



MARBLEHEAD  
PUBLIC SCHOOLS

**Business Office**  
9 Widger Road,  
Marblehead, MA 01945  
phone: 781.639.3140  
fax: 781.639.3149

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MEMORANDUM

TO: Marblehead School Committee  
FROM: Michelle Cresta, Assistant Superintendent of Finance & Operations  
Todd Bloodgood, Director of Facilities  
CC: John J. Buckey, Superintendent  
DATE: August 20, 2021  
RE: Bus Information and Fee Approval for the 2021-2022 School Year

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As we approach the new school year, please find a summary of our student transportation plans and a request to establish a bus fee for an optional bus program for students that live less than two miles from school.

In accordance with MGL chapter 71, section 68, we will be transporting students in grades kindergarten through six only. We do not offer any regular day transportation to Veterans Middle School and Marblehead High School. Transportation will be offered free to any kindergarten through grade six student that lives more than 2 miles away from their home school. This year we will be requiring ALL students that will be riding the bus to be registered with us. This will be a new process for us. We will be sending out an email to all families who live more than two miles away from school asking them to register their students if they intend to ride the bus. It is important that we closely track the students that we are transporting as we continue to follow COVID protocols. We will be once again keeping the bus windows open to allow adequate air flow. Also, while on the bus students will be required to sit in assigned seats and will be required to wear a mask.

This year we will also offer a pilot program of transporting a limited number of students who live less than two miles from school for a fee. This program will be offered to students in grades kindergarten through grade 6 only. Initially, we will be opening this pilot program up to a maximum of eight (8) students with the hopes of being able to offer it to more students in the near future. We anticipate that

these students will primarily be located within the Bus 3 route which will cover the Old Town area of Marblehead; however, this program is open to any area within the town.

It is recommended that this program will be offered on a first come-first serve basis and will have the fee set at \$250 per student and that there will be not be a reduced or waived fee as this is an optional program. Registration of this optional program will be through an email to be sent to [transportation@marbleheadschoools.org](mailto:transportation@marbleheadschoools.org) and will be open at a set day and time. Currently, we have tentative plans to open the registration on Friday, August 27<sup>th</sup> at 9:00 am. We expect to be able to let families know the same day if their student will be able to ride the bus this school year so as to give families as much notice as possible.

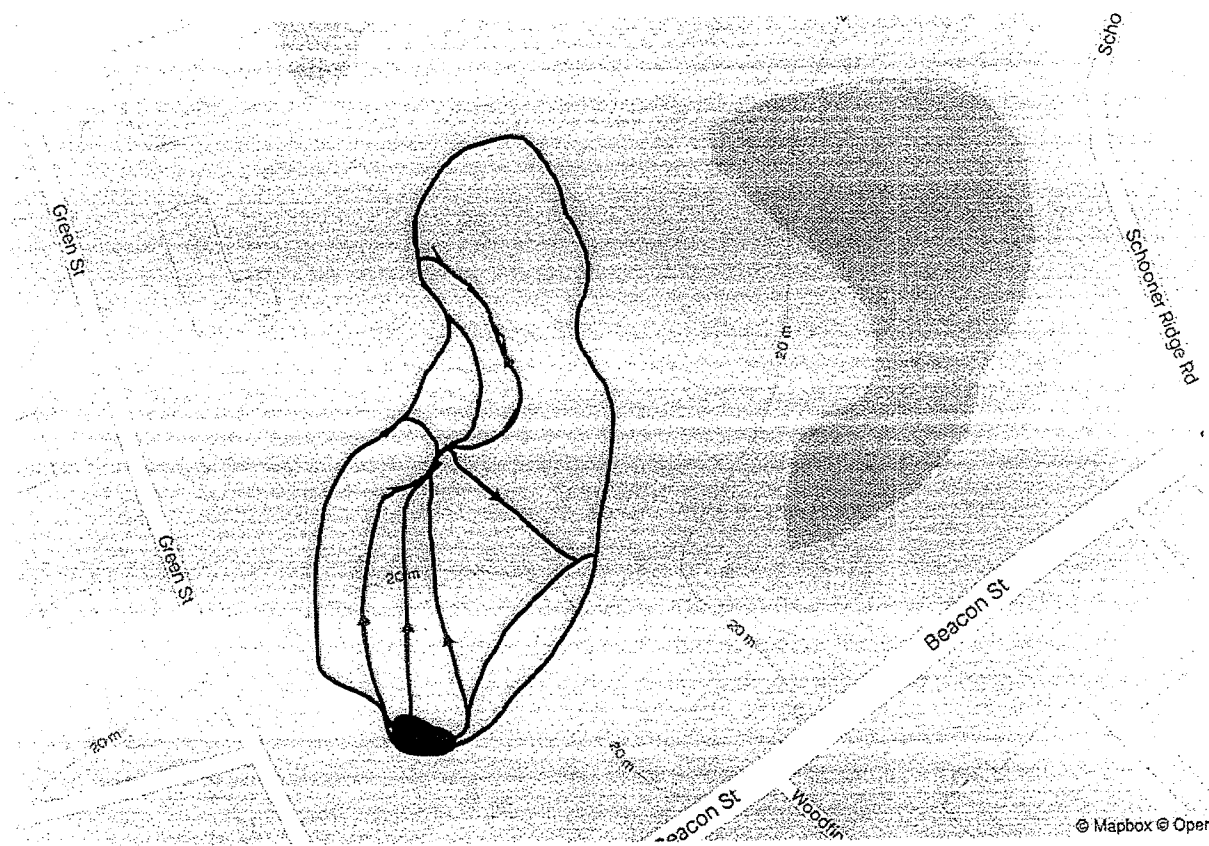
School Committee will need to vote the fee for the optional program. The recommended motion is as follows:

*Motion to approve the bus fee for the optional student transportation program in the amount of \$250 per student for the 2021-2022 school year.*

**EXHIBIT A**  
**PROPERTY**



**EXHIBIT B**  
**LOCATION OF TRACK**



© Mapbox © Open

**EXHIBIT C**

**SCOPE OF WORK, CONSTRUCTION, MAINTENANCE AND  
DESIGN**

# Green Street Woods Mountain Bike Park Planning Document

Pat Milner, Bike MOR Project, June 17, 2021

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<b>Rules of the Park</b>	<b>4</b>
Signs	4
<b>Schedule/Timeline</b>	<b>5</b>

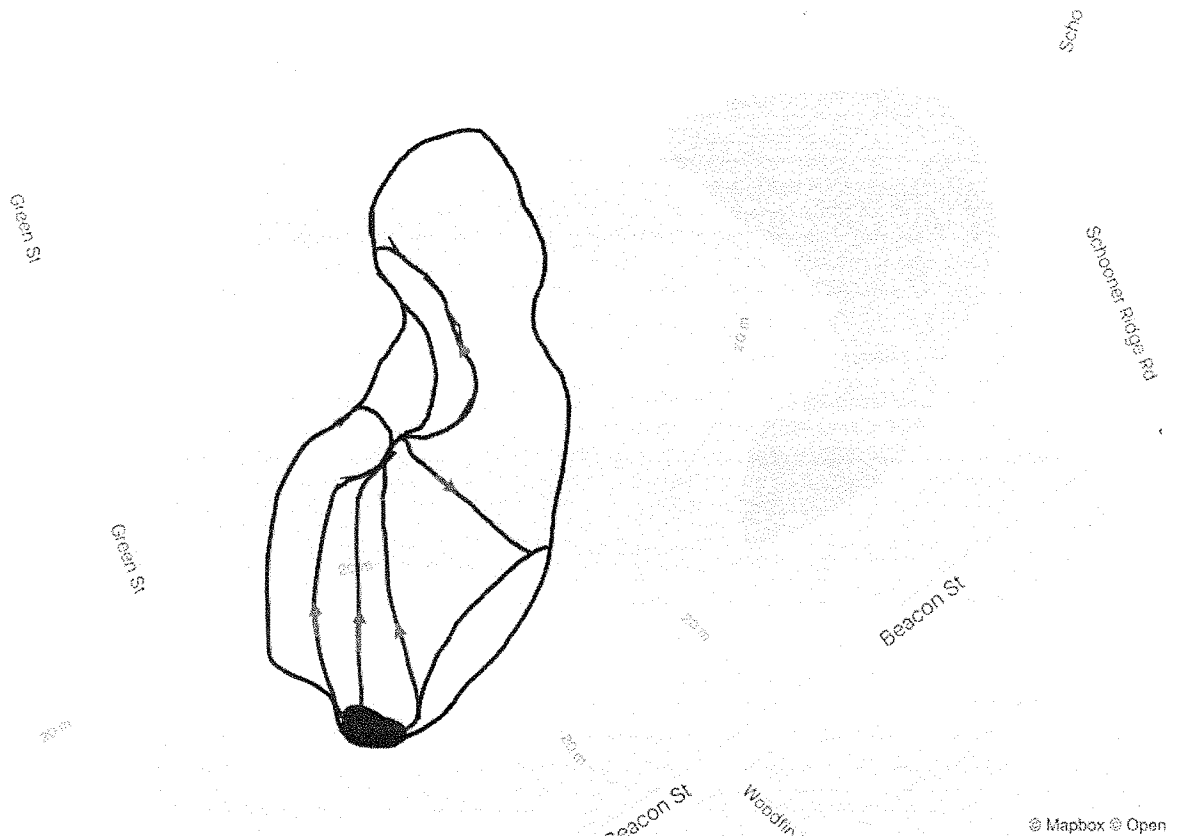
## Background

Please see the “Bike MOR Project Vision” document for background information, including our overall mission and goals. The Green Street Woods Mountain Bike Park will be the first project for Bike MOR Project. It has been made possible with the help and collaboration of the Marblehead School Department and the Town of Marblehead. We are requesting a one-year timeframe to build the trail network to then assess its success.

## Phase 1 Approach

### Design

Our initial plan and design is focused on the area marked on the map below. People will be able to ride and walk on the existing trails in the entire woods. We do not plan to modify the existing trails to build features in the areas that fall within the 100ft buffer zone. Future phases will be considered at a later date, and will likely involve an NOI filing. The phase 1 design and build will be completed by members of Bike MOR Project, in consultation with established bike groups such as NEMBA. No paid consultants will be used for the initial phase.



At a high level, the trails marked in green will be basic mountain biking trails following the natural contours of the land. These trails are intended for those looking to ride or walk in the woods without encountering specific “features”. Most of these trails already exist (and have existed for some time). We will likely do some maintenance to these trails to shore them up and limit the impact and potential erosion and support sustainability.

The blue lines on the above map will be the areas where “features” will be added to the park. All of these features have been designed to fall outside of the 100’ bufferzone as required. These features will also take advantage of the natural contours of the land, especially the changes in elevation, rocks and ledges, and already fallen trees.

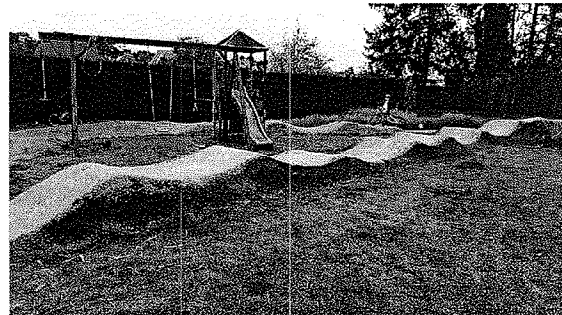
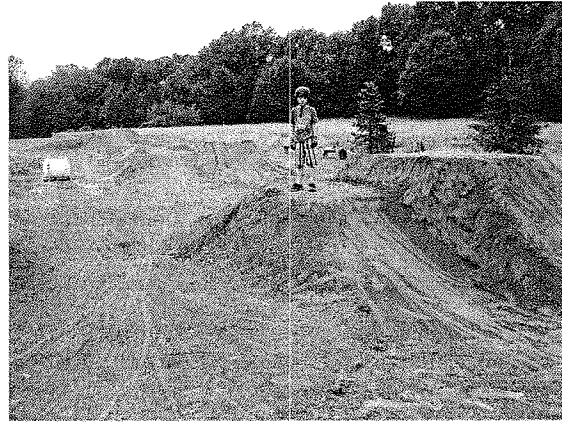
The features in the park will include three main types:

- Berms - These are banked curves, usually made with dirt, that allow riders to safely transition into a feature while incorporating and maintaining the natural features and contours of the area. They are also a fun



way to “flow” through a section without having to peddle.

- Table tops - As the name suggests, these features include an incline, “top,” and decline (imagine a trapezoid). They will all be built such that a rider can ride across the entire top (no open gaps as some of the legacy GSW jumps had). This will allow more and less advanced riders to utilize the features in various ways. As in the picture to the right, our intent is to create features with multiple options for riders to enjoy.
- Rollers - Rollers are usually a series of mounds that flow together to create a continuous flow that a rider can either pump or peddle through. They are a great way for less confident riders to build skills and confidence over varying terrain.



The current plan is to build five sets of features on the blue line marked areas of the map. We believe this will provide enough variety and diversity of terrain for various skill levels and confidences. All features will be built with natural materials (mostly dirt with some wood reinforcement). They will follow existing designs of dimensions and construction and be thoroughly tested by experienced riders before being open to the public.

The arrows included in the blue lines indicate the direction of flow of riders. Specific consideration has been taken to ensure that riders flow in a natural direction and head on travel and merging is limited/eliminated. We will post signage throughout the park to indicate the direction of flow, “do not enter,” and merge locations. We will also post signs indicating the difficulty level of sections and features.

## Collaboration

Bike MOR Project has been consulting with the neighbors/abutters regarding the high level plans for the park and to address any concerns about safety, cleanliness, and noise. We will continue to consult with them as the plans become finalized. In addition, we have been meeting with local mountain bike community members and organizations such as the Marblehead Conservancy, and bikers.

## Park Maintenance

Park inspections and all its components (ramps, features, etc.) will be completed on a regular basis by volunteers. During the riding season (May through October), weekly inspections and regular maintenance sessions will be scheduled, led and staffed by volunteers.

### Trash Pick up

It is hoped that the town will be willing to place 2 trash cans, one at each entrance, and include them in their regular pick up schedule when they go to nearby Stramski. If this is not possible we will schedule a weekly pick up among the volunteer leaders of Bike MOR Project during the riding season.

### Maintenance of the Park

Maintenance will be completed as soon as a hazard is reported. If a section of the park is affected by a maintenance issue, that part of the park will be closed until the maintenance is completed. Signs will advise why it is closed and give an approximate time as to when it will be reopened. Bikers will fix jumps as they go, but overall maintenance is the responsibility of Bike MOR Project.

## Rules of the Park

Open Hours: Dawn until Dusk

Like a playground or sports field, the park will not be supervised. Riders will ride at their own risk. Signage will require helmets and highly encourage riding in pairs or groups. Our intent is that the park will be open during daylight hours only. Our expectation is that we will work with various town officials and town council to develop appropriate signage for the park.

## Signs

Appropriate signage serves two purposes:

1. Prevention of accidents through warning signs.
2. Avoiding liability through disclaimer signs.

### Guidelines

- Signs will be written in simple, easy to understand language, remembering the ages of the people who will be using the park. We will incorporate pictures and symbols to increase effectiveness.
- We will avoid using words such as “must” and “mandatory” in unsupervised parks because this requires enforcement.
- We will include biking lingo in our signs. An example of this would be to use the phrase “Wear the Gear” rather than “Use of protective equipment is mandatory”.

- We will include notice of any equipment that is not allowed in the park, specifically motorized bikes and other vehicles.
- Signs will be maintained and will give information such as:
  - Hours of operation.
  - Notice that the park is unsupervised, or if supervised, outline when supervisors are there.
  - Warnings of any danger.
  - Recommended use of protective equipment.
  - Rider Etiquette.
  - Level of difficulty of the course and each course component.
  - Height of the jumps.
  - Who maintains the facility and contact information.

**Potential wording to include:**

1. This is an unsupervised facility. You are riding at your own risk.
2. Helmets are required and riders are highly encouraged to ride in pairs or groups.
3. Parents, when you bring your kids, stay and watch them ride. Remember the park is unsupervised.
4. In case of emergency please call 911.

For non-emergency issues, please send an email to [bikemorproject@gmail.com](mailto:bikemorproject@gmail.com)

## Schedule/Timeline

Once the Use Agreement has been finalized, we should be able to get the park opened up within a couple of weeks. We will need to do the following:

- Schedule and host meetings as needed with the neighbors/abutters and other stakeholders and interested parties.
- Order the materials
- Order or create temporary signs (or final signs, depending on the resources and delivery time)
- Schedule the volunteer work days, and do them (likely on the weekends)
- Plan a staggered opening, to ensure that any items get addressed before it is open to the public.

A final timeline and schedule will be created once we have the green light to proceed.

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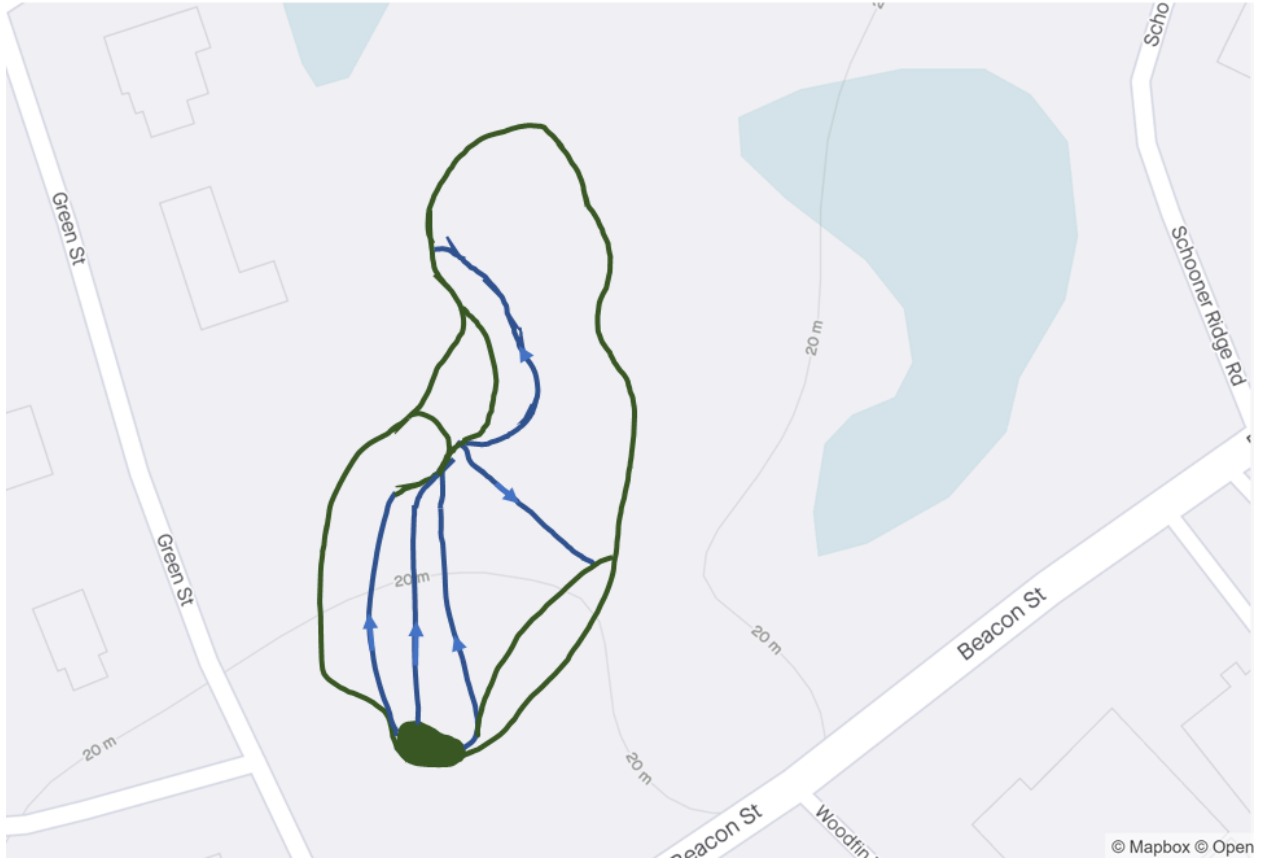
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**RIGHT OF ENTRY AGREEMENT**  
**RELEASE AND INDEMINIFICATION**

For Access to Public Property for the Purpose(s)  
Hereinafter Described

Property Owner:	Town of Marblehead School Department Mary Alley Bldg 9 Widger Road Marblehead, MA 01945
Property Address:	Corner of Green and Beacon Streets Map/Lot 159-20-0
Description of the Work to be Performed:	Access to Property for activities described herein, including access to the area shown on the Exhibit B located at Green and Beacon Street, for constructing a bike pump track area and there after using same which will be open to the public (“Activity”).

THIS RIGHT OF ENTRY AGREEMENT (this “Agreement”) is made as of this \_\_\_ day of August 2021, by and between the town of Marblehead, by and through the School Committee, 9 Widger Road, Marblehead MA, the record owner (the “School”) of property located Green and Beacon Street in Marblehead, Massachusetts, as shown on **Exhibit A** attached hereto (the “Property”), and Bike Mor Project, Inc., a Massachusetts Not for Profit Corporation, with an address of 57 Cloutman’s Lane, Marblehead, Massachusetts 01945 (“Bike Mor”).

**RECITALS**

WHEREAS Bike Mor is engaged in recreational bike jumping activities and has an expertise in constructing earthen bike pump track courses and wishes to create such a limited course on the School owned property and therefore desire to have a license and privilege to enter onto the Property, for the purpose of said construction; and

WHEREAS the Town through its School Committee has authorized access to a portion of the Property as more fully set forth on **Exhibit B** for this limited purpose.

NOW, THEREFORE, the parties agree as follows:

**RIGHT OF ENTRY**

1. The School hereby grants to Bike Mor the right to enter upon the Property in order to access to the Property at reasonable times in accordance with Paragraph No. 2 hereof, to undertake the Activities.

2. Any Construction Activities shall be taken and implemented with the greatest care and in the limited fashion as shown on **Exhibit C** attached hereto. Bike Mor represents it will undertake the work in a good and workman like manner to the standards for said Activities in the greater North of Boston area. It is agreed that the extent of said construction and Activities shall NOT exceed that as proposed on **Exhibit C**.
3. Following Construction Activities, the ongoing Activities of use and maintenance of the Property shall in accordance with **Exhibit C** as well.
4. Bike Mor hereby assumes the entire and complete risk of entering on the Property to perform the Construction Activities described above, and agrees to assume, on behalf of themselves and their assignees, consultants, and contractors, the risk of operations permitted by this Agreement. Bike Mor shall release, indemnify and hold the School and the Town of Marblehead harmless for personal injury to Bike Mor' assignees, consultants, and contractors, and for loss of or damage to the property and equipment of Bike Mor, their assignees, consultants and contractors while on the Property or thereafter using the Property. Further, Bike Mor agrees to release, indemnify and hold the School and the Town of Marblehead harmless from, for and against any and all claims which may be the result of the Bike Mor' work during the course of implementing the Construction Activities.
5. It is recognized by all parties that once constructed the Pump Track will be used by the Public. Bike Mor does not assume any responsibility to the School, the general public, or anyone else in connection with its or their use of the Pump Track which use shall be at its and their discretion and risk. As set forth in General Laws, Chapter 21, Section 17C, neither Bike Mor nor the School shall be liable to members of the general public who use this Pump Track.
6. All notices or other submissions required by or appropriate under this Right of Entry Agreement shall be sent by first-class mail, facsimile, overnight delivery service or certified mail, return receipt requested, to the School or Bike Mor, as applicable, at the addresses listed in the paragraph preceding the Recitals. The School and Bike Mor hereby represent that they have all read this Agreement in its entirety, that they fully understand all the provisions hereof and that they are voluntarily entering into this Agreement having each had the opportunity to consult with counsel.
7. Bik Mor agrees, by executing this agreement that it will adhere to the following guidelines:

**Inspection of the Park**

- Park inspections and all its components (ramps, rails, etc.) should be completed on a regular basis.
- Inspections should take place daily and all inspections should be documented on municipal forms and filed with the School Department. Bike Mor shall designate an individual to fulfill this requirement and shall notify the School Department in writing of the name, address and telephone numbers of the individual.

**Maintenance of the Park**

- Maintenance should be completed as soon as a hazard is reported.
- The park, or a section of the park, should be closed until the maintenance is completed. Signs should advise why it is closed and give an approximate time as to when it will be re-opened.
- Bikers will fix jumps as they go, but overall maintenance is the responsibility of the Bike Mor.
- Bike more represents that it understands and agrees that proper maintenance procedures are essential in minimizing risk of injury and the School’s or Bike Mor’s exposure to liability.

**Rules of the Park**

Initial rules are outlined in Exhibit C. However, final rules shall be presented to and approved by the School.

8. This Agreement shall be valid through \_\_\_\_\_, 202\_. Said date may be extended only with the consent of the School, which consent shall not be unreasonably withheld, and only upon modification hereof.
9. The Bike Mor represent that they are undertaking the Activities on their own and volunteering to do so and are no employees, contractors or consultants to or of the School.

By signing below, the School acknowledges that they are granting a license and privilege to Bike Mor, as aforesaid, and authorizing the above-described work to proceed.

IN WITNESS WHEREOF, the parties have executed and acknowledged this Agreement as of the date first above written.

Property Owner

Bike MOR Project, Incl

\_\_\_\_\_

By: \_\_\_\_\_

Its President

# Bike MOR Project - 2021 Vision

This is a Working Document, last updated 6/17  
[bikeMORproject@gmail.com](mailto:bikeMORproject@gmail.com), [bikemor.org](http://bikemor.org)

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## Mission

Our mission is to create safe, organized places for people to ride bikes in Marblehead. We will do this through engagement, empowerment, education, and collaboration.

## Goals

The goals of Bike MOR Project Inc. (Marblehead Off Road), are:

- To provide safe, sanctioned places for people of all ages and abilities to have fun riding bikes off road.
- To engage and empower our young people through planning, building and maintenance of the bike facilities.
- To promote responsible biking and to protect and preserve Marblehead's trails and open spaces.
- To encourage more people to ride bikes in Marblehead in safe, supported, and fun venues.

- To collaborate with stakeholders within our town and region to develop mutually-beneficial solutions.
- To develop long-standing relationships with stakeholders within our town and region, work collaboratively to provide mutually-beneficial sites, and to learn from one another's experience and expertise.

## Our Why

Mountain biking has been a growing sport for decades. Partly as a response to the pandemic, bike sales in the US increased by 62% in 2020 over the previous year and mountain bike trails across the US are showing increases of up to 500%. This is not a flash in the pan, however, and when the pandemic is over, biking will continue to grow.

According to The Outdoor Foundation, bicycling is one of the top gateway activities that gets children outside and ultimately interested in other outdoor recreation such as hiking, camping, fishing, and other physical activities [1]. We believe that the way to develop the next generation of conservationists is to give our children space to be outside, be creative, and collaborate with the groups in town that steward our outdoor spaces.

We believe that the time has come for Marblehead to allocate dedicated off-road space for biking. It is a growing sport with significant interest within our local community, and the benefits are many. In December, more than 630 people signed a petition indicating their support for the allocation of land in Marblehead for dedicated off-road biking space.

Initially, we are asking for 2 different dedicated off-road sites because we believe there is enough demand and there are different needs from various user groups that can't be met with one site.

## Our Proposed Projects

### Green Street Woods Mountain Bike Park

**Status:** The project was on hold while we waited for the Wetlands Violation to be cleared, which has now happened. The Use Agreement with the School Department and Town is now being considered.

Our vision is to use some of the Green Street Woods (GIS lot 159-20-0) to create a bike park. The bike park would require some clearing of dead and unsafe trees, but would maintain it's natural and wooded appeal. The features built would be largely constructed of natural resources, taking the existing topography into consideration and use. We are requesting a one-year timeframe to build the trail network to then assess its success.

The expected work involved would include:

- Removing any trash/illegally dumped materials
- Building bike features (with permission as needed). These will include trails, bridges (particularly over the existing creek), and boardwalks. The later would be a longer term vision
- Bringing in some dirt for trails and features
- Removing invasive species with the help of Marblehead Conservancy

Our plan is to consult with NEMBA (New England Mountain Bike Association) [2] on our planning, to ensure safe and sustainable practices. We have already done a site tour with them, and would expect to be able to work closely with them as we make our plans and execute on them. NENEMBA “takes care of trails north of Boston. We work in partnership with State Parks at Harold Parker, Bradley Palmer, Willowdale and Georgetown-Rowley State Parks. We also work on many local properties associated with the Essex County Greenbelt and The Trustees of Reservations.”

Bike MOR Project is already collaborating with Marblehead Conservancy, as they have a lot of experience in building trails in the woods of Marblehead, especially close to wetlands.

The project will be privately funded and staffed by volunteers. A Green Street Bike Park Committee will be formed, consisting of members from Bike MOR Project, interested Marblehead families, the newly-formed Marblehead High School Mountain Biking Club, representatives from Rec and Park, and any other interested stakeholders who want to be involved, including any abutters. The design and plan will be available for review to anyone that would like to see it.

If, at any time, there is a need to remove the park features to prepare the site for an alternative use, they could be removed so the area could be returned to its original state.

### **Signage and Boundaries**

The Committee will meet with stakeholders, neighbors and abutters, to ensure that appropriate signage and boundaries are agreed upon.

We would like to work with the Marblehead Conservancy to incorporate signage that encourages visitors to respect the natural habitat and to understand and appreciate the many plants and animals that live in the woods.

## **Marblehead Community Bike Track**

**Status:** The project was on hold while we waited for the Wetlands Violation to be cleared, which has now happened. The Use Agreement with the School Department and Town is now being considered.

The pump track will be primarily for less experienced riders who are trying to improve their balance and build confidence. This will be for families with younger kids and people of all ages who learned how to ride at one point and can still swing their leg over a bike but might be less comfortable heading out on the road or trails (picture parents or grandparents with young children learning to ride, aged 3 to 83!).

## **Location**

The site that has been identified is a flat, overgrown, unused area that runs between the side of the MHS tennis courts and the back of the Broughton Road houses, close to the back corner of the Community Center. The site is school owned and is part of the Marblehead High School parcel (61-15-0). We believe that the site that has been identified would be ideal, being close to our rail trail and therefore providing families with children of all ages safe access to the track, is an ideal location for a pump track.

## **Access**

Access to the pump track would be via the emergency access road that runs alongside the tennis courts. We believe that most people will come from the rail trail. If people do come by car they can park in the High School lot and ride across. Most use will be after school and on the weekends. Bike MOR Project can plan to clear the site and bring in the dirt for the track from that access point too.

## **Signage and Boundaries**

The Committee will meet with stakeholders, neighbors and abutters, to ensure that appropriate signage and boundaries are agreed upon.

## **Maintenance**

The committees for both sites will ensure that regular maintenance takes place, staffed by volunteers and with paid help as needed. This will include:

- Weekly maintenance during the riding season.
- More extensive rebuild/repair in the Spring, prior to the start of each new riding season.

In addition, regular meetings will be held with stakeholders, neighbors and interested parties, to get ideas and understand any concerns.

## **Fundraising**

Bike MOR Project Inc is an entity created and managed by Marblehead residents. Our projects are privately funded. We will use volunteers to carry out construction and maintenance as much as possible, as well as local contractors that have offered to lend equipment and man hours to the Bike MOR Project for free or at cost. We also have partnered with The Rotary Club of

Marblehead, who has graciously offered to allow us to fundraise through their 501c3. We are busy getting set up to receive online donations.

## About Us

Back in the summer of 2020, a Marblehead resident approached Pat Milner from Bike Marblehead, to inquire as to whether a pump track could be a good addition to the town. His father-in-law had recently been involved in building one in Waitsfield, VT. At the same time, it became clear that off-road biking was becoming more and more popular in Marblehead, and people (especially the young) needed a place to play. The Bike MOR (Marblehead Off-Road) Project team was formed! Since then, we have met with numerous landowners and stakeholders to evaluate the pros and cons of more than 20 possible sites. Our goal is to work collaboratively with the stakeholders so that we can all meet our objectives.

## Organization

The Bike MOR Project Group consists of 25-30 people, and we have identified leaders in the following areas:

- Project Management/Overall leadership: Pat Milner
- Site planning/execution/budget: Taylor Milner, Rick Smyers, Brendan Looby, Matt Burdge, Elizabeth (Beanie) Eissner
- Neighbor/Abutter relations: Ann Warner-Harvey, Elizabeth (Beanie) Eissner
- PR/Marketing: Eleanor Sachs
- Legal support: Keith Sachs
- Website: Trevor Payne

We have an email list that we send occasional updates to. We expect our database to grow once we start marketing and fundraising.

We have consulted with the following groups:

Town: Park and Rec Commission, Town Administrator, Chief of Police, Town Planner, Town Counsel, Conservation Commission, Marblehead Conservancy, Town Engineers, The Rotary Club of Marblehead, etc.

Regional: North East NEMBA, Keane Bike Park and Keane/Brattleboro VT NEMBA, Beverly Open Space Committee, Topsfield Committee planning a pump track, Manchester By The Sea group that is hoping to create a pump track, etc.

## Appendix

### **What is a pump track?**

A pump track is not a “bike park” with features and jumps. A pump track is an oval dirt track consisting of bumps and turns. Riders use their momentum to roll over and around, rather than relying solely on pedal strokes. It's great for all ages and abilities, to build confidence and have fun.

Building a pump track does not require any digging. Natural material is brought in and formed into the bumps and turns. If a site needs to be repurposed, the track can be removed in a couple of days. An ideal site is open, reasonably flat, and safely accessible by bike. Pump tracks have been popping up all over the country, especially during the pandemic. Bike sales have recently skyrocketed as young people look to find ways to be able to socially distance, while getting exercise and being creative during the pandemic. There is a high demand and level of interest in Marblehead.

### **What are the benefits of a pump track?**

- Encourages fitness and outdoor activity, promotes bicycling in general
- Provides a positive outlet for young people
- Is a great alternative for children that are not as interested in team sports and crave an alternative
- Gives children and parents something to do together, and is a great way for families to spend time together
- Helps young or inexperienced riders develop bike-handling skills and confidence in a safe environment before hitting the streets
- Banked soil construction requires little-to-no-site preparation
- Track modifications, additions or removals are easily done by moving dirt
- Built using hand tools and light equipment
- It is fun for all ages, from 3 to 83, and would therefore be a wonderful addition to our community!

## References

[1] Source:

<https://outdoorindustry.org/wp-content/uploads/2017/05/2009-Outdoor-Participation-Research-Study.pdf>. Outdoor Foundation: <https://outdoorindustry.org/participation/>

[2] NEMBA: <https://www.nemba.org/>

# Office of Teaching and Learning



**New Brown School - New School Year - New Opportunities**

**Able to develop an aligned approach to teaching and learning across both Prek - 3 schools**



# Office of Teaching and Learning



## WHY?

- \*Align support staff - Math and Reading Tutor - Instructional support Specialists- Inclusion specialists,
- \*Increase in common planning time for teachers
- \*Consistency across the schools in both content and instruction
- \*Designated time to include SEL support
- \*Designated time for differentiated instruction to ensure equity and access for ALL students

## WHO?

School Principals, Brian Ota and Sean Satterfield  
Former Director of Student Services  
Emily Dean - Student Services - EL  
Meredith Wishart - Elementary Team Chair  
Rebecca Brand - District Instructional Literacy Specialist  
Nan Murphy - Assistant Superintendent  
MEA Leadership Team



# Office of Teaching and Learning

Questions and Wonders



**Has the time of the school day changed?**

**No**

8:05 - 8:15 - Bus and car arrival

8:15 - Tardy bell rings signaling the beginning of the school day

2:30 - Dismissal



**Recess**

Instructional best practices include movement and socialization throughout the entire school day.

\* Inquiry based learning

\* 30 Minute Rule

\* Multi - sensory instruction - acting things out, playing games, using manipulatives, drawing/sketching - small and individual groupings

\*\*Two 15 minutes blocks\*\*

# Office of Teaching and Learning

Questions and Wonders



## **What is the W.I.N Block? *What I Need***

Ensures that there is a dedicated time in the schedule during which students are flexibly grouped to receive remediation or enrichment and have access to materials at their instructional level.

**Every kid needs something extra** - It is best practice to have time built into the day to attempt to address the flexible needs of our learners.

- Instructional specialists will work with teams to develop menus of differentiated options
- No “right way” to do this
- Allows grouping across grouping when appropriate
- Blended learning opportunities



# Office of Teaching and Learning

Questions and Wonders



## Changes in Allied Arts

- Reallocated minutes to create longer allied arts blocks
- Consistent daily schedule for students
- Addition of Health and Wellness
- No longer a need for the double block to cover teacher planning

# What does the schedule look like?

## Questions and Wonders



Kindergarten	Grade 1	Grade 2	Grade 3	
Arrival 8:15 Tardy Bell	Arrival 8:15 Tardy Bell	Arrival 8:15 Tardy Bell	Arrival 8:15 Tardy Bell	
Morning Work	Morning Work	Morning Work	Morning Work	
Morning Meeting	Morning Meeting	Morning Meeting	Morning Meeting	
CORE Instruction	Reading Workshop	Writing Workshop	Special	
	Recess	Reading Workshop		Phonics
	Fundations	Recess		
Special	Writing Workshop	Fundations	Reading Workshop	
	Lunch - 11:00-11:25 Recess - 11:25-11:40	Social Studies/Science	Recess	
		Math	Math	
Lunch - 11:55-12:20 Recess - 12:20-12:35	Math	Special	Recess	
			Recess - 12:10-12:25 Lunch - 12:25-12:50	
	Writing Workshop	Writing Workshop		
CORE Application	Specials	Math	Social Studies/Science	
	WIN Block	WIN Block	WIN Block	
DISMISSAL				

# Questions and Wonders?





## Implementation of DESE Mask Requirement

August 25, 2021

At the special meeting of the Board of Elementary and Secondary Education (Board) on August 24, 2021, the Board voted to declare “exigent circumstances” pursuant to the Student Learning Time (SLT) regulations, [603 CMR 27.08 \(1\)](#), and authorized the Commissioner of Elementary and Secondary Education to require masks for public school students (age 5 and above) and staff in all grades through at least October 1, 2021. The mask requirement is an important additional measure to keep students safe in school at this time.<sup>1</sup>

Consistent with the authority provided by the Board, and after consulting with medical experts and state health officials, the Commissioner is implementing the following requirements:<sup>2</sup>

- **Effective immediately**, public school students (age 5 and above) and staff in all grades are required to wear masks indoors in schools, except as noted below. Masks are not required when outdoors. All visitors are also expected to wear a mask in school buildings.
- The mask requirement will be in place until at least October 1, 2021. The Commissioner will revisit the requirement in the near future to revise it as warranted by public health data.
- Masks should cover an individual’s nose and mouth. For more information about appropriate mask use, please see: <https://www.cdc.gov/coronavirus/2019-ncov/downloads/cloth-face-covering.pdf>.
- It is strongly recommended that students younger than age 5 also wear a mask in school.
- Students and staff who cannot wear a mask for medical reasons, and students who cannot wear a mask for behavioral reasons, are exempted from the requirement. Face shields may be an option for students with medical or behavioral needs who are unable to wear masks or face coverings. Transparent masks may be the best option for both teachers and students in classes for deaf and hard of hearing students.
- The mask requirement applies when students and staff are indoors at school, except when eating, drinking, or during mask breaks.

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<sup>1</sup> The mask requirement is an exercise of the Board’s responsibility to ensure students attend classes in a safe environment. G.L. c. 69, § 1B. It is also an exercise of the Board’s authority to set policies relative to children’s education, including ensuring that students receive the required amount of structured learning time through in-person instruction. G.L. c. 69, §§ 1, 1B, 1G; G.L. c. 71, §§ 1 & 4A; 603 CMR 27.08.

<sup>2</sup> This requirement applies to all public schools, including charter schools, vocational technical schools, and educational collaboratives. It also applies to approved private special education schools.

- Mask breaks may occur throughout the day. If feasible, breaks should occur when the windows are open or students are outdoors. As a reminder, meals and outdoor recess provide built-in mask breaks for students and staff.
- Masks may also be removed indoors when necessary to participate in elective classes, such as the use of wind instruments in band. When traditional masks cannot be worn, districts should consider additional mitigations, such as the use of instrument masks (masks with a slit or hole cut for the mouthpiece) or bell covers, along with physical distancing or outdoor classes as feasible.
- Masks are required for any sports-related activity for student-athletes and coaches when indoors, in alignment with guidance provided by the Massachusetts Interscholastic Athletic Association (MIAA).
- Masks should be provided by the student/family, but disposable masks should be made available by the school for students who need them.
- By federal public health order, all students and staff are required to wear a mask on school buses.
- Whether and when a student should be disciplined for failure to wear a mask is a local decision, guided by the district's student discipline policy and the particular facts. Districts should consult with their legal counsel to address these matters. Districts should provide written notice to students and families about expectations and potential consequences, and are encouraged to use a progressive discipline approach. The mask requirement includes an exemption for students who cannot wear a mask due to medical conditions or behavioral needs. Further, some students with disabilities may need additional supports to wear masks and may need to be accommodated. Districts are encouraged to consider and implement alternatives before resorting to disciplinary exclusion. Keeping students connected with school is especially important this fall, as students return to school after a challenging school year.
- As provided by the Student Learning Time regulations, each district must submit a plan confirming that their health and safety procedures are consistent with the mask requirement. The Department of Elementary and Secondary Education (DESE) will provide districts with a survey link on August 27, 2021, through which they can confirm they are implementing a mask requirement. Submission of the survey response will be required no later than Friday, September 3, 2021, and will satisfy the plan requirement.

After October 1, 2021, if a school demonstrates a vaccination rate of 80% or more of students and staff in the school, then vaccinated individuals in that school would no longer be subject to the DESE mask requirement. DESE will provide additional information to districts in the coming weeks in preparation for the October 1 date, including how to demonstrate the 80% vaccination rate threshold.

## **Definition of a Close Contact:**

Close contacts are defined as individuals who have been within 6 ft. of a COVID 19 positive individual while indoors, for at least 15 mins. during a 24 hour period. Please note at risk exposure time begins 48 hours prior to symptom onset (or time of positive test if asymptomatic) and continues until the time the COVID 19 pos. individual is isolated.

\*\* Multiple brief or transitory interactions (less than 1 minute) throughout the day are unlikely to result in 15 mins. cumulative contact and do not meet the definition of close contact per CDC definition of close contact.

**Close Contacts Exemptions:** certain close contacts are exempt from testing or quarantine response protocols (as long as they remain asymptomatic).

- Asymptomatic, fully vaccinated close contacts.
- Classroom close contacts: Individuals who are exposed to a COVID 19 positive individual in the classroom while both individuals were masked, so long as the individuals were spaced at least 3 ft apart.
- Bus close contacts: Individuals on buses must be masked according to federal requirements. As such, individuals who are masked on buses when windows are open are exempt.
- Close contacts who have had COVID 19 within the past 90 days. Note: exposure must occur within 90 days of the COVID 19 symptom onset, individual must be fully recovered and symptom free.

## **TESTING AND QUARANTINE RESPONSE PROTOCOLS:**

### **Protocol A – Individuals who test positive**

Same as last year, 10 days of isolation from symptom onset or date of pos. test.

## **Protocol B – Asymptomatic close contacts**

### **B-1: Test and Stay**

We will allow asymptomatic close contacts to remain in school and participate in sports and e.c. activities so long as they:

- Take a rapid BinaxNOW test daily,  
If you want to participate in a weekend school sport/activity, you will need to test on those days too (not managed by school testing.)
- Wear a mask in school at all times (except eating and drinking),  
When you do take off your mask (for eating and drinking), you need to be 3 ft. from others.
- When 7 days from the date of exposure includes weekends or holidays, the individuals should quarantine on those days and if they remain asymptomatic, upon return to school be tested immediately.
- Conduct active monitoring for symptoms through day 14, and self- isolate at home if symptoms develop.

### **B-2: Traditional** - individuals who chose not to participate in Test and Stay

- Quarantine 7 days from day of last exposure.
- Remain asymptomatic
- Receive a COVID test (PCR or BinaxNOW brand antigen) on day 5 or later and receive a negative result.
- Conduct active monitoring for symptoms through day 14, and self-isolate if symptoms develop.

### **B-3: No Testing** – Alternate protocol for those who choose not to COVID test

- Quarantine for at least 10 days from date of exposure.
- Remain asymptomatic
- Conduct active monitoring for symptoms through day 14 and self-isolate if symptoms develop.

## **Protocol C: Symptomatic individuals**

### **C-1: Return to school post symptoms with test**

- Duration is dependent on symptom resolution
- Return to school after they have received a negative PCR test

Or

- So long as the individual is not a close contact, if a medical professional makes an alternative dx for the COVID-like symptoms, the individual may use a written medical recommendation in lieu of a PCR test.
- Have improvement in symptoms
- Have been without fever for at least 24 hours without the use of fever-reducing medications.
- Note: If the symptomatic individual was a close contact who is not exempt from testing and quarantine response protocols, after symptoms resolve and they receive a negative PCR test, they should follow B-1 protocol for Test and Stay dependent on last day of exposure.

### **C-2: Return to school for individuals who are not close contacts and choose not to receive a COVID test**

- Isolation is at least 10 days from symptom onset
- Return to school after 10 days, returning on day 11
- Have improved symptoms
- Have been without fever for at least 24 hours without the use of fever-reducing medication.