



Full List of Comments in Transportation Online Survey, Open April 6-17, 2016

All comments provided in this document are listed exactly as they were provided in the survey, except for those comments in the Edited Comments category.

Edited Comments:

The comments that were edited were revised if there was inappropriate language or personal identifiers. Every effort was made to maintain the meaning of the comment.

- Bussing fees(Mandatory), School fees(mandatory), field trips(\$14 - optional), swimming programs(\$36 - sort of optional), concert tickets(\$7 per ticket for the evening spring play X2), Band Instrument and Camp, etc. The schools and school systems needs to carefully analyze what individual schools are asking parents to spend at school. If the bus fees go up; it would be best if other costs disappeared to help families adjust their budgets. My children go to two different schools and what the schools ask our family to spend on "additional" programming or events varies significantly. I often wonder why the Physical Education programmes seem to always have "experts" or "contractors" delivering the program. Maybe a back to the basics in this area could save resources and lower fundraising expectations (Casinos, etc.) I know these comments are not directly related to busing, but managing other "scopes" could create a more efficient scenario that somehow could save time, human input and resources that could be redirected to busing and its logistics. It is disappointing that public education is not really free. But I guess that is what keeps our provincial taxes low.
- Here is my big concern. In the public view, parents who choose to put their kids in an alternative program keep getting blamed that we should pay more than regular, English program. I strongly disagree with this and here's why. (Starting with the fact that I live in Edgemont.) 1. My kids both started in the Spanish program in K with the promise from CBE that they would receive equal support and services with no additional cost as reg students. They are now grades 5 & 7. To change your promise now is unethical and unfair. 2. My designated elem. school is full. I live outside the walking distance anyway so am a "second-class citizen" in that regard. My Spanish school is significantly closer and a shorter bus ride than my overflow school so why wouldn't I send her there? 3. I have intentionally chosen alt programs that are close to my home (7 min and 12 min max by car). I choose to live closer in so that these transport times are reasonable. In fact we relocated 4 yrs ago and this was a significant factor in deciding what neighbourhood to live in. Lots of us have done the same, so I expect that busses run pickups and drop-offs by closer stops are last-on, first-off.



Those who have chosen to live further away should expect that their ride times will be longer. If they don't want that, there are lots of houses in Edgemont for sale right now. ;) I pay more in house \$\$ and property tax for the trade-off of proximity. My husband does not expect to commute more than 45 min. to work (on most days :) and I don't think our kids should have a longer ride than that to school. 4. The simple fact that my kids are in an alt program keeps those schools open (more like bursting at the seams), keeps additional schools from needing to be built, keeps our inner neighbourhoods vibrant and keeps class sizes in reg schools reasonable. No one seems to value this, at least in the public eye. Also please weigh heavily the need for safe, clear, well-lit walking routes to bus stops. Consider what the routes would be like in the dead of winter. And please consider the elevation of the neighbourhood. At the beginning of this current school year (before CBE changed back to last yr's routing), my elementary daughter's bus route was ridiculous. We live behind a school. Technically her stop was less than 1 km away, which sounds good, but that is "as the crow flies" through the ravine (where we see coyotes ALL the time), unlit with paths that are NEVER cleared of snow, etc. The irony was that her stop was very near Edgemont School which by their definition we are outside the walk zone for. So we were legally outside the walk zone for our designated school, but expected to walk almost to that designated school to get to her bus to take her to her alt school. You can see why I was flabbergasted! If I wanted her to walk a safe route, it was a 3km walk all the way downhill to the fire hall then all the way back uphill to her stop. It was unreasonable, so we carpooled with another family until the routes were changed. Thanks for all your work on this. I can't imagine all the complications. Hoping you can find a good, long-range plan.

- How about the CBE be fiscally responsible and stop charging all fees as I did not pay any fees when I attended grades 1-12. There was no fees for transportation, no fees for lunch time supervision, really pay fees for supervision at lunch time and have the audacity to list it as a line item in the school fees. . Q1: A bus stop should be within a 1/4 mile / 5 minute walk from the students home. Q2: The length of time a student rides = the time it takes for the bus to get to/from the school. Importance of this is irrelevant. Q3: School bell time....aren't you the school board, what do I have to do with your schedule Q4: Number and location of bus stops...depends on how many kids are on the bus route and where they live .Q5: Fees...stop charging fees to everyone, we already pay the taxes that funds you, it seems like you are no good at budgeting Q6: Charging fees....see response to Q5. Q7: Ability to offer routes with low ridership... this is a ridiculous question, you have to get the kids to school that you have accepted registration for, it's not rocket science, figure it out, try a little logic, maybe a smaller bus for the kids in that area. Also, how's about this, if upper management at CBE is running a deficit and cannot budget accordingly to balance said budget, then no CBE paid travelling for conferences, no paid anything like cell phones no paid



anything until said upper management can learn to balance. If they think they are not funded enough then lobby all gov'ts(federal, provincial and municipal). If the City of Calgary can afford to build that pedestrian Peace Bridge and that pedestrian bridge to St George`s Island when there are pedestrian bridges that are IMMEDIATELY next to them, it`s quite obvious, there is money available.

- I am an employ of CBE, but I live in Okotoks. In the Foothills district, Kindergarten is two days a week full time. This eliminates extra busses needed for kindergartens at lunch time. I also fill this has other benefits to students that I would be happy to discuss.
- I have 2 children at one in Grade 2 with special needs one in Kindergarten. My daughter when we first moved was to be on the regular bus but the stop she was assigned I feel is far too much for her to walk 2 a day especially in the winter and I don't drive when the roads and sidewalks are icy. My son stop was on Martindale BLVD past the French Immersion school witch is a crazy long ways for a kindergarten child to walk. So My daughter was able to get special needs bus from First Student to pick her up at our house. My son rides in the afternoon with her after school but as a conditional rider. I understand and completely that special needs kids h Edited Comments:
- I think the lacking in French Immersion programs in the SE of the city is very poor. Bussing our children is a long ride especially during rush hour. You are building a middle school in McKenzie towne which you could dual track so that our kids don't have to be bused across the city. French is our country's second official language and because we choose to send our kids to learn our country's language it is called a school of choice. This makes NO sense. Dual track the new McKenzie towne middle school and that would solve some busing issues for the SE.
- If a parent chooses a programme of choice ie. TLC, they should have to pay full transportation and noon supervision costs. If your designated regular programme school is not in the neighbourhood, bussing and noon supervision is required and therefore should not be charged, or very minimally charged. I really feel that the CBE now has too many choice "free" programmes that parents would have to pay large amounts of money for if they went to the public sector. If parents choose these programmes of choice, fees such as ISM, Noon Supervision and Transportation fees should not be waived. When my children were in school and attending Kindergarten, we had to pay full transportation fees for one way service to a French Immersion programme, which I had no problem with as this was a programme that I chose for my children. This was in the Klein era when Kindergarten cost around \$200 over and above transportation. I also work in an elementary school in the office and see what parents are granted waivers. I am not sure of the whole waiver process but I do know of quite a few families that



should not be granted them. The public needs to know about the programmes that are bussed that are not regular programme designated schools and where the real cost is coming from.

- My students come from all over the city to a central location in a non-CBE building. They come for full or half days and some also access the CTC, all by transit. A fair percentage of our students attempt the CBE exploratory programs, which are key in keeping students in school. Our students have accessed the funding for a taxi one way to the programs, and thus, have been successful in completing these programs. The taxis are provided by Education Matters donors. This is a small amount of students, but if "Every student, each day, no exceptions" is more than a slogan on a wall, then these taxis are very important for student success. I would hate to lose them.
- Our daughter was registered to start French Immersion this past September. We were notified of her walk distance of 1.478 km to the nearest bus stop only 2 days prior to start of school. As a teacher within the CBE, I was not able to modify my start time in order to drive her to the stop. I strongly feel there must be consideration given to the age of elementary school students and the distances they are asked to walk to bus stop. 5 year old students do not have the same physical capabilities as 8 year old students. The range of students in elementary school is much significant than the age range in middle/ high school students. To walk this distance in the winter months would mean she was walking in complete darkness most mornings as she had to reach the stop by 7:40. I felt this was extremely unsafe and inappropriate. Unfortunately, due to this cost saving decision (for community stops which did not consider the actual age of students), our child had to change schools and she is presently receiving instruction in her community school which does not offer French Instruction. This was very important to our family, that our child learn to speak, read, and write in French. We were unable to wait the 2 months to the adjusted bus routes came out - especially when no reassurances were offered that these stops would be any closer to us. I would love to consider registering her for the French Instruction in the upcoming school year, however with the present uncertainty with bussing I hesitate to un register her from her current school. I strongly believe kids should have reasonable access to bussing to alternate language programming and that the walk distance for elementary age student MUST consider the age of the student. Thank you for your time
- Parents pay tax, school fees, and bus fees. You have enough money, make it work with what you have. I can't go to my boss every year and say "oh I spent more than I made, you must give me more money". We are stretched thin enough already without fees going up EVERY year!



- Reduce bus fees to those children who go to their nearest school. Elevated bus fees for those who go to specialized program by choice (not need). You cannot be all things for all people. Busing children out of their communities so that they can go to special programs is fragmenting communities. Schools used to be the centre of the community, now they are locked up tight at night with no community involvement. CBE is creating a two tier system....the elite specialized programs who pick and choose their students and the regular programs.. This ends up alienating more parents who then send their conforming children to a specialized program which continues the community erosion and decline of the regular program schools.
- CHARGE THE MAX FOR BUSING TO SPECIALIZED PROGRAM BY CHOICE SCHOOLS.
- YOU COULD LOOK AT LOWERING CBE ADMIN COSTS BY BECOMING MORE COST EFFECTIVE THERE, THERE-BY FREEING UP MONEY OFF SET COSTS IN TRANSPORT AND GRASS-ROOTS SCHOOL COSTS SUCH AS TEACHERS, TEACHERS AIDS, PROGRAMS , ETC. I FEEL THE C.B.E. IS TO TOP HEAVY IN COSTS ..
- Stops near where the kids live in groups of a 1/4 mile radius, therefore stops every half mile where kids live, what is the point of the bus, Maximum acceptable ride time makes no sense, you have to get them from their homes to school regardless of the time, stop looking at something that makes no sense, you're survey is useless too.
- We have less bus stops this year than last and our kids are on the bus longer. The argument that less stops make for a shorter ride time is inaccurate and wrong.

GENERAL COMMENTS

The comments below are presented exactly as originally offered on line. Not all comments contain correct factual information, for example, CBE does not offer charter schools. Frequently occurring questions or misunderstandings are presented with responses in the Q and A section of this website.

- no transit until grade 10, and offer partial rebates - Not fair to suggest some kids in grades 5 and 6 get the bus (if they attend an elementary school), and other kids in grades 5 and 6 don't (if they attend a middle school). -Targeting alternative programs



- shorter walk distances vitally significant for safety issues, esp in Calgary's winter, and in the dark early mornings. Our school starts 0815, early so this is esp important
- if the alternative programmes are offered by CBE, I feel so should the transportation
- unless a child over 11 has learning needs they should be required to take city transit. At 12 you can babysit, so you can take a bus. - Parents who opt to put their child in unique learning settings except for coded learning needs should pay more for transportation
- \$13 million shortage / 39 000 riders = \$333 per student for each bus. Two years ago we paid \$330 a year. Then it dropped to \$300. Not sure what the big deal it... increase the fees to \$350 if you need to ensure safe travel... 48 kids from grades 5-9
- "The Province of Alberta provides funding to support the transportation of eligible students in Kindergarten to Grade 12. Eligibility is defined as students that live farther than 2.4 kilometres from their assigned school. Metro urban transportation: The four metro school boards (Calgary Catholic, CBE, Edmonton Catholic and Edmonton Public) receive \$549 per passenger." – So if the Gov't is giving the CBE \$549 for grades 10-12, where is that money? Why are we not receiving a subsidy anymore? The youth bus pass is not discounted through transit.
- Alternative programs are not offered in new areas thus parents who choose to place their children in alternative programs shouldn't be required to pay extra bus fees for them. It's bad enough that you have to pay bus fees at all because there aren't ANY schools in your area. 2) Families who choose to have many children should be required to pay for ALL of their children and not be given a discount. We would have loved to have had more kids but stopped at two for financial reasons. I get VERY annoyed that people with 3 or more kids whine that it's too expensive to pay the fees!! The rest of us shouldn't have to pay extra to cover their fees.
- I was surprised when I dropped off my paper copy of my child's transportation contract to be told by the office "oh why didn't you do that on line, you should do that on-line, you aren't supposed to do it on paper, what do I even do with this?". This was surprising since the option to drop off paper copies was offered on the paperwork AND there are situations where people must complete paper copies (such as subsidy applications), so it seemed like an unnecessarily judgmental response. I didn't have a child in the CBE at the time or a CBE account (or student # to create an acct) so I wanted to provide the payment by post dated



cheque, and I wanted to do the noon supervision paperwork at the same time . . . Don't make it an option if you don't want it done that way. 2) The questions asked in this survey appear to offer options that don't make much sense . . . like "would I prefer that my child spend longer on the bus, or longer getting to the bus stop", well either way, she's spending longer getting to school . . . My biggest concerns are that the bus stop be located somewhere safe, near marked crosswalks, where the road can accommodate people who need to drive their child to the stop, with extra public safety policing early in the school year to remind students and drivers about safety . . . maybe some reminders about not running out into traffic to get to the bus, and reminders to drivers to not speed around the outside of stopped buses . . . 3) Where students are attending a school because they are designated to attend a school outside their neighbourhood, does it make sense to have the local school bus pick them up along with the local kids, and aggregate them at the local school before taking them to their designated school? Local schools in this example would need to have earlier bell times than the schools to which they designate, and there might be a need for someone to supervise the students waiting to go to the designated school, but it would give parents with children at both schools (because it happens, and its not convenient when the bell times are the same) to drop off both children at the same bus stop or directly at the local school rather than trying to do two bus schedules (often with separate/different stops) or two drop offs.

- I feel the parking and traffic congestion around schools at pick-up and drop-off times needs to be a bigger part of this discussion. Making bus transportation more appealing to more families will decrease the problems created by potential bus riders being driven to school. 2. The fact that the drive and the walk to our designated bus stop takes longer than the actual bus ride itself seems ridiculous. I would pay more money to have more bus stops. Having fewer people driving to bus stops also takes care of the neighbourhood problems (parking in front of driveways, for example) and lessens environmental concerns. Elementary students in particular, who need to be accompanied to bus stops that are not a safe distance from home, should not have congregated bus stops. The walk to our stop is only 600m, yet my children can't get there themselves due to having no safe crosswalks.
- I think that scheduling is important but that communication around schedules(time, locations, etc) needs to be given earlier (April/May of the previous year) in order for families to make (the) (the) afterschool care program know if I am renewing (with a deposit) in (the) (the) March. I would absolutely rather pay for my child to take the (the) school bus again, but I need to know what I would actually be signing up for so that I can make an informed decisions if the (the) schedule is something I can work with. 2. School transportation is (the) a great life skill for kids to learn, and if a way can be found to (the) make it revenue



neutral, the focus should be on increasing ridership through promoting benefits. This provides a better sense of community, grows kids life skills, reduces environmental footprint with less kids dropped off, increases school safety and neighborhood congestion with fewer cars. 3. My decision to have my daughter take or not take the bus to/from school is influenced by the following factors: -What time the bus would pick her up. If it is too late, I can't be into work on time. (I am a single parent so schedule is VERY IMPORTANT) -What time her drop off is. If it is too early, I can't be there to meet it. Cost is not a factor as I pay close to 100/month to have a private program drop her off and pick her up.

- 1. Not sure of the yellow bus contractual model. But if the contracts are based on combination of mileage and time for the use yellow bus service, it may lower the transportation costs. 2. Pick more students to decrease number of low ridership routes. 3. Central pickup points for older students 4. Drastic change by moving away from traditional yellow school buses and utilizing city transit services for dedicated bus routes for schools my aid to lower transportation costs 5. Running short, medium and long haul buses for different pricing. Choice of school should be a factor in determining the cost with a cap on the maximum price for the year. NOTE: Providing information on the process, parameters and their weightage for determining the transportation cost per child would ensure better idea generation on the issue of deficit in transportation costs.
- The city of Calgary should not be allowing new neighbourhoods to be built without schools and then passing the cost of transporting students along to the CBE. 2. Advertising to attract conditional riders should be explored. Our bus for our neighbourhood school has 25 riders and yet almost every parent I discuss this with (who lives in the walk zone) does not know that they can apply for their child to ride conditionally. The bus route currently consists of a large "loop" of the neighbourhood and passes within walking distance of a significant number of the dwellings. Attracting conditional riders from these homes would increase revenue as well as reduce congestion at the school during pick-ups and drop-offs.
- With not enough community schools and insufficient funding to cover bussing all cbe families should share the transportation costs (unless a family is on waivers). Perhaps the province shouldn't refund money to the city if transport costs aren't covered. 2. Large congregated bus stops for elementary students are EXTREMELY dangerous. The cbe is fortunate there was little ice and snow this year. I have seen 30+ elementary kids standing on a neighbour's driveway and all over the sidewalk, sliding down the drive into the street waiting for a late bus to arrive; kids spilling onto the street - all because the location is ridiculous - there isn't enough space for more than 8-10 kids at that stop without going onto peoples yards and the street. There isn't



enough street parking for parents to wait with their children in the safety of their vehicle and the longer walk distances mean more parents driving and congregating in urban areas that are inadequate to service the numbers of kids, adults and vehicles. This IS NOT DEMONSTRATIVE OF VALUING SAFETY. Many parents have commented on numerous close calls where students have nearly been hit by cars and even come close to slipping under the bus because it is too crowded, especially for kids this age. The planners MUST tour chosen stops to see how ridiculous this situation is. 3. If large congregated stops are a must, place them in Large Parking Lots where there is space for busses, cars and parents.

- km is too far for k to 2 to walk to the bus, but may be ok for 3/4 to 6.
- 1. All students should help to subsidize special needs kids/ low income kids transportation, not only bussed students 2. If the cost increases too much, many will consider driving their kids to school to avoid the fees. This will lead to lost income. The fees must not increase too much.
- 1. Try to fill the busses by dropping kids off at more than one school - combining routes 2. Have High School kids attend their designated high school with special programs being the only exception. They would be more likely to access efficient Calgary Transit that way. 3. Have kindergarten be 2 full days per week - no class Friday
- A dedicated Transit stop for high school students in PVA program in McKenzie Towne at terminal to accommodate far EAST students of which there are a number attending Central Memorial High School.
- A few years ago there was another survey where the final feedback was to charge more for alternative program bussing and after those parents of course complained it was scrapped. If the CBE had shown better leadership at that time and grandfathered lower fees for existing students in alternative programs while increasing fees for new students, some of these current budget issues might not be occurring. The CBE needs to put ALL options on the table for increasing fees while not punishing parents who are simply putting their kids in their neighbourhood school.
- A lot of children, like mine, in new communities do not have a choice but to be bussed to school as there are no schools in our areas. Bussing can be leveled out in regards to ride times if you take the distance a child has to travel into consideration - and have kids from communities with schools be bussed to closer community schools so our kids don't have to travel 5 communities away to go to school (ie: Redstone to Rundle for Jr. High or Forest Lawn for Sr. High).



- a more reliable way to track busses is necessary. a gps based app would be more useful to track busses as buss arrival times vary depending on traffic and weather conditions.
- "A sustainable transportation strategy for CBE needs to not only deal with the system as it sits today, but dig into the root causes of the issues, namely the complex structure of transportation needs caused by the way schools are set up to meet the needs of the diverse range of learners throughout their public education years. Transportation needs fall into categories: •
- -when stop distance from home is calculated, it is important to consider walkability as we have had previous stops that could be driven to in 1.8 km, but that would involve (illegally) crossing a major road! (we are a family that does NOT drive and always walks to the stop) -reliability is very important. It has improved- last year we had a three month period when the bus would arrive regularly late 30min +- (making students late for school!) and sometimes not at all! -when students ride the bus and the bus is LATE it should not be recorded on their report card as a late (accountability) this was a HUGE problem last year!!!!!!
- -Please remember that alternative programs may be the child's closest school. i.e. the community school just down the street -Paying twice as much to access transportation to the same educational setting as others is difficult to understand
- -more partnerships with city of calgary to reduce the number of yellow buses with low ridership -reduce number of buses serving high school students in Dec, June and Jan when they are not in school and on vacation or mid term break, or preparing for finals, etc -at a minimum, keep current fees the same to not have an \$8m deficit of the \$13m -if congregated bus stops can assist to remove the remaining \$5m deficit, then that needs to be further examined, can taxis be contracted in any situations where a bus would only transport a small number of students like 10?
- --I think there is too much emphasis and choice for alternative programs i.e. language vs emphasis on community schools. I feel that the CBE should gradually decrease or eliminate language or specialized programming because it is creating a two-tiered public education system. Bussing is becoming a symbol and a symptom of that. --Special needs is a completely different category and this should be accommodated and prioritized over alternative programming that is voluntary. Special needs should definitely come first. --If parents choose to put their kids into an alternative program vs a community school, they should be prepared to absorb the full (*not subsidized*) cost of transportation because this is definitely a want"" not a ""need for education. Community schools should be the priority in tough budget times. Or else, families should be prepared to absorb



long bus transport times or be prepared to transport their children to school themselves by private vehicle if they really value getting to that alternative school. --Lower, more affordable bussing fees would encourage more parents to send their kids to school by bus, which would increase the volume of kids on buses which might be more cost-effective than the system now? High fees=less kids on buses=more traffic problems outside schools! --I appreciate that the CBE has tough decisions to make on this. I know there's no easy solution but for a financial and environmental standpoint as well as transport standpoint, the CBE really needs to shift it's thinking away from the mindset that parents should expect voluntary alternative programming even if it's across the city to emphasizing the quality education and positive aspects of choosing their kids to be educated in local community schools. If community schools are not possible, I'm sure there are suitable schools located nearby a short distance away. The prevalence of alternative schools in this city is getting a bit silly at the expense of good old-fashioned community-based education."

- Ability to offer routes with low ridership (only a few students on the bus) - if a few have high needs, then it is very important, but if it is high desire by parents to have them go to alternative programs, then it is not very important. Once again, are the cost considerations holistic - facility capacity and demand vs transportation costs to balance facility usage.
- Ability to offer routes with low ridership is important in the case of students with exceptional needs. I think as an organization we need to be prepared to answer the question about why we have to charge a different rate than the CCSD. This always seems to be a point of contention.
- Above question re: charging fees to cover the diff between the funding we receive and the cost of trans services, to answer is confusing the way you have laid out the answer scale. I do not think parents should shoulder the cost of the difference between funding received and transportation costs. The government needs to increase funding. The cost for transportation is already high enough.
- Add routes to keep walking distance to under 1000m and one-way travel time to under 45 minutes. i.e. Provide the transportation service and charge accordingly for it. I don't think the CBE should be in the business of competing with charter schools (e.g. Montessori, German, sports, ...). There are 20 programs offered by CBE according to <http://www.cbe.ab.ca/schools/find-a-school/Pages/default.aspx>. This is why you have the transportation funding shortfall. Stop trying to compete with charter schools and provide the best education that fits the majority. English and French immersion are all that need to be provided. All the other options don't make for better citizens. Parents who truly want their kids to speak German, for example, will find other options for their kids. If you're unable to drop support for specialty-boutique-schools, at



least drop busing to them. If you drop their busing, I think you will find that enrollment will drop and you won't be able to justify the program.

- Adding extra stops to an existing route may increase ride time slightly, but does not add any additional cost. I feel it is safer for my children to have longer bus rides, versus having to walk a long distance to a bus stop. There is no time savings for the kids by reducing the amount of stops, as the time they would have spent on the bus with more stops is now time they need to spend walking to the farther stop. I have no problem paying more for bus fees to ensure my children can ride on the bus and have stops close to our home. I also think that the walk zones are way to large. Less students riding the bus means more parents driving their children to the school, which creates more congestion and traffic issues at the schools.
- Adding more stops to accommodate less walking distance should be considered where those stops do not require a detour -i.e. they are on the same main road as the previous and/or next stop for example. It only adds perhaps 30 seconds to the travel time per stop. I know this from previous experience as a bus driver myself.
- Additional busing fees should be shared by all students attending schools. Many bused students do not have a choice as their local school is full or not available with a suitable program.
- Advocate for different funding for special needs children, i.e., money from social services or AB Health Services. Hold parents and students accountable for length of wait times at stops. Consider shared costs with Catholic Board. Be proactive with building schools in newer neighborhoods. Ensure ridership is high for buses and discourage low ridership. Offer less alternative program schools and provide more variety within each school so that students can attain the benefit of a "specialized/themed" school program locally.
- Again no student should have to walk a mile or more to a bus stop. Maybe people should be volunteering more as bus drivers.!
- again to change the rules of conditional riders to the way they were... especially if there is no program for complex needs at the designated community school. it is extremely stressful on families to wait till the end of sept. to find out if their is availability on the bus... or to send their children to two separate schools.
- Align the CBE school closure dates so busses aren't running every single day... often at reduced capacity. This would help manage costs, benefit the environment, and support parents/childcare providers with the amount of time children are not at school.



- All charter routes should follow fixed routes that don't deviate from year to year provided the fixed stops are appropriately located. There may be disability exceptions, but those stops have always been personal. Once these routes are established, they can be costed effectively. While Calgary Transit has been an effective service for my grade 7 child, using it for my grade 9 child to get to her French Immersion program would have been a very time consuming option. My daughter will be going to her program on CT next year and it will involve bus and train usage, which will significantly increase her time to get to the school. Dedicated CT routes could be used effectively, but require the forethought to plan them - for example Branton and Aberhart could share a CT bus route from NW Calgary which would improve service to Aberhart that was discontinued and allow Branton to move to CT with less impact on the program numbers.
- All parents who's children use transportation should pay. Even if they cannot afford to pay the full amount, they should be required to pay at least 10% of what everyone else pays. 10% as opposed to 0% would help offset some of the costs. If we have over 10,000 students who are waived that is a loss of \$3,000,000.00 in revenue. Charging 10% would give us \$300,000,00 extra.
- All students should have access to school. If that means transferring busses at a school, then that seems reasonable. ie: If I want my daughter to attend a French Immersion but we are "too far away" offer rides from one school to another. She could get a ride to a closer school and from that school travel to our chosen school. Yes, the ride time is longer, but perhaps that is something parents need to consider when choosing an alternate program.
- Allow employees to bring their children to employment place for their education. Not principal choice that fluctuates greatly
- Alternative programs - parents should be made to pay; Handicapped same. There is too much cuddly of this generation.
- Alternative programs - transportation fee needs to be raised slightly and at the same time slightly increase school fees for these programs.
- Alternative programs need to pay more. Students in communities without schools have no choice to walk yet are subsidising students travelling to high demand programs of choice. This doubly negates equity for those students with no other option.
- Although I feel that offering routes with low ridership, I do feel that there are too many students per transit bus on a high school route and feel that for safety reasons this should be addressed in high use areas. Perhaps a service could be



looked at and reviewed for high school early start programs additionally?? (Such as band and sports programs)

- Although many drive their kids to the bus, you must plan around those who cannot do so and assume that the kids are walking. Consider ride plus walk time. Make sure kids don't have a long walk to a long ride. There should be some fee for those taking the bus rather than having all students shoulder the cost equally because most not taking the bus are incurring some other cost. (i.e. gas, nanny salary, high cost to live in the inner city.)
- Although my kids are eligible to take the bus to school they do not. They ride their bikes to school everyday, except in extreme weather and I believe not only is this a healthier choice but one that also empowers my kids to make good decisions so they are not late for school and it fosters independence. Growing up in Calgary in the 80's, we did not have the opportunity to have students attend schools outside their community to the degree that we see today. As wonderful of an opportunity as this is, I believe that the families, with the exception of those requiring financial assistance, should bear the burden of the transportation cost associated with getting their kids to and from school. It is a choice as to where parents send their kids and with those choices there are costs. As a tax payer, I want to know that the money I give to education goes to educating our kids.
- An acknowledgement that some students live along very busy roads with very few safe options for crossing (only 2 marked crosswalks in my new community) so for young children this means a much longer walk to find a safe crossing. It is also one thing to walk 2 km in early fall. It is quite another to walk 2 km in -30. Not all parents are able to stay with their children (as a CBE employee I am required to be at work before my children even get on the bus).
- As a CBE employee, I am under the understanding that school bell times are usually dependent on transportation. I believe starting junior high at 7:55 a.m. is too early. Current brain research indicates that beginning this early is not optimal for learning in adolescents. Please reconsider the practice that transportation dictates what time a school should begin and end.
- As a family, we've made choices to live in an area with several school choices within walking distance. We've sent our kids to alternative schools to which they can walk. We have considered & rejected other schools due to transportation headaches. It was important to my husband and I for our kids to be able to walk or bike to school, partially because we know it is a burden to take the bus. Growing up in a small town in the 1980s, most of my classmates on farms rode the bus for close to an hour right from the age of Grade 1. I'm confident most rural students are still making that one hour bus trip. City students who are going to alternative program schools must be prepared to make that same long



journey. As a parent with kids in two different alternative schools, I know that it is a deliberate choice. If you choose to send your kid across the city, you must bear the responsibility of transport. It is absurd to expect otherwise. In soliciting participation in this survey, both schools have suggested school dollars may be used to fund transportation. I am strongly opposed to taking dollars from the school to subsidize transportation options for other families. Other families have chosen to send their kids to school across the city, transportation time and expense be damned. I made choices to avoid those expenses and hassles. I DO NOT WANT TO SUBSIDIZE TRANSPORTATION FOR OTHER FAMILIES.

- As a parent of a child who started grade 7 this year, I felt it was extremely important to have the bus stop within walking distance of our home! If that means more time on the bus to add more stops for students then I feel that is a compromise that has to be made. Calgary can have some very dark, cold and snowy days where a child would have to walk to a bus stop without a parent, as some parents cannot always be available to be with the child due to other children in the home or having to work.
- As a parent of children in an alternative program I get tired of hearing how it costs more to transport my child. I am also annoyed by the fact that you say there is a 13 million dollar short fall when in fact it is 5 million (I went to one of the workshops and saw the chart). I do think that if you congregated bus stops for ALL programs and partnered ALL routes there would be a huge savings.
- As a parent trying to schedule who picks up and drops of children, which parent works which hours to make pick up and drop off work (especially once children are at two different schools), it would be very helpful to have the bus schedule out as early as possible. One week before school starts or less, makes it very difficult to make arrangements with employers and childcare when the bus schedules very so widely from year to year.
- As both a parent teacher in the school system I feel that the burden of transportation for students should not be placed on the parent. Living in a community that does not have a school forces me to have to pay transportation fees when I would rather have a community school that my children can attend. When I moved to this community eight years ago we were promised a school in a timely fashion it is 8 years ago we were promised a school in a timely fashion it is not until the fall of 2016 that that school will be open. I will only be able to use it for two years and then my daughter will be back taking the yellow bus. The cost of over \$400 annually is outrageous especially when last year we couldn't even get the board to move the bus stop to a safe location. They were unwilling to even consider moving it. I think that the cost of transportation should come from the money that is currently allocated to private schools.



- As I mentioned previously, would using the smaller buses help save costs in any way? Also, would having JH and High School start times starting later in the morning help?
- As mentioned early perhaps working closer with Calgary City Transit to cover some of the routes for alternative programs. I hear from parents that they have multiple transfers to get to these alternative programs. Really encourage parents to get their busing contracts in prior to the end of June so that downtown Transportation has a chance to set up the routes. Perhaps parents don't realize the impact of the early registration.
- attention should be paid to providing the routes in an order that makes sense. First on the bus doesn't mean it makes sense for them to be first off especially if the bus has to go past the other stops to get there. Sometimes it makes more sense to do the route in reverse order.
- be honest about cutting the number of instructional days to save money on busing
- Bell time - asking on a scale how I feel about bell time seems to be misleading. I would be happy to have elementary and middle school students move there start time from 8:15 am to 8:30 - 9:00 am. However, I would not want to see the change move start times earlier - before 8:00 am.
- Bell times should be dependent on grade level - it's not developmentally appropriate to have junior high and high school students starting school at 8 am just to be convenient for bussing times. The elementary aged children should start earlier and be bussed first with second routes following for the older children. Packing 3 kids to a seat at Junior High age is also not appropriate (happens on my son's route) from a safety perspective. Having parents indicate where their child would get on the bus before school starts would help alleviate the nightmares of bussing in September with overcrowded buses and kids not able to get on a bus, being late for school to wait for another one. Some advance planning would actually be helpful!!
- Build schools not bus routes.
- Bus companies need to have their drivers come on time, and if this is not going to happen, their websites need to be update BEFORE the scheduled pickup times as kids would have left their homes already to catch the bus. Students have gotten into other parents' vehicles without their own parents' permission to be driven to school because the bus is over 30 minutes late. I ended up driving my daughter to school more often than preferred due to the bus being late or not



even showing up at all. The school bussing system has been unreliable, unsafe, inefficient and definitely not cost effective!

- Bus drivers should earn at least a living wage. And CBE & the Alberta government must work together to eliminate school fees while maintaining classroom quality.
- Bus fares should be adjusted so that NO MONEY be taken From Class Rooms to subsidise Buses.
- Bus Fees should NOT be a flat rate fee for all. If parents choose to send their children to a non-designated school there should be separate bussing fee for the extra travel cost. Families who send their kids to the designated school should NOT be penalized and pay the bussing fee for families who send their children to non-designated schools.
- Bus ride times should be shorter for earlier grades and longer for older kids. Adjusting bus ride times earlier is ok but to adjust later will cause hardship for families who have to bring their kids to the bus and get to work on time. Perhaps the use of yellow buses should be for k-4 and special needs, city transit delegated with fewer stops for junior high and city transit for high school students. Care will need to be taken with special language programs as most rely heavily on bussed students.
- Bus stop should not be reduced
- Bus stops should be closer to the houses of students. There should be more bus stops. I do not mind if the student stays 5-10 minutes extra in the bus. It is better than walking 1.6 kilometers in winter. All the students live in the same neighborhood. I am not sure how extra few stops can increase too much cost.
- Bus stops should be located in safe spots for children and vehicles. For example, bus stops should not be located in no stopping/parking zones on major roads (i.e., there should not be a stop in front of Ernest Manning H.S. on 69 Street because it is not safe; this stop should be on Springborough Boulevard or 17 Avenue instead).
- Buses need to be in good working order, and in safe condition. Having reliable buses and reliable bus drivers are very important to me. Short ride times for the children is important to me too
- Bussing a student to charter programs or special settings (TLC, science school etc.) that parents choose that are outside of their community school should NOT be covered by CBE. If you have a public school in your community, and you choose to locate your child to another setting (EXCLUDING spec. ed. settings of



course) you should be 100% financially responsible for the bussing and program costs to have your child there.

- Bussing for alternative programs should not be a priority. Neither should alternative programs. In our community kids criss cross all over the city on the tax payers dime. If the parents really want a particular school they should drive or move. We should support these schools by encouraging before and after school care for flexibility. Transit/bussing should ONLY be a priority for kids who live in underserved communities not for programs of choice.
- Bussing is a reality for Calgary students. It would be ideal if students could spend as little time on a bus as possible. Parents should get discounted costs when they send kids to their designated school & they should pay more to send their kids to non-designated school.
- Bussing should not be subsidized. EVERYONE should pay what it costs and quit messing with school times to save ONLY the bus people money.
- By trying to be everything to everybody, it is easy to lose sight of the fact that a school board's primary responsibility is to provide a solid basic education to all students. With appropriate literacy and numeracy skills, students can go ahead and become engaged and productive life long learners. Please don't allow the transportation question to cloud the essential issue of stewarding resources in order to provide appropriate education to all students.
- Calgary has long winter period. Average walking time for 2 KM takes around half an hour. Try to imagine for anyone walking in cold weather for half an hour.
- Can the student transportation services be privatized? Thereby introducing competition with more options for parents.
- Can you consider having buses pickup for a few schools I.e. not dedicated buses for a school, a bus could service a few schools within a geographic area
- CBE is not in compliance with school act regulations for distances from home to bus stop. CBE policy 3044.4 says that all students (not just the ones from rich families) have opportunities to learn in French. French is different from other language or alternative programs because it is an official language of Canada and the only immersion, as opposed to bilingual, program allowed. Charging different fees for bussing to French immersion programs would make these programs less accessible to some students and would violate your policy.
- CBE is offering too many alternative programs. I do not consider French immersion an alternative program as French is an official language in this country. CBE needs to get back to basics in Education and stop trying to be



everything to everyone. Bus stops need to be in safe locations and not out on main busy routes.

- Changing the bell times: Depends on the direction of the change, i.e..shifting from 8:15 to 8:30 is OK; shifting from 8:15 to 7:55 is NOT OK. Waiving fees when financial hardship is demonstrated: I agree that this should be entertained however I then feel that those families should be required to attend the closest school to their home and not be permitted to send their children (via CBE transportation) across the city to attend the school of their choosing.
- Charge kids in alternative programs the fair value of the service they are receiving Where possible elementary kids should not have to cross busy main roads without cross walks
- Charge what you have to to provide the level of service the people need and if it's too much, people need to prove that they have the financial need for assistance. If a child has special concerns address those, but most kids/families should expect to walk a bit to keep costs down. Otherwise we might as well pick every kid up from their door. But no one would pay for that service either. You're doing a good job. You have the knowledge. Sell the best idea and bring everyone on board with it. Good luck!
- Charging fees. The government mandates children MUST go to school. It is the law, parents have no choice. Therefore children should be transported to school, by the government. If education is a right, then getting to the school should be a right, not an expense. We live in a city and it is impossible for all students to live within a walk zone of a school. Busses are a necessity, not a choice parents are making. School bus transportation should be free.
- Charging the full cost of transportation for those students in the alternative language or program schools. This is the parents choice to enroll their children in these programs and with it comes the responsibility and ownership of providing the transportation out of the community across the school. These programs are a privilege and with privilege comes user fees.
- Children should be encouraged to attend community schools - if parents want specialty programs, they should absolutely pay the cost of transportation.
- Children should not have to walk nearly 2 km to the bus stop when it is cold and dark. This is not safe. They should also not spend > 30 minutes on the bus. I am more than willing to pay more for CBE transportation, instead of paying for the current level of service which is not efficient or safe.
- Combining bussing with Calgary Catholic as an option?



- Communication and due process in advance of change is the biggest issue, in my opinion.
- Congregated bus stops can work in some instances, but not with just one stop per community which seems to be the case on my son's route. Our community is quite large, so maybe one stop on each side would be better. Plus, it bothers me that after my son walks all the way to his bus stop, the bus then drives right by his old stop, where a large number of students used to get on!!!! Instead of the bus idling forever waiting for all the kids (wasting gas) it could be driving on and picking them up exactly where they used to!!!!
- Congregated stops are acceptable. What is not acceptable is expecting children to cross busy roads, within or between communities. Please remember that no \$ amount is worth the safety of even one child. Please be logical while trying to be more frugal.
- Consider a cost/km rate to reflect the cost of transporting students. For some, an alternative program might be the best choice because it is closer to home whereas for others they chose an alternative program a long distance from home and should understand the financial impact of that decision. Airlines charge different rates for different flights/distances and people understand/accept that, busing should be treated the same way.
- Consider families input while planning all the routes by proposing preliminary routes and then the final ones (because at times, one family favours in location against three other families which is not fair, and when request is submitted, it is not approved....although MAJORITY of families would benefit from the location of the bus stop).
- Consideration needs to be made for the parents that are forced to pay for bussing because they did not win the lottery and get into their community school. Rather they have to pay bussing because their new designated school is not in their community. There also needs to be a family cap on bussing if all the children in the family are going to the same school. It is ridiculous that parents are paying for bussing and lunch fees (how are they supposed to go home for lunch if they are bussed?) without any family cap. This is a huge burden on families. Finally, if the decision to raise fees is taken then the CBE needs to have monthly payments available for ALL families so that we are not forced to find the money in September. I didn't like the wording of the last question, it should have been worded as agree or not agree.
- Consideration should be made to cut midday kindergarten routes. It is not very cost effective.



- Contract different service to different bus companies. Introduce different bus services so can introduce new competitor to the market.
- Coordinating bell times so that buses share routes with 2 schools is very important in improving efficiency. I think that as the CBE subsidizes the alternative programs busing by approx \$600 per student, this subsidy should be removed so that alternative students pay more for busing. **** If the alternative education is viewed by those parents as having an advantage over the regular program, the busing fee should reflect the higher cost ****
- Coordinating bus stops with transit options to help parents that commute after drop-off would be wonderful, as would putting stops on streets with slower traffic and bus shelters. Our current stop is not particularly safe and has zero shelter in bad weather, there are also limited options for people wanting/needing to take transit. Our stop used to be a few streets over, opposite from a c-train station and in a playground zone which was much safer and much more convenient.
- cost ideas: - if a student MUST take a bus to school (ie. there is no regular school in walking distance) then they shouldn't also have to pay for the bus. (but, also, the city shouldn't allow development without the schools being in place first) - people attending (many/most) alternative/optional programs (eg. language immersion) should definitely pay full cost for their bus. and, maybe, not be eligible for bus service at all. - walk zones for walking to school should be: a) larger than they are now b) larger than the walk zone to reach a school bus stop. other thoughts: -One of your questions asked how the kids get to school; "bike" was missing. (yes, some kids bike year round) - While we answered that our kids walk to school, they took the bus in the past. (to the same school. they currently walk 3.1 km to grades 5 & 7) - changing more kids to calgary transit is a good idea that i support, but not if it were rolled out without consideration to the transit available. In our case, for example, they would either have to walk 2/3 of the the way there (2 out of 3.1 km) or take a bus downtown and then transfer with a total travel time greater than just walking.
- Could we combine more middle school and elementary school buses like Canyon Meadows and Robert Warren to increase efficiency.
- Creating more safe walk zones, especially for elementary students would eliminate a lot of expense and also develop stronger, healthier children.
- Crossing guards were the way we got to school safely, though it was a somewhat milder climate. It is frustrating to me that I specifically moved into a home in a public school walk zone, and I am told my child will not be safe walking to school without me due to the number of crazy PARENT DRIVERS. I am now looking at having to take three small children in the middle of nap time to walk a child who



would be perfectly capable of walking provided there was a crossing guard. The principle at our school will not even consider putting the older children out as crossing guards because of safety concerns. I would like to see children who live within walk zones encouraged to actually WALK rather than have their parents drive them.

- Current distances from bus stops are too long. and I find that the limits are fully utilized as stops are not near any children's homes and most parents actually have to drive their children especially during cold winter months. every stop from out house is over 1.5 km and it takes our son 20 min to walk home. on most days he actually takes public transit as opposed to school bus on his way back home as walk distance is too long. even though routes were changed mid year, we found that all routes are at almost the maximum distance, indicating that not much effort was put into making the system efficient for students.
- Currently it would be cheaper to drive my children to school (gas per month vs. bus fees) but we like the convenience of the bus service, its close to home, doesn't take much longer than a car drive and the kids love being with their friends and gives them a sense of independence. At the start of school year when our stop was congregated, it took over a 30min walk to get to, we were forced to drive. This affirms it is more important to us that the stop is convenient than the length of the bus ride (which was only 5 min shorter when congregated). We would be willing to pay slightly higher fees to maintain the current service, or have a change in time or length in ride. However with 2 children riding the bus increasing fees x 2 does get costly and makes us question the worth of the service.
- Cut down the CBE highly paid staff (over \$100,000) to create savings to fund the bus cost.
- Designated schools should be as close as possible to the communities they serve so that there will be no need for bus transportation.
- Determined by greatest needs and priorities. Equal access to everyone. Consultation with other community schools or boards so that transportation can be efficiently used and more cost effective. Costs should be tiered - eg parents who send their children to community or designated schools should pay a lower fee than parents who send their kids to specialty schools or schools beyond a specific distance/non-designated program. Those parents can often afford to pay more, should drive their children themselves and/or should simply move to that area. Suggest CBE allow for new bids for transportation services each year so that the current companies you deal with remain competitive (eg in the current economic environment, many companies are reducing their budgets or amounts they charge for services). If the bus companies CBE deals with know that you



will find a company that offers better prices, they will have to do the same. CBE's transportation is costly b/c there are too many schools of choice. Back in the day, kids only attended their community schools. Set up more before and after school programs so that parents are responsible for transportation to and from school and thus less need for bussing.

- Differences need to be made for programs of choice and specialized settings (i.e. CSSI, bridges, PLP, etc). Students benefit from these settings immensely while programs of choice are a preference for those students and they should be required to pay for the privilege of attending those programs. Keep waivers/subsidies for students who require it.
- Differentiating between programs of choice (i.e. All Boys School, TLC, montessori) and specialized programs ((i.e. Early Development Centre, CSSI etc.) in the media is critical during budget decisions. Families who access programs of choice have made a conscious decision to not access their community school, and to send their children on a bus to a different program. Their fees, and opinions on transportation must reflect the choice they have made for their child. Families whose children are attending specialized programs must not be considered in the same opinion as those choosing alternative programs.
- Distance for bus stop from home very important for grades K-5. At our daughter's bus stop in Macewan Glen 4 out of 5 children are driven to the stop because of the distance (only one stop for our community). We do not allow her to ride the bus home because the stop is so far from our home and we are uncomfortable with her being dropped off in case we were ever late to pick her up. We would very much welcome additional stops even if that meant a longer ride or increased fees.
- Distance to and from a bus stop - many parents drive their children to a bus stop right now so maybe we should consider increasing the distance?
- Do not charge unfair premiums for children in alternative programs. Most of them are in French Immersion...usually two schools or more per area and not a significantly greater distance. The next biggest chunk is in TLC, which means they stay in area. Raising transportation fees means that the programs are not as accessible. Scenarios to consider: 1.A child lives in the catchment area for Hidden Valley school. The school offers both regular and FI programming. Why should that child, attending FI, have to pay more for riding the same bus to the same school they would attend for regular programming? 2. There is no community school where the child lives. She attends an alternative program that is the closest CBE school she might attend. Regular programming is farther away. Why punish this family with extra fees when they are choosing the most



economical transportation option? 3. My child is gifted and requires a challenging program. He qualifies for GATE. Rather than send him 28 km away, on a 50 minute bus ride, he travels 7 km away for a brief trip to an alternative program where his needs are met. Obviously the longer trip, farther away, is more expensive. Why would we have to pay more to send him to the significantly closer school? 4. Some grade 5 and 6 students are in elementary schools, some are in middle schools. Why is the grade 5 student in the middle school possibly facing a transit ride, while the grade 5 student in the k-6 is practically guaranteed school bus service? My child was shuffled into a middle school due to a terribly managed accommodation plan. We did not choose middle school. 5. I truly appreciate your "given" that students with complex needs will not be charged more for transportation, even though their costs are very significantly higher than others. It would be wrong to charge more to parents for sending their children to schools that meet their needs. Please understand that parents in alternative programs are also sending their children to schools that meet their needs. We should not be scapegoats for funding woes. 6. Move kindergarten to full days, m/w/alternate Fridays, and t/r/alternate Fridays. This would eliminate the need for noontime bussing.

- Do not take any \$s from the classroom. If families of children who ride the bus expect platinum level service, they should pay for that service out of pocket. They should not be subsidized by lessening the quality of our children's education. Calgary Transit ridership should start in Grade 7 – they do not need to take a yellow school bus.
- Do not want to see money taken from the classroom to support transportation. Transportation only affects part of the population while money in the classroom affects all children.
- Don't feel that students attending a school in their community should have busing in that same community. Most parents have cars and can drive or arrange car pooling. Busing should only be offered if there is no community school.
- don't take money away from students to cover transportation costs
- Door to door pick up for our son with complex learning needs is invaluable. We are so thankful for this and hope this service will continue.
- Driver are doing great job. We need people who make the routes to better understand traffic in Calgary, and to make better routes. Our bus passes the school twice with the bus full of kids, to get to the station at Westbrook Mall, and this stop is on the route of Downtown bus. The order of bus stops should be logical. Our kids are spending 1 hour on the bus each way. This is too much.



Money the CBE receives should be managed better. We don't need another "smart board" in the class room (that is underused anyway)

- Earlier bell times at many schools would allow parents to take kids to the bus/school before driving to work. Edgemont's start time of 8:58 am means that families with 2 working parents need before and after school care, but the difficulty with that is that many caregivers (dayhomes/nannies) do not drive, so alternate arrangements have to be made (grandparents, friends taking kids to school or the bus). This is difficult to do and needs to be done twice a day. An earlier start would mean that parents and caregivers only have to worry about the after school pickup (as the morning drop off would be ameliorated). In my case, we do not have family around to help so I am basically unable to work due to the awkward start time and challenging transportation (the congregated bus stops mean we cannot use the dayhome we used to - it doesn't stop near the dayhome and the caregiver cannot bundle up all the kids and walk them over a kilometre to the bus stop).
- Education should be about what is best for students. I am uncomfortable with setting bell times based on transportation services. The government should be funding transportation properly so that schools can set bell times for when it is best for those students in their community. Routes with few riders should be looked at for more cost efficient means. CBE should communicate to parents that in the event of few riders then bussing may have to be cancelled or altered.
- Ensure all students treated equally, so that the distance a student has to walk is comparable to their peers. It is unfair for some students to walk >500 metres and another to have to walk 1km just because of address and number of students in a specific region.
- Even on a longer bus ride, children will adapt and live with it. People complaining are the parents who are too lazy to get up 20 minutes earlier to fit the school bus schedule. Those parents are being selfish and lazy, it is all about their comfort not the children (it is only an excuse to accommodate them).
- Every family is under different circumstances. Conditional riders that require bussing so a parent can maintain employment is incredibly important to me.
- Explore working closer with the Catholic Board.
- Factors of residential area need to be considered wildlife...nutty drivers, safety is # 1 and only #1 in dark unlit area?? Does anyone actually drive the concerned areas or just guessing. 1.8 ks could encounter 5 coyotes, crossing hi ways,. A google distance and a real life distance needs to be looked at.



- Families of students who do not use/need CBE transportation services should not have to pay to help cover the cost for families who do use it. Many people have chosen homes close to schools to avoid bus fees (often at an added expense with respect to the cost of their home). So asking them to pay for bus fees of other children seems very unfair.
- Families that do not prove financial hardship and choose to put their children in preferred programs like TLC should be removed from the program if they Won't pay busing and lunch room fees.
- Families that opt for programs offered by schools not in their community should have to pay for that transportation, in full. Exemptions, or reduced fees, should be in place for those that require programs for special needs that are not offered at their community school, or if the designated school is at capacity and the child is forced to go to a school that is outside the walk radius.
- Families that travel for a specific program that is not in their designated area should pay a different fee as they have chosen to send their student(s) to that program. It seems like families that attend their community schools is on the decline, when there are many great programs offered at them.
- Families who choose to have their children attend a school that is other than their designated school should pay for the additional cost of transportation and have to be willing for ride times to be longer, stops to be further from their home, etc. I therefore suggest that there is a 2 tier system for guidelines on transportation - one set of guidelines and costs for kids attending their designated school and one for kids attending other-than-designated schools.
- Families who do not use CBE transportation services should NOT be charged. This is unfair. Many people choose their home location based upon the hope that they can avoid these kinds of services and/or charges. To start charging non-users is unfair.
- Families with children with special needs should be given closer bus stops to home. Parents who choose specialized programs - hockey, science, language schools should be required to pay more.
- Fewer stops means less time on the bus for students. Most parents drive their kids to their bus stops so what does it matter if the bus stops are a little farther and fewer away. If you were walking your kids to the bus stop, that would be a different story.



- Filling the buses rather than travelling to schools with only a few students would make sense. My daughter's bus has less than 10 students on it and it is a full size bus.
- Financial hardships are coming up for almost every family right now. Some may qualify for assistance, the others may not make the cut. While it's thoughtful to waive fees for families that cannot afford, it would be ridiculous if the charges are offset from fees paid by the rest.
- First priority of the CBE needs to be on securing the proper software to manage student and routing. This process should be automated and would likely result in a reduction of enough costly inefficiencies that it pays for itself. It's important that the CBE do their part internally to shore up these costs before addressing service or fees. Further, with the large number of new schools opening in September and fewer students having to ride the bus, I find this discussion to be jumping the gun. Unless the CBE is able to estimate the cost savings from the increase in walk-zone students, it's rather presumptuous to assume the deficit will be that large. I think more data is necessary before making significant changes to the system. I would also caution the CBE against using data from Edmonton Public School since they have a completely different system (subsidized public transit for all grades) and the numbers they are quoting to session attendees are misleading. Further, if you factor in the lunch fee paid by parents in the CBE vs EPSB, you would see we pay a lot more here and they get better service. I think the CBE should also revisit the idea of waivers. As fees rise, there is an increase in waivers requested. Since waivers are covered by transport fees, this increases the fees for the next school year which results in more people not being able to afford the fees. You see the circle it creates. It's a perpetual problem that worsens on an annual basis. I would suggest looking at a sliding scale instead of a waiver program where low income families still contribute but to a lesser degree. I would also encourage the CBE to revisit a family limit. It does not need to necessarily be 2 children but perhaps a limit of \$750 for transport costs.
- For the number of bus stops and location of these stops I chose very important because I LIKE having MORE stops available. I do not believe we should have to drive elementary aged children to a bus stop. We should be able to easily walk them there. Not everyone has a vehicle available to do that and what I saw at the beginning of this school year when the number of stops were reduced was chaos and quite frankly quite dangerous with the number of vehicles fighting to get to the bus stops, parking on the wrong side of the road, SO many jaywalkers. It was a disaster!
- Forcing grades 7-9 to take yellow bus, and not city transit as an option is odd. Also, why not work with the city for lower student passes? Yellow buses give little flexibility when needed.



- French Immersion should be supported the same as the regular program. If more community schools were built this would cut down on the number of buses. Parents who choose programs such as Science, Arts, Boys Only etc. should be willing to pay more for transportation for these programs. Students needed special programming (deaf and hard of hearing, TASC etc.) should pay the same as the regular program. Ideally bus stops should be close to homes to encourage students to walk, but so many parents drive their children to the bus stop. I don't know how many people would really be affected by fewer bus stops.
- French immersion should not be considered an alternative program for the number of students who attend. Labeling it alternative is to justify the conversation around possible fee increases for "alternative". It is an official second language and population of schools justifies it to be a regular school.
- Funds budgeted for Instruction at schools should NOT be diverted to cover the transportation shortfall. The transportation budget will have to cover the costs of transportation even if services have to be reduced. Some consideration should be given to using some modified Calgary Transit routes to cover the needs for Middle and Junior High School students. High School students should use Calgary Transit.
- Given current times negotiating better deals with transportation companies is feasible. Gas prices are 30 to 40 % lower that a year ago. Due to unemployment more people are willing to drive buses so this reduce payment to drivers. Also, Transportation companies are willing to reduce their expenses to maintain business and profit. Please include to negotiate better transportation deals. This is possible now due to current Alberta economy situation.
- Good luck. This is a tough problem. I'm looking forward to when my children don't have to take the buss at all!
- GPS to track the buses.. No communication as to what is happening with this. Was that a waste of money that could of been spent on another bus or two? Why don't they use smaller buses if the bus is not full? Or change routes to fill capacity of bus better! It can also be frustrating when you find out from your child that the bus broke down and they were an hour late for school. Why were the parents not notified so they could make alternate arrangements to get their children to school?
- Grade 5- nine years old- is way too young to take transit.
- Gradually switching over to electric/hybrid medium sized vehicles will be a good option to consider.



- Hard to comment on bell times not knowing if it means they would be earlier or later. Either have different impacts on family schedules.
- Has there been any discussions with private or CCSD to see if there is any opportunities to cost share busing for similar communities? This could be a solution for those low ridership areas as well as other areas to decrease the number of buses on the road and increase efficiency and reducing cost. I realize the invoicing could be challenging but if it was built on a per student basis, a system could be worked out with the other programs. Has anyone looked at other school districts in other cities (edmonton does not have the proposed high bus fees we are looking to have) or other systems in our city (Calgary Catholic School District),.
- Have school buses share Calgary transit bus lanes to improve travel time. Create hubs where buses for alternative programs, where kids can be dropped off or can have small buses pick up kids in their neighborhood, then transfer to a larger bus.
- Have students in alternative programs pay for their own bussing.
- Have you considered a model where every CBE student pays a fee which is used to cover transportation costs for those who need transportation. Similar to what is done at U of C and Mount Royal. The fee would be much less per year if all students paid.
- Having one high school student and working in a high school opens my eyes to transportation issues with older students. I have thought about my next comment carefully and wonder why we are busing high school students at all. My first choice in all of this would be to funnel the service to the elementary schools as first priority, middle schools second, and cancel high school transportation all together. These students are old enough to get themselves to school.
- High School students ride direct Calgary Transit buses. There are many times during the winter that students are left in the cold as the bus drives past and another bus does not come. This has an impact on safety and the student's ability to get to school - often times travelling 2 hours 1 way on general public transportation.
- High school students should be able to take city buses/transit, working with Calgary Transit to address service to harder-to-reach communities. Junior high kids should not have to make connections on Calgary Transit (e.g. only a single bus route from home to school). If CBE offers alternative programs, then there should not be user fees that mean that only a subset of the population can afford to take part in the programs.



- Honour past commitments. Designated schools that have grandfathered students now need to apply to ride the bus. This is unfair and families were misled. Honour bus commitments and do not unnecessarily make families wait until mid/late September to know if they will be allowed to ride a bus to a school that they are allowed to go to, and have gone to for 2 or 3 or 4 years.
- How about rethinking school designations? In new suburbs you are sending students to schools ridiculously far away, just because a particular school has lower enrollment. I think that process is very flawed and if half the time and energy were put into that process as to all the rest it would lower the stress level of parents.
- How's about all students attending school pay fees regardless of if they have to take the bus, it's not our fault that schools were built in different communities. Bus fees should be equally divided by all students attending the schools. We shouldn't have to pay more to attend our local designated school
- I agree that fees need to be collected to cover the difference between the cost and funding received however, the burden of the fees should not fall on families attempting to access a quality education for their child. The onus is on CBE and other boards, to generate funds, corporate partners and educational partners, such as other boards to keep costs manageable for the majority of families who do not fall into the financial hardship category but deserve the basic human right to a quality public education. Which is why I have chosen CBE. I am also a teacher but not working this school year so I did not select affiliation. Thanks.
- I am a single parent with a nanny who cares for my children. I work long hours and cannot drive my child to the bus stop. I absolutely need a bus stop that is at a short walking distance from my home as my nanny does not drive. Many other families are in similar situations. Bus stops MUST be at a short walking distance from the home. My child is also a conditional rider. Conditional riders must be allowed to apply for ridership at the same time as other students. Forcing conditional riders to apply after the school year has already started is unfair and not workable for parents like me who have no other means to get our children to school other than the bus. You are making our lives impossible.
- I am a stay at home parent of a grade 1 child and 4 year old, so I have the ability to drive my child to and from school. For me, if the bus stop is more than a 5 minute walk from our house, I would prefer to drive. When you factor in winter and young children, I don't find the school bus safe, nor convenient.
- I am completely in favor of letting parents have the freedom to choose whatever school they want their children to attend. However, if that school is outside your CLOSEST designated school then it should be the responsibility of the family to



get their child to and from school. we should NOT be funding children to take a 45 minute bus ride to school when there are closer schools to their homes. That is a total waste of funding. Since there already is a deficit, that just means that money will have to get shifted around, which will mean that other charges will just increase or the quality of education will suffer (lack of extra student teachers/programs). It is already so unfair that people who live in the area of the school or who provide their own means of transportation must pay a higher "lunchtime supervision" fee that kids who are bussed from all over the city. You are just making these parents pay for the bussing of other children. Everybody should be paying the same for supervision and not shifting funds around for bussing.

- I am concerned about the location of some of the bus stops chosen. Children (especially those on busses going to/from elementary schools) should be in a spot that is a safe distance from busy traffic and intersections. In our community there are several bus stops on busy intersections, when there is green space only a block or two farther. The number of children at a bus stop should also determine where a spot is. For example, my child's stop has over 20 children getting on the bus (plus parents/guardians, and younger siblings makes for close to 40 people at our stop some mornings!). For this situation, a bus stop with some sort of green space, or at the very least a grass patch between the sidewalk and the road, should be a *big* consideration in choosing the location to keep the kids safe (Especially in the winter with ice and snow build up). I understand sometimes maps might not be the easiest to identify these features in an unfamiliar neighborhood - but google street view, or requesting feedback from those familiar with the area might be good ideas! Having children on a sidewalk with no separation between it and the road can be hazardous with so many people! Also, in the event of road closures/construction/detours in an area where a school bus stop is affected, the CBE *needs* to provide information to families with advanced notice. Our child's bus stop was moved this week due to a two-week road closure in our neighborhood. Unfortunately when I called the bussing company the day before to inquire about where we would be moved to, they had no idea about the road closure. We ended up receiving information from our son's school at the end of the day via email (which thankfully I was checking because of conversations with the school that afternoon on the same topic) about the morning pick up. This is unacceptable. Many of our neighbors hadn't seen the email as it was sent after they had left work. Some kids didn't come home with the note (maybe their teachers didn't get them in the agenda that late in the day?) There needs to be better communication between the City, Schools and bussing companies so our children can be safe, and families can be informed about large changes to our schedules due to situations such as this. City Transit had their detour signs up almost a week in advance, and signs had been up in our community for days prior to this closure.



- I am concerned about the safety of very young students on the bus where there is little to no supervision. Some bus drivers do not communicate well in english, while others don't take an interest in handling the kids. It seems unreasonable to expect a bus driver to control 50 kids and safely operate the bus. I would happily pay higher fees to have a second adult on the bus to manage the kids.
- I am definitely not in favor of changing school bell times. Our elementary school keeps getting earlier and earlier and it means next year they will be out before 3 pm! This is NOT ideal.
- I am disappointed that the questions do not reflect the difference between regular and alternative programs. A child going to their designated regular program school is very different than a child going to a chosen school for a specific program. I think issues regarding transportation for regular versus alternative programs are not the same and should not be treated the same.
- I am furious at your implication that children in alternative programs should pay more. It is yet another slap in the face of parents by CBE officials. Here is my family's situation. My daughter has always been extremely bright, her teachers and I wondered if she is gifted. She flew through regular lessons in elementary school and needed more of a challenge. The principal told me that she would need to meet with a psychologist to determine if she was gifted, and if she could qualify for GATE. The school told me the the was not a priority for testing, that they had limited funds for assessments and they were diverting them to other students. I also have limited funds. My benefit plan does not cover the testing. Instead, the school principal and teacher suggested we look at late French Immersion. It was a challenging curriculum and she would be with other strong peers. That is what we did, even though it meant leaving a school we could walk to in order to take the bus to French Immersion. As I said, I am on a tight budget but I managed to find the money to pay the bus fee. It is already a pretty significant cost for our family. My daughter had to quit Girl Guides in order to attend French Immersion. Now I am being told that we should pay more? The CBE expected me to understand that they had limited funds and my daughter's potential giftedness was not a priority. So I followed their recommendation for programming. Now you turn around an all me that by following this suggestion, I should have to pay more? And if she HAD been tested for giftedness and went to a program for gifted children, we would pay the lower fee? Why are parents expected to understand that the CBE has a limited budget, but the CBE does not need to understand that fees are really expensive for some families? This feels like an insulting betrayal. My daughter= not a priority. My family's small budget= an easy revenue source for CBE.
- I am happy with the current service levels. If you were going to charge more, parents should be able to claim the expense on their income taxes



- I am in support of paying higher fees to maintain the level of service because while bussing is an important/essential service, I don't want in-school and in-class programs reduced to cover shortfalls in the bussing budget
- I am more than happy to pay more for the bussing situation to be convenient for my family to use without having to drive them to and from their bus stop. Thank you for doing this survey
- I am requesting that please make more stops of bus, then my child need not to ride on car to reach bus stop, even it's very hard to walk on foot in -30 degree in winter and stay on sidewalk if bus is late. I have to keep car only for my child's ride to approach bus stop, I would prefer to pay more fees for transportation, because I know I spent money to get car and I am paying insurance of car every month without any reason. Moreover, the bus my child rides is going from front of my house street but I need to travel more than 1 km, does not make any sense. So, this is my humble request that please - please make more stops. Thanks in advance.
- I am sure parents would like to accommodate any change if they are able aside from raising fees. Bell times etc. Why does public transit have a stop every block and school kids have to walk 1-2 km? I am sure the public transit drivers don't make THAT much money and I KNOW the yellow school bus drivers don't so why is it costing so much? Why is there SO much of a gap between funding did we get less than last year? Cost of operating go up? There is something significantly wrong with the budget if there is THAT much of a gap.
- I am surprised by the fact that my son in Grade Ten, whose school is relatively close gets to take a dedicated Calgary Transit bus to school, while my middle schoolers, whose school is much farther away have to take Calgary Transit (not dedicated) to school. It would make more sense to allocate the dedicated buses to the younger students.
- I am willing to pay more fees to get more convenience - so a stop much closer and a bus ride that is short. After all \$300/year is nothing for the transportation service that we are receiving.
- I believe for the health of children they should walk to their home school whenever the option is available (some communities don't have a school). I disagree with bussing because of the health of children and our environment! If a special education setting is necessary this is a good time to ride a bus for the program. If parents want their child to go to a different school, they should pay for the cost of transportation. Why should the education of the majority of children be affected with transportation costs for some?



- I believe it is very important to maintain the noon hour bus to and from the CTC. without this students are not able to transport in a timely manner. In an ideal world there would be transportation back to the home school after school so students could be involved in the after school programs at their home school
- I believe service would be vastly improved if the schools co-ordinated calendars better. Right now my grade one child attends a school on a traditional calendar, a calendar I very much prefer. Her school bus also services a junior high that runs on an alternative calendar, which I think is ridiculous. As a result, bus arrival times seem to constantly fluctuate because the junior high is off on another break or they have early dismissals at seemingly random times. I think that transportation planning needs to coordinate better with the area director who make arbitrary changes to the calendar because they think they are doing people a favour with child care or something (not sure the logic of this particular junior high being alternative calendar).
- I believe that parents who choose a school outside their community/designated area should take on some of burden to pay for the transportation costs for their child. The cost should not be distributed among all students equally using the bus system. The increase in transportation costs that are currently projected of doubling, may result in my family making other arrangements. As the costs increase, the ridership on the bus will probably decrease and congestion at the school at arrival/dismissal times will increase.
- I believe that parents who want to put their kids on speciality programs unless those programs are for overcoming disabilities. Those parents should pay the full cost borne by the school board for offering them to those students.
- I believe that sending kids on the bus, across the city, is a waste of the childs time, the cities money and the usefulness of our school buses. Special programs either 1. need to be phased out or 2. transportation for those those out of the walk-bus zone for that specialized school should be fully financed by the parents who chose for their child to attend. I do not believe school buses should be used but rather parents could charter a bus at their own expense. The economic climate of allowing the city to offer all these specialized programs has long gone. We need to get back to grass roots and offer the same education to all students and not subsidize the few whom think they need something special.
- I believe the parents who choose to register their children in alternative programs, should be paying premium costs to cover bussing.
- I believe there needs to be a balance so that bus ridership is equitable. Schools that offer alternate programs need to have busing available in all the communities that is servers no matter how many students in that community



attend the school. I would certainly pay more for the yellow bus as currently it is significantly cheaper than buying a bus pass for the year for my child. With the costs of everything increasing it would make sense that busing costs would also increase. It is important that enough notice be given to families about busing. Having bus schedules available only three days before classes begin does not allow enough time to make decisions about how a child may get to school and the changes in time to commute have often varied so much from one year to another. It is difficult to arrange transportation needs when children are involved in after school activities. Communication to parents in a timely manner is very important.

- I believe yellow bus transportation should be available for transport to regular programs or programs for children who need additional academic help. No subsidized transportation should be offered for language learners taking German, Spanish, etc only for the two official languages.
- I can't stress how much I believe that alternative schools are a choice. These schools while wonderful are still only an option for parents not a necessity. This is not mandatory, these families can receive the same education, minus the language, fine arts aspect etc., at their designated school. They CHOOSE to send their children to a different school. The transportation for these students should be not covered under the CBE umbrella, the families should be 100% responsible for transportation. If you choose to attend a school that is NOT your designated school then you should be automatically ineligible for CBE coverage. It is not the same thing as your school in your area is full and you are assigned a different school. I do not feel that a higher income family should have to pay a higher fee. Just because someone makes more money does not mean they should subsidize other families.
- I do feel strongly about charging more money for bussing to parents who chose an alternative program that is not their community school (with the exception of learning needs-example: Dr. Oakley for learning disabilities-different than the all boys school or science school, bilingual...etc). Safety concerns in Tuscany should we abolish busing altogether in our community. Imagine how many cars would be in school area if no busses were dropping off-major safety concerns-dangerous-so many more vehicles and dumb drivers!
- I do not believe that bussing costs should have to come from general funds. This expense should be covered by users. In addition, the lunchroom fees should cover all costs. Many of the supervisors work more than one hour per day to support the program.
- I do not believe that French Immersion should be counted as an alternative program. It is the official language of our country and we should have the same



rights to choose if we want our children to attend English or French programs. We should not be penalized for longer bus rides and schools out of our communities, just because we make the choice for French.

- I do not feel that it's acceptable to expect people to miss work so that they can wait at the bus stop in the winter- ensuring the arrival of the school bus. It's simply not practical for parents. Junior high and high school students need more sleep, hence an earlier start time doesn't benefit them mentally, physically, or emotionally. Having more than one child in more than one school is another challenge, given the start times of each school. Currently my children start school more than an hour apart. Having this any further would be very challenging to accommodate.
- I do not mind if the ride time will increase or the bell time will change. The distance from home to the bus stop is crucial - especially during winter harsh weather. Current limits are too high. Its too long for a little kid walk more then 1.5km to get the bus. My kids were staying at home because of the cold weather in December and January - their health and safety are more important then school. If the bus stop will be located even further or the school bus fee will be equal limo service, there is no sense to still use these buses at all.
- I do not think it appropriate to ask parents whose children are not bus riders to contribute to transportation services.
- I do not want to see money that would be otherwise used "in classroom" to pay for fees that could be cost shared with parents. We are experiencing enough class room cuts at this point (i.e class size, music program time, limited education assistants) and I do not want any more impact on our school. If parents wish to send their children to alternative schools they need to consider the financial implications and their willingness to either drive children or pay the extra costs for transportation.
- I don't feel that the cbe is responsible for getting my children to/from school. If it isn't economically viable to transport, I'd rather \$ go towards teacher/ classroom... We have too many programs requiring busing. I think public and French schools should get bus. Alternative programs are a choice and part of that choice should include parents getting their kids to that alt school (part of the decision to go to Spanish/ all boys/ science etc should include how you are going to get your child there). That being said I feel that programs for special needs should include transportation (if a child has a special need and should be in a specialized school as a result, their transportation should be provided)
- I don't like my options to access financial assistance. I'm embarrassed to go into the principal and tell her I can't afford to send my kids on the bus so I don't and



just send them anyways without a bus pass. I also don't like that our school changed our start time because of busing. Now my kids just don't get to school on time. I'm not putting them on a bus at 7:15 so I get my kids to school when it suits me and I don't care if the school complains.

- I don't like the idea of making families in alternative programs pay more. My son did terribly in his community school (which he rode the bus to) but he is excelling at his art school.
- I don't mind if school bell times have to change, but parents need to know well ahead of time. Also, schools that serve the same neighbourhoods should be somewhat coordinated. The reality is most parents work and school bus times needs to be reasonable.
- I don't mind waiving fees for families with hardships if they are going to the community school and the community school is too far to walk. However, if those families (and all families for that matter) choose to send their children to a specialized school (language, fine arts etc.) they need to pay the full cost of that bus ride. There are too many children being bused to schools far away when the community school is walking distance away. Don't make the rest of us pay for the choices others make.
- I don't see anything on this survey about students with special needs. There has to be consideration for the length of time some of these students are on the bus, and the amount of supervision they receive on the bus, as well as the mix of students who ride on the bus.
- I don't think it is appropriate to expect junior high students to take city transit. I think that they are too young and that this is not supportive of their development. It will make mornings significantly more difficult for families such as ours where the parents both work early in the morning and are not able to help our junior high students wake up in the morning and get to the bus. The commute time would be much longer than it is now and also be more worrisome as they are on their own negotiating city streets and complete strangers. They are too young for this!
- I don't think it's fair to talk about charging French immersion parents more. It's not an obscure alternative program. It's one of our national languages.
- I don't think money should be taken out of the classrooms in order to pay for bussing. I feel that it is the parents responsibility to get their kids to school.
- I don't think that a just because a student chooses an alternate program it should make it less important for them to have bus stops close to home. They are in the



program to meet their individual needs, they chose it because it's how they learn best. I feel very strongly that CBE should have more bus stops available for these programs in adequate walking distances. The neighborhood needs to be considered as well. In the SW and NW, it is much safer for young students to walk alone whereas in the NE and parts of the SE it is not. Most parents work and these kids need to walk to and from the bus. I do not have a problem paying more for safer transportation. Thank you for asking!

- I don't want the cost of transporting children to and from school to come out of learning. I think that alternative settings should have the more congregated bus stops and no low ridership bus routes, but this should exclude special program settings based on learning needs & French immersion programs. Where will the money come from if not from increase user fees? Also, if CBE wants to be transparent please answer the following questions: when did it become obvious that there was a \$13 million differential in funding? What about long term budget planning?
- I don't want your job. These decisions are very difficult and you will never please everyone. I feel for families during these hard times and if they can't afford to pay for charter transportation, how will they be able to pay for a student city bus pass every month.
- I feel charging parents for transportation when there IS no school in the neighbourhood is wrong. I agree that parents who choose to send their student to a special program or out of district school should be responsible for additional transportation fees
- I feel it is a shame that my children currently ride the bus for over 30 minutes every day after school, with inappropriate behaviour occurring on the bus, to then have to walk home 1.5 km regardless of the weather. They also have to cross a major road. Yet friends of ours have a bus stop right around the corner from not only their mom's house, but also their dad's house! The bus stops have also made it so my son can no longer go to his current dayhome next year. I will do everything I can to ensure my children will NOT be riding CBE bussing next year.
- I feel it is important that the bus stops be close to home as possible and short as possible and I would be willing to pay more money for bussing.
- I feel it is very important to have bus stops less than 1.6 Km's for the safety of elementary students. Perhaps for junior & senior high students there could offer bus service in the morning to school and students could use regular Calgary transit to go home after school? or Maybe it would be more cost effective to issue Calgary transit passes to SENIOR high students. Like the university of Calgary



does. All students pay regardless if they ride the bus or not. In turn students would have a pass that can be used anytime throughout the school year

- I feel strongly that bussing should be a user pay service where families cover the majority of the cost. A flat sum should be offered to all families who participate (no matter the distance they travel) and families should pick up the rest of the cost. If you choose to send your kid across town to a special program of your choice, you should have to pay extra for that. Community kids should pay less. If you don't have a school in your community, you should be charged the same amount as the community kids because kids would still be attending their designated school. Bussing should be a user pay service the way that Lunch Room programs are run. My kids use the lunch room and I don't have an issue paying for the extra services they use. Families who opt out of these programs, should not be made to pay for them.
- I feel strongly that it is the parents responsibility to ensure their kids get to school safely. If parents choose to send their child to a school outside their neighbourhood than it is their responsibility to cover that cost. Not anyone else's. We need to promote community and not ask other parents or the cbe to cover the cost of a personal and elective choice.
- I feel strongly that priority (in terms of bus stop proximity to home, short ride times) be given to the youngest students. By grade 5/6 most students are capable of handling longer waits/ walks. Young children should NOT have to negotiate on bus.
- I feel that if parents want to send their students to alternative programs and there is a school in their area that their students could walk to, then they should pay the full cost of the bussing.
- I feel that it is unfair to charge more to students in alternative programs. Often times, this is the only choice/option for a family, as their child has specific needs, or they can't get into their neighbourhood school.
- I feel that the level of service has decreased significantly over the years. I have 6 children - the cost for bussing is outrageous, and the busses are not reliable. 9 years ago, the family maximum was less than it is for 1 child now. Next year I will again be paying for 5 children to take the bus. And you want to increase my fees?? My children go to a language school - imagine if you charge more for these students to take the bus? What happens if everyone decides to take their children out of the language schools and put them in the designated 'english' school?? I bet the parents who get bumped out of the schools would change their opinion on who should be charged more. Please explain how catholic schools pay a fraction of what we do??



- I feel that the transportation could accommodate childcare facilities. These centres are the child's second home and we have a lot of children attending these centres. Where we are located a bus stop for a school is outside the centre. However if the families home address is too close to the school they cannot ride the bus, the bus is not full and the families are willing to pay for the bus service. You could be receiving money I have 5 families that are affected. No one will consider our request very frustrating.
- I feel there is a discrepancy in the maximum walkable distance for children in specialty programs. our family is an example of the 1.6km walk zone. Way too far for small children to walk to catch a 7:10am bus. Further, the change in bell times for cost saving (which our school admin and trustee could not explain) mean that our children are off the bus at the end of the day too early. (And older children are off an hour later - too late to help out.) This is a big deal for specialty programs as we are often many neighbourhoods away from our designated schools and support networks for students are smaller. It would be a shame to watch our incredible variety of programs be dismantled due to transportation. We would be willing to pay significantly more in transportation fees to ensure our children reach their current school.
- I feel very strongly that money should not be taken from schools general budget to pay for a short fall in funding for bussing which would result in all students including ones who don't bus being negatively impacted. I feel that families that use the bus should have to pay the short fall on a sliding "ability to pay" scale. Those that can afford to pay more and those that can't pay less or nothing.
- I find this survey is skewed to favour decisions already made by CBE; CBE should reduce their administrative costs first; CBE should be open in all expenses for everyone in administration before changing bussing fees; consultant should be brought in to reduce expenses by CBE administration first; my daughter in high school walks the least distance compared to elementary; safety should be first priority
- I get extremely frustrated with the bussing for my children. We are in a middle school, grade 5-9 and have paid my fees all along, but there is a different cost to parents in grades 5-6, then to others in 7-9?? Also the busses are extremely full. These kids are bigger in middle school, and not sure how we justify putting 3 kids/seat when most of them are a full adult size. This issue hopefully is one of them that you are looking at. Another issue that bothers me is that if you as a parent decide to send your child to a different school, other than the community designated, you should have a cost associated with that. If that family cannot pay they should not be putting their child in that particular program.



- I had a hard time with many of these questions. While I would prefer a closer bus stop, I understand that the congregated stops are far more efficient and I accept them for that reason. I do not believe that everyone will be made happy, and frankly I was dissatisfied in how many people complained at the beginning of this year, as if they are entitled to having it 'their own way'. There simply won't be perfect stops for everyone at a reasonable fee. I am not against an increase in fees as the bus saves me an enormous amount of time and effort, though a major increase with similar or lower service would be hard to swallow. At that point I would start looking into other options. All other questions, I would likely want to answer 'whatever gives us the most efficient and cost effective system' Good luck with this challenge.
- I have a daughter in grade 4 and a daughter in grade 6 who attend the GATE program. They attend GATE because their previous schools did not meet their social, emotional, or cognitive needs. Both girls were at-risk in regular programming and are now flourishing in GATE. I do not view GATE as a program of choice for my family; it is a necessity. My children's bus ride is an hour; they leave our house to catch the bus at 7:35 a.m. and they get home after school at around 4:25 p.m. If bell times were to change then my 9-year-old would have to leave the house either too early or get home at supper time. My children are in elementary school and should start getting ready for bed at 7:30, which is not soon enough for my 9-year-old who often arrives at school tired in the morning. My daughters have less than 2 1/2 hours to themselves on school days outside of school, bus, and homework time; this lack of time affects my family's quality of life and my children's ability to just play and be active as well as participate in structured extracurricular activities. In previous years, my daughters' bus route was a 75-minute, one-way trip plus the time it took to get to the bus stop. I was relieved this school year when the CBE reorganized bus schedules and there was a reduction in bus ride time. I would like to see their total commute time remain an hour or less; I am willing to pay a higher user fee to make this happen. The maximum travel distance to the bus stop is also contingent on bus ride time. If the bus ride is 50 minutes but it takes 20 minutes to walk to the stop, then the travel distance is unacceptable. The total commute time is what is important to my family; it shouldn't take more than an hour of transportation, including travel distance. However, driving 20 minutes to take a 30-minute bus ride is not acceptable either. I understand the value of alternative programming, but alternative programming is a choice. Complex learning needs programs are at the core of learning, and GATE is necessary for my daughters' well-being. I also believe that the CBE should extend eligibility for yellow bus ridership to GATE high school students when taking Calgary Transit to school would be longer than 30-45 minutes. I feel that bussing for special needs programming should be prioritized. Extra resources should be used to reduce ride time and travel



distance while ensuring yellow bus eligibility for students in complex learning needs programs like GATE.

- I have a junior high child with special needs, physically, mentally and emotionally. She would be physically unable to walk very far, especially in colder weather. I could not send her on the transit because she needs to have an adult who can make sure she arrives safely at school, for a variety of reasons. Having a yellow school bus stop near our house means a lot to us, and we are less price sensitive.
- I have a leg brace and it is hard for me to walk a long way, especially when it is cold. My uncle lost his job. My cousin will have to leave art school if it costs too much. He loves that school because it is the only place he doesn't get bullied.
- I have found that the bussing for my kids is very unreliable. And the distance is too far from my home. I end up driving my kids to two different bus stops and had to adjust my work schedule. Next year I am on going to even bother with the yellow busses and will take the kids to school myself. I also have to wonder why parents who have kids in the Catholic board do not pay near as much as parents of students in the public board. For bussing and school fees. Makes me think that the CBE mismanages their funds and doesn't budget properly. I am seriously considering switching my kids over to the Catholic system.
- I have heard that parents whose children ride a school bus to school want ALL parents to pay for bussing, even the ones who don't need it. This is ridiculous. I chose to live where I am due to the proximity to the schools my kids will attend. They can walk if they want to. Why should I have to pay for the bussing service when I don't even use it?
- I have three kids in elementary school. Between your bus fees and lunchroom fees, it got too expensive to send my kids to our public school. We moved them to the catholic school. They are getting the same quality learning but the school board understands that parents aren't made of money. Maybe you can follow their methods.
- I hope that in the areas where there are only a few students on a bus, that you find ways to fill that bus. I'm sure you are working on that, since it is very inefficient. I would hope also that kindergarten students do not have long walks to the bus, and also do not have long bus rides, if possible.
- I just want to reiterate that if a dangerous road crossing is part of a child's walk to the bus, an additional stop should be placed to avoid putting a child in that position. (Especially in elementary and middle school). If my daughter's stop were to be moved to the other side of our busy boulevard, it would mean moving



schools or one parent quitting their job in order to get her to school because it is simply too risky to have her cross on her own each day and we are at work when she leaves for the bus.

- I like my child's bus route/stops, would not be happy with any changes with route/stop. Would be willing to pay more to keep route the same.
- I live in a community in which there is no school. My only option is to bus or to drive my children. I believe that taking away the bus stop for my children's alternative program or charging more, essentially removes my choice in my children's education. For low ridership routes, one option might be subsidizing carpooling or contracting private transportation providers.
- I live in a community with a high number of elementary students, where there is a school close by that is too full to accommodate area elementary students even though we are under 1 km away and could easily walk there. So we attend a school that is several km away and I feel it is only fair that we have access via a bus. The time on the bus is reasonable (15-30min) and the service is excellent. If there was more foresight 5-10 years ago, to provide school programs within the communities, then you would have less issues with bus transportation now. I think the current fee is fair. You can only charge so much when we don't have the option to have our children in a school in our community. If given the option between a language program and a regular school in my community, I would have my child go to school closer to home. I think the Alberta government, in their proclaimed commitment to education, should increase your transportation budget, so that you do not cut any transportation service.
- I pay city transit costs for one of my children (\$650.00/year). I would like to see yellow school bus fees be at least that much for youth riders (ages 6-17) with an understanding that families with 3 or more children may need to pay a pro-rated fee. I would also like to see a corresponding lunch hour supervision fee that is equal to the busing fee. Alternate program attendees make a choice to attend their program. Fees should be charged accordingly.
- I personally believe that families should realize that busing costs money. If a family chooses to send their child away from their designated school to a specialized program across the city they should pay more for the extra time/distance covered. That should be an important factor in deciding whether to attend that school.
- I realize cost is a big factor and concern but big picture, it just does not seem to make sense to have a bus stop a large distance from your house. It really defeats the purpose of even having the bus. Having said that, if your kids go to school on the other end of the city, then one bus stop in the community may be



reasonable. But if your kids go to school in the community or one or two communities over, you might as well drive them every day as compared to getting in your car anyway to drive to the other side of the community to meet at the one or two stops designated. That is frustrating. So I think where your kids do go to a school say more than 8 to 10 km away, then I think it is entirely reasonable that such a bus only have one maybe two stops in the community. That is saving the parents a great deal from driving across the city. But under that, the idea is that the bus should make sense as opposed to simply driving your children. That is what parents are paying for...

- I realize that fees will likely increase, but one thing to weigh is whether the fees will be as much as buying a regular transit pass. For me if the fees increase to that point I will seriously consider either driving my kids or sending them on transit.
- I really strongly disagree with waiving fees for any family. With 4 children (only 3 in school so far) and 2 parents working full time we have to carefully manage our money to pay fees and busing as well as other things. I see many parents get fees waived (at the discretion of the principal) but walk around the school with all the latest technology and brand name clothes. Or worse yet, they find the money to buy crickets/bugs to feed their pets but can't afford their child's education. The CBE and paying parents are being taken advantage of!!! That means less money for the classroom while the CBE and paying parents pick up the tab for the transportation non-payers. What kind of example are we encouraging for the very students we are trying to educate? Every family needs to take responsibility for THEIR OWN child's costs! I know it's a bigger societal issue than transportation but as an educational organization you need to start somewhere so let's QUIT WAIVING FEES!!!! and make parents take responsibility once in a while.
- I skipped one of the questions because I don't agree that a lower level of service should be provided for lesser fees and a better service for more fees. It's bad enough we have to pay anything at all, this is Canada there should be free transportation to and from our "free" education.
- I strongly believe that if parents choose not to send their children to the closest school, then transportation costs should reflect the length of the journey. I also believe that having a middle school G3-9 means that young elementary school age kids now are expected to walk ridiculous distances (especially when they only have one parent and that parent is disabled). Some elementary are up to G6, so 3 more years of bussing than our G3-9.
- I strongly feel that families who choose an alternative program when there is a regular program within walking distance should be charged 100% of the transportation fees. This would also support the higher density population model



that the city of Calgary is currently trying to implement (reducing urban sprawl). It is no longer environmentally or fiscally responsible to spend extra on transportation to support the choice of few. If there is a school in the neighborhood it should be mandatory to attend. If an alternate program is chosen the fees should be implemented.

- I support paying higher fees, but to bring back the cap for families with 3 or more children. The reality is that after the third or fourth child, they are riding the SAME bus routes, and should get a break for those extra kids. Having the monthly payment plans makes increasing fees plausible, and is still good value for families. But the cap needs to come back.
- I think all alternatives should be explored that would allow dollars to remain in the classroom and NOT allocated out to transportation. I also think those attending alternate programs should have to fund the difference if transportation cost is greater than would be if they attended their local, designated school program.
- I think families who choose alternative programs and families who choose to live in new communities without a local school should pay higher bus fees, due to the higher costs of busing these students.
- I think having students walk far distances to a bus stop creates a great safety concern - leaving both the school and parents wondering if they made it to or home from school safely.
- I think if a program is offered under CBE, then it's a "public" program. Tiers shouldn't be created as alternatives should be accessible. When we started in the Spanish program, we did not choose it because it was like being in a private school. We chose it because it offered a great alternative within the public system, which we wanted to support. Now as a single mother, I appreciate opportunities like this that my children may not receive otherwise. If you start raising prices for it, then it becomes tiered. Even if it's only because it costs more. Because it's the public system, I think it needs to have similar fees.
- I think it is a service that if used, those who use it should pay for the services and those who choose alternate transportation should not be impacted in considering the budget dollars and funding from other programs
- I think it is important to look at many aspects that are often not taken into consideration for example: I have a child who has special needs and qualifies for special transportation HOWEVER we for the last five years were willing to work to reduce transportation cost to the CBE by having him integrated on regular bussing. BUT then there was no accomodation for him to have stops close to home (ie the max 1.6 km walk limit was all we wanted), consistent and reliable



drivers, minimal changes to impact his schedule so that we could prepare him for transitions and no working with the bussing companies to support this.

- I think it is ludicrous that CBE would even think of charging extra (higher) transportation fees for students who attend alternative programs!! Especially for students who live in a community where there is no school!! CBE has always maintained fair access for all students, so charging higher fees for transportation to alternative programs doesn't seem right. Or fair! It, in fact, it does cost more to bus kids to alternative programs, it seems only right to average out the cost for all students. After all, some families have waivers to help cover the cost of their transportation, and the rest of the families help subsidize this cost, so averaging everything out so the burden is shared by ALL only seems right. And fair! CBE students should NOT be required to be waiting for a bus before 7:15 in the morning. If we want our students to perform to the best of their ability, having them up very early in the morning seems counterproductive. Also, they should not be required to travel far distances to get to the bus stop! Safety must come first! Especially during the winter months, it is imperative that students not be up early, and walking long distances to access a bus that may, or may not, show up, or be on time.
- I think it's imperative that logical reasons behind decisions be evident and transparent when implementing something new. Tell us why - we really want to know and are more understanding of change when we have clear, specific reasons. I am all in favour of adjusting bell times - it seems individual schools are each on their own schedules anyway. My only stipulation would be that anything before 7:00am is too early for young kids to be leaving home for the bus in the morning, and an arrival home after 4:45pm is the latest they should be getting home. Otherwise, I really like this idea as a cost-saving measure. Parents with kids in the care of others before and after school would be able to maintain their routine, and stay at home parents could likely make the adjustment should bell times move. I am not a fan of two-tier systems in general, but I do think the possibility of a premium and a basic ridership system may allow everyone to have what suits their family best. If it really is a fact of the current system that the school board cannot provide close bus stops, short ride times, and low-cost fees for students (are we sure this isn't possible) then we all have difficult choices to make. In the two-tier scenario, the basic service and premium service would share a general route and driver. The basic service would depart from a congregated stop at a particular time for a particular price. A premium service would use the same bus and driver, but provide more personalized stop locations within a short window of time prior to the congregated pickup and would cost a little more. Parents and students could choose what is more important to them - a close stop or lower fees, and choose their level of service accordingly. It seems to me the whole transportation shortfall relates back to the decision not



to build new schools but instead bus students further to fill existing physical plant. When that decision was made, surely the decision makers took into account the fact that over time this would mean not just fuller school buildings but also additional stress on the transportation system. It seems to reflect a certain lack of foresight on the part of decision-makers going back many years. My sincere hope is that whatever is decided it includes solutions not only to the current problems but also addresses expected future needs. After all, many students in grade one right now will likely be in the school and transportation system for the next twelve years. I sincerely hope that a solution can be found that meets the needs of Calgary students and parents and reflects a balanced budget. I understand this is not an easy task, but I do think that for single-income families like mine, where we do not have a school in our neighbourhood and have no choice but to use the bus system, school transportation must remain both affordable and effective. Thank you for consulting with parents.

- I think our kids should come first! Our Government can start investing in the interest of our children and our Country instead of this mindless spending and sponsoring outside of Canada! Why is it that our kids have to suffer or families like mine have to spend \$1,500.00 a year, out of pocket to have my kid privately driven to school when there should be plenty of money allocated to insuring that our kids can get to school and have a proper Education...not had, lots of other Countries value the children and make it a priority.
- I think parents who don't have children with special needs but who are choosing to send their children to an alternative program should pay more for bussing than those choosing to send their children to the local school by bus.
- I think special needs students who require special transportation should be taken out of the calculation for regular/alternative fees. It must be very expensive to transport those students and parents of kids on the bus must be subsidizing it. Fees should be calculated based on how full the bus is. If my child is on an empty bus because of the program I choose, we should pay a higher fee. If my child is on a full bus to an alternative or regular program, we should pay a less fee.
- I think stops should be close to home. Better placement of stops needs to be considered. My child and a few others walk 20 mins to and from their dedicated bus stop and the bus runs both times right past his home. No nearer stops were provided. This was a changed route from the original one in sept where the child was walking 10 mins. So much for changing the route reducing the time to get to the bus stop. I am just thankful it was a warm winter!
- I think that are bus service is great. The only concern I have is the quality of bus drivers that drive our kids. This could be better.



- I think that dollars allocated to learning should NOT be used to cover transportation costs. Since our government has determined that "choice" of programming is important in education, then dollars should be either allocated by government to support that decision or those families who choose alternative programming should be prepared to pay for it. I do not think these costs should be absorbed by all families who have to use transportation (outside walk limit in designated community school) or by other learning resources.
- I think that fees should be increased to cover the cost of bussing. Education budget money needs to be spent on additional resources in the school. There are schools in every neighbourhood that students can attend, so if someone chooses to send their children to a school where they need to be bussed, then they should pay to do so. Can Calgary Transit be used more effectively? Eliminate bussing for students in grade 7 and higher and only have "yellow school busses" for younger grades. Parents would be responsible for purchasing bus passes for children taking Calgary Transit. Could a car pooling system be arranged in various neighbourhoods?
- I think that having better screening in place for people who ask for a waiver is necessary. If a family doesn't get a regular waiver then the principal waiver is accepted. Sometimes these families who get principal waivers do not really need it.
- I think that if families of Junior High and High School students want their children to ride on public transit rather than paying the large fees for bussing it is appropriate. Children sitting on busses for hours is not appropriate and not in the best interest of the children. It is a waste of time for everyone and the CBE/bussing resources.
- I think that people who choose to send their kids outside of the community zoned school iefrench/spanish should pay more for bussing their kids. Not however for special needs school as costs for these children already impact the families. I find that people who choose to send their kids to what they consider to be better schools are more financially able to pay for an increase. I also feel that if you balance out the transportation fee by the 10 months the kids are in school the fee could be raised and still be reasonable for what you receive. I drive my kids to school by choice but I also drive a couple of other kids to school 1 who is in the bus zone whose mother cannot take her to and from the bus stop every day and another who is just inside the bus zone but again his mother cannot walk him to the school and he can not walk by himself.
- I think that students choosing programs of choice (TLC, girl's academy, etc) should have to pay full bussing fees, as they are on longer routes and would cost the system MUCH less if they went to their community schools.



- I think that students who have a disability should be charged the same as regular students, but parents who choose TLC or a language immersion school should be required to pay the difference based on distance to the school. Parents of children with a disability do not have a choice, while parents who have their children in alternative programs do.
- I think that the fees charged for bus services need to cover the cost of delivery. If that necessitates increasing fees, I think that has to be considered, ensuring subsidies for low income families. But you need to charge what it costs. Obviously, a lot of the associated costs have to do with children being bussed out of their communities. The CBE needs to work to balance busing with community based schooling.
- I think that the funding the CBE receives should be put into the schools and teaching our children. Bus Families can pay the cost of the Transportation Service. If a family demonstrates Financial hardship have a pay scale on how much you subsidize. Please keep funding in the school for all the CBE Children to benefit from.
- I think that the question about whether we prefer to raise costs to maintain the basic service we receive or increase fees to get better service isn't a fair one. I don't want to see costs go up, we've already taken a hit on service and bus stop locations. I also fear that our fees will skyrocket when you waive fees for others. It is the governments responsibility (through the use of collective tax dollars) to provide services fairly and equally. I don't think we should be financially burdened even further by those who cannot or refuse to pay.
- I think that you will find that most parents realize that there is a budget shortfall. Most would prefer to pay a little extra money and have a convenient bus service.
- I think the most important thing to consider is if the bus ride is for an optional program vs designated school. If the student is taking a bus to a program of their choice they should be paying much, much higher fees compared to students that need to take a bus to reach their designated school. The CBE seriously needs to look at the cost of offering so many "choices" in our system instead of making a decision as leaders in Education and offering best practice in all schools. My tax dollars should not be paying for bussing for kids that are going to TLC schools (backwards education).
- I think the new ID card that you have instituted is absolutely ridiculous. What a waste of money, I'm guessing that this was a huge cost to put these machines to swipe the card, when we received our cards in November and they are yet to actually need them. Just another thing for my kids to lose or break off their



backpacks. Especially for elementary kids, then to add on a cost to us to replace them if lost. My 6 year old has lost his twice

- I think the routes should be pre-established allowing parents to decide if they want to accept the bus route and give them time to petition for a change if needed during the summer or in prior year. It is easier to make the decision if we know what we are signing up for. Conditional rider should no longer exist if there is a bus it should be available for all. Waiting for 2 months to ride the bus stop ridiculous.
- I think this would be a non-issue if schools actually existed in communities where kids lived. Schools need to be built in new communities when they're new not 15-20 years later when it's too late. Not something you have control over but it would be great if developers of new communities were required to contribute to the financial costs of building a school. They take no responsibility for the communities they create ... just build their houses, get their money and run; no community obligation at all.
- I think when a parent chooses for their child to attend a school outside of their walking area they should cover the fees that are involved with that
- I think you are doing a good job in a difficult circumstance. Good luck.
- I understand that the CBE does receive any transportation funding for children enrolled in alternative programs (i.e. programs of choice). In light of that, I strongly believe that parents who choose to enroll their children in an alternative program should bear the full cost of transportation for their students. This should substantially reduce the \$13 million shortfall.
- I understand that to maintain the services you would need to maintain the cost. Charging us a reasonable increase would be understandable. Having bus stop close to home would be appreciated. Overall we're very happy with the services that CBE transportation has brought for us. You have our support to continue bringing us the great services. Thank you
- I understand this service is expensive to run but it still has to be safe and doable for families. For a kindergartener you are either paying for care (as with most students) before and after school or one parent is not working full time in order to make school work. Raising fees is not doable but having to drive to the bus stop is also ridiculous. Our stop is a 15 minute (for myself alone- not with a toddler and a kindergartener) walk from our house. I was unable to walk. She couldn't walk the distance in the winter or after school at 5 years old. We pay what I feel is a lot for this service and this was the option we were given when we complained about the stop distance. It was not a solution but we were left with



no choice as my son wouldn't be able to go to preschool if I drove her. I am very thankful you are taking feedback. Thank you. I wish you luck with everything. This is very important.

- I very strongly feel that if you choose not to send your child to the designated community school, you should be responsible for all transportation costs associated with getting them there.
- I want better services and lower fees. Use the surplus you will somehow discover in November after predicting doom and gloom in the spring. Happens every year.
- I want the Cbe to ensure that this issue does not bleed over and impact money available for classrooms. Parents who are choosing special programs or choosing to move to areas with no schools need to foot the bill for their choices or come up with a different solution. Do NOT make others pay for their choices. We have CHOSEN to live walking distance from our community school and pay higher taxes for this. Folks getting tax breaks should not be supported in this way as well.
- I was always happy with the time rides and stops in the past. This year I find it horrible and very disorganized .
- I wasn't sure what to think when my eldest started taking Calgary Transit to school (grade 7). To be honest it was the best option as it allows her to travel to other places (I.e. YMCA, Friends house) - it gave her independence. My youngest attends a French immersion program and takes the yellow bus. It would be more convenient and faster to take Calgary Transit. The yellow bus limits what she is able to do before and after school. I would rather pay for a bus pass - and this is what she wants too. We actually may switch next year and not put her on a yellow bus.
- I wish people werent so greedy and were committed to social services and helping all the people in a community, city, province. If we didn't worry so much about paying taxes, and put money into important social programs this would not be an issue
- I would be interested to know how many families would choose to drive their kids if bus prices were to get to high. I'm thinking about a particular sections considered a bus zone that has parents able to drive their kids to school but prefer the convieience of them taking the bus.
- I would hope that bus companies and Calgary Transit are being consulted about this issue and that they were asked about the phrasing of the questions and the



desired answers for this survey. The bus companies are the experts in this business and they hear first hand every day of the one-offs that occur that make this issue so important for students, parents, caregivers, teachers, principals, school staff, etc. There is not going to be one simple solution for this issue.

- I would like to be able to use the address of my daycare/dayhome for bussing. There is no point having a bus stop close to my home which I will never use. It makes more sense for the bus stop to be close to the childcare setting I use. Parents should not be able to call and complain to get a stop moved closer to their home. CBE should research stops ahead of time and choose the best placement for stops.
- I would like to challenge the idea of who gets financial help due to financial hardships. I know of two families who have claimed this yet their children attended hockey & other sports. My family went through a lay off & took our kids out of sports to pay bills. If a family can afford major sports then they can afford to pay bus fees like I do.
- I would like to comment on the Special Needs by service that we receive for our son. It has been an absolute lifeline in helping him to overcome school refusal. Without the provision of this service, whilst we appreciate must come with considerable cost, he could still be struggling. We are very grateful for this service and consider this to be a critical service for those children who are struggling with a variety of special needs. Thank you! We assume that the additional costs are provided for separately as linked to the special needs funding, but if not the should be a separate provision made by the government to cover such costs.
- I would like to reiterate that parents who put their children in optional specialty programs should have to pay higher fees for busing. This should not apply to students in required special needs programs.
- I would like to see more bus stops and more locations in the newer communities in the south!
- I would like to see the Zonar GPS system that was promised activated on the yellow buses so parents can track how far way the bus is. I would like to see routes made available earlier than a few days before the start of the new school year so that families can have more notice to make arrangements necessary for drop off/pick up times. In the spring/June would be ideal so families can make plans for the fall. I would like to have the no-penalty cancellation period for the bus contract extended until after changes to routes are made (typically in Oct/Nov). I would like to have congregated stop locations reviewed if more than 1/3 of students at a bus stop move/ cancel their contract/ change schools. If a



school posts their boundaries then they should be able to commit to at least one bus stop in each of those communities. If they won't be able to send a bus into a community, then they should not list that school as within their boundaries. I have no spoken to a single parent in CBE who likes the newer "middle school" gr 5-9 format. ALL prefer a K-6 elementary and then a 7-9 jr high school and the reason is because there a BIG maturity difference between the grade 5's and 7's. So when we are talking about Calgary transit for middle schoolers as an option, parents are torn- definitely NOT for a fifth grader, but YES for an 8th grader. That complicates transportation. Would prefer the CBE went back to the 7-9 jr high model!! My kids aren't at that cross roads yet, but I'm dreading it already based on the popular opinion. I suspect you will have the most challenge for transportation at that level. Although parents are responsible for getting their child safely to and from the bus/home, the CBE needs to ensure that it's even reasonable for a student to walk that distance and I don't think that putting a bus stop outside a student's community, in another one nearby that is separated by a main boulevard or thoroughfare, will EVER be reasonable.

- I would like: Reduced fee for children in special programs (e.g. Dr. GordonTownsen, Christine Meikle, SKILL, CSSI ACCESS etc. classes) because they must go to these programs. Increased fee for children in alternative programs (TCL, Boys' School etc.) because it is a choice. Also if alternative programs were reduced (including art focused schools), busing costs would go down and neighbourhoods would be strengthened.
- I would prefer if students were able to go to their school in their community. Charter (such as Langevin) and tlc's should offer spots to local kids first. Having kids go to school in their community would cut down on travel times
- I would prefer to see yellow bus service continue for elementary and junior high (up to grade 9), and would support some fee increases to enable this to continue. My children attend a French immersion program, but we live within the school's catchment area in the same quadrant and the travel distance is reasonable (with more than 20 students in our community using the bus). Families of students who live in one quadrant of the city and are bused to another quadrant to attend an alternate school program should expect to pay higher fees for yellow school bus service, especially given that the school bus may only be picking up a handful of children in that quadrant. Also I could support adjustments to routes and bell times within reason (my children already ride a yellow school bus that has an earlier route to an elementary school before it picks them up and this seems to work fine). If the CBE makes a decision to phase out yellow school bus routes, it would be appreciated if parents are given sufficient notice (i.e. changes should not be implemented until at least one school year after they are announced).



- I would rather have an increase in bus fees than an increase in "days off school". I feel that additional days off school is just NOT necessary. This is their job - they go to school. The buses need to continue running.
- I would rather not pay transportation fees and have kids in bounds at their community schools and see that money go to teachers and assistants.
- I would support raising bus fees for Alternative programs that are not Special needs or French Immersion. French is our national language and therefore should be made as much of a priority as regular/english programming. Re: Special needs programs, it was not a choice to require special needs programs and these families need to be supported.
- I'd like the Bussing Services. First Student/Southland too use buses in good working order. Fix the ones that keep breaking down to be repaired in a timely fashion.
- If a family chooses to send their children to an alternate program other than their designated school they should have to absorb at least some of the costs associated with getting to that school. If their children cannot be accommodated at their designated school (ie need to go to Emily Follensbee) then the fees should be similar to what it would be to go to designated school. People who have special needs children already have higher costs associated with raising their children, bussing shouldn't add to it when their local school can't accommodate their children.
- If a family is choosing a specialized program outside their community they should pay the bussing fees for that.
- If a family needs fees waived and it is just so the student can go to their regular designated school, then that is totally fine. But if they are putting their child into a program of choice that affects the travel distance/makes them require bussing and they can't afford those fees, then that is more of an issue. I don't think they should be able to have that waived.
- If a parent is choosing a specialized school for their child then I think that they should cover the added costs of bussing. Unless the child has a significant learning challenge and needs to be bused to a specialized school. Feel that the criteria for entrance to the GATE program requires review. Not sure all children in that program have learning issues which require a specialized program. Many GATE children require bussing.
- If adjusting school schedules means earlier start times that would be preferable as parents who work would only need after school care and not before/after while



still being able to get to work early. This also leaves more time after school for extra curricular activities and family time.

- If any busing service needs to be cut then it should be for students in High School. With the new schools that CBE is building students should no longer be travelling long distances to get to schools. Some High Schools now are not able to provide busing and those students have no problem getting to school.
- if bus stops are so far that parents have to drive their kids to the stop, then they might as well save the bus fees and just drop them off at school. The walk maximums are ok, but what about in extreme weather, in the winter during a long cold snap? Why shouldn't the riders in alternative programs pay more if the distance is much further and more costly?
- If CBE decides to change to Calgary transit, would like them to consider offering charter buses to communities that do not have very good transit, meaning if the transit ride then increases to over 1hour.
- If CBE stops continue to be as far apart as they currently are, students must have the option to take city transit at no additional cost! We should not be penalized financially when the city bus is clearly the more convenient and safe choice for our children. My daughter has to walk at least 15 minutes through Bowness, under a bridge and past a half-way house for substance abusers to take the CBE bus. She COULD walk down the street 2 minutes and take city transit. I have to pay twice as much for that option. That is ridiculous. Kindly bring back the bus pass rebate and we will be more than happy to use city transit.
- If changes are to be made to routes, please consider alternatives, i.e. is public transit reasonable re distance, time etc, as some locations are difficult to get to via public transit and require significantly increased travel time, bus changes, etc, rather than more direct cbe busing. We must remember that children need to get to school without excessive time traveling and not be stressed or tired due to transportation in order to learn their best. High school students are more capable of integrating into the public transit system than junior elementary age students.
- If distance adds cost then why don't we bus to schools that are closer to the bussing communities? Also, when a community doesn't have a school and the only alternative is bussing then parents should be able to get a reduced fee for bussing. Since majority of families have 2 or more students at Elementary level, maybe that is the middle ground? Parents really should not have to pay for bussing out-of-community students to a school that is further away then others and yet still designated...



- If families are choosing to have their child ride the bus, they should be expected to pay at least a portion of the cost (not have it waived 100%). Even if it's only 10% of the fee, it would probably work out to what they would pay in gas and vehicle expense/paying another parent to walk/drive their child to school, etc. In low ridership areas, large bus transportation is not financially sound. Perhaps group carpool options, mini bus service, etc could be an option. If the low ridership is to alternative schools that the child does not have to attend (e.g., they have room in their community school, or an alternative community school is closer), parents need to figure out the transportation issue as it is a personal choice to have their child go to another program.
- If fees increase, I will be forced to either switch my kids to a different school so I can drive them, or get some kind of financial subsidy to pay. So either way you won't be getting more money from me. The fact is, with all the other fees, it cost around \$800 for my daughter to attend SECOND GRADE. It is outrageous. I have a son starting Kindergarten in the fall as well. My guess is that you are threatening \$800 bus fees so that you can actually charge \$500-\$600 and then say "Oh wow! Look - we saved you money!!!! HOORAY." No. Parents are not fools, and we are at our wits end with increase after increase. Something has to give. And it's not my wallet.....
- If live GPS tracking of the school bus is made available to the Parents/Guardians, that can help them time their pickups/drop-offs accordingly. There needs to be monthly reviews and flexibility on the bus stop routes. If there is a stop created for a student that is no longer taking the bus, that stop should be removed immediately and the bus route should be optimized accordingly. And if there are many kids on a certain area without a stop, there shouldn't be a lot of hassle and red tape involved in getting a stop created for that area and adjusting the route.
- If my older child (currently grade 8) has to take public transit to school it would result, according to goggle maps, in a 60-80 minutes trip. Twice each day. What a waste of time! I would happily pay whatever extra amount required to maintain yellow bus service because otherwise I'm going to end up driving him, and that sucks 2 hours out of MY day. And I'm lucky because I'm a stay at home mom and even have that option.
- If only few students ride on a route, a van or short bus would be more appropriate. For those routes, carpooling by parents may be an alternative and could save CBE \$. Congregated stops did not work for us: more than 5km away, already half way at school!!!



- If parents/students choose to enter a special program that requires a lengthy costly bus ride they should either pay the incremental cost of that service or find an alternate means to get to that school.
- If people choose to put their kids in special programs, they should have to pay the full cost of that busing.
- If students are outside their area we should not be providing special bus service for them.
- if the bus passes ones house there should be no problem to accommodate for k-6
- If the CBE organized a ride-sharing program in order to potentially reduce the number of busses it needs, that would help. It may also cause some to have increased attendance.
- If the designated French Immersion school was not so far away (over 50 minutes be bus each way) , long bus rides wouldn't even be an issue. Poor planning in my opinion, especially since Hidden Valley has a French Immersion school only 11 minutes away.
- If the end result of this survey is that those in alternate programs have to pay more then I'd like to see those bus services be of better quality than those in regular programs. I'd also like to point out that waiving fees for people who can't afford it is also an unfair way to off load those of us who are borderline above the waiving fees. Alternative education is a privilege. If one can't afford it, it can't be spread to the rest of us to pay for them as well. The choices for bus companies are sadly limited. The turn over for this year so far is minimal on our current route (thank goodness!). Whatever strategy is put in place to keep these drivers, please keep up the good work.
- If the fees need to increase to accommodate rising costs then so be it. I also thing that the fact that the buses are single sourced is likely gouging the school boards (Southland can increase their costs at will). Perhaps it is time that more routes use city transportation at a lower cost using regular bus stops (charter buses)
- If we all use congregated stops, then the equity is the same. This has been happening with TLC for years and our parents get used to it. That way you adjust the number of stops according to how many students can be held on the bus. It has not stopped our program from being highly subscribed. It's alternative programs with picks ups all over the city and few riders that makes it difficult. Choice has always been a hallmark of CBE. Eliminating bussing or



charging a high user fee for choice programs makes some parents happy, but it sends a two-tiered message. Many students in the TLC program are from homes that count every penny. Many are immigrants. Don't create a system where on the rich can afford opportunities.

- If we could actually build schools in subdivisions that are popping up all over calgary, then the need for buses would decrease tremendously - hard to believe that there are so many 'new' communities without any hope of getting a school. My own children were on a transit bus for almost an hour each way to get to their 'local/community high school' - there is something seriously wrong with that!
- If you choose to live in an area that does not have a school, or you choose to attend alternative programming you must pay to cover the costs of bussing. People who choose to attend a local community school and walk should not be held responsible for your child's transportation needs or be required to pay any extra to assist with these costs. If have a child with special needs minimal fees should apply to provide specialized transportation as choice is not an option when the very specialized needs of these children must be considered.
- If you continue to raise fees then more people will be required to have their fees waived, which in turn means that fewer people are actually paying for the service, thus raising the cost per person. Lowering transportation fees would require fewer people to have the fees waived, which in turn would mean that more people are actually paying the fees, spreading the burden more fairly.
- If you have more than one kids to use the school bus service should have the same bus stop if they register the same address. (I have 2 different bus stop for 2 kids) The bus stop to home distance should be base on fix number like 1.6 or 1.8 km. It should be base on the types of traffic area even if the stop require the student to travel in front of high traffic area (example trail, road, Blvd, etc) then the stop need to be reconsider. If you taking school, no parent should require to drive to the bus stop to pick up their kids. All kids should be safe to walk home either by themselves (middle school) or with parent (elementary)
- If you live in community without a school, costs for riding the bus should also be adjusted. I have no choice but to send my children on a bus to any school. If parents choose a specialty school and require busing, that is a choice. I have no choice to bus or not, regardless of the program.
- If your children go to a special school or you are in an area where there is low ridership you should have to pay more for transportation. The fees for the rest of us should not go up to compensate. Also, I don't mind paying for transportation if it is safe and reliable. We have had some bad experiences with our kids waiting by themselves at a stop with the bus not showing up, and being made to get off



at a stop that isn't theirs or being dropped off in kindergarten at the wrong stop when there isn't an adult there to meet them. This is unacceptable and we expect better service if we have to pay the large sums expected of us.

- I'm happy with my current option for the two younger children. My oldest has a 2 hour ride to a special program school from the SE Mckenzie Towne to Central Memorial I wish there was a better option
- I'm happy with the current service and the fee we pay is reasonable but I would be concerned by a large increase in fees. Our elementary school (Canyon Meadows) already has coordinated bell times with our middle school (Robert Warren) so that the same buses are used for both schools. This is great because families can keep all their kids on the same bus from K-9 and not worry about multiple stops and times. I assume it also means buses can be filled closer to capacity with fewer stops/communities since they are picking up 10 grade levels of kids at each stop instead of just 5. I believe we have 11 buses servicing 40+ communities and both schools so it all seems pretty efficient from our perspective. I would be willing to have fewer stops in our community (Auburn Bay) if it meant shorter ride times and helped manage costs. I would find this less appealing if it did not decrease the ride time or if the fee went up.
- I'm not sure how it is being done now ,but having one drop off and pick up sight per community may help with time stopping along the way.
- I'm very concerned that families who choose to send their kids to a specialized program that may be far from home have become a vocal minority that cause problems for the majority of CBE parents. People need to realize that because they make a choice to put their child in a specialized program there will be consequences to that choice. If you live in the SW and send your child to a school in the NW for a specialized program, your kid is going to have a long bus ride. The CBE isn't responsible for door-to-door service for any child and even less so when people do not put their child in their community school. I also strongly believe that, if the family can afford it, they should be responsible for any increased busing fees. When you think about it, sending your kid off to a school with a specialized program a long distance way is the cheapest way to get before-and-after school care in the city. And that just isn't fair. Even more so when they complain about the 'service' they're getting and the associated costs. I'd be paying LOTS more to get 1 hour of before and after school care for my kids each day.
- I'm very happy with the current level of service (distance to busstop, ride time, etc...). There are many schoolboards that incorporate the bus fees into the annual school fees paid by all attending the schools. There are many for whom



bussing is the only option. Significant cost hikes should not be applied to a basic need (attending school), especially during difficult economic times.

- Implementation of changes should occur as quickly as possible with an aggressive campaign of advance notice given to end users and the community. Instituting change over 2 or 3 years will cause frustration and confusion. Educate the end users around the changes being implemented so they have the best possible understanding around why changes are necessary and so that expectations can be adjusted to more realistic levels. Utilize CT to assist with moving students, but hold them to account to ensure that they do what they say they will and that they are assigning personnel and equipment to deliver the service agreed upon. Set up a formal agreement/contract with CT, rather than relying on the 'statement of understanding' that currently exists. Having school runs 'picked up' by interested/available drivers is grossly inadequate. Understand that it is impossible to please everyone and noise will be made when changes are implemented - this doesn't necessarily mean the decision was the wrong one.
- In addition to busing fees, it would be appreciated if buses were staffed with a paid supervisor. Supervision should not fall to the driver, whose primary task is the safe transport of the passengers. Behaviour and trouble-shooting needs to be done by a separate individual whose skills and experience reflect the ability to do the job.
- In communities that have schools (Cranston, Auburn Bay in 2016-17) I think that the walk distance should be applied differently and that bus service should be minimized or dropped altogether.
- In elementary school, children have bus passes. I would like to know if the ridership information is shared with the school DAILY? How does the school know which children got on the bus and off? Where can I see information of when my kid got off the school bus to know when he is expected home? There should be more fluidity on a webpage, or app, that I can utilize. I do really appreciate the Yellow School bus driver we have on our route. He is incredibly courteous and kind. In regards to the City Bus ... I do not understand if there will be transfers for my child to Jr High School. Or, if there is a city bus that takes my child directly to his school - without transfers.
- In my neighbourhood I have no designated school for my children to attend that doesn't require bussing- unless I change religions. In a situation where a parent has no choice fees should be waived. Parents who choose optional programs but have a cbe school available in their walk zone should pay a bit more for putting more busses on our roads. As I knew I had to pay bussing- I decided to choose an alternative program.



- In my opinion, school bussing fees MUST continue to be subsidized. If the entire cost falls to the parents whose children are being bussed, those families who cannot afford the fee will not send their kids to specialized programs.
- In the interest of serving the common good, I think that citizens need to be flexible with regards to bus stop distance from home. However, safety, efficiency and reliability of the bus ride are priorities that must remain central to this discussion.
- In the list above, there should have been an item rating the importance of those attending programs of choice paying more for their transportation. If there were, my answer would be: Very Important.
- In this economy where financial hardship is all around us, I discourage increasing busing fees. I know my family can not afford it and would more than likely have to apply for a waiver. Also I absolutely don't agree with charging for busing fees so that grade 4's that were kicked out of their school because CBE didn't either have enough funds or just didn't build a big enough school to house the KNOWN amount of kids in a community and are forced to go to another school outside of our community when they are within walking distance to their own elementary school. I'm not sure why us as parents have to absorb the costly mistake that the Province/CBE made.
- Increase in transportation fees will be a huge financial burden for families that fall just outside the low income group.
- Increasing fees does not help. Why the students are being transported to long distances? There need to be more schools in all the areas to reduce burden on transportation. we pay tax for that.
- Increasing user fees will be incredibly difficult in this economy. You will end up with more families unable to pay, and an even bigger shortfall in your overall budget. Think about large families, suddenly faced with an increase of thousands of dollars just to send children to public school. It generally feels like the CBE is incapable of long term strategic planning, and is constantly making knee-jerk reactionary decisions based on public outcry due to stakeholders not being engaged early and often. I sincerely hope these public engagement sessions are the start of a new trend in bringing the right people to the table BEFORE decisions have been made.
- Interesting question about adjusting school bell times - did YOUR industry experts suggest any way to ask our BOSS to do the same? Adjusting our family schedule should include ALL family members not just our children. One issue not touched on was about school field trips - while I think these trips provide valuable



learning experiences - they ALSO carry a huge transportation cost. MAYBE we should cut back on field trips and put that money into the transportation of our children to school. IF we can't get our children to school then this begs the question - why do we even need schools? We could ALL home school our children and then we could SAVE even more money by NOT building schools - no schools - no school board --- I mean if all we are interested in is the bottom line then maybe we should ask some industry experts how to make this happen.

- Is it possible for the CBE to offer a particular school's parents a template for, or the option of, organizing their own bussing arrangements? This might be particularly applicable to parents who choose programs outside of their neighborhood schools. (Or perhaps this is already the case?)
- Is it time for the CBE to limit the number of special programs that require extensive transportation and costs associated with them? Is it time to simplify the myriad of options and simply offer great community schools with smaller class sizes and educational support?
- Is there a way to have more stops during winter (as walking even short distances in high wind chill can be painful) and fewer in fall and spring? There may not be any cost saving but students would spend less time on the bus in fall and spring.
- is there any opportunity to partner with the Catholic school system to see if there are any synergies/cost savings there?? don't like that French Immersion is lumped in with other alternative programs (given that we are an officially bilingual country it seems that French should be a given). Not the same choice in my mind as going to the science school for example, where I would think fees could/should be higher. But not for French immersion.
- Is there any possible way to share bus services with Calgary Catholic? In many areas, there are two or three schools adjacent to each other, each with their own separate buses. I understand this would take a lot of coordination, but I can't help but think there would be savings of money, more efficient use of buses and drivers, and shorter bus ride times for students.
- Isn't it obvious that the government needs to implement a provincial sales tax - not just for education shortfalls but for ALL areas!
- It appears that the CBE is asking for HELP to determine their next move for fear of getting lot of negative media attention that was received in September 2015 after changing stops and walk distances. these questions are designed to determine what and how far parents are willing to bend in order to get what they want. This is NOT fair. What will work for one family may not work for another. I think that each school should conduct their own survey of parents and determine



if the service they get on a particular route needs to change in relation to # of stops, ride time, distance to bus stop, and location of bus stop. Not all routes have to change, if some are happy then leave the route alone if unhappy then look at what people are unhappy about and change for the majority.

- It is a completely unfair question to single out regular program from alternate and opinions based on if alternative programs should pay more for busing or otherwise... as there are fewer alternative programs you will automatically have more responses from regular programs saying alternative programs should pay more based on numerical responses (there are fewer people to respond from alternative programs to say we want to pay the same as a regular program - we were never told when we first put our children there we may later down the road have to suddenly pay more - therefore your question is skewed inappropriately. if there are only a few students on the bus - was this due to a change in school catchment areas and things being phased out? if so, that should be expected (a few students) and accounted for in planning. this is different than for years a few students are going to far away schools.
- It is difficult to answer some of these questions fairly as some apply to students taking the YELLOW school busses and not very relevant to students taking City Transit. Stops, bus times are very different when you take the CITY bus so I wasn't sure how to answer some questions. Students taking City Transit pay \$60/month (with a minimal tax credit) this equals about \$600/year. City Transit is more flexible so perhaps it should cost a bit more to the families but maybe bring the price of YELLOW Busses up a bit so there is more equity in what families pay. As a City Transit user I pay a significantly higher cost than YELLOW busses. Maybe we need to get more students on the City busses especially at the high school level. Programs of Choice, TLC, Science School etc. should pay the FULL amount possible for bussing. They could choose a local school but have opted out and I don't see why they should get any reduction in bus fees. This should not apply to special programs such as SKILL or TASC.
- It is important for families with children in the same programs to have bus pick-up/drop-off times that are close to one another. The point above 'Charging fees to cover the difference between the funding received and the cost of transportation services' - are you asking parents to say whether they feel it's important to do that? or whether they feel strongly in opposing this idea? the setup is unclear Each school community will have different needs, so involve principals and councils in developing the best solution for that environment. Fund transportation properly or create schools/programs closer to where children live - many children are on buses because of where schools are located and/or high program demand. Does kindergarten have to be offered in a traditional 'school'? or could these programs be housed in another way so that families aren't



travelling as far for half a day of education? The ability to live close to a school varies according to income and can change with accommodation needs at the CBE, so whether or not you live close to a school, using transportation is not necessarily a 'choice'. If you are going to charge parents a fee for transportation, perhaps it should be charged to ALL parents across the system rather than just a few, so that the cost is distributed more evenly - reflect the fact that some families hit the jackpot as far as location is concerned, and others did not.

- It is important that as much school funding be used inside the school rather than on transportation as possible. If there is a school within walking distance of a student's home but they choose another program, the full cost of the transportation should be charged or it should be the responsibility of the family to get them to the program. The bussing fees should only be subsidized when no public school is within walking distance. ie: if families choose a special program, transportation should not be subsidized.
- It is important that walking distance is remembered since not all parents have access to a car. Also, income levels should be taken into consideration as the cost of bussing is stressful for low income parents (especially single parents).
- It is important to ensure that our youngest riders have a short bus time. It is wise to make sure the designated school for a community (that does not have a school yet) is closeby. New schools should have maximum ride times of 30 minutes.
- It is impossible to leverage economies of scale when the public school board is trying to be all things to all people. In truth, you should focus on what you are good at -- providing standardized provincially accredited education via a standard curriculum. If people want their children to attend specialized schools with specialized curriculum then they should have to pay for any and all costs associated with that education themselves. The true strength in providing excellence in education is ensuring that you maximize your resources; having many different charter, language, learning-style schools does not meet this fundamental requirement.
- It is not just the walk distance to consider but the terrain to be walked and time of day to ensure student safety. I also feel you should look at a communities accessibility to public transit before taking away the yellow school busses.
- It is not only the distance that students walk from home to the bus stop but what roads they must cross and the route they must walk. If they walking route puts them in danger but yet stays within the walk zone distance, then it is not safe.



- It needs to be a pay-per-service. My kids walk or ride their bikes so we should not have to pay more in lunchroom supervision fees than those who bus. That is not fair or equitable. Please be more transparent with how much money is given to the CBE to cover transportation and how much needs to be covered by families whose children take the bus.
- It needs to be simple for parents to pay bussing fees (ie the process) Currently when a parent goes to pay a fee, we are told we must wait 6 weeks to get in the "system" - collection of these fees needs to be efficient. I believe many fees go unpaid, not because parents don't wish to pay but because the process is confusing.
- It seems like part of the rising cost associated with bussing is all of the alternate programs. Having so many students travelling to various locations around the city to get to their special programs means significantly larger travel distances and higher costs. The school board should consider simplifying the set of programs available to students to be more cost efficient. The major exception to this is the French Immersion program - this is one of Canada's official languages, and the program should be accessible to everyone at standard transportation cost.
- It seems to me that the school board and the provincial government have already made up their minds on what they are going to do next year - the only question is if they are going to get the parents to accept their commands !!!! BUT I wonder if the school board and the provincial government have asked the people that this will directly impact - yes that's our children - what they think ? The provincial government is going run a deficit - so I think we should spend the money in the RIGHT place ----- that's on getting our children safely to schools ---- ALL the school board needs is about 13 million dollars - and the provincial government is going to spend about 10 billion dollars more then we bring in - so what's another 13 million between friends ?
- It should be mandatory for all bus drivers to obtain CPR and epi-pen training to ensure the value of SAFETY that the CBE claims to provide for their students. Currently Southland bussing does not require bus drivers to have epi-pen training. Given the high numbers of CBE students with life-threatening anaphylaxis, this just makes sense. CBE should be supporting any action items that can improve the safety of its students.
- It was difficult to answer some questions; I have different expectations for ride time for a community school as opposed to a school of Hoover bus with low ridership. I would also like to see much more consistency with the delivery of the bus services; I suspect that is connected to the planning. As well, I would rather see a family fee per bus stop, as opposed to fees per rider.



- It was my understanding that the fee increase that was implemented recently (last year or the year before?) reflected that yellow bus transportation no longer being "subsidized" by the CBE. Was this incorrect? It was also my understanding that the Alberta Government paid for education on a "per child" basis - where is the "child's" money going such that we are still being left with a \$13 MILLION shortfall?! Without a doubt, the yellow bus transportation is necessary for our family and we appreciate the service. We don't expect it to be paid for by the families who walk or choose not to use the program, just please assure me that you are not using the fees we pay to pad the pockets of the CBE...
- It would be great to see schools within the same flow - like an elementary with a junior high that they go into have coordinating schedules. My kids have all different days off. Start and end times are about 30 minutes difference which works well but I would hate to see a change which would increase that difference.
- It would be nice if the CBE collaborated with Calgary transit to offer bus passes at discounted rates. If my son were to take the CBE's bus he would have a 30 minute travel time. With city transit his travel time is 7 minutes.
- It's not even the distance from home to the bus stop that I take issue with. It's along and across a very busy street and it's not safe. The bus goes past my house to school and from school yet my son walks 15 minutes to the bus stop. He also attends a school where the start time changed this year and now doesn't get home until 440 while my daughter gets home at 310. It makes it very tough to work. I also think families who live in areas far from any school should be paying higher fees. And that providing a french language education is not an alternative program. It should be treated as a regular English program. I wonder how the CSSB keeps their fees in line year after year and their service is superior to the CBE.
- It's time to utilize public transit. As a child growing up in Calgary we didn't have yellow buses, but used the city bus right from elementary school. We had a subsidized bus pass (I assume it was since it only cost \$10 per month) but was valid on all routes. Teaches the children independence. Should be essential for middle school / junior high and high school.
- I've been in a situation where the bus stop was 1.3 and the school was 2.6 km in the other direction. I ended up driving my child to school and saving the fees, but then the bus was next to empty because all the parents did the same thing. I think the schools should work with the parents like they do with lunchroom, rather than having someone sitting in an office downtown making these decisions. Especially since the schools are responsible to collect the fees. It was frustrating to ask at the office what was happening and keep getting referred to call the



transportation department. I think if there is room on the bus, people inside the walk zone should be able to pay and walk. I also think there should be a discount for families with two kids on the same bus. I think the CBE should consider running their own buses rather than covering the cost of a private agency (Southland) who seems to be over charging for their services. There should be a discounted annual Calgary Transit pass for High School students. Having to have kids go to the office to get a rebate on their bus passes is unacceptable. They rarely do, and parents are then over charged for transportation ie the full cost of a bus pass. Particularly when the pass is only used to go back and forth to school.

- Junior High Kids should take public transit where available. They do not need yellow buses.
- Keep costs of bus ridership at same or lower rate
- Keeping stops close to schools where parents or childcare providers can ensure siblings can get to both easily.
- Kids in alternative programs should be charged more for busing unless those programs are required for student success. If I want my children in a special program (language or arts orientated, or TLC) I should be willing to either take them to school myself or pay more for the privilege of having them in these programs. Public school means for everyone. Offer fee assistance for low income families if necessary. My kids are in TLC which is offered at their designated school. If it wasn't, we would have had to decide whether the costs were worth the benefit. Make sure the added costs are presented early so parents are aware of them. By all means, stagger bell times if necessary. 15 or 30 minutes may not me a big deal if it improves busing organization.
- Kids in alternative programs, who ride further on the bus and are often on buses with low ridership, should pay more for their bus. It is a choice for those parents to send their kids to those schools, so they should be prepared to pay more for the busing. Why should everyone else, including the CBE, subsidize their busing? Those parents should also be prepared to drive or walk their kids further to communal bus stops so the bus can pick up more children in less time and therefore have higher ridership. Also no fee waivers for anyone choosing an alternative program. If they can't pay, then they should send their kids to the community school. Must take a tougher stance on this and not back down.
- Kids safety is paramount. Walking shorter distance to bus stop specially in harsh winter and possibly the nearest bus stop will help ensure their safety. There were bullying incidents for kids walking home and sometime some individuals (youngsters) stop by walking kids threatening their safety. This is very disturbing



for the parents and as a parent I am willing to bear any cost for safe bus ride of kids to their schools and stress that walking distance shall not be more than one kilometer.

- Kids under the age of 18 should not have to walk to school longer than 1 km especially in the winter. Busses are always late and sometimes don't show at all. And if there is no protection to run to a close house, that is not acceptable. And also, city transit is NOT acceptable. If the people making these decisions have children, they would understand. The kids feeling of safety is most important. This is an issue kids under 18, especially under 17, should not even have to worry about. And if parents are working, obviously this poses a concern.
- Kindergarten transportation: Instead of providing transportation twice per day for kindergarten children in half day programs (resulting in an extra bus) Having full day Monday/Wednesday or Tuesday/Thursday and every other Friday for kindergarten students.
- lack of supervision on the bus is a big problem
- Local community schools needs to be presented as a primary destination, as opposed to offering so much "alternative" programming. We need to live within our means.
- Location of the bus stops should be close to public parking (e.g. on neighborhood side streets vs. in the middle of a busy intersection especially for younger <Grade 7 students).
- Location. Major roadways should be avoided.
- look at a other option, like Ontario have a privately driven minivans with checked driver background and qualification(like no criminal records, no incidents, experience, usually moms... who willing to take kids and do pull-up kids from her neighborhood to the school. She got paid true submitting her expanses like gas and hourly salary. Contract position....rest of exp. like amortization of the car and insurance could be done true CRA self-employee business exp.
- Look at offering before and after school programs. This would minimize the amount of children taking the bus and that would save costs. Change the bell times. I think it is ridiculous that my child's bell rings at 9:00am. Why not earlier? Parents have to work. Not everyone has the luxury to drop off their kids. Most people's jobs usually start at 8:00am. If schools started at 7:30am, parents could drop off the kids to school and then go to work. You could implement an afterschool program to keep the kids at school till parents pick up (charging for



that time of course). Send out a survey with ideas or asking for ideas for childcare incorporated with transportation.

- Low ridership for alternative programs, should have higher fees or a few congregated stops. K-6 1.6km distance to bus 7-12 - city transit I think it is the parents job to get their children to school, especially when one is provided to them in their community, the CBE needs to stop catering and work within the 35M government funding or with minimal user fees.
- Low ridership routes need to be looked at carefully. That is huge cost that is put out for a handful of kids per bus. If a family is having their bus fees waiver, then I hope they are attending their designated regular program CBE school, and not being able to pick and choose their program. The blanket statement that alternative programs cost more then the regular busing isn't always accurate. The two buses that my children take to their TLC schools are both 3 to a seat. There is a clear demand for those schools within my community (a community without a school at all). Alternative programs that have lower enrollment overall, and fewer school locations would cost more to transport then those that have higher interest, more schools. The inconsistency with the bus stop locations across the alternative programs should also be addressed. With the exception of the French immersion programs, all other alternative programs have had congregated stops. But for some reason, the French program have been given the same stop standards as the regular program. Stop locations and max/min distances from home should be standard. Either between regular and alternative programs, or the programs classified as alternative should be kept standard. When looking at Calgary Transit as a provider for transportation,(not the CT charters, but regular CT services) CBE should take into account communities that have very limited Transit options. Our community has only one CT bus that services it. From there that one bus only goes as far as a bus loop. From there, there are other CT route options available, but it is still limited. For my son, wo is going into grade 10 in September, the expected travel time calculated on the Calgary Transit website to any of the high schools in the north end of the city would be at minimum 1 and a half hours EACH WAY. But most routes were around 2 hours. A child cannot deal with a 4 hour commute each day, as well as attending classes.
- Low ridership should not be an issue if routes are planned well? Perhaps Alternative settings with low ridership can be serviced by smaller shuttle buses to mainline services in the vicinity?
- Make High school students have a more flexible exit time from school.
- make sure all students that ride the bus have register and pay for transportation (or waiver).



- Make transportation fees mandatory for all students just like every other fee: people who win a school close to them get so many benefits that it is extremely unfair to penalize those who don't win that way. Fees spread across all students are already done - transportation should not be any different. This is the principle of equitable treatment. And decrease the head office expenditure which is currently 30% of the total CBE budget to find additional funds before pointing fingers.
- Many of the alternative programs for complex learners get extra money for those students attending. Some of this should be used to off set the extra busing cost for students needing to travel to programs out of area. Avoid costs of individual taxi's as much as possible. This can be a huge cost for one student for the entire year.
- Many parents do not have cars, or have childcare arrangements that will only walk to the bus stop. It is unreasonable to expect that parents have the luxury to drive to a congregated stop and most parents in this case would just drop their students off at school. Therefore stops need to be within a reasonable walking distance from homes, especially for Grades K/1 My child's bus stop has been moved 4 times this year due to residential complaints about "safety" concerns. Parents who call in to complain because they want a stop closer to their house are trying to use the excuse of "safety" concerns. They should not have that much power to disrupt everyone else's schedule just because they constantly call and complain. In order to secure reliable childcare, the bus routes and times need to be reliable. Routes should be decided at the beginning of the year and remain unchanged. Bus routes and times also need to be released in the spring to allow time for parents to make childcare arrangements.
- Many parents feel that the decisions are already made by the CBE and that these engagement sessions are a waste of time and money. The CBE often waits for parents to complain and try to ask the government for more money, rather than appropriately reduce higher up positions within the CBE in favor of class room funding within the budget they are given. Offering programs of choice that only apply to a few children has been the downfall of the CBE. Encouraging community school attendance can not be the rule for some and not for others.
- Many parents in Calgary do not have the option to drive their kids to school especially when they attend different schools due to their ages or abilities. Middle school is not an appropriate age to take public transportation
- Many schools in the systems bank time in order to have early dismissal or half days of school. Why has this been allowed? Early dismissal and half days of school are a hassle for working parents. There would be a significant cost saving in bussing if schools were only allowed to bank for full days off from school.



Busing would not be needed on non school days and this would save a significant amount of money and be less of a hardship on parents.

- Maybe we can freeze the increases on education salaries, pensions, and benefits. This would easily free up sufficient money to cover these costs and hire more teachers instead of downloading everything on families. It's ridiculous that we are in this situation with the exorbitant salaries being paid out.
- More flexibility would help; for example, bicycle racks at bus stops would lessen the time student spend getting to and from bus stops for many months of the year; allowing families to choose closer or more accessible schools, e.g., those on bike routes or close city bus routes, that are outside the neighbourhood catchment area.
- More importantly than the number and location of bus stops, is the number of children on the bus. Earlier this year, our middle school children were SO packed (middle school children cannot fit 3 to a seat with backpacks) on a large yellow bus that students were asked to sit on the bus floor. This is UNSAFE and was consistent for 3 months! There were only 3 congregated stops on this bus. Adding more/changing stops will not address this issue nor will increasing distance the student travels to their bus stop or bell times. Charging higher fees to alternative students will result in 1-a two tier elitest school system and 2-over filling of community schools and emptying of inner city schools utilized by alternative programs as families who cannot afford to pay for bussing must leave the program. Then alternative program schools will need to be used for regular program students who must again be bussed in from communities farther away. What is the CBE doing with the \$549 from the province for the Gr 10-12 who require bussing to designated schools? no rebate is being given to the parents and the CBE is not providing bus service. For the CTS busses that leave the community to go to high schools: During the exam breaks in Jan and June, much savings could result in discontinuing these busses as there are often only 10 students on each bus as many students do not have exams and thus not required to be at school.
- Most question are not related to the problem of transportation, in my opinion a child is a child , it doesn't mean you don't have any needs, that you have to pay for the one that has needs, cold weather is a factor for anyone even adults, kids are pushed to wait longer times , longer distances, does not make sense at all.i don't understand for the alternate programs as it is very hard to get to them, long waiting lists, different setup for busing..... We need real planing not from the office, we need CBE to be effectif in their objectives not writing on paper and no real doing.



- My biggest concern is with the expectation of junior high students using public transportation. That may be easy for some. My daughter was only 11 when she started grade 7. There is no way she would have felt safe taking the bus by herself, which isn't an option or using the c train from 69 st to 45 st station(I forget the name). In the winter month it is dark when she heads off to catch the bus and is getting dark when she comes home. I would feel very uncomfortable with her catching. The c train and walking home. There is NO bus service thru Christie Estates anymore.
- My child only takes the bus to school and never takes it home as she attends an after school program. I believe this should be reflected in our fees and that families who only use the service one way should only pay half the full fare price. My sons bus route changed 11 times between August and September 30. Better organization is required. I had to make over 9 phone calls to address the fact that my son had been on unsafe buses for three consecutive days. The CBE said to phone the bus company and the bus company said to phone CBE. This is not acceptable. It needs to be made clear who is responsible for the safety of this transport and they need to be more responsive to concerns.
- My child rides on a bus that has the maximum number of students allowed. The bus stop we are at is well utilized and on a main road, even though half of those students live in the same area and could benefit from having the stop closer to home. We pay for bus fees AND lunch fees, and although we (at this time) can afford to pay these fees, there are quite a few parents who cannot, especially if they have more than one child at the same school. Unfortunately, the type of education we want for our kids is at a school that is not within walking distance of our community. Conversations around this seem as if we should have to attend the only designated school in our area (and even that is not guaranteed and they would be bussed to the overflow anyway) or else we should pay even more. We are being penalized for the lack of schools in our area because we choose to have a different education that better suits our needs. If the program is offered within the CBE, then it should be covered the same as any other program in the CBE.
- My child spends equal time in two homes (shared custody) and so does not have a primary address. CBE policy only recognizes one address for registration and transportation, which means she is not eligible for transportation based on being in the walk zone for her school 50% of the time. This policy works for traditional families and for students in either sole or joint custody situations, but does not fit for shared custody. Please consider a way to offer transportation services to these students, as well.
- My children are in French immersion, learning a second language , they are being bused out of the community. They should be bused and it is their



designated school. Inside communities where schools are they should not be bused! My kids are learning the second language of Canada and should not be penalized for the choice we made for them. If the school was in my community I would understand that the need for myself to arrange transportation would be on my own to get my kids to school I would understand.

- My children attend a community school where all students (aside from the EDC students) can walk or are driven. When I was considering schools and programs for my children to attend before they started kindergarten - one thing I took into account was how they would be transported to that program and assumed that I would have to pay for bussing or drive them myself. In my opinion, families should not be charged bussing fees when students need to be bussed to attend their local 'community' school. It is not their fault if the closest school is not within walking distance. I believe that families should be charged bussing fees when students are attending any school that is not their designated school. I feel that because it is their choice to attend a school that requires bussing (or personal transportation) they pay the full cost if they decide to use bussing.
- My children attend an alternative program (ABP) with city-wide bussing. I think the old congregated stops were better for these programs as the kids spend less time on the bus. Then you use fewer buses as well. Much more time and cost effective. The only thing I didn't like is that our old congregated stop was by the Tuscany C-Train station, so there was nowhere to park. We could not walk as we were coming from a different community. The parking near the bus stop needs to be taken into consideration.
- My children have never taken a school bus as I chose to live near schools despite the accommodations I had to make to achieve this. I feel that if I chose to have my child attend a school where they would need transportation, I should be expected to provide this not the CBE. If they do provide it, I feel I should be expected to pay the costs that would cover the expenses. I don't feel the CBE should be expected to provide transportation to school. I know of many people who move purposely to neighbourhoods with bussing to use the travel time as child care so they do not have to use the services of day homes or day cares. I also do not feel the CBE should be expected to provide child care.
- My children have spent most of their lives being bussed to their designated schools. I believe if you choose to send your child to an alternative school than you should also except the responsibility of getting them there. The CBE is required to provide a school for your child, that's it! They never said it was gonna be close or convenient. At what point does personal responsibility come in? Stop trying to be everything to everybody



- My children no longer ride the yellow buses, but my son had a ride greater than one hour (one way) from our house to the school that housed the French L&L program he was enrolled in. This meant very early mornings and late returns home. I appreciated the service of the yellow buses a great deal when we needed them, but by grades even, both of my children could have taken the city bus with less hassle than riding the bus caused (bullying and inappropriate behaviour by other students). For the elementary levels, I would gladly have paid extra fees as French immersion was our choice. However, I would have objected very much to paying fees once my son started in the L&L program as there was no French L&L program offered near us.
- My daughters bus stop is too far away for her to walk. Because of this, we have had to change our dayhome. It seems unreasonable to pay for a bus ride to school but then have to drive them to the bus. What about families with no car or who have nannies who don't drive? 1.6 km is much too far for a 5 year old to walk in the winter.
- My elementary school principal and grade 6 teacher recommended that I go into late French Immersion. They didn't tell my mom that it would cost more for busing than regular program.
- My main concerns with transportation over the last two years, with respect to my child in a language alternative program, grade 7-9 school has been regarding communities allowed ridership versus those required to request conditional rider status. I live within 3 blocks of an existing bus stop, but outside of the addresses allowed on that bus. I live outside of the walk zone, and this my designated French Immersion program for this community. Children in the communities to both the East (closer to school, called University Heights) and West (further from school, Bowness) are allowed to go on this bus, however kids from Montgomery are not. The bus route has to travel through my community to get from the more Western community to the school to the East. I have requested explanation, but have told there isn't one, and to apply for conditional rider status, which this year was not available until into October. This bus is not full, and never has been at capacity. I have a problem with the fairness of this, especially given that travelling via city transit is more than twice as much as the school bus fees.
- My particular issue wasn't reflected in the survey. I have a child going to French Immersion Kindergarten at a school that isn't near where we live, but is the closest French Immersion school. We both work full-time and there is no suitable childcare in our area that can take our child to and from Kindergarten. One daycare outside our area and not very close to the school does offer suitable care and has had a bus in previous years taking kids to the school for Kindergarten. However, we understand it is unknown every year as to whether a bus will be provided, as a lot of the kids going to the daycare don't live in the



area, but the parents are probably in a similar situation to us. Fortunately, we have received good news that a bus will be offered again next year. But this wasn't without a lot of hard work from the parent board. In the meantime, the uncertainty has caused a lot of stress as we had no other viable childcare options. The lack of quality childcare options is one issue and recognizing that some children will be taking buses from childcare from outside their area is another issue, especially for Kindergarten. I think this circumstance should be taken into consideration in the future. It seems so inefficient having to go through the same uncertainty every year. I would be supportive of providing consolidated bus stops and paying more if service could be provided more easily for the circumstance outlined above.

- My son attended French Immersion from Kindergarten to Grade 9. I would have been willing to pay extra transportation fees to have him attend that alternative program.
- My son is required to attend Tuscany School in the Fall since Eric Harvey School, his dedicated school, is late. He'll be bused to Tuscany School, but busing will not be offered to Eric Harvey. We living in Tuscarora, and I don't understand how the CBE considers us in the Walk Zone, and hence is NOT offering busing to Eric Harvey students in our area. If we walk through the Ravine path then we are within the KM Walk Zone. HOWEVER, walking on the steep and somewhat secluded Ravine path is unsafe. In the winter that hill is dangerous, and at any time my son could easily be pulled into the surrounding trees by a waiting and opportunist molester. By-passing the ravine makes that walk unacceptably long. Was the topography not taken into account when the CBE made these decisions? The CBE is forcing us to walk our kids ourselves, or for working parents like me, we'll have to find a BAS program and/or drive our kids to school. Both just increase our reliance on cars and the conjection around the school.
- My son no longer rides the bus as we moved into the walk zone. However, when he was on the bus, the stop was too far from our house, on a very busy street that he would have had to cross, and the ride was way too long to make riding the bus a convenient alternative. We ended up driving him to/from school even though we paid for the year of bus service. For K-4; stops should be very close to home and routes should be short. I would be willing to pay extra for this.
- My sons bus when full has only 8 students,???yet it drives by several schools and terminates/demarcs at location with three schools. my school bus pickup location (near house) has four busses stop at that location and one that drives by that i observe during the 15 min that i wait at the stop with why son... both of these statements seem to be a deficient use of manpower and equipment.



- My work requires that I pay for before and after care for my children. That is \$1000/month. That is the reality of my life. On top of that I have to drive my children there and pick them up. I do not feel that raising the bus fees to reflect the actual cost of the transportation is inappropriate. If you need a bus, you pay for the bus. \$50/month, I'd love that if that was an option for me rather than \$1000/month.
- n/a
- no
- None
- not
- Not all of us parents are in a position to drive our children to the bus stop in the morning. Its truly a disservice having some stops far apart and safety for our children should not be sacrificed. Their safety should be number one. same goes for JR high students. My daughter will only be 11 years old and in grade 7- too young to walk far or take public transportation-its unsafe there are a lot of weirdos on the city bus or worse yet the C-train. Iam willing to pay more for closer stops as I am sure many parents are if put in this position.
- Not having to drive/pick up students from a bus stop can be incredibly important to parents who work. If a child can walk home, it has a huge impact on the whole family.
- Offer high school transportation options to language program students. Even with extra cost.
- offering routes for low ridership should have an additional charge for the user/rider
- On the subject of families who can demonstrate financial hardship, there are already programs in place through the CBE to waive their fees. If the question refers to making these decisions at the level of the school for families who may not qualify for formal waivers but who are expressing financial problems, this is a difficult thing for the school to determine. Does it include people who have over extended themselves and live above their means? What about lifestyle choices, like smoking which costs money. it's complex, and unfair to those families who made sacrifices to ensure that they are able to pay for essential services like transportation, why should they be obligated to pick up the cost for others? Having said that, I'm more open to picking up the tab for a young child riding the bus to their designated public school, but there should be no waiving of fees for transportation to programs of choice. This is a program that parents chose for



their kids on the understanding that it could be far from where they live, there may be costs and responsibilities that they would not have in a regular public school program. In fact, they have to sign a school contract for their understanding of this. The CBE has in my opinion been trying too hard to be everything to everybody and it's just not possible, not to mention expensive. The priority must be getting kids to their designated public school program in a reasonable manner at a reasonable cost, no long hikes to bus stops, no hours long rides on buses. The CBE gives families many different choices for their children's education but has been shuffling the added costs off on to other families and it's just not reasonable or affordable any more. Accessing programs of choice is not the same as accessing the designated public school, and people need to get away from the idea that they should be entitled to the same services at the same cost as regular programs. Many parents who send their kids to specialty programs will already drive them. For safety reasons I would rather that the resources be put more towards transportation for elementary and early middle school years, while the older students are better able to fend for themselves. With regard to bus stop locations for outlying communities, instead of having a single permanent school bus stop that some kids can walk to while others have to be driven to because it's so far, what about alternating bus stops between a couple of locations throughout the school year, if it's not too complicated to administer? A final note on the subject of transportation fees. I don't think raising fees is the answer. All it's going to lead to is more bounced cheques, more people being forced to look for alternative ways of getting their kids to and from school, more stress for families. If people want to send their kids to specialty programs across town then they need to be willing to pay more for transportation. I don't think it makes any sense for other families to have to pick up the cost for that. We need to get back to a more reasonable, back to basics approach in what we pay for.

- One reason for busing is the development of communities without schools. The city should have a levy/tax on communities without schools to cover bus costs. This levy/tax should appear on the sale of the home, so people are aware of a cost for living in such communities. Once a school is build, the levy/tax to be removed.
- one way to cut costs is to freeze the salaries of the school board members, and reduce the number of members on the board. Also I am sure the board can find a cheaper building to rent.
- Opportunities to explore premium fees for parents who choose to send their child to a different school than the feeder school they qualify for. I.E. If I live in Tuscany and I choose to send my child to Bowness for elementary school I should pay an additional premium for transportation to make that possible. Flat



rates should cover students going to their designated school based off their location, going to a different school where it is a choice (not the result of overflow, or assignment decided by the CBE etc.) should not be the responsibility of all parents to cover that cost of transportation.

- Opportunity lies with those that choose to send kids to specialty schools, they need to accept greater travel times, distances and fees. It is a choice the family makes. At this time of hardship, transportation should be distributed to each child equitably. We can't afford to subsidize those that choose to send kids longer distances on nearly empty buses. It is not an efficient use of tax payers money. Parents need to accept greater responsibility. Strongly opposed to taking funds from the already stressed educational side to subsidize transportation. Best ROI is on the kids education. The parents need to get kids to school.
- Our bus stop has been moved twice due to residential complaints and we have been told that if another complaint is made the bus stop will be removed. I think parents should be advised as to what the complaint is. Also, it is absurd to me that residents living near or next to a bus stop even have the ability to move a stop. There are 5 kids that get on our bus at our stop and 4 of them are from 2 families so there aren't many cars or kids.
- Our children attend an alternate program. I realize that this is an additional level of service that CBE provides to our family and thank you for that. Also, we realize that it does require additional bussing services to maintain a school like this. For this reason, our family is ok with additional bussing fees above the regular school bussing fees. As well as a reasonable addition to the bussing fees to cover any short fall in the budget system and to help subsidize under privileged families. Our family, is a two-income family and walking distances that were implemented at the start of last year were very problematic. The walking distances were so large that our child care provider had to take a Calgary Transit bus to get to the school bus. This cost to our family could have been used to help fund an appropriate level of service for the school bus system. But what was more important to our family was the complication that arose from transporting our two children to different locations at the same time. It did interfere with our work commitments and earning potential.
- Our school does not have adequate safe street parking to accommodate a large portion of the school population driving their kids. If CBE is going to reduce the affordability of bussing, how will they pay for the infrastructure required in communities to accommodate more traffic? Or will they simply consider this a city problem? At the end of the day, our children need to be able to safely make their way to and from school and the CBE needs to consider the impact of their decisions.



- Our school starts at 7:55 am. This is not appropriate for Junior High students, who need 10 hours of sleep. We are told we can't change this because of the yellow school buses. Who decides what is best for students? Teachers, or the bus company? One should also consider the fact that public transportation means students can more easily stay after school for extracurricular programs without having to depend on their parents for a ride.
- Our son is currently enrolled in a Montessori program and, as such, we understood that we would need to get him to and from a bus stop outside our neighbourhood. This year, after what I'm guessing was complaints by families when the CBE tried to make a more cost-effective and streamline system, the bussing situation changed. A bus stop was set up in our neighbourhood and our son has gone from riding a bus full of students to a full size bus with 6/7 other students. This is an absolute waste of money and resources.
- Overall, I think if the CBE made adequately staffed and supported classrooms in its community schools, it would be better able to meet the needs of students-- such as learning disabilities, behavioural problems, or gifted programming--and fewer parents would be looking to alternative programs in other neighbourhoods, which means less busing. Obviously, building schools in new neighbourhoods should also help cut down on busing costs.
- Parent who "choose" an alternative program for their child should pay the "extra" for that special transportation. For the TLC program for example, the parents embrace the requirement for a uniform and purchase the uniform and black shoes with no qualms.
- Parents need to take more responsibility for their children getting to the bus stop or the school. It should not be up to the board or government to provide funding or more responsibility than the parent.
- Parents need to take responsibility to get their own children to and from school. Maybe programs that encourage biking to school and walking to school.
- Parents that choose alternative programs for their children should pay more for transportation as necessary. This is a choice. If fees are a problem for the family they could live in a community where they can walk to school or bus to their designated school. Fees should not go up for everyone in the system because of alternative programs, only those that choose these programs should pay the extra cost. Cost saving could come from school's that have Friday half days of school or early dismissal by allowing them to only bank time for full days off of school. There would be no bussing required on those days and would significantly save dollars. Early dismissal and half days of school also causes problems for parents trying to find child care for these times. A full day off of



school is much easier for parents because no transportation or picking up from bus stops is needed.

- Parents that choose to send their children to a distant school when a school near by is available should pay the full cost of busing.
- Parents who have chosen to put their children in alternative programs should pay higher bussing costs then they would if they chose to put their child in their community school. I think we should consider looking at dedicated CTS routes for junior high schools and even some students in middle schools who are in grade 7-9. They are ready for that level of semi independence and it will help them with their transition into high school.
- Pedestrian safety during the peak traffic times that students are expected to walk to and from school should also be considered. It is dark in the morning for much of the winter when stopping is more difficult due to slippery roads. In McKenzie Towne, up to 400+ middle school students in the identified "walk zone", based only on distance, will be expected to cross four lanes of a traffic circle, which was designed to keep bulk commuter traffic moving, at uncontrolled crosswalks. This is unsafe. Major hazards such as road design, traffic volumes, and visibility should be considered. This school will open January 2017 with grade 4 included. That means kids aged 9 must navigate this. Research shows that children this young are not reliably safe with road safety, due to developmental maturity. Please extend bussing to Prestwick. Perhaps the same bus can make 3-5 trips in the morning to maximize cost efficiency and get all students to school on time. A later start time would also help with pedestrian safety, such as 9:15, when most other traffic has dissipated and it is daylight year round.
- People who buy homes far from the school they wish to attend should not be subsidized by the taxpayer and people who buy homes close to the school. If there is a school close to their house they should not be subsidized even if it is not the school they want eg English rather than french
- Perhaps a smaller bus can be used for routes with less children. My son's bus for Kindergarten only has a few kids on it and they have a large yellow bus. To save fees, get rid of the bus scanning systems. That is a cost that can be saved! It is very inconvenient for the kids and we need to trust the bus system. If other parents can not do that, then they should be driving their kids to school themselves.
- Perhaps better available parking at high schools would be an asset. Students now can in fact save money car pooling VS taking city transit (due to the elimination of the rebate program). Unfortunately many school do not have the ability to provide parking. Look at creative ways to support students eg. team up



with near by elementary schools to get a few parking spaces (charge students, have a lottery to win the spot) ...

- Perhaps look at cbe salaries, overhead and reevaluate the same way other industries in Calgary have.
- Perhaps subsidized fees might be appropriate in some cases as opposed to full waiver of fees for some families? Special Ed programs with low ridership should continue or add programs in more schools (likely the more expensive version). I thought Jr. high walk distance was 2.4km?
- Perhaps you could offer shared bus service to two different schools, that are in close proximation to one another? Have their bell times synced as well? That would help with those routes with low ridership.
- Perhaps, instead of penalizing the families of alternative schools that are OFFERED by CBE, perhaps look at going back to the old way of not bussing within the school community. If you live in the community of the school, you should be able to safely get your child safely to and from school, or those families should be paying a premium for a not exactly necessary bussing service.
- Please allow the address provided for stops to be provided by the family. As in if a childs caregiver is within the school district please allow the stop to be allocated for the caregiver as the Catholic system allows.
- Please be mindful when making decisions of the loud minority voices who will never be happy with any CBE decision.
- Please do not discontinue the yellow bus service.
- Please don't take money from instructional and support services to fund transportation. Please take other measures like increasing walking distances, decreasing numbers of stops, increasing bus fees, etc. Our classrooms are already suffering - our resources are low and the number of supports to schools (OT, PT, SLP, Psychologists, etc.) are so very limited as it is. Please don't reduce this even further.
- Please pleaseplease do not increase the walk zones!!
- please see all comments made. you people drain the cbe budget due to your salaries...then want to add extra costs to parents. should be criminal. ask yourself what perecent of the cbe budget goes to staffing. there is good reason why the cbe is broke. its because of you.



- Please see comment about road safety...even when kids have to walk to bus stop or cross the street there is the potential for a pedestrian accident at the speed of some of the cars
- Please see my comment about parents who choose to send their children to a school not in their neighbourhood. Special needs students need free transportation.
- Please try to less fees that will help the parents who are passing hard time for loosing job due to lower oil prices
- Programs of choice should pay more for their bus!!!
- Promoting community by encouraging students to attend their closest CBE school should be enhanced and will have wonderful ripple effects and save on costs. Consider those not taking the bus by adding lockable skateboard and scooter racks to school property. This keeps our kids healthy, happy and independent.
- Provide good transportation or don't do it at all.
- Public transit for my junior high would mean 20 minute walk through McMahon stadium (no sidewalks and not safe to walk through, especially in the winter when it is dark) to c-train station to go one stop to school, then another 10 minute walk to school (crossing 16 Ave + 19 street, a high collision intersection). This is about 40 minutes one way and less safe compared to current yellow bus which is 7 minute walk + 5-7 minute ride. My son is the only child at his yellow bus stop that rides the bus everyday. Without the yellow bus I will have to drive him to and from school everyday (because a 40 minute transit commute to school with safety concerns vs. 5 minute drive is ridiculous), which makes me less available for work. I am willing to pay more for yellow bus, I think yellow bus should be the same cost as public transit (\$65/month). Also my daughter's elementary is considering early dismissal Fridays, which means I will depend on my older son to have a yellow bus so he can pick up my daughter from school so that I can be at work. My son's school has a very late dismissal so an even later dismissal is not feasible as he has competitive swimming practice 6 days/week and walks directly from his yellow bus to the pool everyday.
- Qualification of drivers needs to increase with the high degree of children attending their neighbourhood school with additional/special needs.
- re: adjusting school times. Starting earlier (8:00) works for better for elementary aged children than middle/junior high. however, adjusting the clock too late for middle school students is also tough. ie: arriving home at 5:00 would be getting



late.... in an ideal world for K-9 it would be nice if no bus times were earlier than 7:30 pick up and no later than 4:30 drop off. that's a long enough day up till grade 9. re: walk distances for middle/junior high - the maturity level between a grade 5 child and grade 9 teen is still quite significant. If the schools were still k-6 and 7-9, I would be ok with longer walk distances for the junior high age group. I am not ok with my 10 year old walking 2km home everyday. I am ok allowing my 12 year going into grade 7 to walk a further distance. However, since the CBE has moved to a middle school scenario, they need to keep in mind the maturity level of the grade 5-6 students. Therefore, as the middle school children are on the bus with the junior high teens, bus times need to be adjusted for the younger group, keeping their safety in mind foremost.

- Re: the question about what grade a student should be in to ride public transportation. In my opinion it would depend a lot on ease of access for the students from their homes to their school. If the school was on a bus route and they didn't have to switch busses more than 1 or 2 times, or if it was easily accessed from the train, then I feel that would be reasonable for Jr/Sr high students.
- Reducing bus stop will cause problem for both students and parents and limit the students to go the school of their choice, which is not fair with students. Please consider some other option to reduce the CBE's overheads and don't disturb the student studies. A huge number of working parents may not be able to pick and drop students for stop away from home and in the current economical situation, reducing bus stops will be very hard for them to manage.
- Regular bus maintenance to avoid break down unexpectedly.
- Reliability and better reporting for late buses. It is the late bus or no-show bus in the winter that are the biggest issues. Often times there is not shelter for the kids while they wait.
- Ridership in a given area/route/stop should be used to help determine fees. An area/route/stop with high ridership is inherently efficient; whereas an area/route/stop with low ridership is not. This efficiency (or lack thereof) should be reflected in costs paid by students riding from specific neighborhoods.
- Routes with low ridership should not be happening as these students should be attending schools within their areas. If students are attending special schools/programs outside of their area, then it is fair to charge them more as this is a choice. The money saved from this should then be applied to better ensure student safety. Students are most vulnerable before and after getting on the bus. The bus stop location and their travel to the stop and from the stop to their homes puts students at greatest risk of danger. Unless, the CBE expects families



to have one stay-at-home parent to escort/drive their child to and from the bus, it is unacceptable to factor that in to budget planning.

- Safe bike routes and good bike racks for grade 7 and higher.
- Safety, distance, and cost are very important. I have four kids grades 4 to 10 in four different CBE schools. Bus stops that are far from home, cross busy streets, buses that are quite late or unreliable and high fees, cause a lot of stress for our family. Please remember that not all families have one child, the option of driving them and no concerns over the fees. We are not low income, but the cost of busing, school fees, lunchroom supervision, school supplies and field trips, is not affordable. I would also like to see the Calgary Transit student rebate brought back for high school students. Getting kids to public school shouldn't be so expensive that parents start worrying about how they are going to pay the September fees in the spring.
- Safety: Bus drivers should be mindful of students disruptive behaviour on the bus and react accordingly. Certain behaviour rules should be maintained.
- School Bus should be near to home. Most important you can start day-off on Fridays to elementary school students. The school should be Monday to Thursday. You can start any big events (fair) to Junior high or high school. The money you are getting can be use transportation funding. Because you can start entry fee for family members and there should be stalls or many more events. You can arrange money through that too.?
- School buses should only be offered from K-3 in areas where public transportation is extremely limited. Public transportation should be improved and children Grade 4 and older should learn to organize with their neighbours to walk or take public transportation or carpool. In Japan, kindergarteners ride the subway with their friends (no adults). In Germany, children starting school (grade 1, 6 years of age) are mailed maps from their local authorities, outlining the safest and best walking and biking routes to school, the expectation being that they are capable and will be safe getting to school and back on their own. We need to increase our eyes on the street as parents and community members, public transit operators and users to ensure that future generations grow up safe and healthy, while developing a deep sense of community and looking out for each other - in other words, setting the foundation for being successful citizens. This approach frees up resources to help those children who really need additional support, actually get it, whether it be for additional educational resources or transportation.
- School time & transportation are the biggest headaches for parents so if anything can be done to help reveal them, will be appreciated a lot.



- Schools should not start before 8:30am for Elementary or Secondary. Secondary students prefer late start times (as late as 9:30) and research proves it is beneficial for teenagers to be on a later schedule. Having young children start school as early as 8am and waiting for the bus before 7:30 is unreasonable and is exhausting the poor children. Please shift things later!
- Schools should offer volunteer parents to walk with kids that are going home in the same direction. 2km isn't that far for elementary school students to walk. Kids can ride bikes to school when it's warm and volunteer parents can ride along with them too.
- Schools that are at capacity and have students going to feeder or designated schools because their community school is full should not have bussing if the students who are in the walk zone are enough to fill the school as is the case with panorama hills elementary. It's counterproductive to have a bus route for that school for students who are outside of the walk zone when a family next door for example has to take a bus to another designated school! Any child - even if their community school is their designated should not be bussed if the school is at capacity with children who can walk- basically u are bussing these kids to school near their home when it would make more sense to bus them to a designated school outside their community-doing this would alleviate busing issues and traffic issues for those schools
- Short bus rides to/from school when possible Less fees to pay for family's and for lower income family's as well more bus stops and closer to each other (for safety)
- Shorter walks to bus stops and shorter ride times for younger(elementary) students And longer ones for junior high \$330 is CHEAP for 10 months of transporting my child too and from school Not to mention the TIME and gas money and inconvenience it would take for me to get them to school and back twice a day
- Since CBE offers alternative programs, parents choosing that option should not be penalized. It all should fall under the CBE umbrella. The alternative program we chose is in our neighborhood. The CBE decides where and what grade are at each school not the parents. Grade 5-9 is outside of our neighborhood and are therefore are forced to bus.
- Some families (such as myself) rely on the bus service to get our kids to school because we have no other option to get them to school.
- Some of the questions are hard to answer as you'd have to give us more info. For example I don't want my kids to spend more than 45 minutes on the bus so would agree to less stops, unless it's a 10 minute drive to the stop-- as well I am willing



to pay more \$ so the stops are closer to home but it doesn't say how much more \$- \$100 yes, but \$300+ increase would change my answer. I appreciate your situation & that you are trying to make the best decision for all involved with many constraining factors. Thanks for asking.

- Some people choose to pay more for housing to be near a school. Others choose to purchase more of a house for less, but their children have a greater distance to travel to get to school. If you choose to buy in an area without schools, then some of the burden of travel costs should fall on the family once you travel beyond your designated school area. If you "choose" an alternate or language or sports etc. program that better fits your child, but you live far from the school, then the extra burden to educate your child this way falls to you. We have fine local schools. When you choose other choices, costs additional costs should be incurred by you. Why should people who send their children to local schools see funding redirected to schools of "choice" to pay for busses?
- some students in my school are seated 3 to a seat and they attend a school that is 10-14 years old.
- Special education student transportation is outside of the bounds of this survey, I assume. That is as it should be.
- Special Education Transportation. Students ability must be considered in the transportations plan including rides of no longer than 1 hour.
- Specific fundraising for transportation costs; if busing is affordable perhaps connecting families in the same neighborhood who would be open to carpooling as an alternative to busing.
- STOP bussing students
- Stop requiring bus passes for young children. Not needed. Riding the bus = 1 fee.
- Strict rules for buss drivers and what children can and cannot do on the bus. I.e sitting in drivers seat or playing with buss drivers equipment. Be respectful to driver and others.
- Students are required to be at the bus stop at a certain time but we then bus does not arrive we the parents have to drive the kids to school. Communication between the bussing system and the parents should be done. A Text message or an email early enough to make other arrangements. If students are late even 5 minutes they will miss the bus but the families don't get reimbursed when the bus does not arrive. It causes parents to be late to work or scrambling to figure out what to do to ensure their child gets to work on time. Location of the bus stops is



very veryvery important. I have very young children that I have to drive to the bus stop which is a fair distance away. Before I could allow them to walk to the bus stop because it was close to the house but now, especially in the winter month when it's cold out and it's still dark out, I must drive them there, which actually defeats the purpose of me putting them on the bus when I need to warm up my car to drive them. I might as well drive them to school. I sent out an email to CBE last year with maps and diagrams stating that the bus stop was too far considering the only bus stop in the whole neighbourhood would be accommodating 2-3 and that the bus stop closer to my home accommodates more than 7.

- Students below grade SHOULD NOT be expected to take Calgary transit
- Students need more time after the final bell to gather their belongings and check in with teachers before the bus leaves after school.
- Students need to attend their local school. It's best for the community - even if there is no local school and they are all bused together to their designated school.
- Students should only shown a options to go to public or Catholic in their area. I do not support special programs other than programs for special needs kids. Taking buses for far schools and subsidizing not good financially and environmentally. Also, not good for kids to spend an hour or more on bus everyday.
- Students should pay the same transportation fee regardless if they use Calgary transit or yellow school buses. Noon supervision fees should be separate from transportation and charged to all children who wish to remain at school during lunch hour (and require supervision)
- Students would benefit from spending the least amount of time necessary on the bus to and from school. Bus stops should allocated in places within a reasonable walking distance for students, but still provide a fast and efficient service to school. Parents are being offered a service by not having to drive their child to and from school daily and I do not think that the cost should be a deciding factor when it comes to how much time students should be on the bus.
- Take on occassional riders more regularly and charge them fees to increase users and funds. Challenging for parents to coordinate two or three different schools that have different entry times and work schedule.
- Taking money out of the classroom can't be the answer. Some families will need financial assistance to pay for transportation but the vast majority can afford a



cost increase and I believe should cover it rather than taking away from the education of all students.

- Taking public transit is a life skill and should be taught at an early age. My of my girls were going to and from school on public transit starting at Gr. 5. They were taught how to do this safely, where they could go for help if needed etc. Students all over the world take public transit to and from school daily - Japan and France come to mind immediately and I have seen it first hand. I don't think it is at all necessary for kids in Gr 5 onwards to be taking a yellow school bus unless it would require more than 2 buses to arrive at school. Monthly bus passes are a tax deduction and may very well indeed be less costly than a school bus. Many may be horrified at the idea, but you could implement in phases - starting first with lowering public transit from 7-9, with the end sight being Gr 5 or 6. This cost differential is not sustainable and this might help address some of the short fall. The yellow school bus should never be running a shortfall. The parents should be baring the full cost or be more willing to seriously consider public transit as a feasible alternative.
- Thank you for taking the time to ask these questions.
- Thanks CBE for everything you have tried to facilitate the study for the students.
- The ability to offer buses to a few riders would be fine if they are the small ones. Sending a big bus for a few students is not practical or a good financial option.
- The adjustment of bell times is a "mixed blessing". At the moment, it does not service my child at all. She will very rarely be able to ever gain any sort of autonomy of walking to and from the bus as she is always walking in the dark. She currently needs to be on the bus prior to 7:20AM in the morning as school starts at 8:00AM. Many think this bell time is "in the best interests of the students" For those on the bus it is not. It means that during the school week she can not participate in extra curricular activities as she needs to have her homework completed and be in bed by 8:00PM in order to get the 10 hours of sleep she requires in order to be up at 6:00AM.
- The alternative programs - Charge them full freight - they want "choice"....they need to pay for the extra transportation charges.
- The amount of kids per bus should be in accordance with the size of the kids. 3 middle to senior kids per bus seat is unsafe.
- The availability of *convenient* public transit routes in the neighbourhood should also be taken into consideration when looking at alternatives. For example, for our son to travel to his designated CBE school for Grades 7-9, it would take over



an hour (on two buses) to get to school, whereas it will only take one bus (and less than an hour) to get to his designated High School.

- The biggest issue is see is, children are being bussed out of their designated school zone to go to a special school. These children are traveling farther, costing more money and should be paying more!! Create a fee / km rate. No caps. Min amount for zoned bussing and addition fees for out of zone bussing. Unless they are forced out of zone due to capacity!
- The board needs to consider the availability of public transport in the various communities. To get to our designated public school would require 2 busses and a travel time of potentially greater than 60 min. I am not against public transit, but that is unacceptable for a child in grade 7. With both parents working, our options for private transportation is limited.
- The board needs to place a higher emphasis on getting children into schools in their own community and minimize bussing children across the city. Bussing children should be a last resort rather than business as usual. Programs of choice which bus children across the city regularly should be eliminated.
- The bus schedules need to be set as early as possible (early August) and they NEED TO STAY THE SAME. I am a working parent with NO FLEXIBILITY. I need to plan how my children are getting to bus stops etc. It is unacceptable and unfair to change things a few weeks into the school year to accommodate parents who are late to sign up for bussing etc. If you do not have your bussing forms in by June 30 - you should have to pay a significant late fee. (Or offer "early bird pricing" for families that get their forms in on time. Early bird pricing could be the actual fees - and then "late fees" are significantly higher.)
- The bus service should be approachable as well as reliable for not only for the families of students but also for school communities to avoid heavy traffic. We believe even the families with financial difficulties should be contribute the some fees because some of them can afford smartphones and computers but not the school fees.
- The bus should NOT be pack with three students per seat, It's very Dangerous... The bus should allow the window be open a little bit - even in winter..
- The bus should only be available for special programs and students with disabilities. Other students can find alternate forms of transportation.
- The Bussing is out of control, unless you attend your designated school there should be no bussing, except for special needs. Everything else should be user fee, parents who choose alternative schools should have to pay for additional



transport. My child who lives 45 minute transit ride away has to be driven bc all other students attending in nw qualify for bussing, if they didn't, there would be lots of students along the lrt line and she could go alone and join up with others on the lrt.

- The CBE endeavours to reduce the need for bussing with new schools in newer neighbourhoods. However, if a family chooses a school that is not in their community for specialty programs they have to consider the additional costs of transportation. If children are rolled in programs that will benefit their special needs, there should be some sort of exemption or tax rebate.
- The CBE has created this problem by offering too many different programs to students, whatever happened to just teaching in English??? When is CBE going to realize that money doesn't grow on trees and like in other cities if students don't attend their designated school parents are solely responsible for transportation. If parent's feel it necessary to have their child in an alternative program do it on the weekends. I feel there should be three types of school programs offered by CBE, a high needs program, which busing would be necessary, a gifted program, perhaps some busing would be necessary and the regular program where most kids would fit in and be able to attend their community school, VERY LITTLE BUSING NECESSARY! We moved to a community where the local schools are within walking distance from our home, too avoid this busing issue. I realize that isn't always possible however I don't feel that my school taxes should be spent on sending someone else child to alternative schools. I think this entire issue is a waste of time for CBE employees and tax payers money. If you don't want to send your child to your designated school then you pay, END OF STORY!!!!!!!!!!!!!!
- The CBE has regularly overbudgeted and charged parents fees to cover "buffer" and "rounding". I doubt parent would find that appropriate. Further, the transportation budget has grown much faster than inflation + population growth, nearly 10% per year over the past few years. A lot of that increase has been special needs transportation. The information also fails to address any transportation reserves, although I imagine those will be used up during transition years. If it were up to me, the CBE would reduce their budget from \$48 million to \$44 million (through removing buffers and rounding and reduced administration), put regular program junior high kids on Calgary Transit when the distance is less than 2.4 kilometers and increase ride times and congregated stops for alternative program schools (congregated when students live within 2.4 km of each other, otherwise longer ride times). I also think it's important to cap the costs of special needs transportation that can be charged to regular and alternative program parents and not charge fee-paying parents for waivers or bad debt. This would



give the CBE more incentive to advocate for increased special needs funding from the province.

- The CBE has the responsibility to provide low cost transportation to a student's designate school. By organizing designated schools, it should be by default provide short walk within small community areas such that transportation cost & time is low. The CBE has no responsibility to provide transportation at less than cost to any other school than that designated school. Charter schools charge \$1000 (or more) to their schools. As such, the CBE should consider a 2-tier system, cost/total ride time us low for 'designated schools' but at cost for any alternative program (longer walk and longer ride times).
- The CBE needs to be more holistic in its consideration of transportation and school planning. I would prefer to see more smaller but flexible elementary schools in communities and fewer students being transported across town, particularly because their local schools are full. The CBE has promoted "choice" in alternative programs as a way to keep schools in older neighbourhoods full and avoid having to overbuild in new communities. I think there should be more flexible scalable elementary schools (office, gym, washrooms, 8 classrooms with the ability have portables added and removed) especially in the new communities. Instead the CBE blames the province for a lack of capital funding and then bills the parents for the transport costs. Maybe the transport budget would be better spent on having more conveniently located schools. A merger of the public and catholic boards would also help. Every community should have a school, but not necessarily two half empty ones across the street from each other busing in student from the suburbs.
- The CBE offered alternate learning programs at the time we decided to send our children to these programs we knew bus service was available . There was no indication that the bus service would not be available through out our childrens K to 12 learning horizon. Had we known from the beginning that the bus service may not be available, this may have impacted our decision. If you are looking to discontinue bus services you need to do this on a phase out basis and provide new parents to the schools that are making decisions on where their children go to school all the facts regarding transportation, so they understand the implications of providing there own transportation or potentially having a grade 5 child taking public transit on there own. Thank you.
- The CBE offered language programs and placed them in inner city schools, which were underutilized. Now is not the time to penalize students and families for choosing language or other alternative programs. It would be just as disrespectful to charge more for students who require specialized buses due to physical disabilities.



- The changes made to our children's bus routes at the beginning of the 2015-2016 school year were fantastic. Less stops were happening and my children had a shorter ride time as a result. When the routes changed in October, my children were on the bus for longer periods of time resulting in more fights and behaviours. As parents of children in an alternative program we expect to drive our children in a central pick up spot. We do not need so many stops!!
- The comparison of CBE transportation metrics to Edmonton and even Calgary Catholic showed CBE not comparable at all, especially with respect to distance to bus stop and the cost. I believe that this is due to similar funding on a per student basis but CBE offers so many alternative programs, and we are such a sprawling city, the distance for many to travel to these schools is very far. I live inner city and my child attends a nearby alternate program, I don't think my child should have to be driven to a bus stop and/or spend a huge amount of time on the bus when we are so close, or pay as much as those attending the same school that live 10-20km away. I believe the age of the same bus fees for all students is over and those that are choosing to live at the edge of the city, should pay more to be transported long distances to a school they are also choosing to attend. A tiered system by distance.
- The cost and quality of transportation should match. I think the current cost of transportation is at the level of quality provided.
- The cost differential between what is covered and what is provided needs to close somehow. Opening alternate sites for special education classes with less transportation time for special needs students is very important. If parents choose a program of choice, be it a language or alternate program, they will need to make up the cost difference for that transportation. A family accessing a program in the SW should have costs associated if they want to transport their child from Falconridge. Possibly we don't need to have so many programs of choice in the system if parents can not get their kids there in a reasonable fashion.
- The cost of transportation for alternative programs is too high for the CBE. Those costs are at the expense of the regular program. If the government is not funding those programs, the CBE has no business offering those programs to parents if they do not include/pass on the transportation costs to the families who want to participate. I want my child to swim, I can pay for lessons with the City of Calgary or I can pay for lessons at an elite swim program. I make the choice based on the costs and what my family can afford. The regular program is adequate for all Calgarians - you are not limiting a family based on ability to pay - unless you think the regular program is inferior.



- The current system does not take into account that students can find alternative modes of transportation easier during the warmer months of the school year. "ride your bike to school day" should not be a special event but an expectation when it is possible in order to encourage a healthier lifestyle in our youth. Monthly ridership should be available.
- The distance a student travels from home to/from the bus stop also depends on whether there are mostly busy/ unsafe roads or if there is a safe route home.
- The distance a student travels from home to/from the bus stop is very important to us. The reason my kids take the school bus is because we can't give them a ride(to school/bus stop). They have to walk to the bus stop by themselves. I think that it is not safe for them to walk a long distance to and from our home to their school bus stop. Especially in winter, my older child has to walk in the dark by herself, crossing through a park area. In my opinion, this is not safe for a girl currently in grade 8. Last September before the bus stop was adjusted, my dad had to take my younger child on a public bus for 5 stops, then walking 8 minutes from the public bus stop to the school bus stop in order to send my child on to the school bus. I understand that you would think that you can save a child's time on the bus ride by minimizing the quantity of bus stops, but less bus stops can increase the time a child takes to walk to/from the bus stop significantly, and also increase the safety issues concerning the distance of such bus stops, significantly.
- The distance a student travels from home to/from the bus stop it is very important for every parent, especially considering the Canadian winter weather conditions. Probably an adjusted bus stop schedule thru the year based on the weather conditions can be considered.
- The distance from home to bus stop cannot be viewed as the same as the distance from home to school. Not everyone can drive to the bus stop, and when we arrive at the stop on a cold day we cannot go into the school to warm up. We have to wait and see if our bus arrives on time that day. I wonder if we are expected to be driving to the bus stop when the temperature is -20 and the bus stop is 1.8 km away. Not everyone has that option.
- The distance of 1.6km to walk for elementary school is ridiculous and more frequent central stops should be offered for students to walk a more reasonable length. Parents who choose to send their children to a school outside of their neighborhood should do this with the cost in mind, either they pay or transport them individually. It is not sustainable to have everyone bear the cost for French, Spanish, science, art, alternative education.



- The distances for grade levels all seem acceptable, but elementary should be split. Less of a distance for grade one and kindergarten.
- The divide between cbe and the transportation provider is frustrating and contributes to unsafe situations. Buses are frequently very late. The level of service is unacceptable. Children in regular programs at designated schools should pay less for transportation. Bell times of 8 am for jr high students are too early. In the dark, in winter, my children could not safely walk to a bus stop that was far from our house and wait for a bus that might not come. We opted out of cbe transportation and used Calgary transit that was far more reliable.
- The Edmonton board has options such as you can buy a couple time ridership pass. Has all day every day kindergarten been looked at as they do in the rural areas. I believe in some areas they do not even provide the middle kindergarten transportation just the regular route. I would be very curious what the additional routes cost in the middle of the day especially as it is probably lower ridership
- The fees as they are are a real hardship on families. They are too much for the level of service. Demonstrated need or not, the cost of transportation to a public school is outrageous! Children are unsupervised on the bus and have no one to help them on the bus as the drivers focus on driving and there is no control of the riders.
- The geographical size of Calgary with students having to travel to their designated school which is not always near them, is expensive for city transit - \$65 monthly = \$650 annually - and time consuming as far as sitting on a bus. At least if there are express buses from the home area to the school, bus times on city transit should be shortened. Since students are required to go to school, they should not be penalized both financially and time-wise. School fees and busing fees are very expensive particularly for families with more than one child. Many families are not able to pay, but they are not quite low enough income for waivers and some are not comfortable meeting with the principal to discuss a principal waiver. These families then end up being sent to collections. It seems contradictory in many ways to talk about educating our children and keeping them safe, but asking them to sit on a bus for anywhere up to an hour and then paying \$650.00 for transportation for a school year with another \$137.00 added on for school fees for one child - in many cases double or triple these amounts for multi-child families. Families who choose alternate programs should pay for those programs and for getting their students to the school of their choice. Why should all other families, including low income families, be subsidizing their choice? My understanding of school fees is that there is a small portion of the \$137 fee that goes toward cost of waivers \$9.50 and cost of uncollectible accounts \$4. That doesn't seem fair to charge the people who have the ability to pay and who pay their bills to again subsidize others. What does the rest of



Canada do as far as school fees and busing? I know many families who arrive from other parts of Canada are quite surprised about the fees required when they enrol their students in a CBE school. Does the Catholic system have the same fees and same busing issues as well?

- The half days in the schools today are increasing the transportation budgets as the cost of running those buses on the half days is the same as on full days. If there is an elimination of the half days and they are consolidated into full days off and full days at school, bus budgets would be reduced. If teachers need planning days, it can be a full day half as often instead. Schools are a service to customers and need to start considering how they deliver that service and what works best for the customers instead of themselves. Does our school year model still need to be based on the agricultural growing season or should it be based on the demographic as it is today?
- The idea of NIDs days to save on bussing costs at the expense of class instruction should be reconsidered.
- The issue of charging fees to cover the difference between funding & costs -- you should only be providing the service you receive funding for. Allow / force parents to know it's a provincial issue. Yes they'll scream but stand up for yourselves! Students being transported due to special needs - since specialty services cannot affordably be offered in every school - should have their transportation costs covered by the CBE as they are making a decision to trade off one cost (local delivery of SpEd services) against another (transportation) and we assume the economics make sense to centralize those services. Students in Alternative Programs should pay the full cost of bussing - choice isn't free.
- The issue of fees & waivers is self-perpetuating. As the costs for fees waived is absorbed by the next years fees (per a previous CBE session on the topic), the fees will continue to increase and, with that, the number of people requiring waivers will increase, which will, again, play a role in increasing fees. Increasing fees to those students in alternative programs across the board is a faulty solution - it does not address issues of dual and triple stream schools where students are traveling equal distances as their peers but are paying more to get to the same school. It also creates a two-tiered system where alternative programming is only available for those who can afford it. If the CBE is going to offer alternative programming, then it should come at no greater cost than regular programming. That said, an option would be to implement a system where transport fees are zone dependent. A student staying within their Ward would pay the base fee, students traveling outside of their ward would pay a different fee. The ideal solution is to look for inefficiencies within the system that will help reduce overhead. This means looking at, not only the budget for transportation, but the CBE budget in its entirety. If monies can be saved in other areas, they



can certainly be allocated to transportation. Transportation should be 4-6% of the total budget; the CBE is spending 3.6% - clearly there are some adjustments that could be made. Other areas to look at would be school start times, merging bus routes where schools are in close proximity, continuing the lengthened distances for walk zones. I think a primary step would be for the CBE to spend the time to fully implement the routing software (including a centralized database of route and student info) to lessen the inefficiencies before coming to parents for more money. Show us that you are doing your best to manage the problem before coming to us to fix it. Given the report from SBC, it appears as though there are many things the CBE could be doing to manage this problem without throwing money at it. Having 1.8 buses per 100 students when an efficient operation would have 1.3 or less shows there is more that can be done. Ride times that are less than 31mins for 40% of riders says that a minor shift in bell times could lower the number of buses in use. Creating new policies for travel time parameters where alternative programming attendees face longer bus ride times.

- The longer the students are on the bus the more opportunity to get in to trouble. If you choose an alternative program then you should be paying for any bussing beyond your regular school distance. If you want options then you should have to pay for those options.
- The options available as answers to these questions were limited and had no ability to comment at the appropriate time. One of my children gets driven TO school but takes bus home. This is due to the inappropriate amount of time she would didn't on the bus in the morning and how early she would have to be up. The question regarding been time requires further context. The middle school and high school age students could certainly have later start times not only to deal with bussing but also be better for their circadian rhythms (as a whole). Public transit is only an option where public transit routes are direct - too often would multiple transfers be required. Different fees for "special" programs within reason... Not to cover the whole difference or the programs will suffer as people take their children out of them. Congregated stops can be beneficial for efficiency and safety but need to be looked at in the real world, not just on maps. Some places that were identified as congregated stops we not smart when implemented. A group stop by a shopping mall is not safe.
- The priority for transportation funding should be to students who are travelling to their designated community school and to those attending complex needs programs -- those who have no other options. Those attending alternative programs that are optional (language, TLC, montessori, etc.) should be expected to pay the full cost of transportation as they are choosing to attend those schools. If I want my child to attend another regular program school that is not my designated school then I am responsible for getting him/her to that school, and it



should be no different for the alternative programs. Families with children in regular programs should NOT be subsidizing families who are lucky enough to win the lottery to get into an alternative program. Fundraising should be considered as an option to raise money to close the gap on transportation costs.

- The question asking if I would be willing to adjust school bell times 30-60 minutes was difficult to answer as my son in grade 5 already starts school at close to 9am so moving later in the day is not an option, however if the question allowed me the option to select moving his start time earlier my answer would have been yes. Late start times combined with a large walk zone (requiring the younger grades to be driven to school as walking 2km in grade 5 is not acceptable) makes it difficult for working parents to get to work at a reasonable time. Putting your child on the bus at 8:20 I'd a lot different than dropping your child for a 9am start time.
- The questions seem to assume that one parent does not work or the family has access to affordable before and after school care. In a family with both parents working or with multiple children on different buses a change in route/stop or bell time could lead to profound scheduling issues. Whereas I know that we cannot plan so that everyone's needs are perfectly taken into account, there still has to be some common sense in the changes. The CBE does not operate in a vacuum.
- The questions/answers do not differentiate between regular and alternative programs. I believe this is the key factor to be considered. Parents with no regular program within walking distance or within their community should not be subsidizing parents who chose to send their children to an alternative or language program.
- The school system has been set up by the CBE and the province, not by parents. Yet parents are expected to pay never ending fees and make numerous accommodations due to the poorly designed system with virtually no planning or foresight. True to form, your survey is designed to elicit your desired response from parents so that you can throw it in our faces in the near future. You set up the schools this way, it's time for you to take responsibility and figure it out without constantly looking to parents for more money. There are not enough schools in areas that need them, but people are not made aware of that CBE failing prior to purchasing homes in suburbs that allegedly have schools. It is an ugly shock upon registration. You did this, so own it and figure it out!
- The service has degraded over the last few years, the fees to parents have rose disproportionately already and yet we now have a \$13 million shortfall in funding. What has happened to create this? Is this because the demand and ridership has increased? Then there should be no shortfall and funding should increase to



cover the cost. We pay taxes for a reason. Is this because of operating costs? Then fill the busses, even if that means more stops and longer journeys. All I see here is the board looking like it is doing its due diligence so it can go ahead with reducing services and raising fees again.

- The standards the cbe is trying to meet were set 100 years ago. Get tough with people. Times have changed. It's no longer feasible to have 100 different programs and a school on every block. It's not important to please everyone.
- The stories I hear as a teacher and a parent daily about dangerous/bullying behaviour on buses is very concerning. There needs to be a greater focus put on safety on the bus. What about bus monitors in addition to drivers? More random bus monitoring needs to be done; not daily, but much more frequently.
- The students who ride to charter schools as an option should pay a higher fee than those who need to ride to their catchment areas. Students should gather at 1 bus stop per area as prewar king distance to schools eg. 1.6 km for k-6 to reduce number of stops and perhaps reduce number of buses with low ridership
- The Survey only contemplates how to make up the shortage in funding. In other words, it only looks at how to raise more money. I think it is crucial that the actual cost of the services provided be examined. I would hire a competent consultant to conduct an audit on the actual costs incurred by service providers to provide the service; and confirm what margin those service providers are making. Is it reasonable? If not, I would tender out with an RFP that sets the cost and service/safety levels and see which companies bid. Also, I'd make a proposal to Calgary Transit to consider offering a student rate which is equal to whatever the determined costs are so that Calgary Transit might capture some market share that they otherwise don't have. I'd be very disappointed if the CBE didn't explore cost reductions while maintaining the same or better levels of service before seeking extra funding; or reducing existing service. Certainly in the oil patch, all service providers have been asked to deliver cost reductions, and in this economy, I think the transportation companies should do the same.
- The transportation costs are the same for half days, early/late entries. There are many schools who choose to bank time for half days. If they banked time and had these on whole day non-instructional days, there would be a tremendous cost saving. For example, if a school dismisses every Friday at noon, they could have every other Friday off. We know that there must be 180 instructional days. There are school boards who have less days of instruction than CBE.
- The weather conditions in Calgary is the main factor to have a large number of bus stops close to students homes. If there were more schools in communities



then transportation would not be an issue. It is not the parents responsibility to pay more fees because the Gov."t doesn't adequately fund schools.

- There are a number of inefficiencies in the current transportation arrangements. some of my children have traveled on buses where they are forced to sit in the aisles as the bus is overloaded, for month after month. Some travel on buses that are half full. Others go to a high school that is on the same property as a jr high, but because high school students are barred from the yellow bus, the yellow bus travels half empty from a block away from our house, and the high school student is forced to take public transit at a cost of an additional \$35 / month. Blending public and private bussing in a more effective way would likely offer significant overall improvements at no additional cost.
- there are fewer people in alternative programs so of course you will get majority of responses saying alternative programs should pay more. this is not fair. high demand alternative programs should pay the same as regular programs. however, if there are only a few students on the bus, this isn't reasonable. implement a cut-off number so very low ridership isn't offered or parents have to pay substantially more for low ridership options?
- There are many new schools opening but CBE does not use those schools at 100%. Not offering all classes in the first years after a school is opening is a bad practice. There was an option to offer some middle school classes in our community elementary school but CBE preferred to use elementary school in another community for the same purpose. The problem is who pays for transition costs. From my experience the costs are diverted to families while they could have been eliminated all together. Teaching spaces are not used efficiently. Economics suggests that a service is efficient when it is provided in proximity to user. There are several issues with the way community schools are designated and resources are allocated. The majority of students never study in their community schools but forced to travel at least one hour, even there are schools closer to their home location. They are bused at least 15 km to 40-years old schools that require modernization and renovation. This is not cost-efficient or fair. Properly utilizing existing space or using community associations space for schools should be a priority. You should look and update the criteria of designating community schools and class structure as well. There is room for improvement. With proper planing, the need for transportation could have been significantly reduced and overall costs for transportation reduced. Systemic thinking requires looking at how other services impact transportation. This survey overlooks this. Reducing the discussion to the dilemma whether CBE should increase the transportation fees or reduce the quality of transportation services provided, oversimplifies the issue. This is not the way to solve the problem satisfactorily.



- There should be a minimum number of kids for be bus or look at ways to adjust or combine buses to have a Minimum... 4 kids for a kindergarten bus is too small
- There should be no bussing offered for children going to school in their own neighbourhood. This would cut down on costs.
- There should be yellow school buses for senior high school students. \$650.00 per year is a ridiculous amount to charge to use public transportation (even if there is an income tax deduction incentive). The transit buses are always overflowing and the stops are sometimes far away from home. I's rather pay \$650.00 for chartered transportation. Offer a "late bus" for students who stay for extra-curricular activities. The CBE did this when I was in high school and there is no reason it cannot be done again. Thank you!
- There were no questions on fee maximums which is pretty important. The max should be \$250 for Gr.1-6 since noon hour supervision has to be paid on top of that. Transit rebates should be reinstated, especially if moving more students onto transit. Gr. 7-9 should be provided with full transit rebates, which is still less than the cost of busing them.
- This survey is based on opinions, without providing much information to base these opinions on except gut feeling and personal experience. Where is it possible to find actual existing data - for instance: how much are bus fees currently supplemented for students in special programs compared to students in regular programs? What percentage of the student population does this involve? Is it consistent across all grades? Are there any studies which describe effects on student performance at school in relation to length of bus trip? Please provide info directly, or links to where one can find this information, and I think you will get better quality answers and ideas on how to improve school transportation.
- Thought needs to be put into bus stop location and the amount of traffic on the streets that children are asked to cross. Currently the road the children have to cross is VERY busy in the mornings and is very dangerous.
- Tiered payment of services for regular program vs. alternate programs - communities with no school at all have all students bused without any choice, charging more for bussing to an alternate program is an extra burden to bear for not having access to a community school -raising the cost of alternate program access may appear to be an indirect way of curbing enrollment or restricting access only to families that can afford the choice
- To add to the question regarding distances, I think that Junior High students could travel between 1,8 and 2,4 km. I also think that to cut costs, high school students do not use the yellow bus at all.



- To have fewer bus stops, parents will have to drive their children to a dedicated stop.
- To increase bus times and fees for parents in the public system just trying to get their kids to their designated school is unacceptable when parents choosing alternative programs are paying the same amount. It penalizes parents committed to their communities and public education. Charge parents choosing charter schools, which are essentially publicly-funded private schools, more and charge parents who are choosing "programs of choice" more. Make the option of supporting their designated public schools more attractive, thus strengthening them. Parents with children with special needs should also be subsidized, but parents with perfectly good public designates who simply want a private school experience on the public dime should not have the same privileges at a cost to the rest of us. Also, as a parent with children who can walk to elementary, raising school bus fees will only ensure more parents drive their kids to school, thus rendering it unsafe for children to walk. Our roads are already congested at the current fee structure, and I hesitate to allow my children to walk to school due to the dangerous driving of parents. I noticed a huge difference when the walk zone was extended and fees went up. It's counterproductive to make public school bussing unattainable for your intended users. Finally, to charge more for junior high students rather than consider moving all junior and senior high kids to transit seems silly. At those levels, students are often staying late or going early for sports and extra curriculars - it would cost less for me to put my kid in a cab back and forth each day than to pay for bussing. A transit pass would at least allow them the flexibility of catching an earlier or later bus. To pay more for a service he will only use half the time is ridiculous. Again, charge parents who are choosing alternative programs more - why continue to subsidize a two-tier education system? Public should mean public.
- To me what is most important is the location of the stops - are they in a safe place (e.g., away from heavy traffic, next to a green space, with adequate parking) vs. how far away they are from a child's home. I think the CBE planners did a good job of considering this when routes were reorganized in 2015/2016. Most kids at our stop now walk further to the congregated stop than they used to, but as parents, we feel that the congregated stop is in a safe location, so we are happy. Let's face it - most of us drive our kids to the bus stop anyway!
- To me, the most important thing is safe of the students. Having to cross busy roads is not appropriate and will eventually lead to a child's death. I also believe that language/special programs are very important to develop future leaders. I believe we should encourage people to be part of these programs to ensure our kids will be competitive in the work place.



- Traffic is a problem around schools and in our communities. The idea that students are driven to bus stops is even more absurd, clearly they are not practical if they are not walkable. Traffic around schools makes students who live in the walk zone afraid to walk to school, and traffic around bus stops makes students who could walk there afraid to , and all traffic contributes to our current environmental crisis. In my opinion, the CBE has a responsibility to discourage driving to schools. Options for this could include: working with the city to designate the areas around schools as "no idle" zones; dismissing walking and bus riding students first so that they can exit schools safely before cars arrive (thus making driving your child less convenient); charging transportation fees to all students outside the walk zone, whether they take the bus or not (create a financial incentive to take the bus); restrict entry to alternative programs to students living within a reasonable area (the situation is out of control and getting worse; people need to take some responsibility for choosing a school located an appropriate distance from their house).
- Transit buses need more time after school, Children need more time to get ready and pick up all their stuff from school. Bus driver must be kind and polite to kids.
- Transportation fees should be covered only by students who use the bus service (i.e. general school fees should not increase for ALL students in order to supplement the shortfall). Many families who don't use the bus already have to pay significant amounts out-of-pocket for before/after school care or alternative transportation, or, families sacrifice lost income by working part-time in order to drop-off/pick up their children in person, especially if the alternative is a very long bus ride. It isn't fair or affordable for those families to supplement bussing for other children.
- Transportation Fees should remain independent of other funding. The increased cost of transportations should not dip into other sources such as resource funding for schools. Also, it is possible to adjust walk routes for kids in certain communities. For example in Tuscany many buses are provide for kids that are only slightly outside of the walk zone. in my opinion these routes could be eliminated and funding provided to communities where students are being bused longer distances and the need is greater.
- Transportation is very expensive when coupled with lunchroom fees. A double whammy for many in a rough economic time.
- Trim the fat on the overbloated payroll for administration positions that are not absolutly necessary, in order to create more funding for the effective trasportation of our children.



- Try keeping students close to home in regular schools and cut offering choices to save money due to economy slow down .
- Under the bell time question, there would be a big difference if the time is adjusted earlier rather than later. A half hour makes a huge difference. Also, with all these questions, consideration also needs to be taken in on the start times for parents who have jobs that do NOT offer flexible start and end times. Accommodating for all these changes is very challenging with the current job markets.
- Until parent pressure is brought to bear at the provincial level, rather than the district level, nothing will change in regard to transportation short-falls. I would suggest that the CBE make the decision to provide only the transportation levels funded by the actual dollars transferred to districts for that purpose. As alternative programs must be equitably available regardless of family finance (otherwise we transgress from the foundational values of public education) they should be eliminated altogether if we can't square transportation funding, provincial mandates re: walks distances, equitable access and the continuation of these programs. CBE should announce this change for two years from now (live with cost over-runs in the meantime) and then launch a massive public education campaign letting the public know (in a perfectly transparent way) that the only way to maintain alternative programs and walk distances less than provincial guidelines is if they successfully lobby the provincial government to increase transportation funding. Otherwise, in 2 years, transportation service levels will be dramatically worsened to fit within actual provincial funding. The entire problem is that districts bear the brunt of pressures to make something out of nothing (provide transportation services levels that aren't funded). The pressure needs to be where the power actually exists, at the provincial level. If in two years, with plenty of advance notice, the "public" has not successfully advocated for what it wants, then they need to experience the consequences of living in a democratic society. Everybody gets 'equally inadequate' service. Democracy rests on the idea that voters need to pressure the real decision makers for what they want.
- Use smaller buses to decrease travelling time. Bigger buses are slow. Increase number of bus stops, so that students do not have to walk long distance from home to/from bus stops.
- Users pay. Some are forced to go to another school because their designed schools are full, then they should pay much less.
- very complex issue, especially for families with multiple kids going to multiple schools.



- Very Important to me that families choosing to go to an alternate program do not get subsidized on transportation. Very important to me that the school board does not exceed spending the amount funded by the government for transportation.
- Waive fee for low income? They got LOT of benefit from federal and provincial government already. I highly recommend all students pay equal fee to cover the cost.
- Waiving fees for people in financial hardships situations would be eliminated from the equation if property taxes contribute more to public education. All aspects of PUBLIC education should be 'free' - meaning no parent should have to pay thousands of dollars out of pocket even school year just to have their children in the PUBLIC education system - no matter WHAT program they're registered in. Public education is public education - you can't start chopping up programs within the public education system and define one as more privileged than the other. All programs within the public education system are equal. Just figure it out. Whatever it takes, just figure it out! Likely tax payers (via property taxes) and the provincial government just NEED TO PAY MORE. Please stop thinking it's okay to reduce service - it's not. No public service business should EVER consider reducing service is actually a business strategy - it's not a strategy, or even an option. It's only a lazy, short-term, cop-out behaviour. It's far from strategic problem-solving.
- Walk distances also need to consider if the route to the bus stop is safe for students, not just the distance from home. Some areas of the city are not very walkable. The CBE is required to provide transport for "eligible" riders and is only funded for those students, there needs to be a fee difference between those who have to take the bus and those who choose to. If CT could help provide dedicated routes for all students and CBE pays for additional support staff (aids) that would also work for me, for younger students. If the CBE is willing to consider the idea of corporate / public partnerships for funding learning ops they should also consider that partnership for sponsoring transportation routes. If the CBE is investing money in technology and staff to better plan transportation services will there be cost saving in the future in terms of fee reductions? I think that there should be family maximum. If you want the public to support and supplement your advocacy for more provincial funding you need to be more detailed in the budget information that you provide.
- Walking distance to bus stops is our single biggest concern. Safety needs to be the top priority and distance between home and the stop is negatively correlated with safety. The longer the walk the more opportunity for something bad to happen. Keep the distance short, make the bus stop more. I'll pay more to make



sure my kids are safe. Shame on CBE last year for putting cost savings ahead of safety.

- We also have a daughter who is at a charter school and we pay quite a bit for bussing fee's even though it is a 15 min drive away, we pay the same as someone who lives in the far north? We chose to send her to this school as we felt it was the best option for her, however our public school would have been a great option for her as well, we just chose to go the charter route as we felt it was a good fit for her and we had the financial means to pay for bussing etc. I think if you want to send your child to a different school for whatever reasons, you should have to pay extra for bussing so that it does not take away funds toward their education program as this is your choice. Another note, we have diagnosed a LD in our youngest son and he may in fact need to go to another school outside our community school, we are fully expecting to have to pay the same type of bussing fees as we pay for our daughter if in fact this is the best option for him. I do not want the bussing fees to take away from the school program that he is attending as this is the most important factor for us. We realize that some parents do not have the financial means for this option but perhaps there could be subsidized bussing for people that cannot afford it if there is a valid reason(learning issues/bullying/etc) that their children need a different program outside their community?
- we are 2km away from school and we don't have the school bus route nearby. We have to walk everyday.
- We are a family with 6 kids. We will be having 4 of them riding the school bus next year. The fees right now we find high and If the prices go our for transportation to \$500/per kid we will not be able to pay for that. it is concerning
- we are on a milk run that has several communities on it. We were just super lucky that we had a nice winter, and the kids were not stuck in traffic till 11am, which I fully expected. So I am grateful for that. But the weather will not always be nice in the winter. things must be getting worse, as this is the first year we had the bus not even come to our stop on a few occasions--before bus would always come even if it was 50 min late. This is in 6 years of bus service
- We are satisfied with the bus we have that takes our children from Coventry Hills to Queen Elizabeth. We are hoping that they can continue to use the yellow bus when they are in high school. Thank you for providing a save method of transportation for our children. We appreciate all of your efforts.
- We attend CNG. Both my kids take the bus - it is a small loop with only a few stops, however the bus is quite full and required. The bell times are quite effective and the route seems to work well. I feel the walk distance should be as



short as possible given Calgary's weather. Sure in the warmer weather it's not an issue but when it's winter it can be tough slogging. I think people should pay for the service and if choosing an alternate program, with a longer route, I feel a reasonable higher fee is warranted. I am not in favor of regular transit for school - a designated bus is fine, but not regular transit.

- We can blame the previous government poor funding of the district boards for services like these but in reality it is not positive optics to see the CBE change head offices during the height of the boom and still report being underfunded. Transferring any costs on to families for free public education after all this is insulting.
- We could not afford busing this year. Did not qualify for a waiver.
- We currently have a child in a special needs program that is being provided transport very efficiently and we are very pleased with the support. Previously we had a different child in elementary and then in middle school who was on a bus that was always OVER full and often did not even get a seat, as we were one of the last stops. This is unacceptable and one of the reasons we removed our child from the CBE.
- We don't agree with one fee for all. Families that are going to their designated public school, either do to proximity, financial reasons (can't afford fee associated with alternate programs) are paying fees for other families to cross the city for alternate programs. We live in a community that I see too many empty buses driving in for a couple of kids in alternative programs. Our kids are on a bus for 30-45 mins for a 10 min car ride. Bus drivers do not always take the best routes to school, travel time could be reduced.
- We drive 2 students K-6 to near the school in the morning because of AM bell time & winter temperatures. They as a rule run/walk home, 2.4 km in the afternoon. This balance of walking and providing transportation has health benefits and creates student self reliance. Perhaps a blend of more bus stops in AM on K-4 or K-6 routes with less stops in the PM providing more walk time would help promote a healthy life style of using our feet. The CBE used to have a family bus fee limit, this was more equitable than the current structure which does not take into account the cumulative effect of bus and noon supervision fees and other school fees on a family budget with several children in the system.
- We elected to send our daughter to Jr. High via Calgary Transit as we were a) paying for the public school bus and b) providing her with a transit pass for social things. We are saving money by now only paying for the Calgary Transit pass - which she can use everywhere. I would suggest that starting in Grade 9, students only take Calgary Transit.



- We ended up cancelling transportation (2015-2016) services for our children due to the bus stop location changing to an extremely unsafe pick up and drop off for our children. If you are changing bus stop locations, you need to be sure that it is safe for all students especially when you are asking them to cross a major street without traffic lights where the posted speed limit is 60 km/hour but most drivers routinely drive 80+ km/hr. This street goes east west. So in the morning when sun is coming up the drivers are blinded by sunrise and home time the drivers are again blinded by sunset - I am talking about James JMcKevitt. Do not play russian roulette with some of the children - keep it safe for ALL children.
- We found out that the new school William D Pratt we are now in a walk zone. We are extremely concerned about all the children crossing at the intersection of Rocky Ridge Road, Rock Lake Road and Rocky Ridge Way. This is a four lane road. We have witnessed and experienced numerous times that cars and other vehicles do NOT stop or even slow down when children or adults are trying to cross. This needs to be addressed before school opens in September or there will be a fatality. There are now new warning signs but this does little to stop drivers. The following needs to happen: the speed limit needs to be reduced to 50, cars travel at least 70km coming down the hill; a crossing light needs to be installed or a 4 way stop needs to be installed.
- We have a geographically large, and low-density city, and offer a public education system based on a tremendous variety of programming and choice for students and families. This situation creates huge challenges around transportation. Thank you for providing the opportunity for feedback, and good luck with the decision making!
- We have an excellent transit system and two school boards all running transportation. It would be nice to see some cooperation between the three to reduce costs for all.
- We have fought several times over the years with the CBE in regards to calling French Immersion an alternative program. As Canadians we have the right to be educated in both/either of our official languages. Why does the system keep insisting that these programs be included with other special education programs? This seems to give you license to charge extra fees unfairly. Alternative programs (not French Immersion) should be charged additional fees for their busing. When we first decided on a school there were zero schools within walking distance from our home. We chose a French school for many reasons but one was the proximity to our community compared to a completely English school. Being penalized because we want our children to speak both our official languages is ridiculous. The government should be required to provide more funding for our busing instead of passing even more fees onto parents for supposedly 'free' public education. Paying large amounts of busing fees isn't



possible for many families. What does the government propose we do as parents? If you build French Immersion schools in my community I wouldn't need busing! Extremely tired of fighting this battle.

- We have greatly appreciated the school bus service we have had & currently have in our community.
- We have recently returned to Calgary from Toronto. Our children attended schools in the TDSB, and the major difference that we have noticed between the two school boards is that the CBE congregates alternative and special needs programs, whereas the TDSB employs an integrated approach to programming in each community school, where all students in the school have access to resources and alternative programming based on individual assessment. The integrated approach seems to be much more efficient and budget-friendly when it comes to transportation and staffing. As a family, we have also noticed that in terms of student culture, the integrated approach also seems to be a lot more inclusive, less program-admission-competitive, and a lot more effective at addressing individual student needs. By congregating programs, the CBE seems to be inadvertently creating a private school system inside the public system, and exorbitant transportation costs are probably one of many consequences.
- We have to create a fair and sustainable system where people pay their costs of transit, unless the CBE cannot provide for a student in their neighborhood. There can be subsidies for families with needs, but the idea that I can choose to live wherever I want and choose any program I want is not sustainable as is.
- We live at a location that is the "maximum" distance for a child to walk to city transit (LRT station). It takes at least 30 minutes to walk to the station and the train does not stop particularly near the school, thus it is at least 15 minutes to walk to the school as well. There should be an accurate limitation for total travel time. Worsening the frustration is that the school busses actually go past our neighbourhood from outlying areas but do not stop. I received a very rude response from CBE transportation when I enquired about this - was told "there will never be yellow school bus service in your neighbourhood". Other children in our neighbourhood take two connecting busses to decrease the walk time to the LRT station and because they feel safer on the bus than the LRT. The city is large and there have been issues with the LRT safety. I do not think it appropriate to decrease school bus transportation.
- We live well within walking distance of my child's school, however the route for my child and probably half the students at this school requires crossing one moderately busy main community road. A crossing guard on this road directly in front of the school would make it significantly safer and encourage a lot more parents to have their children walk to school when they're old enough. This is



just a small example of one of the ways the CBE could alleviate some of it's bussing woes by encouraging walking where possible. If the CBE put more effort into making it safe for the children to walk to bus stops or directly to schools, children would be healthier and there'd be less need for costly bus transportation.

- We pay for transportation fees and most household both parents work and licenses daycares locations in the area of the bus routes must be consider, as well, we are the clients here, our opinion is important
- We should address over crowded buses also 3 Jr. High kids to a seat is squishy and unsafe
- We strongly feel that the distance a kindergarten aged child is expected to walk to get on a bus is unacceptable.
- We would be willing to pay some extra to continue to be able to use the bus
- What a high school student should do if there is no school buss and no Calgary transit provided, the parents are not able to drop of and pick up the child and the walk distans is around 5 km?!
- When considering location of bus stops, please consider traffic volume, speed of vehicles (if not in playground/school zones), and the age of children congregating at the stops. It is very dangerous for children either on their own or with guardians to cross major routes to access bus stops. I suggest that you do audits of bus stops by physically checking on the locations during pick-up and drop-off times. My child's stop is on 19 Street NW & 6 Avenue. Cars and cyclists speed down 19th Street. We cross the street at 7th avenue but my son could not get the traffic to stop on his own (I am with him to wave the cars to stop). Cyclists can't stop for us as they are going to fast and could not put on the breaks for pedestrians without injuring themselves. We have adjusted to the changes on my son's bus stop location but moving the stop any farther away would make no sense for us to continue to use the school buses. I use public transit to get to work and do not have the option to drive my son to school or to the bus stop.
- When determining the distance between home and the bus stop, I believe we need to consider ONLY public sidewalks running parallel to the street. In other words, NOT "as the crow flies" taking students across ravines, greenspaces, or pathway systems. In the winter (which, in Calgary, is typically several months long and can be cold and snowy) it is unreasonable to expect students to traverse these areas. Ravines are often home to coyotes, and pathways are not always cleared of snow in a timely manner (if at all). Bus stops need to be within closer walking distance to home. In the winter months when temperatures are often well below freezing, asking students to walk two kilometres in -25C weather



to wait for a bus that is late due to poor road conditions or that has broken down because it's too cold outside, isn't acceptable. I understand that My School Bus Monitor helps with this by informing parents and students which buses are running late, but it's only helpful if the driver enters the information. My students, whose route seemed to be particularly problematic this year and which had a new driver almost daily for a couple months while the regular driver was off work, were sometimes waiting at the bus stop for up to an extra half-hour, yet their bus route was not mentioned on My School Bus Monitor.

- When families with school aged students move into area where there are no schools they should pay more for transportation as they knew going into an area that there are no schools. Maybe home builders should think about that before building new areas. Also, parents of students who wish to have their children attend "specialty schools" they should pay to get their children to school. There should always be fund raising initiatives at those type of schools.
- When my children went to school it was to the community school. If we wanted an "alternate program of any kind" we either drove them or made other transportation arrangements. This worked extremely well & posed financial hardships to others.
- When my daughter was in Kindergarten we chose our school based on the fact the bus stop was right across the street from our day home, it was perfect. Three days before school started the CBE changed that route. It took 12 weeks for the transportation department to respond to my numerous written requests and phone calls for action and explanation, we were the only people at the new stop, it would have changed nothing in terms of time or travel to be a bit more accommodating to our route request or to at least responded to it in a timely manner. I would love to use the bus system, I hate driving to the school in the morning, it's busy, and chaotic and stressful but the bus stop is unusable where it is located for me. For some reason someone (probably not a parent) has deemed it's a good idea for students to cross major, busy streets to get to their "congregated" bus stops. I would not feel comfortable with my child walking to that bus stop alone until well into her pre-teens or even teens. The street is dangerous and very busy in the morning at rush hour. Even with the "congregated" stops my child's bus was empty, that must be extremely expensive to run but no one can use it because they are not convenient. I might as well drive her to school myself, rather than pay for something that is only partially useful. As well there were many, many days where the bus was late, or didn't show up at all. This too was stressful, I need to get to work, how long do I wait and if i have to drive her anyway why am I paying for this so-called service. I would have paid double or triple the price if it meant my daughter could stay at her day-home and I didn't have to leave work to pick her up at her stop every



day. As it is now a private enterprise is arranging her transportation and while expensive at least it is usable, efficient and convenient. The transportation for CBE is not convenient for families who have two working parents, not sure what decade they are operating in, but the reality is most families do not have the time or luxury to work around the CBE schedule. If the CBE wants to be successful with their transportation, they need to cut out at least a third of it's bureaucracy, they need to develop a system that works with parents, (on my form I could not list my dayhome as the address I wanted the bus stop based on), the CBE needs to put together something that is useful to parents and particularly to working parents. People will pay for the service and the ones that can't should be eligible for a waiver that is easy to access not more bureaucratic rigamarole. If Calgary transit seems to be able to do everything better then maybe a system should be designed in partnership with them. I think the walking distances are ridiculous, no one has time in the morning to walk 15 or 20 minutes to a bus stop or double that if you have a kindergartner or grade schooler. Everyone has to get to school and work. Ask the people downtown how they would like it if their C-train stops were 1.6km apart, good luck with that. If you want people to use the CBE transportation system you need to make it convenient, reliable, you need safer stops for the elementary and middle schoolers and you need to be more accommodating to the working families.

- When students are the first on the bus they should also be the FIRST OFF. It would reduce ride times! My child gets on first and gets off LAST. I suggested reversing this to the CBE Transportation department and was told no. Many communities do not have a school. We have no choice but to send our children on buses. Many parents have to work. We do not have the ability to supervise long walks to bus stops.
- When we were starting our family and house-hunting, we specifically looked in walk zones of the community schools. I do NOT want to pay transportation fees for my children, whom I transport myself. I do NOT want the money for transportation to come from educational funding that should be going towards learning. If families make decisions to attend alternate programs, they should factor cost of transportation into their budget and decision making. When families look for residences, they should also consider transportation costs.
- Where the stops are placed should not necessarily be chosen based solely on the number of kids in that area but by their ages. Older kids are able to walk further distances with no issues. Elementary children should not fall under the same umbrella for walk distances. There is a large difference between K-Grade 3 vs grade 4-grade 6 and the younger children should widely influence where the stops are. I do not believe it is fair to charge parents higher fees if they have put their child in a specialty school. The program has been offered by the CBE so it



is unfair to charge parents much a much higher rate for choosing for their child to attend a program that has been offered by the CBE.

- While our oldest daughter takes the bus home in the afternoon this year we are making arrangements to drive her next when her sister starts attending the same school. The fees aren't an issue but the way the schedule was changed we would have to have put our 6 year on the bus at 7am so we made other arrangements. That said, we are at a school that starts at 8am and that was a major factor in choosing that school - if the starting bell time were changed it would be extremely frustrating.
- Why are new areas built in the city without contemplating the need for at least one K-9 school to be built at the same time. This would alleviate a lot of the kids needing to be bussed to other areas, which would reduce transportation costs in the long run. The CBE and the city should be a working hand in hand in hand when new area developments are in progress.
- Why does the CBE ask for "public feedback on the opportunities for programming and learning that will be available at schools with extra space" created by the opening of several new schools and input in regards to transportation but won't ask for feedback/input/engagement from parents or employees in regards to bill 10?
- WHY NOT OFFER MORE LITTLE SCHOOL BUS TO RUN THOSE FEWER PASSENGERS' ROUTES. GUESS FAMILIES DO NOT MIND TO PAY MORE ON THE TRANSPORTATION TO RELIEF THEIR HEADACHE. REMEMBER MORE EFFICIENT SCHOOL BUS SYSTEM CAN FACILITATE THE TRAFFIC CONDITION. THINK IF ONE KID FOR ONE CAR ON THE ROAD! CBE CAN LEARN FROM FEW COUNTRIES FOR THEIR SCHOOL BUS SYSTEMS. CITY LIMIT IS KEEPING CHANGED, SCHOOL BUS SERVICE SHOULD BE REVIEWED AND UPDATED FREQUENTLY. I'M A MOM TO QUIT MY JOB FOR SERVING MY ONLY KID TO N FR SCHOOL DAILY.
- Will early school bell times (say 8.15 or earlier) be changed to a healthier time for growing children (say 9am onwards) if yellow buses are cancelled and they are then expected to use (slower) public transport?
- Will have another child entering the school system in September. Changing start times could be a challenge, school holidays differ from school to school another challenge that parents face when it comes to child care.
- With respect to bell times, please keep in mind that many families have two working parents. A school start time of 9:00 am or later for grades K to 6 makes it difficult for parents to get to work on time. Specifically, my situation is that my



son will be moved to a new school starting in grade 5 which I understand is normal for most schools. I had before and after care from k to 4, which is acceptable, but that's not an option starting in grade 5. In my opinion, grades 5 and 6 students are still too young to be expected to get themselves ready for school in the morning. Consideration should be given to starting the school day earlier for these grades. I know this will have students taking the bus earlier, but at least then working parents can drop off their child at the bus stop and then make their way to work for a reasonable time.

- With school in close proximity and lower numbers of bussed students, have shared buses (elementary and middle school)
- With such a shortfall in funding, it will be important to find ways to pay for transportation that does not affect student learning in the classroom. Specialty programs with students traveling great distances, although they may help a school with low enrollment, should be paying a larger fee for the assistance being provided.
- with the opening of new schools, i.e. feeder bus routes cancelled, would love to see our bus route reinstated which was canceled last year because we fell out of a re-designation for the school (there was not a set boundary in the first year). Would consider being paired with another bus route/school in order to get bussing or paying a higher fee since we are in an alternative program
- Would prefer to keep costs low for those who have no alternate schools in the community.
- Would there be a way that parents going to alternative programs could deal directly with transportation companies, leaving the transportation for regular and special needs children to be handled by CBE? Would more dedicated Transit lines help with the middle school transportation, especially where the middle school and high schools are in close proximity? Could we make bus stops for alternative programs close to the community school rather than going by student address? Could we make multiple programs that have underutilized buses serve more than one program? I feel strongly that asking people to pay for transportation when they live in a place that has no walkable distance school is unethical and counter to the notion that Canada provides universal access to free education. Public education should be available to people, not just those that can afford the transportation and those that get waivers. For large families without their own means of transport but with some income to send their kids to school could be a huge burden. Paying for lunch supervision, though, is a separate matter.



- Yellow buses are unreliable. All these years I had to drive my son to school when the bus didn't show up. Sometimes they would break down at school. It is time to throw in the towel on yellow buses, they are old and need replacing. We can't do that so we need to rely on Calgary City Transit. It was only late once this year. If you want children to succeed at learning, it would be good if they can get to school to hear what the teacher is teaching. Many parents were at work and their kids just went home when the bus didn't show up. Hope the teacher wasn't demonstrating anything important that day.
- yes- I read the full report where you compare CBE costs with Calgary Catholic, Edmonton Catholic and Edmonton public. You feel you are comparable, but you leave out some key information which ultimately means that the CBE is provided worse/more expensive service - neither Edmonton board charges anything at all for kindergarten transportation - Edmonton public and Calgary catholic have family maximums while Edmonton Catholic offers a family discount I suggest you save money by reducing the CBE communications staff. Flashy videos and colourful infographics do nothing to support my children's education. Also, reduce the central admin. Way too heavy in central office staff.
- Yes why they don't care about my 11 years old has to walk 2.4 km if you said for Junior High is has to be 1.8km?
- Yes, earlier hours for kindergarten and elementary students, a little later start time for Jr high, and the latest start time for highschool. Work with their bodies. I do not have special needs children, but these families need the most support for busing and funding.
- Yes, get the ridiculous walking distances down!!! I'd like to see you people walk 1.5km at 645 in the morning in mid-January. Yet you expect 6 and 7 year olds to do so...
- Yes, i would love to see that transportation is organized from the very first day of school, and there is no 'hiccups' with inadequate number of buses comparing to number of children who need transportation. I believe that each parent is as concerned about their child being safe on the way to a bus stop as they are concerned about their child making it to school safely and on time. Ideally there would be as little stops as necessary, and the time on the bus would not exceed 45 minutes. Unfortunately some children have to walk to their stop by themselves, and it has nothing to do with parents neglecting their child's safety. So lets be reasonable in planing those bus stops and try to understand our concerns. We are not happy that the walking distance to bus stops increase each year. I also wish that people who are hired to drive our children to school were responsible enough that we wouldn't have to constantly receive email notifications about buses arriving late to their destination. I cannot stress enough



how little regard some of those drivers have for their job. That issue should be taken a bit more seriously and some actions should be taken towards improving that situation, so it's not a constant problem.

- Yes, parents do need to pay for busing for our children beyond the amount covered by provincial funding, even if there is no school in the community. While most families probably realized when choosing where to live that their children would need to take a bus, most probably did not know that they would pass 2 or 3 schools to one so much further away. An exception might be for families who live within the boundaries of a school's walk attendance area but must go to another school because of capacity issues. I don't think children in alternative programs within the same area should be charged more for busing because this would make attending such programs less accessible and because often they would be bused to school anyway, often within 1-2 km of designated school. These schools seem to be in areas where there are not the numbers to support a school otherwise, and it might make sense to move/spread out some of the programs in order to reduce travel and transportation costs. I don't think there should be a family maximum for bus fees. The reality is that having children is expensive and the CBE's costs aren't any lower because children are from the same family. Our taxes help support families at a bigger picture level. I don't want our busing fees to be higher in order to support larger families. While in theory, using Calgary Transit is something I would support, looking at routes and the required transfers (3) and time (1 hour 15 minutes if no transfers missed in our situation) make that unrealistic at the middle school level. If middle school children in regular programs take Calgary Transit on dedicated routes, and therefore have to pay for passes, I think it is reasonable for middle school children in alternative programs to pay the same as they would for the passes. Maybe all middle school children stay on yellow buses, but pay what they would pay for transit passes. Monthly payment plans make a big difference, helping to spread out the cost instead of a lump sum payment when so many other fees (school related and other fees) are due. Whatever happens, it is critical to be clear about terms and provide enough time for families to make plans. Since 20 kids boarded the bus at our stop, I thought we already had a congregated stop. Finding out about a major change in stop location/time 3 days before the start of school is not acceptable.
- Yes, school bus is a big help for parents that we work every day and is hard to take children to school and if the bus stop is far from home, how can be safe for the children ? And we have to teach children, in jr high to start having responsibility and be aware of their surrenders, but how can you let children walk in our Canadian winter? It's not safe, is irresponsible to do that, yellow bus have to be a wright for every child , to go and come from school safe, even is an alternative program choosing for the family thinking the best for that child. Taking



the city bus is not an option for some people, like me, as my children have to take bus/ train/bus to go to. School. That's not fair, will take more than 1.25 hr to go, only for travel! I'm totally support yellow bus for everyone! We want to educate our children, and wherever the program we choose, the school yellow bus have to be there to help the parents to give their children education that they want..
Thank you,

- Yes. My kids have to travel on the bus even though we live very close to the school they should be going (Edgemont school). Edgemont school doesn't have space for them so they are bused to capt john palliser. I found out later that there are many students attending Edgemont school who are not from this neighborhood and they are taking up space from my kids. My point is, this kids are also being bussed and this shouldn't happen. If there is more control on the address new students provide, you will have less students being bussed.
- You asked questions regarding how far it is acceptable for children to walk. Walking distances are more complex than you might initially consider. You must remember that parents who walk their small children to the bus, frequently have preschool children with them too, because these toddlers cannot be left at home alone while the parent takes the older sibling to the bus. Not every family has a vehicle available to transport children to bus stops, so walking is necessary. When it is very cold, it is not acceptable for the young toddlers to have to walk the distance their older siblings walk to the bus, AND THEN BACK HOME AGAIN. The toddlers have to walk twice as far as their older siblings. This is most unacceptable.
- You have more people going to regular programs than alternate programs. Therefore, you will have more responses saying alternative programs should pay more. this is an unfair and skewed question.
- You need to ensure that Bus routes and stops are established and set for the start of the school year!! We underwent numerous changes to bussing for the first 4 months of the school year, which is extremely disruptive to the students and parents work schedules. Parents who don't register their children ON-TIME for the following school year should pay a penalty or higher bus fees (provides incentive for parents to get CBE Transportation the numbers they need to plan over the SUMMER). Transportation can then crunch the numbers, set bus stops and routes for the start of the school year...no interruptions. We would also like better communication from CBE Transportation. We've had several issues we wished to address, left numerous messages each time, without a single return phone call for months and still to this date, no one has called us back. The major issue we had was that our son had to guide the "substitute" bus driver through his route one morning because he couldn't read the map and had no idea where the school was. My son is 12yrs old and this is unacceptable. There needs to be



a better contingency plan when a driver is sick or unavailable. How sad that we were told from the school that it is often better that the parents contact CBE Transportation because they get better/faster results calling directly than if the school office calls - I think not. Luckily our son is very good with directions. There needs to be a contact phone number for parents to call in the event of any issues that are directly related to bussing and not a school issue. You provide a service, we pay for this service, when the service is sub-standard we need to be able to contact you!

- You need to look at each bus stop on a case by case basis rather than as a group. If my bus stop is 1.3 km and my school is 2.6 km away, I'm going to drive my child to school rather than to the bus stop. Then you will have a shortfall on that bus. You need to communicate with parents when you get rid of a bus stop. My child stopped riding the bus when we learned that the stop was so far away, and yet we were still charged bussing fees (I did not pay.)
- You should contact other provinces to find out why they can bus children for no cost. You should never be charging to get a child to school. It's a right to be able to have an education, not a privilege. No one should have to pay for their basic human rights.
- You should pay more if you are choosing to go to a specialty school such as an arts, science, girls or boys school. But not if you are being bused to your neighborhood school or if you are attending a special needs school.
- Your "other transp. services has more than tripled in the last few years. Here is a completely unneeded feature that you can eliminate- microchipped bus passes for little children? Are we driving through the Bermuda Triangle? Also, perhaps the increased amount you are spending for collection agencies is an indication that your fees are too high for many parents, including myself.

NUMBER AND LOCATION OF STOPS

- 2 tiered system for elementary and junior high. There should be bussing for kids up to grade 10. The older the student the longer they can ride the bus and the longer the distance can be away from their home, we should pay whatever that cost is. \$330 per year is CHEAP
- A specialized stop for nontraditional school drop off and more frequent bus stops to shuttle kids to their assigned school.
- Add another bus in winter



- Add routes as required to keep walking distance to under 600m and one-way travel time to under 45 minutes. i.e. Provide the transportation service and charge appropriately for it.
- Additional busses
- Adjust school start and end times for optimal routing and bus volumes
- Again, why is the designated school so ridiculously far to begin with? Even the drive directly in our car is 30 minutes. Making designated schools closer to nearby communities needs to happen to shorten bus rides to begin with!
- Age of population K-3 schools should look at more stops and less need to walk distances to a group stop
- based on the students' home location to a mid point for a particular stop, eg. every xx km (distance the student should walk to a bus stop)
- Bicycle racks at bus stops
- Bus should run where economically viable. If lots of stops but full bus, fine. Less full bus should have more congregated stops to ensure it fills
- Bus stops available in all communities that attend that particular school.
- bus stops close to homes for K-6; fewer stops for grades 7-12
- Bus stops could be placed closer to homes when only one child gets on and off on one stop.
- Bus stops near to Crain stops and in lower-traffic areas
- bus stops need to be central depending on the needs of the area
- Bus stops should be closer to home so that fewer vehicular modes of transport are required for the trip to school. Distances of the rides should be capped and students required to attend the school within that distance cap. If another school is preferred by the family, then that family should waive CBE provided transportation in order to attend the school of their choice.
- Bus stops should be placed as needed with appropriate limits on the number of children at any one stop to avoid chaos. Further, efforts should be made to use existing Calgary Transit stops to ensure the bus has a safe place to pull over and for students to board.
- Bus stops shouldn't be so far that parents have to drive the kids there



- Bus stops that are configured based on students who will be riding at each stop. A decent computer program and user can figure this out.
- Calgary Transit express routes similar to high schools for junior high; there are plenty of stops available and if there are two buses in the morning and two in the afternoon like high schools do, the bus ride should be less time and more convenient. This also helps for after-school activities. Parents purchase bus passes and then claim on income tax.
- Changing the bell times and adding teacher supervision so more students can get dropped off or picked up
- Close to home and short bus rides
- close to home pick and and short times on bus with increased fees
- Close to home with shorter ride times for the younger kids
- Closer bus stops within reason. Drawing a line on a map vs. the actual walk distance to the closest bus stop should be considered in setting up designated pick up spots.
- Closer to home with shorter bus times
- Connect to population density.
- Consider locations of stops so that pick ups and drop offs are less time consuming.
- Consider redrawing school boundaries so that the receiver schools are closer to the communities from which it draws. Would multiple programs being served by the same bus ease the situation where multiple buses appear to be coming to a few stops and leaving partially empty. Zonar monitoring could ensure the students exit at the right place.
- could we possibly have stops at or near daycares
- Current plan is good.
- daycares stops has to be consider in this as well as we pay fees
- depend on grade, younger closer, older could be longer
- Depends on age.
- depends on HOW far bus stops are.



- depends on the students e.g.. special needs should be given door to door depending on their needs.
- Depends on too many factors
- do not want a milk run with several areas on one bus
- do whatever you need to do to provide a bus service!
- Each community should have a stop that is central within walk limit or two stops to cover walk limits.
- ensure the ratio of number of riders to number of stops is appropriate.
- Existing stops setup should be kept
- Families can provide more than one address to increase chances of having more efficient bus stops and to reduce low ridership routes
- Fewer bus stops is OK as long as the walk zone is within a reasonable distance
- Fewer bus stops, but maintaining a minimum of 1 bus stop per community where children are bussing.
- fewer congregated bus stops but within current walk distances (ie 1.8km).
- Fewer stops but at least 2 stops in each community
- Fewer stops doesn't always equal a shorter ride time. More kids at a stop can take longer
- Fewer stops is fine, but students need a warm place to wait, so arrange safe houses near the pick up that the students can wait inside.
- fewer stops with larger pick up window to avoid having to wait for the bus in the cold
- FIND A BALANCE WAY TO ADJUST. SUGGEST TO ADD SOME MORE BUS STOPS.
- Follow through with building more community schools to eliminate the volume of students needing to take the bus.
- For community (designated) schools, bussing should be 15-30 minutes - after all, you should be leaving your neighborhood or a close one, but for optional programs, you are choosing to seek education outside of your neighborhood and



therefore, if you are taking the school transportation, you should expect to travel on the bus for a longer period of time (even up to 45min - 1 hour).

- For Elementary - Bus stops closer to home, but deploy more buses. For Middle School and High school, fewer bus stops.
- For the morning pickup fewer bus stop option is preferred but evening but evening drop off should be closer to home
- Get rid of yellow buses, find a Calgary transit stop near you.
- Have a few designated stops, if parents want there kids going to alternative schools and require bussing, it should be the parents responsible to get them there. . . end of story!!!!!!!!!!!!!!!!!!!!!!
- Have a minimum number of riders per bus, say 40-45, and a maximum ride time, say 50min and then figure out what stops make sense given those parameters.
- Have more bus routes. Shorter walk to the bus stop by having more bus stops AND shorter rides by having more routes.
- Have more buses on the roads driving efficient routes to make both riding times and fees low
- I believe option #2 is preferable for younger elementary students and option #1 preferable for junior high to high school students.
- I don't feel that 4 extra stops will add that much time to bus rides
- I feel that no student should have to cross a dangerous road. I like fewer stops, but a stop must be accessible without dangerous road crossings.
- I like how the current bus stops have been aligned with existing Calgary transit stops.
- I prefer a stop close to the house and short transit times even if this means higher fees
- I prefer at least one congregated stop in each community, that way they are both close to home and within the community, while decreasing the number of stops/ride times, but keeping travel distances safe and shorter. Even if there is only one student in a community, their stop should be within the community boundaries.



- I prefer bus stops close to home even if that means a longer ride time, because it is not like the children are magically teleported to a stop when it is further away. The time walking from the house to the stop should still be considered part of the total 'ride' time, and it doesn't matter if that time is spent on the bus or walking down the road. They still have to leave the house and be en route to school. I don't mind a short walk in the morning, as long as stops are placed with the understanding that in the winter, and when it is dark (which is actually a large portion of the school year), the walk to the bus stop is still part of the travel time. For example, if the stop is a 15-20 minute walk from the house (remembering the length of little legs), and then the bus is another 30 minutes that's a travel time of fifty minutes. If you put this into adult terms, an adult walking partway to work and then taking the train or bus certainly counts that time as part of their commute. An adult's commute factors into whether we will choose to take a certain job, affects our stress level, and even impacts our quality of life. I believe this is no less true for children. I insist that my children walk to the bus stop. I walk with them. However, I realize that others do drive their kids (although I think this is nuts). I wonder if it would be possible to offer a choice where people who want the closer stop choose to pay a premium for this service, and those who prefer a further stop pay a little less. Like a premium vs. basic service, where the premium service stop is established very close to the rider's home while the basic service stops are at a more central neighbourhood location. However, driving to the bus stop is not something I think should be expected as part of a regular routine - stops should generally be a walkable distance. I am not opposed to congregated stops in general, if they are sensibly selected. For example, at the beginning of the year when our particular stop was temporarily switched to congregated and moved further away, the bus still drove the exact same route as before past the stops that had previously existed as they went down the road, turned a u-turn, and came back past the stops again on the way to the congregated stop. I'm not sure how in this particular instance the congregated stop actually saved any money.
- I prefer fewer bus stops and a shorter ride even if that means an additional cost
- I prefer lots of stops and shorter bus times and I pay more
- I prefer stops closer to home that do not require crossing a major roadway (i.e. Rocky ridge Road and Rocky Ridge BLVD.) even if it means more time on the bus and more costs.
- I think each school should do a survey of what parents want for the area they live in and what route the child rides the bus.
- I think the bus stops should be at their closest or designated school, meaning they walk the same distance they would if they attended their closest school.



- I think there should be a modified winter schedule for elementary kids as to not have to walk so far in the cold even in the walk range of 1.6. When it is snow covered and icy and -15 or colder for a child in kindergarten to grade 3 it is a long hard walk for them to go that distance so if routes can be modified for winter months that is a great option I know it can be time consuming to adjust lots of routes but just a thought
- I walk my kids to the bus stop and this is very important to me and my kids. The stop needs to be within a walkable distance i.e. 1.8 km. As long as we can walk to the stop we are happy.
- I would prefer APPROPRIATE SPOTS for stops that are BALANCED with stops and a riding time
- I would prefer more busses so that stops are close to home AND the ride time is not excessive.
- I would suggest having more buses
- If parents want a bus stop closer to home, they should be willing to pay extra for that.
- If provincial funding is \$549 per student then transportation decisions should be formulated on the walk limit and number of stops that can be provided using that funding alone.
- If ride times are shortened with fewer stops, then travel time to reach the stop is increased, so the child's overall travel time may not differ, and vice versa, so your question is lacking context required for me to express a preference.
- If students go to their designated schools, there shouldn't be a long bus ride
- If students ride for longer than 30 mins they should not have to walk more than 1.6 km. That is equal to 45mins- 1 hr travel time!
- I'm happy with the congregated stops in my community
- I'm not sure on this. I see pros and cons to both.
- increase fees. close to home and short ride times.
- Instead of lumping all elementary, it should be based on K-3 to have more stops due to age and less distance, then less stops and a bit greater distance for gr 4-6.



- It depends on the grade level and how far they need to walk. Congregated stops are great but when parents leave for work before the students leave for school this causes issues for the younger grades and during the winter and the cold weather. You never know that the child has gotten on the bus.
- it should be based on what makes sense for the users of the bus. The number of stops should be based on the location of the students and how many are attending in a specific location.
- it should be the parents responsibility to get their kids to and from school
- It should require the student's age to be considered
- just an idea: a summer and a winter option? Summer, less stops; winter, more stops?
- Just get it done - do your job well
- K-4 bus stops need to be a closer distance to home than 5-12
- Keeping it as is
- Maintain the same number of stops which are provided now
- Mix of both options. bus stops s/b on main boulevards in neighbourhoods
- more bus drivers employed
- More bus stops along the route making the distance between stops shorter.
- more bus stops, shorter time on buses
- More buses
- more buses
- More buses , less unnecessary administration positions to fund it
- More buses added to routes to shorten ride times & make more space so buses are not so crammed!
- More buses and more stops.
- more buses if too long or too many stops
- More routes if possible



- my child's route has dropped a stop this year already. I feel this was a good compromise between shorter ride and a longer walk.
- my kids don't bus so this isn't an issue I can comment on.
- no opinion
- no opinion
- Number of Bus stops and location will vary by community & school type.
- Number of bus stops needs to be relevant to children's ages
- Offer congregated stops and allow parents who are unhappy to organize their own solutions
- One or the other, but not both - as well, distance to a stop should depend on the age of the student
- one solution is not the best; should be looked at per school basis
- one stop after every two blocks during the winters. regular congregated stops during other seasons.
- Our current bus location would make more sense to be relocated as there is a more central choice that would be more convenient for more children
- please consider shortening the bus stop wait-time window to reduce the total travel time. city transit buses have many stops and do not wait around for late riders.....
- Pre-defined routes. Parents get the kids to stops along the route.
- Ride times aren't actually "reduced" if the parents are driving the kids halfway to school. We have to drive to the bus stop this year AND the ride time is longer. So our mornings are way longer now. "reduced ride times" is a joke.
- safer bus stops not on main roads could allow children to walk further if it was on safer roads, not main roads that cars speed on and where drivers do not stop for pedestrians.
- Schools should be built closer to student populations.
- Shorter bus time and closer to home would be best. Having more buses on the road creates more jobs



- Shorter ride time and closer to home bus stop
- Should be coordinated with the school on a case by case basis, not a one size fits all policy.
- should be dependent on need, younger kids and those with disabilities should have preference for stops
- smaller buses that collect less children, shorter ride time, and closer to their home
- somehow a combo of 1 and 2 - perhaps more bus routes?
- STOP bussing students
- stop locations should be adjusted on an annual basis based on the number of students in a specific geographical area
- stops close to home and less time on the bus. More busses and driver to be hired
- Stops closer to home AND improved ride times
- stops for designated schools should only exist if no neighbourhood school, those who choose programmes such as TLC should have to pay all transportation costs
- Stops should be co-ordinated so as to create the shortest ride times. My kids are picked up in our neighbourhood then the route goes through three other neighbourhoods to do pickups. There is a second route in our neighbourhood but it doesn't include our stop. Doesn't make sense to us.
- stops should be planned according to kids age, the younger kids the closer stops to their home.
- students should be bussed to the school CLOSEST to their home. If you choose to attend a different school (like myself) then the family should be responsible for their own transportation. Obviously this does not apply to access children.
- The adjustments made this year were ok
- The answer depends upon the ages/grades.
- The current ride time and number of stops is ideal



- The neighborhood and the surrounding facilities should be considered. My children have to cross the two busiest streets in our neighborhood, plus a school that starts at the time their bus is coming and a daycare. The distance isn't as much of a problem as the location.
- the walking distance (eg. 1.6) should count for bussing too. Make only 1 or 2 stops in each community
- There has to be an happy medium b/n walk to bus stops and ride times
- There should be at least one stop in each community served. Not one stop for all communities and then straight to school.
- Think outside the box. If fewer stops mean kids walk farther to the stop, what about WALK stops where kids will gather & then walk together accompanied by an adult to the bus stop? Give parent volunteers a break on their fees if they register for this duty.
- This depends on the age group. Generally, the number and location should be more frequent for younger age groups and gradually increase for older age groups
- This depends on whether it is alternative or regular program
- This should be program driven - alternative should have fewer stops
- Travel distances to bus stops = walk to school = # of bus stops.
- Try to make an statistical test to know how many students are currently living in the same block then you can make new bus stop.
- Unless students are being transported across the city, the CBE should have an obligation to keep bus transportation times as short as possible with bus stops not too far apart.
- Use smaller buses and increase number of bus stops closer to homes.
- We have 2 buses in Tuscany . One takes 15 min the other one 50 min. There is no balance at all
- weather condition, no child should walk 1.5 - 2km in -30C weather
- what about partnering with catholic or charter schools if they are close to a CBE school...to minimize commute time, both bus stop distance from home and ride time.



- What ever is the most cost effective
- whose reading these responses? what is the sum of your salaries? your lack of creativity and care should result in YOU paying for the extra expenses.
- why not the parents be responsible for getting their kids to and from. CBE should concentrate more on education than transportation issues
- would it be possible to alternate bus stops for part of the school year so that it's not always the same kids who have to walk the longer distance to the bus stop?
- Younger kids should have closer bus stops than older kids. Same concept as the walk zones.

COMMENTS ON USER FEES AND PROGRAM OPTIONS

- charge on distance travelled so a scale of fee dependant on distances involved
- Adjust to fit the situation
- Agree with second option, but don't think French s/b considered alternative as it is a national language
- all students could pay a bit more in fees, say a 15% increase and alternative program students could see a 20% increase
- All students in elementary school should pay the same transportation fee regardless of program. Those students in Middle school should use dedicated Calgary Transit and partially pay for their transit passes, with a subsidy from CBE. Those students in High School should use regular Calgary Transit and pay fully for their own transit passes (with NO subsidy from CBE).
- All students registered in all schools should have to contribute to the cost of bussing for special needs students.
- All students share the cost of transportation, regardless of if they use it.
- all students should help pay for special needs kids, not only those taking the bus. All students should help subsidize bussing for special needs kids, not only bussed students
- Alternative programs should not accept applicants city-wide, but only within typical bussing regions; however the availability of alternative programs should be expanded to cover more areas.



- Alternative programs should pay more, plus pricing should be based on distance, not a flat rate
- Although one of my children attends a "language program" it is a cbe late french immersion at a school that also has english and continuing jr high. I do not view this as a "special trip or circumstance" as it is her designated school that buses children for all programs. I feel fees should be the same as for regular program busing in this instance
- An integrated program approach housed in each community school, rather than congregating programs in particular schools.
- as everybody has different spot to pick or drop off
- As much as I do not like fees of any kind, as education should be ultimately free - In today's day and age things are changing, cost go up at all levels of Education, this is a fact do one can hide from. As a parent of a child that recently left the CBE system to move onto a higher education, I always hated the transportation costs and the lunchroom supervisions cost. However, these are necessary evils to get a public education in today's changing times. People should start realizing that nothing is for free anymore and the fact of user fees are all around us no matter where you go, doctors and dentist offices have user fees, public recreational facilities have user fees. If anyone in this city/province/country want things for free then they need to be willing to pay more taxes. Nothing is for free as indicated before, our children education for the most part are essentially paid for by the tax dollars we give our government. if anyone does not want to see user fees within the CBE school system or in any educational school system then maybe we all should be willing to pay more up front in our taxes. A public education has never really been a free ride for anyone. We have all done a share of paying for it through our taxes, whether you have children in the educational system or not. I understand it is hard for families that have to pay for these services, I have been a single father for many years of one child and yes there for sure were hard times when I had to fork over the cost for the yellow buses or the cost to purchase a youth buss pass for my child but we all need to face the facts, if we want our children to get a public education we all need to be willing to do our part. Whether that giving more in our taxes at the front end or paying for these type of user fees at the back end. if your child wished to attend an alternative program and to have the privilege of getting the opportunity to attend an alternative program then there should be a higher fee to get this extra available privilege.
- As people who won't use the transportation service I would prefer it to be charged on an as use basis.



- At the time we enrolled our kids in an alternative program, we did so because there was no school in our area. Now that there is a school, we don't want to interrupt their education. I don't think they get bussed far enough to warrant a fee increase. I would also think that having more than one child on the bus going to the same place should be eligible for a discount.
- based on distance
- Based on family income
- Better planing in use of cummunity schools
- Charge depending on the travell distance
- Charge more for alternate programs that are "choice" programs but not for programs that are necessary to accommodate special learning needs
- children in special needs classes should pay the same as they are now but parents who want their kids in a specialized program like an all girls school, hockey school, language school eg. Mandarin, should have to pay more for this.
- Children in special needs programs because of mental or physical needs should pay the same as community school children; children in programs of choice should pay slightly more
- Choice and distance is important. If I choose to send my child to an alternative program, vs. attending a community school, then I should pay a higher fee. If I want to attend my community school but can't (it has been closed, capped etc.) than my fee should be lower. But distance should come into play too. If I've chosen to send my child to a nearby (but not walkable) alternative program, I shouldn't be charged the same fee as people who choose to bus their kids halfway across the city. I don't think "overall cost" of alternative programs is a fair criterion.
- Congregated stops should be used for alternative programs.
- Consider having the province and city tax all citizens at an appropriate rate in order to adequately fund schools and school transportation.
- Consideration for students in Specialized Placements to pay regular bus fees and, perhaps, students in programs of choice paying a somewhat higher fee
- Consideration should be given to how far students travel. My son is in alternative (French) program but only rides on bus for 7 minutes; I don't think I should pay the same amount as a student with a much further distance. The same trip on



Public transit would take 40-50 minutes due to long walk times/indirect routes/bus+C-train ride

- considering distance from house to school and adjusting fees some students are not given options when school are out of their area and are designated
- Cost/km. parents who choose for their child to be bussed out of their own designated school should pay per \$/km outside of boundary. Minimum fee for in district bussing.
- Dedicated Calgary Transit for all grades
- depends if it is the designated school. Re: french immer school is still our designated school.
- discount for multiple riders with in one family
- Distance based costing with a cap on final cost. Additional cost to be budgeted for provincial funding
- Distance needed from school to home and vise versa
- Distance that the student is travelling on bus should affect fees
- Distance traveled should be considered. Just because a child is in an alternative program doesn't means its farther
- Don't believe French immersion should be alternative programme
- Don't lump all alternative programs together. Separate cost by program, then everyone in that program pays the same, higher cost. I doubt French Immersion costs are that much higher than regular programs.
- Don't mind paying a bit extra for alternative programs, but it is important that these are available to all as part of the public system and if charging more means reduced ridership and cost goes up then doesn't help. I think any higher price should reflect the cost of transportation for that actual program. Alternative programs that with lower transportation costs shouldn't be making up for those with higher transportation costs.
- EVALUATE THE WHOLE AMOUNT, THEN WEIGHT WHICH ONE IS THE BEST



- Everyone should pay the same fee except for out of area students, a lot of families in alternative programs due not have the financial capability to even pay for regular school fees let alone bussing and noon supervision.
- Families choosing alternate programs for their child that aren't due to learning difficulties should pay more for their children to go to charter situations.
- Families that choose an alternative program (TLC, language based) should pay more for that choice. Students that have no other option (vision/hearing impaired, etc) should not have higher fees as they DON'T have the option.
- Families who choose alternative learning-TLC, language, montessorie tc should pay more than those requiring alternative programming-ASD programs etc
- Families with students in alternative programs should be responsible for their own transportation. If they CHOOSE to attend these schools that are outside their designated school then taxpayers shouldn't pay for this. It's a choice not a right.
- Family discount for multiple students riding busses regardless of program
- Family maximums
- Fee based on direct distance to school
- Fee based on distance travelled to school via bus
- Fee should be calculated in kilometers travelled.
- Fee should depend on distance traveled!
- Fees are direct reflection of distance needed to travel
- Fees should be as per distance travelled, special needs etc
- Fees should be based on distance of school from the home. Fees get higher for the longer distances.
- Fees should be based on the needs. In some cases if a student needs access to alternative programs then the fee structure reflect that. Students that are transported to programs based on preference (a want) should have a higher fee.
- Fees should be dependent on distance, regardless of program
- fees should be lowered no matter what program



- Fees should be revenue/cost neutral AND students who choose NOT to attend their designated traditional school should pay a different fee (this would include students who choose to attend a modified calendar school etc)
- For alternative programs CBE should have a few stops in each area of Calgary. For example the NE pick up would be at Marlborou Mall, the SW at Chinook and Signal Hill...
- French Immersion and special needs programs should not be considered "Alternative"
- French Immersion is NOT an alternative program! Other language programs (other than our official languages in Canada), Montessori programs & other programs should pay more for buses. Regular schools, including French immersion should pay the same fees.
- French immersion, the bus is full, cant see why I would more. CBE establishes the districts that attend. Maybe review that first.
- French Language is not an Alternative Program - it is a requirement to work in the public service. Fees can be tiered for true programs of choice.
- get rid of specialized programs...it is not the economic climate to be offering these special services. They should be left to private schools.
- Give waiver families an opportunity to contribute a portion of the fees instead of nothing, if they can. Work with city transit to set up more convenient routes that could transport older alternative route students.
- Have a "basic transportation fee" for all students and a "program transport fee" for those in special programs which can be waived if it makes accessing the program out of reach.
- Have a responsible gov't that funds it all as when I attended grades 1 - 12
- higher fees for alternative programs EXCEPT immersion in one of Canada's official languages
- Higher level fees should only be applied when a creeper local school that is available can be utilized... For example some parents go to a language school because there is no local school or its full- those should not be penalized for higher costs



- I agree with option B, that students that have a higher transportation cost should pay more. But if there is proof of financial hardship there needs to be measures for these students to still be able to get to their program.
- I agree with the second option (increasing fees for alternative programs), provided that the length of the bus ride isn't too long (I.e don't charge double the fees for an hour-long bus ride each way).
- I agree with the second option (students registered in alternative programs should pay a different transportation fee... as long as these alternative programs are not including those such as specialized classrooms (TASC, SKILL, CSSI, etc).
- I don't think this is a true statement? Why is the cost higher for my child to take the bus to an alternative program on a full bus? Would it not be the same if he were taking the bus to the regular program? I believe this question is completely misleading for parents and will result in responses that are uninformed. I do agree that if the cost is higher for transportation to an alternative program, then the fees should be higher, but I doubt this is actually the case for most alternative programs. Please do more analysis on this situation before you charge all alternative programs a blanket fee just because a few have higher transportation costs.
- I feel it is fair to ask students in alternative programs to pay a higher transportation fee. HOWEVER, students currently enrolled in alternative programs should be grandfathered in and continue to pay the same as students in regular programs. Increased fees should be made known to parents prior to their child entering the alternative program. I enrolled my children in an alternative program because I understood that the same level of service and support would be provided to them, as was given to students in regular programs. Had I known there would be an increased transportation cost associated with the alternative program, I may have made a different choice. But my child is committed to the program now; she enjoys her school, teachers and friends. To pull her from the program at this point would not be in her best interest. I would hate to see families decide to remove their children from programs to which they are committed, not because they have changed their minds about the value of the program itself, but because the cost of transportation to that program is suddenly and dramatically increased.
- I prefer the second option where students in an alternative program pay more, WITH THE CAVEAT that this would not apply to those communities without the option of attending a community CBE school and would not apply for students whose designated school has indicated that they are unable to provide the supports and/or accommodations necessary for the students specific learning



needs; i.e.: ONLY higher cost when it's a choice over another school WITHIN the community

- I think it is fine if users pay based on distance in the case of travelling for alternative programs. However, a student should not pay more just because they are in an alternative program (ie if their distance to the school is the same as others in their regular school zone)
- I think that fees should be charged on a sliding scale. Those more able to afford to pay should pay more and those who can't pay less or nothing.
- I will pay higher fees for alternative program subject to having proper and increased service levels
- If a student MUST attend a specific program due to needs, he/she should pay the same fee as students in regular programs.
- If children are in a charter or special program requiring transport then I do feel that parents should bear the cost of transport. If however, the student has special needs and needs to be at a particular school for such, the user fees should be as the regular program kids.
- If kids are in a separate language school that requires special routes then should be congergated stops and higher fees. They are paying higher fees to go yo that school if every parent in a language school paid an extra 30.00 a month per kid in that school that would be a huge difference in funding and not a huge increase to fees for parents that choose to have their kids in a second language school. However my daughter is on a special needs route and I'm not sure if that should fall in the same category only because she can't walk the distance that my son in kindergarten has to walk to his stop otherwise she be exhausted at school. And it is the parents choice to put kids in a second language school so I a agree it is a good option charge those parents an extra few dollars to help short fall in budget
- if student have to register altenative program or bus to another school when there is no school to register in community , the parent not pay the user fee . otherwise the parent pay a different user fee
- If students require a bus to get to school, the government should pay for those transportation costs. Transportation costs for alternative programs should be paid by the parents.
- IF THEIR PARENTS CAN AFFORD ID, students registered in alternative programs should pay a different transportation fee than those in a regular program to reflect the higher overall cost of transportation to these programs.



- If you are choosing to go to your designated school then the bus fee is lower, if you choose to go to another school outside of your designated school you should pay higher fees
- If you attend an alternative program there should still be a bus rebate otherwise alternative program attendance is limited to that school's community.
- If you're going to differentiate for programs, TLC schools are not more expensive as they are already congregated.
- It is not fair if children doesn't take transportation to pay for the system
- It should possibly be income tested - those who can pay full price would be required to and those who need assistance would be subsidized.
- Let us use our money to buy city transit passes. Scrap yellow buses.
- low rider areas should have to pay more or access stops in a different community with more kids.
- Lower conditional rider fees
- Lower fees, and more effective efficient administration
- Needs based in financial ability
- Nice options! Way to fix the questions and taylor them so no answer can possibly get parents what they want.
- NO fees for children using bus to school due to special needs (Cognitive or Physical Development Delay)
- No one should pay fees. I'm from Saskatchewan and we never pay for buses.
- Not all users do have a choice given that not all communities have a school within walking distance. If the cbe is required to provide transportation and it isn't adequately funded by the province, then ALL parents should share the burden equally whether or not their students ride a bus at all.
- Not enough spaces in those programs anyway
- Number 2, unless it's a special needs program that is not available at their community school, such as GATE, or DHH.
- Offer programs closer to where children live and fund transportation properly



- Only students needing transportation who chose to go to a school outside their designated area should be charged according to the increase in cost.
- optional alternative programs should either pay full cost (as per above option) or should not be provided busing at all.
- Or each program has its own transportation fee. Can not just divide to two group. Or riding fee per mileage.
- Our alternative program is in our own community. I feel that students registered in alternative programs OUTSIDE their community should pay higher transportation fees most definitely, as they are choosing to go outside the community boundaries. I do not feel this should be for alternative programs when you live in the community though
- our most loved and vulnerable populations are being discussed - providing two terrible options RE Service Levels & Fees is NOT acceptable. Just do your job, and stop negatively affecting families.
- paid bussing should only be available to available to closest school otherwise it should be the parents responsibility to get their child to the school
- Parents who choose alternative programmes should have to pay over and above the regular bus fees
- Parents who choose to send their children out of their designated school boundary should have to pay for transportation. This would not include those who have no neighbourhood school and would not include students with special needs.
- Parents who chose an alternative school to their designated school should pay extra for that privilege.
- Parents who chose to have their child attend an alternative school when they could attend/a regular school is open and available to them, should be paying a higher transportation fee to help cover the additional cost
- Parents with students registered in alternative programs of choice should pay the full cost of transportation incurred by sending their student out of their community for school. Parents with students registered in regular programs requiring transportation to a designated school outside their community should pay a fee similar to the one that is in place now, indexed to the increasing actual cost of transportation. Parents of students registered in programs of demonstrated need (ChristineMeikle, L&L, etc) should pay a greatly subsidized transportation fee or none at all to reflect their lack of choice in the matter. Parents who choose to live



in an area without a community school to walk through are making a choice, and parents who live in a community with a school within walking distance who choose to send their students out of the community to school are making a choice that places a greater cost on the system. Fees should reflect these choices. That being said, waivers should still be available to families who are unable to afford transportation costs as they always have been.

- pay by length of trip
- Payment based on distance.
- Payment should be relative to distance. Shorter (walking distance) should pay more than long distance
- Perhaps student fees would be based on distance. ie: all students from Evanston to North Haven pay \$x while Evanston to a different school pay \$y.
- perhaps we need fewer programs that are not "full", for example french immersion is huge, perhaps boys school is not
- Please consider whether the cost of transportation justifies all the 'alternate' programs available. Maybe if some of those programs were eliminated the reduced costs of transportation could be reapplied to classrooms and hiring teachers.
- Program and distance of travel should be considered and cost more the further away you are being transported.
- Promote car pooling - actually create online plans for parents so they can opt out of transportation all together
- Same fees for everyone and fees should be reduced or eliminated to ensure adequate access to public education.
- Scaled fees, with joint transportation planning with programs, fundraising to subsidize programs, and offer voluntary increased payments, maximum family fee to be determined
- School busing should be free to all and busing should be provided to all up to graduation of high school
- Should pay per kilometer bussed.
- Since children in accessible transportation is the majority of the budget, yet less than 1% of the population, we should be looking there.



- Some common sense please! Why is the designated French Immersion School from Evanston all the way in Mount Pleasant. My 6 year old has a 50 minute commute twice/day. There is a French Immersion school in Hidden Valley, only 11 minutes away, yet this is not the designated school. Proper planning please!!
- sorry this is the only place I can find to comment. Students who choose to attend school outside of their community should pay higher fees. Students who have to ride the bus to get to their designated school should pay less.
- Staggered prices - yes! Concern with cost recovery for alternative programs: if prices are increased too much, those programs will be impacted on viability! If it is a public school, open to anyone, some cost sharing across the board seems fair.
- Start and end school at staggered times -- particularly schools that might share a bus with another school -- jr high students need more sleep so have their schools start later and end later so busses can stagger their routes.... make the school day longer at some schools to help with scheduling....
- STOP bussing student. Make them go where they live
- Students going to special education programs such as DHH should not but students going to alternative schools such as a Science / Arts / girls or boys School should pay a higher fee
- Students in alternative programs should pay a different transportation fee than those in regular programs WITH THE EXCEPTION OF FRENCH IMMERSION OR FRENCH LANGUAGE as these are official languages of our country and should be viewed as a regular program.
- students in alternative programs should pay the same amount as students in regular programs unless there is like 1 student going to an alternative program. implement a cut-off. high demand alternative programs with full buses should pay the same!
- Students in language or alternative programs pay a the same fee as neighborhood busing up to a maximum distance. At that point an additional fee is added to reflect their choice of accessing an alternative/language program.
- Students in regular & alternative pay the same. Give the severe special needs kids a break.
- Students pay according to distance travelled: the longer the distance, the higher the fee



- Students pay based on distance travelled by bus. That way, students in an alternative program who live close to the school but still outside the walk zone aren't punished for the higher average cost of bussing students farther distances to the alternative programs.
- Students registered in alternative programs should pay a higher transportation fee than those in regular programs, complex learning needs programs such as GATE, or unique settings. An equity system for lower income families would need to be set up to help parents who choose alternative programming to pay for bussing.
- students registered in alternative programs should pay for fees on a sliding scale (those who can afford should pay more, those less or nothing at all)
- Students registered in alternative programs should pay THE ENTIRE transportation fee for the privilege of choosing the alternative program in different parts of the city where a regular program is otherwise available to those in their own community.
- Students registered in programs of choice should pay a different transportation fee than regular or special education programs.
- students registered in programs that are in excess of say 10km from their home pay more. This will not penalize students going to an alternate program that is relatively close, say <10km.
- Students should not be charged for transportation if no regular school programs are not within walking distance. Students should pay the cost of transportation if the choice has been made to attend alternative programming
- Students should pay "per kilometre" if they choose a non designated school
- Students should pay different fees for depending on the distances travelled.
- Students who are forced to an alternate school because their designated school is capped should receive a discounted rate. Students who live in areas without a CBE school or those who choose alternate programs should pay 100% of the actual cost of the busing.
- Students who don't have any school in their community should have lower transportation fee. Because just simply, they don't have any school in walking distance!
- students whose parents chose to an alternative program should be responsible for providing transportation, not the CBE.



- Students with coded complex learning needs attending a program that meets those needs should pay the same as regular program students. Alternate program students should pay a higher fee according to the distance of their program.
- Students/families who have chosen to take a program in a school that requires transportation should cover the costs of transportation to that school. This doesn't not apply to those who have to travel because schools are full or because of special needs
- The CBE should be responsible for transportation costs when students cannot attend a designated school in their area due to lack of facilities and/or overcrowding
- The costs of special needs transportation should NOT be charged to other parents. Neither should waivers or bad debt.
- The fee structure would be amended if the program was a necessity (special needs) as opposed to a choice. The majority of alternative programs should pay a different fee.
- The fees should be levied across all students just as other fees are: make them mandatory for all, regardless of whether bus is used or not. Do not make winners and losers just because people were lucky enough to get a school in their neighbourhood. My kids could walk to a high school closer but they are not designated to it!
- The government should adequately fund education.
- The imposition on fees on families is a result of poor management of gov funds by the CBE and creates a stigma for those who can't afford it regardless of whether they have to pay or are given accommodations.
- The question above is the entire problem with this service. I don't agree with either option but had to choose one to continue this survey. This should be seen as a right for students. We are a legally bilingual country and her school requires bussing. Raising fees is ridiculous. Currently we are travelling to get home from our stop.
- The students should pay based on the distance between their home and schools - the longer distance the higher fee.
- There needs to be a balance between transport costs and facility costs - if an area has insufficient capacity and alternative programs balance the student load, is it more cost efficient to bus kids vs build local capacity. The reverse is true, if



capacity exceeds demand and alternative drains kids, then should bus subsidies be lower?

- There should be a family maximum
- There should not be any fees associated with public education
- Those who have special needs and have to leave their community for school pay the same level of fee. Those who choose to attend an alternative school (i.e. language, sports, arts) pay higher level of fees.
- Transport to any should be free only for students who reside more than 1.6 km walking distance from their assigned regular program school or if they are closer than this and their regular program school is full. Many parents send their kids to alternative programs because they lose the local school lottery. I agree that parents who choose alternative programs should cover some of the extra costs, but just differentiating fees based on regular vs alternative is not fair.
- Transportation fees should be the same for regular, French Immersion and special needs programs but higher for other programs
- Travel distance
- Use schools closer to the bussed communities so travel time is decreased. Thus not costing as much.
- User Pay based on actual costs
- Vastly reduce the number of alternative programs.
- What are the chances of using the smaller yellow buses when the larger buses are not full to cut down on fuel costs?
- When families move to areas with no schools they should pay a premium
- when students are forced to take alt. programs because of capacity issues the fee should be the same; when parents prefer a special program due to no hardship, higher fees should be expected.
- why not put the kids back into their communities, i.e k-6 and save all the 5&6's now being shipped out of their community and requiring bussing they didnt previously require. Not all costs were considered when making such huge changes



- With students living inside a community I feel they should not be bused to the school inside the community, if the designated school is outside the community of where they live, they should be bussed.
- your survey is rigged. how about "i would prefer to maintain the same service for lower fees". when will you do your job better? its not very creative of you to pass the cost onto parents.