



## Administrative Procedure 512 – Transportation

### FAQs

- Q. Gabriola secondary school students are provided school bus transportation, in accordance with this procedure, from their bus stop to the Gabriola ferry. Once on the Nanaimo side, transportation is provided by the district to the designated school of attendance.”

Does the inclusion of this statement in the policy mean that there is no possibility of this route (both on Gabriola and in Nanaimo) being subject to review, regardless of ridership levels??

A. As this is a specialized transportation consideration, there are no plans to review this route at this time.

- Q. “In the event that eligible ridership falls below 50% capacity of the bus, the route will be automatically considered for review””

How will the eligible ridership be tracked? Will you consider morning and afternoon runs separately (e.g. continue with a morning run with over 50% capacity even if the afternoon run falls below 50% capacity)?

A. The district utilizes data extracted from the ZPass system. Should ridership fall below 50%, district staff will examine ZPass data. District staff will consider all options during the review process.

- Q. How will you track whether the ridership for a particular student is falling below 50%? What if a student fairly consistently catches the bus in the morning but, due to afterschool activities, does not catch it in the afternoon (or vice versa)?

A. ZPass information as well as district review will determine individual rider needs.

- Q. “Students wishing to leave the bus at a stop other than their regular one, must have a note from a parent or guardian.”

Does this apply to secondary school students? Does the child need a note for each occasion or will a blanket note for the year suffice?

A. This applies to all students. If a change in stop is needed for the entire year, that can be discussed with the district’s transportation department by calling (250) 741-5214.

- Q. Will you continue to provide a route if there are children that live more than 4.8 km from the school and there are no viable public transportation options (e.g. on Gabriola) even if ridership falls below 50% or is this when the Transportation Assistance provisions would apply?

A. The district understands that not all circumstances are the same. This information can be included during the review process.

Q. A trustee stated that safety was reason for Pleasant Valley bus to be kept; why the difference from Cinnabar?

A. This was a Board decision connected to the realignment of catchment schools in South Nanaimo.

Q. Should these amendments be passed, will courtesy ridership commence during the current school year?

A. Courtesy ridership has already been established for the current school year. If there is a question or concern, please contact the transportation department. (250) 741-5214.

Q. Before Cedar was closed, there were two buses – one to Cedar and one to Barsby. With new government funding, why would not offer a bus?

A. This was a Board decision connected to the realignment of catchment schools in South Nanaimo.

Q. How do you define safety? (lack of lights, lack of sidewalk, bears, cougars, walking in the dark?)

A. There are examples of safety included in the Bus Route and Hazard Evaluation form. This list is not final and can always be added to, should there be specific concerns for parents.

Q. Has the Board considered engaging in dialogue to address the unique needs of students caught in the “transitional years” resulting from ongoing catchment-area amendments as an issue separate and distinct from the development of updated transportation policy to be implemented for the long term?

A. In the past, the Board has discussed student transportation during transitional years.

Q. Did the Board consider a lateral (faze out) decision to allow the already impacted students maintain their remaining at Barsby (until grad)?

A. This scenario was discussed at a Board meeting. However, this was a Board decision connected to the realignment of catchment schools in South Nanaimo.

Q. When did Chase River families find out they have no bus to Barsby?

A. A letter was sent to Chase River Elementary parents on May 5, 2016 indicating the cancellation of bus service from Chase River to John Barsby.

Q. Will the Board consider using some of the proposed 3.5 to 4 million contingency fund for transportation?

A. This would be a Board decision.

Q. How many students are being bused to Cedar Secondary for the 2016-17 school year? Is that the best use of transportation funds?

A. There are 137 registered bus riders.

Q. Why is there no bus being provided for students of Cinnabar to John Barsby?

A. This was a Board decision connected to the realignment of catchment schools in South Nanaimo.

Q. "Courtesy ridership applications can be completed at any time but will not be considered until October 1<sup>st</sup> of each school year" – Does this mean our kids will not have access to the bus until after Oct 1<sup>st</sup> each school year?

A. Yes. This will give district staff the opportunity to create efficient bus routes for all eligible riders.

Q. When a route is deemed hazardous and falls within 4.0/4.8 km, will these students qualify for a bus route? When a route is deemed hazardous and falls within 4.0/4.8 km, will these students qualify for a bus route? Will hazards also be evaluated when determining bus stop placement?

A. This criteria will be determined in the Bus Route and Hazardous Evaluation Form.

Q. Any questions pertaining to safety and hazards.

A. This criteria will be determined in the Bus Route and Hazardous Evaluation Form.