

Building & Maintenance Subcommittee Meeting
September 3, 2026

A Building & Maintenance Subcommittee meeting will be held on **Thursday, September 3, 2026 at 4:30 PM in the Ferrante School Committee Room at Revere High School.**

AGENDA:

1. Approval of the Minutes
2. School Parking Lot Restrictions
3. Arrival and Dismissal Traffic Flow and Emergency Access
 - a. Vehicle Operation and Use of E-Bikes and Similar Vehicles on School Property
4. Facilities Department Update
5. School Property Alterations and Improvements

Respectfully submitted,

Dianne K. Kelly, Ed.D.
Superintendent of Schools

DK/rp

Buildings and Grounds Subcommittee Meeting Resource Packet

Reference Packet for Subcommittee reference August 31, 2026

Index

Agenda reference and current supporting material

Item 1 School Parking Lot Restrictions	Massachusetts General Laws, City Solicitor guidance, Hill School signage, Beachmont signage, Revere High School signage, and Rumney Marsh parking observations.
Item 2 Arrival and Dismissal Traffic Flow and Emergency Access	Massachusetts General Laws, Beachmont aerial and site conditions, parent correspondence summary, Walter’s Way circulation, Lincoln traffic controls, and Rumney Marsh emergency access observations.
Item 2A Vehicle Operation and Use of E Bikes and Similar Vehicles	Massachusetts General Laws, Revere High School traffic calming observations, and Whelan and Susan B. Anthony speed and directional controls.
Item 3 Facilities Department Update	Massachusetts General Laws and a discussion reference for follow up from the March subcommittee meeting.
Item 4 School Property Alterations and Improvements	Massachusetts General Laws and a process review using the recent Beachmont mural as an example. No mural photograph is required for the discussion.

ITEM 1

SCHOOL PARKING LOT RESTRICTIONS

Reference material concerning control and use of school parking lots, existing signage, operational enforcement, and the distinction between School Committee authority and day to day administration.

Massachusetts General Laws

M.G.L. c. 43, § 33: School Committee authority over school buildings and grounds

Why it matters: Directly addresses School Committee control of school buildings and the grounds connected with them, together with rulemaking authority consistent with law.

Section 33. Except as otherwise provided in this chapter and subject to any laws which limit the amount of money that may be appropriated in any city for school purposes, the school committee, in addition to the powers and duties conferred and imposed by law on school committees, may provide, when necessary, temporary accommodations for school purposes, may make all repairs, the expenditures for which are made from the regular appropriation for the school department, shall have control of all school buildings and grounds connected therewith and shall make all reasonable rules and regulations, consistent with law, for the management of the public schools of the city and for conducting the business of the committee.

Official source: Massachusetts General Court (malegislature.gov)

M.G.L. c. 71, § 71: Use of school property

Why it matters: Addresses use of school property under School Committee control and expressly contemplates regulations established by the School Committee for community use that does not interfere with school purposes.

Section 71. For the purpose of promoting the usefulness of public school property the school committee of any town may conduct such educational and recreational activities in or upon school property under its control, and, subject to such regulations as it may establish, and, consistently and without interference with the use of the premises for school purposes, shall allow the use thereof by individuals and associations for such educational, recreational, social, civic, philanthropic and like purposes as it deems for the interest of the community. The affiliation of any such association with a religious organization shall not disqualify such association from being allowed such a use for such a purpose. The use of such property as a place of assemblage for citizens to hear candidates for public office shall be considered a civic purpose within the meaning of this section. A school committee shall award concessions for food at any field under its control only to the highest responsible bidder. This section shall not apply to Boston.

Official source: Massachusetts General Court (malegislature.gov)

M.G.L. c. 90, § 16B: Idling on school property; definition of school grounds

Why it matters: For this section, the Legislature expressly includes an appurtenant parking lot within "school grounds." The substantive offense in § 16B is idling; this definition is therefore supportive context, not an independent grant of general parking authority.

Section 16B. (a) For the purposes of this section, the term "school grounds" shall mean in, on or within 100 feet of the real property comprising a public or private accredited preschool, accredited Head Start facility, elementary, vocational or secondary school whether or not in session, and shall include any athletic field or facility and any playground used for school purposes or functions which are owned by a municipality or school district, regardless of proximity to a school building, as well as any parking lot appurtenant to such school, athletic field, facility or playground.

(b) No person shall cause, suffer, allow or permit the prolonged idling of a motor vehicle engine on school property in violation of registry of motor vehicles regulations relative thereto, adopted pursuant to subsection (c). An operator or owner of a motor vehicle who violates this section shall be subject to a civil assessment of \$100 for the first violation and \$500 for a second or subsequent violation. This subsection shall be enforced by law enforcement agencies.

(c) The registrar of motor vehicles, in consultation with the department of education, the department of environmental protection, the executive office of public safety and the executive office of health and human services, shall adopt regulations to implement this section. Such regulations shall include, but not be limited to, establishing the length of time an operator on school grounds may idle an engine before such idling becomes prolonged, and the limited circumstances under which the prolonged idling of an engine shall be permitted, including periods necessary to operate defrosting, heating or cooling equipment to ensure the health or safety of a driver or passengers or to operate auxiliary equipment and to undergo inspection or during maintenance. Such regulations shall prohibit an operator of a school bus from idling a school bus engine while waiting for children to board or exit a bus on school grounds and from starting a school bus engine for any unnecessary period of time in advance of leaving the school grounds, unless the registrar determines that a school bus engine must be fully engaged in order to operate safety devices or that such idling prohibition would otherwise compromise the safety of children boarding or exiting a bus. Such regulations shall further prescribe templates for "no idling" signage to be posted by schools.

(d) The registry of motor vehicles shall notify all individuals certified and endorsed to be school bus drivers of the provisions of this section and regulations adopted pursuant thereto during the annual certification process required by this chapter.

Official source: Massachusetts General Court (malegislature.gov)

City Solicitor guidance

Paraphrase of written guidance from City Solicitor Paul Capizzi

General authority Restrictions governing when school parking lots may be used, who may use them, or during what hours they may be used generally fall within the School Committee's statutory control under M.G.L. c. 43, § 33.

Fact specific application The issue is fact specific. Not every circumstance involving parking on school grounds requires formal School Committee action.

Day to day enforcement A principal or school administrator may address vehicles that are improperly parked or that obstruct normal school operations without first obtaining a separate School Committee vote. This can include requesting assistance from police or parking enforcement.

Municipal enforcement Municipal parking or traffic authorities may respond to a request from the school department, a principal, or another appropriate school authority. In that circumstance, the municipal entity is assisting with enforcement rather than independently exercising control over school grounds.

School Committee review The School Committee retains the ability to address the underlying matter directly and may affirm or overrule an administrative decision concerning parking enforcement or restrictions on school grounds.

Key distinction: School Committee authority over policy and restrictions can coexist with principal and administrative authority over day to day operational enforcement.

Existing signage and site observations

Hill School Existing signage examples

Hill provides several useful examples of existing traffic and parking controls, including a timed turn restriction, a staff parking restriction with stated hours, and a directional sign for public parking.



Timed no right turn restriction posted for school arrival and dismissal periods.



Restricted parking for school staff only from 6 AM to 6 PM, Monday through Friday, year round and during school events.



Directional sign identifying public parking in the School Stadium Lot.

Beachmont Veterans Memorial School Parking signage

During the site observation, the school business parking sign on the exterior fence was the only general lot restriction sign readily identified. From some viewing angles the tree partially obstructs the sightline to that sign. Nearby public way signs are separate from the school lot restriction.



Exterior fence sign stating school business parking only and towing at the owner's expense.



Wider view showing the fence sign in relation to the lot and the tree that can obstruct its sightline.



Wider lot view illustrating the absence of additional readily visible general hours based lot restrictions from this approach.



Public way signage adjacent to the school, including school hours parking restrictions.

Beachmont Veterans Memorial School Additional property notice

This sign is not a parking restriction. It is included because it demonstrates that other school property expectations are posted on the building even where general lot use restrictions are not readily visible.



School property notice prohibiting unauthorized gatherings after school hours.

Revere High School Parking signage

The signs observed around the high school address assigned or reserved parking and towing. They do not state general hours governing use of the lot. No additional signage clarifying the broader scope of these restrictions was identified during the observation.



Tow zone sign for an assigned parking area.



Reserved parking sign stating that unauthorized vehicles will be towed.

Rumney Marsh Academy Parking observation

Observation No general hours based parking restriction signage was identified during the site observation. School specific staff or recognition parking signs were present.

Cross reference The photographs documenting event related congestion at this site are included under Item 2 because they are most useful to the emergency access discussion.

ITEM 2

ARRIVAL AND DISMISSAL TRAFFIC FLOW AND EMERGENCY ACCESS

Reference material concerning on site circulation, pedestrian movement, vehicle queuing, emergency access, and whether targeted operational or policy adjustments may improve conditions without unnecessarily shifting impacts to surrounding streets.

Massachusetts General Laws

M.G.L. c. 43, § 33: School Committee authority over school buildings and grounds

Why it matters: Provides the property-control and rulemaking framework for circulation occurring on school grounds.

Section 33. Except as otherwise provided in this chapter and subject to any laws which limit the amount of money that may be appropriated in any city for school purposes, the school committee, in addition to the powers and duties conferred and imposed by law on school committees, may provide, when necessary, temporary accommodations for school purposes, may make all repairs, the expenditures for which are made from the regular appropriation for the school department, shall have control of all school buildings and grounds connected therewith and shall make all reasonable rules and regulations, consistent with law, for the management of the public schools of the city and for conducting the business of the committee.

Official source: Massachusetts General Court (malegislature.gov)

M.G.L. c. 89, § 7: Right of way of fire apparatus, police vehicles and ambulances

Why it matters: Establishes emergency right of way through any street, way, lane or alley and penalizes willful obstruction or delay.

Section 7. The members and apparatus of a fire department while going to a fire or responding to an alarm, police patrol vehicles and ambulances, and ambulances on a call for the purpose of hospitalizing a sick or injured person shall have the right of way through any street, way, lane or alley. Whoever willfully obstructs or retards the passage of any of the foregoing in the exercise of such right shall be punished by a fine of fifty dollars or by imprisonment for not more than three months for the first offense and by a fine of not more than five hundred dollars or by imprisonment for up to one year for a second and subsequent offenses; provided, however, that for a third or subsequent offense the court or the registry of motor vehicles, in addition to any such fine or imprisonment, may suspend the license of the person so convicted and may order mandatory classroom retraining in motor vehicle and traffic laws.

Official source: Massachusetts General Court (malegislature.gov)

M.G.L. c. 89, § 7A: Restrictions on use of ways upon approach of emergency vehicles

Why it matters: Expressly addresses obstruction of emergency apparatus and includes a traveled way "whether public or private" in the fire-scene access language.

Section 7A. Upon the approach of any fire apparatus, police vehicle, ambulance or disaster vehicle which is going to a fire or responding to call, alarm or emergency situation, every person driving a vehicle on a way shall immediately drive said vehicle as far as possible toward the right-hand curb or side of said way and shall keep the same at a standstill until such fire apparatus, police vehicle, ambulance or disaster vehicle has passed. No person shall drive a vehicle over a hose of a fire department without the consent of a member of such department. No person shall drive a vehicle within three hundred feet of any fire apparatus going to a fire or responding to an alarm, nor drive said vehicle, or park or leave the same unattended, within eight hundred feet of a fire or within the fire lanes established by the fire department, or upon or beside any traveled way, whether public or private, leading to the scene of a fire, in such a manner as to obstruct the approach to the fire of any fire apparatus or any ambulance, safety or police vehicle, or of any vehicle bearing an official fire or police department designation. Authorized police or fire department personnel may tow a vehicle found to be in violation of the provisions of this section or which is illegally parked or standing in a fire lane as established by the fire department, whether or not a fire is in progress, and such personnel shall not be subject to the provisions of section one hundred and twenty D of chapter two hundred and sixty-six. No person shall operate a motor vehicle behind any such fire apparatus, ambulance, safety or police vehicle, or any vehicle bearing an official fire or police department designation which is operating with emergency systems on, for a distance of three hundred feet. Violation of any provision of this section shall be punished by a fine of not more than one hundred dollars.

Official source: Massachusetts General Court (malegislature.gov)

M.G.L. c. 90, § 17: Reasonable and proper speed

Why it matters: Provides the Commonwealth's general reasonable-and-proper speed rule and specifically recognizes pedestrian hazards as requiring reduced speed.

Important limitation: Section 17 applies to operation "on any way." Whether a particular internal school drive or aisle is a statutory "way" is a separate legal question and should not be assumed from this citation alone.

Section 17. No person operating a motor vehicle on any way shall run it at a rate of speed greater than is reasonable and proper, having regard to traffic and the use of the way and the safety of the public. Unless a way is otherwise posted in accordance with the provisions of section eighteen, it shall be prima facie evidence of a rate of speed greater than is reasonable and proper as aforesaid (1) if a motor vehicle is operated on a divided highway outside a thickly settled or business district at a rate of speed exceeding fifty miles per hour for a distance of a quarter of a mile, or (2) on any other way outside a thickly settled or business district at a rate of speed exceeding forty miles per hour for a distance of a quarter of a mile, or (3) inside a thickly settled or business district at a rate of speed exceeding thirty miles per hour for a distance of one-eighth of a mile, or (4) within a school zone which may be established by a city or town as provided in section two of chapter eighty-five at a rate of speed exceeding twenty miles per hour. Operation of a motor vehicle at a speed in excess of fifteen miles per hour within one-tenth of a mile of a vehicle used in hawking or peddling merchandise and which displays flashing amber lights shall likewise be prima facie evidence of a rate of speed greater than is reasonable and proper. If a speed limit has been duly established upon any way, in accordance with the provisions of said section, operation of a motor vehicle at a rate of speed in excess of such limit shall be prima facie evidence that such speed is greater than is reasonable and proper; but, notwithstanding such establishment of a speed limit, every person operating a motor vehicle shall decrease the speed of the same when a special hazard exists with respect to pedestrians or other traffic, or by reason of weather or highway conditions. Any person in violation of this section, while operating a motor vehicle through the parameters of a marked construction zone or construction area, at a speed which exceeds the posted limit, or at a speed that is greater than is reasonable and proper, shall be subject to a fine of 2 times the amount currently in effect for the violation issued. Except on a limited access highway, no person shall operate a school bus at a rate of speed exceeding forty miles per hour, while actually engaged in carrying school children.

Official source: Massachusetts General Court (malegislature.gov)

Beachmont Veterans Memorial School

Beachmont Aerial circulation reference



Aerial diagram identifying the school drop off line, kids crossing area, entrance, and cone locations.

Parent correspondence summary

A parent submitted written correspondence describing a recurring morning drop off safety concern and reporting a March 9, 2026 near miss involving a student. The correspondence also reports that other near misses had occurred and that the school was aware of the concern.

The parent later reported observing vehicles entering the restricted area during morning arrival despite temporary traffic controls, and asked the School Committee to review traffic patterns, pedestrian safety, physical barriers, staffed controls, and corrective action.

The full source correspondence is retained separately. Personal contact information and identifying information about a minor are not reproduced in this public working packet.

Beachmont Existing arrival controls and site conditions

These photographs show the temporary controls and signage used to limit vehicle entry into the pedestrian and drop off area during school arrival.



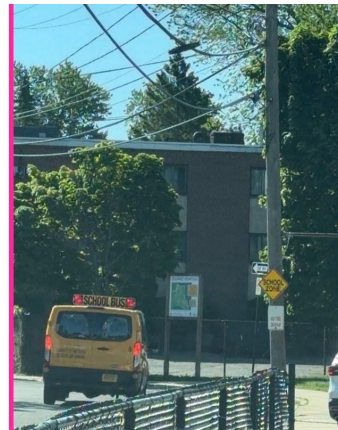
Drop off and access signage visible near the controlled area.



Temporary do not enter device positioned within the school circulation area.



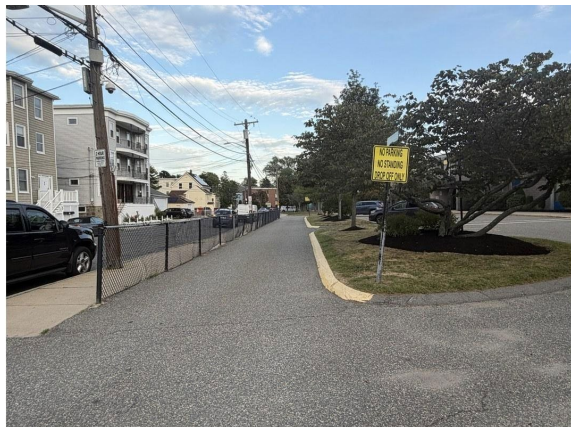
Close view of the temporary do not enter control.



School vehicle moving through the school circulation area near posted school zone controls.

Beachmont Everard Street entrance and Walter's Way

Walter's Way is intended to organize student drop off near the Everard Street entrance. Vehicles entering from the Bennington Street side can also travel through the same internal circulation area. The photographs are included to support review of whether the present configuration provides enough separation between student movement and vehicle traffic.



Approach showing the drop off only sign and the internal lane leading toward the school.



Temporary do not enter control positioned within the Walter's Way circulation area.



Internal circulation area and landscaped island where vehicle paths converge.



View toward the Everard Street entrance showing the width and alignment of the internal roadway.

Review question: Can the student drop off path and vehicles entering from the Bennington Street side be separated more clearly while preserving workable access for school operations and the surrounding neighborhood?

Lincoln School

Lincoln Crossing and directional controls

The Lincoln examples document the existing pedestrian crossing and directional restrictions that shape arrival and dismissal circulation. The purpose is to assess whether current restrictions still provide the best balance of egress, pedestrian safety, emergency access, and neighborhood impact.



Overhead view of the marked pedestrian crossing and roadway geometry adjacent to the school.



No left turn restriction visible near the school circulation area.



Additional no left turn restriction serving the school circulation pattern.

Comparative reference: Hill School already uses a timed turn restriction during arrival and dismissal. See the Hill signage examples under Item 1.

Rumney Marsh Academy

Rumney Marsh Emergency access during an outside field rental

These photographs were taken during a soccer event using the field through an outside rental. Vehicles were observed congesting the internal fire lane and approach area. The photographs are included to support discussion of how emergency access is protected during non RPS events and other periods of heavy site use.



View along the internal roadway showing event traffic and a temporary barricade.



Vehicles queued closely along the curved internal access area during the event.

ITEM 2A

VEHICLE OPERATION AND USE OF E BIKES AND SIMILAR VEHICLES ON SCHOOL PROPERTY

Reference material concerning vehicle speed, traffic calming, internal directional controls, and expectations for E Bikes, scooters, and similar motorized devices on school grounds.

Massachusetts General Laws

M.G.L. c. 43, § 33: School Committee authority over school buildings and grounds

Why it matters: Provides the local school-ground authority framework for considering reasonable expectations or rules for operation on school property.

Section 33. Except as otherwise provided in this chapter and subject to any laws which limit the amount of money that may be appropriated in any city for school purposes, the school committee, in addition to the powers and duties conferred and imposed by law on school committees, may provide, when necessary, temporary accommodations for school purposes, may make all repairs, the expenditures for which are made from the regular appropriation for the school department, shall have control of all school buildings and grounds connected therewith and shall make all reasonable rules and regulations, consistent with law, for the management of the public schools of the city and for conducting the business of the committee.

Official source: Massachusetts General Court (malegislature.gov)

M.G.L. c. 85, § 11B^{3/4}: Electric bicycles

Why it matters: Directly governs electric bicycles and expressly states that electric bicycles shall not be ridden or operated on sidewalks.

Section 11B^{3/4}. (a) For the purposes of this section, the term "electric bicycle" shall have the same meaning as in section 1 of chapter 90 and the terms "bike path" and "bikeway" shall have the same meanings as in section 1 of chapter 90E.

(b) Except as otherwise provided in this section, an electric bicycle or an operator of an electric bicycle shall be afforded all of the rights and privileges, and shall be subject to all of the duties, of the operator of a bicycle or duties related to a bicycle set forth in sections 11B and 11B^{1/2}, any general or special law, regulation or local ordinance; provided, however, that electric bicycles shall not be ridden or operated on sidewalks.

(c) A municipality, local authority or state agency with jurisdiction over a bike path or bikeway after public notice and a public hearing may adopt ordinances or regulations prohibiting or otherwise regulating the operation of electric bicycles on such paths, including, but not limited to, the imposition of speed limits.

(d) An electric bicycle shall not be operated on a trail designated for nonmotorized traffic, that a municipality, local authority or state agency has jurisdiction over, if such trail has a natural surface tread made by clearing and grading the soil and no surfacing materials have been added; provided, however, that a municipality, local authority or state agency after public notice and a public hearing may adopt ordinances or regulations permitting or otherwise regulating the use of electric bicycles on such a trail within its jurisdiction, including, but not limited to, the imposition of speed limits.

(e) Electric bicycles shall comply with the equipment and manufacturing requirements for bicycles adopted by the United States Consumer Product Safety Commission.

(f) Manufacturers and distributors of electric bicycles shall apply a label that shall be permanently affixed, in a prominent location, to each electric bicycle containing the classification number, top assisted speed and motor wattage of the electric bicycle.

(g) No person shall tamper with or modify an electric bicycle so as to change the motor-powered speed capability or engagement of an electric bicycle, unless the person appropriately replaces the label required by subsection (f).

(h) The secretary of transportation may promulgate regulations for electric bicycles in the commonwealth, including, but not limited, to their safe operation and proper labeling. The secretary shall submit any such proposed regulations to the clerks of the house of representatives and senate and the joint committee on transportation not later than 30 days prior to their effective date.

Official source: Massachusetts General Court (malegislature.gov)

M.G.L. c. 90, § 1B: Motorized bicycles

Why it matters: Sets age, licensing, speed, helmet and permitted-path rules for motorized bicycles.

Important limitation: Several operative requirements in this section are tied to operation "upon any way."

Section 1B. A motorized bicycle shall not be operated upon any way, as defined in section one within the commonwealth by any person under sixteen years of age, nor at a speed in excess of twenty-five miles per hour. A motorized bicycle shall not be operated on any way by any person not possessing a valid driver's license or learner's permit. Every person operating a motorized bicycle upon a way shall have the right to use all public ways in the commonwealth except limited access or express state highways where signs specifically prohibiting bicycles have been posted, and shall be subject to the traffic laws and regulations of the commonwealth and the regulations contained in this section, except that: (1) the motorized bicycle operator may keep to the right when passing a motor vehicle which is moving in the travel lane of the way, and (2) the motorized bicycle operator shall signal by either hand his intention to stop or turn. Motorized bicycles may be operated on bicycle lanes adjacent to the various ways, but shall be excluded from off-street recreational bicycle paths.

Every person operating a motorized bicycle or riding as a passenger on a motorized bicycle shall wear protective headgear conforming with such minimum standards of construction and performance as the registrar may prescribe, and no person operating a motorized bicycle shall permit any other person to ride a passenger on such motorized bicycle unless such passenger is wearing such protective headgear.

A person convicted of a violation of this section shall be punished by a fine of not more than twenty-five dollars for the first offense, not less than twenty-five nor more than fifty dollars for a second offense, and not less than fifty nor more than one hundred dollars for subsequent offenses committed.

Official source: Massachusetts General Court (malegislature.gov)

M.G.L. c. 90, § 1E: Motorized scooters

Why it matters: Sets licensing, speed, roadway-position, equipment, nighttime, helmet and passenger requirements for motorized scooters.

Important limitation: The principal operative requirements in this section are tied to operation “on any way.”

Section 1E. A motorized scooter shall not be operated on any way by a person not possessing a valid driver's license or learner's permit, nor at a speed in excess of 20 miles per hour. A person operating a motorized scooter upon a way shall have the right to use all public ways in the commonwealth except limited access or express state highways where signs specifically prohibiting scooters or bicycles have been posted, and shall be subject to all traffic laws and regulations of the commonwealth and the regulations contained in this section, except that: (1) a scooter operator shall keep to the right side of the road at all times, including when passing a motor vehicle which is moving in the travel lane of the way; and (2) the scooter shall be equipped with operational stop and turn signals so that the operator can keep both hands on the handlebars at all times. No person shall operate a motor scooter upon any way at any time after sunset or before sunrise.

A person operating a motorized scooter shall wear protective headgear conforming with such minimum standards of construction and performance as the registrar may prescribe. No person operating a motorized scooter shall permit any other person to ride as a passenger on the scooter.

A person convicted of a violation of this section shall be punished by a fine of not more than \$25 for the first violation, not less than \$25 nor more than \$50 for a second violation and not less than \$50 nor more than \$100 for a third or subsequent violation.

Official source: Massachusetts General Court (malegislature.gov)

M.G.L. c. 90, § 1: Relevant statutory definitions

Scope note: Section 1 is the lengthy definitions section for Chapter 90. To keep this packet usable, the exact complete definitions relevant to Item 2A are reproduced below rather than the many unrelated definitions in the section.

"Class 1 electric bicycle", an electric bicycle or tricycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.

"Class 2 electric bicycle", an electric bicycle or tricycle equipped with a motor that may be used exclusively to propel the bicycle and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour.

"Electric bicycle", a bicycle or tricycle equipped with fully operable pedals and an electric motor of 750 watts or less that meets the requirements of a class 1 electric bicycle or a class 2 electric bicycle.

"Motorized bicycle", a pedal bicycle which has a helper motor, or a non-pedal bicycle which has a motor, with a cylinder capacity not exceeding fifty cubic centimeters, an automatic transmission, and which is capable of a maximum speed of no more than thirty miles per hour; provided, that the definition of "motorized bicycle" shall not include an electric bicycle.

"Motorized scooter", any 2 wheeled tandem or 3 wheeled device, that has handlebars, designed to be stood or sat upon by the operator, powered by an electric or gas powered motor that is capable of propelling the device with or without human propulsion. The definition of "motorized scooter" shall not include a motorcycle, electric bicycle or motorized bicycle or a 3 wheeled motorized wheelchair.

Official source: Massachusetts General Court (malegislature.gov)

M.G.L. c. 90, § 17: Reasonable and proper speed

Why it matters: Relevant to the concern about excessive vehicle speed and pedestrian hazards where the location is legally a “way.”

Important limitation: Applicability depends on whether the particular location qualifies as a statutory “way.”

Section 17. No person operating a motor vehicle on any way shall run it at a rate of speed greater than is reasonable and proper, having regard to traffic and the use of the way and the safety of the public. Unless a way is otherwise posted in accordance with the provisions of section eighteen, it shall be prima facie evidence of a rate of speed greater than is reasonable and proper as aforesaid (1) if a motor vehicle is operated on a divided highway outside a thickly settled or business district at a rate of speed exceeding fifty miles per hour for a distance of a quarter of a mile, or (2) on any other way outside a thickly settled or business district at a rate of speed exceeding forty miles per hour for a distance of a quarter of a mile, or (3) inside a thickly settled or business district at a rate of speed exceeding thirty miles per hour for a distance of one-eighth of a mile, or (4) within a school zone which may be established by a city or town as provided in section two of chapter eighty-five at a rate of speed exceeding twenty miles per hour. Operation of a motor vehicle at a speed in excess of fifteen miles per hour within one-tenth of a mile of a vehicle used in hawking or peddling merchandise and which displays flashing amber lights shall likewise be prima facie evidence of a rate of speed greater than is reasonable and proper. If a speed limit has been duly established upon any way, in accordance with the provisions of said section, operation of a motor vehicle at a rate of speed in excess of such limit shall be prima facie evidence that such speed is greater than is reasonable and proper; but, notwithstanding such establishment of a speed limit, every person operating a motor vehicle shall decrease the speed of the same when a special hazard exists with respect to pedestrians or other traffic, or by reason of weather or highway conditions. Any person in violation of this section, while operating a motor vehicle through the parameters of a marked construction zone or construction area, at a speed which exceeds the posted limit, or at a speed that is greater than is reasonable and proper, shall be subject to a fine of 2 times the amount currently in effect for the violation issued. Except on a limited access highway, no person shall operate a school bus at a rate of speed exceeding forty miles per hour, while actually engaged in carrying school children.

Official source: Massachusetts General Court (malegislature.gov)

Public packet note

E Bikes and scooters Photographs of riders are intentionally not included. The policy discussion can address operation of E Bikes, scooters, and similar motorized devices on school property without publishing images that may depict students or other minors.

Vehicle speed Any reference to vehicles appearing to travel at excessive speed is an on site observation, not a measured speed finding unless actual speed data is later obtained.

Item 2A Revere High School and Whelan Susan B. Anthony comparison

At Revere High School, several vehicles appeared to be traveling at speeds inconsistent with the pedestrian heavy school environment during the observation. The first speed bump appears visibly worn. The existing bumps also need to accommodate buses, which is a practical design constraint. The Whelan and Susan B. Anthony site provides a comparison showing a posted 5 MPH limit and clear internal directional controls.



Revere High School internal roadway and first traffic calming area.



Revere High School view showing the worn roadway surface and existing speed bump area near a marked pedestrian crossing.



Whelan and Susan B. Anthony site with a posted 5 MPH speed limit on school grounds.



Whelan and Susan B. Anthony site with one way direction and a no right turn control at the exit pattern.

Discussion point: Review whether the high school's existing traffic calming measures remain effective and whether clearer speed or directional expectations would be appropriate, while preserving bus access and normal school operations.

ITEM 3

FACILITIES DEPARTMENT UPDATE

This item is intended as a light follow up to the March Buildings and Grounds Subcommittee meeting. No separate photographic exhibit is required.

Massachusetts General Laws

M.G.L. c. 43, § 33: Repairs and control of school buildings and grounds

Why it matters: Expressly addresses repairs funded from the regular school department appropriation and control of school buildings and grounds.

Section 33. Except as otherwise provided in this chapter and subject to any laws which limit the amount of money that may be appropriated in any city for school purposes, the school committee, in addition to the powers and duties conferred and imposed by law on school committees, may provide, when necessary, temporary accommodations for school purposes, may make all repairs, the expenditures for which are made from the regular appropriation for the school department, shall have control of all school buildings and grounds connected therewith and shall make all reasonable rules and regulations, consistent with law, for the management of the public schools of the city and for conducting the business of the committee.

Official source: Massachusetts General Court (malegislature.gov)

M.G.L. c. 71, § 68: Maintenance and general charge of schoolhouses

Why it matters: Provides additional statutory language concerning maintenance, good order, general charge and superintendence of schoolhouses, as well as School Committee representation when a municipality undertakes to provide a schoolhouse.

Section 68. Every town shall provide and maintain a sufficient number of schoolhouses, properly furnished and conveniently situated for the accommodation of all children therein entitled to attend the public schools. If the distance between a child's residence and the school he is entitled to attend exceeds two miles and the nearest school bus stop is more than one mile from such residence, and the school committee declines to furnish transportation, the department, upon appeal of the parent or guardian of the child, may require the town to furnish transportation for children in grades kindergarten through six for a part or for all of the distance between said child's residence and the school. If said distance exceeds three miles, and the distance between the child's residence and a school in an adjoining town giving substantially equivalent instruction is less than three miles, and the school committee declines to pay for tuition in such nearer school, and for transportation in case the distance thereto exceeds two miles, the department, upon like appeal, may require the town of residence to pay for tuition in such nearer school for children in grades kindergarten through six, and if necessary provide for transportation for a part or for the whole of said distance to, such nearer school for children in said grades. Nothing contained in the preceding two sentences shall be construed to limit the obligation of regional school districts to provide transportation for all school children in grades kindergarten through twelve, pursuant to the provisions in section sixteen C of this chapter. No school committee shall be compelled to furnish transportation on a private way. In the case of transportation provided to students that is not required by this section or by any other general or special law, a school committee may assess fees to the transported student up to an amount sufficient to cover the costs incurred by the district; provided, however, that no student eligible for free or reduced lunch, under the federal school lunch program, shall be required to pay the fee; and provided further, that a school committee may choose to exempt families at other income levels as it may determine. The school committee, unless the town otherwise directs, shall have general charge and superintendence of the schoolhouses, shall keep them in good order, and shall, at the expense of the town, procure a suitable place for the schools, if there is no schoolhouse, and provide fuel and all other things necessary for the comfort of the pupils. Each school shall comply with the requirements regarding pesticide applications as set forth in sections 6C to 6I, inclusive, of chapter 132B. Whenever a town shall undertake to provide a schoolhouse, the town shall appoint at least one member of the school committee, or its designee, to serve on the agency, board or committee to which the planning and construction or other acquisition of such schoolhouse is delegated.

Official source: Massachusetts General Court (malegislature.gov)

Discussion reference

March follow up Review what major facilities items have been completed since the March meeting, what remains in process, and what significant new items have been added.

Subcommittee focus Identify any changed condition or major facilities matter that now warrants subcommittee attention. This is intended as a status discussion rather than an exhaustive facilities review.

ITEM 4

SCHOOL PROPERTY ALTERATIONS AND IMPROVEMENTS

Reference material for reviewing the appropriate process when physical changes or improvements are proposed for school buildings or grounds, including the distinction among policy, day to day administration, maintenance, repair, and alteration.

Massachusetts General Laws

M.G.L. c. 43, § 33: School Committee authority over buildings, grounds and repairs

Why it matters: Provides the principal statutory language concerning School Committee control of buildings and grounds and its express authority concerning repairs.

Section 33. Except as otherwise provided in this chapter and subject to any laws which limit the amount of money that may be appropriated in any city for school purposes, the school committee, in addition to the powers and duties conferred and imposed by law on school committees, may provide, when necessary, temporary accommodations for school purposes, may make all repairs, the expenditures for which are made from the regular appropriation for the school department, shall have control of all school buildings and grounds connected therewith and shall make all reasonable rules and regulations, consistent with law, for the management of the public schools of the city and for conducting the business of the committee.

Official source: Massachusetts General Court (malegislature.gov)

M.G.L. c. 71, § 37: School Committee policy authority

Why it matters: Establishes the School Committee's responsibility for educational goals and policies and provides context for distinguishing policy decisions from implementation.

Section 37. The school committee in each city and town and each regional school district shall have the power to select and to terminate the superintendent, shall review and approve budgets for public education in the district, and shall establish educational goals and policies for the schools in the district consistent with the requirements of law and statewide goals and standards established by the board of education. The school committee in each city, town and regional school district may select a superintendent jointly with other school committees and the superintendent shall serve as the superintendent of all of the districts that selected him.

Official source: Massachusetts General Court (malegislature.gov)

M.G.L. c. 71, § 59: Superintendent management of the system

Why it matters: Expressly provides that the superintendent manages the system consistently with state law and School Committee policy determinations.

Section 59. The school committee of a town not in a superintendency union or district shall employ a superintendent of schools and fix his compensation. A superintendent employed under this section or section sixty or sixty-three shall manage the system in a fashion consistent with state law and the policy determinations of that school committee. Upon the recommendation of the superintendent, the school committee may also establish and appoint positions of assistant or associate superintendents, who shall report to the superintendent, and the school committee shall fix the compensation paid to such assistant or associate superintendents. The school committee shall approve or disapprove the hiring of said positions. Such approval by the school committee of the recommendation shall not be unreasonably withheld; provided, however, that upon the request of the superintendent the school committee shall provide an explanation of disapproval.

Official source: Massachusetts General Court (malegislature.gov)

M.G.L. c. 71, § 59B: Principal management of schools and school property

Why it matters: Expressly makes principals the educational administrators and managers of their schools and gives them supervision of the operation and management of their schools and school property, subject to superintendent supervision and direction.

Section 59B. The superintendent of a school district shall appoint principals for each public school within the district at levels of compensation determined in accordance with policies established by the school committee. Principals employed under this section shall be the educational administrators and managers of their schools and shall supervise the operation and management of their schools and school property, subject to the supervision and direction of the superintendent. Principals employed under this section shall be responsible, consistent with district personnel policies and budgetary restrictions and subject to the approval of the superintendent, for hiring all teachers, athletic coaches, instructional or administrative aides and other personnel assigned to the school and for terminating all such personnel, subject to review and prior approval by the superintendent and subject to this chapter; provided, however, that the promotion and discipline, up to and including termination, of employees in custodial, maintenance and other non-teaching positions shall be conducted in accordance with any governing collective bargaining agreement. Prior to any assignment to a school of a teacher previously employed in another school in the district including, but not limited to, voluntary transfer, involuntary transfer, reduction in force, and recall, the superintendent shall consult in good faith with the principal concerning the assignment and application of any collectively bargained for selection criteria. In the case of an assignment in connection with the involuntary transfer or recall of a teacher to another school, any collectively bargained for selection criteria shall include the factors set forth in the seventh paragraph of section 42. The principal of any school which requires an examination for student admission shall be solely and exclusively responsible for hiring all teachers, instructional or administrative aides and other personnel and for terminating all such personnel without the requirement of review or prior approval by the superintendent before such hiring or termination. This section shall not prevent a person from serving as the principal of 2 or more elementary schools or the use of teaching principals in such schools.

It shall be the responsibility of the principal in consultation with professional staff of the building to promote participatory decision making among all professional staff for the purpose of developing educational policy.

The school superintendent of a city or town or regional school district including vocational-technical schools, may also appoint administrators and other personnel not assigned to particular schools, at levels of compensation determined in accordance with policies established by the school committee.

Official source: Massachusetts General Court (malegislature.gov)

M.G.L. c. 71, § 68: Maintenance, good order and general charge of schoolhouses

Why it matters: Useful when evaluating the maintenance/repair side of the line and the Committee's statutory relationship to schoolhouses.

Section 68. Every town shall provide and maintain a sufficient number of schoolhouses, properly furnished and conveniently situated for the accommodation of all children therein entitled to attend the public schools. If the distance between a child's residence and the school he is entitled to attend exceeds two miles and the nearest school bus stop is more than one mile from such residence, and the school committee declines to furnish transportation, the department, upon appeal of the parent or guardian of the child, may require the town to furnish transportation for children in grades kindergarten through six for a part or for all of the distance between said child's residence and the school. If said distance exceeds three miles, and the distance between the child's residence and a school in an adjoining town giving substantially equivalent instruction is less than three miles, and the school committee declines to pay for tuition in such nearer school, and for transportation in case the distance thereto exceeds two miles, the department, upon like appeal, may require the town of residence to pay for tuition in such nearer school for children in grades kindergarten through six, and if necessary provide for transportation for a part or for the whole of said distance to, such nearer school for children in said grades. Nothing contained in the preceding two sentences shall be construed to limit the obligation of regional school districts to provide transportation for all school children in grades kindergarten through twelve, pursuant to the provisions in section sixteen C of this chapter. No school committee shall be compelled to furnish transportation on a private way. In the case of transportation provided to students that is not required by this section or by any other general or special law, a school committee may assess fees to the transported student up to an amount sufficient to cover the costs incurred by the district; provided, however, that no student eligible for free or reduced lunch, under the federal school lunch program, shall be required to pay the fee; and provided further, that a school committee may choose to exempt families at other income levels as it may determine. The school committee, unless the town otherwise directs, shall have general charge and superintendence of the schoolhouses, shall keep them in good order, and shall, at the expense of the town, procure a suitable place for the schools, if there is no schoolhouse, and provide fuel and all other things necessary for the comfort of the pupils. Each school shall comply with the requirements regarding pesticide applications as set forth in sections 6C to 6I, inclusive, of chapter 132B. Whenever a town shall undertake to provide a schoolhouse, the town shall appoint at least one member of the school committee, or its designee, to serve on the agency, board or committee to which the planning and construction or other acquisition of such schoolhouse is delegated.

Official source: Massachusetts General Court (malegislature.gov)

Beachmont mural as a process example

Purpose The recent Beachmont mural is a useful example for discussing where an improvement or alteration falls in relation to ordinary maintenance, day to day administration, School Committee policy, and statutory control of school buildings and grounds.

Scope The example is not presented as opposition to the mural. The value of the example is in clarifying what advance information, review, or authorization is appropriate for similar projects going forward.

Image A mural photograph is not necessary for this packet because the item concerns process and authority rather than the appearance or merits of the project.

Key distinction: The objective is to understand and appropriately exercise School Committee authority where it belongs while recognizing administrative authority over day to day operations where it applies.