/departing the bus stops on the north side of West Commercial Blvd.

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- One staff person will be positioned at the crosswalk of NW 64th and Commercial Blvd; this staff person will push the button to the crosswalk and travel back and forth to make sure the students cross appropriately and safely at the signalized intersection. These staff members will be trained in these tasks in accordance with accepted principles for safe crossing of high school students by adults.
- A school security guard will be posted at the front exterior of the school during all hours of operation; the security guard will have visuals on the street and monitor all student ingress/egress.
- In the event the students' personalized schedules result in a concentration of students arriving/departing at a particular time, additional staff will be available to supplement the staff team described above. ASA has more than sufficient staff members to assure safe arrival/departure of students. ASA prides itself on having a small teacher student ratio; the state requirement of 1:25 teachers: students is typically exceeded by ASA which maintains a ratio of 1:15 in most core courses."

The school will continuously take feedback from the street monitors and exterior security guard to ensure sufficient monitors are in place to provide a safe and secure walk path to and from authorized bus stops.

4. *How do you prevent mid-block crossing of Commercial Blvd?*

Response: School street monitors and other staff will create the necessary on street presence to prevent mid block crossing. Please note further, the school has a current policy which prohibits "jay walking" and imposes consequences for a violation of school policy. Before the first day of school, students sign a transportation form in which they provide the type of transportation they will use to get to and from school, and will include a commitment to enumerated policies related to such means of transportation, including use and identification of authorized bus stops near the school. During orientation, the students are given instructions on proper behavior for bus riders, including arrival and dismissal procedures. Consequences for a violation of the transportation policy include a phone call home to the parents, re-execution of the transportation form and renewal of commitment to follow school transportation policies and further violations will result in suspension of bus pass use for a prescribed period of time. ASA strictly enforces its transportation policies and students are well aware of the consequences of any infraction. This enforcement policy together with school street monitors has been very effective for ASA's ongoing operations at its City College location in Fort Lauderdale.

5. *Why isn't there a school street monitor for the bus stop 445 ft west of the school?*

Response: the bus stop 445 feet west of the school is not an authorized bus stop and students will be directed to the bus stop 355 feet east of the school which is reachable by students without crossing any public street. The security guard stationed on the exterior

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of the school will monitor students leaving the school and will report to the administration any students who use an unauthorized bus stop. As noted above, violations of the school transportation policy have consequences and all students are well aware of ASA's strict enforcement policy.