

YORK CATHOLIC DISTRICT SCHOOL BOARD

AGENDA TRANSPORTATION REVIEW COMMITTEE MEETING

February 15, 2024
6:30 PM

Watch the Transportation Review
Committee Meeting STREAM
event on our YCDSB TV Channel:
<http://bit.ly/YCDSB-TV>

Land Acknowledgement

*We are gathered on the ancestral lands and waters of all Indigenous Peoples, who have left their footprints on Mother Earth before us.
We respectfully acknowledge those who have walked on it, those who walk on it now, and future generations who have yet to walk upon it.
We pray to the Creator for strength and wisdom that all may continue to serve as stewards of the Earth.*

Trustee Committee Members: Elizabeth Crowe, Maria Iafrate, Angela Saggese

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13. INFORMATION ITEM(S):

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b)	Distance Eligibility various school boards.	T. Pechkovsky	77

14. NOTICES OF MOTION:

15. FUTURE ITEM(S):

16. ADJOURMENT:

**Creator God,
As we journey through this world,
give us the grace to allow your Holy Spirit to work through us.
Help us to speak, think and work with honesty, and compassion,
to celebrate all that is life-giving,
to restore hope where it has been lost,
and to bring about change where it is needed.
We ask this in the name of Jesus Christ, our companion.
Amen**

York Catholic District School Board

**MINUTES
TRANSPORTATION REVIEW COMMITTEE**

A Transportation Review Committee Meeting was held on Thursday, November 30, 2023 at the Catholic Education Centre starting at 6:30 pm.

Attending:

Trustee Committee Members: In Person: E. Crowe, M. Iafrate, A. Saggese

Other Trustees: Virtual: F. Alexander

Absent with Notice: N/A

Administration: In Person: D. Scuglia, J. Sarna, T. Pechkovsky,
K. Scanlon, N. Smith
Virtual: J. Chiutsi, K. Elgharbawy, T. Laliberte,
L. Paonessa, L. Sawicky

Recording: S. Greco (In Person)

Presiding: M. Iafrate, Committee Chair

1. OPENING PRAYER / LAND ACKNOWLEDGEMENT

The Transportation Review Committee Meeting began with a Prayer followed by the Land Acknowledgement.

2. ROLL CALL: All Trustee Committee Members present

3. ELECTION OF CHAIR

A Saggese nominated M. Iafrate

M. Iafrate, Committee Chair

MOTION CARRIED

ELECTION OF VICE-CHAIR

E. Crowe nominated A. Saggese

A. Saggese, Committee Vice-Chair

MOTION CARRIED

4. APPROVAL OF COMMITTEE TERMS OF REFERENCE 2024

The Transportation Review Committee reviewed the Terms of Reference 2024 with minor changes.

MOTION: Crowe/Saggese

THAT the 2024 Terms of Reference for the Transportation Review Committee be approved.

MOTION CARRIED

5. APPROVAL OF THE AGENDA

MOTION: Saggese/Crowe

THAT the agenda be approved as presented.

MOTION CARRIED

6. DECLARATION OF CONFLICT OF INTEREST/PREVIOUS MEETINGS: NIL

7. APPROVAL OF THE PREVIOUS MINUTES

MOTION: Crowe/Iafrate

THAT the Minutes of the Transportation Review Committee meeting held on January 11, 2022 be approved.

MOTION CARRIED

8. BUSINESS ARISING FROM PREVIOUS MINUTES: NIL

9. OUTSIDE PRESENTATION(S):

Committee Chair, Maria Iafrate welcomed the Delegations and commented as follows:

“The York Catholic District School Board recognizes that stakeholders should have an opportunity to address the Board of Trustees. The Board has established a delegation process and this process is clearly outlined in Policy 106 Delegations to the Board and Input to Agenda Items. This policy reflects the guidelines to which delegations may come forward. To YCDSB community members visiting tonight, I wish to be very clear that views expressed by the delegations are those of the speakers. We will not be engaging in question or debate and I will be asking Trustees if they have questions at the end of your presentation. Although we will be listening carefully to your presentations, according to our Operational Bylaws, Trustees can only ask clarifying questions of delegates. We have read your presentations in advance and we have a good understanding of what you are about to say.

Delegations submitted have been pre-approved based on the content we received. If the delegate deviates from the pre-approved submission the delegation will be terminated.

Please be reminded that the York Catholic District School Board promotes positive, respectful, and civil behaviour. Therefore the expectation is to treat one another with dignity and respect at all times, and if you do not adhere to these instructions, your delegation will be terminated.”

a) Transportation for Holy Cross CA

Tania Monaco expressed her concerns with changes to the non-transportation zones modified by Student Transportation Services, resulting in students having to take public transit. Ms. Monaco stated that the Board should survey the parents to assess the demand and need for school transportation. Survey results may help plan the bus routes, schedules, and bus capacities.

b) Policy 203 Student Transportation Services

Tania Monaco read Marisa Vitale's speaking notes indicating that policy changes are inequitable and excused only certain children from their neighbourhood. Safety, due to Highway 7, was noted, advising that the school is isolated and in a highly industrialized area. It was asked that students be grandfathered and that new grade 9 students registering for 2024 can follow any proposed policy changes. It was also suggested that bus stops be consolidated as a cost-saving measure.

c) Lack of School Bus Transportation for French Immersion High School Students

Janet Pighin brought forward her concerns about the lack of school bus transportation for elementary FI students who want to continue in the French Immersion program in high school. It was suggested to have a central pick-up and drop-off location in Thornhill to allow those FI students in the Thornhill area to attend OLQW.

d) Transportation to St. Maximilian Kolbe CHS from Notre Dame CES

Antonietta Giovinazzo-Groff brought forward her concerns with the review of the dual and triple feeder school. Excluding a child from riding the bus with their sibling is perplexing. Public consultation should have occurred. Eric Warren expressed his concern with enrolling his second child in the same school as the older sibling and that she may be unable to get on the same bus. This is an environmental concern all around.

e) Policy 203 Student Transportation Services

Sabina Okayeva brought forward her concerns regarding the Student Transportation Policy and asked the Committee to consider changes to the policy with feeder school boundary changes. Courtesy seating was suggested to be implemented as other school boards currently have in place.

The Transportation Review Committee had the opportunity to ask the delegation questions for clarification. It was noted that if any changes do occur to the policy that it will not take into effect until February / March 2024. It was explained that the Board pays for each child that rides the bus. Many years ago the Board did have a pay-for-use busing where parents were offered a seat for a fee, but had to discontinue as per Ministry direction. It was also suggested that distances be revisited as a measurement tool.

10. STAFF PRESENTATION(S): NIL

11. ACTION ITEM(S): NIL

12. DISCUSSION ITEM(S):

a) Policy 203 Student Transportation Services - Policy Review

The Transportation Review Committee discussed some preliminary changes to Policy 203 Student Transportation Services prior to bringing forward to the Policy Review Committee.

13. INFORMATION ITEM(S):

a) Transportation Services Notices Provided to Families Fall 2023

Copies of communication sent to various communities regarding transportation service change sent to parents was included for information.

14. NOTICE OF MOTION: NIL

15. FUTURE AGENDA ITEM(S):

Next Meeting: Monday, January 29, 2024

16. ADJOURNMENT at 8:02 pm

Crowe/Saggese and CARRIED

Public Request to Make a Presentation or Present Petition

Inbox

Franca Ugolini <ycdsb.forms@ycdsb.ca>

1:15 PM (9
minutes ago)

to board.delegations

Name	Franca Ugolini
Email Address	
Home Address	
Home Telephone	
Are you a York Catholic District School Board employee?	No
Is this request related to a Motion and/or decision of the Board?	Yes
Spokesperson 1 Address	Canada
Spokesperson 2 Address	Canada
3) Presentation/Petition Details	
Date of Board Meeting	Nov 30, 2023
Specific Statement of Issue Changes to busing route for Our Lady of Fatima Catholic School.	
Summary of key presentation points: Below is a list of concerns related to proposed changes. <ul style="list-style-type: none">- route has been in place since school was opened.- changes would impacting children who are not of an appropriate age to be walking.- walking route would require crossing of Clarence St. A very busy street that is only expected to become worse with the development of the Board of Trade.- street/parking surrounding area of the school is extremely congested and challenging for drop off/pickup as it is - these changes will increase congestion and risk of accidents for the kids.	
If Applicable, your key recommendations/suggestions to address the problem/issue: Grandfather exiting routes in the Roselawn/Thompson creek area.	
4) Electronic Presentation Details Written material in support of the presentation, including PowerPoint, shall be provided to Trustees by end of day Saturday (11:59pm) prior to the scheduled Board meeting. If supporting information is not submitted within the timeline, the delegation will be removed from the agenda and presented at a future Board meeting. Email Presentation to board.delegations@ycdsb.ca	
Is your presentation in an electronic format?	No
Acknowledgement	- I am aware that my delegation presentation will be livestreamed during the Board Meeting.
Form prepared by:	Franca Ugolini
Date	Nov 15, 2023

Public Request to Make a Presentation or Present Petition

Inbox

Sabrina Ferrari <ycdsb.forms@ycdsb.ca>

2:02 PM (53 minutes ago)

to board.delegations

Name	Sabrina Ferrari
Email Address	
Home Address	
Home Telephone	
Name of Home School being represented	Our Lady Of Fatima CES
Are you a York Catholic District School Board employee?	No
Is this request related to a Motion and/or decision of the Board?	Yes
Spokesperson 1 Address	Canada
Spokesperson 2 Address	Canada
3) Presentation/Petition Details	
Date of Board Meeting	Nov 30, 2023
Specific Statement of Issue Bus 3051 stop being removed for gr 4and above.	
If Applicable, your key recommendations/suggestions to address the problem/issue: Keep the bus as is. As it's too far of a walk for my children. One of my children who is currently in grade x, and will be in grade x in the 2024-25 school year, suffers from xxxx, and is unable to walk that distance alone. I am requesting or petitioning that the school buses stay in place, possibly combined stops, but not to remove the stop completely. There is a big intersection at clearance and Avdell. Drivers are known to not to obey the stop at the four-way stop this is extremely dangerous for our elementary school students to assume the risk of walking on their own. Also, the possibilities of non-community members targeting our children as they walk to school for human trafficking, which we know in vine is a huge issue.	
4) Electronic Presentation Details Written material in support of the presentation, including PowerPoint, shall be provided to Trustees by end of day Saturday (11:59pm) prior to the scheduled Board meeting. If supporting information is not submitted within the timeline, the delegation will be removed from the agenda and presented at a future Board meeting. Email Presentation to board.delegations@ycdsb.ca	
Is your presentation in an electronic format?	No
Acknowledgement	- I am aware that my delegation presentation will be livestreamed during the Board Meeting.
Form prepared by:	Sabrina Ferrari
Date	Nov 15, 2023

S

ReplyReply allForward

Public Request to Make a Presentation or Present Petition

Inbox

Gus Zomparelli <ycdsb.forms@ycdsb.ca>

Nov 19, 2023,
10:21 PM (18 hours
ago)

to board.delegations

Name	Gus Zomparelli
Email Address	
Home Address	
Home Telephone	
Name of Home School being represented	Our Lady Of Fatima CES
Are you a York Catholic District School Board employee?	No
Is this request related to a Motion and/or decision of the Board?	Yes
Spokesperson 1 Address	Canada
Spokesperson 2 Address	Canada
3) Presentation/Petition Details	
Date of Board Meeting	Nov 21, 2023
Specific Statement of Issue	Cancellation of bus routes: 3051, 3009, 3129, 3105, 3309 M, 3049
If Applicable, your key recommendations/suggestions to address the problem/issue: Amalgamate some of the stops to save time.	
4) Electronic Presentation Details Written material in support of the presentation, including PowerPoint, shall be provided to Trustees by end of day Saturday (11:59pm) prior to the scheduled Board meeting. If supporting information is not submitted within the timeline, the delegation will be removed from the agenda and presented at a future Board meeting. Email Presentation to board.delegations@ycdsb.ca	
Is your presentation in an electronic format?	No
Acknowledgement	- I am aware that my delegation presentation will be livestreamed during the Board Meeting.
Form prepared by:	Gus Zomparelli
Date	Nov 19, 2023

Public Request to Make a Presentation or Present Petition

Inbox

Frances Zomparelli <ycdsb.forms@ycdsb.ca>

Sun, Nov 19,
10:17 PM (17 hours
ago)

to board.delegations

Name	Frances Zomparelli
Email Address	
Home Address	
Home Telephone	
Name of Home School being represented	Our Lady Of Fatima CES
Are you a York Catholic District School Board employee?	No
Is this request related to a Motion and/or decision of the Board?	Yes
Spokesperson 1 Address	Canada
Spokesperson 2 Address	Canada
3) Presentation/Petition Details	
Date of Board Meeting	Nov 21, 2023
Specific Statement of Issue	Cancellation of bus routes: 3051, 3009, 3129, 3105, 3309 M, 3049
If Applicable, your key recommendations/suggestions to address the problem/issue: The walk to the school is too dangerous for a 9 year old. Crossing Clarence Ave. unattended poses a safety risk for the children that will have to walk to school. Possibly amalgamate the bus stops to save time and to potentially pick up other stops to alleviate other routes.	
4) Electronic Presentation Details Written material in support of the presentation, including PowerPoint, shall be provided to Trustees by end of day Saturday (11:59pm) prior to the scheduled Board meeting. If supporting information is not submitted within the timeline, the delegation will be removed from the agenda and presented at a future Board meeting. Email Presentation to board.delegations@ycdsb.ca	
Is your presentation in an electronic format?	No
Acknowledgement	- I am aware that my delegation presentation will be livestreamed during the Board Meeting.
Form prepared by:	Frances Zomparelli
Date	Nov 19, 2023

Public Request to Make a Presentation or Present Petition

Angela Iamundo <ycdsb.forms@ycdsb.ca>

4:45 PM (3 minutes ago)

to [board.delegations](#)

Name	Angela Iamundo
Email Address	
Home Address	
Home Telephone	
Name of Home School being represented	Our Lady Of Fatima CES
Are you a York Catholic District School Board employee?	No
Is this request related to a Motion and/or decision of the Board?	Yes
Spokesperson 1 Name	Angela Iamundo
Spokesperson 1 Email Address	
Spokesperson 1 Address	
Spokesperson 1 Home Telephone	
Spokesperson 2 Address	Canada
3) Presentation/Petition Details	
Date of Board Meeting	Nov 30, 2023
Specific Statement of Issue School Bus service no longer available for the school year of 2024.	
Summary of key presentation points: How are students expected to walk over 40 minutes to and from school, specifically during the winter months? There are main roads they will need to cross just to get to school. Why not consolidate routes, rather than cancelling them?	
If Applicable, your key recommendations/suggestions to address the problem/issue: To continue to have bus services for our students to attend school safely, and consolidate busses if necessary and there is a shortage of bus drivers.	
4) Electronic Presentation Details Written material in support of the presentation, including PowerPoint, shall be provided to Trustees by end of day Saturday (11:59pm) prior to the scheduled Board meeting. If supporting information is not submitted within the timeline, the delegation will be removed from the agenda and presented at a future Board meeting. Email Presentation to board.delegations@ycdsb.ca	
Is your presentation in an electronic format?	No
Acknowledgement	- I am aware that my delegation presentation will be livestreamed during the Board Meeting.
Form prepared by:	Angela Iamundo
Date	Nov 15, 2023

S

ReplyReply allForward

Public Request to Make a Presentation or Present Petition

Michelle Machado <ycdsb.forms@ycdsb.ca>

ago)

to board.delegations

Name	Michelle Machado
Email Address	
Home Address	
Home Telephone	
Name of Group Being Represented (if Applicable)	Woodbridge School Bus
Name of Home School being represented	Our Lady Of Fatima CES
Are you a York Catholic District School Board employee?	Yes
Is this request related to a Motion and/or decision of the Board?	Yes
Spokesperson 1 Name	Michelle Machado
Spokesperson 1 Email Address	
Spokesperson 1 Address	
Spokesperson 1 Home Telephone	
Spokesperson 2 Address	Canada
3) Presentation/Petition Details	
Date of Board Meeting	Nov 30, 2023
Specific Statement of Issue	Our Lady of Fatima Policy 203 student transportation services
Summary of key presentation points:	Students grade 4 to 8 will not permitted to be bussed to school anymore. (1.6 Km) Bus routes : 3051, 3009, 3119, 3105, 3309, 3049, 3021, 3062, 3010 It will affect 49 families
If Applicable, your key recommendations/suggestions to address the problem/issue:	Consolidate some bus stops, if from JK to grade 3 kids will be picked up at the bus stop, why are the older kids not being picked up? Several buses are not full, 49 families dropping off students at the school will have a big impact on the traffic in front of the school. Our liberal government is constantly posting and campaigning for more use of public transit, less cars on the roads, why are these changes being implemented? There are several seminars being held by the York Police on the dangers of Human Trafficking, explaining how to prevent and be aware of this on our neighborhoods, why are our students and children being place in a unsafe situation by denying them to go on the bus?
4) Electronic Presentation Details	Written material in support of the presentation, including PowerPoint, shall be provided to Trustees by end of day Saturday (11:59pm) prior to the scheduled Board meeting. If supporting information is not submitted within the timeline, the delegation will be removed from the agenda and presented at a future Board meeting. Email Presentation to board.delegations@ycdsb.ca
Is your presentation in an electronic format?	Yes
Type of Presentation	Presentation (Powerpoint, Google Slide, Keynote) with no audio and video embedded
Technology Requirements	I plan on using my own device (Macbook, PC or iPad)
Please indicate type of device	pc

Acknowledgement	- I am aware that my delegation presentation will be livestreamed during the Board Meeting.
Form prepared by:	michelle machado
Date	Nov 17, 2023



ReplyReply allForward

Public Request to Make a Presentation or Present Petition

Jaclyn Toma <ycdsb.forms@ycdsb.ca>
to board.delegations

Name	Jaclyn Toma
Email Address	
Home Address	
Home Telephone	
Name of Home School being represented	Blessed Trinity CES
Are you a York Catholic District School Board employee?	No
Is this request related to a Motion and/or decision of the Board?	No
Spokesperson 1 Address	Canada
Spokesperson 2 Address	Canada
3) Presentation/Petition Details	
Date of Board Meeting	Jan 29, 2024
<p>Specific Statement of Issue</p> <ul style="list-style-type: none"> - My child has been dedicated to French immersion studies since Grade 1 at OLP/BTY, and I believe it's crucial to continue supporting their educational journey. - The lack of busing for French immersion students imposes a significant limitation on their commute and access to educational opportunities. This inequity raises questions about fairness, especially when other students in the district continue to benefit from transportation services; or those that benefit from living closer in proximity. - YRT is available, but it is limited and would require a lot of time and includes transfers to get to school. YRT doesn't have the same frequency or infrastructure as Toronto, for example. - It would take an additional minimum of 60 minutes each way for my child(ren) to get to FI High School. - Investing in French immersion education is an investment in the cultural and linguistic diversity of our community. I believe that by addressing this concern, the school board can contribute to a more inclusive and equitable educational environment for all students. <p>I urge the school board to reconsider the exclusion of French immersion students from Bus Service. By providing busing for all FI students, regardless of their academic focus, we can ensure equal opportunities for every child in our community.</p>	
<p>Summary of key presentation points:</p> <ul style="list-style-type: none"> - Provide busing for FI students to create more inclusive and equitable educational environment for all students in the community. - The lack of busing for French immersion students imposes a significant limitation on their commute and access to educational opportunities. This inequity raises questions about fairness, especially when other students in the district continue to benefit from transportation services; or those that benefit from living closer in proximity. 	

If Applicable, your key recommendations/suggestions to address the problem/issue:

Please allocate funding for school bus transportation for French Immersion students in high school so they can continue French Immersion at Our Lady Queen of the World Catholic Academy.

4) Electronic Presentation Details

Written material in support of the presentation, including PowerPoint, shall be provided to Trustees by end of day Saturday (11:59pm) prior to the scheduled Board meeting. If supporting information is not submitted within the timeline, the delegation will be removed from the agenda and presented at a future Board meeting. Email Presentation to board.delegations@ycdsb.ca

Is your presentation in an electronic format?	No
Acknowledgement	- I am aware that my delegation presentation will be livestreamed during the Board Meeting.
Form prepared by:	Jaclyn Toma
Date	Jan 14, 2024

Public Request to Make a Presentation or Present Petition

Rosy Suppa <ycdsb.forms@ycdsb.ca>

to board.delegations

Name	Rosy Suppa
Email Address	
Home Address	
Home Telephone	
Name of Home School being represented	Holy Cross Catholic Academy
Are you a York Catholic District School Board employee?	No
Is this request related to a Motion and/or decision of the Board?	Yes
Spokesperson 1 Name	Rosy Suppa
Spokesperson 1 Email Address	
Spokesperson 1 Address	
Spokesperson 1 Home Telephone	
Spokesperson 2 Name	Frank Smolinger
Spokesperson 2 Email Address	
Spokesperson 2 Address	
3) Presentation/Petition Details	
Date of Board Meeting	Jan 29, 2024

Specific Statement of Issue

Good evening and thank you for the opportunity to express our concerns regarding the cancellation of buses to and from Holy Cross Catholic High School. This proposed change poses threats to safety, financial implications as well as issues of equity and fairness.

The main concern we'd like to address is that of safety. Our street is a lone court (xxxxx court) whose only exit is to Highway 27. My xxx will be entering Grade 9 this September. My older xxx is graduating from Holy Cross and used the school bus. With the proposed change my younger daughter will have to use the YRT system. When you look at the YRT schedule and routes, xxxx would have to walk 6-8 minutes either north or south on Hwy 27 to make it to a bus stop or back to our court. Highway 27 is notorious for speeding cars and the section aforementioned is heavily commuted by large Fed Ex trucks going to and from the warehouse located at Martin Grove and 27. In addition, since my xxxx has been informed of the change, xxxx has expressed many emotions, and quite frankly fears around having to take YRT.

There are many other safety concerns for a 14 year old taking the YRT. General Safety in Vaughan is increasingly being threatened. There have been documented threats to safety on YRT buses (violent attacks, harassment, stabbings, sexual assaults). However, those are the only the ones we know of being reported upon. Alternatively, The school bus provides general safety to students as the driver has a connection with both the bus company and the school and it's administration and the driver develops a rapport with the students. A sense of community

and safety is fostered by taking the school bus as opposed to public transit.

In addition, currently there is already overcrowding on the YRT buses after school. With school bus removal, there would be significantly more students needing to use the YRT which could lead to long waits for students outside on Martin Grove Road.

Financially, this proposed change will have implications to our family as well as to other families who may have two or more students enrolled in Holy Cross. A one-way trip with YRT is \$4.25 A daily two way fare would be \$8..50. Even with one child and many families having two children enrolled in Holy Cross, that is an additional costs to families of \$1350 or possibly more. Please consider this, with these cancellations, will property taxes of citizens be adjusted as this critical service is being taken away?

With respect to timing of YRT trips, a one way trip to school will now mean a 40 + minute community as opposed to a 15-20 minute one with a school bus.. The YRT transit time can be further complicated by delays. This would lead to many "late" slips for students. When travelling on a school bus that is delayed, however, the school is made aware and the students are excused from being "late."

Finally, a word about equity. Some stops that are proposed to be removed are much more easily accessible to YRT buses while others like xxxxx Court are not.

I am proposing that bussing remains the status quo. I also suggest that surveys are conducted to determine which stops are underutilized or not needed on a yearly basis and reallocate those buses to stops to those more in need. A registration system can be set up just as students register for school, they would register for the bus.

Thank you for this opportunity to voice my concerns.

Summary of key presentation points:

see above

If Applicable, your key recommendations/suggestions to address the problem/issue:

I am proposing that bussing remains the status quo. I also suggest that surveys are conducted to determine which stops are underutilized or not needed on a yearly basis and reallocate those buses to stops to those more in need. A registration system can be set up just as students register for school, they would register for the bus.

4) Electronic Presentation Details

Written material in support of the presentation, including PowerPoint, shall be provided to Trustees by end of day Saturday (11:59pm) prior to the scheduled Board meeting. If supporting information is not submitted within the timeline, the delegation will be removed from the agenda and presented at a future Board meeting. Email Presentation to board.delegations@ycdsb.ca

Is your presentation in an electronic format?

No

Acknowledgement

- I am aware that my delegation presentation will be livestreamed during the Board Meeting.

Form prepared by:

Rosy Suppa

Date

Jan 15, 2024

Public Request to Make a Presentation or Present Petition

NADER SIMO <ycdsb.forms@ycdsb.ca>

to board.delegations

Name	NADER SIMO
Email Address	
Home Address	
Home Telephone	
Name of Home School being represented	St Joseph the Worker CES
Are you a York Catholic District School Board employee?	No
Is this request related to a Motion and/or decision of the Board?	No
Spokesperson 1 Name	NADER SIMO
Spokesperson 1 Email Address	
Spokesperson 1 Address	
Spokesperson 1 Home Telephone	
Spokesperson 2 Address	Canada
3) Presentation/Petition Details	
Date of Board Meeting	Jan 29, 2024
Specific Statement of Issue Students enrolled in French Immersion high schools do not have access to school buses.	
Summary of key presentation points: - My xxxx has been enrolled in FI from the beginning of G1 at St. Joseph the Worker as part of our family's efforts & dedication to support our children in enhancing their academic performance, learning new skills in preparation for their future in Bilingual Canada, and obtaining better prospects. - xxxx has not had any delays, conflicts with other kids, or other concerns while riding the school bus.	

- xxxx is going to G9 next year, and because xxxx is so excited about it after attending Open House Seminar & meeting different kids in the school, xxxx enrolled in the AP program and got accepted successfully.

- The lack of a school bus started rising, and xxxx aspirations , dreams & plans for the future began to fade.

- As parents we researched this and if xxxx used public transportation (changing many buses) it would take xxxx about 1.5 hours to get to school on a normal bus schedule (0no direction) and we all know winter weather conditions and bus delays.

- Even so, it takes xxxx about 3 hours a day (both ways), let us think together :

1- My xxxx (14 yrs old) would xxxx be mentally capable of studying and doing xxxx daily school work after 3 hours of public transport ??

2- Don't you think this will add mental stress to xxxx every day & every time the bus is late ??

3- Don't you think this will expose my xxxx to unsafe environment in xxxx age (14 yrs) ???

4- Don't you think this will lead xxxx by time to more serious health problems & anxiety disorders ???

As parents, we would like to keep my xxxx in YCDSB and French Immersion next year when xxxx enters G 9 . Many other families share the same feel about their children.

All above challenges will be eliminated if the school bus is funded for Finnish high school students..

We need your support in return to keep the children healthy & support them in their future plans.

If Applicable, your key recommendations/suggestions to address the problem/issue:

Please fund school bus transportation for high school students at the French Immersion School, especially St. Joseph the Worker Elementary School, to continue their G9 - PA French immersion studies at Our Lady Queen of the World Catholic Academy..

4) Electronic Presentation Details

Written material in support of the presentation, including PowerPoint, shall be provided to Trustees by end of day Saturday (11:59pm) prior to the scheduled Board meeting. If supporting information is not submitted within the timeline, the delegation will be removed from the agenda and presented at a future Board meeting. Email Presentation to board.delegations@ycdsb.ca

Is your presentation in an electronic format?

No

Acknowledgement

- I am aware that my delegation presentation will be livestreamed during the Board Meeting.

Form prepared by:

NADER SIMO

Date

Jan 16, 2024

Public Request to Make a Presentation or Present Petition

Janet Pighin <ycdsb.forms@ycdsb.ca>

to board.delegations

Name	Janet Pighin
Email Address	
Home Address	
Home Telephone	
Name of Home School being represented	St Joseph the Worker CES
Are you a York Catholic District School Board employee?	No
Is this request related to a Motion and/or decision of the Board?	No
Spokesperson 1 Name	Janet Pighin
Spokesperson 1 Email Address	
Spokesperson 1 Address	
Spokesperson 1 Home Telephone	
Spokesperson 2 Address	Canada
3) Presentation/Petition Details	
Date of Board Meeting	Jan 29, 2024
Specific Statement of Issue	
Busing for French Immersion high school students is needed immediately.	
Summary of key presentation points:	
<ul style="list-style-type: none">-French Immersion students at St. Joseph the Worker Elementary School, Thornhill feed into Our Lady Queen of the World Catholic Academy high school, Richmond Hill. OLQW is 15 km from STJW and our home. According to the York Region Transit bus planner app, it will take at least 2.5 hours per day and 4 buses for my xxxx to commute to OLQW and back home!-The YRT bus stops include a stop at Yonge St. and Steeles Ave. where my xxxx would need to change buses. This is a dangerous intersection with high traffic and high speed of cars.-The additional financial burden of paying out of pocket for YRT is not feasible for most families, including mine (over \$1,200/year).-The transition to high school is stressful enough for students and their family without this anxiety of trying to figure out how to get our children to the French Immersion high school (OLQW).-French Immersion is the only YCDSB specialty program that begins in Grade 1 and continues all the way through Grade 12. Students and families have committed themselves for the past 8 years to the FI program and now are unsupported for the transition to high school.-School bus transportation is provided to elementary FI students. Why is it not extended to high school FI students to continue their FI studies? This is unfair.-YCDSB is losing talented FI students to the public YRDSB. There is a French Immersion public high school (Hodan Nalayeh Secondary School) two blocks away from St. Joseph the Worker Elementary School. Many parents are choosing to send their children to this school.	
If Applicable, your key recommendations/suggestions to address the problem/issue:	
<ul style="list-style-type: none">-Provide school bus transportation for French Immersion high school students.-Please use a portion of the \$19.9 Million that YCDSB is receiving this year alone from the Student Transportation Grant for FI high school busing.-Parents are open to having a central bus stop in Thornhill such as at the Promenade Mall or the Dufferin Clark Community Centre so the bus driver has fewer stops to make.-Currently in Policy 203-Student Transportation Services, section 3.1 (iii) states, "A secondary student whose residence is more than 4.8 kilometres from their home secondary school is eligible for Board-provided transportation." This section should be amended to also apply to French Immersion secondary students whose residence is more than 4.8 kilometres from their designated French Immersion secondary school.	

-Similarly, section 3.6.4.2.1 in Policy 203 should be amended to state: Secondary French Immersion students who reside within the defined French Immersion boundary of their designated French Immersion secondary school are eligible for transportation as per 3.1 iii.

-This is only fair considering these students have been in French Immersion since Grade 1.

4) Electronic Presentation Details

Written material in support of the presentation, including PowerPoint, shall be provided to Trustees by end of day Saturday (11:59pm) prior to the scheduled Board meeting. If supporting information is not submitted within the timeline, the delegation will be removed from the agenda and presented at a future Board meeting. Email Presentation to board.delegations@ycdsb.ca

Is your presentation in an electronic format?

No

Acknowledgement

- I am aware that my delegation presentation will be livestreamed during the Board Meeting.

Form prepared by:

Janet Pighin

Date

Jan 17, 2024

Public Request to Make a Presentation or Present Petition

Jalal Shamoon <ycdsb.forms@ycdsb.ca>

Wed, Jan 17,
11:13 PM (10
hours ago)

to [board.delegations](#)

Name	Jalal Shamoon
Email Address	
Home Address	
Home Telephone	
Name of Home School being represented	Blessed Trinity CES
Are you a York Catholic District School Board employee?	No
Is this request related to a Motion and/or decision of the Board?	Yes
Spokesperson 1 Name	Jalal Shamoon
Spokesperson 1 Email Address	
Spokesperson 1 Address	
Spokesperson 1 Home Telephone	
Spokesperson 2 Address	Canada
3) Presentation/Petition Details	
Date of Board Meeting	Jan 29, 2024
Specific Statement of Issue The lack of available Busing to High School poses a significant obstacle for many Families particularly those with limited Transportations options potentially hindering equal access to Education and impacting the overall well-being of students	
Summary of key presentation points: <ul style="list-style-type: none">- Transportation obstacles- Safety of the Students- Parental Burden- Academic performance	
If Applicable, your key recommendations/suggestions to address the problem/issue: TBD	
4) Electronic Presentation Details Written material in support of the presentation, including PowerPoint, shall be provided to Trustees by end of day Saturday (11:59pm) prior to the scheduled Board meeting.. If supporting information is not submitted within the timeline, the delegation will be removed from the agenda and presented at a future Board meeting. Email Presentation to board.delegations@ycdsb.ca	
Is your presentation in an electronic format?	No
Acknowledgement	- I am aware that my delegation presentation will be livestreamed during the Board Meeting.
Form prepared by:	Jalal Shamoon
Date	Jan 17, 2024

Public Request to Make a Presentation or Present Petition

Mimi Robertson <ycdsb.forms@ycdsb.ca>

to board.delegations

Name	Mimi Robertson
Email Address	
Home Address	
Home Telephone	
Business Telephone	
Name of Home School being represented	Father Bressani CHS
Are you a York Catholic District School Board employee?	No
Is this request related to a Motion and/or decision of the Board?	Yes
Spokesperson 1 Name	Mimi Robertson
Spokesperson 1 Email Address	
Spokesperson 1 Address	
Spokesperson 1 Home Telephone	
Spokesperson 1 Business Telephone	
Spokesperson 2 Address	Canada
3) Presentation/Petition Details	
Date of Board Meeting	Jan 29, 2024
Specific Statement of Issue	
Please present this to the Executive Committee so that I can be added to the next Transportation Review Committee.	
I am requesting school bus transportation for French Immersion / AP Students attending Father Bressani CHS.	
Summary of key presentation points:	
The current policy only provides transportation for AP students that were previously under the PACE program. The policy also assumes that students living in my area have access to proper public transit, and therefore do not qualify for school bus transportation. However, my xxxx, who is enrolled in the French Immersion and AP program at Father Bressani, has been trying to use public transportation from Father Bressani to our home. Our experience has shows that the service provided is not reliable. The main issue is that Father Bressani is not located on a main road, like Weston Road, and the "dedicated" public school special is not reliable. There have been many occasions where the bus does not show up and we have had to make alternate arrangements, or my xxxx has had to walk from Father Bressani to Weston Road, to then get a bus travelling north to our neighbourhood. This is also an equity issue. There are many students that would have benefited greatly from the French Immersion and AP program at Father Bressani but chose instead to go to a local school because of the lack of transportation.	
If Applicable, your key recommendations/suggestions to address the problem/issue:	
Provide a school bus for French Immersion and/or AP students attending Father Bressani.	
4) Electronic Presentation Details	
Written material in support of the presentation, including PowerPoint, shall be provided to Trustees by end of day Saturday (11:59pm) prior to the scheduled Board meeting. If supporting information is not submitted within the timeline, the delegation will be removed from the agenda and presented at a future Board meeting. Email Presentation to board.delegations@ycdsb.ca	
Is your presentation in an electronic format?	Yes
Type of Presentation	Presentation (Powerpoint, Google Slide, Keynote) with no audio and video embedded

Technology Requirements	I plan on using my own device (Macbook, PC or iPad)
Please indicate type of device	Laptop
Acknowledgement	- I am aware that my delegation presentation will be livestreamed during the Board Meeting.
Form prepared by:	Mimi Robertson
Date	Jan 19, 2024

Public Request to Make a Presentation or Present Petition

Inbox

Marisa Rizzuto <ycdsb.forms@ycdsb.ca>

to board.delegations

Name	Marisa Rizzuto
Email Address	
Home Address	
Home Telephone	
Name of Home School being represented	Father Bressani CHS
Are you a York Catholic District School Board employee?	No
Is this request related to a Motion and/or decision of the Board?	Yes
Spokesperson 1 Name	Marisa Rizzuto
Spokesperson 1 Email Address	
Spokesperson 1 Address	
Spokesperson 1 Home Telephone	
Spokesperson 2 Address	Canada
3) Presentation/Petition Details	
Date of Board Meeting	Jan 22, 2024
Specific Statement of Issue Thank you for taking the time to review my request for my xxx in Gr 10 (AP) Father Bressani. We are in the process of moving back to our home xxxx (Home school Holy Cross) however my xxxis currently at Bressani. I have a xxx at Holy Cross who is not eligible for her bus either so I am requesting that xxx be able to take the bus that I believe is north of us on xxx. It will be easier and safer for xxx to go north daily to catch a bus that currently brings students to Bressani. If he were to take the Viva bus going east from 7/Kipling it becomes trickier with 3 bus route to and from the school. I would also like to offer to pay for this service if it were possible but I have been advised it's not. I am just hoping an easier daily route for my son to and from school since there is a closer bus to Veneto Dr that he can safely access. Thank you.	
Summary of key presentation points: -safer route for student in AP to get to and from school in an out of bounds district because there is already a bus that he can get to each day that he can access if he were allowed (willing to pay a fee)	
If Applicable, your key recommendations/suggestions to address the problem/issue: -allow xxx access to the bus that is around north Kipling (I am not sure of stopping areas for this bus) -charge me a fee Thank you. Marisa (mother)	
4) Electronic Presentation Details Written material in support of the presentation, including PowerPoint, shall be provided to Trustees by end of day Saturday (11:59pm) prior to the scheduled Board meeting. If supporting information is not submitted within the timeline, the delegation will be removed from the agenda and presented at a future Board meeting. Email Presentation to board.delegations@ycdsb.ca	
Is your presentation in an electronic format?	No
Acknowledgement	- I am aware that my delegation presentation will be livestreamed during the Board Meeting.
Form prepared by:	Marisa Rizzuto
Date	Jan 22, 2024

Public Request to Make a Presentation or Present Petition

Andrea Agh <ycdsb.forms@ycdsb.ca>

to board.delegations

Name	Andrea Agh
Email Address	
Home Address	
Home Telephone	
Business Telephone	
Name of Home School being represented	Blessed Trinity CES
Are you a York Catholic District School Board employee?	No
Is this request related to a Motion and/or decision of the Board?	Yes
Spokesperson 1 Name	Andrea Agh
Spokesperson 1 Email Address	
Spokesperson 1 Address	
Spokesperson 1 Home Telephone	
Spokesperson 1 Business Telephone	
Spokesperson 2 Address	Canada
3) Presentation/Petition Details	
Date of Board Meeting	Jan 29, 2024
Specific Statement of Issue	
There is no bussing provided for FI students to high schools in the YCDSB. The issue is that there will be no buses for students starting secondary school September 2024 for students entering grade 9 from any of the feeder elementary schools. This is impeding students from continuing with their French language learning and their path to bilingualism and certification in French..	
Summary of key presentation points:	
My name is Andrea Agh. I am the parent of grade 8 French Immersion xxxx graduating this year, from Blessed Trinity Catholic Elementary School. I am here in person to let you know that school busing is important me and my children. Children along with their parents have committed to French Immersion since grade 1. The program goes to grade 12 and is a special program offered only limited number of secondary schools in the region. These schools can be some distance from the original elementary schools and homes of the students of FI.	
We ask YCDSB to provide it for French Immersion high school students, going forward from September 2024. I am very concerned about how they will get school, when multiple YRT buses will take 55 - 70 minutes one way. 2 - 2..5 hours a day commuting. This brings challenges to our children in continuing their French language learning and ensuring they arrive to high school on time. I am concerned about the the burden of this cost placed on me as a parent. A day becomes that much longer having to take the public YRT in the morning and afternoon. This cuts into homework and study time for students. I am also concerned that come the winter months with shorter day light time that children will be walking to stops in the dark before the light of day starts. This brings its own risks.	
I am asking that you kindly consider putting funding forward to allow our kids to move forward without obstacles such bussing to get in their way of achieving their French certificate for completing the FI program to Grade 12.	
The students have worked so very hard, diligently putting their time and effort to learning a language that is a part of the bilingual heritage of this country. I am in favour of French Immersion and believe in building a bilingual country.	
Bilingualism is a national supported program and is advocated for and support at the highest levels of the federal government. This	

past Septembers the Official Languages Act of Canada was amended. Enhancing the vitality of official-language minority communities, tackling the decline of French, and ensuring that more young Canadians have the opportunity to learn our two official languages are priorities for the Government of Canada. If this is the case, how is a municipal regional school board not supporting the very foundation of the population, our children, leading the way of bilingualism in this county and right here in York Region.

Not providing bussing for a program that children have worked in since Grade 1 is setting them up for failure in the language. Bussing is relied on by parents and student to get to school on time, to study. My sons have said to me, "Mom, I am little anxious about how I am going to get to school." I would like to relieve their fear and mine. Can you help? Providing bussing will also help with traffic congestion, which in York Region the last two years, you can not deny has been outrageous and by taking those parents driving children to and from school off the roads leading to these high schools with the specialty FI program, means less traffic, save on gas, and in the end potentially help the planet with less pollution.

The FI program should have bussing in place.

Kindly consider this for funding for the coming years, to support and build on the success of FI in York Region. It would be such a relief to my family, and I'm sure yours, if we knew that dependable, safe transportation will be provided to our children to get to high school and back home in September. This will only happen with funding and a plan.

If Applicable, your key recommendations/suggestions to address the problem/issue:

I put forward this thought as a recommendation to address the problem. Centralized meeting or pickup points could assist where parents, students can meet to get a school bus closer to home that would then transfer them to school. It could also help to lessen the the number of stops require. For example a stop could be at the Vaughan Civic Centre Resource library another central meeting point could be Promenade Mall.

4) Electronic Presentation Details

Written material in support of the presentation, including PowerPoint, shall be provided to Trustees by end of day Saturday (11:59pm) prior to the scheduled Board meeting. If supporting information is not submitted within the timeline, the delegation will be removed from the agenda and presented at a future Board meeting. Email Presentation to board.delegations@ycdsb.ca

Is your presentation in an electronic format? No

Acknowledgement - I am aware that my delegation presentation will be livestreamed during the Board Meeting.

Form prepared by: Andrea Agh

Date Jan 17, 2024

YORK CATHOLIC DISTRICT SCHOOL BOARD

MEMO TO: Transportation Review Committee

FROM: Administration

DATE: February 15, 2024

SUBJECT: Holy Cross CHS – Implementation of Revised Non-Transportation Zone

Executive Summary:

The intent of this report is to seek approval for a policy exception to defer the implementation of the revised Non-Transportation Zone for Holy Cross CHS previously communicated to the Corporate Services Committee on June 7, 2023.

Background:

As outlined in the June 7, 2023 report to Corporate Service Committee the Non-Transportation Zone for Holy Cross CHS had been reviewed by Student Transportation Services of York Region (STSYR), who determined a portion of the school's catchment area now falls within the "transit serviced" definition of Policy 203.

The revised Non-Transportation Zone is to be implemented in September 2024. In October 2023 notice was sent to the affected communities identifying the pending change in transportation. Figure 1 represents the current Non-Transportation Zone, Figure 2 illustrates the new Non-Transportation Zone to be implemented in September 2024. For further clarification, the shaded area in each of the illustrations is the portion of the school boundary that does NOT receive board provided bussing. A copy of the notice from October is contained in Appendix A.

Figure 1: Holy Cross CHS Non-Transportation Zone Map (2023)

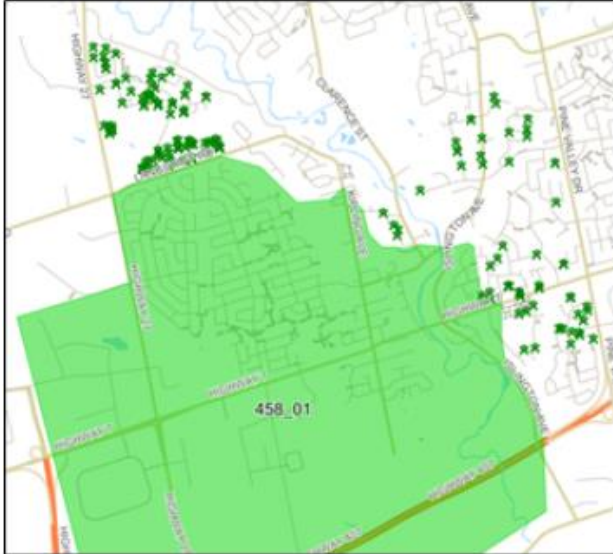
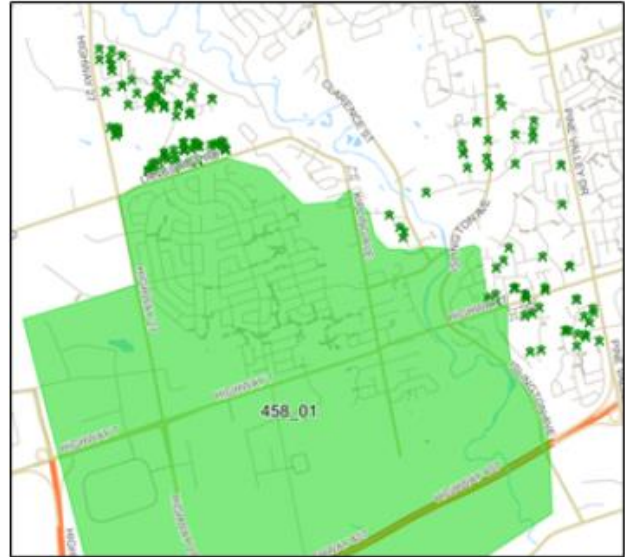


Figure 2: Holy Cross CHS Non-Transportation Zone Map (effective September 2024)



At the January 30, 2024 Board meeting trustees approved two policy exceptions to provide board provided transportation for the St. Raphael the Archangel CES community to St. Joan of Arc CHS. Administration supported the policy exceptions based on the understanding that the Student Transportation Services Policy #203 is under review, and wanting to minimize disruption to families potentially impacted.

*Administration is supportive of continued Board provided transportation to this community until such time the Board of Trustees have finalized their review of Policy 203. Administration would also encourage the Board to consider a similar policy exception for the communities serviced by Holy Cross CHS who were also impacted by a similar review. (Excerpt from January 30, 2024 report **Notice of Motion Physical Hazard or Barrier**)*

Analysis:

Policy 203 identifies the criteria in which STSYR evaluates student eligibility for board provided bus service, or in the case of this community, determining if the community is transit served, and therefore transportation is not provided by the Board.

The June 7, 2023 report to Corporate Services identified 162 students impacted by the change to the Non-Transportation Zone, 12 bus routes and an estimated cost reduction of \$96,539.51. Therefore the cost estimate to maintain this transportation is estimated at just under \$100,000,00 annually.

Summary:

A review of public transit service was completed, which identified two secondary schools where existing service was not required, due to the level of public transit service available, in accordance with the Policy 203. A notification was sent to those communities in October this year, identifying service would be removed as of September 2024.

The Transportation Review Committee is currently reviewing Policy 203, which may result in the change to a number of policy parameters, including those parameters which initiated this removal of bus service. It is uncertain the review of Policy 203 will be concluded and a revised policy approved in advance of the September 2024 date for the removal of service to this community. In the event the Board were to change the respective parameters, resulting in the reinstatement of Board provided bussing to this community post September 2024, the removal of service for September would cause unnecessary disruption for this community.

At the January 30, 2024 Board Meeting Trustees approved policy exceptions to provide extended transportation for the community of St. Raphael the Archangel to St. Joan of Arc. Administration therefore recommends that the Board provide a similar policy exception to the Holy Cross CHS community regarding the removal of board provided bussing as illustrated in Figure 2.

THAT The Board provide a policy exception to the Holy Cross CHS community, to defer the implementation of the revised Non Transportation Zone for Holy Cross CHS (Figure #2) until such time the following two parameters of **Policy #203 Student Transportation Services are reviewed.**

- the secondary distance requirement, and
- the transit served definition

Prepared and Submitted by: Tom Pechkovsky, Coordinating Manager of Planning and Operations
Endorsed by: Jennifer Sarna, Associate Director

YORK CATHOLIC DISTRICT SCHOOL BOARD

MEMO TO: Transportation Review Committee

FROM: Administration

DATE: February 15, 2024

SUBJECT: Summary of Potential Policy Changes – Table 1 and Table 2

Executive Summary:

The intent of this report is to provide trustees with a summary of potential changes to Policy #203.

Background:

The November 30, 2023 Transportation Review Committee agenda package included a “working copy” of the current policy #203, intended to generate discussion regarding possible policy changes.

Included as an attachment is **Table 1: Student Transportation Services – Potential Policy Changes**, this table summarizes policy areas, and suggested proposals. As previously communicated, some policy decisions have an impact on the YRDSB and Student Transportation Services of York Region and therefore required processing through the Joint Board Consortium (JBC), therefore a yes/no column is provided to indicate those possible changes that would require JBC input.

Table 2 Additional Considerations, which is a summary of additional initiative/ policies/ practices.

Summary:

As previously discussed, Student Transportation Services Policy #203 is being reviewed. A number of possible policy changes have been identified. Table 1 and Table 2 are intended to assist with the documentation and tracking of these possible changes.

Prepared and Submitted by: Tom Pechkovsky, Coordinating Manager of Planning and Operations
Endorsed by: Jennifer Sarna, Associate Director

Table 1: Student Transportation Services - Potential Policy Changes.

Parameter	Existing	Proposal	Description	JBC Approval Required	Comment	Estimated Service Impact	Estimated Financial Impact (from current situation)
3.ii	Jk to Grade 3, 1.2km distance from school	1	Jk to Grade 8 -1.4km distance from school	Yes	See separate report on Elementary Distances	Reduction in service to our youngest students, increased service to the older students, however the service would be consistent through the elementary program. Currently X number of families are impacted by the change from 1.2 to 1.6km. Overall an approximate reduction of about 400 riders.	-\$337,348.89
		2	Jk to 3 1.6km distance from school	Yes		overall a reduction of just over 1200 students resulting in some savings. All students would have the same distance therefore with the exception of special circumstances, all elementary siblings would either be bused or not bused.	-\$1,059,859.90
		3	Jk-Sk 0.8km distance to school , Grade 1 -3 1.6km distance to school	Yes		a negligible reduction in the number of students riding, however this option is in line with the Ministry's criteria, theoretically aligning our service level closer to funding.	-\$19,479.46
3.iii	Grade 4 to 8, 1.6km	1	See above 1.4km for all	Yes			
3.iv	iv) Grades 9 to 12 – • A secondary student whose residence is more than 4.8 kilometres from their home secondary school is eligible for Board-provided transportation. • A secondary student whose residence is more than 3.2 kilometres from their home secondary school, who's home address is not transit served, is eligible for Board-provided transportation.	3	iv) Grades 9 to 12 – • A secondary student whose residence is more than 4.8 km from their home secondary school is eligible for Board-provided transportation. • A secondary student whose residence is more than 3.2 kilometres from their home secondary school, whose home address is not transit served, is eligible for Board-provided transportation.	Yes		Currently the Board buses approximately 5700 students, this number would increase to approximately 8000 secondary students if the distance was established of any student outside of 3.2km, regardless of Transit Served.	\$2,035,000.00
3.1	A student's primary residence address is used to determine their designated or home school and eligibility for transportation	4	A student's primary residence address is used to determine their designated or home school, and eligibility for transportation. A student's residence address, or a caregiver's address, is used to determine eligibility for Board-provided transportation only if used consistently and is also within the eligible transportation zone for the school of attendance.	No	Proposed policy change to reflect the change in the Board's approach to TCH19s.	This change should represent a small increase in ridership. In a past initiative out of approximately 300 riders 10 riders were found to be TCH19 students not entitled to transportation, however found riding on the bus. See report for full details.	\$24,000.00
3.1.1	A caregiver's address may be used (home school and eligibility to determine collector point) only if it is used consistently and is also within the eligible transportation zone for the home school.	5	A caregiver's address may be used (home school and eligibility to determine collector point) only if it is used consistently and is also within the eligible transportation zone for the home school.	No	Not required due to the change in 3.1		
3.6.3	Medical reasons as certified by a doctor and approved by the Coordinating Manager of Planning & Operations or the Director of Education, in accordance with the Student Transportation Services procedures manual and appropriate documentation supportive of such request(s).	6	Medical reasons as certified by a doctor and approved by the Coordinating Manager of Planning & Operations or the Director of Education in accordance with the Student Transportation Services procedures manual and appropriate documentation supportive of such request(s).	No	Housekeeping, the STSYR procedure manual does not drive YCDSB policy.		No cost
3.6.4	Optional programs as determined by the Board of Trustees through the budgeting process	7	Optional programs as determined by the Board of Trustees through the budgeting process	No		Change in language to reflect that changes have been coming to the board via specific motion vs through the budget process. (I.E. F.I transportation for south Markham)	No cost
3.6.4.2.2	Secondary French Immersion Students "who reside outside the regular track boundary of the French Immersion School they attend, in non-transit served (see definition 5.11) area, are eligible for transportation as per the French Immersion Service Area Maps. In all cases Non-Transportation Zones apply."	8	Secondary French Immersion Students "who reside outside within the regular track french immersion boundary of the French Immersion School they attend in non-transit served (see definition 5.41) area, are eligible for transportation as per the French Immersion Service Area Maps. In all cases Non-Transportation Zones apply." — are subject to parameter 3iv (Policy 203).	No	Under the current policy less than 200 students are eligible. 437 would be eligible with the implementation of this change.	Increased service to just over 200 students.	\$403,000.00
3.10.1	Requests for temporary transportation may be approved for a temporary period due to extenuating medical needs, injury or medical procedures to the student's home school, if such service is available and can accommodate the request. Requests for temporary transportation shall be made on an S9 form accompanied by an S9A form via their school administration to the Coordinating Manager of Planning & Operations.	9	Requests for temporary transportation may be approved for a temporary period due to extenuating medical needs, injury or medical procedures to the student's home school, if such service is available and can accommodate the request. Requests for temporary transportation shall be made on an S9 form accompanied by an S9A form via their school administration to the Coordinating Manager of Planning & Operations.	No	Clarification/ housekeeping edit.	no impact	No cost

3.11	Walking distances to school bus collector points (bus stops) are targeted at 400 metres for elementary students and 600 metres for secondary students. Walking distances are measured by STS using the most direct walking route (which may include approved walkways) from the edge of a student's residence to the closest collector point.	10	Walking distances to school bus collector points (bus stops) are targeted at 400 metres for elementary students and 600 1000 metres for secondary students. Walking distances are measured by STS using the most direct walking route (which may include approved walkways) from the edge of a student's residence to the closest collector point.	No	the Ministry walk distances are 0.8km (Elem.) and 1.8km (Sec.) The intent of the suggestion is to increase the secondary walk distance, and ensure whatever the number it matches the expectations of Transit Served. The intent is to match the Board provided bus service and expectation for transit service.	This would effectively require secondary students to walk further to a school bus stop. By having distances further apart STSYR should find some efficiencies by reducing the number of stops. It is important to note the current 600m is a maximum distance, there may be stops which are closer than 600m due to local factors.	Greater efficiency of routes and some cost savings would be expected. (see report)
3.11.1	A physical hazard, or barrier associated with the collector point, and/or pedestrian route to the collector point, or	11	A physical hazard, or barrier associated with the collector point, and/or pedestrian route to the collector point, <u>rural route</u> or;	yes	Edit to match STSYR Service.	This is not intended to impact any service levels.	No cost
3.10.1.1	Concerns regarding rural collector points	12	Concerns regarding rural collector points	yes		Clarification of the policy/ housekeeping	
3.12	Ride time is the time a student spends on a bus from collector points to school. The walking time to and from collector points is not included. Ride times on Board provided transportation exceeding 60 minutes would be considered exceptional circumstances	13	Ride time is the time a student spends on a bus from collector points to school, <u>or school to collector point in the afternoon</u> . The walking time to and from collector points is not included. Ride times on Board provided transportation exceeding 60 minutes would be considered exceptional circumstances	No			No cost
5.11	Transit Served Student: a student who:	14	<ul style="list-style-type: none"> Can access public transit to and from school; Lives within <u>1000 meters</u>1 kilometer of a public transit stop; (Note to draft YRDSB is at 1200m). Spends <u>60 to 75</u>-minutes or less travelling to or from school; and, Requires no more than three vehicles or less travelling to or from school. 	No		This will decrease the number of students who are considered transit served, likely resulting in more students qualifying for transportation. The intent is to match the parameters to our own board provided transportation service.	Greater efficiency of routes and some cost savings
3.15	New	15	Distance calculations are to be determined by STSYR. Variations of +/- 100m may be applied to provide for logical breaks in service levels.	No		Clarification of the current practice, similar wording was removed in 2018.	No cost
	New	16	<p>New 5.4 Designated School: The school of attendance determined based on the primary address of the catchment area school, as determined by the school board to be one of the following:</p> <ul style="list-style-type: none"> a regular school a program school offering specialized programs such as Gifted or French Immersion a designated school to receive students from a school with a Capped Enrolment. (May require amendment to policy 226) 	No	Language to consider "designated school"	no intended change to service.	No cost
	New.	17	<p>New 5.9 Primary address: one address as designated by parent/family - may be a residential address or other location such as a childcare place.</p> <ul style="list-style-type: none"> in case of shared custody arrangements, multiple addresses may be used providing they are within the same school boundary. 	No	Language to be refined through final drafting, the concept is similar to items above regarding the role of the caregiver address.	no intended change to service	No cost

new		18	New 5.11 Student Transportation Services of York Region (STSYR), a consortium formed through an agreement between the YCDSB and YRDSB for the purpose of providing a common administration of student transportation services throughout York Region. STSYR administers each of the board's transportation policies and procedures and implements all aspects of home-to-school transportation services	No	Added language to consider for added clarification.	no intended change to service	No cost

Regardless of the service we want to offer, the driver shortage should not be underestimated as a significant barrier.

Table 2: Additional Considerations

Topic	Description	Proposal	Proposal	JBC Approval Required	Comment	Estimated Service Impact	Estimated Financial Impact (from current situation)
Inclement Weather	Currently any closures due to inclement weather impacts the entire jurisdiction, 1 Zone, some school boards have multiple zones.	1	Greater 2 zones to address weather changes in the north and south.	Yes	This proposal has some significant HR and operational issues.	Presumably the impact would only be applicable where there are weather events which compromise only a portion of the Region, this is estimated at 2 or 3 days a year.	\$300k to \$500k
Hazards	Sidewalks and other features and a determining factor for eligibility	2	Re-examine what constitutes a hazard, the role of sidewalks, road speeds, railway crossings, road crossings, with and without a crossing guard.	Yes		Potentially significant service impact	Potentially significant increase in costs.
Open seat policy	Courtesy rides, are permitted at some boards where there is a empty seat and their payment arrangements are	3		Yes		Additional service would be provided.	A costing estimate is not available at this time.
Opt Out.	Some school boards have a process where annually families can identify if they will be accessing board provided transportation or not (for eligible students only).	4	The proposal would be to develop an annual process a) June for planning, b) October for in year changes. Families would identify their intent. We suspect there is a portion of students not utilizing transportation set aside for them. Although the participation rate is expected to be low, it may contribute to increased efficiency, and reduce costs.	Yes		Teh impact to service would be a moderate improvement to route efficiency and the possibility of a reduced number of stops.	Potential to increase efficiency and reduce costs.

YORK CATHOLIC DISTRICT SCHOOL BOARD

MEMO TO: Transportation Review Committee

FROM: Administration

DATE: February 15, 2024

SUBJECT: Elementary Student Distance Eligibility Criteria

Executive Summary:

This report intends to provide the Transportation Review Committee with a cost estimate in regards to changes to the elementary student distance criteria in policy 203.

Background:

The York Catholic District School Board (YCDSB) policy 203 - Student Transportation Services, outlines eligibility requirements for board-provided transportation. Eligibility for transportation to and/or from a student's designated home school is a function of the distance from their home school and grade level as follows:

- i. Junior Kindergarten to Grade 3 – a student whose residence is more than 1.2 KMs from their home school is eligible for Board-provided transportation;
- ii. Grades 4 to 8 - a student whose residence is more than 1.6 KMs from their home school is eligible for Board-provided transportation; and
- iii. Grades 9 to 12 –
 - a. A secondary student whose residence is more than 4.8 KMs from their home secondary school is eligible for Board-provided transportation.
 - b. A secondary student whose residence is more than 3.2 KMs from their home secondary school, who's home address is not transit served, is eligible for Board-provided transportation.

Analysis:

Student Transportation Services of York Region (STSYR) staff have analyzed the estimated cost impact of changes to the elementary student distance parameters under the following options:

Current Situation: Current distance parameters as outlined in policy 203.

Option 1: A 1.4 km distance for all elementary students.

Option 2: A 1.6 km distance for all elementary students.

Option 3: The Ministry of Education Routing Simulation distance criteria.

- a. JK – SK: 0.8 km;
- b. Gr. 1 – 8: 1.6 km.

Table 1 summarizes the number of pupils eligible for transportation services and the estimated cost impact of each option. Option 3 would result in the largest decrease in the number of eligible students and overall transportation costs.

Table 1- Elementary Student Distance Parameters

Distance Eligibility Criteria	Number of Students Eligible for Transportation	Costs Difference from Current Policy Criteria	Notes
Current Situation: 1.2 km JK - Gr. 3; 1.6 km Gr. 4 - 8*	13429	\$ -	
Option 1: 1.4 km JK - Gr. 8	13048	\$ (337,348.89)	# of Jk - Gr. 3 students eligible decreases from current policy. # of Gr. 4 - 8 students eligible increase from current policy.
Option 2: 1.6 km JK - Gr. 8	12232	\$ (1,059,859.90)	# of Jk - Gr. 3 students eligible decreases from current policy. # of Gr. 4 - 8 students eligible does not change from current policy
Option 3: 0.8 km JK - SK ; 1.6 km Gr. 1 - 8**	13407	\$ (19,479.46)	# of JK - SK students eligible increases from current policy. # of Gr. 1 - 3 students eligible decreases from current policy. # of Gr. 4 - 8 students eligible does not change from current policy.

* Current parameters in policy 203

**Eligibility Criteria in Ministry Simulation

Financial Projections:

For the purpose of comparison, cost estimates have been determined by using the average cost per eligible student. Special Education students accessing a special purpose vehicle (i.e., a caravan, taxi, or wheelchair accessible route) were not included in the average cost calculation.

Note: The estimated expenditure to transport elementary students for the 2023/24 school year is \$13.5 M. This expense is inclusive of school bus, taxi, and fuel cost.

Transportation Funding Impact:

The Ministry of Education's funding formula is based on the Ministry's common reference standards. Each year school boards, via the transportation consortiums, report ridership and eligibility based on these standards, including those students who are assumed to be served by public transit.

It should be noted that a change to Board eligibility parameters to support French Immersion will not increase funding, as that funding has already been maximized, therefore, if the Board intends to stay within funding parameters, other services will need to be reduced to make up this funding gap.

Operational Challenges:

Driver shortages remain a concern for the student transportation industry throughout the province. Operators have also reported delays with the arrival of new school vehicles from the manufacturers. The rising costs of newly manufactured school vehicles are putting upward pressure on home-to-school rates. As a result of these conditions, the school bus operators in York are not in a position to provide additional services at this time.

Joint Board Consortium:

Student Transportation Services of York Region (STSYR) is a mechanism that both the York Region District School Board (YRDSB) and the YCDSB use to amalgamate transportation services to reduce costs through the elimination of duplication, improvement in management practices, and achieve economies of scale.

As part of the consortium, the boards have agreed that the cancellation, suspension, or changes to the provision of transportation services at either board will not increase the cost of the other party. Therefore in situations where changes to YCDSB policy may impact costs of the YRDSB, Joint Board approval is required.

Summary:

Amending the elementary eligibility distance parameters under the options proposed will result in reduced expenditure for the YCDSB. Reduced ridership may help address some of the operational challenges associated with school bus driver shortages. Policy changes that do result in ridership reductions require approval through the Joint Board Consortium.

Prepared by: Niall Smith, Manager, Student Transportation Services of York Region (STSYR)
Submitted by: Tom Pechkovsky, Coordinating Manager of Planning and Operations
Endorsed by: Jennifer Sarna, Associate Director

YORK CATHOLIC DISTRICT SCHOOL BOARD

MEMO TO: Transportation Review Committee

FROM: Administration

DATE: February 15, 2024

SUBJECT: Secondary Student Distance Eligibility Criteria

Executive Summary:

This report intends to provide the Transportation Review Committee with a cost estimate if the secondary student eligibility distance were to change from the current policy parameters to 3.2 KMs for all schools.

Background:

The York Catholic District School Board (YCDSB) policy 203 - Student Transportation Services, outlines eligibility requirements for board-provided transportation. Eligibility for transportation to and/or from a student's designated home school is a function of the distance from their home school and grade level as follows:

- i. Junior Kindergarten to Grade 3 – a student whose residence is more than 1.2 KMs from their home school is eligible for Board-provided transportation;
- ii. Grades 4 to 8 - a student whose residence is more than 1.6 KMs from their home school is eligible for Board-provided transportation; and
- iii. Grades 9 to 12 –
 - a. A secondary student whose residence is more than 4.8 KMs from their home secondary school is eligible for Board-provided transportation.
 - b. A secondary student whose residence is more than 3.2 KMs from their home secondary school, who's home address is not transit served, is eligible for Board-provided transportation.

Analysis:

Under the current secondary student distance eligibility criteria, 5,755 students are eligible for board-provided transportation, as of January 10th, 2024. If eligibility for transportation were to change from the current policy parameters to 3.2 KMs for all secondary students, using the same student data, a total of 8,064 students would be eligible for transportation. The estimated cost increase for the YCDSB if the secondary eligibility distance criteria were to change to 3.2 km would be \$2,035,000.00*.

*Note: This analysis assumes that the 3.2 KM eligibility criteria would apply to all secondary school programs and students. Costing was calculated using the average transportation cost per eligible pupil multiplied by the increase in the number of students who would be newly eligible for transportation.

Transportation Funding Impact:

The Ministry of Education's funding formula is based on the Ministry's common reference standards. Each year school boards, via the transportation consortiums, report ridership and eligibility based on these standards, including those students who are assumed to be served by public transit.

It should be noted that a change to Board eligibility parameters to support French Immersion will not increase funding, as that funding has already been maximized, therefore, if the Board intends to stay within funding parameters, other services will need to be reduced to make up this funding gap.

Operational Challenges:

Driver shortages remain a concern for the student transportation industry throughout the province. Operators have also reported delays with the arrival of new school vehicles from the manufacturers. The rising costs of newly manufactured school vehicles are putting upward pressure on home-to-school rates. As a result of these conditions, the school bus operators in York are not in a position to provide additional services at this time.

Joint Board Consortium:

Student Transportation Services of York Region (STSYR) is a mechanism that both the York Region District School Board (YRDSB) and the YCDSB use to amalgamate transportation services to reduce costs through the elimination of duplication, improvement in management practices, and achieve economies of scale.

As part of the consortium, the boards have agreed that the cancellation, suspension, or changes to the provision of transportation services at either board will not increase the cost of the other party. Therefore in situations where changes to YCDSB policy may impact costs of the YRDSB, Joint Board approval is required.

Summary:

Revising the secondary eligibility distance criteria from the current policy parameters to 3.2 KMs for all secondary students will have a significant cost increase for the YCDSB. The change could also result in increased costs to the YRDSB as well, due to potential

fleet growth. As such, discussion through the Joint Board Consortium is required. The policy change will not increase Ministry funding and will result in operational challenges for the school bus providers in the region.

Prepared by: Niall Smith, Manager, Student Transportation Services of York Region (STSYR)
Submitted by: Tom Pechkovsky, Coordinating Manager of Planning and Operations
Endorsed by: Jennifer Sarna, Associate Director

YORK CATHOLIC DISTRICT SCHOOL BOARD

MEMO TO: Transportation Review Committee
FROM: Administration
DATE: February 15, 2024
SUBJECT: Primary Address Eligibility Definition

Executive Summary:

This report intends to provide the Transportation Review Committee with a financial impact analysis of a change to Policy 203 – Student Transportation Services, parameter 3.2. Specifically, using a student's residence address to determine eligibility for board-provided transportation.

Background:

The York Catholic District School Board (YCDSB) policy 203 - Student Transportation Services outlines eligibility requirements for board-provided transportation. Parameter 3.2 states:

A student's residence address is used to determine their home school and eligibility for board-provided transportation.

- *A caregiver's address may be used (to determine collector points) only if it is used consistently and is also within the eligible transportation zone for the home school.*

For families who require before and after care, the current parameter does add a barrier. A daycare location within the eligible transportation zone may have students enrolled who are eligible for transportation (i.e., the resident address of the student is eligible) and some students who do not qualify (i.e., the resident address of the student is not eligible).

The York Region District School Board (YRDSB) allows a pupil's home or caregiver's address to determine school bus eligibility if either address is used consistently, is within the school boundary, and is within the eligible transportation zone.

Analysis:

Student Transportation Services of York Region (STSYR) staff have assessed the financial impact if parameter 3.2 were to be revised:

A student's residence address is used to determine their home school. A student's residence address, or a caregiver's address,

is used to determine eligibility for board-provided transportation only if used consistently and is also within the eligible transportation zone for the school of attendance.

Today, 32 YCDSB students are not eligible for board-provided transportation based on their resident address. However, these students have a caregiver's address that is located in the eligible transportation zone of their home school. If parameter 3.2 were revised and these students were deemed eligible for transportation the cost to the YCDSB would be \$23,746.23*.

*Note: This cost estimate is based on the average cost per pupil multiplied by the number of students. This cost is subject to change based on the number of students who have an alternate address in the future.

Summary:

Revising parameter 3.2 to allow a residence address or caregiver's address to determine eligibility for board-provide transportation will have a modest financial impact. The change would align this policy parameter with the board's coterminous board, the YRDSB.

Prepared by: Niall Smith, Manager, Student Transportation Services of York Region (STSYR)
Submitted by: Tom Pechkovsky, Coordinating Manager of Planning and Operations
Endorsed by: Jennifer Sarna, Associate Director

YORK CATHOLIC DISTRICT SCHOOL BOARD

REPORT TO: Transportation Review Committee

FROM: Administration

DATE: February 15, 2024

RE: **Pedestrian Infrastructure – York Region.**

EXECUTIVE SUMMARY:

The purpose of this report is to provide information regarding the availability of pedestrian infrastructure within York Region. The report intends to illustrate that many communities lack sidewalks, and therefore identifying sidewalks as a factor in determining student eligibility for transportation is not advisable.

BACKGROUND

The lack of pedestrian infrastructures, or sidewalks are commonly a concern raised by stakeholders as a hazard to students and often the source of a request for Board provided transportation.

In response to various delegations and concerns Administration has provided reports to the Board of Trustees through Board or Committee reports on the subject. This report is a compilation of the highlights of those previous reports.

SIDEWALKS AND PEDESTRIAN INFRASTRUCTURE

Sidewalks are a municipal responsibility and generally installed as part of the construction of new subdivisions, or part of an overall project upgrade roads to an urban cross section. In general, due to the capital cost of sidewalks, pathways or other infrastructure sidewalks are not present for all road segments and often may be available on only one side, or in some cases not available at all in some communities.

In 2021 a report was produced for the Transportation Review Committee regarding the availability of sidewalks within the context of secondary schools. The following has been extracted from that report.

Given the location of many of our secondary schools in urban areas, sidewalks exist on the arterial roads surrounding most of the schools. In many cases these sidewalks have been constructed since the initial opening of the school. There does remain a number of road segments in close proximity to some high schools where only one side of the road may provide

a sidewalk, and in some sections, such as Bathurst Street north of Bloomington Road West, where there is an absence of sidewalks. Table 1 below identifies additional locations in close proximity to Catholic High Schools where sidewalks are not available on arterial roads (Note: this data was collected via Google Street View).

Table 1: Arterial Road Segments within Proximity to Catholic High Schools with no Sidewalks

Item	Location	Secondary School
1	Woodbine Avenue south of Glenwoods Avenue	Our Lady of the Lake
2	Glenwoods Avenue, east of Woodbine Avenue.	Our Lady of the Lake
3	Leslie Street South of Ravensue	Our Lady of the Lake
4	Ravenshoe Road from Leslie to Woodbine	Our Lady of the Lake
5	Yonge Street, north of Bloomington Road	Cardinal Carter
4	Yonge Street, south of Bloomington Road between Coon's Road and Black Forest Drive	Cardinal Carter
5	Ninth Line north of 16th Avenue	St. Brother Andre
6	Portions of Donald Cousin's Parkway, East of ninth line	St. Brother Andre
7	Bloomington Road West between Bathurst Street and Dufferin	Cardinal Carter
8	Bathurst Street North of Bloomington Road South of Henderson	Cardinal Carter

Source: GoogleMap & Google Street View

As of October 2019, there were a total of 28,659 road segments in York Region, 23,449 of which were considered urban roads. Of the “urban roads” 35% of those segments did not have a sidewalk. Regional roads made up 10.74% of the road segments, and of which 42% did not have a sidewalk on either side of the road with 17% having a sidewalk on one side only.

It is important to note that the 4.8km distance from school, although measured using the single line road network and possible walking paths, is a measurement, and not intended to strictly imply walking. The eligibility difference from kindergarten from Jk to Grade 12 vary, as does the average child's capabilities and responsibilities. Secondary students have greater independence, responsibility and choices available in finding their way to and from school. Ultimately as highlighted in parameter 3.5 of Policy 203, for students who are not eligible for Board provided

transportation, it is the parent's responsibility to determine the appropriate safe means of arrival to school and departure to school.

Appendix 1 includes slides which had previously been provided illustrating the lack of sidewalks in the vicinity of Elementary schools. The document contains eight examples illustrating:

- Sidewalks (red lines)
- Location of bus stops (as of the time of the image)
- School Locations and street names (where scale permits)
- General Comments (right margin)

SUMMARY:

This report is a compilation of the highlights of those previous reports. The lack of pedestrian infrastructures, or sidewalks are commonly a concern raised by stakeholders as a hazard to students and often the source of a request for Board provided transportation.

Administration continues to advocate for municipalities to install sidewalks as part of any infrastructure upgrades, or in the construction of new communities. Any consideration for the Board of Trustees to consider the lack of sidewalks as a criterion to provide Board provided transportation should be accompanied by additional factors, such as speeds, nature of the roadway etc, and be offset by a reduction of transportation service in another area.

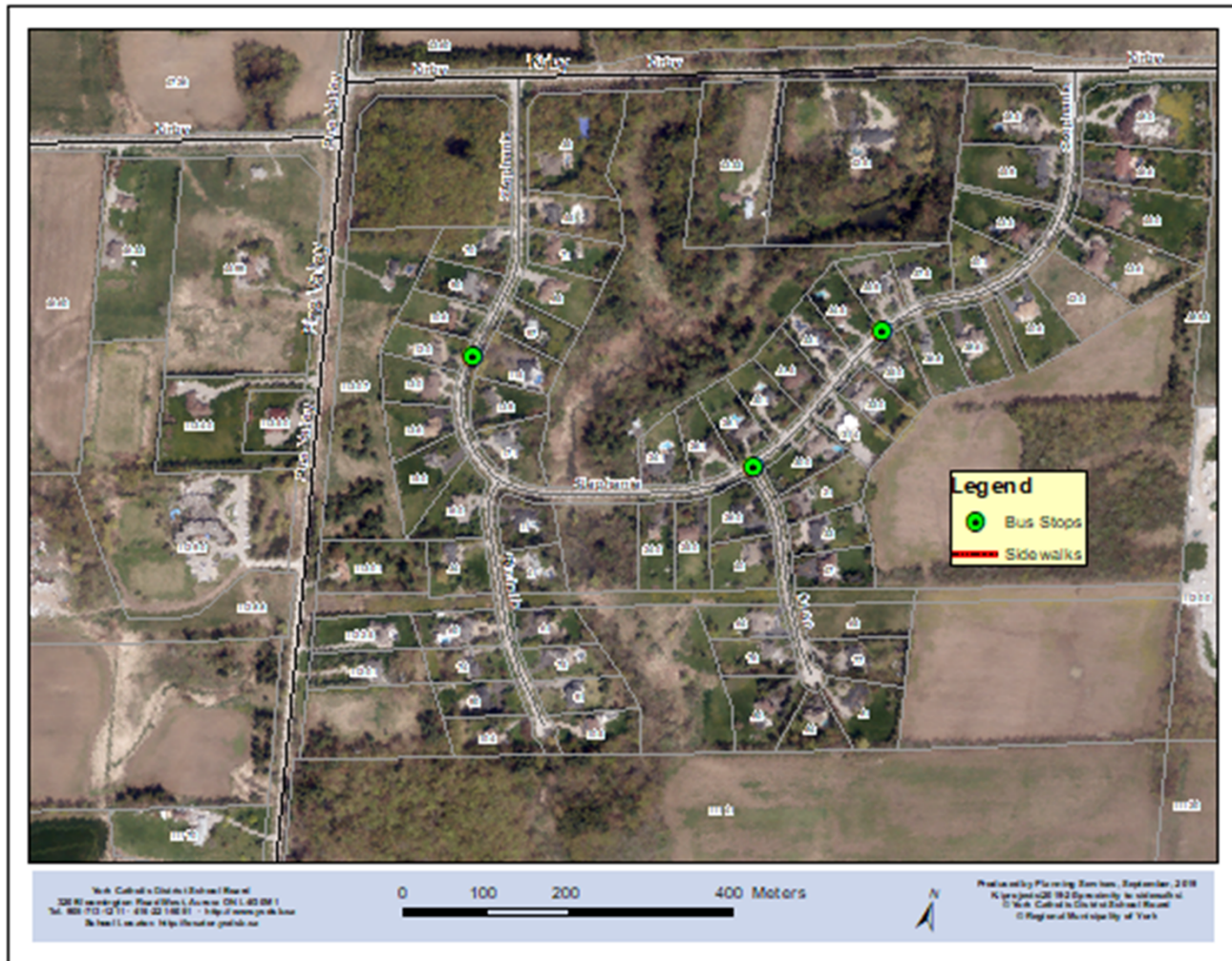
Prepared and Submitted By:	Tom Pechkovsky, Coordinating Manager, Planning & Operations
Endorsed By:	Jennifer Sarna, Associate Director

Attachment #1 - Appendix 1 Slide presentation from 2021
Attachment #2 – Letter to the Town of Aurora.

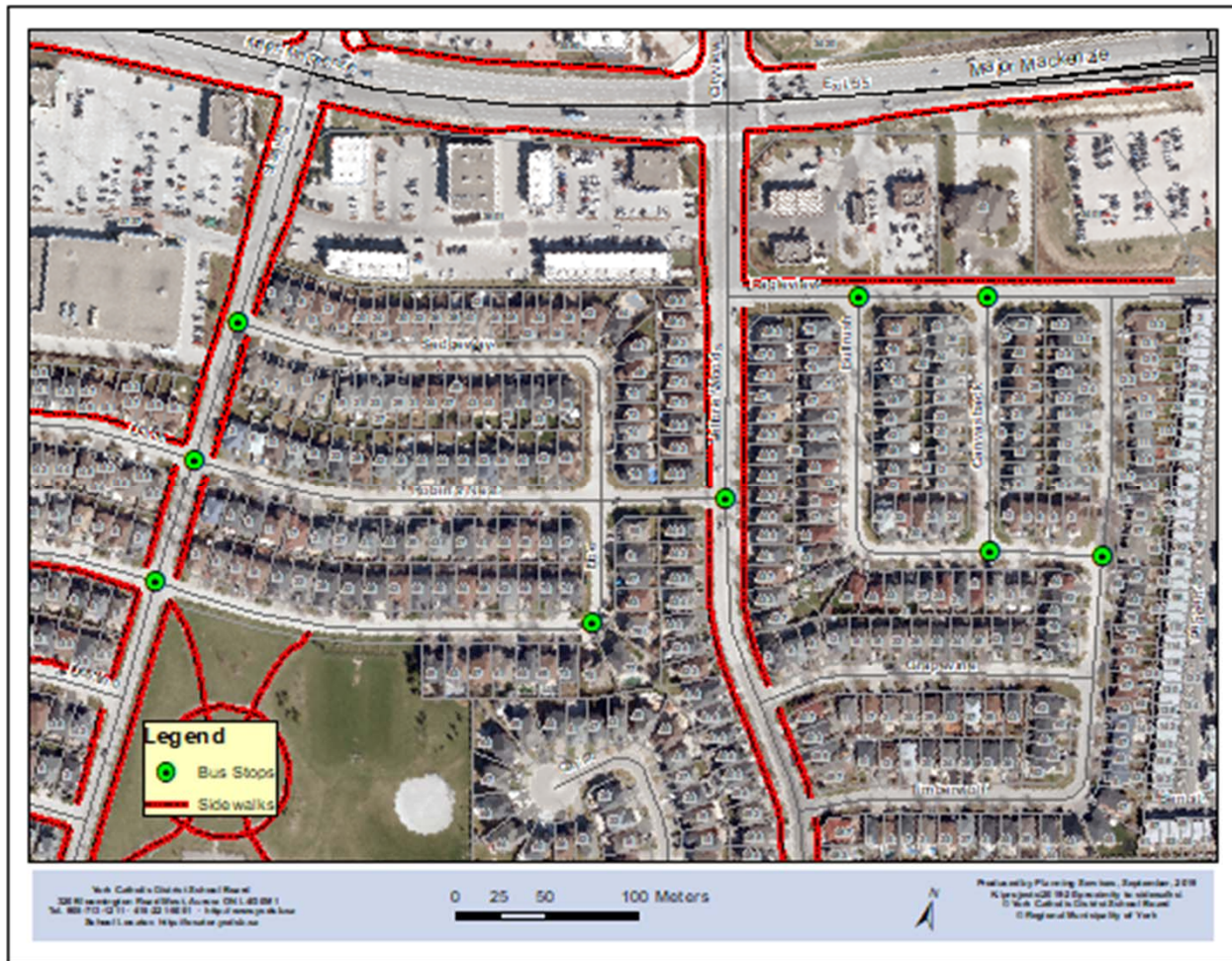
Examples: Screen Shots (8)

The following slides provide a number of screenshots illustrating York Region communities highlighting the following:

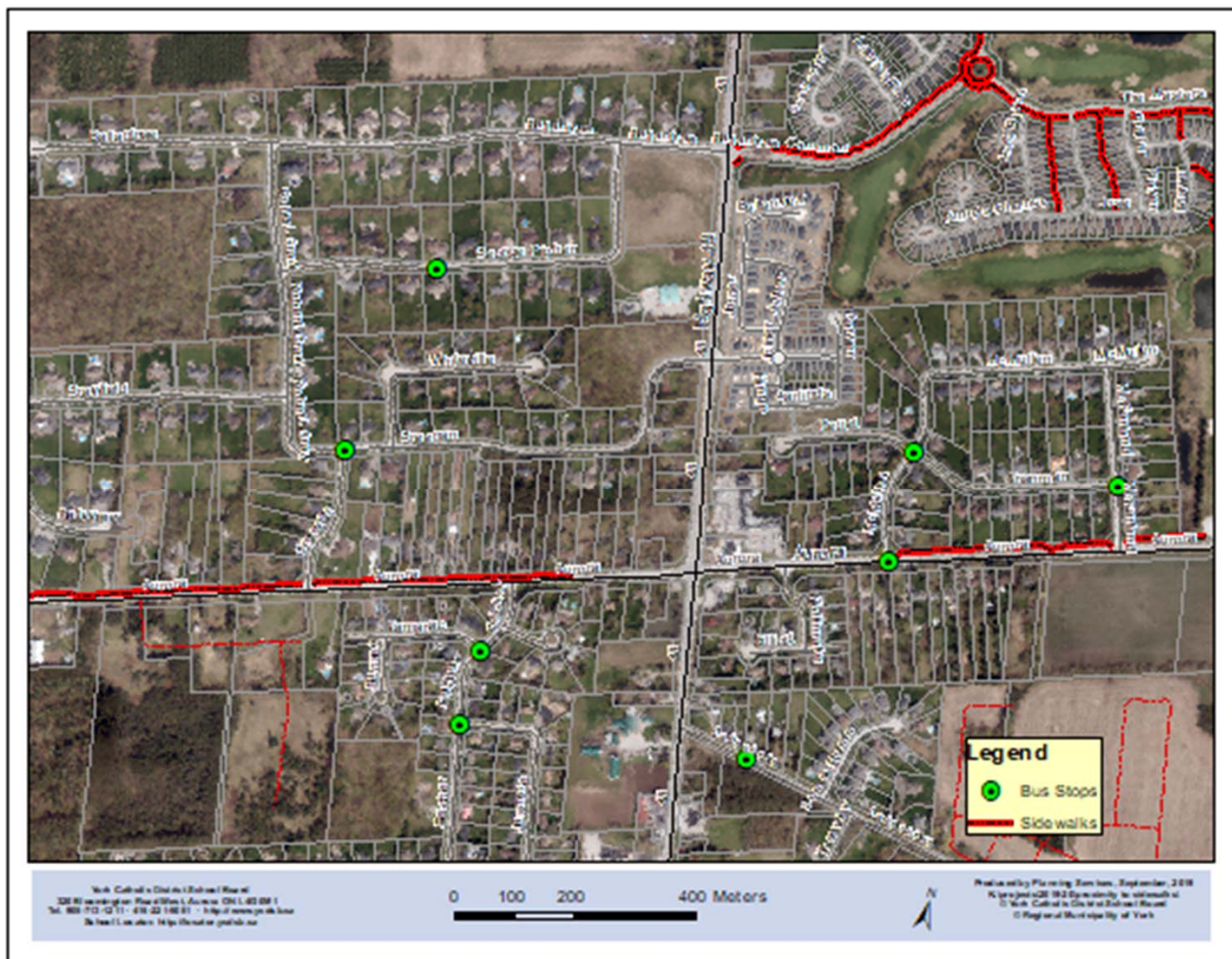
- Sidewalk coverage (red lines)
- Location of students and school they are attending (the number in the white box is the school of attendance)
- Location of existing bus stops (green dot)
- School locations and street names (where the scale permits)
- General comments/ notes (right margin)



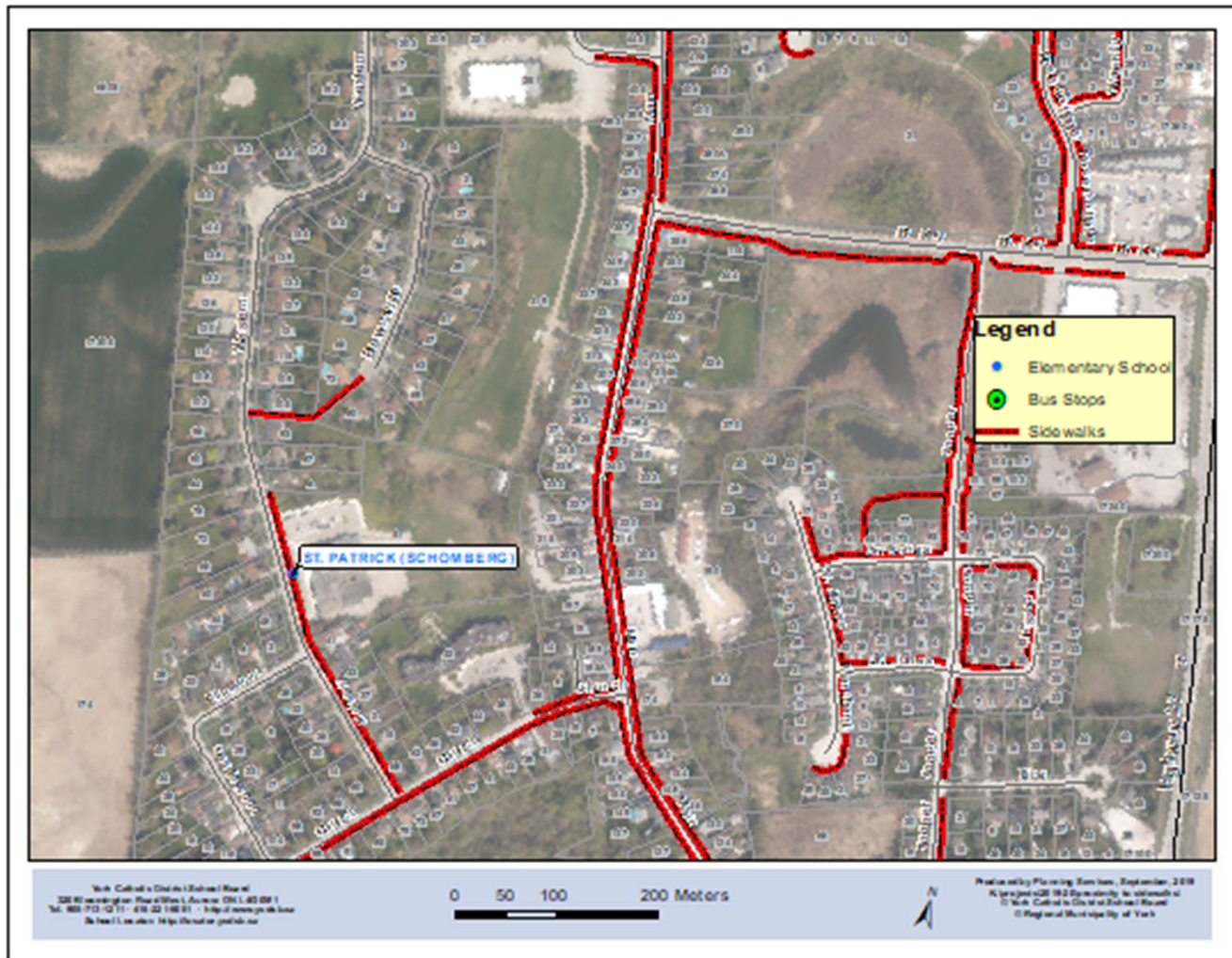
- City of Vaughan
- Home School: St. Clare
- Major Intersection: Teston Rd and Weston Rd
- Sidewalk Coverage: None
- Transportation service provided to:
 - St. Clare (464)
 - St. John Bosco-FI (465)
- Collector points at intersections and at 'home stops'
- One home stop accessed by two families.
- Stops have been in place for a number of years
- FI students at 80 Dean Place accessing collector point at Dean Pl. and Stephanie Blvd. (Intersection)



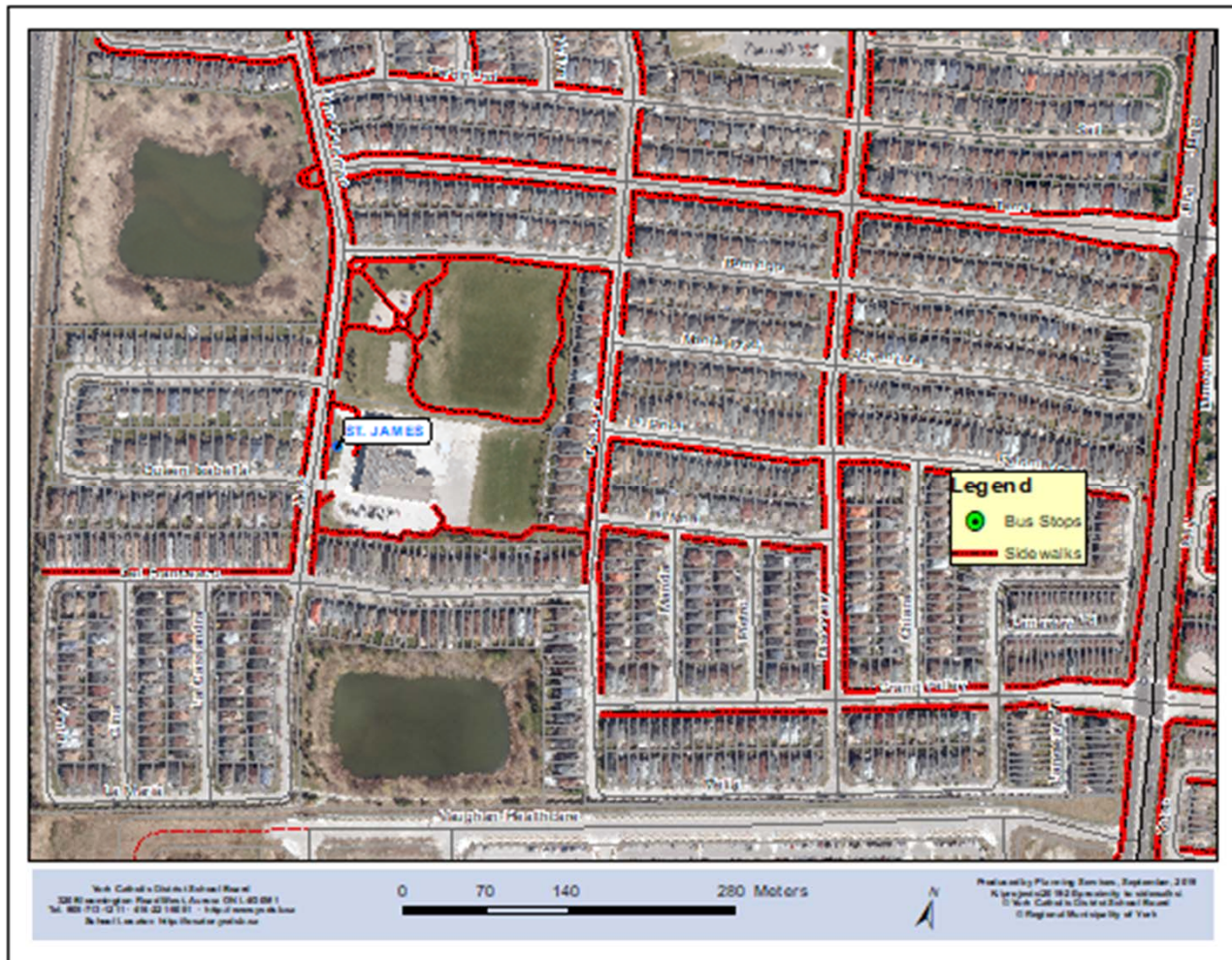
- City of Vaughan
- Home School: St. Emily
- Major Intersection: Major Mackenzie and Vellore Woods
- Sidewalk Coverage: Partial
- Transportation service provided to:
 - St. Emily (404)
 - St. John Bosco-FI (465)
 - St. Gregory the Great-PACE (454)
- Majority of collector points designated at intersections
- Proximity to commercial development along Major Mackenzie, high volumes of traffic in area



- Town of Whitchurch-Stouffville
- Home School: St. Mark
- Major Intersection: Aurora Rd. and Highway 48
- Sidewalk Coverage: Partial
- Transportation service provided to:
 - St. Mark (316)
- Collector points designated at intersections
- Home stop at 22 George Pipher in place to accommodate a student with special needs



- Township of King
- Home School: St. Patrick, Schomberg
- Major Intersection: Western Ave & Church St
- Sidewalk Coverage: Partial
 - Note: Sidewalk data from Region incomplete
 - Visible on air photo, but not in GIS layer required for any spatial analysis
- Transportation service provided to:
 - N/A - in walkzone for St. Patrick, Schomberg (114)



- City of Vaughan
- Home School: St. James
- Major Intersection: Jane and Major Mackenzie Drive
- Sidewalk Coverage: Partial
 - Note: Sidewalk data from Region incomplete
 - Visible on air photo, but not in GIS layer required for any spatial analysis
- Transportation service provided to:
 - N/A - in walkzone for St. James CES



York Catholic District School Board

Catholic Education Centre, 320 Bloomington Road West, Aurora, Ontario L4G 0M1

Tel: 905-713-1211, 416-221-5051, 1-800-363-2711

Fax: 905-713-1272 • www.ycdsb.ca

Via Email: amihail@aurora.ca

February 10, 2022

Anca Mihail, Engineering Service Manager
Town of Aurora
100 John West Way, Box 1000
Aurora, Ontario L4G 6J1

Re: Infrastructure Request in Support of Active Transportation.

Dear Ms. Anca Mihail,

The York Catholic District School Board (YCDSB) is committed to supporting York Region schools, in promoting and encouraging active transportation through active school travel (AST) modes. YCDSB has been involved with a variety of AST initiatives for over 10 years and are heavily invested in educating and promoting active transportation programs to our community schools and municipal partners. YCDSB recognizes the important role that active school travel plays in improving school and community well-being and is dedicated to building on its current practices to seek sustainable behavior change.

Infrastructure by way of sidewalks, multi- use paths, and bike lanes are an important component of a community design providing families and students safe pedestrian travel to and from school. As such the YCDSB requests the following.

- That all new community designs incorporate sidewalks and/or multi use paths on at least one side of the street.
- And that in close proximity to schools sidewalks should be incorporated on both sides of the street.

Recently the YCDSB reviewed the availability of pedestrian infrastructure in close proximity to our secondary schools in your municipality. It was identified that some of the arterial roadways in close proximity to Cardinal Carter CHS lacked sidewalks or other formal pedestrian infrastructure. The YCDSB is requesting that sidewalks or other pedestrian oriented infrastructure be a component of any planned upgrades to municipal or regional roadways. Specifically the following sections of arterial roads:

1. *Yonge Street, north of Bloomington Road to Henderson Avenue*
2. *Bathurst Street, north of Bloomington Road to Henderson Avenue*
3. *Yonge Street, south of Bloomington Road between Coon's Road and Black Forest Drive*
4. *Bloomington Road West, between Bathurst Street and Dufferin Street*

These improvements would help support active transportation and "last mile" initiatives, as identified in York Region's Official Plan and Transportation Master Plan as well as local Municipal Plans to provide safe and convenient walking/cycling opportunities for residents and students to and from transit stops and schools.

Thank you for your ongoing support. YCDSB believes the identified infrastructure above is an important component along with promotion and education to encourage active transportation throughout the communities we serve.

Sincerely,

YORK CATHOLIC DISTRICT SCHOOL BOARD



Tom Pechkovsky
Coordinating Manager of Planning and Operations

c.c: Anna Henriques, Manager Planning - ahenriques@aurora.ca
Joachim Tsui, Manager, Planning Services

YORK CATHOLIC DISTRICT SCHOOL BOARD

MEMO TO: Transportation Review Committee

FROM: Administration

DATE: February 15, 2024

SUBJECT: Secondary French Immersion Students

Executive Summary:

The intent of this report is to provide the Transportation Review Committee with a cost estimate regarding modifications to the transportation eligibility criteria for secondary French Immersion (FI) students.

Background:

The York Catholic District School Board (YCDSB) policy 203 - Student Transportation Services, outlines eligibility requirements for board-provided transportation. Transportation for optional programs is determined by the Board of Trustees through the budgeting process. Secondary FI students qualify for board-provided transportation under the following policy parameters:

- i. Who reside within the regular track boundary of the French Immersion School they attend are eligible for transportation as per 3.1iii.
- ii. Who reside outside the regular track boundary of the French Immersion School they attend, in non-transit served (see definition 5.11) area, are eligible for transportation as per the French Immersion Service Area Maps. In all cases Non-Transportation Zones apply.

3.1 Eligibility for transportation to and/or from a student's designated home school is a function of the distance from their residence to their home school and grade level as follows:

- i. Junior Kindergarten to Grade 3 – a student whose residence is more than 1.2 km from their home school is eligible for Board-provided transportation;
- ii. Grades 4 to 8 - a student whose residence is more than 1.6 km from their home school is eligible for Board-provided transportation; and
- iii. Grades 9 to 12 –
 - a. A secondary student whose residence is more than 4.8 km from their home secondary school is eligible for Board-provided transportation.

- b. A secondary student whose residence is more than 3.2 km from their home secondary school, who's home address is not transit served, is eligible for Board-provided transportation.

c.

5.11 Transit Served Student

A student who:

- Can access public transit to and from school;
- Lives within 1 kilometer of a public transit stop;
- Spends 75 minutes or less travelling to or from school; and,
- Requires three vehicles or less travelling to or from school.

Analysis:

Under the current eligibility parameters for secondary FI students, 161 pupils are eligible for board-provided transportation. A change to the eligibility criteria from the existing parameters to an alignment with the parameters in section 3.1 of the transportation policy would result in 437 secondary FI students eligible for transportation. The estimated cost increase for the YCDSB would be \$403,000*.

* Note: Costing was calculated using the average transportation cost per eligible FI pupil multiplied by the increase in the number of students who would be newly eligible for transportation.

Transportation Funding Impact:

The Ministry of Education's funding formula is based on the Ministry's common reference standards. Each year school boards, via the transportation consortiums, report ridership and eligibility based on these standards, including those students who are assumed to be served by public transit.

It should be noted that a change to Board eligibility parameters to support French Immersion will not increase funding, as that funding has already been maximized, therefore, if the Board intends to stay within funding parameters, other services will need to be reduced to make up this funding gap.

Operational Challenges:

Driver shortages remain a concern for the student transportation industry throughout the province. Operators have also reported delays with the arrival of new school vehicles from the manufacturers. The rising costs of newly manufactured school vehicles are putting upward pressure on home-to-school rates. As a result of these conditions, the school bus operators in York are not in a position to provide additional services at this time.

Summary:

Revising the eligibility criteria for secondary FI students will result in a cost increase for the YCDSB. The policy change will not increase Ministry funding and may result in operational challenges for the school bus providers in the region.

Prepared by: Niall Smith, Manager, Student Transportation Services of York Region (STSYR)
Submitted by: Tom Pechkovsky, Coordinating Manager of Planning and Operations
Endorsed by: Jennifer Sarna, Associate Director

YORK CATHOLIC DISTRICT SCHOOL BOARD

MEMO TO: Transportation Review Committee

FROM: Administration

DATE: February 15, 2024

SUBJECT: School Bus Transportation Cancellation by Area

Executive Summary:

This report intends to provide the Transportation Review Committee with information concerning school bus transportation cancellation by area. Currently, the decision to cancel transportation services due to inclement weather is region-wide, meaning all school buses, caravans, and taxis will not operate.

Background:

To ensure the safety of students, school bus service may be cancelled from time to time due to inclement weather, extreme temperatures, and/or poor road conditions. In such circumstances, parents and students should develop alternate care/transportation arrangements.

Since some busing schedules begin by 6:30 a.m., cancellation decisions must be made by 6:00 a.m. to allow time to communicate this message to school vehicle drivers. Cancellation decisions will only be made after thorough consultation with the Safety Officers of school bus companies servicing York Region and are based on several factors including precipitation, air temperature, road conditions, and weather forecast.

Please note the following:

- A decision to cancel school bus service will be **region-wide** meaning all school buses, vans and taxis will not operate.
- **School bus routes may be cancelled when severe weather may not be affecting all municipalities in York Region.** Both the York Region District School Board (YRDSB) and York Catholic District School Board (YCDSB) operate many regional educational programs. Students attending these programs are transported over large attendance areas encompassing several municipal boundaries. This limits the ability to cancel bus service using a municipality or zone methodology.

- School bus park out locations may not be within the community the bus serves, so a bus may be having to drive within a cancelled zone to service a non cancelled zone.

The consideration of school bus cancellation is a matter reviewed by the Joint Board Consortium (JBC). In November, 2017, the JBC discussed a multi-zone model for school bus cancellations. Administration was directed to bring a follow-up report (Appendix A) to the respective school boards.

Analysis:

Many factors should be considered when developing multiple “zones” for school bus transportation cancellations:

Financial Implications:

The establishment of multiple “zones” for school bus cancellations will have a negative cost impact on the school board. The additional costs will be attributed to the need for additional school bus drivers and vehicles in the region.

Student Transportation Services (STS) staff schedule school bus routes where a single vehicle can service multiple schools in both the morning and afternoon. This routing approach helps to reduce costs for the school board, improves fleet and driver efficiency, and reduces the need for additional school bus routes. Oftentimes, a school bus route will service students in multiple communities. Routes that do cross multiple “zones” would need to be isolated (this concept is detailed extensively in Appendix A).

In November 2017, STS staff completed a cost analysis considering a two-zone system. The region was split into a north and south zone using Ravenshoe Rd as the border. Under this scenario, staff estimated the annual cost for the YCDSB would be approximately \$300,000 if a two-zone system was implemented. Based on current routing, costs, and the two-zone scenario, the annual approximate cost for the YCDSB has increased to \$390,000.

Staff Implications:

Employees of the YCDSB live and work throughout the Region. This is also true for the school bus drivers who operate board-contracted routes. Consideration is required for protocols and the impacts of multi-zone cancellation concerning staffing levels and the availability and costs of supply staff.

Operational Challenges:

Driver shortages remain a concern for the student transportation industry in the province. Operators have also reported delays with the arrival of new school vehicles from the manufacturers. The rising costs of newly manufactured school vehicles are putting

upward pressure on home-to-school rates. As a result of these conditions, the school bus operators in York are not in a position to provide additional services at this time.

Frequency:

Note, on average inclement weather service cancellations occur 4 to 5 days per school year.

Joint Board Consortium:

Student Transportation Services of York Region (STSYR) is a mechanism that both the York Region District School Board (YRDSB) and the YCDSB use to amalgamate transportation services to reduce costs through the elimination of duplication, improvement in management practices, and achieve economies of scale.

As part of the consortium, the boards have agreed that the cancellation, suspension, or changes to the provision of transportation services at either board will not increase the cost of the other party. Therefore in situations where changes to YCDSB policy may impact costs of the YRDSB, Joint Board approval is required.

Summary:

The implementation of a multi-zone school bus cancellation policy is a matter for approval at the Joint Board Consortium. Numerous factors will require careful consideration in advance of the implementation of a multi-zone approach. In 2017, when this model was reviewed, the JBC did not support a multi-zone school bus cancellation policy.

Prepared by: Niall Smith, Manager, Student Transportation Services of York Region (STSYR)
Submitted by: Tom Pechkovsky, Coordinating Manager of Planning and Operations
Endorsed by: Jennifer Sarna, Associate Director

YORK CATHOLIC DISTRICT SCHOOL BOARD

MEMO TO: Transportation Review Committee

FROM: Administration

DATE: February 15, 2024

SUBJECT: School Bus Stop Information

Executive Summary:

This report intends to provide the Transportation Review Committee with information regarding the current school bus stop locations for York Catholic District School Board (YCDSB) students. The original suggestion in the Policy Working Document was to address two issues. The first that the “transit served” distance to stop, was different than the Board provided transportation distance. The second was that the policy currently requires Jk to Grade 3 to walk 1.2km to school, where a secondary students was effectively walking a shorter distance.

Background:

YCDSB policy 203 - Student Transportation Services states walking distances to school bus collector points (bus stops) are targeted at 400 metres for elementary students and 600 metres for secondary students. The factors to define collector points are student safety, bus route efficiency, economy, and are determined by Student Transportation Services of York Region (STSYR).

STSYR creates bus stops at safe, centralized locations. Students are required to walk a short distance to and from the centralized stop locations. Having students walk to central locations increases routing efficiency and reduces the amount of time students spend travelling on a school bus. Bus stops may be located at a student’s residence based on a physical hazard, a barrier associated with the collector point, and/ or the specific capabilities and needs of a student.

Analysis:

STSYR organizes transportation for approximately 19,000 YCDSB students daily. Table 1 illustrates information on the current school bus stop locations for YCDSB students. Table 2 reflects the school bus stop policies of neighboring school boards and the Ministry of Education’s (MOE) Routing Simulation criteria.

Table 1: YCDSB Bus Stop Information

Item	Elementary	Secondary	Total
Number of "home" stops	495	362	828
Number of collector points	2773	1120	3619
Average walk distance to collector point (M)	167.3	254.1	194.7
Average Number of Students Assigned to Stop	4.6	5.3	4.8
Total Number of Stops	3268	1482	4447

Note: Bus stop numbers reflect both the morning and afternoon stop locations. The average walk distance to a collector point and average number of students assigned to a stop does not include students with a "home" stop.

Table 2: Walk-to-Stop Criteria for GTA School Boards and the MOE

School Board	Grade													
	JK	SK	1	2	3	4	5	6	7	8	9	10	11	12
Ministry of Education Routing Simulation	0.8 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms	1.6 kms	1.6 kms	1.6 kms	1.6 kms
Toronto District School Board	1.6 kms	1.6 kms	1.6 kms	1.6 kms	1.6 kms	1.6 kms	1.6 kms	1.6 kms	1.6 kms	1.6 kms	1.6 kms	1.6 kms	1.6 kms	1.6 kms
Toronto Catholic District School Board*	0.3 kms	0.3 kms	0.3 kms	0.3 kms	0.3 kms	0.3 kms	0.3 kms	0.3 kms	0.3 kms	0.3 kms				
Peel District School Board	0.4 kms	0.4 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms	1.2 kms	1.2 kms	1.2 kms	1.2 kms	1.2 kms	1.2 kms
Dufferin-Peel Catholic District School Board	0.4 kms	0.4 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms	1.2 kms	1.2 kms	1.2 kms	1.2 kms	1.2 kms	1.2 kms
Durham District School Board	0.8 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms
Durham Catholic District School Board	0.8 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms	0.8 kms

*Toronto Catholic District School Board does not provide transportation for Secondary Students

Walking distance criteria are an important component when addressing school bus route costs and efficiency. Consolidating bus stop locations resulting in fewer stops can provide several benefits for YCDSB students and the board such as:

- Shorter ride times with more direct route travel paths;
- Improved service reliability as fewer stops will reduce traffic delays;
- Decrease the number of disruptive routing changes;
- Short routes will help address the school bus driver shortage. Bus routes and bus drivers can be used more effectively, possibly reducing the total number of routes required; and

- Cost savings in reducing the number of buses and drivers needed, as well as reduced fuel consumption.

Joint Board Consortium:

Student Transportation Services of York Region (STSYR) is a mechanism that both the York Region District School Board (YRDSB) and the YCDSB use to amalgamate transportation services to reduce costs through the elimination of duplication, improvement in management practices, and achieve economies of scale.

As part of the consortium, the boards have agreed that the cancellation, suspension, or changes to the provision of transportation services at either board will not increase the cost of the other party. Therefore, in situations where changes to YCDSB policy may impact costs of the YRDSB, Joint Board approval is required.

Summary:

An adjustment of the secondary walk distances to a bus stop has the potential to increase routing efficiency and ultimately reduce costs. Any consideration for elementary walk distances to stop, should consider the impact of the YRDSB walk distances and a potential for parents to prefer one board over the other due to the difference. Alignment and discussion with the coterminous board through the Joint Board Consortium is advised.

Prepared by:	Niall Smith, Manager, Student Transportation Services of York Region (STSYR)
Submitted by:	Tom Pechkovsky, Coordinating Manager of Planning and Operations
Endorsed by:	Jennifer Sarna, Associate Director

YORK CATHOLIC DISTRICT SCHOOL BOARD

MEMO TO: Transportation Review Committee

FROM: Administration

DATE: February 15th, 2024

SUBJECT: Student Ride Time

Executive Summary:

This report intends to provide the Transportation Review Committee with a summary of board-provided student transportation ride times.

Background:

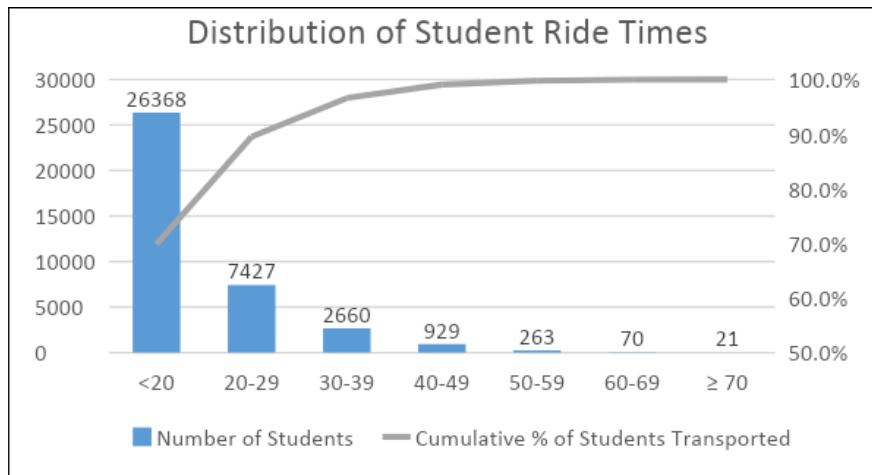
Student Transportation of York Region (STSYR) transports students in a manner such that total ride times reflect Board Policy. According to York Catholic District School Board (YCDSB) policy 203 - Student Transportation Services, ride time is the time a student spends on a bus from collector points to school. The walking time to and from collector points is not included. Ride times on Board-provided transportation exceeding 60 minutes are considered exceptional circumstances.

As shown in Table 1, the majority of YCDSB students have a scheduled ride time below 60 minutes. Table 1 categorizes the breakdown of student ride times and expresses the cumulative percentage per range. For example, 99.1% of all transported students have a scheduled ride time of 49 minutes or less.

The percentage of students with a scheduled ride time over 60 minutes is 0.3%. Ride times exceeding 60 minutes can be attributed to long geographic distances to school, indirect rural routes that require multiple stops, and special education transportation accommodations.

Table 1- Distribution of Student Ride Times

Ride Time Range (Mins.)	Number of Students (AM & PM Trips)	% Of Students Transported	Cumulative % of Students Transported
<20	26368	69.9%	69.9%
20-29	7427	19.7%	89.6%
30-39	2660	7.0%	96.6%
40-49	929	2.5%	99.1%
50-59	263	0.7%	99.8%
60-69	70	0.2%	99.9%
≥ 70	21	0.1%	100.0%



Note: Table 1 expresses the number of students by trip. Most students have multiple trips each day (i.e., an AM trip to school and a PM trip home from school). A further breakdown of student ride time distribution by program is available in Tables 2 through 6 below:

Table 2- Distribution of Student Ride Times- Regular Track

Ride Time Range (Mins.)	Number of Students	% Of Students Transported	Cumulative % of Students Transported
<20	23156	73.5%	73.5%
20-29	5800	18.4%	91.9%
30-39	1773	5.6%	97.5%
40-49	574	1.8%	99.4%
50-59	144	0.5%	99.8%
60-69	43	0.1%	100.0%
≥ 70	15	0.0%	100.0%

Table 3- Distribution of Student Ride Times - FI

Table 4- Distribution of

Ride Time Range (Mins.)	Number of Students	% Of Students Transported	Cumulative % of Students Transported
<20	2592	54.9%	54.9%
20-29	1162	24.6%	79.5%
30-39	638	13.5%	93.0%
40-49	227	4.8%	97.8%
50-59	86	1.8%	99.6%
60-69	15	0.3%	100.0%
≥ 70	2	0.0%	100.0%

Student Ride Times - PACE

Ride Time Range (Mins.)	Number of Students	% Of Students Transported	Cumulative % of Students Transported
<20	260	34.9%	34.9%
20-29	237	31.8%	66.7%
30-39	156	20.9%	87.7%
40-49	71	9.5%	97.2%
50-59	14	1.9%	99.1%
60-69	7	0.9%	100.0%

Table 5- Distribution of Student Ride Time - ESL

Ride Time Range (Mins.)	Number of Students	% Of Students Transported	Cumulative % of Students Transported
<20	125	35.0%	35.0%
20-29	103	28.9%	63.9%
30-39	59	16.5%	80.4%
40-49	43	12.0%	92.4%
50-59	18	5.0%	97.5%
60-69	5	1.4%	98.9%
≥ 70	4	1.1%	100.0%

Table 6- Distribution of Student Ride Time- IB

Ride Time Range (Mins.)	Number of Students	% Of Students Transported	Cumulative % of Students Transported
<20	235	57.5%	57.5%
20-29	125	30.6%	88.0%
30-39	34	8.3%	96.3%
40-49	14	3.4%	99.8%
50-59	1	0.2%	100.0%

Summary:

STSYR staff work diligently to plan and manage safe, efficient transportation for students throughout York Region. Staff ensure adherence to the level of services established by YCDSB policy. Student ride times exceeding 60 minutes, while an infrequent occurrence, is a result of long geographic distances to school, indirect rural routes that require multiple stops, and special education transportation accommodations.

Prepared by: Niall Smith, Manager, Student Transportation Services of York Region (STSYR)
Submitted by: Tom Pechkovsky, Coordinating Manager of Planning and Operations
Endorsed by: Jennifer Sarna, Associate Director

Renata Colantonio <[REDACTED]@gmail.com> Nov 30, 2023, 6:59 PM (16 hours ago)

to me

Dear Mr. Pechkovsky,

I'm writing to you regarding my support for the petition on the matter of FI school busing. I kindly ask that you share my email to all others involved in this matter.

Our son [REDACTED] is in grade 8 FI at Blessed Trinity CES. We are very concerned about his ability to continue FI due the barriers related to busing. This is incredibly unfortunate because he is highly motivated to earn a bilingual certificate in high school. His words were that he has worked too hard for 8 years to stop now. Yet, it feels that the YCDSB does not hold the same level of importance in supporting the FI student community. The message to parents who have inquired has not been subtle - we should consider going to St. Joan. Let me make it clear -
If it had French immersion - we would!

We live over 10km to each of the available high school options. The first option, OLQ is a 40 minute bus ride with one transfer. The second option is further (12km) and requires 3 buses. The second option is supposedly our home school, but virtually inaccessible to us.

Our family's work demands make it impossible to support [REDACTED] transportation. But, we are also unwilling to accept that his French immersion goals should end, and he instead go to St. Joan to support their low enrolment problem. Again, if they had French immersion, it would have been an easy decision to go there.

I hope that members of the school board are able to examine this matter closely and find a solution that shows high support of the students who went above and beyond to learn both of Canada's official languages.

Kindest regards,
Renata Colantonio

Dear Transportation Review Committee,

The purpose of this correspondence is to outline several shortcomings and inequalities of the current Student Transportation Policy.

My daughter is currently attending grade nine at Father Bressani CHS where she is enrolled in both the FI and AP streams. My daughter's home school is St. Jean Brebuff but does not offer access to any regional programs my daughter is attending. I would much prefer that my daughter had access to same programs at our local school, however, as this option is unavailable the definition of what constitutes 'home school' (3.3) is unfair to students enrolled in regional programs and ought to be updated.

Our family lives in the Weston Rd and Major Mackenzie area. According to the policy, our area is 'transit served' (5.11) which means that my daughter must rely on public transportation to get to and from school. The policy fails to recognize that getting to and from FBCH while using public transportation is very difficult and dangerous due to the school's location. The school is not located on a major artery served by public transit. In fact, a school route for FBCH is only available in the afternoon. One is not available in the morning. Students travelling from Vellore Village must relay on two connecting busses, crossing a very busy intersection and are required to walk to school from a bus stop where the YRT drops them off. For the first couple of months attending grade 9, a pedestrian button was missing, and pedestrian signal was not working. My daughter was crossing a four-lane intersection for weeks to get to a connecting bus while endangering her life. On several occasions, she missed the connecting bus and was required to walk to school for another 35min along a very busy road as YRT service along the school route is infrequent and unreliable. One must also recognize that YRT services in Vaughan is not highly reliable and that Vaughan is not a pedestrian friendly city. The Committee must take this information into account when updating definition of what constitutes a 'transit served student'.

Another shortcoming of the policy is that it offers school transportation to PACE students and not AP students despite the fact that both are enrolled in courses with the exact curriculum. A school bus for PACE students makes a stop 3min from our house, yet my daughter is unable to access this mode of transportation and is required to take public transit instead.

Lastly, the policy does not acknowledge the need for secondary students pursuing French Immersion program to be considered by this policy. *Framework for French as Second Language in Ontario Schools: A Call to Action, Goal 2, calls for Increased the percentage of students studying FSL until graduation) (pg. 18).* The Committee ought to consider this provincial call for action and integrate mechanism into the transportation policy to address this call to action.

I feel that the Board needs to place more consideration and emphasis on equal access and to advocate for equitable access to public education to all YDCSB students. YCDSB's strategic core values clearly indicate that the board strives to be inclusive, equitable and provide excellence to all its students. Similarly, YBCSD's strategic commitment lists continued improvement of student achievement, and engaging communities. I believe that these commitments clearly outline YCDSB's vision and commitment and that the current transportation policy is not in line and directly hinders these values and commitments.

Sincerely

Suggested changes for consideration by the transportation review committee

Purpose (pg. 17)

In accordance with the Education Act, this policy has been developed to support and regulate the efficient **and equitable** provision of Transportations Services to eligible students of York Catholic District School Board **that eliminate barriers for students' education.**

Parameters – proposed changes and new additions:

3iv) Add New: A Secondary student is enrolled in French Immersion (FI) regional program in secondary school that serves as their home secondary school is eligible for Board-approved transportation. (as per Framework for French as Second Language in Ontario Schools: A Call to Action Goal 2: Increase the percentage of students studying FSL until graduation) (pg. 18)

3.43.3 A Secondary student enrolled in other regional programs not available at their home school is eligible for Board-approved transportation (pg. 18)

3.63.5 Add new: FI students attending both elementary and secondary programs.

3.5.4.2.2 – Who reside outside the regular track boundary of the French Immersion School they attend **in non-transit served (see definition 5.11) area**, are eligible for transportation as per French Immersion Service Area Maps. In all cases Non-transportation Zones apply (pg. 19)

Add New - Accelerated learning and enhanced skill development curriculum program students PACE and AP are eligible for school transportation.

Rational: PACE students are eligible for school bus transportation to FBCH even if they reside within “transit served” area. PACE students attend the same curriculum program as AP students. According to info available on YCSB’s website [AP Framework for the PACE Program The York Catholic District School Board’s Program for Academic and Creative Extension \(PACE\) is a Special Education program offered to students who meet YCDSB criteria for Giftedness. YCDSB has elected to use the Advanced Placement \(AP\) program as the learning platform within the PACE program for Gifted students who would benefit from accelerated learning and enhanced skill development.](#) They are one and the same program that favours one group of students over another.

Add New - For secondary student enrolled in a regional program(s) not offered by their home school, the regional school becomes the student’s home school.

Rational: My daughter’s current home school is St. Jean de Brebeuf. This school does not offer French Immersion nor Advance Placement programs. Distance to Father Bressani CH is 6.1km from our house.

5.11) Transit Served Student (pg. 25)

Add New: Student is able to access and return from school without any hazardous conditions.

Rational: In September-October’ 23 signal crossings at Weston Rd and Langstaff were not operational for a safe pedestrian crossing. The signal button was missing, AND pedestrian light was not coordinated for a safe passage. Walking prompt for pedestrian was not displayed and alternated between traffic light countdown to ‘do not cross hand’ and switching back to traffic light countdown. My daughter had

to cross the busy street a number of times without properly functioning pedestrian signals endangering her life on her way to school. After contacting YRT, the program was addressed, however this should not be an issue left for students/parents to address. Lack of YRT's knowledge about this issue reconfirms the notion that not many students rely on YRT to access Father Bressani because of the complicated and dangerous access route to school by transit.

Add New: Student must be able to access reliable public transportation that is offered during school hours.

Rational: FBCH is not located on a major artery making accessing the school by public transportation difficult and hazardous. YRT school bus route is offered in the afternoon only! This means students are picked up from bus stop located right outside school. No shelter is available at this stop. In inclement weather, students are exposed to elements waiting for bus to arrive. No morning school route available to FBCH. This means that the connecting bus (PineValley 12) makes a stop at Ansley Grove & Aberdeen which is a walking distance from school with not direct access. If student travels to school outside regular start and end of school, the student is unable to access bus routes that

Curious fact: Secondary students residing in Sanoma Heights fall within the definition of 'transit-served', and yet, all secondary students are eligible to receive school bus transportation to a high school of their choice. This is yet another example of how Policy 203 Student Transportation Services is not applied fairly to YCDSB students and discriminates against students based on their area of residence.

Alterations to Reflect Transportation Due to Hazards (pg. 27)

Add New:

- Busy, four lines busy regional roads with speed of 60km/h+
- Regularly maintained, and fully operational crosswalks
- Bus shelters providing shelter for transit users awaiting connecting busses

Other Recommendations for considerations:

- Review policy parameters and ensure they are equitable, inclusive and eliminates barriers to student education as per current policy
- Ensure better understanding and definition of what it means to be 'transit served'
- Considers limitations of public transit to access schools not located directly on major regional roads
- Review transportation policy in alignment to French as Second Language in Ontario Schools: A Call to Action
- Review and update school boundary maps to reflect changes to City growth and align them with schools supporting the areas including a wholesome needs assessment of FI and regional programs offered by YCDSB
- Consider the fact that Vaughan is not a pedestrian-friendly city especially not for students required to take different modes of transportation/connecting busses and walk along busy roads to access school
- Engage with students and parents to seek input on changes to Student Transportation Policy
- Engage grade 8 students and parents considering enrollment in FI regional secondary program in to increase engagement and awareness of program and transportation needs to support FSL program

- Ensure policy is applied equitably and equally to YCDSB students

I hope this letter finds you well. I am writing to express my concern regarding the absence of busing for French immersion students in our region. My child has been dedicated to French immersion studies since grade 1 at OLP/BTY, and I believe it's crucial to continue supporting their educational journey.

I understand YRT is available, but it is limited and would require a lot of time and includes transfers to get to school.

I urge the school board to reconsider the exclusion of French immersion students from Bus Service. By providing busing for all FI students, regardless of their academic focus, we can ensure equal opportunities for every child in our community.

Thank you for your attention to this matter, and I look forward to a positive resolution that benefits the entire student body.

Thank you very much,
Jaclyn

Mimi Robertson [REDACTED]

3:41 PM (31
minutes
ago)

[REDACTED]

Hello

I wanted to follow up regarding my concerns over transportation to Father Bressani CHS.

My daughter attended St. John Bosco as part of the French Immersion program, and wanted to continue her studies in French Immersion in high school. She is very happy with her choice to go to Father Bressani CHS. She is both in the AP program and the French Immersion program.

I raised concerns over the lack of public transportation to Father Bressani at the start of the school year. As per policy, she does not qualify for school bus because, in theory, we have access to public transportation. We have tried to use the public transportation system, but the issue is that it is not reliable. I have had to make alternate arrangements multiple times for her to be picked up afterschool because the scheduled 469 school special did not show up. Yesterday, on January 17th, she was waiting for the bus and it passed by her, not stopping (it said it was out of service). She was forced to walk from Father Bressani to Weston Road and Langstaff to then get the bus to go home.

I am again requesting that the Board reconsider its policy on transportation - especially when there are students enrolled in 2 specialized programs. I am very concerned that the board focuses all of their energy on low performing students and disadvantaged students. While I think this is critical and important, I am challenging this board to also consider supporting all students. **How is the board ensuring that all kids succeed?** How is the board ensuring that the kids that do their work, hand in assignments on time, study hard, and want to succeed are supported? **How is the board removing roadblocks for all kids? We need to raise up *all students* and not assume that some kids don't need support too.**

I understand that there is a committee currently reviewing the transportation policy. I would like to make a deputation to this group on January 29. Please provide me with the details and the agenda.

Thank you

Regards,

Mimi Badali-Robertson

YORK CATHOLIC DISTRICT SCHOOL BOARD

MEMO TO: Transportation Review Committee

FROM: Administration

DATE: February 15, 2024

SUBJECT: Transportation Eligibility – Distance Thresholds

Executive Summary:

The intent of this report is to provide trustees with information regarding distance thresholds set by other jurisdictions.

Background:

Student Transportation Service Policy 203 stipulates the distance thresholds for determining eligibility for students of the York Catholic District School Boards.

3.1 Eligibility for transportation to and/or from a student's designated home school is a function of the distance from their residence to their home school and grade level as follows:

- i) Junior Kindergarten to Grade 3 – a student whose residence is more than 1.2 kilometres from their home school is eligible for Board-provided transportation;***
- ii) Grades 4 to 8 - a student whose residence is more than 1.6 kilometres from their home school is eligible for Board-provided transportation; and***
- iii) Grades 9 to 12 –***
 - A secondary student whose residence is more than 4.8 kilometres from their home secondary school is eligible for Board-provided transportation.***
 - A secondary student whose residence is more than 3.2 kilometres from their home secondary school, who's home address is not transit served, is eligible for Board-provided transportation.***

The Ministry of Education has established the following distance thresholds.

- Jk-Sk 0.8 km
- Grades 1 to 8 1.6 km
- Grades 9 to 12 3.2km

Table 1: Distance Thresholds (courtesy of COSBO)

Distance Thresholds				
Distance between Designated Address and Designated School (in km)	JK/SK	Grades 1 to 8		Grades 9 to 12
	0.8km	1.6km		3.2km
Niagara Student Transportation Services (NSTS)	0.8km	1.6km		2.5km
Hamilton Wentworth Student Transportation Services	1.2km	1.6km		3.2km
Halton Student Transportation Services	1.6km	1.6km		3.2km
Student Transportation Services Brant Haldimand Norfolk	1.6km	1.6km		3.2km
Student Transportation Services of Waterloo Region (STSWR)	0.8km	1.6km		3.2km
Southwestern Ontario Student Transportation Services	1.6km	1.6km		3.2km
Huron-Perth Student Transportation Services	1.6km	1.6km		3.2km
Chatham-Kent Lambton Administrative School Services (CKLASS)	1.6km	1.6km		3.2km
Bluewater District School Board & Bruce-Grey Catholic School Board	1.6km	1.6km		1.6km
Durham Student Transportation Services	1.6km	1.6km		3.2km
Student Transportation Services of Central Ontario (STSCO)	1.0km	1.6km		3.2km
Trillium Lakelands District School Board	1.6km	1.6km		3.2km
Consortium de transport scolaire d'Ottawa	0 km	1.6km		3.2km
Francobus transport service	0.8km	1.6km		3.2km
	JK/SK	Grades 1 to 5	Grades 6 to 8	Grades 9 to 12
Toronto Student Transportation Group	1.6km	1.6km	3.2km	4.8km
	JK to Gr1	Grades 2 to 4	Grades 5 to 8	Grades 9 to 12
Student Transportation of Peel Region (STOPR)	1.0km	1.6km	2.0km	3.8km
	JK/SK	Grades 1 to 6	Grades 7 to 12 (Rural)	Grades 7 to 12
Renfrew County Joint Transportation Consortium	0.5km	1.6km	1.6km	2.5km
	JK/SK	Grades 1 to 3	Grades 4 to 8	Grades 9 to 12
Student Transportation Services of York Region (STSYR)	1.2km	1.2km	1.6km	4.8km
Rainy River District Transportation Services Consortium	0.0 km	1.0km	1.6km	3.2km
Student Transportation Services of Thunder Bay	0.4km	0.8km	1.6km	1.6km
Northwestern Ontario Student Services Consortium	0.5km	1.0km	1.6km	3.2km
Algoma & Huron-Superior Transportation Services	0.0 km	0.75km	1.5km	2.25km
Conseil scolaire catholique de district des Grandes Rivières	0.0 km	0.8km	1.6km	2.6km
Sudbury Student Services Consortium	0.0 km	1.0km	1.6km	2.5km
Nipissing-Parry Sound Student Transportation Services	0.0 km	1.0km	1.6km	3.0km

* Varied eligible distances for consortium member school boards.

Summary:

As illustrated by the table provided there are a number of different distance thresholds used throughout the province. In addition to the YCDSB there are a number of school boards/consortiums reviewing the distance thresholds given the new transportation funding model from the Ministry of Education, therefore this table is subject to change.

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