

Attachment 1 – Draft Transportation Survey

Transportation Survey Background

The Board of Education is reviewing its bus transportation policy and is seeking your feedback.

The Saanich School District currently has 21 bus routes serving the 14 neighbourhood schools, as well as service for students with unique needs. Current Board policy includes the following guiding principles for the provision of bus transportation services:

- Routes are established to ensure transportation for those students living outside the following walk limits by traveled road or walkway from the nearest school in their catchment area: grades K to 5 - 4.0 km; and grades 6 to 12 - 4.8 km.
- Transportation routes are established to operate within the operating budget established by the Board
- Programs of choice, including French Immersion, are maintained without transportation assistance from the district.
- When necessary to address a concern of safety or to serve a district program catchment area, additional school transportation may be provided.
- Consideration shall be given to providing service when a student is directed to attend a school other than the nearest school in their catchment area.
- Courtesy riders (i.e. not otherwise entitled to bus transportation by policy) may be transported on existing routes only if additional capacity is available.

Survey Questions

1. How does your child or children currently get to school (select all that apply)?
 - a. Active Transportation (walk, cycle, etc.)
 - b. SD63 School Bus
 - c. Private Vehicle
 - d. Public Transit
 - e. Other, please specify [If selected, text box to complete]
2. What should the Board consider when determining how transportation routes and services are established? [Open Ended Question – text box to complete]

Possible considerations:

- i. Distance to catchment school and/or distance to bus stop
- ii. Presence or absence of safe active transportation routes and/or public transit to catchment school
- iii. Age of rider

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- iv. Student vulnerability (i.e. transportation support critical for educational success including graduation)
 - v. Route length (travel time) and arrival and departure time relative to bell times
 - vi. Transportation of courtesy riders, including for programs of choice
3. How should student safety, including the presence or absence of safe active transportation routes or public transit, guide how transportation routes and services are established? [Open Ended Question – text box to complete]
 4. How should environmental sustainability guide how transportation services are established? [Open Ended Question – text box to complete]

Possible Considerations:

- i. When safe active transportation routes exist, should the option of bus transportation not be provided?
 - ii. How should the Board encourage increased active transportation within the community?
5. How should the Board manage the economic viability of maintaining bus transportation services? [Open Ended Question – text box to complete]

Possible Considerations:

- i. Should user fees be considered to maintain services when cost escalation occurs, rather than decreasing service? Should fees be considered to enhance services?
- ii. To improve the effectiveness of route planning prior to the school year commencing, should the Board consider registration fees and/or late registration fees to encourage timely registration by families/students who intend to access bus service?
- iii. Should fees be charged to provide and/or enhance service for courtesy riders?

Attachment 2 - 2022 Transportation Survey

Response Summary (Role and Question 1)

Total Number of Response 542

Parents/Guardians responded most to survey

role	number	percent
A Parent/Guardian	477	83.4%
A Staff Member	60	10.5%
A Student	28	4.9%
No Response	7	1.2%
Total	572	100.0%

Question 1 - How does your child or children currently get to school?

role	Active Transportati	Private Vehicle	Public Transit	SD63 School Bus	Total
A Parent/Guardian	16% (112)	35% (245)	8% (59)	40% (283)	100% (699)
A Staff Member	24% (19)	41% (33)	6% (5)	29% (23)	100% (80)
A Student	24% (13)	30% (16)	13% (7)	33% (18)	100% (54)
No Response	20% (2)	40% (4)	0% (0)	40% (4)	100% (10)
Total	17% (146)	35% (298)	8% (71)	39% (328)	100% (843)

Other ways to get to school

role	answer
A Parent/Guardian	Driven to school and catches the bus home.
A Parent/Guardian	Walk
A Parent/Guardian	They are enrolled in SIDEs, city bus as school bus not an option.
A Parent/Guardian	We drive her to/from the SD63 bus stop, where she takes bus to school. Keating.
A Parent/Guardian	Ferry
A Staff Member	As an Indigenous EA, I pick up many of our indigenous students daily in the IED van. It is frustrating that there is not a regular school bus for ILC Saanichton for all our kids
A Staff Member	don't have children
A Parent/Guardian	Out of school care bus
A Parent/Guardian	Boat from Piers Island, then usually private auto to Deep Cove
A Staff Member	No children going to school.
A Parent/Guardian	Walk
A Parent/Guardian	Drive and pick up some days bus the others
A Parent/Guardian	Walk, bike
A Staff Member	Walk, bike
A Parent/Guardian	Both walk and sd63 bus depending on which parent he is with!

Question #2 - What should the Board consider when determining how transportation routes and services are established?

A Parent/Guardian	Parents with disabilities that may not be able to get their kids to school but who are too close to qualify for the school bus.
A Parent/Guardian	departure time to bell time. In high school
A Parent/Guardian	Absence of safe sidewalks to get to the School Bus - for example no bus stops along Central Saanich Road
A Parent/Guardian	Route Length
A Parent/Guardian	The fact that my daughter waits almost an hour after school ends for a bus to pick her up is ridiculous if the buses are too busy with middle school and elementary school you need more buses.
A Parent/Guardian	distance to school, distance to bus stop.
A Parent/Guardian	Having a bus to ILC would be really helpful, as would a bus between ILC and the high schools it partners with for cross-enrolment. There is no sidewalk between saanichton (where public buses go) and ILC and the kids are walking on the shoulder in icy conditions where cars drive way too fast.
A Parent/Guardian	Distance to catchment school and/or distance to bus stop/Route length (travel time) and arrival and departure time relative to bell times
A Parent/Guardian	Age of rider
A Parent/Guardian	My son goes to his catchment school for French immersion. His dad is québécois so this was both a cultural and desired decision. We live in Royal oak and if there wasn't a bus or we didn't have odd hour jobs that allow us to drive him ourselves it may have been difficult for him to go to French immersion school. The bus is not perfect. His ride was one hour and 20 minutes to get to keating school when he went there. Luckily we often drive him but if we needed it we're glad the bus is there, as it's safe and reliable. Inclement weather can be difficult given our distance from the schools as well and the bus provides an option to get him to school if we can't and busses are still running.
A Parent/Guardian	I think that extending routes to service areas for programs of choice should be a consideration e.g. providing service to areas that are not serviced now because the catchment school is within walking distance but the French Immersion school is not. As a nice-to-have, a late bus that allows students to participate in after school activities would be helpful (not necessarily one for every route, maybe two or three total that go to all the schools?).
A Parent/Guardian	We are within the 4km distance from our school - HOWEVER I think it is completely unacceptable for my child (Currently grade 1, my daughter will start K next year) to walk or ride that far on the roads that he would have to travel on. Not only is Canora road one where people regularly go highway speed, but so is Willingdon and McTavish. There are also no consistent sidewalks along the route. There are other bus routes that are a shorter ride for him to get to school, but they require him to travel along the same dangerous roads to get to them (church at Willingdon and east Saanich for example) so he takes the bus to deep Cove first.
A Parent/Guardian	A small detour of some of these bus routes would accomodate the Canora developments better.
A Parent/Guardian	Providing transportation service that aligns with before and after school care times for programs run on school campuses (eg Lochside After School Program). So picking up students at 730 and bringing them home at 5. Providing bus routes that offer stops closer to students' homes. For example the distance between my home and the closest stop is too far for a K-2 student to walk independently.
A Parent/Guardian	Distance to catchment school, the safety of a route to school. Or: needing to cross the # 17 highway with no clear safe route.
A Parent/Guardian	Distance to catchment school and/or distance to bus stop.
A Parent/Guardian	It should be available for all kids within catchment to catch the school bus.

Question #2 - What should the Board consider when determining how transportation routes and services are established?

A Parent/Guardian	<ul style="list-style-type: none"> - public transit routs (my kids would need multiple transfers) - 1 drop off location despite kids being in different schools - elementary/ part of middle school to young for transfers on public transit - piece of mind/ease for parents!!!
A Parent/Guardian	<p>Age of rider (more buses for elementary age kids)</p> <p>Distance to catchment school</p>
A Parent/Guardian	<p>Road safety should also be considered over how many KM's that students live away from their school. We live on Oldfield Rd which has no sidewalks and barely any safe shoulder to walk on. Cars often travel at speeds close to 70km. During the months of Nov-Feb students living on our road are also walking in the dark and often the rain with minimal light & on the side of the road to make their way to the transit bus 2km away. This is not safe!</p>
A Parent/Guardian	<p>Availability of French Immersion in the district should be considered. We live outside of the catchment because the catchment French Immersion program was full but there was a spot at a close by school where we are not eligible for bus service. It would be nice if we were eligible for bus service especially since we live closer to the out of catchment French Immersion school than to our catchment French Immersion school where we would have bus service.</p>
A Parent/Guardian	<p>Arrival time to and from school. Bus 16 to RMS is often late and picks up almost 40 minutes after the last bell.</p>
A Parent/Guardian	<p>Students in catchment</p> <p>Student safety</p> <p>Convenience and timing for extracurricular activities (so students can return home in time for out of school sports or have buses for kids attending after school sports and then able to catch school bus home)</p>
A Parent/Guardian	<p>Age of children for walk distance. K-5 distance of 4KM to far.</p> <p>Travel time of day.</p>

Question #2 - What should the Board consider when determining how transportation routes and services are established?

A Parent/Guardian	There should be school bus considerations made for kids that are on the water side of Beacon Ave. We are approx 3km away which is at least a 40 min walk. We were resorting to paying out of pocket for a public bus \$45/month = \$450 school year for a highly unreliable (and uncovered) bus stop. As a result we have tried to carpool between 3 families but that will come to an end now that Covid has subsided and remote work is no longer an option. Are there not enough kids to warrant at least one route on our side of the highway?
A Parent/Guardian	Distance to the bus stop
A Parent/Guardian	We live in the Keating School area. We have Hosted International Students that attend Stelly's, Claremont and Parklands Schools. The student from Parklands had to take the city bus to school and therefor decided to move into a home closer to Sidney...but the School bus works very well for our Claremont and Stellys students.
A Parent/Guardian	Distance to school, student vulnerability
A Parent/Guardian	The board needs to ensure routes apply to in-catchment french immersion. The transportation routes havent been updated to reflect the new catchment boundaries. Very frustrating that transportation is provided to out-of-catchment english students but not in-catchment french.
A Parent/Guardian	My child is out of district - we chose Saanich over Greater Victoria. Although this was a choice, it does make it more difficult to transport her to school each day. I'd love to put her on a school bus rather than drive her (carbon emissions) or put her on public transportation (safety issues). However, it's unclear to me where your pick-up and drop-off points are for your routes. I expect that since most children are within the boundary of the school district, kids who live further out can't be accommodated.
A Parent/Guardian	for international students who are placed in distant homes without public transit or school bus should be considered for added routes. While we live close to the school, many do not.
A Parent/Guardian	I think while distance to bus stop is an important consideration more importantly is the safety of the walk to the bus stop. We live 1km from our bus stop and that entire walk has no streetlights and no sidewalks. We live in Ardmore
A Parent/Guardian	That many parents have work schedules that mean they cannot drive their children to school and that in rural North Saanich there are no public transportation alternatives and walking/biking means crossing Highway 17 for many.
A Parent/Guardian	Safe areas for kids to get to the bus stop, and a safe place to wait for the bus. The road my daughter has to cross is dangerous with speeding cars downhill on a blind corner and there is no crosswalk or proper sidewalks there. This is more of a municipality issue but also a consideration for bus route.
A Parent/Guardian	Distance to local/ catchment school
A Parent/Guardian	Number of stops- some have multiple which can make for a long ride at the end of the day- almost 45 mins for a 10 min car ride
A Parent/Guardian	Distance to catchment school and route length and arrival and departure times relative to bell schedule
A Parent/Guardian	Safe bus stop location and safe path to get to the bus stops.
A Parent/Guardian	Arrival time at school.
A Parent/Guardian	Route length, distance to and from the school
A Parent/Guardian	For students in the Claremont Sports Institute it would be nice to have a central spot closer to the Victoria border where students could catch a school bus together. My daughter lives in Esquimalt and on non-swimming days we drive her the 13km to school, which is very clearly our choice. However, we know of other CSI students who are also driving across town to the Saanich district in the mornings - just thinking of an additional central stop for these students as an option, where we could drive a shorter distance and still have the availability of a bus for them.

Question #2 - What should the Board consider when determining how transportation routes and services are established?

A Parent/Guardian	<p>That taking the bus to school has many positive benefits for parents and children, that vary depending on need and life structure. For some it may be a necessity because of a lack of other transportation options, for many it enables a little more freedom to get to (or start) work early. For the kids it enables some independence, and especially at the middle and high school levels, this is a very safe and small way to start growing confidence for children and parents. All children should be able to take the bus to school if that suits their family's needs. There should not be a shortage of space and routes should be established so that everyone can access the school bus within their catchment. If coming from out of district, that could prove difficult.</p> <p>In terms of the below considerations, they are all worth considering but number 4 is an absolute must. Number 2 is a bit more of a grey area as many kids that take the school bus might not be mature enough to travel on public transportation alone. Route length is a consideration but I know my kids have no issue with a long-ish journey home because of many stops.</p>
A Parent/Guardian	<p>Expecting a 10 year old to walk up to 4.8 km to school is mind boggling to me. Bus service should be provided to all children more than 1.75 km from school. Also unfair that french immersion students not supported. I'm also unhappy that bus drops off kids more than 30 min before school starts ans they are not allowed inside to shelter regardless of ghe weather.</p>
A Parent/Guardian	<p>Accessibility to pickup locations, including walkable, safe drop off spots from personal vehicles, linkages to bike safe bike routes, and linkages to existing bus routes.</p>
A Parent/Guardian	<p>Route length (travel time) and arrival and departure time relative to bell times, Presence or absence of safe active transportation routes and/or public transit to catchment school</p>
A Parent/Guardian	<p>We would have appreciated having our kids meeting eligibility to use the school bus as they were attending their catchment school for French Immersion. Our youngest is in grade 12 so providing feedback for consideration for future families in the same position. We struggle to understand why we don't qualify and there was no courtesy rider bus route option that would save time/money in the end as he would still have to take a bus and walk to get to the closest stop.</p>
A Parent/Guardian	<p>The distance and route to school, even shorter distances may be difficult for children to get to school i.e highway, busy roads. Some neighbourhoods have very limited options if a school bus was not available.</p>
A Parent/Guardian	<p>Provide service to children who live within catchment of a school but are too far or the roads/sidewalks are unsafe to walk or ride bicycles, for example on Keating</p> <p>Provide service to in-catchment French immersion children who currently receive no school bus service.</p> <p>There is no bus option for children living in Brentwood Bay to go to Keating Elementary.</p>

Question #2 - What should the Board consider when determining how transportation routes and services are established?

A Parent/Guardian	<p>Distance to catchment school and/or distance to bus stop</p> <p>Presence or absence of safe active transportation routes and/or public transit to catchment school</p> <p>Age of rider</p> <p>Student vulnerability (i.e. transportation support critical for educational success including graduation)</p> <p>Route length (travel time) and arrival and departure time relative to bell times</p>
A Staff Member	<p>One consideration at our elementary school (Keating) is the wait time at the end of the day for our students. Being that these are young children, often aged 4 in the fall, we need to schedule supervision for them until they are safely on the bus. We have scheduled supervision until 3:20 to handle this, but it is a burden on our budget. If possible it would be great to see our kids picked up by 3:05, when teacher supervision ends.</p>
A Parent/Guardian	<p>1) Severely limited access to after school care programs creates additional challenges for working parents, 2) 4km back and forth is a significant distance for those with time constraints, 3) this distance restriction contributes to more car congestion at school drop off and pick up times. 4) Deep Cove area, for example, lacks other public transportation options.</p>
A Parent/Guardian	<p>The distance as well as the safety of the walk. We actually moved out of Greenglades before kiddo started school because you expected him to walk across the highway 2X a day and that was a risk I simply wasn't willing to take.</p> <p>Also, 4 km is too far for little feet. We are less than 2 km from school and it takes me just over an hour to walk him to school and walk back. The sheer amount of time required would make this an impossibility to logistically manage if we were much further from the school. Older kids can walk/bike by themselves and can therefore have larger distances.</p> <p>Program of choice should have access to bus services. To do otherwise prevents children whose families are struggling from accessing them.</p>

Question #2 - What should the Board consider when determining how transportation routes and services are established?

A Parent/Guardian	<p>There is no place to put comments in this form. But I wonder if I am the only one struggling to understand the language of the considerations (what is a courtesy rider?). It might be helpful to understand also why kids are not using the school bus. For us it is because our six year old daughter would be on the bus with high school students and would also arrive at school 10 minutes before any adult supervision takes place. To me that is not a safe alternative. So we drive her for elementary.</p> <p>Considerations should be distance to catchment school including french immersion options, age of rider - younger children can not be on the bus routes for as long as older grades, route length and travel time relative to bells but also supervision at the school.</p>
A Parent/Guardian	<p>Presence or absence of safe active transportation routes and/or public transit to catchment school, Distance to catchment school and/or distance to bus stop, Age of rider</p>
A Parent/Guardian	<p>Routes outside of catchment schools, some schools at higher grades provide the courses needed for graduation or areas of interest. ie Stelly student wants to attend Parkland etc.</p> <p>Bell times.</p> <p>Requests allowed prior to school year for new stops.</p>
A Parent/Guardian	<p>1. The time it takes a student to walk from the house furthest away from the bus stop, to the bus stop. I think this should be 15 minutes maximum. 2. The maximum length of the bus ride should be 1 hour. 3. Priority should be given for the those who are too far away from a BC Transit stop (that goes to the school on time) 4. The Board needs to talk to students about the reliability of BC Transit routes. Our kids should be able to take Transit on paper, but the connection bus never shows up, leaving them stranded. 5. Please talk to BC Transit and advocate for our students. There should be buses that accommodate extracurricular activities, before and after school. If not, more students drive, less take the bus, and people worry about the environment.</p>
A Parent/Guardian	<p>Ensuring school buses arrive on time</p>
A Parent/Guardian	<p>Transportation of courtesy riders, including for programs of choice. Parents shouldn't have to feel like they cant give their children an opportunity (ie French immersion) because they can't get them to out of catchment schools.</p>
A Parent/Guardian	<p>The growth and potential growth of the school district. And even though FI students arnt given priority a bunch still use the existing routes and shouldn't be left behind as it's a great way for them to meet other students and build a sense of community outside of school hours. The number 5 pm bus route is so long. If there was some way to split the route up while still keeping the route and stops, like having 2 buses leave Keating and one do the surrounding schools and neighborhoods and part of cadboro bay while the other also does Bayside and stellys but then goes into cadboro bay sooner and still finishes at royal oak. If that makes sense that way the route goes from 1.5 hours to 30/45 mins each shorter route.</p>
A Parent/Guardian	<p>Where families live and how safe walking would be at any given time of the year to get to a bus stop. Reducing cars on roads.</p>

Question #2 - What should the Board consider when determining how transportation routes and services are established?

A Parent/Guardian	<p>Include french immersion families in the planning. It is a program offered by our district, but it is not inclusive of families who live outside of the catchment. It is offered to MS and HS families in north zone, but not elementary outside of Brentwood. That is not inclusive.</p> <p>There are no lights at the bus stops. When BC removes daylight savings time next year kids will be waiting for the bus in the dark.</p>
A Parent/Guardian	<p>Route Length: The length of time a child is waiting at the school to be picked up and taken home and the length of the route. For example: Bus route 10 at Kelsset Elementary - students are expected to wait in any kind of weather OUTSIDE with minimal supervision from 2:48pm when school gets out until 3:20? My daughter would then board the bus and wait on the bus another 40 minutes until arriving at my house? She's only 5 years old. Inappropriate - I rearranged my day to ensure she is picked up at the bell by myself or another family member. She is far too young to be waiting those lengths of time.</p>
A Parent/Guardian	<p>Distance, and physical/natural barriers/major arteries which limit active transport options. Service level, especially for the K-5 ages, should be based on travel time. Younger kids shouldn't have to ride an hour long route. It makes a long day so much more difficult for wee ones.</p>
A Parent/Guardian	<p>We should only provide transportation to the closest immediate school, or to the closest school with necessary programs for that student (not french immersion).</p>
A Parent/Guardian	<p>**Not in favour of public transportation-</p> <p>**Criminal record check/ you don't know who is on the public transportation bus with you.</p> <ul style="list-style-type: none"> •homeless people: behaviours, vulgar, theft, assault, harassment, traumatic •weather permitting: shelter, lighting, no city cameras at stations or stops, sidewalks, •age of rider, vulnerability, travelling alone, •highrisks: harassment, drugs, assault, theft, misplaced items •not attending and going somewhere else.

Question #2 - What should the Board consider when determining how transportation routes and services are established?

	<p>Bus driver's skill, safety, and etiquette towards students.</p> <p>Distance to catchment school and/or distance to bus stop.</p> <p>Presence or absence of safe active transportation routes and/or public transit to catchment school.</p> <p>Age of rider.</p> <p>Student vulnerability (i.e. transportation support critical for educational success including graduation).</p>
A Parent/Guardian	Route length (travel time) and arrival and departure time relative to bell times.
A Parent/Guardian	<p>Speed on the street</p> <p>volume of cars on the street</p> <p>Lack of sidewalks</p> <p>I see kids waiting on west saanich and tatlow. They have to cross west saanich to wait by the side of the road single file because there is no where to get off the road really. If the bus stop was a hillgrove and old west saanich they would be waiting on a much quieter street with more space and safety. Hillgrove is 1 street away from Tatlow and perhaps a 30 sec. To 1 min walk.</p>
A Parent/Guardian	Survey to find out the number of students who will ride each specific bus route. Bus arrival and departure times relative to bell times are important.

Question #2 - What should the Board consider when determining how transportation routes and services are established?

A Parent/Guardian	<p>Sidewalks crossing major intersections that school bus students use.</p> <p>Timed routes that allow for traffic, should they require transfer to another bus</p> <p>A shuttle service option for those enrolled in SIDs (We are in SD61) as transit is not always an option and SIDs does hold in-person sessions.</p>
A Parent/Guardian	<p>- Number of kids coming from the same neighbourhood</p> <p>- Safety as per bullet point #4 : When necessary to address a concern of safety or to serve a district program catchment area, additional school transportation may be provided. We have a group of kids coming from Piers Island via boat at Swartz Bay terminal. With the bus stop at the Lands End Road overpass, it makes it very unsafe for kids to walk on Dolphin Road which is an active commercial terminal route with WB20 trucks and cargo driving by this narrow road. There is no sidewalk. There is no parapet or protective fencing. In short, our kids cannot walk from the public Swartz Bay Government dock to the Lands End Road Overpass to catch the bus. We have to drive the 500m to get there...which defies the purpose of using the school bus for transportation.</p>
A Parent/Guardian	<p>Bus service is not provided to ILC, either Saanichton or Broadmead campuses. This alternative program serves vulnerable learners. Bus service, at least from neighborhood hubs should be an option.</p>
A Parent/Guardian	<p>distance to bus stop, route travel time, number of students in bus</p>
A Parent/Guardian	<p>Age of rider. Route length. Drivers should have formation and how to deal and establish order in the bus</p>
A Parent/Guardian	<p>Many areas of central Saanich are unsafe for children to walk to school. I have seen signs up recently where there have been upgrades made adding sidewalks around schools which is great, however if you look in the neighbouring communities around these schools there are many that do not have any sidewalks.</p> <p>It is an unsafe expectation for children to walk to school for 4 km's in elementary school when there are no sidewalks available in the neighbourhoods surrounding the school. A good example of this can be found in Tanner Ridge. There are almost no sidewalks in this neighborhood.</p>
A Parent/Guardian	<p>Route length</p>
A Parent/Guardian	<p>It would be really great to have all the bus stops walking distance from home! (ie 1-Distance to bus stop)</p>
A Parent/Guardian	<p>The current considerations are reasonable but 4km seems to be a long distance for an elementary school student to walk to get to school.</p>

Question #2 - What should the Board consider when determining how transportation routes and services are established?

A Parent/Guardian	<p>The growing and complex needs of students who may be incapable of independent transportation but whose parents are unable to provide any due to work requirements. It's also hard to get teenagers to school, so providing school bus helps remove the stress and strain parents face when waking their kids and or trying to get them out the door.</p> <p>Also consider a drop and ride central transportation hub that parents can drop kids off at to wait for bus safely.</p>
A Parent/Guardian	<p>Accessibility for students (including things like age) and safety of bus stops and walking routes to bus stops.</p>
A Parent/Guardian	<p>All the issues outlined below. Priority on age of rider, safety of active transportation routes as well as distance from the school.</p>
A Parent/Guardian	<p>Safety of students. The primary/only routes to Keating Elementary involve very narrow bike lanes that are frequently passed by large industrial traffic, there is also a large section that does not have any sidewalks. It's incredibly unsafe for children and makes it difficult to promote active transportation. Both the government and the municipality have refused to address the problems in a meaningful way.</p>
A Parent/Guardian	<p>school bus to arrive at school punctually. Cycling is not ideal in fall winter & spring when rains and ice are possible. Roads are not consistently ideal for young cyclists. (ex. Central Saanich Road between Tanner and Keating X Rd.). // I observe almost daily a young cyclist who's about 9-11 years old every school morning and some afternoons riding alone along the Pat Bay Highway. Apparently she lives somewhere off Tanner Rd and yet goes to an elementary school in Cordova Bay. Although vested up with reflective fluorescent cover, that is still a sincere concern for safety. I hope we won't be asking that of our children and youth to do likewise in order to get to/from school.</p> <p>One suggestion though:</p> <p>After school activities at recreational centres. Commonwealth Pool has a Youth hangout program daily after school, but it's not available for students who aren't on 'that bus' Is this something that can be accommodated for even one day a week? Another place my son likes to go is Panorama Rev Ctr after school from Stelly's.</p>

Question #2 - What should the Board consider when determining how transportation routes and services are established?

A Parent/Guardian	Usage by families with children in multiple schools (eg elementary and middle). Currently, I am able to drive both my children to Kelset in the morning, and the older one then takes a school bus to North Saanich Middle. That works very well. However, there is no viable transportation after school, and I have to pick them both up at their respective schools....it would be nice if one of the children could take a bus at least to the other school, so that I only have to pick up in one place. This would reduce the number of cars doing pickup at the schools as well.
No Response	Distance to bus stop
A Parent/Guardian	Distance to catchment school and/or distance to bus stop
A Parent/Guardian	I have had children on the bus for over 8 years I have always had very positive experiences with SD 63 school bus transit. Sometimes I worry about the safety of some of the bus stops, as children are often on streets without sidewalks while they wait for the bus. I understand that this is not something, but I personally would be willing to advocate with the municipality to have sidewalks for school bus routes. I also think it is important to prioritize access to students for whom transportation is critical - and could impact success).
A Parent/Guardian	Transportation of riders in french immersion- especially in areas not served by public transportation (eg. Willis pt); time of day of service (to avoid rides before 7am)
A Parent/Guardian	Age of rider, Distance to catchment school, Distance to bus stop, Route length (travel time).
A Parent/Guardian	Age of rider Route length (travel time)
A Parent/Guardian	Distance to bus stop
A Parent/Guardian	I would like to look into busses for my child now that he is a little older and used to school (he is 6). We live in saanichton and although it is less than 4km from school it is not safe for him to walk/bike to school alone as it is a dangerous route. I think a school bus is a more environmentally friendly and also more age appropriate mode of transportation for small kids than many alternatives. I would love to see the excellent bus service continue for our unique community.
A Parent/Guardian	Number of children on the bus. Morning bad afternoon buses from deep cove to bayside very full. Ability to travel to panorama recreation even if not their specific route.
A Parent/Guardian	Presence or absence of safe active transportation routes and/or public transit to catchment school
A Parent/Guardian	Age of rider

Question #2 - What should the Board consider when determining how transportation routes and services are established?

A Parent/Guardian	<p>I Think an 8km round trip for an elementary student is really long. The distance for Middle and high school is also long. Before qualifying for a school bus. I'm all for a good daily walk but maybe 2km each way for elementary and 3 km each way for older students. Also switch direction of school bound and home bound journeys so that if you are one of the first to be picked up on the way to school - long bus ride, you will be one of the first to be let off on the way home- short bus ride. Also I do question the safety of having 1 bus driver and up to 40 students. I would love to have another adult on the bus to help supervise students, I think this could create a safer environment for the driver, not having to police behaviour while concentrating on driving and create a safer environment for students- decrease bullying assist younger students getting off at right stop eat.</p> <p>Buses should leave and arrive within 10-18 minutes of the school bells, including early dismissal days Wednesday and Fridays from high school.</p>
A Parent/Guardian	If an area is well provided with public transit it should be used.
A Parent/Guardian	Distance to bus stop. Ensuring that there are enough seats for the children on the bus route. Route time, to avoid long journeys
A Parent/Guardian	Bike paths are not well-planned/ marked or continuous all the way from nearby bike paths to the school. To incentivize active transportation bike paths (which benefit wheelchair users and families with strollers) must be a priority.
A Parent/Guardian	<p>If any changes to transportation routes are made to current routes for the following school year, it would be very beneficial for the Board/SD63 to reach out to the parents of riders who use those routes.</p> <p>When the Board is considering/determining routes, kids who attend their catchment school for French Immersion should be considered in addition to those who are in French Immersion but live closer. Families who choose French Immersion but yet live much closer to their schools automatically get priority over my family who also have chosen French Immersion. It seems unfair that those that probably need the school bus transportation the most, i.e. kids who live much farther away than their English track catchment school and don't have the option to ride their bike or walk home when old enough aren't given the same priority as other kids in French Immersion. I have two children in French Immersion. One is currently attending Middle School at Bayside in French Immersion. My child takes the school bus home from Bayside to our house in Saanich. If there was no room for our child on the school bus, I would most likely be forced to quit my job that I have been at for over twenty years and find a different employer who would allow me the flexibility to drive my child from school to home. Our family is very appreciative of the spot on the school bus. It would be extremely disappointing and awful for our kids if we had to take them out of the French Immersion Program only because we didn't have transportation on a school bus home for them. The city bus is not a feasible alternative for my kids with the ages they are and for other reasons such as the extra anxiety of riding with strangers etc. I would love to see the Board put more emphasis on the transportation of kids in French Immersion who are currently considered courtesy riders.</p>
A Parent/Guardian	Safety and access to get children to and from school. Safe walkways ect. 3kms for a young child to walk is not reasonable, busses are necessary to keep traffic around the school safe for kids that live in the area and for parents who live outside bus routes.
A Parent/Guardian	Review pick up times to allow more realistic travel time to school before the 1st bell rings for the day
A Parent/Guardian	Distance to school, and distance to bus stop. Also availability of public transport to catchment school, and age of rider. Also route length and arrival departure times.

Question #2 - What should the Board consider when determining how transportation routes and services are established?

A Parent/Guardian; A Staff Member	As a parent of an elementary age child, I really appreciate that there is a way to get her to school that does not require her to navigate the multiple busy intersections to get to the other side of the highway (live in Royal oak, attends lochside). I suppose this fits in the safe active transportation category, as well as age of rider. I also know, having been on the wait list for LASP for two years, that without bus transport in the morning we would really struggle getting our child to school without the bus.
A Staff Member	The popularity of some routes! Some students I teach are always anxious after school about getting a seat on the bus as they say it fills up. Another has given up and resorts to public transportation after school for the same reason.
A Staff Member	<p>how quickly students can get to and from school?</p> <p>How many students can have access to a bus route?</p>
A Staff Member	Middle and high schoolers should be taking public transportation and active transportation more. The district should be charging for all courtesy and special request riders.
A Parent/Guardian	<p>1. Bell schedules.</p> <p>2. Student age - priority to younger students (our daughters (at Royal oak) were told by the bus driver on their morning route that they couldn't get on because there were Claremont students that needed the spot on the bus. This was very frustrating and confusing for my kids at the beginning of grade 6.</p> <p>3. Student vulnerability.</p>
A Parent/Guardian	There are currently at least 5 students coming from the gulf islands and there is no bus transportation for them. They take public transit from the Swartz bay terminal to North Saanich and parklands. There is a bus route that goes right past the terminal that could easily loop in and get them if the timing was a bit better. Thank you for the consideration.
A Parent/Guardian	<p>Timelines - where the commute is not long, ie, leaving home at 7:30am and arriving home at 4pm.</p> <p>I do wish that transportation would include French Immersion schools as that would make things more inclusive.</p>
A Parent/Guardian	Timing of bus arrival at school, especially for younger elementary school. Some busses get there at bell and others get there before supervision is on site.
A Parent/Guardian	The route from Bayside (bus 9) to Sidney should not end with Parkland, but at NSMS. For many FI students residing in Sidney, Bayside is a catchment school and most need to get off there anyway.

Question #2 - What should the Board consider when determining how transportation routes and services are established?

A Parent/Guardian	Ridership, current public bus routes and distance to bus stops, age of students, Safe bike route availability, safe bike storage at school, biking incentives for students (eg. ride bike to school and get bike store coupons). Climate change and need to minimize fossil fuel consumption, rideshare coops (parent driven)., etc. (these are in addition to below Mentioned items).
A Parent/Guardian	Getting more cars off the road. 4km walk for little kids to and from school is far! And very time consuming. I often walk the 2 km to school with my kids and it takes 25 mins. If the school bus was available for us we would utilize it!
A Staff Member	The needs of the students within each school Lack of adequate public transportation to many of our communities different zone/class times for different schools
A Parent/Guardian	Whether or not kids are in walking distance. Rural needs bus service
A Parent/Guardian	My daughter always says that the school bus is intermittently extremely crowded. Especially in the beginning of the school year. For example, 4 students per bench seat. This doesn't seem safe. Perhaps a review of bus routes and numbers to see if routes can be slightly altered or adding an extra bus would help. I realize this request might seem easy, but with budget cuts and not enough buses and drivers, it will be challenging. My concern is safety.....4 to a bench seat doesn't seem right.
A Staff Member	Distance to catchment school and/or distance to bus stop
A Parent/Guardian	1. Distance from the school. 2. Safety- the Pat Bay Highway is very dangerous 3. Departure times-the afternoon busses are not convenient (both City bus- the kids call it the Suicide Bus, and the school bus which comes over an hour after school ends.) this means that students from Claremont, on mass walk down and cross the highway and walk to Broadmead in order to get a bus home.3. Age of rider.
A Parent/Guardian	Not just how far, but the type of road they live on. We live on Oldfield road ad there are no shoulders, and a lot of traffic. We need a school bus. We have no transit bus on our road, and our students have to walk 2 kilometres to the bus stop, plus it only runs every hour.

Question #2 - What should the Board consider when determining how transportation routes and services are established?

<p>A Parent/Guardian</p>	<ul style="list-style-type: none"> - time spent on bus - catchment schools are priority routes, including FI schools (catchment for FI Brentwood schools). - equality for both French & English students - Age of student (older students could potentially take city buses). Young students should be priority. <p>I appreciate the service as now understand the complexity of route planning from the online meeting earlier this year.</p>
<p>A Parent/Guardian</p>	<p>French immersion students should also be given priority for bus routes as they have to travel further. We are unable to take the bus as it is too far to walk at her young age and a very long drive around to the other side of the high way to get her to the bus stop. As a result we drive her to before and after care at school.</p>
<p>A Staff Member</p>	<p>Student vulnerability, safe transportation, distance</p>
<p>A Staff Member</p>	<p>distance to school or community bus stop (and is there direct bus or good connections between buses)</p> <p>age of rider</p>

Question #2 - What should the Board consider when determining how transportation routes and services are established?

A Parent/Guardian	<p>Safety, green transportation, number of children at a stop</p> <p>We have had difficulty advocating for safe bus transporting for the children traveling from Piers Island. We have 11 school age children living on Piers Island and 4 preschool children. We currently walk up a busy, narrow street with no safety rails to get our children to the bus stop. This is the same road that every semi truck on Vancouver Island drives on as they load on and off of the SeaSpan ferry. The alternative is to drive the kids to the bus stop and pull over in areas that indicate no parking. The bus stop is a ditch with a rock bluff. This situation is not safe and does not promote bus use / green transportation.</p>
A Parent/Guardian	<p>It would be great to plan bus routes so that it doesn't take more than 20 mins to get to school whenever possible and plan morning routes to arrive to school closer to the morning bell. We chose to drive our kid to school in the morning because the morning bus makes a stop in our area 1 hr before the school starts which makes commuting to school too long for our kid.</p>
A Parent/Guardian	<p>Distance to catchment school and/or distance to bus stop</p> <p>Presence or absence of safe active transportation routes and/or public transit to catchment school</p> <p>Age of rider</p>
A Parent/Guardian	<p>Departure time relative to bell times, especially for the young ones. So, age of rider, as well.</p>
A Parent/Guardian	<p>Presence or absence of safe active transportation routes and/or public transit to catchment school. Route length (travel time) and arrival and departure time relative to bell times</p>
A Parent/Guardian	<p>Utilizing the public bus system as much as possible for as many students as possible. Even if this means putting drivers of existing busses on to public transit busses to act as chaperones so that students can get familiar with the public system. Since the BC government has mandated that children 12 and under are free, this could be a cost saving measure for the school district, but the more important message to students and teachers is teaching the students self confidence in navigating our spaces independently.</p> <p>What should be done to encourage this is to have school district trustees meeting with BC transit planning/ executive staff to work to create routes and time tables that best suit students and teachers.</p> <p>French Immersion should be taught at all schools. Currently we bus our daughter to a school that is far away specifically because the far away school has French Immersion, while the nearer, more convenient school does not.</p>

Question #2 - What should the Board consider when determining how transportation routes and services are established?

A Parent/Guardian; A Staff Member	The safety of the bus stop for the age of the children using the bus stop. This is an issue with the Deep Cove bus stop at Beacon and Stirling Way. The majority of young children being bussed to Deep Cove must cross a highway without a crossing guard to be able to catch the bus or to walk home. My son who was in the English program and was assigned to Deep Cove, even though we lived directly across from Sidney Elementary had to cross at the highway in Grade 1 and 2. This is a major safety concern. Where the bus stop is located is at a very busy intersection and also proves to be rather dangerous for young children. Consideration should be given to having a bus stop on the east side of the Pat Bay highway for students being transported from Sidney to ensure the children remain safe and do not require an adult to get them to and from the bus stop.
A Parent/Guardian	Getting the most students to school to support programs, such as getting kids from North Saanich to their French Immersion programs and students more than 2 km away to schools. The proposed 4km is far too long for students to walk, being 8km per day.
A Parent/Guardian	Presence or absence of safe active transportation routes and/or public transit to catchment school. Currently there are 11 school aged students and 5 preschool aged students who are commuting from Piers Island. At this time, the bus stop requires students to walk up a very unsafe road with no side walk or shoulder that is a main route for freight trucks to reach their bus stop. This is a major safety concern that we would like to see addressed.
A Parent/Guardian	To have bus pick up/drop off for middle school students at elementary schools. Example - My son will be attending Royal Oak Middle School - to have a bus pick up students from Prospect Lake and take them to Royal Oak - then to drop off back at Prospect Lake school. Many families have siblings that go to Prospect. In the past there was a pick up and drop off from elementary schools. Thank you for considering this.
A Parent/Guardian	The Board should consider the ages of students, the number of students and the number of families that can be assisted by providing a bus route. This should be reevaluated on an ongoing basis depending on where students reside in relation to the school they attend or would like to attend. If transportation can be provided to limit private vehicle traffic this will help reduce emissions and help fight climate change. As older children are more likely able to safely take public transportation, the Board should try to provide younger children with more transportation options.
A Parent/Guardian	Close to the houses of students especially when weather is bad. A 15 minute walk to a bus stop is fine if it's not too cold or raining.
A Staff Member	Distance to the school Age of rider area of housing; along major roads or highways Student vulnerability and safety

Question #2 - What should the Board consider when determining how transportation routes and services are established?

A Parent/Guardian	My daughter cannot take the bus when she needs to get to school earlier for band or extra help from her teacher. This is when I need to driver her. Perhaps an earlier bus is needed? Also her bus stop is far away from our house so she rides her bike to the bus stop or gets a ride.
A Parent/Guardian	<p>All of the things listed should be considered.</p> <p>Any child who feels they need to take the school bus should have access as long as they act appropriately on the bus.</p> <p>Many, many parents drive their children to school. Some parents aren't able to do so, whether it be due to employment hours or child care for other children in the home. The bus should be made available to all children who need it.</p>
A Staff Member	<p>Age of rider.</p> <p>Existence of sidewalks in neighborhoods. I don't think a walk route is safe for an elementary student K-3 where there are no sidewalks and many cars parked on the sides of the roads.</p> <p>Route length should be considered - younger riders shouldn't be on the bus for extended periods of time.</p> <p>Transportation of courtesy riders for programs of choice should not be a factor BUT if the rider is a courtesy rider because of size of walk limits... walk limits are too large for younger kids.</p>
A Parent/Guardian; A Staff Member	Distance to bus stop and school. Timing of buses after school, where possible, to avoid students waiting and needing supervision.
A Parent/Guardian	Areas that are heavily populated with younger families and in more remote areas where public transit is not available

Question #2 - What should the Board consider when determining how transportation routes and services are established?

A Staff Member	<p>Distance to catchment school and/or distance to bus stop</p> <p>Presence or absence of safe active transportation routes and/or public transit to catchment school</p> <p>Age of rider</p> <p>Student vulnerability (i.e. transportation support critical for educational success including graduation)</p> <p>Route length (travel time) and arrival and departure time relative to bell times</p>
A Parent/Guardian	<p>Transportation of courtesy riders, including for programs of choice</p> <p>Proximity to school</p> <p>Safe/viewable bus stop locations</p>
A Parent/Guardian; A Staff Member	<p>Student vulnerability and possibly including transportation for programs of choice so as not to inadvertently create inequity in access to such programs.</p>
A Parent/Guardian	<p>The school closest to our home was not the catchment school and thus we did not have school bus for our three kids in elementary school. We were forced to get grandparents to drive the kids to Keating Elementary. This improved once they attended Bayside and Stelly's. Consider having routes to school in the neighbourhood outside of catchment and reduce the distance threshold.</p>
A Parent/Guardian	<p>We are close enough that walking would be possible but the route does not have sidewalks for a fair amount of the way and the street can get very busy. Not a great area to walk through safely with small children. Currently cannot use the bus as they don't pick up in that area.</p> <p>To be honest I am also concerned with the safety of kids. I've heard horror stories from school bus drivers about kids acting out on the bus as there is no supervision outside of the driver who obviously must concentrate on the road not on managing bullying behaviour.</p>
A Parent/Guardian	<p>Route length (travel time) and arrival and departure time relative to bell times</p>
A Parent/Guardian	<p>Route length (travel time), currently my kids don't take the school bus back as the bus take approximately an hour to return home instead of just 10 min</p>
A Parent/Guardian	<p>1) That the transportation route services the entire catchment area for the school</p> <p>2) Distance to busstop for children K-5 to walk</p>

Question #2 - What should the Board consider when determining how transportation routes and services are established?

A Staff Member	Age Vulnerability Distance Route length Courtesy Riders Public Transit
A Parent/Guardian	Location of bus stops in relation to how far a student needs to walk. Shorter the distance increases safety for student.
A Staff Member	Distance to catchment school and/or distance to bus stop / Student vulnerability (i.e. transportation support critical for educational success including graduation)
A Student	I think possible consideration #2 should be considered when creating transportation routes.
A Parent/Guardian	Safety hazard of the route (i.e. having to cross a major highway between the bus stop and school); medical and developmental state of the child (i.e. not capable of active transport even if within the boundaries)
A Parent/Guardian	Please ensure that the bus routes to schools, and the associated buses, actually pick up the kids. Within a few days on their selected bus route, the bus driver told them they could no longer go on the bus and would have to get on a different one. There was no communication to us about this, and it felt like the bus driver was in a position to make executive decisions for our kids.
A Parent/Guardian	all of the below listed items; transportation for French Immersion students and out of English catchment area should very much be included to allow safe and equitable access to transportation for all learners
A Parent/Guardian	Age of rider, route length
A Parent/Guardian	1) Frequency of service,
A Parent/Guardian	2) Bus for elementary school children within walking distance to support families with no morning care
A Parent/Guardian; A Staff Member	Age of rider, Distance to catchment school and/or distance to bus stop

Question #2 - What should the Board consider when determining how transportation routes and services are established?

A Parent/Guardian	That the school district should be offering buses to all children. As parents work early and there is many areas in the district such as ours that is unsafe for children to walk. For example there is no side walks, cross walks, bike lanes, or street lights. This makes it extremely unsafe for children. Also families are getting denied due to the new 4km rule, this is simply to far to walk especially for the reasons stated above. Not to mention when it rains, kids are arriving to school soak and cannot concentrate as there clothes are wet for the whole day. I'd rather pay for the school bus transportation to ensure we received this important service to keep my kids safe, rather than have the additional rules in place to exclude children and potentially creating unsafe situations, such as what happened recently with a child getting stuck by a vehicle on shelborn st.
A Parent/Guardian	Distance to school and number of schools enroute.
A Parent/Guardian	No safe active transportation route to school - must go on highway currently.
A Parent/Guardian	Route length
A Parent/Guardian	Presence or absence of safe active transportation routes and/or public transit to catchment school
A Parent/Guardian	Presence or absence of safe active transportation routes and/or public transit to catchment school
A Parent/Guardian	-Evidence-based walking limits (is it reasonable to expect K-5 students to walk 4km to school? If so, why are none of them doing it? How many families have someone who is able to escort a K-5 student on a 4Km walk to and from school in 2022?) -Maximize ridership to reduce vehicle congestion around schools (Consider the changing neighbourhood demographics when building bus routes and devise a more dynamic scheduling process that can quickly adjust when demand warrants). -Demonstrated consideration of safety factors (i.e. walking infrastructure such as sidewalks, crosswalks, lighting, speed limits, etc).
A Parent/Guardian	-Reduce emissions (more kids in buses means less private vehicles on the road at drop-off/pick-up).
No Response	Our route length on the way home is too long
A Parent/Guardian	Distance to catchment school and/or distance to bus stop
A Parent/Guardian	That there are students who live outside of the bus route and could be a great idea if they include us. Next year my 8-year-old and 5 year old if they go on the bus required to walk 1 kilometer.

Question #2 - What should the Board consider when determining how transportation routes and services are established?

<p>A Parent/Guardian; A Staff Member</p>	<p>Parent:</p> <p>We are just within the border of the 4 km and therefore, we know that it has been a privilege to take the school bus but not a requirement within the policy. If these boundaries were changed and transportation was not provided for those living within the 4 km radius, it would have been a struggle to get my middle schooler to school without a very early arrival (approx 7:15 am). If an early arrival was required, then I would hope the school would be open so that my child could enter the school. From a financial perspective, I suppose that early mornings might need to be staffed and therefore I would wonder about cost-benefit analysis. This year, my children take the bus TO school but often walk home. This takes them about 40 minutes to walk home but due to the bus schedule - they actually arrive home before the bus would get them close to our house. As the weather turns, I imagine they will consider waiting for the bus more often. With all this said, I am proud that the district is considering the environmental and financial impact as they look towards a green fleet of buses in the future.</p>
<p>A Parent/Guardian</p>	<p>We would like you to reconsider the pick up from Claremont at the end of the day. Our son has to use public transit because the SD63 bus arrives 45 minutes after they are dismissed. This is too late for students needing to get to jobs or sports.</p>
<p>A Parent/Guardian</p>	<p>Please continue to consider rural areas and roads where there are no sidewalks or crosswalks, and are therefore unsafe for walking to school. Buses need to be offered in these areas, even if the distance to school is under 4 km.</p>
<p>A Parent/Guardian</p>	<p>I attended a parent meeting last year where the planning was described in detail to us as parents from an area that some of our kids do not have a bus. (To Deep Cove from Ardmore Area) as our kids are in French. To me the explanation made complete sense. Would I like a bus to take my kids to deep cove. Yes, do I understand why this is not really possible.. YES. So unless there is an option for parents of kids that would be considered programs of choice to pay for an extra route that is not really possible we understand.</p>
<p>A Parent/Guardian</p>	<p>Distance to catchment, presence vs absence of alternate transportation, route length, student vulnerability.</p>
<p>A Parent/Guardian</p>	<p>Making sure that all children have safe walk space to their bus stop</p>
<p>A Parent/Guardian</p>	<p>-not only distance to school but terrain and safety (ie no sidewalks)</p> <p>-age of riders</p> <p>-transporting children to middle/higher school outside of their catchment</p>

Question #2 - What should the Board consider when determining how transportation routes and services are established?

	<p>Route length (travel time) and arrival and departure time relative to bell times</p> <p>Presence or absence of safe active transportation routes and/or public transit to catchment school</p>
A Parent/Guardian	Transportation of courtesy riders, including for programs of choice
A Student	More bus routes to the deep cove area. Buses are overcrowded and get dangerously hot in June.
A Parent/Guardian; A Staff Member	Due to school closures over the years in neighborhoods many of the elementary schools are a distance from home. The North end of the district is so spread out and the overcrowding of schools has caused students to have to go out of catchment. Example: students on West Sidney must travel across the highway to Sidney Elementary, NSMS and Parklands. Many of those students are young and the highway is extremely dangerous. Kelset and Sidney Elementary have a divided catchment. The closure of the smaller Elementary Schools over the years has created the problem. Many of the bus stops are in rural areas with no sidewalks and lighting. Safety concerns on roads and highways is a Municipality issue and should be addressed within the Municipality and paid for by the municipality.
A Parent/Guardian	Have a flexible Policy. If we are to meet environmental targets, address student vulnerability; access to active transportation routes; length of time traveling on a bus and be inclusive.... the Policy needs to be a guide not a rule. It needs to be fair. Students out of catchment being a major hurdle and source of frustration. Also....student demographics change yet it doesn't seem as if the bus transportation routes have ever changed (or at least have not be revisited to any great extent in the last 10 years to my knowledge). At some point, students stop becoming students, but are families moving? Do the routes need to be revisited based on demographics of where people live? How do you currently establish the routes? Do you map out all the students who register for the bus to see where the clusters are on a map and plan accordingly? Do you take into consideration the age of students and their access to public transit and bike routes? I don't think walking distance should necessarily be the rule....it could be a vulnerable or rural community that needs a stop a little closer, or younger kids, or an area that doesn't have safe alternate forms of transportation; You also need to consider all areas - including those students out of catchment (Ie: FI students).
A Parent/Guardian	More routes along unlit, unsidewalked routes (deep cove and Ardmore)
A Parent/Guardian; A Staff Member	<p>Distance and time!</p> <p>Also most importantly focus on the younger students in terms of bus routes!</p>
A Parent/Guardian	<p>Routes that support students going places other than home after school in order to reduce individual vehicles picking up from schools.</p> <p>Students of all ages need support for getting to and from school. Many vulnerable students exclusively use the school bus to get to school, without buses many students would be truant.</p>

Question #2 - What should the Board consider when determining how transportation routes and services are established?

A Staff Member	<p>1. The age of rider should be considered. Younger children really have no other choice and public transportation is not viable for younger children.</p> <p>2. The location of the school and if it is easily accessible to those if they can't ride the school bus. Ex: How frequent does the public bus get to Parkland, Stelly's or Claremont. Are there multiple routes so that access is equal to all catchment students.</p>
A Parent/Guardian	Age of rider. Currently my child takes the bus home. But has to wait at the school for 30 mins before the bus leaves and then 20-30 min bus ride before home. I do not agree with having elementary school kids wait 30 mins for a bus
A Parent/Guardian	It would be great if the Board could reconsider opening transportation routes to include a wider area in order to pick up more students attending Deep Cove School. We were directed to attend Deep Cove instead of Kelset (living on West Saanich Road between McTavish and Ardmore) due to numbers of students applying in each catchment, and offered the possibility of a bus route. I understand that it wasn't in the budget the last two years but would appreciate if it could be reconsidered in the future. :)
A Parent/Guardian	The website needs to be upgraded so finding the right bus/ route does not take so long. Punctuality, busses are late regularly. Our kids would rather walk up Halibuton than risk being late yet again
A Parent/Guardian	distance from home to transportation routes. If cannot support of bus passes for public transit for high school students.
A Parent/Guardian	<p>The Board should consider the distance to bus and wait time for transfer if necessary. This will ensure that the student is not having to linger in one area for too long.</p> <p>I am very satisfied with the transit system as we do not live in the catchment area but the bus gets them to school very easily and safely. We live in the Lake Hill area near Quadra route and students need to get to Claremont school. They take the #6 bus to the Royal Oak exchange and wait at that same stop they are dropped off at for the #35 which takes them right in front of Claremont school. Its a very well thought out route plan and works so well for our students.</p> <p>No major streets to cross or having to run to another bus stop for the transfer.</p>
A Parent/Guardian	Distances to catchment schools and age of riders.
A Parent/Guardian	<p>I have a child attending Royal Oak and another attending Claremont. We live close to Lochside elementary. From where we live, Claremont is a 20min walk up hill. The walk uphill is not an issue, it's the lack of side walks to keep people from walking on the road.</p> <p>Royal Oak is a challenge to walk/bike to/from where we live, so if bus service was unavailable then that would mean an additional car on the road.</p>
A Parent/Guardian	Distance to bus stops and student vulnerability for getting to/from bus stops (lighting, sidewalks, etc.)

Question #2 - What should the Board consider when determining how transportation routes and services are established?

	<p>The ability of children to get to school safely. I.e. does the route have sidewalks? Busy intersections? Must children cross the highway?</p> <p>Distance</p> <p>Age of riders</p>
A Parent/Guardian	Availability of public bus route for high school kids
A Parent/Guardian	Proximity to students homes, route travel time and relation to school start and stop times.
A Parent/Guardian	Distance to catchment school and/or distance to bus stop
A Parent/Guardian; A Staff Member	Student vulnerability, equity, and - consistent with our new Strategic Plan - special consideration for Indigenous families and their access to transportation.
A Parent/Guardian	Prospect lake elementary is in a unique area where walking to school or public transit is not an option for many families. We live only 2.5 km away yet the walking route is not safe (no sidewalks or shoulders) and there is no public bus route near us. We appreciate the SD63 bus route very much and the proximity of the stop to our house.
A Parent/Guardian	1-6 of are all valid but I would also like to add the distance at which kids are having to walk to bus stops. Especially for younger children, crossing roads to get to the required transit stops when there are closer and safer places to pick up and drop off students seems unnecessarily dangerous.
A Parent/Guardian	It is not reasonable to expect that a 10-11 year old child (grade 6), travel nearly 5km to school by walking or biking unsafe routes (non existent sidewalks and no bike lanes). Working parents often do not have the flexibility to drive their children to school at the time required and kids at this age are just outside the age group for before school care (and as a result this is not offered at middle school). And no child of any age (especially as young as 10-11 year olds) should have to ride public transit to attend their local catchment school. If a child lives more than 2 km from the school, transportation should be provided. Particular attention must be paid to middle school students.
A Parent/Guardian	They should consider changing the distance to catchment school as 4 km is quite long considering the hills that are north of Deep Cove. Also they should consider the number of kids that would use the bus if the route were to be changed.
A Parent/Guardian	<p>1. Distance to catchment school and/or distance to bus stop</p> <p>We live in Willis Point but our child attends Stellys, and there is no bus service to Stellys. The school bus only services Cordova Bay, and although theoretically within the catchment area, is much farther than Stellys. A number of Willis Point residents are students whom attend Stellys and the bus situation is problematic.</p>
A Parent/Guardian	Distance to catchment or was in catchment but school board changed catchment area school and/or distance to bus stop

Question #2 - What should the Board consider when determining how transportation routes and services are established?

	Distance to catchment school and/or distance to bus stop Student vulnerability (i.e. transportation support critical for educational success including graduation)
A Parent/Guardian	Route length (travel time) and arrival and departure time relative to bell times
A Parent/Guardian	EVERY child having fair and adequate access to FREE public transportation (aka tax paid for) to ensure they can get to and from school without fear of having to “find a way” where parents cannot drive, pickup or afford bus passes with other bills taking priority.
A Parent/Guardian	Areas that don't have access to public transport in case the school bus routes shut down. The age of the rider and length of time it takes the student to get to school.
A Parent/Guardian	Distance to school, age of children and affordability as public transportation can be costly to parents.
A Parent/Guardian	Distance to bus stop, distance to catchment school, travel time, arrival and departure relative to bell times
A Parent/Guardian	Travel time to school and location: I pay \$45/month for my son to take the city bus as otherwise it would take him 30-40 minutes to walk to Stelly's. We checked into school bus routes but there were none he could take. It would be good if either a school bus stopped at Bayside (close to where we live) or if the school district partnered with BC Transit to subsidize a transit pass.
A Parent/Guardian	Children are more vulnerable on public transportation, particularly younger children.
A Parent/Guardian	Population / bus load School start and end times Route length
A Parent/Guardian	All of the below. My daughter has autism, anxiety, and ADHD. She has struggled in a regular school setting and has been directed to ILC-Individual Learning Ctr. In Saanichton for high school this year. All children attending this school have some sort of special need for this type of program. It is a full grade 9-12 graduation program and is part of the public school system SD#63 but there is no school bus service to or from the school. I feel that this should be reconsidered.
A Parent/Guardian	If, as in some neighbourhoods, the student technically lives within the 4km radius but there are no sidewalks or street lights it is unreasonable to expect elementary aged kids to travel to school in such circumstances. 4km also seems very far for Kindergarten/grade 1 students to travel each way every day.
A Parent/Guardian	Invest in active transportation and protected bike lanes.
A Parent/Guardian; A Staff Member	Distance to catchment, safe active transportation routes and/or public transit. Transportation should serve bell times rather than bell times being adjusted to suit transportation limits.
A Parent/Guardian	Rural route where public transit is minimal. Which is pretty much the whole Peninsula! Families who work full time jobs and rely on busses to get their kids to school.

Question #2 - What should the Board consider when determining how transportation routes and services are established?

<p>A Parent/Guardian</p>	<p>In addition to the considerations below the following should be considered:</p> <ul style="list-style-type: none"> - reduction of traffic congestion at the school - reduction of vehicle emissions - My children take the bus to school when at my home and use active transportation when at their Dad's home. They will on occasion need to attend by private vehicle.
<p>A Parent/Guardian</p>	<p>Climate changes, and reducing GHG emissions should play a greater role in the boards decision making process. I would like the board to consider how to encourage as many students as possible taking the bus; that could include reviewing the minimum walk distances (which I believe are two far considering the topography, lack of active transportation infrastructure), the routes, and the courtesy rider program. This could mean that a route is established to pick up 50 children closer to a school, rather than 20 who are much further away, particularly in areas that lack safe active transportation options. Often parents living further away from the school are more inclined to drive due to the length of the bus ride and inconvenience of the timing. It could also mean that french immersion students, who make up large portions of certain schools (Deep Cove for example), are considered for the routes.</p> <p>I would also like to see safety more front and centre. There are several stops on various routes that are less than ideal for students, and require them to travers dangerous roads/intersections. I would like to see the school district working more closely with the municipality to determine where safety enhancements can be made, whether it better signage, cross walks, curbs/dedicated lanes, etc.</p>
<p>A Parent/Guardian</p>	<p>Distance to catchment school and/or distance to bus stop</p> <p>Route length (travel time) and arrival and departure time relative to bell times</p>

Question #2 - What should the Board consider when determining how transportation routes and services are established?

	<p>The school hours.</p> <p>We have school buses that arrive after our morning bell & afternoon buses that don't pick up students until over an hour after our dismissal.</p>
A Staff Member	All of the considerations below.
A Parent/Guardian	Safety, student age, family capacity/impact of requiring families to drive, efficiency, Existence of safe active transportation
A Parent/Guardian	If there are a minimum number of children (as determined by the board) living in an area that is within a catchment there should be a location where the children can assemble and be picked up as a group. For example there are at least 25 children in my neighborhood in Strawberry Vale that attend Colquitz Middle School. There could be a pick up location at Strawberry Vale Elementary School to safely transport these and others children living in the vicinity to CMS. The public bus lines in this area are very traffic busy and unsafe.
A Parent/Guardian	<p>French immersion should not be considered a program of choice; Canada is a bilingual country under the Charter of Rights and Freedoms.</p> <p>Road condition and topography should also be considered. 4km along a straight road or one with sidewalks is a lot safer for kids to walk than a curvy, narrow road.</p>
A Student	Bus arrival time relative to end of school bell times.
A Parent/Guardian	<p>Distance to catchment school</p> <p>Lack of safety routes to walk/bike to school (no sidewalks, busy streets)</p> <p>Lack of public transportation and/or schedules that are not feasible with the bell schedule.</p>

Question #2 - What should the Board consider when determining how transportation routes and services are established?

A Parent/Guardian	<p>We live rurally and the bus does not come close to our house. The 4km limit is much much too far for young kids to walk to the bus, it doesn't really seem reasonable.</p> <p>So, the Board should consider:</p> <ul style="list-style-type: none"> - distance to bus stop - age of rider - presence of safe active transportation routes
A Parent/Guardian	Presence or absence of safe access to active transportation and distance to school
A Parent/Guardian	Distance to catchment school
A Parent/Guardian	Time. We moved from another province and there are rules on how long a child can stay on a bus. Routes are maximum 1hr long. Here my child spends more than 3hrs a day on a bus. 1hr in the morning and 2hrs on the afternoon rote. That is ridiculous! Considering his school is a 15 min drive away.
A Parent/Guardian	<p>If the child's only means of accessing their catchment school requires them to cross a designated highway then school bussing is essential. Under no means should children be required to walk and cycle across busy 4 lanes or more highway to attend their catchment schools. This in itself could be considered as a failure in the design of catchments and as such bussing is a tool used to mitigate this issue with the catchment boundaries.</p> <p>Out of catchment children should not be offered school bussing nor should children attending programs of choice. Priorities must be on getting children to their catchment schools.</p> <p>Continuous safe active transportation routes need also be a consideration. If there are none than bussing should be an option. Grade of walk and cycle also need to be considered as such a simple km criteria may not be effective on its own.</p>

Question #2 - What should the Board consider when determining how transportation routes and services are established?

A Parent/Guardian	Distance from school. Availability of public transit.
A Parent/Guardian	<ul style="list-style-type: none"> -Distance to catchment school and/or distance to bus stop -Presence or absence of safe active transportation routes and/or public transit to catchment school -Age of rider -students with special needs -Student vulnerability (i.e. transportation support critical for educational success including graduation)
A Parent/Guardian	-Route length (travel time) and arrival and departure time relative to bell times
A Parent/Guardian	The School bus system for our children seem to be working fine. We wouldn't recommend any changes other than the after school drop off(bus 16) time is nearly an hour and a half after school ends. Seems to be excessive.
A Parent/Guardian	<p>There is definitely a lack of public transit in the area .</p> <p>Environmental issues are a concern as well .</p> <p>Less cars in the school area make it safer for the kids that walk to school as well</p>

Question #2 - What should the Board consider when determining how transportation routes and services are established?

A Parent/Guardian	<p>Given that I live so close to the school, actual school buses are none of my concern. I will however highlight issues with BC Transit.</p> <p>1) BC Transit bus schedules need a lot of improvement. There are lots of buses on Pat Bay Highway - but they are scheduled to arrive virtually at the same time. Given that each of these buses services this route, 70, 72, 75 (and 71), at roughly 30 mintue frequency, it would make sense that the ideal average wait time could be $30\text{min}/3\text{buses}=10$ minutes. Instead, if you miss a bus, you wait a half hour.</p> <p>2) My students who rely on the buses report that they are frequently off schedule. Not only late but sometime early. An early bus is very disruptive as it forces you to waste time to wait early for a bus which will more likely be late..</p> <p>3) I too use the buses and confirm that the schedule is hit and miss.</p>
A Parent/Guardian	4
A Parent/Guardian	Route travel time and length. Age of traveler and distance to bus stop.
A Parent/Guardian	<p>Equity, distance, vulnerability, affordability and not catering to courtesy riders who are opting for schools of choice. Distance and a walk limit that is based on age and student vulnerability. Route length is important especially for routes like CDC. ILC needs an alternative to the school bus or public transit. Students who go to ILC hit the vulnerability factor in all accounts and the district is negligent in not finding safe and student centred approaches to transportation. You need a system for ILC that allows for flexibility where staff driving are not tied to a minute by minute schedule and can provide much needed transportation for some of the most vulnerable youth in the district. Transportation for Indigenous learners is a key piece of the journey towards success and for far too long Indigenous students have not been provided with equitable access and even now with a Tsartlip route non-Indigenous families are trying to take over the route with all their demands and comments on social media. Why do programs of choice have access to transportation such as the Parkland Hockey Program. What about Tsawout kids who participate in lacrosse and ride 3 separate city bus routes to get there from the reserve why don't they get a route but everyone who take hockey get a bus route? French immersion likely has the lowest vulnerability rating and that is probably sparking this latest inquiry into transportation.</p>
A Staff Member	<p>Vulnerability, equity, walk limit, access to basic education not schools of choice. The Board should consider the decisions that have been made leading up to this review and make things right and approach this from a need versus a want or demand from courtesy riders. The district has provided French Immersion students courtesy rides to school everyday while First Nations students could not get rides to their neighbourhood school from the district when their Nominal Roll tuition included transportation funding. Tsartlip students have been under served for decades and the only thing that changed that was BCTEA and funding when the tuition the the WSANEC School Board pays every year includes transportation funding yet Tsartlip kids were still left to walk in the winter to school with no street lighting to and from school while students from the same age group hopped on a warm bus to school because they have the privilege of attending a school with a program of choice. First Nations students transportation funding was paying for the busses that drove by them walking to Bayside, Brentwood and Stelly's. What about ILC students who do not fit into the BCTEA funding and have zero access to transportation funding to get to and from school? Some of the most vulnerable students in the district and we do not have a viable and safe transportation plan for this group of learners.</p>
A Parent/Guardian	Route length

Question #2 - What should the Board consider when determining how transportation routes and services are established?

<p>A Parent/Guardian; A Student</p>	<p>1) Student vulnerability - There are NO school buses going to ILC in Saanichton, or from ILC to Eg. Stelly's. Kids that need it the most are having to pay for public transit or walk long distances!</p> <p>*Please include ILC in school bus routes</p> <p>2) Absence of BUS Routes & Distance to schools & bus stops</p>
<p>A Parent/Guardian</p>	<p>-Absence of safe active transport to school. Many routes have no shoulders and no street lights which make walking unsafe.</p> <p>-number of students that could be serviced on a new route or route change vs how many are serviced on current routes to increase ridership</p> <p>-including French immersion catchment schools for ridership numbers</p>

Question 3 - How should student safety, including the presence or absence of safe active transportation routes or public transit, guide how transportation routes and services are established?

ROLE	RESPONSE
A Parent/Guardian	<p>There are literally no other options for kids to safely get to school from Deep Cove (public transit is VERY sparse), so it's essential they have access to school buses.</p> <p>There are no sidewalks, bike lanes, or street lights where we live, so walking to/from school or biking isn't a safe option for most of the year.</p>
A Parent/Guardian	We live in a playground zone on Emily Carr Dr a few blocks from Lochside and school busses regularly speed through the area.
A Parent/Guardian	Broader rules for qualifying for school bus.
A Parent/Guardian	Very high - for example, my children have to walk over 1km to get to the nearest SD63 bus stop along Central Saanich road which does not have safe sidewalks or even a safe shoulder to walk along.
A Parent/Guardian	First week the bus was over an hour late some days leaving my child standing on a street with no sidewalks.
A Parent/Guardian	safety first. Public transit shouldn't have to be an option or be considered when creating a school bus route
A Parent/Guardian	Stops should be situated to maximize student safety
A Parent/Guardian	Student safety should be the primary driver of the routes and services e.g. a student might live withing walking/cycling distance as the crow flies but is required to cross a busy highway.
A Parent/Guardian	4 km is too far for a K-5 student to independently travel via walking or biking to school. If public transit replaces district transportation, the district should consider bus supervisors. Safe active transportation routes must include routes with sidewalks or dedicated separated bike lanes which do not exist in most neighbourhoods.
A Parent/Guardian	Students need a safe route to school and relying on parents to drive students to school, limits parents ability to go to work as transportation is required. I currently can not work before 9 am or after 2:30 as my youngest was put in an out of catchment school with no public or school bus transportation. I have 3 children in 3 different schools. 1 walks to high school, block away, one takes the school bus, and one requires me to drive them to and from as there is no bus and no direct city bus
A Parent/Guardian	Public transit shouldn't be a viable alternative for any children in elementary or middle schools. They need to be safe when travelling on their own.
A Parent/Guardian	if public transit routes are unsafe or not available/reliable more cars will be driving kids to school on already congested roads
A Parent/Guardian	Even if there are safe transportation routes, most students can't cycle in the winter months (too dark, too wet). It's important that there is reliable transportation for students.
A Parent/Guardian	It should fully guide the policy! See my comment above. We had an International student who was nearly hit 3 times one dark December morning walking 2km to public transit bus on our unlit/no sidewalk/minimal shoulder road. When our own children attended high school they faced the same safety issues and often had to step into ditches of water to avoid being hit by a car.
A Parent/Guardian	Priority. Student safety on the buses should be prioritized too, eg seatbelts and having another adult on the bus to support physical and emotional safety - freeing the driver up to focus on safe driving.
A Parent/Guardian	Student safety needs to be paramount.
A Parent/Guardian	Student safety should be the priority in determining this. Looking at existing travel data including business of major roads and thoroughways.
A Parent/Guardian	We have newly marked cross walks on Central Saanich Road...with newly installed flashing lights....en route to the Keating Elementary School. But the Keating and Central Saanich intersection is dangerous to walk a cross. It is a very busy intersection.

Question 3 - How should student safety, including the presence or absence of safe active transportation routes or public transit, guide how transportation routes and services are established?

A Parent/Guardian	It should. For instance, Old West Saanich Road is very busy to ride along and cars/large trucks are often speeding. There are no bike lanes. As country roads often connect only via main arteries, distance from school should not be the only deciding factor on routes. If the main artery is not set up for safe walking/biking, school bus routes should extend past the established distance limit.
A Parent/Guardian	Student safety should be the primordial guide to transportation services offered.
A Parent/Guardian	Consider the roads surrounding the school - it for example, is not safe to walk or bicycle down Keating to get to Keating Elementary. Therefore bus service should be provided to children who live in Keating's catchment but cannot travel down Keating unless by vehicle.
A Parent/Guardian	I'm not sure what the point of this question is. Yes, definitely, safety needs to guide how transportation routes and services are established. Is there someone that would disagree with that? They should not be making decisions.
A Parent/Guardian	students should feel they can safely access a school bus and not have to rely on public transit as a majority of younger students will feel more comfortable sitting with students than members of the general public.
A Parent/Guardian	Student safety should be the first priority, ensuring waiting areas are safe and back from busy roads.
A Parent/Guardian	Presence of safe active transport routes should be considered in the options for priority access to bus services, but not withstanding other considerations like disabilities or other vulnerable populations.
A Parent/Guardian	Routes should be available where there are no safe active transportation options for kids to bike or walk to school. We live about 4 away from the school and route would require my kids to cross a highway. I don't feel safe with them biking and walking is too far.
A Parent/Guardian	A bus route should come closer to the student's home if a safe route can not be established (ie sidewalk and lighting) or the school board should advocate to local government/highways to have the routes made safe for our students.
A Parent/Guardian	Biking and walking trails to connect schools to neighborhoods is a great alternative, though it should be considered that most people wouldn't walk 4km in winter anymore therefore private vehicle becomes the norm for people living within 4km range. Generally school bus transportation is safest and should be available to those who are within range of the school.
A Parent/Guardian	using public transit for our children to get to school is shameful. durely we can do better.
A Parent/Guardian	Student safety should be paramount age of rider should be considered. I am not comfortable with sending my six year old daughter on public transit alone, nor on a bike the 10 Kms it takes to get from our home to her school. I am also however not sending her on the bus as it includes all of the high school students and she is intimidated by that age group as well as it arrives at her elementary school 10 minutes before formal supervision of the school happens which is also not safe.
A Parent/Guardian	Starting with a improvements in pedestrian safety, to ensure the children can be safe walking from home to the bus stop and vise versa. You need to get in touch with the different municipalities to ensure there is a pedestrian safety routes in place (install that sidewalks, crosswalks, stops, etc.)
A Parent/Guardian	In Edmonton they only have school buses for Elementary age. After that City Transit runs 'Special' school routes which gets all the students (middle school and High school) to school on time. Only students are allowed on the bus. No adults. That's way safer in the early mornings. Youth pay a discounted rate for the monthly pass. And that encourages them to use the bus for work too.
A Student	Bus stops should be at lighted areas whenever possible, in winter especially.
A Parent/Guardian	For children to use the same bus route to return home they must walk over 2 blocks from the bus stop drop point to the bus pick up point. It would be good to have the bus able to pick up and drop off at the same stop. For my son with special needs the drop point is in an unfamiliar area so I would have to meet him at the end of each day to bring him home if using the bus via him being able to walk himself home of the same pick up point was used for drop off.
A Parent/Guardian	Lower the walking distance expectation for elementary school children.
A Parent/Guardian	If there is not a safe walking route, bus transportation should be provided in a more fulsome way.

Question 3 - How should student safety, including the presence or absence of safe active transportation routes or public transit, guide how transportation routes and services are established?

A Parent/Guardian	While we have biked to Deep Cove School from Ardmere, I would hardly consider that a safe active transport route and there is no secondary option such as there would be to get to our catchment school of Kelset (along the airport path).
A Parent/Guardian	Lights need to be put at bus stops. Not remove dark routes.
A Parent/Guardian	The schools should assist with pushing municipalities to make safe walking routes to school (i.e. around bayside school down Wallace South is not safe)
A Parent/Guardian	Homeschool children may not necessarily live in the catchment SIDES SCHOOL. Parents drive their children to and from weekly onsite school activities. More efficient, you know where your kids are, who they are safely with and less time travel in compare to public transportation.
A Parent/Guardian	Student safety should be #1 priority.
A Parent/Guardian	Student safety is very important - where the bus picks up and drops off students. Improvements to sidewalks surrounding schools for students walking.
A Parent/Guardian	Neighbourhoods should be evaluated for cross walk and sidewalk availability when considering safety of walking to school. Bus routes should be available where safe walking is unavailable.
A Parent/Guardian	Student safety is fundamentally important of course!
A Parent/Guardian	Student safety should be the top priority. Public transit is not always a safe option for elementary students.
A Parent/Guardian	It's not safe even with active routes. Bikes go too fast and hit pedestrians. Don't look or abide by traffic rules. Homeless addicts hide in bushes or sleep on sidewalks.
A Parent/Guardian	I do not think that looking at public transit for children under high school age should be considered a viable route for our children - i think i speak for many parents in that we don't feel the public bus is safe for our younger children to ride on their own. I find this question a bit unclear - student safety should guide how transportation routes and services are established. HOW they should be established is listed above in your own list (3/4/5).
A Parent/Guardian	Student safety is paramount
A Parent/Guardian	Student safety should be the first priority for any decision making
A Parent/Guardian	Taking the school bus to not have to walk near the busy highway
A Parent/Guardian	Student safety is a large concern with Keating as the age group is young and the traffic is heavy around this school. Additional sidewalks to access the school would be welcomed, as well as finding a way to divert commercial/industrial traffic traveling from the hwy to the Keating industrial area.
A Parent/Guardian	SD 63 should work with the District of Saanich to ensure that school bus stops are located in areas where it's safe for students to cross the road to access them. For instance, It is very dangerous for students to cross the street at Cordova Bay Road and Sunnymead Terrace to access both school and public transit.
A Parent/Guardian	once in middle school, the use of public transit is an option, but there should be reasonable access to the public bus stops from the schools. school buses should be provided for elementary.

Question 3 - How should student safety, including the presence or absence of safe active transportation routes or public transit, guide how transportation routes and services are established?

	It should be a priority.
A Parent/Guardian	Running buses through the winter more frequently to keep kids from standing in the dark alone at bus stops.
A Parent/Guardian	The closer the student is to the bus stop the less time spend walking, possibly alone during dark mornings or after school
A Parent/Guardian	Student safety should be the highest priority
A Parent/Guardian	Bus service should be provided for areas not otherwise served. Consider use of shorter busses for narrow roads or with lower volumes
A Parent/Guardian	If there are no safe routes for walking/biking long distance to reach the school I wonder if bus service could assist families with safer transportation, especially where there isn't alternate options available to families.
A Parent/Guardian	Student safety should be the main priority
A Parent/Guardian	Student safety should be the number one priority. Safe transportation for kids is essential to build independent, confident students, prepared to learn in class. We don't need them so worried about a trip to or from school that they can't focus in class.
A Parent/Guardian	Student safety should be a top concern. I think a school bus is an excellent way to provide students a safe way to get to school. Specifically KELSET has poor safe active transportation access to a large portion of its population and on my opinion bus service should not be optional.
A Parent/Guardian	We need signage on west Saanich that children cross both directions when school bus is stopped. We have witnessed many vehicles ignore the stop lights the bus uses as we live almost immediately on west Saanich. Very scary.
A Parent/Guardian	based on whether there are safe walkable / bikable routes...ie bike lanes or sidewalks that are age appropriate.
A Parent/Guardian	Seat belts should be installed in school buses!
A Parent/Guardian	One would think that safety would be the key concern when transporting children, particularly given many of the schools are not well served by safe alternatives (no sidewalks, no traffic separated cycle lanes).
A Parent/Guardian	If safe active transport routes, distance deemed appropriate for age group, remember Kindergarten students are 4-5 years old!!!!, ie marked bike lanes, safe intersection crossings or good public transit service exist than it is not necessary to have school buses.
A Parent/Guardian	Drop or pick up them on public transit bus stop if possible
A Parent/Guardian	Not sure. Are there communities that are not safe? Or school buses should be only available at places where there is no alternative transportation routes exist? I am not sure.
A Parent/Guardian	There should be enough seats for students, I understand that some buses are at /over capacity forcing 3/4 kids to squish into a bench. That is not safe.
A Parent/Guardian	Communication with families. Text alerts when children get on and off school bus to families
A Parent/Guardian	Student safety should be consider as an important criteria. SD63 is large in public transit isn't always available, and/or arrival and departure times become problematic.
A Staff Member	I would say that the bullying and harassment that is present on the buses these days should be an equal consideration when considering what a safe route is. I would never consider putting my children on the school buses because of the behaviour of many students on the bus.
A Parent/Guardian	Public transit is a poor option in some cases, as there are often multiple bus transfers required to reach a destination and long wait times between buses. However, for routes where reliable public transit exists, with reasonable wait times, public transit can well be an alternative to school buses for older grades.

Question 3 - How should student safety, including the presence or absence of safe active transportation routes or public transit, guide how transportation routes and services are established?

A Parent/Guardian	Bussing by district buses should be provided as an option to all students regardless of safe active routes I would not ever have my child walk on their own along Wallace at 3:30pm in the winter, it's not safe.
A Parent/Guardian	Students are safer when they aren't out on the roads or waiting for public transit
A Parent/Guardian	Safety should be paramount when guiding transportation routes and services to be established. I also think that active transportation infrastructure should be implanted as it supports climate change and good health and well being.
A Parent/Guardian	Hard to achieve active transportation for remote schools. Not all kids will live close enough for active transportation.
A Parent/Guardian	Bus route should always be available, not all kids can walk or bike. Some very musical instrument, that would be impossible to transport by bike or walking.
A Parent/Guardian	I think it should be based on the parents request as they would generally pay for the bus services anyways.
A Parent/Guardian	These are very important items. If there are no viable alternatives school bus routes should be maintained and monitored for ridership. Otherwise students are "forced" to take private vehicles.
A Parent/Guardian	City bus would be an option but doesn't feel as safe as a school bus!
A Parent/Guardian	Safety is imperative- routes, access to bus stops, supervision on buses
A Parent/Guardian	Safety should be the top priority. Bike lanes are not always feasible as safe active transportation - Saanich is a big district with some distances not appropriate for before or after school transportation.
A Parent/Guardian	No sidewalks or bike lanes increase the risk of accidents, as does crossing the highway
A Parent/Guardian	clearly student safety should be a top priority
A Parent/Guardian	Oldfield road is a very busy road, and I feel it's not safe to walk along this road, day or night
A Parent/Guardian	The bus stops should be in an open catchment or by main roads like public buses
A Staff Member	Student safety is key. Often public transit buses are full and pass schools leaving students vulnerable and alone.
A Staff Member	areas without public transit should be on the school bus route, if sufficient numbers of students live in them
A Parent/Guardian	Bus stops should have designated waiting areas.
A Parent/Guardian	Existence of public transit routes is not enough - its the timing of those with respect to school start and end times
A Parent/Guardian	- absence of safe routes would support bus service
A Parent/Guardian	-private vehicle congestion around school zones - school buses help decrease this problem
A Parent/Guardian	In elementary school, there should be a high priority on special coverage around the younger ones. As they progress, public transit can be considered as the alternate, and by high school, they can live with larger inconveniences.
A Parent/Guardian	Student safety should be of the most paramount importance. School trustees should be actively working with municipalities to create those safe routes to schools and pushing for All Ages and Abilities (AAA) bike lanes, especially near schools. Car driving and parking should be discouraged near schools as much as possible in order to keep kids from being hit by cars.
A Parent/Guardian	It should be a priority. Some areas have no sidewalks.
A Parent/Guardian	It would be great if there were bike racks at the bus stops
A Parent/Guardian; A Staff Member	Student safety should be key when creating transportation routes and should take into account all factors including where the children are coming from to catch the bus.
A Parent/Guardian	If there are paths such as galloping goose that lead from home to school, these areas could be less priority since they offer a safe travel route vs a route with sidewalks near road/hwy. I am from Ontario (Mississauga) and comparatively, lighting on roads is abysmal in winter months and not safe for cyclists. I would not encourage travel in winter months due to various factors, visibility being my greatest concern.

Question 3 - How should student safety, including the presence or absence of safe active transportation routes or public transit, guide how transportation routes and services are established?

A Parent/Guardian	<p>Students should be safe while under the care of school district transportation. Long waits of one hour for public transportation are unsafe for students that are minors.</p> <p>The lack of sidewalks and narrow road shoulders in areas make active transportation unsafe.</p> <p>This question is unclear.</p>
A Parent/Guardian	<p>Student safety should be top priority. I do not think public transportation options are a safe option for children in k-5. Also in k-5 when parents have to go to work a safe bike route is not an option for the child to do on their own when it is over 2 km...</p>
A Parent/Guardian	<p>Student safety in the number one priority. All students should have access to safe active transportation routes. Hazard/risk assessments should be done to identify unsafe routes. Services should be established dependent upon usage (i.e., the number of students using a specific route) and routes absolutely should be assessed and deemed to be safe to mitigate potential accidents and mortalities.</p>
A Parent/Guardian	<p>Safer walking, needs a sidewalk on Central Saanich Rd.</p>
A Parent/Guardian	<p>Student safety should be a top priority.</p> <p>Children are safest on school busses.</p> <p>Keep them running! Worth every penny.</p>
A Parent/Guardian	<p>Student safety to and from bus routes should be a primary concern for parents, not the Board. If there are concerns then parents can transport/supervise students to bus stops safely.</p>
A Parent/Guardian	<p>Student safety is first and foremost. It is important for the school buses to continue to pick up students.</p>
A Staff Member	<p>Student safety should be a large part of how transportation routes and services are established.</p>
A Staff Member	<p>I have noticed around my area (Dean Park) that the students waiting to catch the school bus are usually standing just beside the road and they are not very visible, difficult to see, especially in the winter months when it is dark outside. Whereas local transit provides well lit covered areas for people to wait.</p>
A Parent/Guardian	<p>The bus stops need to be clearly visible and in a location where the kids can wait safely for the bus (not on the edge of the road)</p> <p>If bus stops are far from where most of the kids riding the bus have to walk then there should be flexibility for bus stop locations from year to year</p>
A Parent/Guardian; A Staff Member	<p>Where student safety can be notably improved and no other simple alternative is available or obvious, this should absolutely be a consideration.</p>

Question 3 - How should student safety, including the presence or absence of safe active transportation routes or public transit, guide how transportation routes and services are established?

	As I said before, the fact that there are no sidewalks along a busy road towards the school means we don't want to walk the kids or let them ride a bike to school. It is not a long way but along East Saanich from just before Willingdon Road to McTavish has no sidewalk. It is a busy street and even without the kids it feels unsafe to walk along it.
A Parent/Guardian	Additionally, safety from bullying should also be considered. Safety should be the number 1 priority.
A Staff Member	Student safety needs to be the #1 priority. The school bus is always safer and easier to track than public transit, and should take priority especially for elementary and middle school.
A Parent/Guardian; A Staff Member	We commute from a unique situation near the highway and ferry terminal where a safe active transportation routes do not exist. Along with other families in the same situation, we requested a safe bus stop but were denied. This has meant that we must use a private vehicle to get to the current, and frankly unsafe, bus stop, which has negated some of the benefits of using the transportation services. This has been a multi-year process and we have felt that the District's transportation department prioritized maintaining the "status quo" instead of modifying service to suit the needs of some students.
A Staff Member	Very Important for absence of safe active transportation routes or public transit
A Student	Maybe ensure that bus stops are in safe areas that students can get to safely without the worry of traffic or having to cross unsafe busy roads...?
A Parent/Guardian	I feel as long as there is a safe route to school more children can and should walk or ride.
A Parent/Guardian	This is critical. In the absence of a safe active transportation route, school bus service should be prioritized.
A Parent/Guardian	Safety should definitely be considered when establishing routes, such as children having to cross busy roads once they leave the bus stop to get home (not just getting directly off the bus).
A Student	Student safety should be a big factor in establishing routes, by ensuring that all students within catchment have a safe way home
A Parent/Guardian	Students should not be walking to or from the bus stop in the dark
A Parent/Guardian	When safe active transportation routes exist and a reasonable commute to school, bus transportation should not be provided
A Parent/Guardian	Student safety, including the presence of safe active transportation should weigh heavily in the decision making process. Distance alone currently has too much weight and is uncompromising. This excludes students who on paper are within the walk limit but who will never walk to school because of a lack of infrastructure.
A Parent/Guardian	With safe active transportation routes I would be supportive of our bus stops being further away than they are currently for the middle school kids.
A Parent/Guardian; A Staff Member	From a staff perspective, we have had a number of students/families express concern about the safety of public transport coming to and from school. From solely a safety lens, if we can financially provide transportation for our students, then kids being with kids usually feels safer.
A Parent/Guardian	Need to consider the age of the students and the distance their travelling. Younger students (especially in middle school) appear to not have the same easy access to bus routes as elementary kids. These students are still young and in some cases need to walk longer distances to either school/catch bus into school/walk home from bus drop off.
A Parent/Guardian	Should def be a priority. If safe, public transport is available within reasonable walking distance, then school transport should not be necessary. This should include the districts ability to get free public transport for students.

Question 3 - How should student safety, including the presence or absence of safe active transportation routes or public transit, guide how transportation routes and services are established?

A Parent/Guardian; A Staff Member	Just because a safe active transportation route exists doesn't mean all students can or are willing to use them...but transportation may still be needed.
A Parent/Guardian	Primary. Our children's walk takes them over 250 meters along road way with major blind spots, without sidewalk, shared with large commercial vehicles (Dolphin road). This necessitates parent supervision, but if the bus stop was closer, the safety risk and parent supervision could be avoided.
A Parent/Guardian	The distance to the school should not be the only consideration. If there are no sidewalks, or large hills this is prohibitive, even when within the 4km.
A Parent/Guardian	Student safety should be one of the top priorities. If my child's walk to school is 3km on rural roads without sidewalks I'd rather drive her than have her take that risk.
A Student	For high school if public transport is available in an area where almost no students get off buses they don't need a SD63 bus in that area. This would greatly reduce transportation time for other students.
A Parent/Guardian	Should be top priority
A Parent/Guardian; A Staff Member	I believe the absence of safe active transportation would be detrimental to all students in SD63. Students and parents rely on the service. We would be leaving hundreds of students without transportation. I believe it is outrageous to ask an elementary student of 6 or 7 years old to walk 4 KM to school. If you want to have an idea, the distance between the School Board Office on Keating and Brentwood Bay elementary School is 4.2 KM. Realistically you would never send your K-5 student 4 KM in the dark to make it to school on time. Walking time is one hour.
A Parent/Guardian	<p>1: You may need to consider that IF we do away with the time zone change, children will be arriving at School in the dark for several months of the year. This means that they will be walking to the bus and standing at the bus stop in the dark (I'm sure this will cause anxiety for parents and students in any rural or urban neighbourhood). How will this impact the bus routes and the time a student needs to be at the bus stop?</p> <p>2: Could the SD work with Saanich and Central Saanich municipalities AND with BC Transit to find a way to get more students using public transit, and the development of bike lanes in community planning? (ideally for free - similar to what the City of Victoria has done by tax payers subsidizing?). Public transit should be considered as part of the routes that are developed (for 12 years+);</p> <p>3: Change the policy around FI students out of catchment? The policy is currently that FI is a program of choice and the riders are courtesy riders. If you look at the after school routes out of Keating, Bayside the Stelly's, there are several bus routes that travel to Central and North Saanich, which are OUTSIDE the Catchment of Keating, Bayside and Stelly's (including for those in FI). These students have a better ability to choose FI as a program of choice because they have better access to bus routes! YET....those families in South Saanich have 1 bus that leaves Royal Oak Middle school ONLY at 7:15am to go to school (ewwww!!!)...and 1 bus that goes to south Saanich in the afternoon and is a 1-1/2 hour ride after school. There are families, who live in South Saanich, who have specifically NOT chosen FI because they do not have adequate access to a school bus, and would have to drive in what is likely the OPPOSITE direction of travel (for the majority) to get their kids to school (assuming people travel downtown to work). Families in North Saanich may be more likely to travel in the direction of school en route to work, yet have better access to a school bus. If I drive my kids to and from school, I am driving 50KM's A DAY,...for school alone (for 15 years). This does not yet include my work commute. If you are not going to provide students in FI who are outside the catchment with a school bus, then you need to revisit the amount of routes that travel to North Saanich (also out of catchment) vs. South Saanich. This is perceived by South Saanich families as a terrible inequity around equal access to programs delivered by our district. Unfortunately the public bus routes heading to central Saanich from the south do not align with school start times and there are no safe bike lanes from south Saanich to central Saanich (West Saanich Rd and Wallace Drive are unsafe for students on bikes).</p>

Question 3 - How should student safety, including the presence or absence of safe active transportation routes or public transit, guide how transportation routes and services are established?

A Parent/Guardian	I think that the age of the child must be considered for use of public transportation. Most kids in high school would be able to navigate those options.
A Staff Member	Student safety is paramount.
A Parent/Guardian	These questions are all worded quite poorly, so I will try to decipher what they mean. Student safety on a school bus should come from the adult responsible for getting them to and from school safely; aka the bus driver. This person should pay attention to social dynamics to ensure every child on the bus feels safe from bullying, as that is an ongoing issue on buses.
A Parent/Guardian	Student safety should be #1 priority in my opinion.
A Parent/Guardian	Maybe having another staff member to assist with supervision on bus routes so bus drivers are not doing it all .
A Parent/Guardian	It should be a primary consideration. As well as transportation services can advocate with families for safe active transportation routes to be prioritized with respective municipalities
A Parent/Guardian	Student safety is JOB #1.
A Staff Member	Bike racks may be useful on school busses for students that have after school activities and may be willing to bike home, but not in the morning. Are staff able to catch the school bus to school in areas where public transportation isn't available?
A Parent/Guardian; A Staff Member	Common stops such as elementary schools for older kids. They can walk farther to give more stops for younger kids.
A Parent/Guardian	Student safety should be a main priority.
A Parent/Guardian	Safety is priority and routes close to main transportation public transit links should be highly regarded.
A Parent/Guardian	I don't think middle age children should be expected to use public transportation, but high schoolers could.
A Parent/Guardian	I think if there are safe, reliable and frequent public transport routes that should definitely be a consideration primarily for grades 6-12. There should be liaising with BC transit to ensure that those routes have capacity and are suitable.
A Parent/Guardian	After school bus service should be more available to Secondary students (eg. Stelly's), for: 2:35 pm dismissal days AND early dismissal days (eg. for parent/teacher interviews etc.)
A Parent/Guardian	There is no public transport from Willis Point to Stellys.
A Parent/Guardian	Bus transportation should be provided whether or not safe active transportation routes exist.
A Parent/Guardian	Children should not have to spend considerable time walking or waiting for public transportation, which isn't available to all children due to financial constraints and locations. My son already has to walk 20 minutes to a bus stop and then us a 25 minute ride.
A Parent/Guardian	Students safety should always be a top priority. We always be taking into considertation age of children, distance from schools. Even if public transportation is available it may not always be a safe option for children
A Parent/Guardian	Consider safe crossings when positioning bus stops
A Parent/Guardian	Child age, distance from school, and availability of sidewalks should be prioritized for school bus route service. Many parents commute into town and have to leave their children in Brentwood to get to/from school on their own. I think parent's location during the day is also a factor in terms of safety.

Question 3 - How should student safety, including the presence or absence of safe active transportation routes or public transit, guide how transportation routes and services are established?

A Parent/Guardian	Student safety should be the number one guide on how transportation routes and services are established. We live in an area where there are no sidewalks, it is not safe for my children to walk along the road for a significant distance.
A Parent/Guardian	I think safe ways to school are so important. Are there walking routes to elementary schools that can be served by a 'walking school bus' to increase students morning activity levels and have better safety.
A Parent/Guardian	This question does not make sense, you are asking about safety, which is very important: how a child will be dropped off without a parent is not very safe, or how kids are at risk of being hit because people don't stop for busses. But you're also asking about access to active transportation routes - so the lack of being about to bike safely: like along Wallace drive behind Stellys to Brentwood is very treacherous for bikes as there is no space for them on the narrow road. or lack of reliable BC transit busses with driver shortages or with unsafe people on the public busses.
A Parent/Guardian	Most Kids in our area take public transportation who are older than 11.
A Parent/Guardian	Maximize active transportation with protected bike lanes.
A Parent/Guardian; A Staff Member	It should be considered, but not without attention given to the need for transportation in an area. So, servicing an area with no sidewalks or bike lanes is considered only if there are a significant number of students needing transportation.
A Parent/Guardian	There should be no restrictions on riding a school bus. If you attend school you should be able to take the school bus no matter your age, what school you attend, or if you are a courtesy rider who need to be at a friends place until parents are able to pick up their child. School bus transportation is a safe ride home for all students.
A Parent/Guardian	<p>This is an important consideration. As indicated in my previous answer areas lacking active transportation options should be considered, regardless of the distance from the school. And the school distract can work together with the municipality to improve this as well.</p> <p>I found that there was little guidance and support for my kindergarten student taking the bus. It was her responsibility to know when to get off, and to get to and from her classroom. This makes many parents uncomfortable and hesitant to let their children ride the bus. I think it would be great if parents could ride along in the first week, to help get their children accustomed to riding, and help support them to understand the safety requirements of riding a bus. It would also be great if an adult could meet them at the bus in the am to ensure they get to their classes, at least for a few days while they're getting used to it. Because the safe arrival program was not followed last year, I had no way of knowing whether she got to class. This was uncomfortable at times.</p> <p>Also, families should be guided as to where exactly to wait for the bus. We are near a cross walk and that can be confusing for drivers when we're waiting. It would be great to have more direction.</p>
A Staff Member	Student safety should be paramount - the age of the child and their capabilities should be considered

Question 3 - How should student safety, including the presence or absence of safe active transportation routes or public transit, guide how transportation routes and services are established?

A Parent/Guardian	This should be a huge factor. We are grateful for the school bus for our son especially when he transitioned to middle school as a 10 yr old - he was always safe on the bus before and after school.
A Parent/Guardian	Student safety is paramount. That being said, convenience and efficiency of access to bus transportation will affect the likelihood of students using school buses safely.
A Parent/Guardian	Student safety should be the priority not a guide
A Parent/Guardian	Make sure buses arriving at elementary schools arrive at a time when school supervisors are outside.
A Parent/Guardian	If there is no safe way to walk or bicycle to school, ie sidewalk, bike path or designated bike lane, then school bus service should be offered.
A Parent/Guardian	School bussing should be offered to children attending catchment schools only. If crossing of a highway is required then school bussing should automatically be offered. If there is no continuous active transportation options between school and home including such things as traffic calmed streets, sidewalks and designated bike lanes then bussing should be a consideration.
A Parent/Guardian	Student safety and vulnerability should be the focus and programs of choice should be secondary. Equity in terms of vulnerability and socioeconomic status need to be factored in as there is a long history of privileged families looking for equity when they are at the top of the financial hierarchy and struggling families get the leftovers in terms of access to services.
A Parent/Guardian	Bus driver screening and criminal record checks, safety of bus stop
A Parent/Guardian; A Student	Bus transportation routes should ALWAYS be available, at no cost to school students of all ages to and from school. & For school activities Eg. field trips, with their safety a top priority.
A Parent/Guardian	This should be a high priority. The current walk limits do not take into consideration the safety of the walk routes. 4km is way too long for Elementary school students to walk as well. This would take an average of 30-45 minutes for a 5 year old to walk, and then the accompanying adult must walk back. Many working families cannot spend an hour walking to and from school and still get to work.

Question 4 - How should environmental sustainability guide how transportation services are established?

ROLE	RESPONSE
A Parent/Guardian	Bus transportation should always be provided.
A Parent/Guardian	larger buses instead of multiple buses going partly the same way; use electric/hybrid buses; do not consider public transport as alternative for providing school bus routes since they do not take into account early dismissal on special days or due to weather or any other events at school
A Parent/Guardian	<p>My kids don't mind riding the bus an extra 5ish minutes if it will cut down on the number of buses burning fuel. So long as they still have an option to get to school and back within a reasonable time, works for us.</p> <p>There are no sidewalks, bike lanes, or street lights where we live, so walking to/from school or biking isn't a safe option for most of the year.</p>
A Parent/Guardian	More public transit means less private cars driving kids to school. This also clears congestion and minimizes idling in traffic.
A Parent/Guardian	More bus stop equal less traffic and less strain on the parking lots, less gas, less inconvenience for neighboring roads where parents are parking for drop off and pickup.
A Parent/Guardian	Use electric buses
A Parent/Guardian	Encourage school bus ridership to cut down on individual vehicles transporting kids to and from school.
A Parent/Guardian	Environment concerns are important, but children's safety trumps it. I do not feel that elementary or middle school age children should have to rely on public transportation to get to school.
A Parent/Guardian	Safety should be of more concern followed by environmental sustainability
A Parent/Guardian	my kids have a 30 minute walk up a mountain to get to school. There are sidewalks most of the way but if there was no bus service I would drive them most of the time so they don't get to school soaked or walk in the dark. Cutting bus service would lead to more fossil fuel emissions, not less.
A Parent/Guardian	I'd focus more on buses themselves that are healthy for the environment. I believe it's important to offer school buses that are for school students only without interaction with the broader public transport system - safety issue mainly, which trumps other considerations.

Question 4 - How should environmental sustainability guide how transportation services are established?

A Parent/Guardian	Saanich unfortunately does not have a safe enough network - bike lanes run out half way down busy streets, sometimes there are side walls sometimes there are not. Same with crossing lights. It's hit and miss depending on where you live. Until such time as this infrastructure is consistent and established- transportation should be required.
A Parent/Guardian	obtain electric buses
A Parent/Guardian	One bus vs 50 parent's cars - seems like factoring in environmental sustainability would be helpful. Unfortunately active transportation routes are only used by a fraction of the students and generally only when the distance is less than 2 km for elementary school kids (and generally only when the weather is nice).
A Parent/Guardian	Could guide fleet composition, and service times. I would love to send my kids on the bus but 1) the stop is too far away for my kids to independently walk there and 2) I rely on out of school care. Out of school care especially that provided on school campuses should be considered in bus service.
A Parent/Guardian	High school students are already using public transit may get more cars dropping off in middle school and elementary if public transit is the only option
A Parent/Guardian	I'd be curious to know how many cars contribute the same amount of emissions as one school bus. If a bus has a minimum number of riders and get those cars off the road it seems to be a win for the environment.
A Parent/Guardian	There are many bus routes that serve students who also live on a transit route (such as students in the Tanner Ridge area) who could be given transit passes. Meanwhile students on more rural roads have no bus transportation because they are considered to live in a walkable area. Even if most of that walk isn't safe! And yes, I think that courtesy riders should pay a fee. I know there are students who took and continue to take the school bus from Stelly's (for free) to Allegro dance studio. This isn't equitable for all of us who paid for public transport to get our children to school!!
A Parent/Guardian	This should be a priority. Electric buses! I don't think public buses are a substitute for school buses. Some kids are too young.

Question 4 - How should environmental sustainability guide how transportation services are established?

A Parent/Guardian	<p>families should not be forced to find money to put thier kids on a public bus to get to school</p> <p>if school buses are not running BC transit in the area should be free to children getting to and from school</p>
A Parent/Guardian	<p>Should play a very active part. I have no idea why school buses are not all transitioning to electric in the short term.</p> <p>Unfortunately, in rural Saanich/Central Saanich the active transportation routes are really poor; few bike lanes exist on major roads and shoulders are small. Bearing in mind that student safety is paramount, Boards need to redefine active routes.</p>
A Parent/Guardian	I think that the current services without fees is a good incentive to use the school bus services.
A Parent/Guardian	Our students could take #75 City bus (and #35 to Claremont) to the Stelly's and/or Claremont Schools.. but they prefer to take the school bus. We live in a convenient location.. near City and School bus arrival and departures.
No Response	<p>Firstly - Active transport routes should be lowest priority.</p> <p>Second- Electric bus purchases should be under way .Start with the routes with the most stops as accelerating and stopping has the most impact</p>
A Parent/Guardian	It should certainly be taken into account. It would be great to have electric buses, for instance. Referring to the possible considerations provided below, of course the option of bus transportation should be provided, even when safe active transportation routes exist. Families don't necessarily have the time, resources, physical ability, or even cultural openness to use these types of routes.
A Parent/Guardian	Not all children are able-bodied. The mere presence of active transportation options should not impact school bus routes.
A Parent/Guardian	I don't think our district can afford to consider environmental sustainability, nor should it be a big concern.
A Parent/Guardian	In order to reduce reliance on private vehicles, bus schedules should be reliable and routes should service each area that is not walkable.

Question 4 - How should environmental sustainability guide how transportation services are established?

A Parent/Guardian	The more kids in public on school transportation the friendlier it is for the environment I think as it would take away from people using private vehicles.
A Parent/Guardian	Yes, when there is public transport and or active transportation is available, the school bus can be at limited service
A Parent/Guardian	Conversion to an electric bus fleet over time, as budget constraints allow. 1 - No - safe active transportation routes might work for some high schoolers, but not all the time. And if they cannot get to school because of weather that leaves it to parent to provide transportation which may not always be possible due to employment constraints.
A Parent/Guardian	Increased education to encourage active transportation within the community
A Parent/Guardian	They should be high on the list. It is counter productive to accept that each child should be driven to school if they are withing a certain radius of school. Busses can drive 1.0km extra and save 40.0 km worth of fuel if they can pick up 10 more kids that would otherwise have had to get a ride in a private vehicle just because they live within a 4km radius of their school.
A Parent/Guardian	It should, in that school buses could reduce single vehicle traffic as public transit is limited, especially on the west side of the Pat Bay Highway. Public transit, if available, is a significant cost and it becomes more cost effective for families to use single vehicles rather than transit if school bus routes do not meet their needs. Having a partnership with public transit where all school students ride free could expand the connection possibilities on some existing school routes ... and lobbying for more routes on the west side. I wonder if children/teens being driven in private vehicles discourages them from using public transit once they are older. They have not had the opportunity to learn the system, appreciate the benefits, and adjust their lifestyle. If we provide opportunities for children/teens to use buses ... whether school or public ... perhaps they will continue using when they are adults, thus having a positive life-long impact on the environment.
A Parent/Guardian	Only if it is a cost-effective option for the district and an active transportation route exists.
A Parent/Guardian	We should decrease the minimum distance from school for students to be able to access bus services.

Question 4 - How should environmental sustainability guide how transportation services are established?

A Parent/Guardian	<p>Provide service to in-catchment students</p> <p>If a bus provided service to more students (for example to Keating), fewer families would have to drive cars to drop their children off. It is not safe to walk or bicycle to Keating from Brentwood Bay.</p>
A Parent/Guardian	<p>Any travel not be personal car is a win for the environment, and the goal of reducing the use of personal vehicles is already inherently baked in to any discussion on bus or active transportation. I don't feel the board needs to consider environmental sustainability specifically, but rather focus on how to provide reasonable transportation items for the most kids possible. Environmental Sustainability will follow.</p>
A Parent/Guardian	<p>more of a luxury to consider environmental sustainability -</p>
A Parent/Guardian	<p>Active transportation would be great, but age of students matters - elementary school students can't take transit on their own.</p>
A Parent/Guardian	<p>Make stops available within walking distance of kids homes to allow for active transport methods to be used to get to the bus as needed for those in rural areas</p>
A Parent/Guardian	<p>Active transportation, while available is a parental choice based on their comfort of utilizing it, as well as the age, maturity and ability of their child. Just because its there, doesnt mean parents will choose to use it for their child.</p>
A Parent/Guardian	<p>It should guide the future purchases of electric buses for the district for routes where public transport is not available</p>
A Parent/Guardian	<p>Active transport should be encouraged the most (with bicycle or walking trails to connect neighborhoods to schools, but as weather changes school bus seems to be the best option. In the end unless one lives very close, most people dont bike or walk daily, and not having a bus route available will likely default to private vehicle use, rather than force/encourage active transport.</p>
A Parent/Guardian	<p>Currently we are at the top of a steep hill and the walk to closet bus stop would involve a 30 min walk, along a highway and done a steep hill. Not possible for a 7 year old.</p>
A Student	<p>The board should consider encouraging more students who qualify for the school busses to use them rather than using a private vehicle to get to school.</p>
A Parent/Guardian	<p>It needs to be a factor in decision making. Hard to rank against other considerations in this free form text field format but if there is a safe passage to school, busses should be deprioritized.</p>

Question 4 - How should environmental sustainability guide how transportation services are established?

A Parent/Guardian	Bus routes that are frequent, safe and reliable will help encourage use of school buses a form of public transit rather than personal vehicles
A Parent/Guardian	<p>Environmental sustainability should not prevent students from getting to school. Students are the only most important.</p> <p>Students still need Transit to get to work.</p> <p>The Board needs to work with BC Transit, to better serve all riders. Encouraging them to add routes, not take them away.</p>
A Student	Instead of spending 200, 000 dollars on a new electric bus, get the old diesel buses refitted for 50 or even 100 grand. The bus is mechanically sound and there are companies in courtney (electric candian vehicles) and vancouver (EV rev) that specialise in these sorts of conversions.
A Parent/Guardian	switch to electric buses
A Parent/Guardian	bike lanes on McTavish Rd. very unsafe for pedestrians, bikers
A Parent/Guardian	Electric buses
A Parent/Guardian	It should be recognized that 6 kids being picked up at 1 stop means 5 less vehicles driving to a school and dropping off adding to school traffic and congestion. More routes not less routes should be created with an active awareness sent to parents to encourage use of the bus services over private transport.
A Parent/Guardian	If there are more bus routes, there will be less private vehicles used.
A Parent/Guardian	It should be considered but is secondary to children’s safety and well-being and the convenience of families to support their child’s learning. I would argue that there is no safe active transportation option between Ardmore and Deep Cove and therefore a bus should be provided.

Question 4 - How should environmental sustainability guide how transportation services are established?

	Important. Electric buses like sd61 would be best. Don't cut routes.
A Parent/Guardian	Public transit is not an option on a lot of our neighborhoods.
A Parent/Guardian	Try to make bus routes more accessible for all of the students - especially the younger ones who need more care.
A Parent/Guardian	Minimally. Tie breaker if needed but safety and service levels are key. Electric busses will be more common soon enough
A Parent/Guardian	more walkers, take public transit if it exists
	Upgrade busses to electric.
	Add direct/express routes to minimize drive time.
A Parent/Guardian	Board should work with municipalities and/or province to upgrade/upkeep safe active transport options (bike lanes, sidewalks, pedestrian trails, etc.
A Parent/Guardian	Perhaps subsidizing or completely covering the cost of public bus passes to offset ridership for high-school level students (along routes where such transportation is available). Make use of existing transportation where available/appropriate.
A Parent/Guardian	Build proper sidewalks and bike lanes. My children would have to travel a portion of their route along Wallace by bike and it is not safe, too narrow for cars to pass
	Establish green vehicles in the fleet.
	It should guide all transportation services.
A Parent/Guardian	Even when regular bus service is available, school busses should be utilized to minimize students costs and maximize point to point transportation.

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<p>A Parent/Guardian</p>	<p>Invest in electric busses, ADD SIDEWALK INFRASTRUCTURE so walking to school is safer!! The cars and large dump trucks etc speed down west saanich road hill after they leave the deep cove school zone. There is no side walk, only a narrow - sometimes large - shoulder.</p>
<p>A Parent/Guardian</p>	<p>Bike lanes are great, but coming bike like/sidewalks are not a great idea. Example area MacKenzie/cedar hill mackenzi/ Shelbourne</p> <p>Cyclists go way to fast on the sidewalk designated area where larger volume of pedestrians are either trying to get off the bus or cross the crosswalk. They should be separated.</p> <p>It's important to ensure environmental factors, and not chop down a bunch of trees to build wider lanes.</p> <p>Offer better transit infrastructure or incentives so ppl will utilize it better if u are wanting cars off roads.</p> <p>School Bus transportation for students should always be provided instead of relying on transit only.</p>
<p>A Parent/Guardian</p>	<p>In our case, if 3 or 4 cars need to drive 500m to get to the bus stop due to safety concerns, I think it goes against all environmental and sustainability goals. In addition, because parents need to drive their kids to get to the bus stop, more motorboats go across Satellite Channel to Swartz Bay.</p> <p>Should we have the bus drive down Dolphin Road, one boat could go across with all 6-8 kids to catch the bus (vs 3 to 4 boats currently).</p>
<p>A Parent/Guardian</p>	<p>Ideally green-er transport would be preferable. But I would prioritize more students being realistically able to take school buses (even if gas powered) rather than have less student capacity on a greener bus.</p>
<p>A Parent/Guardian</p>	<p>Active transportation should be encouraged whenever possible with consideration given to the age of the child when considering how far is a reasonable distance for them to walk to school.</p>

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A Parent/Guardian	Busses are better than cars. Make busses green with either pedal stations for all or driver or electric powered. Maybe pedal cabs is the answer. Moving sidewalks. Tuk Tuks. If trying to move away from bus service towards alternate types such as walking or biking then contests to encourage uptake and participation or perks such as free locker rentals or use of school showers before class. Younger kids need supervision maybe instead of transportation we divert funds to morning supervision from 6-830 so parents can drop kids before work or a combo of both.
A Parent/Guardian	Bus routes that are well used should be provided even when active transportation exist because it is still better than private vehicle transportation. Safe transportation routes, sidewalks, routes that have lower vehicle traffic and less street parking (which can be a hazard for cyclists). Encouraging children to travel together.
A Parent/Guardian	It sounds like the busses our student takes are always full so rider capacity is not an issue for sure. I do believe that parents might be concerned about their child having to access public transportation so understand the angst that would create and therefore feel that is a tough one. I believe in walking and riding to school when it is safe but for those that do not have that option I really do not know what else could be done than is already being done.
A Parent/Guardian	If there is a safe and reliable bus route, private transportation won't be necessary, thus reducing environmental impact (fewer kids in single vehicles). However, if bus route is too far from home, kids need to be driven to the bus, which defeats the purpose.
A Parent/Guardian	I worry about the school bus going up that steep hill to Claremont
A Parent/Guardian	bus routes should be designed to reduce individual child dropoff/pickup at multiple schools.
A Parent/Guardian	It's already environmentally sustainable to have a bud system rather than parents individually dropping and picking up kids
A Parent/Guardian	If active transportation exist (that is safe) transportation services should be focused in other areas
A Parent/Guardian	Use electric buses or other lower carbon fuels

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A Parent/Guardian	<p>It would be nice to have environmentally friendly transport if possible, and movements about future sustainability to look at funding for electric bus in for the future but appreciate this may not be a short term goal.</p> <p>Re point 1. My feeling is yes the option should, remain, as you don't want to raise barriers or disadvantage families. Ex single family/low income family where parent may rely on such service to facilitate them being able work/income and have safe transportation for child/children. However continuing to promote and encourage families who are able to take safe transportation routes where able.</p> <p>2. Re this point. Increased active transport by the school, local council, library. Setting up a ways to help families connect to form 'walking groups' for children whom live in close proximity as an option?</p>
A Parent/Guardian	The most environmentally sustainable option is best.
A Parent/Guardian	<p>Primary focus should be safety. Secondary focus should be getting students to school on time. Environmental sustainability can be considered but is not the top priority.</p> <p>Active transportation</p>
A Parent/Guardian	<p>BC Transit services are already over utilized. My children commonly wait for the second or third bus to arrive at the stop outside of Claremont due to it being over capacity with students. School transportation needs to be increased to meet the demands.</p> <p>Active transportation is not a reasonable option for many students transporting backpacks/equipment/school supplies to and from school. It is also not reasonable to expect children to walk up to 4.8km each which is an average of 45min without carrying additional gear and on flat terrain. The majority of our SD is hilly without safe sidewalks.</p>

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A Parent/Guardian	<p>I think if more students use the bus system it educates them to use public transportation. So not only is a bus environmentally friendly but it also gives kids the skills for lifelong public transportation experience.</p> <p>I don't think the bus system is very well advertised or promoted. We hear of how the kids should be walking and biking but for those of us who have little kids and unsafe routes many kilometers it is just not feasible or responsible.</p>
A Parent/Guardian	School buses are a huge need for us.
A Parent/Guardian	<p>It's important to promote active transportation but there also must be other options.</p> <p>Of note many of our rural roads do not have sidewalks or are wide enough to walk along. No street lights either which becomes an issue during certain times of the year</p>
A Parent/Guardian	As above the environment should be a strong consideration with the aim of reducing car journeys, reducing carbon emissions pollution and congestion. The bus is not really the problem.... It's the private vehicles and lack of non car infrastructure.
A Parent/Guardian	Is it possible to use smaller buses for some routes?? Engage students in calculating the savings carbon footprints between different modes of transport to and from school- walk, bike, bus, private vehicle . Have a district wide challenge to reduce transportation footprint and offer a prize for the winning school.

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A Parent/Guardian	<p>Even there's safe active transportation exist, please</p> <p>Still provide school bus for the little one safety.</p> <p>One of reason to encourage the Board is the affordability of public transit. In Victoria youth travel free in public transit bus. Not everyone can afford public bus tickets due to inflation</p>
A Parent/Guardian	<p>Bike lanes and side walks. There are not many in our local neighbourhood - besides main roads. My son would need to walk 25 mins to get home on roads with no side walks or bike lanes. Because of this he is dropped off and picked up in private vehicle. There is no school bus option. My daughter would need to walk 35 - 40 mins as her school is farther. She takes city bus, but it would be nice to have school bus as an option.</p>
A Parent/Guardian	<p>The public transit system is also not a good option, so perhaps the school district can work with the BC Transit system to help with some more frequency.</p>
A Parent/Guardian	<p>Aside from moving to electric busses I don't see how school busses and environmental sustainability are related.</p>
A Parent/Guardian	<p>Student safety and participation at school is more important than environmental sustainability. The availability of public transit doesn't always mean align with school arrival/departure times.</p>
A Staff Member	<p>Parking at schools should be reduced and provided only for staff and those with disabilities, not families who could bike, walk, or take transit. More bike storage at schools - particularly covered bike storage - as well as converting parking lanes on roads outside schools to bike and roll lanes. Public transport should be prioritized over student-only transport - students should be encouraged to learn to use public transit and active transport options instead of door-to-door services like schoolbuses.</p>
A Parent/Guardian; A Staff Member	<p>Safety over environmental sustainability</p>

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A Staff Member	Having school busses is a fantastic alternative to multiple vehicles (ie private family driving) supporting the students. Encouraging students to take the bus is the only next step, but it's already a greatly popular option!
A Staff Member	More students should be engaging in active transportation especially in the south zone where walking/riding distances are smaller and public transportation is more regular. No bus service should be offered where safe routes are available. The only school where I think they are not available is Deep Cove where there are not always sidewalks and the students are young. All other ages are able to navigate safely on a sidewalk or shoulder and if they cant then their parents have bigger issues and those students are likely already on the bus for vulnerable students.
A Parent/Guardian	<p>For younger grades, instead of bus stops, kids can meet at a bike or walk stop and travel in a group to school.</p> <p>The city needs to provide safe bike paths that avoid busy streets. Way more work is needed for these trails.</p>
A Parent/Guardian	More active transportation, better public transportation and school bussing - to ensure less cars are on the roads for school pick ups and drop offs.
A Parent/Guardian	School busses cut down on number of cars driving to school
A Parent/Guardian	<p>The SD needs to start purchasing electric school buses.</p> <p>Schools and PACs can support walking school buses.</p> <p>Work with the municipality to get safe cycling routes installed. Routes to Keating, Bayside and Stellys are not safe.</p> <p>Allow kids access to change rooms and showers before school.</p> <p>Contine the school safe cycling program. Participate in the bike to work week.</p>
A Parent/Guardian	Electric buses would be great.
A Parent/Guardian	District-supplied transportation—as opposed to private vehicles—should be encouraged as the default option for <i>*all*</i> families who do not find active transportation feasible.

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A Parent/Guardian	<p>It is a very important consideration however cannot outweigh the needs to get students to school safely and in a timely manner. This environmentally sustainable alternatives must be in place first. As well, age must be a consideration.</p>
A Parent/Guardian	<p>It should play a huge part!</p> <p>Sooo many vehicles driving back and forth to school multiple times a day for each student.</p> <p>More bus routes would decrease that!</p>
A Staff Member	<p>While it should always be a consideration, I am at this time at least equally concerned (if not more concerned) with the fact that many of our students will not make it to school without transportation support from the school and the district.</p> <p>It's great to say that there are safe active routes but it is the sad truth that many families will not choose them and will not send their kids without transportation</p> <p>We do Nominal Role incentives every report card- perhaps a small incentive for the students who do participate with the active routes?</p>
A Parent/Guardian	<p>Environmental sustainability is important but not above safe, convenient transportation. Bike lanes are not an option for everyone. Some distances on paper are reasonable but in reality are unsafe, extremely steep, heavily trafficked or too dark during much of the school year.</p> <p>The board should work with BC Transit to ensure adequate public transportation before and, especially, after school.</p>
A Parent/Guardian	<p>having access to the school bus has made our lives so much more manageable- two working parents with kids at different schools (one with no bus) - I'm not sure how we could manage otherwise. Also it's increased my child's independence and accountability. Sorry environment - it's too important a service to allow kids to access school in an equitable way.</p> <p>But I would LOVE to advocate for a bike lane down elk lake drive from Haliburton! Right now there's no route id be comfortable letting my daughter bike between Claremont and Royal Oak</p>

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	<p>This may be a pipe dream...but if the municipalities could plan to build safe & efficient transportation lanes:</p> <ul style="list-style-type: none"> - for buses only —bypass other traffic and prevent accidents. - for e-bikes or road bikes, more students would be less likely to ride the bus. - Looking forward, it would be optimal to slowly replace some buses with electric versions (if budget allows 😊)
A Parent/Guardian	School buses should always be an option. Accessibility/inclusion for all is very important.
	<p>Size of bus suitable to number of students on route</p> <p>Electric buses</p>
A Parent/Guardian	Bus not option if close to school/can arrive safely
A Staff Member	Environmental sustainability is important - but not more so than student safety.
	<p>Consider electric buses</p> <p>Keep improving all the other aspects you've listed here so that bussing is a desirable and realistic option for people</p> <p>Bussing should be an option even when active transport is an option, due to physical/financial barriers to active transport for some</p>
A Parent/Guardian	
A Parent/Guardian	One bus transports many students so encourage parents to put kids on buses and less private vehicles are on the road.

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A Parent/Guardian	Having good bus transportation will likely have more environmental effect than reducing bus service. If student live within walking/biking distance, they will likely chose walking or biking instead of the bus anyways. The decision point will more likely be bus versus parents driving to school.
A Parent/Guardian	I don't believe that where safe active transportation routes exist that bus transportation should be provided, especially if there is a public transit route that parallels the school bus route. School boards and their trustees should be regularly in contact with municipal councils as well as the Victoria Regional Transit Commission in order to be advocating for these groups to do more to make AAA bike/ roll lanes as well as improving public transit to and from schools
A Parent/Guardian	Maximize the number of riders on the bus. Encourage riders to ride/walk to the bus stop (need bike racks)
A Parent/Guardian	Yes. Encouraging more bus ridership as it is more environmentally sustainable than individual drop off. Consider better promotion amd communication with parents about bus transportation.
A Parent/Guardian	I do not think this is an important consideration as a bus service in effect reduces number of cars on road which offer greater pollution. If this is truly a concern, more buses should be offered to further offset those students dropped off by passenger vehicle.
A Parent/Guardian	This question is unclear. Busses have historically been seen as an environmentally sustainable method of transportation as they reduce the number of cars taking trips to schools. Cars are not environmentally sustainable.
A Parent/Guardian	This should be a factor but offering bus transportation would reduce the personal vehicles arriving at the school in am and pm.
A Parent/Guardian	All shared-used transportation services are more environmentally sustainable than individual parents driving their children to school. Therefore, the act of establishing transportation services in itself is environmentally sustainable. Even in situations where safe active transportation routes exist, bus transportation should be provided. There are more efficient ways to be environmentally sustainable.

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A Parent/Guardian	<p>Bus transportation should definitely be provided for Elementary and middle school.</p> <p>Public Transportatiin might be an option for high school.</p> <p>Update the bus fleet - electric and or solar</p>
A Parent/Guardian	<p>If transportation can be provided to limit private vehicle traffic this will help reduce emissions and help fight climate change. So the more bus routes there are that are available for families that live further away is advantageous to reach this goal.</p> <p>Rural routes that only provide transportation for 1 or 2 children should be reconsidered. These children may have to travel further to reach a transportation stop; the Board should be comfortable making this decision if it helps out more families and reduced private vehicle traffic. For younger kids, active transportation can be encouraged but will almost always be limited by weather and other factors (time/daylight hours/ etc...). More transportation options but possibly with fewer stops (so longer walking/biking to stops) may be beneficial to help with this goal as well.</p>
A Staff Member	<p>Presently at our school, there are about 100 + vehicles that do drop off and pick up daily; I do not know which is more environmentally sustainable; several cars, or a few buses.</p> <p>The cars create chaos at the end of the day!</p> <p>Many families live in rural areas, so we cannot expect buses to go everywhere or have a safe route option at all times</p> <p>Smaller buses for smaller communities</p>
A Parent/Guardian	<p>Is bus service availability not better than individual car drivers?</p>
A Parent/Guardian	<p>Our area does not have a safe active transportation route for my daughter to ride her bike all the way to school. We live too far and the roadway is extremely busy and unsafe. The school buses are much more environmentally friendly than having each student be driven to school in a car. The buses should continue because of this. We live almost 4 km away from my daughter’s school. And her bus stop is around 1 km away from our house.</p>

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A Parent/Guardian	School aged children should have access to a school bus if they need it. It is the school board's job to get kids to school safely. Encouraging them to walk or ride is important too but many Saanich roads are not safe for them to walk or ride. (No sidewalks, no bike lanes or bike paths, unsafe crosswalks)
A Staff Member	<p>I consider school buses to be environmentally sustainable transportation as they theoretically keep many cars off the road.</p> <p>If there were safe active transportation routes, bus transportation shouldn't be provided, but the definition of safe differs for different people.</p> <p>In a neighborhood like mine with no sidewalks and cars parked all over the sides of the roads, it is not safe for a K-3 to walk 4 km to school. I would drive them.</p>
A Parent/Guardian; A Staff Member	We should always provide convenient bus service.
A Parent/Guardian; A Staff Member	We absolutely need to encourage mass transportation ridership and switch to electric busses.
A Parent/Guardian	I prefer a school bus to a city bus for transporting children to and from school
A Parent/Guardian	Environmental sustainability is important and should be considered but obviously not above safety. If I felt it was safer for the kids to walk, ride their bikes or take the bus to school we would make that happen. Giving people the option of the bus even when active transportation is possible allows people who might otherwise take the car to make a different choice. Active transportation will increase with wider roads, sidewalks and slower traffic leading to and from the school, not just directly around the school.
A Staff Member	<p>Bus Transportation should remain an option, especially for elementary and middle school children, even if there are public transit routes.</p> <p>An updated electric or solar fleet may support environmental sustainability.</p>

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A Parent/Guardian	<p>Look to public transportation model for guidance.</p> <p>Make sustainable decisions that support our planet for the generations of future students.</p> <p>Invest in facilitating “active Transportation” in rural communities ie; a safe bike path on the length of Wallace Dr. between W. saanich and Benvenuto.</p>
A Staff Member	<p>When safe active transportation routes exist, should the option of bus transportation not be provided?</p>
A Parent/Guardian; A Staff Member	<p>The Board should be developing routes in concert with efforts to promote active and sustainable transportation. Bus routes should coexist with safe active transportation options. Weather, daily family schedules, and other factors mean that active transportation is not necessarily a daily option. The Board should be working with the District of North Saanich and other agencies to develop a more holistic plan for how everyone, including students, are able to decrease dependence on private vehicle usage to move around the region.</p>
A Parent/Guardian	<p>Active transportation is fine for students who live close to the school. Not safe for those who live a greater distance away.</p>
A Staff Member	<p>Subsidized BC Transit bus passes to be used during school hours</p>
A Student	<p>When safe active transportation routes to and from the school are available, maybe recommend the possible routes to the student and parents if they are within a manageable distance from the school to walk, bike, etc.</p>
A Parent/Guardian	<p>By making safer routes, I feel it will encourage more active transport.</p>
A Staff Member	<p>Should be the highest priority after safety. Reduce our carbon footprint; support active transportation, use public transportation where reasonable, use school bus transportation and last option should be parent driving.</p>

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A Parent/Guardian	<p>I think transportation routes should exist. Even if there is a safe route, a parent may not be comfortable with their child walking that route by themselves etc.</p> <p>increased active transportation is really difficult for full time working families. We rely on existing services either through out of school care or the bus transportation to get our kids to and from school. On a work day we don't have an opportunity to bike with our kids to school and we live too far from school to walk.</p>
A Parent/Guardian	Current roads on the Saanich Peninsula do not have safe bike lanes and the distance to travel to and from school still remains a barrier (i.e. distance that exceeds those noted above).
A Parent/Guardian	A collaboration between public transportation and school board transportation. That might look like school buses taking the kids to a bus depot in time to catch a public bus to their catchment school.
A Parent/Guardian	potential to work with BC Transit for Electric or Hybrid Buses if funds allow
A Parent/Guardian; A Staff Member	How should the Board encourage increased active transportation within the community?
A Parent/Guardian; A Staff Member	If there are safe active transportation routes, that should be encouraged. For secondary, easy public transit options should be encouraged.
A Parent/Guardian	Continue to offer bus services based on distance from school (if it's their home school)
A Parent/Guardian	Electric bus?
A Parent/Guardian	the option for school bus transportation should always be an option
A Parent/Guardian	<p>Electric buses would be ideal.</p> <p>Encouraging safe active transportation as an alternative is a good idea, but taking away the option of the bus when those options are available will be discriminatory.</p>
A Parent/Guardian	Distance - if safe active transportation routes exist and the commute distance is reasonable, then transportation resources should be allocated to other routes

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A Parent/Guardian	<p>Regardless of 'safe active transportation routes', there should always be a bus transportation option available.</p> <p>It is good to encourage active transportation, but you shouldn't enforce it by making kids walk/ride to school (especially when raining/snowing or too hot).</p> <p>Active transportation is great, but the roads around Keating are not safe enough to send the kids by themselves. That means a parent needs to accompany the children, which takes more time for us, and is difficult when we also have jobs.</p>
A Parent/Guardian	<p>Mass transit vehicles are inherently sustainable and as the board acquires zero-emission vehicles they will only become more sustainable. While reducing bus service will reduce the board's carbon emissions, the net carbon emissions in the community will likely increase along with private vehicle use.</p> <p>Sustainability should be a guiding principle when establishing transportation service. School district 63 is located in a riding that is governed both provincially and federally by Green Party members. Here more than anywhere else in the country this should be a no-brainer. This is also outlined within the beliefs of the Saanich Schools 2022-2027 strategic plan.</p> <p>The number of bus routes that currently provide service along safe active transportation routes are so minimal that the question of eliminating these routes is not worth entertaining.</p>

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	<p>Definitely should be a considerations - minimize multiple buses in a neighbourhood where practical.</p> <p>Bus transportation should continue to be offered (even with safe active transportation), but perhaps with stops further apart / away.</p> <p>Encourage active transportation with hub centric model (i.e. drop kids at either end of Tanner Ridge (Tanner Rd and Keating), provide adequate bike racks at the schools, etc.</p>
A Parent/Guardian	Electric bus fleet.
	<p>Should be included in consideration of routes, ie: their lengths, how many students are employing the service, is public transport an option.</p> <p>If public transportation was free to students (like Victoria), and available, school buses should not be necessary.</p>
A Parent/Guardian	
A Parent/Guardian; A Staff Member	<p>a plan to look at alternative energy source buses in long term planning?</p> <p>Just because a safe active transportation route exists doesn't mean all students can or are willing to use them...but transportation may still be needed.</p>
A Parent/Guardian	<p>When safe active transportation routes exist, the option of bus transportation should be made available for a fee.</p>
A Parent/Guardian	<p>Evaluate accessibility of public transport in place of school bus transport while respecting age and abilities for those accessing</p>

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<p>A Parent/Guardian; A Staff Member</p>	<p>BC transit provides many bus routes to or close to all of the schools in the district. Elementary students are not taking the city bus. Middle and Highschool students are no able to get to school on time because BC transit does not run-on bell times. Bus transportation should be provided to all students, the problem is out of catchment. There should be a fee for all out of catchment students to be transported to and from school.</p>
<p>A Parent/Guardian</p>	<p>Find a way to incorporate a bike rack on the school buses similar to public transit? Perhaps the bike rack use is pre-booked, or paid for? Consider this for students who live far from a pickup or drop off point so it gives them the option to bike to/from the bus stop. Also, allow for scooters on the bus (even if by application). My kids are on a bus for 1-1/2 hours at the end of the school day. Then they have to walk home - over 2 km's. Being able to bring a scooter on the bus would allow them to get home faster and with a little more ease, and reduce anxiety walking through rural neighbourhoods by themselves. I also think that, age dependant, if public transit exists to an area, then this should be considered when planning out the school bus routes. School buses are a great way to get young kids to and from school and also for those who are more rural and don't have easy access (or any access) to public transit, or do not have a safe walk/bike lane to school or are a community at risk. I would happily have my kids use public transit as long as it's convenient and affordable. Work with BC Transit and the municipalities as an integrated and unified approach. After all, it is more likely that students today and families in the future will need to access alternate forms of transportation away from a personal vehicles, so giving all kids adequate access to transit is a great way to get them used to using an efficient system. Also, work with the municipalities to develop safe bike lanes in their community planning initiatives. Stop working in silos and have everything work together as a network of opportunity. ALtnerate forms of transportation will be the way in the future. The need is already here.</p>

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<p>A Parent/Guardian</p>	<p>This service exists with the goal to provide a very important service to the community. The priority of any decision should be to keep the integrity of this goal in mind. Environmental sustainability cannot be used to cut the services to the community. If there is a concern regarding this topic, the solution should be to replace vehicles with more environmentally friendly ones, no by reducing services.</p> <p>Additionally, the definition of safe routes would have to be assessed with a vast array of conditions, volume of traffic, width and quality of walkways, conditions of pavement for vehicles in dry, wet and icy conditions (which would add risk) crosswalks, signage etc.</p>
<p>A Parent/Guardian</p>	<p>I believe school buses should run regardless if there is a public bus service in the area. School buses are for kids school, public buses are for adults.</p>
<p>A Parent/Guardian</p>	<p>School busses should still be offered even if public transit is available. School busses are safer and drivers know child is with parent (elementary age)</p>
<p>A Parent/Guardian</p>	<p>Walking/riding bikes to school is not always a safe option for children. I think active transportation should be encouraged but realize this isn't always possible in some situations.</p>
<p>A Parent/Guardian</p>	<p>By Electric school buses, and get the kids to school. Limiting the number of routes will just increase the number of parent that will drive their kids to school.</p>
<p>A Parent/Guardian</p>	<p>Ideally move electric or lng powered busses. 1) No, the public bus is not always a safe place for children</p>
<p>A Staff Member</p>	<p>Students under 2 km away could be expected to walk or ride to school.</p> <p>The bike lane along Wallace should be widened on both sides of the road, so that cyclists have a lane in each direction that is separate from the pedestrians.</p>

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A Parent/Guardian	Given the limited distances and the fact that better bus transportation would conceivably lead to more individuals taking the bus instead of being driven in personal vehicles - reducing overall environmental impact, I don't know that much consideration is necessary. Intuitively, bus transportation should be more environmentally sustainable than other modes of transport that involve vehicles.
A Parent/Guardian; A Staff Member	Busses/transportation is essential for our schools. Busses reduce individual vehicles thus are an effective way of being more sustainable
A Parent/Guardian	<p>High on the priority list.</p> <p>If there's a safe route and many kids can bike to school than likely smaller school buses could be used for the remainder. Without any bus, it's likely that way more kids will be transported in private vehicles.</p>
A Parent/Guardian	<p>Looking into electric bus transit in future.</p> <p>School bus option will always be safer than public transit or active transport. It should always be provided as an option for students.</p> <p>Create cycling groups like bus stops with times.</p>
A Parent/Guardian; A Staff Member	I have not done the math on bus emissions but it strikes me that bus transportation is an efficient way to transport large numbers of students. I would be hesitant to consider cutting off bus transportation to students, as this could create economic and social complications for their attendance at school, and could reduce equity in our district.
A Parent/Guardian	If an SD63 bus is following the same route as an existing public bus then there should be some further investigation and discussion with BC transit. I think it depends how many students are catching that bus SD63 bus. If it is a very popular route for school kids than I don't see a problem with an SD63 bus mirroring the route.
A Parent/Guardian	Active transportation is a rather privileged concept that completely over looks people with disabilities and those in lower class homes. Bus transportation is necessary in many situations.
A Parent/Guardian	Perhaps more could be done to encourage kids taking the school bus instead of everyone driving their kids to school -from an environmental perspective.

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A Parent/Guardian; A Staff Member	As above. We'll do a great service as role-models to our students when they see all electric buses.
A Parent/Guardian	environmental sustainability is important - private vehicle transport should be discouraged rather than decreasing bus service
A Parent/Guardian	I fail to see how any public bus route can be considered safe, relatively speaking, if an adult can be on the bus it's not safe. Public bus Drivers are not watching children's safety, it isn't their job to. Children safety should always take priority in all cases.
A Parent/Guardian	I think that if the child has access to city bus within a ten-fifteen minute walk, then maybe in those areas the school bus service could be reduced.
A Parent/Guardian	<p>Does this indicate that the SD is wanting to cut transportation for the students, and have families rely on a public transportation service that would never work at the current service levels?</p> <p>If this happened, would this not increase ridership on public transportation, which would then lead to either students being passed by when the bus reached full capacity, thus missing school? Or require public transport to increase the bus frequency which nulls any environmental gains by having cut the school bus?!</p>
A Parent/Guardian	Even though public transportation maybe available in areas this should not be a reason for not providing School buses. The safety concern of young children taking public transportation is to great. Again the cost factor to parents every month could be a heavy financial burdan to some parents especially at this time.
A Parent/Guardian	<p>Gradual switch to electric buses</p> <p>Offer minimal or no service when safe active transportation routes exist</p>
A Parent/Guardian	Perhaps the school district could partner with BC Transit to subsidize a transit pass (especially for middle/high school kids). Then kids could take an existing city bus route which could minimize school bus usage in the district.

Question 4 - How should environmental sustainability guide how transportation services are established?

<p>A Parent/Guardian</p>	<p>This is a big motivator. People want to not drive their kids to schools, but something gets in the way - time, lack of alternate ways... I think that given a suitable alternative, many parents would rather not drive their kids to/from school. But, there is another factor too, many parents have an opportunity to socialize, network or help out at the school at the end of the day while waiting to pick up their kids.</p> <p>Again, the idea of walking school buses to increase active transportation for those who live near the school. But even that may not work for our family due to 1 of our students' additional needs.</p> <p>There are two main reasons that our family doesn't walk to/from school most of the time.</p> <ol style="list-style-type: none"> 1. One of our children has additional needs - including needing more time for sleep and 'rest and restore'; they are of an age that their peers have started walking to/from school, but they do not have enough situational awareness to do that (their younger sibling almost does and should be able to walk themselves in the spring when their peers will also likely do that) 2. It is difficult for a parent to walk with them for pick-up/drop-off due to time constraints and work obligations/timing. An adult can walk to their school in 17 minutes at a brisk pace, but the children need longer. Making it about an hour round trip for the parent - longer in the afternoon because the children want to engage in free play with their friends after school which we feel is an important part of childhood.
<p>A Parent/Guardian</p>	<p>Just the fact that the kids are taking a bus, instead of another car idling is wonderful. So increase busses!</p> <p>1-no, because who is going to send their young child on the bus with violent people?? You ask above about safety, yet want young kids to rely on BC transit?? not safe.</p> <p>2-active transportation like biking? yes sure, but it is not safe for them while they are young, and parents are having to work more and more to make ends meet so how can they bike with their kids to school??</p>
<p>A Parent/Guardian</p>	<p>Fully. Maximize safe active transportation with protected bike lanes.</p>
<p>A Parent/Guardian</p>	<p>This shouldn't reduce our bus routes.</p>

Question 4 - How should environmental sustainability guide how transportation services are established?

<p>A Parent/Guardian</p>	<ul style="list-style-type: none"> - Bus transportation will reduce the congestion at the school as well as vehicle emissions. - In response to point 1 below: again elementary schools must be given special consideration due to the age of the children. For example in our area there are no sidewalks, we live on a mountain so going to and from school is up or downhill, and in the winter months it will be dark and it is not well lit. - Providing free school bus transportation should (and marketing the safety, congestion and environmental impacts) can help increase ridership. - I believe bus transportation should still be offered even when safe active transportation routes exist for the above reasons and for working families who may not have the time in the morning or after school to allow for active transportation.
<p>A Parent/Guardian</p>	<p>It should be one of the key considerations; we need to provide an example for our students and help them to understand that co-transportation, like buses, help to reduce our impact. We should consider this also in planning, the types of buses we are purchasing, where they are stored, how we are using them.</p> <p>As safe active transportation options become available, I think the routes should shift to serve less serviced areas.</p> <p>I think one of the key elements to encouraging active transportation is to make sure it's safe, help to normalize it, and communicate the options to parents. Many of the parents I spoke to still believed that there was a few for using the bus. I think there are still many misunderstandings that can be clarified.</p>
<p>A Staff Member</p>	<p>I think we should consider active transportation routes depending on the age of the child and how busy those routes are.</p> <p>Such as considering if public transit will pass by our students because the buses are full & we need to teach the children personal safety and bus etiquette when riding public transit as this is something that our current school bus drivers teach on a regular basis as they develop a daily relationship with the students.</p>

Question 4 - How should environmental sustainability guide how transportation services are established?

A Parent/Guardian	In the event that environmental sustainability could be enhanced by schedule adjustments, there could be programs offered at the school or after school or elsewhere in the community that might facilitate staggered schedules and optimization of capacity. Movement to electric buses would be a good idea considering that many trips are short range in short duration
A Parent/Guardian	The availability of a single bus transporting several children vs individual cars transporting to school will have a great impact on the environment. I would be more inclined to have my children ride a school bus rather than driving them myself as many other parents do
A Parent/Guardian	If there are nice multipurpose lanes for active transport then bussing should be a lower priority in that area
A Parent/Guardian	<p>Designing bus routes to accommodate as many students as possible will keep cars off the road.</p> <p>The Board may consider, if able, directly advocating with municipalities on improved active transportation routes around and leading to its school.</p>
A Parent/Guardian	Children should be encouraged to bus, walk or cycle to school with car trips being discouraged. I would like to see staff and students pay for parking at secondary schools and funds raised used to support active transportation and bussing initiatives. The amount of students driving is disappointing and puts the school system in a very poor light in terms of environmental credentials.
A Parent/Guardian	<p>Environmental sustainability should be considered very important.</p> <p>Less cars on the road , less congestion near the school . Overall safer for everyone.</p>
A Student	electric buses please! messaging from the district about encouraging carpooling.
A Parent/Guardian	I think active transportation should include the bus. The board can help increase ridership through education, reminders, and working with local stakeholders (municipal gov and especially BC Transit) to help. Children under 12 ride for free so this is important to know and there may be other incentives for bus ridership. Note: I work for BC Transit and they are very open and engaged with community and working together toward common goals. Contact them.
A Parent/Guardian	<p>Even though the environment is very important, I do not believe school buses contribute to solutions in any relevant manner. Not as cars from parents dropping off and picking up students in the morning and afternoon, all moving slowly and blocking lanes waiting to form the students.</p> <p>That generates pollution!</p>

Question 4 - How should environmental sustainability guide how transportation services are established?

A Staff Member	You have bigger issues around vulnerability and access to basics to be worried about environmental sustainability at this point. Get students to school at ILC with district transportation first.
A Parent/Guardian	Bus transportation should still be provided when safe active routes exist. Elementary school kids can't bike to school alone. Weather can impact feasibility of riding/walking to school.
A Parent/Guardian	Environmental sustainability is certainly important. If public transit system and school transport system work collaboratively and effectively, parents would not have to drive their children. Car pooling is another system that could be developed by school district or the school itself, or Parent Association.
A Parent/Guardian	Also a high priority. Small changes to routes could increase ridership. Routes should shift with the student population so that the greatest number of students could ride the bus. Active transport is not always an option for working families with multiple children.

Question 5 - How should the Board manage the economic viability of maintaining bus transportation services?

ROLE	RESPONSE
A Parent/Guardian	Yes user fees should be considered to maintain service rather than decreasing service.
A Parent/Guardian	no user fees - getting to school should always be provided for free to K-12 students, registered or courtesy riders (having a student more or less in the bus does not increase the costs since the bus goes on the route anyway)
A Parent/Guardian; A Staff Member	Registration fee for bus service
A Parent/Guardian	<p>No user fees, please manage within your budget. School bus transportation should be covered by the district (tax revenue from provincial government) not at the expense of individual families who rely on the service.</p> <p>If a student *chooses* (not *needs* for reasons of disability etc) they could be subject to fees as they have made a decision to go to a school not within the catchment.</p>
A Parent/Guardian	I believe there used to be user fees for the school bus. I think a nominal (low) fee and high use would make the buses accessible for many.
A Parent/Guardian	I feel that charging user fees and a late fee is fair. You could offer a discounted fee for earlier registration but communication to parents must be well established.
A Parent/Guardian	I would be open to user fees for more direct bus service to Royal Oak Middle School (from Central Saanich)

Question 5 - How should the Board manage the economic viability of maintaining bus transportation services?

<p>A Parent/Guardian</p>	<p>To improve the effectiveness of route planning prior to the school year commencing, should the Board consider registration fees and/or late registration fees to encourage timely registration by families/students who intend to access bus service?</p> <p>- Perhaps consider asking the question about intention to use buses as part of regular parental interaction with the schools (e.g., as part of signing report card, etc.); anything that asks parents to take separate action (e.g., having to answer intention to take bus or not) has greater likelihood of less/late response by busy and distracted parents</p> <p>Should fees be charged to provide and/or enhance service for courtesy riders?</p> <p>- I'm not sure what a courtesy rider is, but I think buses should only be offered for students from the catchment area going to the school they attend</p>
<p>A Parent/Guardian</p>	<p>obtain electric buses</p>
<p>A Parent/Guardian</p>	<p>NO FEES, WE PAY ENOUGH TAXES</p>
<p>A Parent/Guardian</p>	<p>Subsidized fees to enhance service.</p>
<p>A Parent/Guardian</p>	<p>I think that a reasonable registration fee would be fair - especially since it's designed to aid in increased practical planning of bus routes e.g. too many kids for a specific bus route, coalescing of under-used bus routes. Fee for courtesy riders/enhanced services (e.g. late bus) seems totally reasonable.</p>
<p>A Parent/Guardian</p>	<p>I am not adverse to nominal fees.. however, I would want to see an improvement to the route.. so my kids don't have to go to deep Cove to get to kelset. I would also prefer it as part of my property taxes.</p>

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A Parent/Guardian	<p>Fees to enhance service would be appropriate including additional service times and routes.</p> <p>Late registration fees would also be appropriate.</p>
A Parent/Guardian	<p>Please consider the cost benefits the bus service provides. Less drivers clogging up the area near the school and hopefully less carbon footprint having one big rideshare for these kids. Perhaps municip funding can be found by showing this service helps our environment and road congestion.</p>
A Parent/Guardian	<p>I think parents should contribute to the costs of transportation for regular riders. Having courtesy riders pay seems onerous for the drivers to collect.</p>
A Parent/Guardian	<p>I would far rather have paid a fee for a school bus in our area than to pay \$450 a year for 8 years while my students were in high school and not eligible for the school bus. It would have been safer and cheaper!</p>
A Parent/Guardian	<p>the ministry of education should make sure to have funds to service the fleet of buses yearly and look at lease options for buses so we can ensure they are meeting safety requirements when being serviced and they arent too costly</p> <p>regarding #2 - no fee should be charged for this route planning this should be a project job role at the district for a project person to take on as its only a few mnths to plan out an then they can continue with their other work . any late registrations are stuck with routes already in place</p> <p>regarding #3 no fee should be charges for the service and no enhancements to the service</p>
A Parent/Guardian	<p>I would absolutely pay for school bus service for my 3 kids. Seems like a very reasonable solution for any family who can afford it. (*The fee should not be a deterrent for families experiencing financial hardship). This makes a lot more sense than decreasing service due to financial reasons, as the associated environmental impact of more cars on the road is a major trade-off, as well as the risk of kids not getting to school because they don't have reliable transportation. Please, please consider making this a paid service before cancelling buses or reducing routes.</p>

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A Parent/Guardian	User fees should be considered to invest to maintain routes, create additional routes, and reduce overcrowding on busses. It would also be recommended to offer bus transportation for students on athletic teams who require parents to be available to transport them. Not all parents have that flexibility. Use of busses could be enhanced by combining girls and boys teams travelling together to other schools.
A Parent/Guardian	User fees where applicable Registration fees
A Parent/Guardian	No fees for courtesy riders
A Parent/Guardian	Fees may place an undue burden on families without economic means.
A Parent/Guardian	However, fees for courtesy riders should be mandatory at BC transit rates.
A Parent/Guardian	Consider small fees to enhance specifically after school service to high schools so that buses come right after dismissal.
A Parent/Guardian	Fees for late registrations
A Parent/Guardian	I would be willing to pay a fee for a reliable school bus given the alternatives which are costly and unreliable
A Parent/Guardian	I am satisfied that there are no fees for school bus services.
A Parent/Guardian	If necessary...the Students could purchase a reasonably priced monthly School Bus pass...as they do for the City Bus.
A Parent/Guardian	No fees. Develop eligibility policies and enforce them.
A Parent/Guardian	User fees sound reasonable. I wouldn't expect my child to be able to use a service like bus transportation *via SD 63 free of charge. She will soon also need to pay for public transportation and will be going to high school even further from home next year.
A Parent/Guardian	I think that it would be appropriate to charge parents who can afford it a small amount, asking those who can give more to do so and cover the cost for those who can't. But I don't think fees should be used to enhance service, as that will lower the quality of basic service. It should be equal for all the schools.

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A Parent/Guardian	Would need more information before I can answer this. A small fee to use the school bus system doesn't sound like a bad idea.
A Parent/Guardian	The Board should review the serviced areas for usage statistics and assess the need for the services in each area and possibly explore smaller bus options for less used areas to reduce cost. The Board could also explore a private/public hybrid user fee model where participating families contribute, in order to keep the service level high. Registration and or registration fees would be a good model to gauge interest and so that routes could be planned effectively
A Parent/Guardian	Help parents find the routes to use to get to school as well as considering a school bus pass being valid buss passes for the public transportation at specific times.
A Parent/Guardian	Fees within reason might be all right, but at a very low cost or else it becomes prohibitive for many. It is public school after all. Fees could potentially be charged for courtesy riders. A public school system needs to be careful about charging for basic items like transportation to school - public education is a right, not a privilege, and ensuring that all children have access is integral to the concept.
A Parent/Guardian	It needs to be maintained and sustainable for sure. If the busses are being used enough then yes other discussion or options need to be explored rd but the budget has to allow for those measures to. Don't have the left hand decide everything for the right hand to say no it's not possible. No fees. That's creates a financial barrier and obvious divide to accessibility.
A Parent/Guardian	It should be provided no matter the cost by considering user fees
A Parent/Guardian	No fees for bus service - this is a service that should be provided.
A Parent/Guardian	Fees should be charged to provide and/or enhance service for courtesy riders
A Parent/Guardian	Property tax. Bus passes. Take money from carbon tax because getting cars off the road is a green initiative. Use money from budget because increased traffic is a public safety issue for all and decreasing the number of cars on the road will reduce the need for enforcement and new construction.
A Parent/Guardian	I think that any catchment school child should not pay for the bus, as it is the only safe way for our children to get to school. I agree with courtesy riders paying a fee to access the bus.
A Parent/Guardian	I think considering fees for those families that can afford it is a good idea. Perhaps using LICO plus a percentage should ensure that lower income students are served for free.

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A Parent/Guardian	Ask parents to contribute for bus transportation rather than restricting the access to save costs. Courtesy riders are not a priority.
A Parent/Guardian	I do understand that bus service is very costly but many students live to far to walk to school and how else are they going to get there? I'm ok with a late registration fee.
A Parent/Guardian	Happy for my taxes to go to school buses for kids!!
A Parent/Guardian	I would also support paying a registration fee to ensure my kids spot on the bus.
A Parent/Guardian	<p>User fees need to be adjusted. Reducing service should not be an option.</p> <p>Registration fees/penalties can be used to incentivize parents.</p> <p>Incorporate this task into the school system so its integrated and not a separate task.</p>
A Parent/Guardian	<p>Apparently some school busses are now electric which is great! I believe most parents who use the bus system wouldn't mind a yearly bus service fee, which would alleviate time and private vehicle costs for parents and encourage students to use the school bus if they are already paying for it.</p> <p>Question: who are courtesy riders? Students who dont normally take the bus but sometimes visit a friend who does for example? If so, then yes it would make sense to charge a fee for courtesy riders, if there is already a fee in place for regular student riders.</p> <p>Yes there should be fees to encourage early registration to plan routes.</p>

Question 5 - How should the Board manage the economic viability of maintaining bus transportation services?

A Parent/Guardian	<p>economic viability ? some things ought not to be business ventures. surely busing of our children falls into that category...</p> <p>user fees, you gotta be kidding.</p>
A Parent/Guardian	<p>Absolutely supportive of a user fee structure to maintain a or expand bus ridership. We are out of catchment (as are others in our immediate neighborhood) and would happily pay a fee for a school bus which could supplement services for in-catchment students</p>
A Parent/Guardian	<p>User fees could be considered for out of catchment riders to improve route availability particularly for our French immersion program students, where large numbers of students are travelling a similar route by no other option than personal vehicle (unless weather allows cycling).</p> <p>Having been on the call regarding this in the spring I realize some of the constraints of the school bus yard, drivers etc, but if there is a creative way to provide this service (contracting out, working with bc transit for older kids?) it would be very appreciated.</p>
A Parent/Guardian	<p>No fees, costs should be included in school budgets which are supported by local taxes.</p>
A Parent/Guardian	<p>User fees & late fees should be considered. Give us the option to pay more to get this figured out. The current system does not support the needs.</p> <p>PS. I am offended by the wording I identify as... It should be I am...</p>
A Parent/Guardian	<p>No the expectation that public transport in rural communities is adequate to take kids to school on time is false. In addition, I don't believe my special needs child will be supported or any young child in taking public transport below the age of 12 safely that a parent would use this service vs a school bus with a dedicated driver and support network of peers and parents. Fees can be applied on a sliding scale so parents with financial hardship are not further limited in getting their kids to school. Late registration fees are also fair as long as they payment is not tied to late registration allowing for parents to pay in increments for those with hardship. I don't think "courtesy riders" should be charged extra fees given that housing crisis forced many families to live out of catchment after their child has attended a school and the relocation of the child is unfair due to housing challenges.</p>

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A Parent/Guardian	If you were to consider fees they would be pretty low otherwise people might switch to driving them in which will add more road pressure around the school zones. I'd be willing to pay up to 50. And late registration fees could be double that way you'd have more time to figure out ridership and need.
A Parent/Guardian	If there are schools with high walk scores then students can be encouraged to walk or bike. If routes are not safe for walking or biking and consider the age of students- more bus transportation should be provided. Families already have high costs, especially with inflation. I am unsure that fees is a good option and may cause additional stress to vulnerable families. Saanich is not a city and there should be safe transport options that are accessible. Perhaps older students can be encouraged to take public transit options to allow younger students safe transportation home.
A Parent/Guardian	It's not unreasonable for user fees to be applied to district transportation. All the other options come with costs. Sliding scale of course.
A Parent/Guardian	We would pay a user fee but I would also support families not having to pay where they would present a financial hardship. We would also be willing to pay a registration fee to have bus service between Ardmore and Deep Cove Elementary.
A Parent/Guardian	I would rather pay for a bus pass and have my child home at a decent time instead of it being free and waiting over an hour after school or having to walk a distance to the nearest stop.
A Parent/Guardian	Board should seek additional funding from governments if money is a problem. No fees, student transportation to school should be a right - not limited by ability of students' family to pay fees. More efficient route planning and service for special needs/accessible busses - too many times have I seen 1 passenger on 1 bus.
A Parent/Guardian	Nominal bus pass fees would work I suppose (tiered to what families can afford, and more for courtesy riders I suppose). Late fees would work too. Would smaller, more fuel-efficient (or electric) buses be an option in the future?
A Parent/Guardian	Allow late registration, ensure busses that can be filled are

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A Parent/Guardian	If needed, a registration fee would be ok. Be sure to ask specifically which routes students will take - we have found that often the bus my son rides in the morning is full or even too full to take more students.
A Parent/Guardian	<p>Maybe sure giant pay raises are not happening to the higher ups and funnel that money into actually bettering public schools and public school initiatives. Isn't that what our taxes are for?</p> <p>Stop allowing private schools to receive public school funding. And direct that funding into ensuring public school kids have bus service.</p> <p>A lot of kids using public school transportation are not in high tax brackets and I think charging higher rate is pretty unfair, since kids are required to attend school. Putting a cost barrier when housing options are not great also isn't fair. Also no to late registration fees. You never know when circumstances change and a kid should get added to the bus list if required.</p>
A Parent/Guardian	<p>A yearly one-time fee could be considered with an early registration and late registration concept to access transportation and cover some of the costs.</p> <p>reducing services is never a great option.</p>
A Parent/Guardian	User fees should be reinstated and waived for low income families
A Parent/Guardian	No fees should be given. But if there is too many riders. People with low income or no mean of transportatio should be given priority
A Parent/Guardian	I'd prefer to pay a small fee, rather than reducing buses. And of course lower income families could be Eli or for subsidy.
A Parent/Guardian	<p>We live close enough to our elementary school that we are not within the school bus transportation catchment area. If we were outside of the catchment area, we would support having fees to maintain/enhance services as long as fees don't create a barrier for families that cannot afford additional fees to send their children to school. Costs should be covered for families that require it.</p>

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A Parent/Guardian	<p>Make use of grants for sustainability, green initiatives, kids and school related. Seek donors. Partner with BC transit to provide school kids only busses. Move to a split schedule of 2 days virtual at home and 3 days in person and only run busses on in person days. Make busses pay per use so you only pay when you need them. Rent busses in off times to local clubs and groups for revenue. Sell ad space on busses for revenue. Sell breakfast on bus to kids from food made by kids in class. Auction off special seats I.e front or back rows or window seats and the highest bidder gets to ride for a month etc. Be creative!!!! No need to charge fees.</p>
A Parent/Guardian	<p>I strongly believe that it is on the onus of the district to fund the bussing, especially in such a rural district as ours. We have 4 children and are a single-parent income. If i were asked to pay the 30\$ fee originally imposed per month, we would not be able to afford 120\$ a month. I would need to drive the children to their 3 different schools. To me, this is backtracking environmentally and prohibits children's right to access education. I am okay with charging for children who don't normally take the bus, or who don't need to (due to proximity or age/proximity). I feel that 4 km is too far for an elementary aged child to travel on their own through active transportation, and I would like to continue to see bus service within the 4 km for children's safety and for their right to education's sake. I understand the need to have people registered early, however I think it should be a minimal, one-time charge, so that parents aren't been punished, but rather encouraged to sign up early.</p>
A Parent/Guardian	<p>Fees to be charged to provide and/or enhance service for courtesy riders would be one idea. I am assuming this is people who are not registered?</p> <p>I think that people with children who are school-aged are already strapped enough financially between the cost of living and taxes, etc. It would be unreasonable to put more financial burden on the population who is already contributing via their tax dollars.</p>
A Parent/Guardian	<p>User fees should not be considered. Additional funding should be provided from the province and perhaps that means increased taxes. Education should be publicly funded by everyone and not shouldered by individuals. User fees creates inequality. Universally accessible education benefits everyone and should be paid for by everyone.</p>
A Parent/Guardian	<p>I think charging a fee is realistic but some considerations should be made for those who would not be able to afford bussing costs. I rather see a fee of some sort to occur rather than loose the availability as long as considerations could be made to for those that could not afford it. I definitely feel a fee should be made for courtesy riders.</p>
A Parent/Guardian	<p>User fees would be acceptable based on increased costs or service, not for status quo</p>

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A Parent/Guardian	<p>When safe active transportation routes exist, bus use should be studied. Will Parents feel comfortable and confident using those routes? What can schools do to help support and promote the use of these routes before they cut bus services?</p> <p>We live out of attachment, and my son currently uses a combination of a school bus, and his bike, to get to and from school (we lock his bike every day at the gas station near where the bus picks him up). I would not let him do this when he was younger, because the routes, in my mind, were not safe for a young child. However if the routes were safer... he would have started younger...</p>
A Parent/Guardian; A Staff Member	Registration fees would be good to discourage late registrations causing disruptions in service/confusion in September
A Parent/Guardian	At present , are choose is decided for financial reasons. public transportation is more economical and offers more flexibility
A Parent/Guardian	Consider user fees
A Parent/Guardian	<p>Does the municipality not charge enough property taxes ALREADY to pay for such services? Property taxes are VERY high in the municipality. Non-home owners may be charged a predetermined fee.</p> <p>Put it to vote if need be where/how to get additional funding.</p> <p>Definite YES to #2!!!!</p>
A Parent/Guardian	Definitely YES to #3!!!!
A Parent/Guardian	User fees should be considered
A Parent/Guardian	It should be considered an essential service for those who require it. A small user fee for courtesy riders would be reasonable.

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<p>A Parent/Guardian</p>	<p>Should user fees be considered to maintain services when cost escalation occurs, rather than decreasing service? Should fees be considered to enhance services?</p> <p>Yes.</p> <p>Should fees be charged to provide and/or enhance service for courtesy riders? Yes, if a new stop could be added for families paying the fees. Currently, my daughter (a courtesy rider) has to walk 15 minutes in an area without sidewalks and cross a busy intersection to get to/from the nearest stop. We would gladly pay to have her dropped off on or near our street.</p>
<p>A Parent/Guardian</p>	<p>I think user fee attempt is a great idea before decreasing service. I think each school needs to be looked at individually and maybe the guidelines changed from 4.0km/4.8km. I don't think decreasing service will prompt kids to walk, it will only make parents have to drive more. Some of these routes are just not safe for kids to walk. And with many kids being hit on crosswalks in greater Victoria I don't think it is responsible to decrease service. It is also a changing time where many families have two parking parents and having a school bus is a lifeline for those families.</p>
<p>A Parent/Guardian; A Staff Member</p>	<p>1. I would be open to fees to be considered to maintain services when cost escalation occurs, rather than decreasing service.</p> <p>2. I am open to the Board including a registration fees and/or late registration fees to encourage timely registration by families/students who intend to access bus service.</p> <p>3. Yes I am open to fees for courtesy riders.</p>
<p>A Parent/Guardian</p>	<p>For some students at the highschool level a bus pass to public transportation could be considered if it works better for them. Then they can use that transportation when they have a spare or need to go to work. This would lessen need for buses at high school level.</p> <p>We pay enough in taxes locally, provincially and federally. I don't support the idea of charging fees.</p>

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A Parent/Guardian	Many students need the bus to get to and from school until public transit can provide appropriate service, routes, times etc school buses must take students to and from school. I would pay for my child to use the school bus service.
A Parent/Guardian	Maybe the BC lotto corporation could donate proceeds towards the BC School bus Program for school safety. The lottery proceeds was originally intended for sports, but not all children get that advantage. Alternatively, I would like to suggest a new scratch ticket to benefit the school bus transportation in BC or the Island. Fees are a huge burden to families that are already struggling in this economy and will affect the children.
A Parent/Guardian	Maybe start with late fees, build up to fees over time if warrants. Keeping in mind affordability for families with more kids.
A Parent/Guardian	Fees should not be charged for courtesy riders only. If fees are to be charged, they should be charged to all riders, not one particular group of riders. If fees are required to maintain services, the cost should be shared by all who use SD63 buses.
A Parent/Guardian	I didn't mind paying some user fees when my kids started on the bus. I appreciate the service and knew they were safe.
A Parent/Guardian	I'm fine with paying a small fee to have my children take the school bus. I understand those that put their applications in on time are guaranteed a seat on the bus as 1st come first served. Anytime after that it's on as available. No late fee necessary. Some families move unexpectedly in the summer... It would be a burden to charge late fees.
A Parent/Guardian	User fees can be considered assuming they're reasonable. No to registration fees.
A Parent/Guardian; A Staff Member	I can understand why this is a tough decision to make. Personally, I would be okay paying a fee but I realize that for many families that rely on the school bus, financial hardships are part of why they rely on the school bus to transport their children to school.
A Staff Member	Late registration fees would be a great idea to help bring in revenue for the bus services.
A Parent/Guardian; A Staff Member	User fees should be considered
A Parent/Guardian	Fees should not be charged as this is a service for kids to get to and from school. Perhaps courtesy riders can be charged a minimal fee, but families should not have to pay for basic transportation if they require the bus to get to school.
A Staff Member	Buses are needed. There should not be any user fees. No registration fees. Taxes cover these fees. Fees can be charged for non-student riders.
A Staff Member	user fees 100% as well as registration and timelines for planning

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No Response	External funding and user fees.
A Parent/Guardian	I probably would not pay for my child to access a school bus since I pay already for public transit and they enables him to ride the bus outside of school hours
A Parent/Guardian	School busses, like other forms of transit, should be subsidized so the service is available for those who have no other option. No fees should be charged to users
A Parent/Guardian	Put the fees back for school buses. I was happy to pay them. Fees should be waived for low income . Do not reduce service if costs escalate. It would be interesting to know how many students are not driven to school because they are taking advantage of the free school bus. Perhaps charging for parking to supplement buses.
A Parent/Guardian	No fees preferably, cost of living for families is skyrocketing and fees may put vulnerable students at risk at not being to able to get to school, but maybe it would help with planning to know which bus exactly is a child planning on taking that year.
A Parent/Guardian	A balance must be met of tax money supporting sustainable transport routes while also supporting school bus transport. User fees are a reality but bus users should neither be punished because of lack of other alternatives not favored at the expense of those who take public transport and or active transport means. Income levels in areas should be considered as Saanich is increasingly becoming a wealthier district of the CRD. Registration is a good idea. I am not sure who qualifies as a courtesy rider so I cannot address this.
A Parent/Guardian	City bus is free for children under 12. School buses if provided for all should be free as well.
A Parent/Guardian	Public should not bare any costs as no regular bus service located nearby and already pay taxes for this.
A Parent/Guardian	I would pay a fee to support safe school buses, with enough room for every rider to have a safe seat.

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A Parent/Guardian	<p>This question is challenging to answer without having a clear understanding of the cost break outs, salary vs. operations, number of routes and where efficiencies may be found in bureaucratic system, etc. There are better ways to ask about budget allocation and where to reduce.</p> <p>With property taxes in Saanich skyrocketing, I feel that additional fees to access school transportation within catchment will land very poorly. Timely registration could be encouraged by having a more user friendly process (I have used the system every year and every year have to contact the district due to glitches and issues.) Courtesy riders should be a completely separate group and be considered based on why they are riding. For example- if they are out of catchment or district - fees should apply.If they are going with a friend after school to a home or activity- this could be allowed once in a while. We still need to be a community.</p>
A Parent/Guardian	<p>charge families (that can afford it), or those attending out of catchment schools - but maintain free access for families (or who's route to school exceeds a certain distance - Willis pt etc)</p> <p>Late fees punish those who may already have barriers (or move house late) so consider those carefully</p>
A Parent/Guardian	user fees would be reasonable with considerations for those who can not afford
A Parent/Guardian	We don't have transit or school bus along our road
A Parent/Guardian	no fees. Public money should be funding our education. parents should not be penalized for choosing the bus.
A Parent/Guardian	user fees should be considered
A Parent/Guardian	<p>Modest user fees should be considered before reducing service</p> <p>A late registration fee should be considered</p>
A Parent/Guardian	Should user fees be considered to maintain services when cost escalation occurs, rather than decreasing service? Should fees be considered to enhance services? yes, but with the ability for low income parents to apply to waive fees.
A Parent/Guardian	Where attempts to sway the Victoria Regional Transit commission and municipalities are unsuccessful in providing safe routes to schools or improved public transportation, then fees for busses should be increased in order to fully cover the costs of providing bus service in hard to service areas.

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<p>A Parent/Guardian</p>	<p>No courtesy rider fees- I think charging a small fee for courtesy rider would end up costing more in infrastructure and administration cost.</p> <p>PAC support or other service groups support</p> <p>Advertisement on the outsides of buses (local businesses only not things like Coca-cola, or candy companies)</p>
<p>A Parent/Guardian</p>	<p>I do not think the approach should be an all or nothing approach. I think distance from school is an excellent metric to use to determine need. If services had to be cut, cut routes that service in closest proximity to the school. Generally, if there are families who send their kids on the bus, these may also be of lower economic class. It may be worth investigating who specifically would be most impacted by cuts. I think non-refundable registration fees could be useful, only if such timely information is used to improve economic outcomes for route planning.</p>
<p>A Parent/Guardian</p>	<p>Late registration fees could be considered. For new students to the district partway through the year, this fee could be waived or lessened.</p> <p>Rather than decrease bus service, there could be considered a user fee, however for families facing financial challenges should be allowed to ride free of charge.</p> <p>It may take creativity to organize how the bus drivers can collect fees from children for courtesy riders in an effective cash-free way that allows flexibility for riding that can include rides planned the same day.</p>
<p>A Parent/Guardian</p>	<p>Transportation services should be considered an essential service for the district and should be included in the annual budget. The board should consider registration fees and/or late registration fees to improve efficiency with route planning prior to the school year commencing.</p>

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A Parent/Guardian	<p>No fees. The property taxes around the Tanner Ridge neighbourhood are fairly. There should be plenty to cover the cost for the students. Also maybe take some of that tax money to put in a sidewalk along Central Saanich Rd to Tanner. Maybe if it came down to the last option of rider fees they should take those fees and put it towards a sidewalk along Central Saanich Rd.</p>
A Parent/Guardian	<p>PS. More safe sidewalks.</p> <p>They should definitely consider passing some costs on to parents and families. It will always be cheaper for a family to pay user fees rather than monthly public transportation or personal private vehicle expenses. I think the Board would be surprised at what families would be willing to contribute for transportation services as I dont think it is understood how beneficial transportation services are for families.</p> <p>Registration fees should also be encouraged so that the routes can be planned in advance and the Board has ample time to consider all options.</p> <p>Late registration fees may not be that helpful because presumably the routes would already be set but would help encourage families to register on time.</p>
A Parent/Guardian	<p>I would be willing to pay a reasonable fee for my children yo ride the bus as long as it was less than bc transit. Maybe consider a fee structure for regular riders and courtesy riders, that would allow for a hardship program for lower income families.</p>
A Staff Member	<p>User fees should be avoided - difficult to administer, many people won't pay, burdens overburdened families further, discourages use of transportation.</p> <p>If we require user fees to keep the program going, a lower general user fee for everyone is preferable to a fee for late registrants or courtesy riders in the current framework where a courtesy rider includes a small child who is within ridiculously large walk limits.</p>

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A Parent/Guardian; A Staff Member	User fees for those with the means. Subsidize others.
A Staff Member	<p>As students are the reason we have schools it paramount that we support the active transportation method of bussing.</p> <p>Should we need to come up with extra funding then we should look at what isn't really that necessary such as the very overstaffed areas such as H.R. and reduce staffing in those areas to achieve student success. Nobody should have to pay extra user fees as education should be free for all with our taxes providing the parental part of the costs.</p> <p>Seriously what are the priorities, we should have access to all our education system regardless of income or available cash on hand from parents.</p>
A Staff Member	<p>Fees should be considered to maintain services when cost escalation occurs, rather than decreasing service. However, there should be some kind of discount giving to families who have more than one child using the bus service or who are unable to pay the fee.</p> <p>I would be willing to pay a fee as a courtesy rider.</p>
A Parent/Guardian; A Staff Member	User fees are not unreasonable with the understanding that families maintain the right to opt out of paying fees that present a financial hardship.
A Parent/Guardian	Fees should be considered for bus riders with an opportunity to donate to support those who may not have the ability to manage the fee, similar to the fun lunch program. There may be some who cannot pay the fee and they should still be able to take the bus. Safe access to the school is the priority. If fees negatively affect that I would rather slightly reduce service.
A Parent/Guardian; A Staff Member	<p>Figure it out! Limiting transportation will provide barriers to students getting to and from school. User fees are not acceptable. There are far too many fees at the middle and secondary levels with costs for workbooks, field trips, and many other expenses.</p> <p>We don't need to pay more!</p>

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A Staff Member	<p>How about you look at board office staff and reduce there.</p> <p>Apparently the board office gets an 8 hours shift of janitorial to clean and it's the easiest job in the district.</p> <p>Fees for courtesy riders are a consideration, but in reality what about talking to BCTransit and getting them to run your main routes - sure you lose staff, but they get paid better, so your drivers could be better employed with Transit in the long run. The cost savings would be better. You could work out a bus pass rate for students that is likely cheaper than your per student cost now.</p>
A Parent/Guardian	<p>School bus services should be paid for through the School's budget (via the Province). It should not be through fees. The Province needs to step up and ensure no more services are cut from children's education and SAFETY!!! Stop cutting the school's budget. The Province should look what other services could be cut - instead of increasing taxes -- suggestion - people who are unemployed for more than 6 months should not receive any payment benefits -- THEY NEED TO GET A JOB!!</p>
A Parent/Guardian	<p>Effective route planning and usage of smaller vehicle</p>
A Parent/Guardian	<p>Yes. A small user fee is not unreasonable. Of a family is not in a financial position then provide exemptions.</p>
A Staff Member	<p>#1 = Fees might be an option. However, many families are struggling to put gas in their cars and food on the table, so not sure all families can pay a fee.</p> <p>#2 = Yes! A registration fee or late registration fee might be a good option</p> <p>#3 = Yes, a fee for courtesy riders is worth a look</p> <p>Also - perhaps it is time for the district to look at other options for funding: donations, fundraising, grants, sponsorship, investors etc. Time to think outside the box and tap into some of the wealth that exists on the peninsula.</p>

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A Parent/Guardian	<p>Families who pay property tax are already paying into these services.</p> <p>If the cost of transporting children to school is too costly, the board should look at its own spending and if it's upper management employees could profit less to benefit the greater community.</p>
A Staff Member	<p>User fees should be considered to maintain services when cost escalation occurs, rather than decreasing service? Should fees be considered to enhance services?</p>
A Staff Member	<p>Change to alternative fuel sources/hybrids (Government Grants?)</p> <p>Use smaller shuttle buses for routes with less children</p> <p>Yes to fees for courtesy riders</p>
A Student	<p>I agree with #2 of the possible considerations, about creating fees to ensure timely registration.</p>
A Parent/Guardian	<p>It would be great if funding was available from the ministry of education to support transportation. Posing a cost to some families may create additional barriers as would reducing service if the district wasn't able to fully fund transportation. Definitely connecting with families early and through multiple avenues will help with registration. Also making it as easy as possible to re-enroll your child on the bus will help. I don't think a fee should be charged for courtesy riders</p>
A Parent/Guardian	<p>would not recommend fees to enhance service</p> <p>late registration fees may be a consideration to ensure timely registration and assist with yearly planning</p> <p>fees should not be charged for program of choice students (ie French Immersion); this may not provide equitable access to this program for all learners due to possible transportation barriers for families</p>
A Parent/Guardian	<p>I don't like the idea of having to pay direct fees, but I certainly agree with paying fees rather than decreasing service.</p>

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A Parent/Guardian	<p>A late registration fee is a good option, especially when route planning is being taken into consideration.</p> <p>A voluntary donation for lack of a better word. For instance, I would happily pay for the days my kids ride the bus., but also a regular fee could be an option. Although, I don't agree with children coming from reservations having to pay any fees. The service should be free for them, regardless.</p>
A Parent/Guardian	Potential service fee similar to BC Transit for certain distances, bulk or monthly
A Parent/Guardian; A Staff Member	Should user fees be considered to maintain services when cost escalation occurs, rather than decreasing service? Should fees be considered to enhance services
A Parent/Guardian	<p>Courtesy riders can only ride if space permits</p> <p>Late fees for late registration</p>
A Parent/Guardian	No fees to ensure equity.
A Student	Late registration fees should be charged, but not regular registration fees. Some students rely on the bus for transportation, and user fees could make this transportation less accessible

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A Parent/Guardian	<p>plan not feasible for all students...it's quite a ways to get to Parklands. NO FEES for students! I remember when it did cost money for kids to ride the school bus. It was a financial burden for them. Both parents working, money's tight, and they can not reduce their work hours to drive the kids plus don't have enough extra to afford bussing.</p> <p>Most of the International Students take the school bus in this area. Can their transportation fees be increased? Are the routes more spread out due to needs from the international program?</p> <p>If well advertised, a small late registration fee could be implemented to give more time for district route planning.</p> <p>Are there a lot of courtesy riders? Maybe it's needed for kids to stay in pairs for their daycare plan to work. I'm not sure the percentage of riders are courtesy.</p> <p>Honestly, families are just getting by right now. Any fees will not go over well because we can not afford much more. The Wealthy families will be fine and the lower income will be subsidized...it's the middle to lower families that will end up being hit the hardest.</p>
A Parent/Guardian	Increase user fees.
A Parent/Guardian	<p>Services should provide the basic transportation needs without fees for enhanced services</p> <p>What would registration fees go towards?</p>
A Parent/Guardian	I suppose 'user fees' could be used to maintain service. Reducing service is never good, since it will eventually diminish to nothing.
A Parent/Guardian	The current bus infrastructure does not meet the demand so if a fee is required to enhance service then so be it. I think a lot of guardians would happily pay a reasonable fee for bus school bus service in their community. Perhaps a fee per family is a better approach than a fee per student since private vehicle operating costs are finite.

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A Parent/Guardian	The general property taxes we pay should incorporate the cost of ensuring we can maintain necessary school services like bus transportation in our respective communities. It should be accounted for through general taxes we may. Consider tax/fee increases if necessary to ensure these services are not disrupted. I agree with the suggestion below to consider adding fees for parents who have needs for this service. The board should consider revisiting overall student fees. There should be a general fee every student pays and a transportation fee could be part of that overall fee. Fees should be reviewed every year to account for necessary increases if costs escalate.
A Parent/Guardian	I would pay a user fee, though there needs to be a fund available for families for whom this would be a financial hardship.
A Parent/Guardian	I do believe if service is provided to courtesy riders it is OK to consider charging for that service. I do think it needs to be better explained to parents of courtesey rider's that they(we) chose this program for our kids and there are some things it does not cover in the same way.. like trasnport.
A Parent/Guardian	<p>Fees should be required when necessary, and if transparency and perhaps aide to compromised families is offered, I support this. When buses require upkeep and gas prices increase dramatically, I think every user should understand the need for fees.</p> <p>The idea of charging registration fees or late fees is a good idea, and keep pace with annual costs that may fluctuate year to year.</p>
A Parent/Guardian; A Staff Member	<p>I suggest a vote be taken by users re bus fees....I would guess more parents would be willing to pay a fee rather than lose the service or have service reduced to a point it was not useful.</p> <p>Courtesy riders should have a fee</p> <p>not all families could absorb another fee into their budget and could not manage without significant stress should the service not exist or be reduced.</p> <p>Many families have 2 working parents and NEED the bus service</p>
A Parent/Guardian	User fees should be considered, while taking into account any economic hardship they may impose on lower income families

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A Parent/Guardian	<p>Registration fees should be considered to encourage timely registration, and it can be refunded at the school year ended to ensure students really use the bus transportation services, rather than they just register in advance then occasionally or do not catch the school bus.</p> <p>User fees should be considered to maintain services when cost escalation occurs, rather than decreasing service.</p>
A Parent/Guardian	<p>Fees can be charged to provide or enhance service for courtesy riders</p> <p>I agree with fee for service so long as there are fee waivers in place for those that cannot afford. Yes to late registration fee.</p>
A Parent/Guardian; A Staff Member	<p>User fees should be reinstated. Removing the user fee was the beginning of the problem. It does not need to be expensive. The fleet needs to be maintained, fueled and staffed. This all-cost money and nothing is free. Out of catchment should pay extra. If the fleet has 21 busses and each bus is carrying 70 students, approximately 1470 students are being transported. If you charged a fee of 50\$ per year the district would generate approximately \$73,500 per school year. It amounts for something.</p>
A Parent/Guardian	<p>Ideally, I think it should be free. BUT, personally, we have terrible access to transportation, so I would be willing to pay a fee to get access to a school bus if we can get a good route and appropriate time. The amount of personal money I spend to get my students to school is: GAS (50km's some days just for school drop off and pick up); TIME (I have had to reduce my work hours by 10% so that I have the ability in my schedule to gets my kids to school which is past my work start time. Over the course of their school years this equates to close to \$120K in lost wages, and more with lost investment opportunity); and the non-measurable part is loss of potential career development). Not to mention the amount of Green house gas emissions! I am in support of students who are unable to pay should be subsidized. A fee structure may also mean those who don't need to ride the bus, won't, and may open up more routes for those who are further away. A fee structure may also encourage other more active forms of transportation like walking, scootering or riding a bike - which has health benefits. Also, it would be great to see a way to collaborate with BC Transit to open up more public routes or reduce fees. I think it should be free, but I would be willing to pay as it would save me a lot more money (and time) in the long run.</p>

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A Parent/Guardian	I could support fees for ridership if this meant that the courtesy rider policy was eliminated. If all riders are required to pay for the service, then all should be treated equally. The school system has failed the French Immersion families for far too long. Penalizing kids for choosing an alternative path that is offered by the school district is ludicrous. If SD now tries to make FI families bank roll the improvements on their dying fleet of school busses it will reek of injustice.
A Parent/Guardian	Bus transportation needs to remain a priority for the board. Students access busing for various reasons and it's very important for students and families. Fees should only be considered as a LAST resort. Families are struggling with basic needs.
A Staff Member	User fees are reasonable - is it currently free? With rising gas prices, it would be no surprise to parents if a reasonable use fee was implemented.
A Parent/Guardian	<p>If it's come to the point that parents need to pay for their children to take the school bus to public school that's unfortunate but understandable in the world we live in today.</p> <p>However for families who can't afford any extra cost, this could be detrimental and no child should be excluded from accessing the school bus due to their family's financial situation.</p> <p>The board could send out an email at the time of enrollement to remind parents to sign their kids up- I have never received an email as such and it would be so helpful!</p>
A Parent/Guardian	Many students are already paying for monthly bus passes to get them to events, etc. To also charge a fee to get them to school, when they have to rely on a school bus, doesn't seem to be a fair option.
A Parent/Guardian	Yes perhaps consider fees but cost should be lower then public transportation costs.
A Parent/Guardian	I think a small fee would be appropriate as long as it is still manageable for families. I don't think decreasing services is a good option as some families have no other means of transportation for their child/children.
A Parent/Guardian	No fees. Parents have enough to pay for with other school fees and sports.

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A Parent/Guardian	<p>Fees will always be up for discussion - especially during these difficult times. However bus passes are reasonable given that they can be used endless amount of times in a month.</p> <p>However, it was brought to my attention that the Greater Victoria district does not charge students for bus. Is this true? and Why does this not apply to schools in Saanich and other areas.</p> <p>Its the same transit system !!!</p>
A Parent/Guardian	<p>Consider user fees to subsidize if necessary.</p> <p>Prioritize good service and determine reductions based off use rates.</p>
A Parent/Guardian	<p>User fees should not be added as these are paid as part of our tax dollars</p> <p>No</p> <p>No</p>
A Parent/Guardian	Consider user fees
A Parent/Guardian	Access to education should not be limited because some parents can't afford to send their children on a school bus. If more funding is needed to pay higher costs, then more funding should be received from the government.
A Parent/Guardian	I think it's reasonable to consider fees to ride the bus. I would consider late registration fees. I don't think courtesy riders should be charged if other students aren't.
A Parent/Guardian; A Staff Member	<p>Absolutely no user fees. That would diminish equity in our district. Moreover, late registration fees could potentially penalize families whose circumstances change (divorce, separation, move to another household) and create inequities and stress. In our difficult economic climate, this is especially important. Moreover, it is administratively cumbersome. I understand that it is vital to have the conversation about user fees but I feel very strongly as a parent and an administrator in this district that we cannot have user fees in our student transportation system. Thank you.</p>

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A Parent/Guardian	<p>I think fees can be charged for rider use. I know I would pay a fee for each of my 2 children to ride the bus every day. It is an amazing service! Students that can't afford fees can apply for exemption.</p> <p>Definitely consider charging fees before reducing service!</p> <p>I think a late registration fee of \$30 would be suitable to encourage timely registrations.</p>
A Staff Member	Children are our future. Bus transportation is always economically viable, with this in mind.
A Parent/Guardian	Registration fees could be considered prior to the school year.
A Parent/Guardian	I am not opposed to user fees for bus service although for kids that can't afford the fees this should not deter kids going to school where access to schools or public transport are not easily or safely accessible.
A Parent/Guardian	We would gladly pay a bus user fee if there was a bus from Willis Point to Stellys.
A Parent/Guardian	<p>1. Consider user fees for courtesy riders;</p> <p>2. or consider fees to maintain services when cost escalation occurs, rather than decreasing service</p>
A Parent/Guardian	My taxes more than adequately pay for transportation, if not, then a school bus provider under contract should be established to open competition.
A Parent/Guardian	At one time there was a cost. This could be considered again but a once a year and at a reasonable rate. This could eliminate riders who only take bus once in awhile because they opted to take public transportation. This is more directed at the high school level.
A Parent/Guardian	Charge those who use the service a registration fee and a higher fee for late registration.
A Parent/Guardian	See above - more partnership with BC Transit - lots of good city bus service, however, may be cost prohibitive for some families.
A Parent/Guardian	I would not mind paying a monthly or yearly fee for school bus service for my child, similar to a BC Transit monthly bus pass.

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<p>A Parent/Guardian</p>	<p>cost-efficient. User fees can be considered, but as a last resort.</p> <p>Increased safety on buses would increase the ridership. For some families this would be seat belts, for others this is about having buses be safe from bullying, intimidation and inappropriate behaviour (maybe they already are...? but I rode the bus in the 90's and I have clear memories of what went on then).</p> <p>Nominal late registration fees seem appropriate.</p> <p>Fees for courtesy riders seems ok, but also counter too encouraging bus use (BC transit has the Under 12 Ride Free program to encourage making a habit of riding the bus).</p>
<p>A Parent/Guardian</p>	<p>I don't think elementary or middle school kids should take public transport. Also the rural areas should always have a bus to school option. Keep kids safe and attending school. Imposing fees for school busses should not happen. The cost of living is high enough. Adding more fees for school is not right. This is a service that should be provided free of charge.</p>

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<p>A Parent/Guardian</p>	<ul style="list-style-type: none"> - I believe user fees will decrease ridership. - City buses are not really an option for primary students to travel on by themselves. - I believe school buses are a necessity that should be provided by the school district. A portion of the property taxes that are collected for school fees should be allocated to bus transportation and adjustments made accordingly. It is a win for all neighbours in the district.
<p>A Parent/Guardian</p>	<p>the budget attached to it, and seek to increase demand to ensure the economic viability.</p> <p>I'd also be curious to know if federal and provincial grants are available to subsidize certain aspects, such as the transition to electric buses, or implementation of active transportation plans.</p> <p>Also, if a small fee is required I don't think that would be a huge deterrent given the savings for families in gas costs. I think it should be considered.</p> <p>Yes, I think registering is a great idea, and attaching a small fee to ensure that people who register are serious (and perhaps make it possible to waive in the event where it is a barrier for families).</p>

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A Staff Member	<p>I think parents would pay for the service if given the option of no service or public transit - it wasn't that long ago that we charged \$300 for bus transport.</p> <p>Yes, to late registration fees</p> <p>Yes, to courtesy riders - it should be part of the consideration if parent want to send their children to a school out of catchment (other than French Immersion as it's a somewhat localized K-5 program)</p>
A Parent/Guardian	Should cover costs no matter what, do not pursue user fees
A Parent/Guardian	User fees probably need to be introduced to lower costs to the district.
A Parent/Guardian	Not sure what exactly is meant by courtesy riders. But, yes, if they not in school, add fees there first.
A Parent/Guardian	<p>Implement late registration fees for those who do not register in a timely manner, to allow effective and efficient route planning.</p> <p>Charge a fee for courtesy riders.</p> <p>If needed to maintain current level of service, implement a user fee (no more than \$100 per school year). Rather than per child, user fee should be per family, particularly if the students attend the same school or the same bus services both schools (eg. makes stops at both NSMS and Parkland)</p>

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	<p>I do not support user fees for public transportation (including school buses). If extra revenue is needed, increase the overall tax rate to property owners.</p>
A Parent/Guardian	Late registration fees would be a good way to assist with planning, towards having all the information on hand.
A Parent/Guardian	Implement user fees before cutting services.
A Parent/Guardian	Modest user fees should be considered, with option for families to apply for subsidization
A Parent/Guardian	<p>Plan with travel requirements in mind when determining catchment boundaries. Splitting catchment students by a highway is really bad planning. Charge all out of catchment students to use bus services if there is any excess capacity. Charge for all parking at secondary schools and use funds to support bussing.</p> <p>All courtesy riders should be charged a fee. Similarly any late registrations other than new transferring students should be charged a fee.</p> <p>If necessary charge a small one off registration fee for catchment students.</p> <p>Can not reiterate enough that school bussing should be prioritized and at minimal or no cost for in catchment students only. Out of catchment and programs of choice students should pay a fee that reflects the true cost of the service, and only if there is capacity for them.</p>
A Parent/Guardian	Fees to enhance service. The afterschool bus for my student departs approx. 1 hr AFTER the end of day school bell. This is too long to wait. I would pay a monthly fee to improve wait times by add g more busses.
A Parent/Guardian	I think it's reasonable to consider late registration fee to encourage timely registration. In terms of decreasing service vs. charge a user fee, there are many factors to consider and a lot of statistics such as costs, budget, usage of each bus routes etc. are not available to the public so it's hard to make recommendations.
A Student	definitely weigh it out, I'm in grade 12 yet can't drive bc of my vision is not super great, and when I don't have a bus pass I will sometimes just walk home from stellys to sidney

Question 5 - How should the Board manage the economic viability of maintaining bus transportation services?

A Parent/Guardian	Last resort...user fees for students. Provision to waive fees where a financial burden. Only other choice is to raise taxes and provide more money to schools. User fees put some of the cost where the benefit lies.
A Parent/Guardian	Promotion of increased ridership would be a way to limit carbon footprint by less personal vehicles transporting children to school. User fees will discourage ridership.
A Parent/Guardian	Definitely charge instead of reducing service . The bus allows me to be able to work a full day and know my child is getting home safe .
A Parent/Guardian	I don't think user fees will be a good way to go. Residents are overwhelmed with Cost of living as it. Yes, certainly the Board should consider late registration fees to encourage timely registration by families/students who intend to access bus service. Money talks and will be a good incentive to ensure registration gets done in a timely manner. Of course Providing adequate reminders and appropriate time to do so as end of year is quite busy- maybe start communication in mid- April. Yes, courtesy riders could be charged. I think that's totally appropriate.
A Parent/Guardian	I would expect government subsidies it. We pay a lot of money in taxes. I expect the government to prioritize school buses on top of secondary items they subsidize.
A Parent/Guardian	Imagine if ALL students use school buses, no cars, no pollution, no traffic.
A Parent/Guardian	Fees instead of decreasing service
A Parent/Guardian	The board should build a system based on equity and vulnerability and beyond walk limits. Stop appeasing the privileged their graduation rates aren't suffering they will use their mountains of resources to figure out a plan . Charge fees for programs of choice. Yes charge fees to courtesy riders and programs of choice. Remind them this is choice not a right. To be honest I truly believe that the district needs to stand up to the families who are crying because their cushy lives are inconvenienced when nobody is listening to the stories or voices of the most vulnerable who need the district to help them the most. Why is there no longer a homework bus for kids like there once was so kids can get extra help? Instead families need to choose between rent and grocery money or spend the gas to drive to pick up kids up from extra academic help and the chance at graduation versus families who want to avoid congestion in the school yard. People need to look at the big picture.

Question 5 - How should the Board manage the economic viability of maintaining bus transportation services?

	User fees should definitely be considered rather than decreasing service. I don't think services need to be enhanced.
A Parent/Guardian	Late registration fees is a great idea.
A Parent/Guardian	Reasonable fees should be considered if needed. Consider initiatives that can attract drivers such as mothers: https://youbehindthewheel.com/pa-school-bus-driver-the-perfect-job-for-moms-with-kids/
A Parent/Guardian	the board could charge a nominal fee for transportation. We pay \$45 for a monthly bus pass to BC Transit.
A Parent/Guardian	Petition for free bus passes. They are offers for students in city of Victoria, why not the peninsula?
A Parent/Guardian	Adding fees for riding would diminish ridership. Registration and late fees is ridiculous.
A Parent/Guardian; A Student	Bus transportation routes should ALWAYS be provided for ALL students to access all schools, as needed. The students/parents can decide if they choose to walk or ride their bike. Re: user fees, of any kind, absolutely NOT! School buses are a required public service to the most valuable members of society. We hope this survey results in more bus transportation/route options, not less! & If budget is a concern, perhaps the Board of Education should address management of the school system/funding in general.
A Parent/Guardian	It would be more cost efficient and environmentally sustainable for families to pay a user fee for bus transportation than to drive every morning and afternoon to drop off and pick up multiple children from different schools. There should be a Hardship clause for families that cannot afford the fees.