

Online Transportation Scenarios Survey: Verbatim Comments

This survey was open from April 29 to May 8, 2016, and was conducted by the Calgary Board of Education with support from Delaney & Associates. A summary report of survey results and another summary of comments provided are both posted on the CBE website at www.cbe.ab.ca/dialogue/transportationdialogue. Below you will find the full list of comments that were provided on the survey.

The comments are listed exactly as they were noted in the survey, except in a few instances where editing was required. Editing was only done in the following cases:

- The comment discriminated against other groups or individuals.
- There was information provided that would identify specific individuals, schools or other organizations.
- Inappropriate language was used.

Comments:

- It takes almost one hour and over one hour one Friday from school to home. It is a waste of students' time.
- ALL students should be provided for!
- I think it's ridiculous parents have to pay to bus
- My kids are in High school (grade 10), hence, all the scenarios mentioned above are not applicable to me as all belong to KG-Junior high levels. My question is, whether anything being worked out for high school students. i.e. Subsidized monthly pass for Calgary Transit.
- I think that the funding for this should be increased by the Government. I don't believe that parents should have to shoulder the cost of a funding deficit at all. This is something that should come out of taxable revenue by our elected officials. As well, in every new neighbourhood, a catholic school is put in within the first few years of new community development. I would like to know why this is not the case with respect to the Public School board. Where is the funding going?!?
- support additional charges for bussing in alternative programs.
- I will probably drive my student that takes the yellow bus next year.
- Focus should be on reducing travel time and distance to stops where possible, with travel times being the highest priority.
- Bus service is critical, especially for the younger age groups where public transit is not practical
- With lunch fees and transportation fees, classroom costs and the like - this really adds up for two children. It is disappointing that it has come to this. If only this could have been foreseen when the CBE was building its custom office.
- My child WILL be attending kindergarten in a CBE school. If you do not have mid day bus service than you are really sticking it to working parents. Our daycare will no longer be able to provide care to kindergarten aged children care without the busing. So.... if you plan on eliminating that service, then you MUST



increase additional care at the school and I am certain that my daycare is not the only one effected. That is not cost savings. Perhaps this would work for a stay at home parent but it certainly does NOT work for a 2 income family. This is discriminatory and another impediment for working women specifically. How many parents do you know who work half days?????

- The fairest for all is to simply increase the fees across the board, instead of punishing some families with higher fees because they live on a low-ridership route or have chosen a language program or other alternative program. In some cases the bus ride to the alternative program is no farther than to the regular designated school. The CBE could consider charging less for additional students from the same family on the same bus.
- Has the CBE ever looked at reducing the number of half days the schools have scheduled? Cutting it in half (going from 6, half day to 3 full days, would reduce three days of bus costs)
- Walk zones for elementary students are too far. Distance should be shortened to 800m for elementary students. Bus fee increases should be limited as much as possible with alternative program busing subsidized the least.
- People choose to live where they do, they need to expect to understand that those choices may result in costs. Busing is expensive and parents should expect to pay for that. Taking money from the teaching budget to pay for busing because people choose to live in areas that are not walkable doesn't make sense. Having said that, expecting elementary and middle school children to walk 1.6 km or more to get to a bus stop is not acceptable. Walks need to be shorter and fees need to be higher than they are now.
- Walk zones should NOT be increased, special program students SHOULD pay more, congregated bus stops SHOULD be kept.
- So incredibly frustrating. For you guys and for parents. Awful situation for us all to be in.
- The last question does not match the answers and is a repeat from the previous question. But I answered according to the answers provided.
- survey needs to include parents ability to carpool or setting up a carpooling program.
- I think you should keep the service exactly the same as it is now. Raising fees in this economy is crazy. Lobby the government for more money and manage your budget better :)
- 3 things: 1st, the 5th question on this page regarding program is not stated correctly. It is a repeat of the 4th question regarding "modes of transportation". 2nd: It makes perfect sense to have families contribute what they are able to, based on income. "Allow families receiving waivers to contribute to fees, assume 25% of fee contribution." Whatever scenario is ultimately created, having all families contribute something is a good idea. 3rd: We carpool with another family. This has been extremely effective for 6 years now. It is an option that could be encouraged for families.
- I am strongly against eliminating mid-day service. My youngest is just finishing Kindergarten and would not have been able to attend if we had no mid-day bus service. If half-day kindergarten is offered, transportation should be as well. Alternatively, I would support full-day kindergarten. My nephews were in a



program of alternating days, on and off in southern Alberta. Maybe something to look at?

- I don't understand why children in the TLC program would be charged more in some scenarios. When my daughter stays after school for Band etc. she must take Calgary Transit home, for which we must pay an additional fare. You should consider giving bussed students a pass that is good for Calgary Transit. I live in Harvest Hills which is greater than 20 years old and don't know why my children have to be bussed. I am not sure the CBE leadership is qualified for the duties for which it is responsible.
- my child goes to a public CBE school and i do not want any changes to the current fees at ALL!!! I already find it expensive as it is.
- I think it's critical to keep elementary service the same (and same price) - for the safety/security reasons. Jr. High is different; as a parent there are far more options for Jr. High and the security of contracted bussing is not as crucially required anymore. I think Jr high and above should be full cost payment, whatever service model you choose. I think alternative programs should have a separate full-cost recovery payment model, but specific complex needs that are far afield should pay the same basic elementary rate. I would be happy to give detailed and balance input if you wish: Name and contact information
- We are not opposed to a marginal fee increase for alternative programs, understanding that these are a matter of choice. We would like the Board to consider an incentive (discount) for early registration, so that the transportation division gets the information they need for planning in a timely manner. Conversely, a disincentive (fee increase) might be implemented for late registration.
- I don't like any of the options where transportation of Kindergarteners is eliminated. I don't mind a further walk to bus or longer ride time or changes to school times or paying more for the service. I DO NOT believe that Grade 10-12 should be bus eligible, they are old enough to take public transit!
- Make the bus fees proportional to distance travelled which can be easily calculated using postal codes.
- Unless kindergarten is changed to full day eliminating midday service is not an option - this removes all of the kindergarten kids that take busses from the program. Stop providing alternative programs - only have regular English and French immersion programs while providing support for schools for kids that need it. Provide only Canadian language schools (English/French) and have the other languages as add on options when appropriate. Sell the downtown office and move the CBE outside of downtown to less expensive land, encourage employees to telecommute, fine (\$) P3 partnerships when they do not uphold their end of the contracts. Ensure P3s are appropriate in costing
- Difficult to agree with any one scenario-some changes I like, some I don't.
- The last question does not reflect the answers.
- Our family has not been able to use bussing to date because the distance to the bus stop is too far and because the bus ride is too long.
- I read through your scenarios, I would think one of the biggest reasons you are running a deficit is because waivers are provided for families that can prove that they are making less than a certain predefined annual amount. I think this should change, there are many families out there that are "taking advantage" of the



system. Canada on a whole is being eaten by such advantage taking people. That being said, I think that a portion should still be paid more than 25% as suggested in a senerio. There should be a family cap, a person with four children, like me, can not afford to pay \$300 - 500 per child. regardless how much my income is. If I was making enough to afford that I would be looking at sending my children to a private school instead. The cost of education for normal middle class earning family is very high. Plus, I don't see why we have to double pay, for lunch-time supervision as well as bus fees. It is not our fault that a school is not built within the walk zone of my residence. Make it fair!!! We should either pay for bus or lunchtime supervision. Or make it so that the walk zone families who only pay lunch supervision fees pay a higher amount that would rival or equal the amount the bussed families are paying. My children started in 2008 and at that time we were eligible for fee waivers, though we did not take advantage of it. the fees were \$200 per child with a family cap of \$400. Also, we did not have to pay noon supervison if the children were bussed. And since then the fees have been climbing. With your fees as stands I am looking at paying close to \$3000 for my 4 children, just to attend a public school. That is close to \$700/ child. On top of this we now have these congregated busstops, if I parent can't get there child to this stop they have to higher someone pay them an extra \$100 to 2-300 every month, that's \$1200 and up, just to know the child is home safe. It all seems so unfair. Who is making the money, and where is it going? And what wastefull spending is going on that us hard working regular people have to pay. Whoever started this educational system, I am sure, did not envision that education would cost them so much. I am one of those people who makes enough to put a roof over my children's head and have food for them cloth them. Who's income falls a couple grand over the waiver limit. Now I am open to suggestions as well, as you all are!!!! Thanks for you time.

- To reduce the funding gap of \$13 million the CBE, the zoning of each school should be reassessed to ensure children attend the closest school for the program in which they wish to attend, which will reduce the amount of yellow buses required at each school (example provided of specific schools). Alternatively, yellow buses need not be provided to junior high school children, but Kindergarten buses mid day are a must. This should be reserved for the elementary children (K thorough grade 6).
- Do better program and cheaper price for any program for any age group of children so parents can afford
- there are too many specialty programs for a public school system. as well it was the governments promise to elimnate fees
- number of enrollment for alternative language programs would decrease if parents have to pay much higher than regular programs.
- Parents who choose to send their kids to out of area schools or specialty schools should pay more for busing than those who don't.
- Should consider more fees for farther distance and also for bus with less than 15 students on a route. Consider bus sharing between schools nearby located for students coming from same area or adjacent neighborhoods. I think it's ok to add more stops and increase ride time to control transportation cost, if that could help.



- I do not agree with having elementary aged children to be expected to walk over 2 km to school.
- Instead of increasing cost to parents why not look for a company which can provide services with existing fees?
- Leave fees as they are for regular program. Increase fees and have congregated stops for alternative programs. Eliminate low rider busses and group into congregated stops. Regular program kids should not be penalized for kids in alternative programs.
- There should be no option to take away mid-day services. In a lot of areas where the school is not in the community, Kindergarten students only have the yellow bus as an option. They need to be provided with transportation. Also, as a parent of students in Art-centred learning, I do agree that we should pay more for transportation, as it is a choice we made to send our kids out of district. Shorter walk distances would be nice, especially when we have a cold winter, longer walk distances is not desirable especially in the winter months when the kids are walking in the dark in the morning.
- I will have 3 children riding the bus next year. I do not support anything with a fee increase
- I am strongly opposed to taking away the kindergarten mid-day service
- I agree with charging people who choose to send their children to an alternative language program school more for bussing.
- I would only support an increase in fees if bell times change so that school buses can get my child to school on time. There are problems with tardy buses now.
- The last question does not make sense. A program is not a mode of transportation.
- I think it's ridiculous to charge extra for alternate language program. It's a school that's funded by CBE and shouldn't require any further classification when it comes to bus fees
- I am very satisfied with current level of service. Any change related to distance increase is not acceptable to me I am happy to pay more in \$ terms
- Please restore the CBE yellow school bus service to 2014-2015 or prior service level.
- FYI, I did not select strongly agree for my top 3 preferences. Instead, I indicate my order of preference by choosing 6 (strongly agree) for my 1st preference, 5 for 2nd preference, 4 for 3rd preference.
- Please don't treat French immersion students differently. We already don't get new schools out in the burbs, now we might have to pay more than English program kids. French is one of our national languages. It's not some obscure alternate program. It's crazy that this is even an option.
- The options were confusing and didn't seem to be consistent. I didn't trust the math.
- Don't charge more for French immersion. It's unfair. French is a national language.
- eliminating mid day bus service for kindergarten students would mean kindergarten is not available to all kids
- I really think it's important to continue providing bus service for the kindergarten programs because a lot of parents work and they need to make sure there children get back from school to join before and after school programs .



- cost sharing even for low income families should be strongly considered no matter which direction CBE takes. Most families can afford even a small amount and together this adds up.
- All expensis toward child education should remain same in this economic downfall..
- I am not in support of a fee increase, I think there are other creative ways to make up the difrence, some of which are outlined in this survey. I believe that if you make bussing to expensive people will not use it, which means a further increase for those who do use and an huge increase in the traffic around schools which is a constant challenge already and dramatically increase the safety concerns for the students. I additionally want to add that I think we need to think about walk zone distances for children who are entering into grade 4, but going to a middle school in order to be able to accomdate more k-3 kids in the elementary school. I think they should be considered for bussing at the elementary distance not the middle school distance.
- I think that all alternative program students, including language alternative, should pay much more than regular program students. I also think the CBE should subsidize the cost of Calgary Transit passes for students when they are not given a yellow bus option.
- Pricing for busing is out of control. It can't cost this much to operate this service. A city pass is cheaper. Owning a car is cheaper. Also, a partial pass or per day service should be available.
- Students who have no choice but to bus due to the distance should not be forced to pay increased fees. CBE needs to better distribute kids to schools closer to home and eliminate bussing for those who live within 1.5 km from the school.
- I like the idea of a sliding scale for waivers/partial waivers. I don't think language should get any more special treatment than other alternative programs.
- As a parent and taxpayer, I am certainly open to paying more to cover transportation fees for my children. HOWEVER, I fail to understand how the CBE could possibly propose only these options, with NO OTHER EFFORTS to reduce the already high overhead and overspend. I am happy to pay more for my share, but NOT unless the CBE is also working to streamline its overall operating costs. This is ridiculous - there is no option presented that includes anything other than taxpayers/parents pay more or get less. Where are the other efficiencies in the organization that could offset these costs? Don't tell me there aren't any. VERY DISAPPOINTING.
- Fee waivers should not automatically apply to transpotation and lunch supervisions...should charge a reduced rate for bus and supervision instead
- Need to look at all day Kindergarten programs to reduce low ridership in middle of the day, also how special needs transportation is funded and used based on cost per child using.
- I do not think that families should be penalized for sending their children to a language alternative program.
- I think in all scenarios, the fees for "eligible" families should be on a gradated scale (pay some if possible) - not just pay all or pay nothing - to help offset the costs. A slight increase in the fees might be okay, but to double it seems extreme in these days, especially for public education which in theory should not be such a financial burden to families.



- Although my kids are well past that age, I would strongly discourage canceling the mid-day kindergarten service. Half-day kindergarten is hard enough logistically on working parents, and that would only make it worse.
- The last question is miswritten. It should say: Which of the following programs does your child/children participate in?
- I usually drive my kids to school because our school bus stop was removed. To walk to the next bus stop now takes me longer than driving to the school.
- These fees are outrageous!!! Perhaps CBE should look at reducing the amount of teachers in the classroom and put some of those salaries towards these fees. One of my children are in elementary yet each class she has been in has had 2 teachers at one time in the classroom. Why is this?
- I feel that parents should have to pay for their children to ride the bus so if there is a deficit then the fees should be increased. If I choose to drive my kids to school then I pay the gas not someone else.
- I am not sure why we keep feeling the need to separate out the alternative programs at all when they are utilising space in underused buildings. I will say that I find it even more frustrating that you would separate language programs from other alternative programs. I attended the open house in my area about new school openings so I know that my program is a very close second in enrolment after French Immersion. I also found out that the SYSTEM will go to 80% usage at that time with some buildings at below 50% and others at 110%. We all know that CBE will need to find a way to even that out and it will be increasing alternative program enrollment. Don't penalise parents for choosing a program that was offered to them so that the new buildings won't be overcrowded. In my opinion you need to congregate all bus stops for ALL programs and partner routes so you can use less busses.
- I don't agree with money coming out of the classroom needs to help pay for bussing to alternative programs.
- If the CBE offers alternative programs, parents should not be penalized for accessing this programs. Bussing subsidies should be distributed equally amount CBE students. Just as a family should not be charged more for living further from their school than another child, neither should a family be penalized for choosing a CBE offered alternative program.
- changing bell times affects ALL students, very challenging for families with children in multiple schools. Please consider only minor variations (+/- 30 min) in bell times to accommodate busses.
- Issuing a badge for each child that has transportation through CBE yellow buses would make all parties comply with transportation metrics which provides better and more accurate data. At the end of the day seeing families that I know haven't paid for the bus while I have makes me feel VERY invalidated.
- The schools should be built in the communities in which the majority of the children reside. Then we would not have bussing issues.
- Mid Day bussing for kindergarten is SO important if we want to encourage parents to enroll their children in this valuable, yet not mandatory, program! Without mid day K busses I fear that families may opt out of kindergarten and then we will see them arrive in grade one unprepared.
- Need cheaper price and closer stops



- I would be fine with paying more - my biggest concern is my grade 7 to be daughter who may have to take transit and transfer 2 or 3 times if she only had to take one bus from cougar ridge / Westside springs that would be safer !
- French immersion should be considered a regular program as we are a bilingual country! If the CBE was not trying to have every type of school they would be able to have bussing and fees at appropriate levels...leave alternative programs to the charter system.
- Use sliding scale for lower income families
- I think that it is unfair for the CBE to increase the cost of alternative programs - they are offered as an option within the CBE, the challenges and decreased funding from the province should not be passed on to us.
- Thank you for the opportunity to provide feedback
- I assume parents who send their kids to anything other than the closest CBE alternative pay 100% of their bussing costs. Is that a good assumption?
- I come from a "poor" province where there are NO fees for school transportation. Some of those bus routes cover 50+km. Some need to use ferries to get to the schools. Alberta is a rich province and Calgary a rich city. I feel it is unacceptable that we have bus and school fees of any kind when poor provinces find a way to make it work!
- You cannot remove transportation for kindergarten students and still call it public education. Junior high students are very capable of walking long distances, young elementary students are not.
- Our family, and others in our community (many of whom do not speak english and cannot fill out this survey!) would definitely prefer raising rates across the board. Our children attend the mandarin program, and with so many new immigrants, having an extra car (or even having one at all!), is far less affordable than a rate increase. Please consider the needs of new immigrants who may not be able to send their children to kindergarten if mid-day busses are eliminated.
- Clarification needs to be provided on how kindergarten students would return to their respective communities if there is no bus service for the half day program. Is it expected that every child has a stay at home parent to pick them up? I'm unsure how it is fair to expect children to ride the bus for up to 1.5 hours when it takes adults less time to get downtown to work on transit. I agree with having a small fee as opposed to an outright waiver of ridership fees.
- While I appreciate the pressure on parents when children need to walk further distances, I think that combining bus routes with close schools to make the busses fuller makes sense. While I understand a rise in fees, as a mother of two, based on some of the models I may end up paying \$1500 per year just for bussing. I want families to consider bussing as it is safer for the schools-less congestion and traffic and also it is better for our environment. Please help keep bussing affordable and viable.
- The last question is a duplicate - needs to be re-written to ask the proper question based on answers provided
- Is unquestionable to expect parents of a CBE school student to have to pay in excess of \$1000 per family just to get to school
- What was that last question? you guys are teaching our children? no one proof read this?



- you guys are a JOKE! I know nothing about transport or bussing. This is what you get paid to do, make decisions about transport, stop wasting our time when we have ZERO experience in transport/bussing.
- I am concerned about the fee increases. These are prohibitive for many parents and will result in more waiver applications possibly negating any increase in revenue. I also disagree with charging higher fees to alternative programs only. Most students would need to be bused irregardless of the program they are in so why should only students in alternative programs pay more? If you are outside the walk distance you pay... period. I am also concerned about ending service for kindergarten. Many parents work and REQUIRE bussing for their child to attend. Before ending bussing for K would it be possible to consider making K full days (M/W and T/Th schedule alternating Fridays) so that K students can ride the bus just like Gr. 1-12 students. This would eliminate the need for mid-day service without presenting an obstacle to attending kindergarten for many students.
- The proposed rate increases are tough to swallow. 525 when CT passes are 65 - pretty close IMO. Also 525 to walk 10 minutes and have to check twitter to see if the bus is on time, but the stop has no shelter, so it's pretty useless to sign up for the bus if you end up having to drive your kids in the winter because there is no way to find out when the bus will arrive.
- Strongly against elimination of mid-day service for Kindergarten. Although congregated routes were controversial I am very supportive of them where possible (and thus using for alternative programs would be a good idea since for the few families it doesn't work for, they can always go to a regular program). My observation is that most parents/caregivers drive their child to the bus stop anyway, so it wouldn't matter if they are a little further away. I believe that reducing bus ride time as much as possible is important.
- Your last question is a repeat question from above but the answers are not applicable. I assume you meant to ask which program our children were in? That is how I entered my answer.
- Survey should have been simplified and proof-read prior to being issued.
- If there is a fee increase what are we getting? A fee increase but nothing changes in service?!?
- Can we have another option like fees based on the distance between the school and the student home.
- Seems like all these scenario's single out students and parents in Alternative school system for all budget overruns, Can CBE also provide the disclaimer that while Alternative Schools are the cause of all financial problems if all were to close tomorrow Children may be having to travel much longer distance as local schools may not have the capacity to absorb all the additional students
- I don't think it's fair to eliminate kindergarten bussing under any circumstance, as kindergarten logistics are already tough enough for working parents. I would be okay with higher fees assuming lower income families can have fees waived. I would like stops for K-4 to be within 800m if possible.
- Are you sure that you are getting the lowest prices for transportation? What about a competing bus service?
- I am use to having a free bus transport my child to school this is all very new to me. It is hard to have any input and I thinks it awful any child/parent should have to pay for this service.



- it is a disgrace to keep increasing the transportation fees this way
- As usual, an error-filled survey. Well done you guys.
- n/a
- We can only bus our daughter to school and we pick her up. There is no aftercare that will take her because she doesn't go to a designated school in our community. Therefore, we have to put her in aftercare in the community where she attends school. This situation adds an hour to my commute home everyday.
- Fees should not increase, if a family has 3 children the fees will be too high plus lunchtime fees would have to be added to this, this is quite excessive. Its public school!!!!!! Not Private!!! CBE should consider offering a reduced rate for every additional child in the same family that uses bus and lunchtime services.
- Increasing walking distances must take into account extended periods of dangerously cold weather, which we have not seen in the last two winters, but which are bound to return.
- Share the bus as much as they can, especially a few schools in the nearby area
- Service should be maintained for regular program and designated schools. If choice to go to alternate program should either pay more or congregated stops.
- Congregated bus stops are a good idea for all middle school kids.
- noon transport req. if I'm to send kid to kindergarten at all
- I would like to see more CT stops being utilized for yellow CBE buses. It would cut down hazardous crossing of busy streets for students. Slight increase in price would be welcomed if this could be resolved.
- fees should not be completely waived. everyone should do their part. no free rides.
- My daughter currently takes a dedicated CBE route to E.P. Scarlett from Silverado; it works well. If it didn't exist she could still get to school but it would take a little longer. My son, currently, in Grade 8 is on a yellow school bus. Probably, by the time all this is sorted he will be at EP Scarlett so will take CT, either a dedicated route or just regular service. So really I'm not too bothered the outcome. BUT, I don't want my proportion of city taxes dedicated to education going towards busing; that I strongly oppose.
- I do not believe parents with children in a regular program should be sharing the cost of transportation for those that choose to put their children in an alternative program. I do not believe that these programs cost the same as the regular program to administer and I do not think it is fair to share the extra cost of these alternative programs with those that do not utilize them.
- While I support encouraging children walking/biking to school where possible (the options with increasing walk distances are good), I also recognize that we live in a climate with extreme weather - families need transportation options that can be changed with weather conditions. Having young students walk a long way to a bus pick up that may change is not ideal. Finally, I subscribe to the 'user pays' philosophy, where families who purchase homes in communities without schools should factor in the cost of transportation for school children. This should not be borne by tax payers.
- I do not think that removing the mid-day kindergarten service should happen under any scenario! It would cause many issues for working parents who rely on bus stop locations for day home / day care pick up.
- The day is long enough for students, without increasing riding times to 1.5 hours.



- Please do not remove kindergarten mid-day service, as this would be too difficult for our family logistically and financially. We would also prefer that there not be higher fees because of an early French language immersion program. I think it would be reasonable for our children grades 7 and up to use public transportation. Thank you.
- Language program is closer to home than regular English program. Why charge more? Promised regular school was never built.
- Please provide school run before and after school care for parents to pick up and drop off children at convenient times example beginning 7:30 am and ending 5:30 pm This would be very helpful for kindergarten especially and other elementary grades I thank you for considering this possibility
- Mid day riders will decrease if full day Kindergarten is provided.
- efficiencies can be realized by: 1) creating more Dual School Routes; can be accommodated by adjusting start times. 2) consider more routes that include 2 schools riding on the same bus that pick up in the same community. Also, the cost of accessing basic education (transportation for regular programs) should not have to increase due to the significantly higher costs of transporting some students away from the designated school. If students choose to access non-language alternative programs, the increased cost should be borne by those individuals or re-implement group stops again.
- My children are currently too young for school but are prospective kindergarten students. I strongly support kindergarten bus service.
- I worry about how exemptions are handed out. I know several people that receive them but they are warranted.
- Rather rigger fees and increased service with no fee difference for different programs.
- I feel half day kindergarten is unnecessary so to take away half day and therefore bussing in the middle of the day as well as low rider may solve the issue and people wouldn't have to pay increased fees. People in low rider areas choose to live there. They need to plan their own form of transportation.
- I am strongly opposed to the elimination of the mid-day kindergarten service. working parents rely on this service.
- schools at capacity should eliminate bus routes if the students within the walk zone can fill the school, also the walk zone should be expanded- students who have to take the bus because they live farther than the walk zone should be sent to a nearby designated school since they would be taking the bus anyway. This would alleviate traffic issues at the school.
- I have a kindergarten child taking a midday bus and it is such a waste. While it is nice that I dont have to drive her, it would make a great deal of sense to put parents of children in contact with one another to arrange carpooling. I will have a child in tjis situation in the future so my opinion is not biased because we are moving out of this situation. The same can apply to congregated stops. Feea should not be based on program selection.
- I strongly agree with Scenario 2. My suggestion is you could increase the fee to and keep it between \$300 - \$400. Parents can assume 20-25% of fee contribution. Hopefully this can maintain a standard service level of transportation.



- People need to take responsibility to PAY for their children to get to school. We should not run a deficit or take needed funds out of our education to run a transportation system.
- We do not mind walking the extra distance to the bus stop, increasing the radius, but strongly oppose an increase of busing fees. More time than money and of course there is the benefit of walking for 10 minutes 2x per day. No one should be driving to stops. If we cannot walk a round trip of 2 km per day from the age of 6 then our society in general has much greater issues to deal with.
- currently walking but will be bussing next year in junior high
- Completely unfair and biased to consider charging more for kids in an alternative program versus a regular program. Every bus rider should pay the "same amount" for the "same service" unless you plan to provide priority boarding, free snacks and water, bathroom break stops for those kids having to pay more to ride the bus?
- If the price is too high, I will just drive them myself. They will be enrolled in an after car program and will only require the bus in the mornings. If it doesn't make financial sense we won't participate in the school bus system.
- The CBE overall budget costs need detailed public review and certainly an inquiry. With better budget balancing this problem will likely not exist as the gap will be absorbed elsewhere. It is a shame to even discuss 8 million dollars shortage for a city of 1.3 million people.
- I would recommend an increase of fees for the children that are not eligible to take the bus due to choosing to attend not their designated school
- I support increasing fees if required but think it should be done evenly or at least that increased fees should be focused more on non-language alternative schools and not language alternative schools. Bus times are long as they are so increased times are not desirable. I would rather everybody pays higher (\$550) a year and keep the same level of service. Although my children I'll not need a mid day bus in upcoming years (my youngest is in kindergarten this year) many working parents will find it very difficult to accommodate kindergarten without a mid day bus unless kindergarten becomes a full day program.
- why can't we eliminate all bus options for low bus routes? Under 10... this was only offered on one spot on your form and while I don't agree with congregated bus stops for alternative programs (so I didn't vote for this) I sure do agree with eliminating buses for really low ridership as unfortunately that can't be accommodated.
- If CBE offers programs of choice, then I don't think there should be a penalty for choosing them. I think all costs associated with transportation should be passed on to parents. Perhaps with some more intentional education and publicity that if you move into an area without a school, there will be a cost associated with that decision.
- If a child is attending a school they should automatically get access to busing. There should be no conditional rider status as they will have to ultimately take a bus regardless of what school they go to and it all falls within the CBE.
- I strongly agree with higher bussing fees for students attending 'alternative' programs that are typically very far away from their own community. I don't want to pay much more than \$300/yr for my own children's bussing, as we attend our local public school within our own community.



- Thank you.
- shorter distance for students who can avail of bus ride.
- My one child is going to a school in our area that is not their designate and we drive her everyday. My son goes to a NE junior high and his school starts at 7:50 and we either drive him or he rides his bike...I do not like the school hours for this set up as he is going out in the winter when it is very dark and he has to get up way too early... The busing plus school fees in jr high would be over 500 per year and with an increase will be 700 plus my daughter would be 500 plus an additional 250+ for lunch with a total of 750 . This means a cost of 1500 per school year. This is a hardship for families earning between 50 and 90K who do not qualify for waivers.
- I just find it funny how school transportation and fees go up every year,plus you have to pay for noon hour supervision.....when is this gouging going to stop
- Although there is financial relief for families with low incomes, there are so many more like me who are single parents but make more than the cut off. Ever single cent is counted and accounted for in my house and I am panicking about the fact that I will have a second child requiring bussing in the fall of 2017. I don't know how I will afford having two children being bused along with the increased school fees in jr high.
- Keeping services like as these day.
- You CANNOT impact the classroom resources by paying for busing. If families are choosing alternative programs they either need to pay more or have congregated stops. there can be NO buses operating with minimal ridership as this is too costly for the system.
- With these economic struggles, busing is very expensive for some of us parents.
- Transport fair should not increase. CBE should lower down their expencies. I am talking about executive level not at school level expences.
- Please dual track schools french and english. There is a new middle school in our community that could have been dual tracked and saved busing to another school that is farther away. When building new schools think of ways to included everyone not just the english speaking schools, french is OUR official language too. Being treated like it is a school of choice when it is our countries official language is a joke. Spanish and mandarin are choices not french. More dual track school are a must.
- Any thoughts to implementing full day kindergarten across the CBE to eliminate one bus mid-day. I see no reason why kindergarten bussing could not be offset with a 1/2 day more teaching focus, then combine with Grd 1-6 busses leaving school. Also, parents who chose to move into an area where there is no school should understand they will be paying more to get their kids to school, as that is a choice they make when deciding where to purchase their home, I know this was a big consideration for our family to live close to a designated school, at least for elementary. Also, it was big bonus for us to have the before/after school care available in our school, as we have both parents working. This is income for each school as the space is leased to the program running out of the school. Allowing students to be a part of a before/after school program means parents can drop off and pick up and bussing becomes a non-issue for most parents.
- We're in Tuscany. No tuscan residents should be getting bussed. All live within acceptable distances (2.5km - 30 minutes at the farthest point of Tuscany)for



walking especially with the opening of the new school coming up. With increases in fees a possibility, perhaps a question of opting out of bussing should be asked. If the majority dislike actual costs of bussing and don't want to spend \$2-3/day for someone else to take their kids to school they could look at alternatives. For me, I dislike the fact that I am subsidizing bus kids to the detriment of the non bused kids. Now I have found out that bussing is the reason behind recent time changes for next year at TMC... Congregate the stops, up the fees to cover more of the actual bussing costs and if enough people choose an opt out question cancel bussing altogether for the local community schools. Thanks.

- I do not believe that just because our child is in a language program that we should have to pay more money for the bus. I would also be very disappointed if mid-day service for kindergarten kids was taken away. I feel this is a necessary bus route.
- I have been driving the long distance for the past three years, absorbing the expense of time and money myself; however, this has proven to be difficult both time and money wise for me as the commute in winter, or with road construction, proves challenging and long. I was hoping to have my son take the bus next year, but with increased fees it seems unlikely, in which case it would benefit someone like me to have a later start time for school as getting there by 8:30 is extremely challenging with rush-hour unpredictability. The increased fees are extraordinarily high of an increase...for instance, if our grocery bills were to go up by two hundred plus percent, we would likely struggle with that change. Many, many families will be greatly and negatively affected by such a huge rate increase, and many students will suffer as a result. If parents need to come up with that much extra money each month, it has to come from somewhere, children will then have less of the other things they may need. Also, while I am fortunate to be self-employed I know several families that have suffered recent job loss. And, for someone like me, income is variable but it enables me to drive my son to school, it is a trade off, but the catch 22 is that in order to work more hours and therefore make more money I would need to put my son on bus for sure, and then, the fees going up would cause me to have to work even harder to make ends meet. While I understand the bussing challenge, and have watched other parents at school have to deal with the ups and downs, I feel there should be a more tactical approach to the shortage. I did not see it mentioned anywhere that fees could be on a sliding scale. This makes so much more sense. It will reduce the need for full waivers in many cases while allowing for the extra charges for families that can afford it. Some may argue the "fairness" of this system, but there are already many similar fee-scale models in other areas of life. In the past, with my other, older children, the lunch program was included for students that required bussing. In this case if that were to happen it would balance the increased bussing fees. Children that are bused have no alternative for going home for lunch, the supervisory lunch fees should be included, especially if the bussing is going up. We are all doing our best every day, there is no reason the burden should fall equally on all shoulders. Someone making three times as much money as another person can handle paying the full increased fees, a single parent that just lost their job and, based on taxes, may not qualify for waiver on the other hand, cannot. These waivers are based on previous year's income, not what we are making now, when it counts. Too many variables for



that to be fair to all. Also, there is no incentive offered for families to drive their children to school either. I see many parents at the start and end of each day, picking up or dropping off children. Perhaps there are other families that "could" drive but use bus as it is more convenient for them, and, perhaps these same families might consider driving their children if there were an incentive to do so. This would reduce the need, as was expressed as one concern, and ultimately, that is the goal, yes? Inside-the-box challenges require outside-the-box thinking. Above, I have offered you my version of this.

- Make the users pay...
- Need a lower walk distance (max 800m) to the bus stop for K-3 regular program students.
- If parents are going to choose an alternative program - then they should pay for the transportation. Regular programming at neighborhood school is available if they choose to send their child to a program of choice - then they pay for extra transportation costs. Waivers do support those in financial need - contributing to the cost is a great idea.
- There needs to be service for mid day as kindergarten is only half day, eliminating that should not be an option unless kindergarten is a full day program. The distance to bus stops cannot be too far as bus' as children need time in the mornings to wake up and have time to eat breakfast therefore rider ship times cannot be too long either time cannot
- I am happy to transport my children to a congregated stop, but do not approve of a fee increase or the removal of kindergarten mid-day service. My children attend a French Immersion program and must ride a school bus to their designated school.
- Unique setting or complex needs programs need to be supported; optional alternative programs should pay their way.
- CBE should be required to provide transportation to regular programs, french programs (official language) and complex needs. All other programs should be at the full expense of parents choosing to enroll their children in alternative programs. I have no idea why I am supposed to support anything beyond Canada's official languages. Alternative schools would have to provide transportation based on their student population fully funded by parents. Or parents can choose their local regular program and then enroll their kids in spanish, german or chinese on their own weekend time. Also, if a middle school student must take Calgary Transit to school on more than one transfer they should be eligible to transfer to another school that is closer. Walk zones appear to be as the "crow flies" and not based on actual street maps and walking routes.
- Please don't charge French immersion more.
- I would like to see conditional riders be approved faster. The bus currently has room still and yet my son will have to wait next year. Hopefully I can leave work every day at 2 to pick him up and take go daycare. I am disappointed with how conditional riders are handled
- My children's designated English school is School Name, but they attend School Name in French Immersion. It is equal distance to each school from our house. I strongly believe that we should NOT pay higher fees because our children attend an alternative program.



- Agree with elimination of low ridership routes with the exception of mid day kindergarten routes. Elimination of mid day kindergarten routes would make access to kindergarten impossible for families where both parents work.
- It is only fair that people who want their children in an alternative program and who therefore have to travel farther, have to pay for that themselves. Increase the bus fares is only reasonable because the money just does not cover cost. You can also not buy a bread for a loony if the store asks for a toonie. Also, Students who take public transport have to pay \$65 a month to get to school. A significant higher price to get to school. It would be better if Calgary could provide students with a discounted fare to travel to school.
- My concern with the 'options' outlined have more to do with not understanding how they were developed - what are the principles/values/priorities for making the decisions? I don't see that listed - I wouldn't want to see bussing become a barrier to attending our french immersion program, but I also don't want to be impacted by drastic changes to the bell times without meaningful engagement. Is there no option to increase fees by a more modest amount and increase walk zones?
- Bus stops should be near to house.
- The most simple solution is to keep the level of service and raise the bus fees. Busing is no different than running a business. The fees must be raised to cover the cost of the services. Any other business would do the same to cover their overhead costs. No other business would continue to operate, losing money every year.
- It may have been better to list all scenarios and have me rank them from 1-5 as I was unaware of future survey alternatives before answering the following scenario.
- I don't want to subsidize alternative programs. Transportation should only be for the public system because then kids are going to school at their designated school. When you have an alternative program, I'm not sure of the #'s but almost all students are probably bussed. I don't think that should be subsidized. The CBE can't afford to subsidize every program. If you don't go to the public school in your neighborhood, then you should pay for your transportation.
- The CBE should follow Calgary transit's model of bus stops ~every 800 m. If we don't expect adults to walk further than that why should kids. This has very minimal impact on ride times.
- Bus fees are outrageous as is right now. For a family of 2 kids your proposal would mean that a family could end up paying \$1200 in BUS fees alone! Then your buses break down on a consistent basis. So we are paying a lot of money for a service we aren't getting. Not impressed.
- Adding additional bus stop requests if the bus passes the route / road should be considered especially in winter season and then can be reduced in spring and summer.
- Scenario 5B is the most appealing to me because of the moderate fee increase to deal with the funding shortage, increased walking zone and it differentiates the fee by the program. Putting your kids in alternative program is a choice not a necessity, so paying higher transportation costs for it is justified. I would also replace the fee waiver with a 50% fee for eligible families in alternative programs and 25% fee for regular programs. In addition, I propose to review the term of



“eligible families” as I know some families who are low income “by choice”. Those families have only one income earner because the mothers choose to stay home even with older kids and get the perks of being low income.

- My son has been taking the CT regular service for 3 years and we have had no issues with it. I would support all junior high and high school kids using the CT system, as most are probably already using the bus system to get around to friends houses already, so many parents are most likely already buying the bus passes.
- For the safety of students we need to make school bus service more accessible. Use the model from 30 years ago.
- My son attends a special setting school. He needs this program for one more year in order to increase his ability and confidence with reading. His future success in school depends on it. Our only option is to send him on the school bus as we live very far from the school. We make too much money to receive a waiver and not enough money to pay our fees. We are not the only family in this type of situation. We need better options.
- Don't mind paying higher fees as long as there is fairness to travel times.
- Parents who do not have a child/ren using the transportation service options provided in this survey should NOT be responsible for covering any of the fees. They should be paid entirely by the parents of the students using the transportation services.
- Eliminating mid-day kindergarten service is a significant equity issue.
- Personally we've had concerns with the behavior of our bus driver. Stops on the side of Deerfoot Trail and Glenmore Trail to reprimand the child/children. Tells them "you better hope we don't get hit". Calls them 'freaks.' I've complained, but nothing was done, so alternatively we use the bus FOR transport TO school, but I now pick up my child from the school. The bus rides from school were when the incidents with the bus driver always takes place. I feel it's pertinent to have the right type of personalities associated to this role/position in order to ensure the well-being of our children. This too is as important as the distances and costs related to your survey.
- As a family with 3 kids and a husband that has lost his job, we can not afford any more costs.
- Why are non-language alternative programs being discriminated against? Shouldn't all alternative programs be lumped together.
- I do not drive and therefore require this service for the alternative opportunity, even if my child was to attend his designate community school next year I would require him to be bussed and I don't believe it is fair to pay higher fees because I have chosen the best program for my child's learning abilities!
- The various options in the survey do not address the root cause of the budget expansion which is virtually unlimited transportation for alternative programs. This policy results in an inefficient and costly network of overlapping bus routes throughout the city. Option 6 should be to modestly increase costs to \$350, reduce the walk zone, shorten travel distances, and add a \$250 surcharge for alternative program students outside of the catchment area. This option would address the reason why a multitude of extra-long routes are massively increasing the budget for CBE, for which it is not fair to ask everyone else to pay for. Of course, there are programs such complex needs that should be excepted.



- Perhaps if the CBE would actually open their books we could see why the fee structures proposed are necessary. Until then, perhaps you should stop playing political games and actually focus on educating the children.
- A \$300 charge for the bus service is as it is high. I am strictly against any increase in this charge.
- we have had to deal with very unsafe and very long walks to the bus stop for three years. All while paying 300 dollars a year for one student. Next year we will be paying for two children to attend MANDATORY SCHOOLING. Our quadrant has authorized two schools - one a catholic, on a single track english school. We are a french canadian family and send our children to french immersion. The school has small classes and a great track record and FI schools are proven to give better education on the whole than single track french or english schools. We refuse to be penalized for our choice to send our children to a good school and while we are prepared to pay 600 dollars to have them transported there we are NOT going to pay a thousand dollars a year for reduced service and we are NOT going to put them in danger by having them use unpoliced conglomerated drop offs which - by the way - ARE UNSAFE because they are unpoliced and are busy and dangerous with parents blowing through at 90 miles an hour and busses parking in the middle of the street because of parking issues etc etc etc. We have a kindergarten aged student starting in September and if his bus service is interrupted in any way we WILL be contacting lawyers, we WILL be suing the transportation company and the school board and we WILL be contacting the media. Have some decency and get our children to school safely and in an appropriate manner. This is ridiculous and an affront to all Albertan parents. FOR SHAME.
- Didn't get drawn in the lottery for close English program so one child attends French Imm. program (about as close as designated English program) and one attends farther away English program - why would we be expected to pay more than those who did get drawn in the lottery for close-to-home English program?
- It is never mentioned that junior high students who ride CBE/calgary transit already pay twice the amount for busing compared to those on CBE buses. Why am I paying \$650 per year to bus my junior high daughter and her friends across the street, going to the same school are only paying \$300. How would any changes to busing affect us? Would we still have a designated bus from our neighbourhood to the school. I have already commented that I am very uncomfortable with the idea of having a young 12 year old girl on the c-train at 8:30 on a dark winter morning or coming home after school. 3) If parents choose an alternate program they should be expected to cover costs of transportation to that school. 4) Why in the last scenarios does mid day transportation need to be eliminated? Can't there still be mid day service and fee increases to alternate programs? What is the determinate for fee waiver? Is it a standard minimum income? 4) The CBE/calgary transit bus is absolutely packed with standing room only. It irks me that the CBE yellow bus transportation kids sit while my child seldom gets a seat on the bus home. 5) Good luck. This is a contentious issue.
- In the interest of safety, I do not believe that extending the walk zone for children attending elementary schools is an ideal solution.
- We would like to be included in the school bus service next year since we truly appreciate the service. A moderate fee increase would be justified in my opinion



but when the cost of bussing is more than the cost of driving it does not make financial sense, especially with other kids who are going to use the service in the near future. Further, a long-distance walk or drive to the bus stop also does not make sense...honestly, one of the reasons we didn't use bus transit this year was because the bus stop location for the kindergarteners was the same distance - but different direction than - my child's school. If it were more convenient, we would have paid for the service. I wish you well in figuring out this complex issue!

- I don't mind paying more for a bus, if the walk and ride times are shorter. This was NOT an option!
- I don't agree with fees being more for alternative language programs. The community we live in had a full scholarship so our kids would've had to take the bus anyways. School is already expensive with noon supervision fees costing almost as much as bus fees, not to mention all other fees. Increasing bus fees to rates of \$500 or more will make it difficult for everyone to afford.
- I would strongly oppose removal of mid-day service for kindergarten children. CBE may save money, however what will happen is children will simply not attend school until Grade 1. Also, I appreciate that you've separated the language alternative programs and are considering them separately.
- I think that parents of students attending alternative programs (language and non-language) should bear the full cost of those increased transportation costs. Mid-day kindergarten service should not be cut to regular programs under any circumstances as full day kindergarten is not funded. I would be fine with mid-day service for kindergarten being cancelled at all alternative programs.
- Good Luck. You have a tough job to do. Whatever you decide we will work from this end to implement it with CBE families.
- Thanks for taking this "Public Engagement Approach"
- excellent approach to engagement and scenario analysis - well done!
- No family should have their transportation fees waived. Other families should not be asked to subsidize low income families through the school fees they paid. Every family has financial burdens.
- The Yellow Bus Service for GATE has been essential given the distance we live from school
- Over \$300 is insane for bus fees. Proposing \$700 is absolutely immoral. How can families afford that?? For many years you paid for 2 kids (225.00) and any more were free. Now you are proposing 700.00 per child?? That could be 2800.00 per year for our family just to get our children to school. Personally I would homeschool because that is messed up!!
- I would be happy to pay a larger fee for transportation. I am just grateful the CBE offers the kind of program alternatives that benefit my children. I think the CBE should help parents understand the actual full cost of transportation so they can appreciate that they are still only being asked to pay a small portion. I am very pleased to see the CBE considering increasing these fees.
- If you hadn't dumped all the 5 & 6s into middle schools, we have our children in their neighborhoods longer for elementary. POOR decision making should not be cause for you to just to continue to raise fees and lower service. Stop following the latest studies and use old fashioned common sense to eliminate the problems you have created



- Students with significant medical frailties & support requirements, or students with severe mental health or externalizing behaviours can NOT be safely transported to and from school if all low ridership routes are eliminated. This will also have significant impact (safety implications, possible liability issues) for all other riders and transportation providers. This would be a direct contradiction of the principles outlined in the new draft of the Student Code of Conduct AR and the requirements of the School Act which require CBE to provide safe, caring, etc. environments to all staff and students.
- I would like an option where programs of choice pay higher fees, and Kindergarten mid day is still offered. There are also a lot of options to be explored such as reducing administration costs of the CBE itself that were not discussed. Renting out existing school space may also help cut costs. Rather than pay for a third party to do a study, just consult the catholic board, they seem to be able to work within their budget. Many parents believe this is just a tactic to have outraged parents lobby the government on the Cbe's behalf. It would be more effective to properly budget from the beginning. What happened to the surplus from bussing from a couple of years ago?
- With the transportation fees increased, you may want to think of lower fees for a second rider from the same household, or a third rider, etc...
- Cost and riding time are the most important factor for us.
- I feel the rates are very high on the current yellow bus rates and also my children at the local elementary that I drive because the walk distance is 1.4km is to far especially in winter months. I have found kids to or from school freezing on the way and had to drive them in sympathy. I am not sure why the Mandarin children get bussed to Midnapore but not the children in a regular program? Thanks
- I think it's really horrible that you would consider upping busing fees for french immersion, and not for "regular" programs. Fees should apply equally across CBE school programs. Also, dropping mid-day kindergarten service puts extra strain on my ability to put work hours in.
- Have the walk zones for existing schools been increased to the same as the bus walking distances?
- Major concerns: don't worry so much about fees, concentrate on student safety; travel distance to bus stops needs to be less than 1.6km; bus ride times should be 30-40 min max; combine or partner bus routes for multiple schools and look at start times (I live in Garrison Green and no less than 7 buses pickup in the neighborhood - total waste of money)
- Fees for transportation must remain equitable and not differentiate between program of studies. Congregated bus stops has worked with some programs and should be expanded to all routes where it will save money, regardless of program of studies. Increasing fees to nearly double existing fees without implementing these changes is ridiculous given the current economic climate. Furthermore, the waiver system should be reviewed and a graduated system should be implemented taking into account total family income and number of children using the transportation services.
- I would like to see many bus services for complex needs students stopped, as I know from being a complex needs school bus driver, many students are capable of taking Calgary Transit and use Calgary Transit on the weekends by themselves all of the time.



- For elementary and middle school students, safety issue and bus stop locations are key. If a bus stop can be considered on the way of the proposed bus route without additional cost, the those elementary/middle school students should be considered intermittent bus stop (it makes sense that child need not walk for 1.6 km when they have an option to board the bus in the middle of the way. Common sense should prevail. Going blindly with 1.6 km rule does not make sense specially if a stop can be considered enroute in the middle which helps small kids/parents
- I prefer to pay more with short walking distance to the school bus stop. Thank you!
- although my child is not in a charter school, I am not comfortable with the idea of charging children attending a charter school increased fees
- I am disappointed with an increase and no family maximum. With 5 kids in the system we are now having to base our decision whether our children go to French immersion on a bus or go to the local english school. It is sad that if fees increase, we will have no choice to put them closer to avoid having to pay 2500 plus for our kids. I just don't understand how the fees were decreased this past year only to now be going through this!!!!
- I hope that this time the CBE will actually listen and make the necessary changes. we went thru a similar process 3-4 years ago and the CBE made no change. Perhaps if they had implemented the changes then we would not be facing the deficit today.
- Maybe for a month youth pass you should \$30 instead of \$60
- The transportation problems that I see are all related to parents driving their kids to school. If a fee were charged for dropping kids off at school, it could be used to subsidize buses and make the service less crappy.
- Make a decision early and STICK WITH IT. It is necessary to have our information BEFORE the end of August. As a CBE teacher with no family to help - I rely on the bus to get my children to school. I need to know ASAP - what the times and where the stops are. I have no fleibilty to get my chidlren to school.
- Increase the walk zone. Kids get more exercise, and dollars are saved!
- I don't think the CBE should provide different treatment depending on what program students are enrolled in. If you want to phase that in going forward - ADVISING PEOPLE WHO REGISTER FOR ALTERNATIVE PROGRAMS UP FRONT that they may be responsible for their own transportation, then that I suppose is fair. However, I know I specifically inquired about transportation when registering my son and there was no indication of different treatment because we were registering for a language program. Although I don't think it is fair or appropriate to change the rules of the game mid-stream, I am prepared to pay more for transportation to transport to the language program school than other schools. However, my son will be entering Gr 4 and my daughter starting Kindergarten. Removing transportation - or putting it so far from our house is inappropriate at this juncture when my son has been attending that school for this many years. It creates a real risk that we have to pull him from the program and that community. I would have seriously ,considered not registering in the language program or registering for a different program where transportation would not be an issue if I had known that transportation could be removed. With respect to congregated stops, we google mapped the distance from our house to



the congregated bus stop last year and it was almost 2 km, not 1.6 km, and that was by the most direct route, which involved passing some houses that sell drugs. It involved crossing a busy road too. It was way too far and an inappropriate walk for an 8 year old to walk on his own. We found out about the bus route so late that we could not arrange childcare that would pick him up from the bus stop. We set up so he could ride his bike a longer but safer route but that would not have worked for the winter. I am disappointed with the CBE's communication strategy. I think clear communication at the outset of the risks would help parents make informed decisions. For working parents or parents with limited transportation options, the availability of bussing is a key consideration in ensuring there is before and after school childcare. You need to provide months of notice of any change. We have to arrange childcare depending on whether there is bussing and where the bus stop is located. It is a big deal when you don't know where the bus stop will be until a couple weeks before school. It is a bigger deal when you don't even know whether you will have bussing. Instead of community childcare, close to home, you now have to arrange for childcare, close to the school and there will be limited or no availability if a large number of families are in the same situation. I'm really disappointed with the CBE changing the rules of the game midstream. Despite being reassured when I registered my son for kindergarten that it was very important to CBE that families be kept together and that my daughter could attend the same school and the worst I could expect was the loss of bussing for her when he graduated from the school, we are now designated to a different Spanish school. I asked questions about all of this before registering - of multiple individuals. Now, on top of the redesignation so that the children have to attend different schools (he can't switch to her school either) there is a suggestion of no bussing or ridiculous congregated bussing. I really feel strongly, that for children K-3, the bus stops needs to be relatively close to their home. Gr 4- 6 can be a bit farther away. There are only a couple kids in all of Bowness attending our children's school - they are at opposite ends of Bowness. The congregated stops created one stop in between, meaning a long distance for both. It is difficult to see how 2 stops in that case would meaningfully change the timing. The bus ride was shorter but the time getting to and from the bus stop was way, way longer. The bus stop was also buried off of the main road which would have added transportation time to get there. With the changes, we got a bus stop right outside of our house. That was amazing and we certainly appreciated it but I certainly don't expect it and to be honest wasn't really necessary. A stop on the main road at an existing bus stop, as in years past, would have been acceptable for all the children involved and would have meant walking max 3 or 4 blocks. I see some of the other stops on the route and they too go right into communities, rather than staying on main roads. I think in many cases, that is not necessary. A few more stops on main roads would generally work fine (provided that there is a very safe way to cross the street for those that need to cross). Thanks

- For the start of this school year, Calgary Transit put small buses on the route that my child was able to take. Calgary Transit continued to drive by my child day after day due to this situation because there was no room on any of the small buses were. I phoned and complained and was told that it could take up to a week before service would possibly change. This was unacceptable and as a



single parent it was very difficult going to work not knowing whether my child would actually get to school and when. Plus there was the calls from the school that I got every day due to my child being late. The situation was remedied 4 days later. My child has one transfer at a major LRT station. It works well in the morning however my child has to wait a full interval of bus time due to the bus just leaving when her first bus was just pulling into the station. My child would get home after 4:30 pm and it would take roughly 50 minutes for my child to get home. Also even in the winter with the large buses, they have driven right past my child, again because there is no room for them to pick my child up. The bus is so full of adults taking the bus to their destination that it gets filled up quite fast. My child gets on the last stop of the community before hitting the major highway. Also I would like to point out that we have never had a dedicated bus for this community and I can not understand why one of the other dedicated buses could not take a swing through our community as they continue on to another community. A shared bus route with CT that hits 2/3 communities would be ideal. I would like to see this fixed. Also as the CBE is facing more and more over runs, the waiver limit should be cut down and this would allow more people to contribute to their child's bussing fees. Mid day Kindergarten buses should be removed. Most parents that want to use this service should be responsible for picking up their own child or arrange car pooling. Bus with 10 or less children should be eliminated and the same goes for under utilized schools. It seems quite ridiculous that we continue to pay fees that support under utilized programs, schools and bussing alternatives.

- childrens safety needs to remain the top priority.
- I am extremely concerned about the proposal to eliminate the kindergarten mid day bus. With the current half day kindergarten schedule and the fact that I need to work full time, I am unsure how we would get my son to his afternoon care program. If the cbe would move to full day kindergarten or ensure all schools have adequate after school care programs I would have no issue with eliminating the mid day bus. Our designated school does not have this care for kindergarten students. Please consider the impact of this to parents in this situation
- Walking is good for kids and we will all adjust to a larger walk zone. Safety of students should be priority too, as it pertains JH students on city transit
- I do not believe alternative programs should pay more for bussing. These programs are within CBE. Mid Day busses must remain if half day K is to continue. Alternatively consider moving to part time full day K and then there would be no need for a mid day bus. We already have congregated bus stops that is OK as long as they are reasonably close to the ridership. There are options in here for increasing fees for different programs etc but nothing about the complex needs students. I do believe they should continue with their service but if all of our fees are being increased are theirs as well?
- I will support any plan that continues to provide door-to-door busing for my disabled child, as long as fee increases are (at most) moderate.
- using for profit bussing companies contracted does not make sense in a public system. Paying for a company's profit out of public fees does NOT make sense and is NOT ethical practice for a public school system. This is very broken. Public services should not be using public money to pay for contracts for for-



profit companies like bussing companies. It is a shame that we have come to this due to political ideology tarnishing public school systems.

- Strongly opposed to increasing my fees to pay for other students bussing needs as I chose her school so she could walk to school. There are options like dayhomes besides relying solely on bussing.
- Thank you of giving us a chance to choose.
- All school fees are out of control. I drive my four children every day because it is cheaper than putting them on the bus. Our closest school (2.3 km- just beyond walkable distance) school has been turned into an alternative program. I don't want to send my children to a further school just because the bus fees would be less.
- Cbe is a multi-billion dollar corporation run by amateurs. It's a disgusting misuse and abuse of public funds. This survey is a ridiculous example and evidence that CBE fails to manage a budget. Question: how much is the lease on that Ivory tower? Can't afford it, can you? That's a rhetorical question. CBE couldn't even afford it before signing the 20 YEAR LEASE AGREEMENT, also known as the 'worst real estate deal in Calgary's history according to commercial Real estate professionals. CBE needs to address the ROOT CAUSE of the bussing shortfall. Root cause. This public 'engagement' to announce that CBE can not manage a budget AND fails to plan should be a massive embarrassment. The CBE knownothings have a lot of explaining to do. This survey is pathetic. So.....pay more for worse service OR pay more for worse service because CBE is an abominable failure. Hire real business analysts and real live professional planners. Your 'administration ' is a city wide joke. National joke. Pathetic.
- Since we have selected an alternative program we are supportive of paying additional fees for same level or improved bus service. A 2 tiered system seems appropriate for those who have chosen alternate programming.
- I am a stay at home mom, and we have that choice in our household - many don't. Higher fees or decreased service (esp midday K and longer walks to buses for younger students) starts to turn into a need to decide do I work (and take on a lot of other fees incl daycare and after school care, increased gas and maintenance from increased use, etc), or doing all the child transport myself (which only stays most tenable if we stay in regular neighbourhood programs, and we already have 2 of 3 kids diagnosed with learning disabilities and on IPPs, so this limits options.) No matter what, I understand that the CBE will do what they will do, and then we will do what we have to in response. I prefer to have bus service for my kids - it helps with kid-juggling and getting kids to where they need to be safely, the drivers I have had have been wonderful at the care of safety of my kids, and it is also good for my kids in terms of a certain independence.
- TLC programs have a high enrollment rate and should not increase bussing due to their alternative program status.
- Please keep money in the classrooms for all children to benefit from.
- There is no way you can eliminate kindergarten mid day service. This will prevent a huge number of students from attending school. There is no scenario with kindergarten mid-day service WITH increased fees for alternative programs.
- I drive my daughter to school every morning and she has to take the bus home in the afternoon. But the transit bus comes really late ie. at least 20 minutes after



she finished school and she has to stand outside the whole time in the winter waiting for that bus. I suggest to arrange more transit buses available at peak time when students finished school. Thanks.

- You are creating a vehicle problem. There is no way that it costs this much to transport a child to school. I have done the math and including wear and tear on my vehicle, I can drive my two kids to school for 60% of what you charge. You are pushing parents into driving kids in 1000 separate vehicles.
- Stop providing transportation to students to alternative programs at the expense of children who are trying to access the regular, designated educational program at their closest school. Special education and French language students should be transported, of course, but parents who CHOOSE Montessori, girls only, Spanish, etc. programs should transport their own child to these special programs.
- Please work on increasing efficiencies in the management of the system. Thank you
- I found it very hard to respond to this survey the way the options were bundled. So as a result I gave a mid level response to all options. I feel that people in alternative programs should pay more and that people who are going to their community schools should pay less. But I found it quite hard to indicate this the way the survey was set up with bundled options. I also feel that language programs that are not an official language (anything but French) should not get any bussing outside of a certain point. It is important to give people 2-3 months of notice regarding bus stops. This lets people alter work or alter school choices if needed. I would also propose that the CBE should sell or move out of the high value property downtown and use under-utilized schools for offices. It may be time to operate more like private industry and move away from an old style departmentalized financial strategy. Thanks.
- Alberta really does not need fee increases at this time!!!
- Thank you for providing opportunities for feedback. The CBE is on the right track with transportation.
- unless the alternative program choices are dictated by diagnosed disability, if an alternative program is a parent's choice, the mode of transportation should not be imposed to everyone else.
- Have a larger Transit bus for the schools that use that bus for that certain time.
- Should seriously consider eliminating low ridership bus routes. It will help saving the cost. Eliminating some routes would impact some families. Please inform the changes earlier, so parents can find alternative methods. 2) Kindergarten mid-day services should be provided, unless ridership is low. 3) In such economic down turn, a more than 50% increase in bus fee will be tough for many families. Therefore, I would prefer to decrease the service level these two years (scenario 2 and 3), then increasing the service level and fees a few years later.
- Support Scenario 2/3 with modifications - congregated stops that are practical to the situation (i.e. if it makes sense like for German may mean more than 2 km to stop), low riders to congregated stops, have waiver parents pay any portion they can, extend walk zone to 2 km, keep K mid-day service but review option for 3/2 days per week with busing with other grades, implement any portion as soon as ready to close the \$5 MM gap for 2016-17.



- The wording in the waivers column is ridiculous - eligible families on waivers CAN contribute. What a joke. Most people will take something for free if they can get it. It should say they MUST CONTRIBUTE. Implement a sliding scale for transportation fees if needed but I strongly believe all families should pay something. As an employee I know many families take advantage of principal's discretion. They give their sob story, get their fees waived and then spend their money on unnecessary items. Submitting the previous years income tax return therefore proving true need and having all fees based on a sliding scale is much better. STOP WAIVING FEES USING PRINCIPAL'S DISCRETION!!!! I believe the shortfall could be covered. By the way, how does the Catholic System manage to have lower fees???
 - Survey is very poorly presented. It does not give the user's adequate comparison ability. Would have been nice to have all the possible scenarios on one page so you can compare them to our existing plan. I have completed this but am unsure as to how accurate my ratings will be. I feel like this is a waste of time and taxpayers money for an inaccurate study
 - Funding should not be taken from classrooms to cover transportation fees
 - I don't at all agree with the concept of "sticking it" to parents of students who attend alternative programs. Why should we be footing more of the costs than other parents? This is ludicrous! I thought CBE prided itself of equal opportunity for all. Why, then, would alternative program parents have an equal opportunity to pay an equal amount?? I don't agree that some parents have their transportation fees completely waived, thereby leaving their portion of the transportation costs to be picked up by other parents. They should have to pay at least half of the amount, even if it is paid in smaller amounts over the course of the year
 - Survey is short and straightforward, but should allow for comments on the different options. Also, the options provided by the CBE don't make much sense. 1- using learning dollars to pay for transportation is unacceptable. With Option 2 and 3, how can we pay the same but have even more cuts with option 3? With Option 4, it is completely unreasonable for the bus route to take 1.5 hours. Surely a reasonable reduction in travel distance to bus could be offered for students in K-3 without adding such a long amount of travel to school time? With option 5, if alternative program students are paying more, how do you justify charging the same \$550 to regular program students and also threatening increased route, increasing walk zone, and cancel kindergarten mid-day? The options just don't seem as though they are balanced or even reasonable.
 - The CBE should focus on better management of bus services, streamlining its bureaucracy, becoming more efficient, and reducing costs and waste, instead of trying to burden it's clients with it's deficiencies. If we lived in Airdrie, we would pay \$100 for better bus service!!!! Why?? Better management, increased efficiencies, and innovation are what is required to solve your problem. Why don't any of the scenarios include increasing income through increased service e.g. opening up service to students in walk zones? What about negotiating better fees from your service providers or changing service providers???
- We are in the middle of a terrible recession... how can you expect us to pay more and/or decrease service because of your horrible mismanagement? This is disgraceful!



- I feel the majority of the cost based on transit report comes from alternative programs and increased fees should apply there without affecting classroom budgets or increased distance to stops for regular programs. More coordination of bell times make sense and eliminate mid day service. We paid more to buy a house close to a school and don't want to see class sizes, etc affected due to this. If parents want alternate options to their designated school they should be responsible for covering all cost differences or providing own transport.
- We drive our kids to school because of the outrageous bus prices. We cannot afford any of these options. There are many parents that feel the same as there are lots of cars parked out front of the schools for pick ups and drop offs.
- Please make the decision quickly and get bus routes out faster....even if they are tentative. Getting bus routes 3 days before school starts is close to impossible to manage if one parent isn't at home. Many routes don't change year over year and the wait is unnecessary. Some of the proposed walk distances are also unacceptable on cold winter days. Again, you are leaving no option for families with 2 working parents other than to not use the CBE. The cost differentials are small. \$200/year is \$20/month. If someone genuinely can't afford that the waiver system should address it. Kids are leaving complex needs programs because the busing is so poorly organized. Families need routes on a timely basis, with reasonable walk distances and some certainty. Our son's route has changed 3 times this year - significantly. We've had a maximum of 3 days notice - it's really, really challenging to deal with.
- Kids shouldn't walk that far in the winter if an adult couldn't make it every day with a heavy backpack.
- I'd like to understand why one special needs student who lives three doors away can have door to door service? What are the actual costs of transportation and an understanding of ALL issues associated. (i.e., drivers, bus conditions, cost etc...) seems this may be a band aid fix for a much more complicated issue.
- I feel the biggest issue is that there are too many program options throughout the city. If a parent would like their child to be part of an alternative program they should pay for their child's transportation. There should be one free option for families to access a public education for their child. In the past 8 years our transportation fees have sky rocketed, from a \$400 family maximum to \$2000. We simply cannot afford this, yet we do not qualify for a waiver. My husband makes a decent salary, and the number of children we have, living off of that one salary, is not considered. I do not work, because of a life threatening medical condition. We are barely keeping our heads above water.
- Language programs shouldn't be treated differently especially French immersion when our official second language is French.
- Although I do not have a child in kindergarten- removing a mid day bus would eliminate a non-driving parent or daycare provider from getting young children to/from school. Although I do not currently have my children in an alternative program, choosing a program with different bussing needs than the community is a choice, I would be willing to pay more to get my child to their chosen program.
- As a parent with 4 kids riding the bus with no schools in my community, it is very important to me to keep fees where they currently are. Any increases to transportation fees are greatly felt by my family and make it difficult to afford any extra curricular activities. I think it's important that as long as busses are filled to



maximum capacity, alternative programs should not be asked to pay more for transportation. I agree that low ridership routes should be cancelled or congregated to save costs. Thanks for the opportunity to share my thoughts.

- I believe that bussing should be provided to closest schools only
- Children in middle/junior school should not be expected to walk to school for 2.4 km particularly in the winter. If Scenario 5A or 5B was implemented, would the CBE consider offering a bus program during the coldest winter months for kids that are required to walk >2km?
- If you are having separate fees for alternative programs, it shouldn't matter whether or not it's a language program on non-language. If you can't afford to offer alternative programs, then don't - turn those into charter schools instead. Take a hard look at your administration/head office costs & work to reduce those. If you are creating congregated stops for alternative programs, then ensure that at least one year notice is provided. If a child cannot get into their closest school due to capacity issues then no matter what school they go to, they should pay the same bus fee they would have paid if they could have gotten into the local school.
- For the alternative programs, I would rather have congregated stops than increased fees. That way you won't have low ridership either.
- I am not able to drive my son to his GATE school every day and would NOT feel comfortable with him taking transit alone until he is in grade 9 or 10. Please don't take bussing away, we really need it and don't know how we would get by in our family without it.
- Walking distance to a bus stop or school needs to be kept reasonable, especially to elementary schools. In my mind that distance is less than 1 km.
- I think the regular stream should pay less than alternative programs but the walk distances should not be increased for elementary aged children
- Eliminating Kindergarten busing is a great idea BUT you must switch to full day M/W/alt F and T/Th/alt F Kindergarten in order to eliminate hardship to those families without daytime access to a vehicle. Aspects of each of these scenarios are great but there is no single scenario that is the 'perfect' solution in my opinion.
- I would be willing to pay more so that my jr. High child can ride a CBE bus.
- This is a complicated issue. I do not support School board funding for busing/transport. Parents choose where to live and must accept the cost/responsibility for student transportation. Lower cost houses in neighborhoods without schools should pay for this service without my tax revenues supporting their choice.
- I like some ideas from different scenarios: eliminate routes with low ridership (except kindergarten and special ed), ask families applying for waivers to assume some of the cost (20-25%). All parents, or the system in general, should pay for special education transportation and for families who don't pay. The arrogance of non-bussed parents who say, "I shouldn't have to pay for transportation", and then are perfectly fine with transportation parents not just paying their own fees but the fees of others, just baffles me. I am a CBE teacher and my work hours are not flexible. How on earth would I get my child to or from kindergarten? Eliminating kindergarten service is a terrible idea.



- I have two preschool children. I will not support any option that eliminates kindergarten busing. High school students who take a school bus to the CTS centre should pay for the service. French immersion should not be considered an alternative or a choice. French is an official language of our country.
- Increase in fee can effect the families with more children like my family.
- If your child receives the benefits of one of the alternative programs CBE offers (eg French Immersion, Arts/Science fo used schools) then I feel they should pay the actual cost of bussing.
- Hi there. We currently do not have a public school in our neighbourhood for our children to attend. I do not feel that CBE language program parents should not have to pay more to send their kids to those programs. This is a CBE school. My child is not eligible to go to other schools so we have not closer option. Please do not make us pay more when that's the closest school to our neighbourhood that they can bus. I think everyone should have pay increases and decent distant bus stops. Both my children walk home from the bus on their own after school. Their current bus stop is an appropriate distance And I am happy with it. I am willing to pay more to keep our current stop but I want all programs to pay the same. Everyone take a pay increase and not pick on those going to alternative schools; especially families like us who have no choice. We do not have an English CBE school in our neighbourhood. Thank you for your time and I ask that you think about this carefully and respect our comments and time. Thanks again.
- I think that students in a non-language alternative program needing to be paying more since it is a choice that they are making.
- Due to the short hours of kindergarten classes, it is impossible to make arrangements for my children to get to and from school without the bus and without teh support of the Child Enrichment Centre who walks many children to and from the morning kindergarten bus. Having that bus is essential
- Much better consultation process this time thank you vs springing it on us within weeks of school starting.
- French is one of Canada's national languages - IT SHOULD NOT BE CONSIDERED AN ALTERNATIVE PROGRAM!!!!
- Many parents who have Kindergarten aged children are either off work to stay home with the child and their younger siblings (if possible). Eliminating mid day service would save money and although not necessarily convenient for parents, would work if they could be flexible enough to provide transportation for 1 direction, for the one year the student is in K. -If CBE is going to continue to offer alternative programs (TLC, Montessori, Science school) that are elitist in scope, parents should understand they may need to pay more. I don't think Lanuage programs (especially French) should be lumped into this category, because a student does not need to fit a certain profile to attend a language school, whereas TLC has specific requirements.
- A number of options eliminate mid-day service. How many parents have a job or child care options flexible enough to accommodate this? Also, I chose a language program because there was no public school within walking distance and my children would be bused regardless. The language program is closer than their designated public school, so I'm also not keen on paying more for transportation costs than students in a regular program.



- It is unreasonable to have middle school kids taking calgary transit. Walk distances greater than current are also unreasonable. Volume of users will drop with increased fees or reduced service, which will drive yet higher fees (death spiral) Cbe should push back on government for more fees. Users who chose special programs should pay more. Kids need safe, reliable transportation
- I think it is important to provide midday service for Kindergarten students otherwise parents might be discouraged from enrolling their children. I would like to see Junior High students continue to ride the school bus rather than CT because of their age. I believe that families with multiple children should pay for each child because it is their choice to have a large family.
- Walk distance should increase, should reflect government funding of 2.4 km. Low ridership routes must be eliminated. Education dollars cannot be spent on transporting kids.
- Pls do not use any learning \$ for transportation!
- Needs to cost LESS than \$300 and take LESS time
- Waiver Shall Be Thoroughly Review&ONLY 4 Deserving
- Stop offering non-language alternative programs
- city transit req'd stdnts shld pay equal, not more
- Alternative programs should pay more.
- Do not eliminated mid day/alt prog should pay more
- The last question makes zero sense!!!!!!!!!!!!!!!!!!!!
- lower amount of pd days, no mid day busing,
- Don't increase school fees to cover bus fees!!
- I'd rather pay more to have all families needs met
- parents s/b responsible for a portion of the fee
- stop distance made us pull kids from yellow bus
- bus routes earlier/schools same type-same stops
- the CBE offers alternative schools s/b=to regular
- Pls keep public school transportation affordable!
- Open survey MAY work against alternative programs
- Not sure how this affects my special needs son
- service priority to designated schools
- Not enough room to formulate a complete thought!
- full day alternating kindergarten alternating
- I am against congegrated stops.
- Bad survey, should ask for ranking without groups
- extend school hours. start summer vacation may 31
- The sliding scale waiver system is a good idea
- Last Q should ask about program, not mode of trans
- Share w/elem. kids, juniors hadtogo 0.5 hrs early.
- Transportation must fit with halfday kindergarten.
- Eliminate 1/2 day k and use full alternating days
- K-6 shouldn't walk more than 800m in winter 7-9 CT
- Alt programs are choice,should cover own bus costs
- a balance of fees and distance closer to home
- A safe, affordable ride to school is essential
- Every child should have bus option
- Take some money out of your payroll account!!!!!!!!!!!!



- For working parents transportation is ESSENTIAL!
- Closer bus stops and increase fees
- There Should be charge to low income families also
- none of these are very good choices, massive fees
 - excel. job communicating with public -49 charac
- Increase the fees and keep the service as is.
- >\$ ok, >\$ ok for alt ed, walkzones far too high
- willing to pay a higher fee, need the bus.
- French Immersion=alternative prog...unacceptable
- Definitely don't want to see cost increase.
- Kids in alternative programs should pay more.
- Reducing travel distance to each bus stop is key
- sloppy and hard to read survey for many.
- bus service must be convenient or we will not use
- Increasing fees to \$500-600 is not acceptable
- Happy to pay more. Ride time WAY too long for GATE
- Now TLC pays more, and receives less. Not fair.
- 50 characters can not let me tell you anything but
- Present level of service is good.
- Satisfied -Yellow Bus. If Required increase fee
- Provincial gov. needs to stop cut to education
- if no midday bus K must be full day
- french is alternative? For shame! Are u Canadian?
- What's the plan when ridership drops?
- 13M? Kids ne. go to school in their neighbourhoods
- Please consider families having more than 1 child
- 50 characters isn't enough for additional comments
- Transp is OK. 1-4 marking system is k-9 horrible!
- Walking distance is not the only reason for cbebus
- all be equal! All have valid reasons for alt prog.
- No fees if walking distance school is closed
- Did we ask the city to use some of it's surplus?
- Absolutely no increased fees.
- Didn't address distance to stops effectively
- Gr 4-6 who attend middle schools shouldn't take CT
- 50 chars? You clearly don't want feedback...
- L&L it is imperative to have door to door service.
- Start times before 8:20 is ridiculous!pls change!
- Junior & HighSchool students take Calgary Transit
- A discounted rate for each additional child.
- Higher fees and more bus stops is ideal for safety
- Alternating full day K to elim 1/2 day routes
- Transporting kids with special needs same pricing
- Removing mid day is very difficult for K parents.
- I oppose rise in the fees and increased bus time
- Increase the walk limit to community schools
- Field is too small to write anything of value.
- Transportation must pay for itself.



- Walkzone students be allowed fee waivers for Bus.
- Yellow school bus must be used for safety of kids
- CBE should run with a balanced budget, not deficit
- pick up @ Nolan Hill no shelter. cold in winter
- A chart to compare all bus options on one page
- Service for past four years has been very poor.
- Prefer yellow bus service through grade 9.
- Last ? is wrong. Service Sept 2015 = RIDICULOUS
- Children need exercise and should walk. Its okay!
- I am willing to pay more so child doesn't walk more
- Winter bus transfer unsafe - dark, cold.
- Stop transporting children so far from home.
- Use only CT. Take profit for private companies out.
- have 3 children if it goes over \$300 we won't bus
- I rather increase the fees to \$500
- NO to increasing cost. Increase alt program costs
- Offer afterschool programs so parents can drive?
- alternative programs shouldn't get bussing
- More options
- If fees increase I'll drive my child as will others
- Why 50 letters? Unreasonable to comment with that
- Increased fees for optional programs is OK.
- 50 characters implies you don't actually want feed
- Please cover the lunch supervision like before
- Implement 2016 so funds aren't taken from others
- congregated stops for all programs and equal fees
- In 5a fees would go up 150% for french immersion!
- Replace the half-days off with fewer full days!!!
- No more transportation fee increases please!
- I strongly oppose an increase in bussing fees.
- Alternative kids shouldn't have to pay more.
- Traveling distance shall be reduced
- Consider economic situation before increasing fees
- Eliminating kindergarten bus unjust vs other ages
- going to ecs should not require a car
- why buses for alt. schools for only few students?
- Fee hike is OK, shall hv less travl tim to bus stp
- busshare alternate programs-elem with same junior
- It is very good to take feedback from us students.
- 2.4K walk in Calgary in winter is unacceptable
- recomend caps in place for families like catholic
- Current service is good
- what can you put in 50 words...this is ridiculous
- Adjust price accordingly. \$100 increase per year
- stops too far for little kids, will pay.
- Should provide bussing for all CBE students
- Increase fees, keep mid-day routes for kindy kids.
- I don't want to



- parents who don't bus kids should not pay a fee
- Want to pay for kid on bus even if in walking zone
- Please do not stop Kindergarten mid day service
- If you choose a non-local school, you should pay more
- Pay full bus costs if school is outside walk zone
- FI = regular program. Eliminate Montessori -Private
- Willing to pay more 4 shorter trip 2 GATE school
- The current pickup times are too early. We drive.
- I pay now for a 45 minute ride on a 5 minute drive
- Bussing must be considered when starting programs
- I agree with the 25% payment on fee waivers
- Consider travel time on city transit-incl. transfer
- The increased transportation is too high
- If no midday service need full day kindergarten.
- Kindergarten requires a bus if half day per CBE
- Alternative programs shouldn't have to pay more.
- Start TLC program in other schools instead Bus fix
- this is a nightmare for you guys! good luck!
- I feel junior high kids should NOT take CT!
- Increase walk zone in all scenarios
- NO to longer walks/bus rides/changed bell time.
- cost of gas & wages have increased Fees should too
- French shouldn't be the same as other optional languages
- French should not be lump with optional languages
- Yellow buses for middle school, please!
- Not ok to punish families who choose alternatives
- Hope 2017's fair. We pay too much for city transit
- Support cycling through infrastructure & advocacy
- I will need bus for my kids born 2011, 2014, 2015
- economy terrible. Laid off parent. Bus fees stay
- Change bell schedule, share bus among schools
- Additional means of funds should be considered
- Goal should be keeping children in their community
- Increasing fees is not a viable option.
- Congregated stops mean we don't use the bus
- If no bus for K's, are parents expected to drive?
- Kindergarten mid-day service must be kept
- #2, lower km for elementary, opt pay for waiver
- #1 concern: travel distance over 0.5 km for k-6
- Cost is my major concern
- 50 characters not enough for any comments
- Don't punish alternative programs or Kindergarten
- Always walk to school; gr7 next year will need bus
- My main concerns are length of travel time.
- Live far away, pay more. It's quite simple.
- 50? Seriously? Even Twitter gives me 144
- In this economy, reduce fees below the current.
- Distance should not be increased due to safety.



- Walk distance < 1km elementary/all programs same fee
- this box is too short to tell you anything useful
- If more were eligible to ride = more fees...no?
- There is no way we could afford \$500 in bus fees.
- What about a parent-shared-ride program?
- With 2 children we can't afford \$500 per child
- ridership vs. parents driving - needs fixing!
- cut overhead and admin structure at CBE not bus
- Cut spending in other gov't areas to cover costs.
- Bus fees need to be tax deductible
- School bus service should be AB Govt responsibility
- Thank you. It is an important topic.
- This "FREE" education is certainly expensive...
- that last question has the wrong question...
- \$300 per child is already expensive for most.
- People have a hope, fees will be lowered one day!
- Mid day service is essential and impacts kid care

