



Transportation Strategy Engagement Workshop

Dr. E.P. Scarlett High School

April 6, 2016

21 Participants

Interests	# of Participants
My child takes transportation arranged by the Calgary Board of Education to get to school (yellow school bus, handybus etc.)	16
My child gets to school in another way (walks, private vehicle, public transit etc.)	10
My child attends an alternative program (language, Montessori, science, TLC) or complex needs program	4
I currently have no children in the Calgary Board of Education system	0



Dr. E.P. Scarlett High School Flip Chart Summary

Travel Distance

Preserve

- We do not want the 1.8km limit preserved. We do not want anything with the travel distance preserved.
- We want this limit to between 500-750m is a safe distance.
- Safety factors.
- Considering distances.
- Crosswalks and sidewalks.

Flexibility

- City transit would be ok for older children.
- Possibly amalgamate CBE and City Transit resources, etc.

Observation

- Travel distance to bus stops can be longer.
- Most drive to bus stops, need incentive for safety at bus stops and schools (e.g. more tweets, emails, etc. Reminding parents to look out for children!)
- If bus stops are short, maybe less fees if you walk, more if you drive.



Bus Ride Time

Preserve

- Current average (34mins).

Flexibility

- Bus times should be a minimum time at least 20min, make it worthwhile).
- Cap at 60min bus ride, but fill it up and go to schools that need more students – longer bus rides ok.
- Minimum bus times -> pick up in walk zone (for fees when room) to make route longer and fiscally viable in possible communities.
- If the bus ride time is really long (70min) or under 15mins, and the school is not the community school (or low ridership), nix the bus route (parents drive).
- Open to bringing back congregate bus stops (child care locations).
- More parents at schools may mean more unsafe driving occurring -> stagger release times for grades)

Observation

- Combine bus routes for low ridership routes for alternative programs. Perhaps increase bus time to 65min max -> to put more kids on the bus.



Eligibility for Ridership

Preserve

- Equality for non-designated schools.

Flexibility

- The expected distance from home to school that children are expected to walk -> too far.
- K-6 should have shorter distance to walk to school.
- Is 1.6km considered a distance far enough from home to school to be eligible for bussing?
- Kids that live in walk zone at a distance of 1.6km or more should be eligible for bussing ->K-6 kids.

Observation

- Choice to go to no designated school might imply willingness to pay more to get to the program cost increase if not designated school.



Bell Times

Preserve

- Early bell time i.e. 8:15am.

Observation

- Having early and late bell times.

Number and Location of Pick-Up Stops

Preserve

- Maximum walking distance (1.8km) for middle school kids who are walking to school alone.
- Safe, well lit locations for bus stops with adequate parking and bus loading areas.

Flexibility

- More stops on routes to decrease the walk/travel time combo.
- Congregated bus stops for alternative programs.
- Decrease in walk distance to bus stop.
- Find the balance between walking distance and route efficiency. Move pick-up and drop-off per route.

Access to Waivers: *No input was received for this factor.*



User Fees

Preserve

- Same user fee for all students.
- Level of customer service from the contractors – preserve or better.
- A monthly payment option breaks the costs down into a more manageable chunk. Works really well. Ensure people don't feel bad about not paying up front. Using visa? Is that an option?
- Equal user fees regardless of designated school or alternative programs. If the selection of an alternative school disqualifies me from this equality, then why offer it? Maybe offer the programs etc all schools?

Flexibility

- User fees increases should reflect cost of living increases/decreases.
- Different user fees for different programs.
- Possibility of drawing funding from city surplus – which groups (Calgary public transit) could best access funding – from province or city vs. this is a CBE and parent issue and we should solve this problem to ensure it carries forward through time.
- Moving some users to city transit could alleviate costs to yellow bus -> grade 7 and up.
- Focused bus...possible slightly younger.
- Calgary Transit to redesign certain routes?
- Many of us will pay more for this valuable service, as long as we are using it.
- User paying actual costs and spreading it across tax returns. Real issue for families with many children or financial burden.

Observation

- Keep bus fees the same around \$300-350/year for regular program and Spanish (alternative) programs.
- I feel if the total cost is divided by the number of students it becomes as expense shared by all.
- I think that everyone going to school needs to contribute towards transportation fees. \$48m divided by 39,000 users = \$1230.76 -> 48M divided 117,000 participants/students = \$410.25/per.
- It's everyone's problem as everyone's circumstances are different.
- Then there needs to be a tax credit because it relates to education.
- Increase user fees, allow for tax breaks on income tax forms.
- Monthly fees are great.
- Entire fee should not be waived; those riding the bus should be expected to pay a minimum. (e.g. 20% of \$300 dollars = \$60/year, or \$6/month at 10 months).
- Principal still can have discretion if absolutely no money)



- Willingness to pay more (within reason) is there for many people. But the service should be timely and reliable. Where's the accountability.

Low Ridership Routes

Preserve

- Continue low ridership for children going to designated schools.

Flexibility

- Bring back congregated bus stops.
- Different size busses (more mini busses where needed).
- Re-look at bus capacity end of September.
- Longer wait times at bus stops for more students.
- Minimum bus capacity met or no bus service (parents drive).
- Car pool options on CBE website.
- Congregate bus stops at child-care locations.
- No mid-day kindergarten -> pick-up or drop-off service.
- Full-day kindergartens (alt. days).
- K low ridership – CBE to look at how K is offered.
- Cut off age for kindergarten 5 by Sept. 30.
- More confidence at school and on the bus.
- Learning curves more regulated.
- Combine bus routes for different schools (e.g. all in Hasboro pick-up and drop-off at 3 alternative schools).
- Alternative program schools share routes (co-ordinate bell times).
- Route efficiency -> areas for pick-ups being joined. End arbitrary assignment of stops.
- Looking at stops more frequently consultation with ridership when setting routes and reassessing.
- Combining low ridership routes.



Two-Year or Three-Year Implementation Plan for Changes

Preserve

- 3 year plan even if it goes wrong.
- 30-90 day fixed notice to parents detailing any changes.

Flexibility

- Penalize parents (\$3/day late).
- 1-2 year plans.
- Release plan earlier so parents can plan (e.g. daycare providers).
- Stick with released plan (or give 90 day notice for changes).
- Reinforce parents who bring their bussing contracts early.



Other

Flexibility

- Kill lunch room fees put to transportation!!

Observation

- Full day kindergartens (reduce/eliminate mid day transport). Alternative Mon/Wed & Tues/Thurs every other Friday.
- Kids who are bussed should wait for the bell to ring before going inside the school (like their walk-zone/other transportation peers).
- With only 3 service providers, Southland, First Student and Calgary Transit, how do we show their costs/service fees are acceptable? We are only talking about the surplus, how about controlling the costs and profit margins. How does the CBE do an Request for Proposal?
- There needs to be more competition for busing services.
- CBE needs to amalgamate their data with other jurisdictions and provide solutions to the Educational Minister to effect change.



Public and Parents Engagement Evaluation – Dr. E.P. Scarlett High School

To what extent do you agree with each of the following statements:

P1) I was encouraged to share my thoughts and/or feedback during this engagement.

19 Agree 0 Somewhat Agree 0 Somewhat Disagree 0 Disagree 0 Not Applicable

P2) I was able to ask questions and learn about the opportunity for input/feedback prior to my participation in this engagement.

15 Agree 3 Somewhat Agree 1 Somewhat Disagree 0 Disagree 0 Not Applicable

P3) I had the information I needed to participate in a meaningful way.

7 Agree 12 Somewhat Agree 0 Somewhat Disagree 0 Disagree 0 Not Applicable

P4) I was able to provide input on the best way for me to share my thoughts and ideas.

14 Agree 3 Somewhat Agree 1 Somewhat Disagree 1 Disagree 1 Not Applicable

P5) I clearly understand all of the factors being considered in the decision making process and which of these factors I can and cannot influence.

8 Agree 8 Somewhat Agree 1 Somewhat Disagree 1 Disagree 0 Not Applicable

P6) My input was documented as part of the engagement process.

15 Agree 4 Somewhat Agree 1 Somewhat Disagree 0 Disagree 0 Not Applicable



P7) What did you like most about this engagement?

- Discussing with other parents.
- The open conversation with all the people. Parents, CBE staff etc.
- Structured. Not just open forum. Well run. Start and finish on time – much appreciated!
- The opportunity to come and discuss, write down ideas, learn of further opportunities to voice ideas/concerns.
- Good conversation.
- Being involved, and having an opportunity to engage CBE.
- The fact that it was open to public input.
- Casualness of it was great.
- Availability of CBE staff and school trustees to answer any questions that came up.
- The opportunity to discuss scenarios.
- Great opportunity to discuss and build solutions.
- Becoming more aware of issues facing transportation.
- Length of session.
- Sharing of thoughts, experiences, ideas.

P8) What did you like least about this engagement?

- Only 3 spots could go to.
- I would have liked to have more statistical and financial information to know how my experience differs from the norm. (But, I am a numbers person, so I might want more numerical info than the average Joe.)
- Seems like an unsolvable problem.
- More description of plans to talk about needed. Longer meeting time or shorter round-robins to discuss at each table.
- Too many groups with the number of people. Could do groups of 6-7 and talk about everything.
- The overall process needs to be brought together with all education bodies, with solution and presented to the Provincial Gov't/Education Minister.
- Really did not discuss what we cannot influence. I think it is disingenuous to say a 13 million gap – really only 5 million due to fees. More handouts on tables – one/each person.
- I would have liked to have visited more tables but the after time was great.
- Would have like a bit more CBE provided thoughts and ideas.
- Would have liked to participate at all stations, not just 3.