

SECTION 1: TECHNICAL MEMORANDUM

TO: Paul Odenthal, Chief Operations Officer; Andrea Castañeda, Superintendent

FROM: Cummings Elementary Community Advocate

DATE: October 23, 2026

SUBJECT: Technical Correction Request: Cummings Elementary Site Viability Assessment – Transportation & Access Scoring Error

REQUEST FOR ACTION

I am formally requesting an immediate administrative review and recalculation of the **'Bus/Car High Interaction'** metric within the Transportation and Access section of the Cummings Elementary Site Viability Assessment. The current high-conflict score reflects a desktop spatial assumption that directly contradicts the long-standing, physically separated operations of the campus.

IDENTIFIED DATA ERROR

The district's assessment penalizes Cummings Elementary by flagging a high-conflict risk based on the assumption that bus traffic and parent drop-off/pick-up traffic actively mix and overlap in the student loading zones. This assumption is factually incorrect and geometrically impossible under current school operations.

OBJECTIVE EVIDENCE OF TOTAL GEOGRAPHIC SEPARATION

Current, strictly enforced school operations maintain a 100% physical isolation between student transit types, eliminating the 'high interaction' conflict patterns cited in the assessment:

- 1. Total Infrastructure Separation:** Bus loading, unloading, and queuing operations are entirely restricted to the east side of the campus along Delight Street. Conversely, personal parent vehicle drop-off and pick-up operations are strictly restricted to the physically opposite (west) side of the facility building.
- 2. Documented Administrative Controls:** This separation is explicitly codified and enforced through official schoolwide communications distributed to all families via the ParentSquare application. The school administration clearly mandates the strict division of these zones and explicitly prohibits parent drop-off and pick-up operations on Delight Street.
- 3. Permanent Physical Signage:** The bus loading zone on Delight Street features clear, permanently posted municipal and district signage designating it exclusively for bus use and strictly prohibiting public parking during operational hours.
- 4. Enforcement vs. Infrastructure:** Any incidental presence of a personal consumer vehicle in the Delight Street bus zone constitutes an individual traffic law enforcement variance, not an inherent facility design flaw or a permanent infrastructure hazard.

CONCLUSION & REMEDY REQUESTED

Facilities assessments are designed to measure residual infrastructure risk after active safety policies are applied. Because Cummings Elementary successfully utilizes a dual-frontage layout to completely isolate parent and bus traffic streams, scoring the facility for 'High Interaction' introduces an invalid data skew that improperly penalizes the school's viability status.

Under the district's established framework, the removal of this specific flag alters the school's qualification status for closure evaluation. To ensure the integrity of the data presented to the School Board, I request that the Facilities Planning Department conduct an immediate on-site field verification during morning drop-off, correct this data error, and adjust the Transportation and Access score downward to accurately reflect the true operational reality of Cummings Elementary.

SECTION 2: ANNOTATED SITE MATRIX DIAGRAM

The map below illustrates the total physical layout separation that completely divides parent vehicle traffic from municipal and school district bus loading operations. This infrastructure barrier demonstrates why spatial interaction is impossible.

OFFICIAL SCHOOL CAMPUS TRAFFIC LOGISTICS MAP













