

Good evening and thank you for your time. Once again, I am here to discuss concerns with the bus stop situation at the Villages of Freedom Green. I sit here as a mom, and taxpayer, and a representative for my neighbors who could not be here due to work, child care or health issues. For example, I have brought, for the record, an editorial written by Tim Weinland (immediate past president of the V @ FG Board) and published in the Villages @ Freedom Green community newsletter. Lots of families are driving their kids to and from school because they are frightened for their safety, and have little hope of you--their elected officials--seeing their point of view, and acting in their best interest.

I come to you with a deep understanding that the safety of our kids is the common ground that we share, though the issue of bus arrival and departure timeliness has been a prevailing concern expressed by the administration.

I also remind you that we have been down this road before – the faces and voices are different, tho the issues remain the same. Around ten years ago the bus stops for our kids were moved from Mansfield City Road and Puddin Lane to a stop established by the Villages @ Freedom Green community, and the Mansfield Board of Education because they were deemed unsafe. The Villages @ Freedom Green community used private funds to establish a safe bus stop that would provide a waiting area for cars so as not to impede traffic, where all of the kids in the neighborhood could easily and safely wait, regardless of their grade in school. This area has an incredibly safe infrastructure; the stop is at a four way intersection and the community has installed multiple speed bumps to slow traffic. Residents of my community maintain that stop regardless of the weather conditions. The move of the bus stop into the neighborhood which saved almost

a mile in bus travel distance and time (please, once again, see the map of the two bus stop locations referenced) and for Mansfield residents using those two busy roadways. Ten years ago this area was less built up than now and even then these roads were deemed unsafe waiting places for our kids.

Tho I really appreciate the time and energy you all have put into this issue, I am deeply concerned about:

- the attenuated time frame for decision making,
- approaching Daylight Savings Time which will decrease visibility for walkers and drivers in the dark, and
- the snow that we are likely to get will make the bus stops even more hazardous because Puddin Lane is already below the stated standards in terms of width.

**Federal and Professional Association Guidelines:**

- Indicate characteristics of safe bus stops; multiple guidelines for safety are not being met with the current bus stop situation ([http://guide.saferoutesinfo.org/school bus locations/determining school bus stop locations.cfm](http://guide.saferoutesinfo.org/school_bus_locations/determining_school_bus_stop_locations.cfm)). Bus stops on Mansfield City Road and Puddin Lane are **NOT**:
  - Lower traffic volume and lower speeds roads
  - Roads with sidewalks or designated pedestrian paths separate from the roadway
  - Roads with sufficient space to walk along the roadway to reach the stop

- Bus stops sufficient visibility for both pedestrians and drivers
- Free of curves and hills or trees and other vegetation

To summarize the issues:

- Since August 26<sup>th</sup> many families in our development have expressed deep concern about the safety of our children and growing frustration with the response of the Board and of the Superintendent
- Concerns about safety have been dismissed, while timeliness and perhaps cost savings have been a focus
- Additionally, we have been denied our legal right to a hearing of our concerns in a timely fashion
- The current route is almost one mile longer than the previous route
- The current route requires children to cross in front of the bus and cross the street
- Common wisdom, which often prevails in mediations and legal situations, clearly indicates that Puddin Lane is a hazardous roadway. Lots of curves make visibility difficult, inclines and declines increase the likelihood of skidding – what do the traffic reports from this area tell you? The reality is that from November thru March local residents avoid Puddin Lane because of hazardous conditions created by fall and winter weather.
- Safety concerns are:
  - Guiding principles of the MBOE and Region 19 Board indicate that student safety is a priority
  - P. 4 of Region 19 Safety Guidelines reads similarly to the MBOE guidelines –Puddin Lane is as narrow as 19 feet across in and around

the bus stop, not the recommended 22 ft, and for this reason Puddin Lane should be deemed a hazardous roadway

- P. 5 of Region 19 Safety Guidelines indicates that creating exceptions safety conditions and other recommendations listed in the safety guidelines is certainly within Superintendent Lyman's purview, on P.5 it is clearly states that exception may be granted to any guideline "where a peculiar condition or combination of conditions such conditions a hazard based upon reasonable judgment; or where under the circumstances other conditions exist under which the safety of students necessitates a variance with the guidelines within this policy". Lack of lighting, roadway width, the dialog about bus stop location ten years ago, and common wisdom of local residents, would indicate that Puddin Lane is a hazardous location for a bus stop, yet Superintendent Lyman has focused attention on other concerns and put these tangible and observable concerns aside.

- Since I have not had the opportunity for a hearing, I respectfully ask:
  - What are the criteria used for the exceptions to MBOE policy on safety to put a bus stop in this known unsafe area?
- Superintend Lyman has indicated that engineers have examined the stop location tho the town manager indicates that none of the town engineers have – where did these engineers come from?
- Since I have not had the opportunity for a hearing, I respectfully ask:

- Specifically, what were the qualifications of said engineers; who are they employed by; who paid for the examination of the roadway?
  - What areas did they examine?
  - Where is the report that they submitted with their findings?
  - What safety measures will be taken when snowy conditions will decrease roadway with further, increasing hazardous conditions?
- P. 28 of the MBOE guidelines states that “any street or road that presents a traffic count of 60 or more vehicles per hour at the times that pupils are walking to or from school” shall be deemed hazardous (this is only for a specific age group)
    - As there is no traffic sensor in this area the roadway cannot be deemed safe (did the engineers track vehicles and obtain a count?) – a video taken by a local parent documents 17 vehicles in three minutes between 3:30 and 3:40
  - MBOE safety guidelines P. 29 #5 indicate that students (in K – 8 )must be walking to and from the bus stop prior to ½ before sunrise and sunset – this bus stop is not in compliance with the sunrise/sunset rule more from October 16<sup>th</sup> – 30<sup>th</sup> and December 7<sup>th</sup> thru February 3<sup>rd</sup> due to Daylight Savings Times. Walking to and from the bus stop poses a hazard

As a parent, and a taxpayer I, once again, express grave concerns for the kids, and the city. The liability associated with having a bus stop on a roadway that is

narrow, with multiple inclines and declines, curves that impede visibility, and, the mitigating factors of Daylight Savings Time and New England Wintry conditions created a perfect storm – add in the unpredictable behavior of kids.

Once again, I respectfully request to have the previous stop reinstated for safety reasons.

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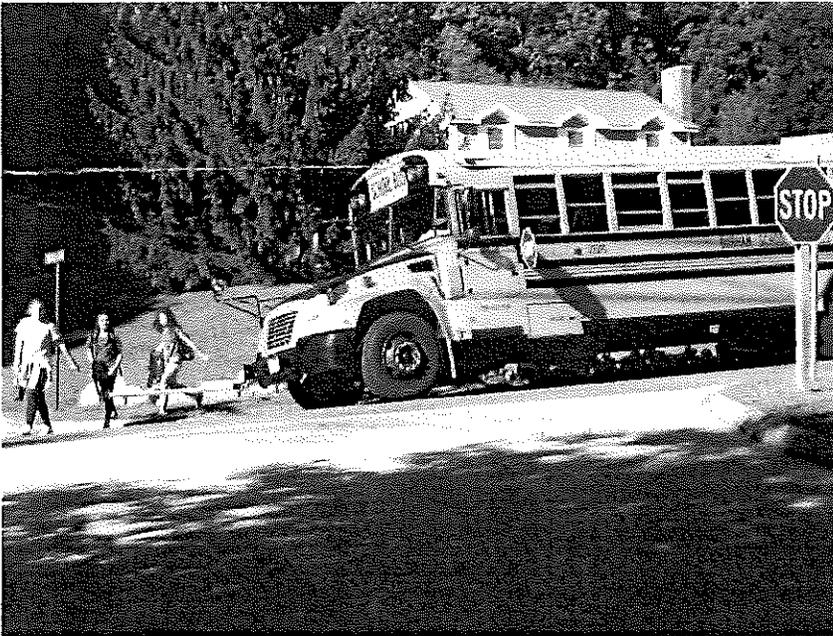
Finally, I am deeply concerned that MBOE meeting minutes do not in any way reflect the ongoing nature of these concerns and discussions. Simply listing names of those visitors who speak at a Board meeting does not reflect an openness that is the spirit of New England public meeting guidelines. Nor does the fact that none of the previous statements, submitted by visitors at Board meetings, in support of concerns, appear in the public record on the Board web site, along with meeting agendas, minutes, and supplemental material.

The MBOE is not demonstrating that it is acting in the best interests of the children whose care they are entrusted with.

## *Editorial Comment*

**To be both brief and blunt: the bus stop for V@FG middle and high school students is an accident waiting to happen.**

V@FG has a renewed problem with the bus stop for middle and high school students. After some years of pick up/ drop off at the clubhouse, where there is a safe place to park and stand while waiting for a bus, the location has been reset to the corner of Liberty and Puddin' Lane. While school officials and the bus company talk the talk of "safety first" their walk seems to be that of efficiency. Fortunately, elementary students are still picked up and dropped off at the clubhouse.



I took pictures of the stop this past week on a bright sunny day and one could easily ask, "So what's the problem?" Folks, it's a potentially hazardous location. Sight lines on Puddin' Lane are rather limited in both directions and cars coming into Liberty from the left make a blind turn. A bright fall or spring day might be no problem. Add snow banks in the winter, and students will have no choice but to stand in the road – presumably Liberty – and drivers will have reduced visibility. A dark or wet, foggy morning or evening might bring cars to park at the site to keep children dry adding to the hazard of cars trying to enter

or exit our community. And unless there is a sea-change in the driving habits of a few of our residents, we will continue to have problems with speeders in our community who represent an additional hazard to students walking the extra distance to the bus stop.

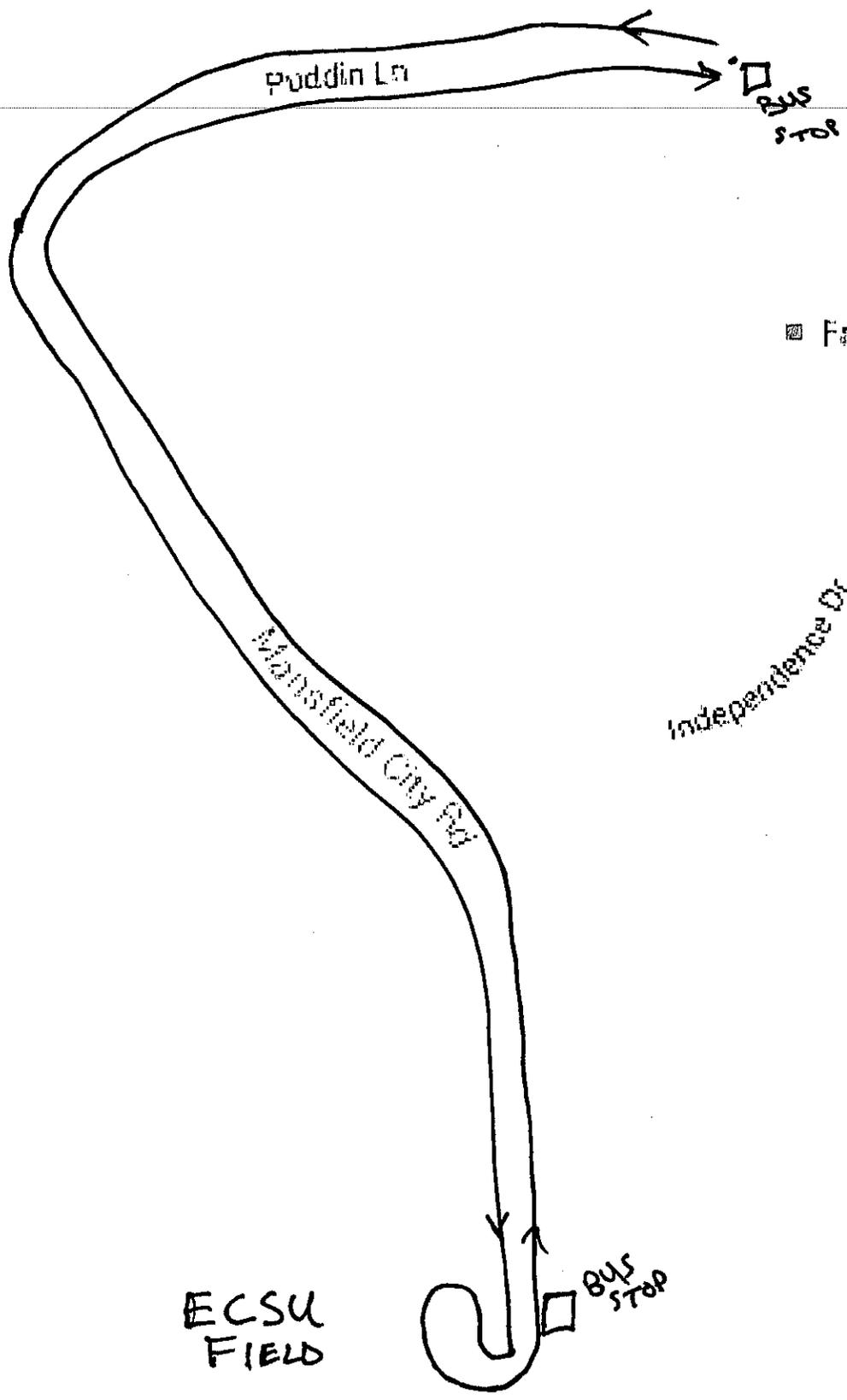
Those of us with experience (I forbear to say "advanced age") tell our grandchildren how we trudged miles thru sleet and snow to catch the bus to school. And we endure the inevitable snide response from high school-aged children who ask, "Oh did they have busses back then." If one is comfortable returning to those days where students were expected to fend for themselves on the way to a distant bus stop, then I suppose we should bear with the change. I suggest otherwise: we should press for a safe common sense bus-stop.

A few individuals have written to the board or superintendent and to date have received what amounts to a shrug. I would urge all parents and community members to contact members of the school board and the central administrative offices to express their concern and ask that the student bus stop at V@FG be restored to the clubhouse parking lot for all students. Given that the V@FG community supplies a significant number of students on each bus, one would hope that school officials could make that change.

Tim Weinland

CURRENT ROUTE = 1.8 MILES  
UNSAFE  
LONGER  
SLOWER

Jacobs Hill Rd



Freedom Green

Independence Dr

Meat

Conant

ECSU  
FIELD

BUS  
STOP

BUS  
STOP

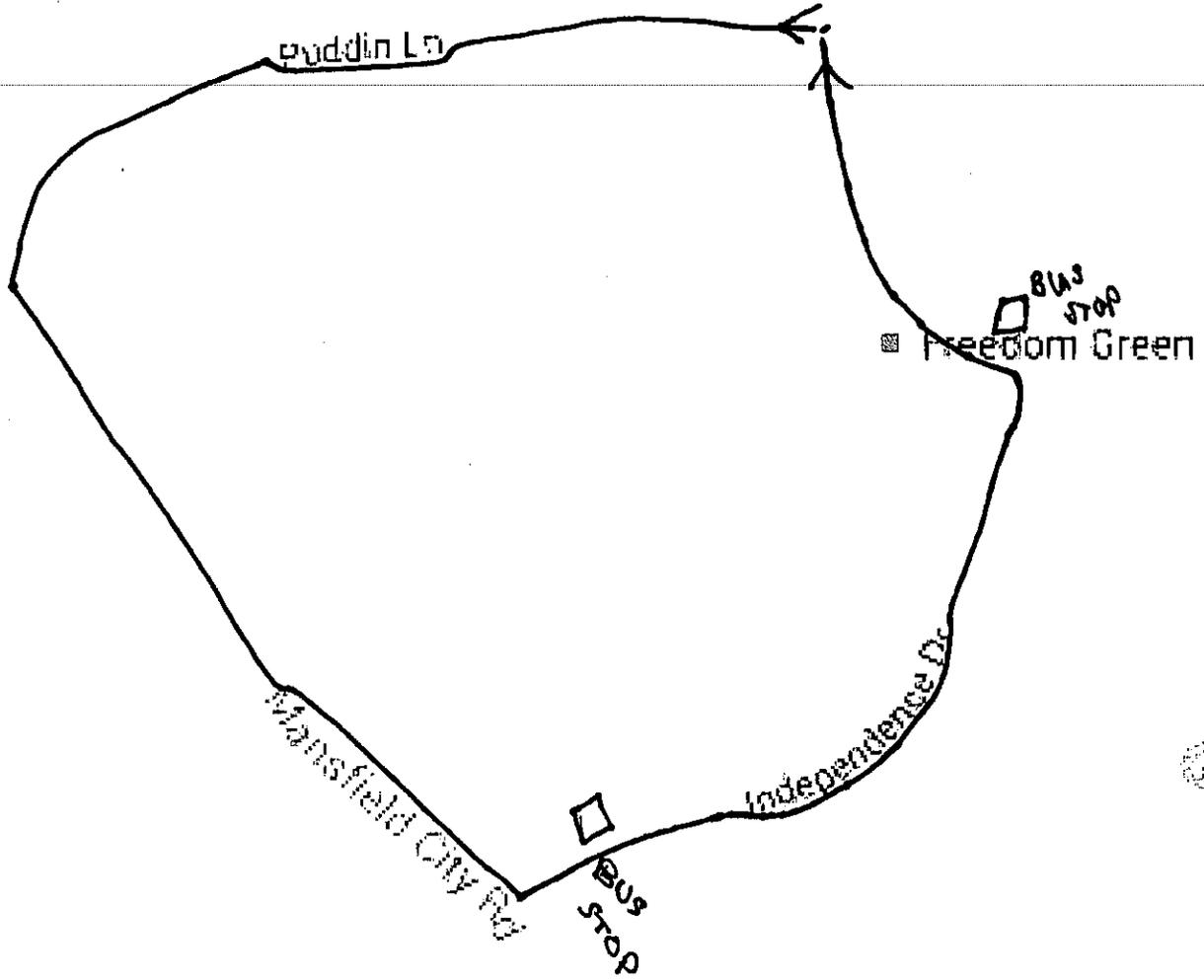
PREVIOUS ROUTE = 1.0 MILE

SAFER

SHORTER

FASTER

JACOBS HILL RD



Meant

Conantv

10/8/2015

To: Mansfield Board of Education  
From: Betty Wassmundt, Storrs resident  
Mansfield Town Council member

I request that this Board provide that all meetings be recorded.

Next, I request that the members of this Board speak up reasonably so that the public can hear what you say. ~~I will point out that some of you speak very softly and one important member tends to speak with head dropped down into the chest making it very difficult for the public to hear and understand.~~

Now, I have concerns about the Superintendent's contract and, last meeting's Executive Session and the Executive Session planned for this evening. Please note, my concerns have nothing to do with the Superintendent.

The Agenda for September 24<sup>th</sup>, 2015 did not reference an executive session. The Executive session was added during the meeting. The minutes refer to: "Possible action to approve and confirm contract entered in on June 23<sup>rd</sup>, 2015".

First: I do not remember hearing this statement during the meeting; this confirms the need to record all of your meetings. There is no way to confirm exactly what was said.

Second: The Superintendent's contract is public record. By what right can you discuss anything about this contract and/or appointment in Executive Session? Being a member of such an important Board which is subject to the FOI Act, I must assume that you have read this act in detail and are very familiar with it so, I refer to the definition of "Executive Sessions" which states what is allowable: "Discussion concerning the appointment, employment, performance, evaluation, etc." The appointment and employment of the Superintendent have been accomplished; the contract is public record. How do you have the right to discuss anything about this in Executive Session?

I see the there is another Executive Session this evening to discuss "possible action to confirm contract entered into on June 23, 2015". Again, this contract is public record; there should be no Executive Session. Perhaps are you discussing this Board's procedural issues? Perhaps there is reason to do that but there is no provision for this type of discussion held in Executive Session in the FOI Act.

Please know that I feel very strongly that this town's Boards and committees comply strictly with the FOI Act.

Thank you.

10/4/2015

2015 OCT 9 PM 2:35

Barbara J. DuBois  
LMC/IT Instructional Assistant  
Mansfield Middle School  
205 Spring Hill Road  
Storrs, CT 06268

Mansfield Board of Education  
Personnel Department  
In care of: Michele Beers  
4 South Eagleville Road,  
Storrs, CT 06268

Dear Board of Education,

I am hereby giving notice that I no longer wish to be a member of the CSEA SEIU Local 2001 Union. It is my contention that our dues are completely out of line with value received.

The IAs have lost money since the inception of the union and very little has changed. Special Education IAs still are not receiving any type of extra compensation for their very difficult positions. Jobs continue to be posted as a technicality when they have already been internally filled. Silly name changes do not give us money in our pockets, change our jobs in any way, nor does anyone see us any differently than we were. We will be respected for doing our jobs as professionals and nothing else.

The CSEA SEIU representation at our last contract negotiations, in my opinion, was of no value. I believe the IAs could have done a better job without his advice. Not only did we gain nothing, with added costs of insurance and almost no base salary increase, we are all taking home less pay and will continue to sink in the years to come. The paid holidays added don't make up for a thing. Base salary increase is the only thing that would have mattered. I could not believe that the contract was accepted by the IAs.

I do not appreciate the newspapers, newsletters and phone calls that intrude into my home. There is nothing of value in them for me. I do not applaud the scholarships and would like to choose my own charities. The conferences and meetings are also of no value to me in any position I have ever held within the school system. It disturbs me that I will continue to have to pay dues even though I am opting out of the union. It is my understanding that in other unions, those who opt out only need to pay for the cost of contract negotiations. I hope that others will wake up to the reality and also opt out of the union so that we can negotiate reasonable dues.

Sincerely



Barbara J. DuBois

cc: Jeanette Smith, IA Vinton

CSEA SEIU Local 2001, 760 Capitol Avenue, Hartford, CT 06106 [paraeducators@csea760.com](mailto:paraeducators@csea760.com)

## Mansfield Public Schools 2015 Enrollment Report

The October 2015 Enrollment Report indicates there were 1264 resident students in Mansfield on October 1, 2015. This enrollment report includes 1248 resident students, 10 magnet school students, and 6 Special Education Out of District students. There are 6 more students than were registered on October 1, 2015. The distribution of students by school for October 1, 2015 is shown below.

School	Total Enrollment
Goodwin	207
Southeast	242
Vinton	269
MMS	530
<b>Total</b>	<b>1248</b>

### Ten Year Enrollment Data

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
<b>Goodwin</b>	215	212	201	201	196	203	223	221	201	220	207
<b>Southeast</b>	239	263	245	247	238	264	257	253	242	242	242
<b>Vinton</b>	230	251	261	250	273	273	269	272	258	260	269
<b>PreK-4 Total</b>	<b>684</b>	<b>726</b>	<b>707</b>	<b>698</b>	<b>707</b>	<b>740</b>	<b>749</b>	<b>746</b>	<b>701</b>	<b>722</b>	<b>718</b>
<b>MMS</b>	621	606	594	580	563	587	576	570	547	520	530
<b>Dist. Total</b>	<b>1305</b>	<b>1332</b>	<b>1301</b>	<b>1278</b>	<b>1270</b>	<b>1327</b>	<b>1325</b>	<b>1316</b>	<b>1248</b>	<b>1242</b>	<b>1248</b>

### October 1, 2015 Enrollment

Elementary Enrollment 2015				
Grade	Goodwin	Southeast	Vinton	Total
PreK	28	27	31	86
K	26	32	44	102
1	34	44	45	123
2	39	38	46	123
3	48	49	51	148
4	32	52	52	136

Middle School Enrollment 2015	
Grade	
5	138
6	122
7	133
8	137

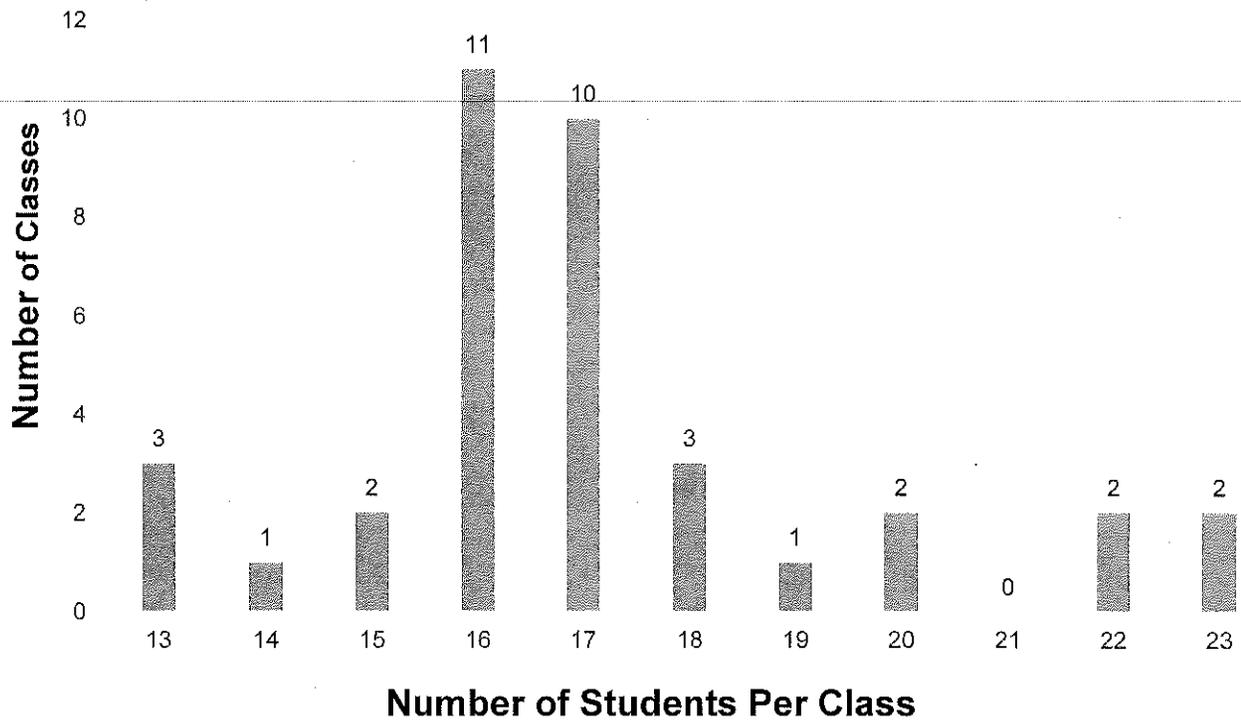
**PreK – 4 Class Size  
October 1, 2015**

<b>Goodwin</b>			
<b>Grade</b>	<b>Class Sizes</b>	<b>BOE Guidelines</b>	<b>Total</b>
<b>PreK</b>	15, 13	n/a	28
<b>K</b>	13, 13	14-18	26
<b>1</b>	17, 17	14-18	34
<b>2</b>	20, 19	14-18	39
<b>3</b>	16, 16, 16	14-18	48
<b>4</b>	16, 16	16-20	32
<b>Total</b>			207

<b>Southeast</b>			
<b>Grade</b>	<b>Class Sizes</b>	<b>BOE Guidelines</b>	<b>Total</b>
<b>PreK</b>	14, 13	n/a	27
<b>K</b>	16, 16	14-18	32
<b>1</b>	22, 22	14-18	44
<b>2</b>	18, 20	14-18	38
<b>3</b>	16, 17, 16	14-18	49
<b>4</b>	18, 17, 17	16-20	52
<b>Total</b>			242

<b>Vinton</b>			
<b>Grade</b>	<b>Class Sizes</b>	<b>BOE Guidelines</b>	<b>Total</b>
<b>PreK</b>	15, 16	n/a	31
<b>K</b>	14, 15, 15	14-18	44
<b>1</b>	16, 16, 13	14-18	45
<b>2</b>	23, 23	14-18	46
<b>3</b>	17, 17, 17	14-18	51
<b>4</b>	18, 17, 17	16-20	52
<b>Total</b>			269

## October 1, 2015 K-4 Class Size Distribution



## Grades 5-8 Class Size October 1, 2015

Grade 5	Class Size
Reading	23,20,12,23,16,16,18
Language Arts	15,21,22,19,21,22,15
Math	22,23,22,22,13,13,17
Science	20,17,17,21,21,24,17
Social Studies	23,19,21,21,17,16,20
Spanish	13,18,16,18,15,13,21
Art	18,17,18,17,17,15,18,16
Life & Consumer Sciences	18,16,17,15,17,19,16,18
Technology Education	17,18,17,18,16,18,16,17
Music	19,17,19,16,18,16,17,15
Physical Education	23,23,25, 22,22,23

Grade 6	Class Size
Reading	22,21,21,22,24,10
Language Art	18,20,22,20,20,22
Math	20,19,20,19,16,22
Science	18,23,21,22,19,20
Social Studies	20,24,20,20,19,19
Spanish	14,13,12,14,13,13,12,13
French	15,14,12,13,13,13,13,11
Latin	15,14,13,11,13,11,13,13
German	12,15,12,14,14,13,11,13
Art	15,14,14,18,15,15,16,14
Life & Consumer Sciences	18,14,14,14,14,15,15,16
Technology Education	14,14,18,14,16,16,14,15
Music	14,18,14,14,16,14,15,15
Physical Education	21,20,20, 21,20,20

Grade 7	Class Size
Literature	22,24,20,21,17,21
Language Arts	24,21,20,17,21,23
Math	21,20,20,22,27,14,6
Science	21,23,24,21,19,23
Social Studies	22,22,22,19,24,22
Spanish	24
French	15
Latin	20,18
German	22
Art	18,16,12,18,17,15,19,16
Life and Consumer Sciences	18,19,16,12,16,16,15,19
Technology Education	16,13,18,19,15,19,17,15
Music	13,17,19,16,19,16,15,16
Physical Education	17,25,23,24,23,17

Grade 8	Class Size
Literature	18,20,19,21,19,18,19,
Language Arts	19,17,22,18,21,17,18,
Math	19,18,17,18,16,17,24,
Science	22,14,23,21,21,20,16
Social Studies	18,20,15,23,18,23,20
Spanish	14,14
French	12
Latin	24,22
German	18
Art	18, 17,
Life & Consumer Sciences	18,15
Technology Education	16,16
Music	20,17
Physical Education	14,32,23,24,17,24

Large Group Music Ensembles	Class Size
Chorus I	45
Chorus II	98
Junior Band	68
Concert Band	56
Intermediate Orchestra	11
Orchestra II	29
Advanced Orchestra	24

### Class Size Guidelines

Gr. 5: 16-20

Gr. 6-8: 21-23