

**SCHOOL DISTRICT 46  
SUNSHINE COAST**

# **TRANSPORTATION REVIEW**

Operations Committee – May 25, 2021





# TRANSPORTATION UPDATE

## ■ Thirdwave Update

- Dash cameras have been installed on 12 of 15 busses
- Two dedicated stop-arm cameras to be installed on bus runs with highest number of incidents of illegal passing infractions
- One extended stop arm ordered – custom made device requiring 4-6 weeks lead time
- Drivers taking attendance twice a month to ensure riders are registered





# ACTIVE TRAVEL UPDATE

- Updating Regulation 4160 – Student Transportation to promote active travel initiatives.



## ✓ BIG BENEFITS

### HEALTH

- Good for Heart & Bones
- Increased Alertness & Attention
- Improved School Performance
- Better Sleep
- Less Anxiety & Depression

### COMMUNITY

- Fostered Friendships
- Increased Sense of Belonging
- Better Understanding of the Local Area

### SAFETY

- Reduced Traffic Volume Around Schools
- Lower Risk of Collision & Injury

### AIR QUALITY

- Reduced Vehicle Emissions
- Improved Air Quality
- Lower Risk of Lung & Cardiovascular Diseases

### CROSS SMART

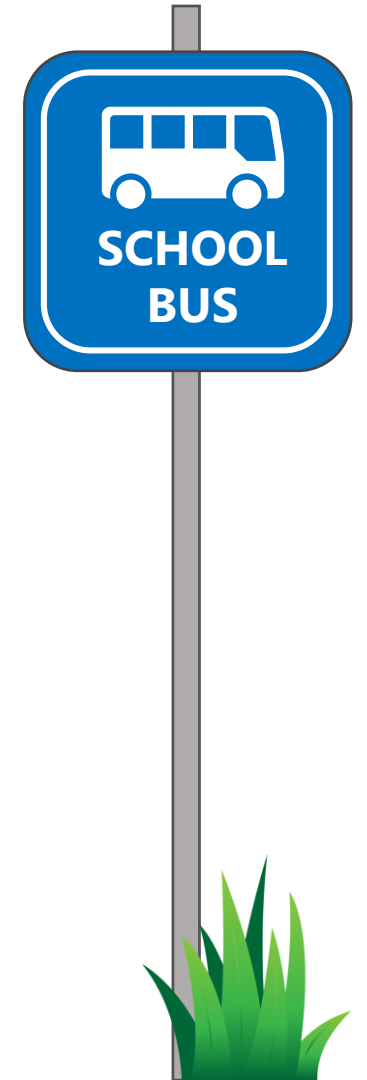
Always cross at designated crosswalks and follow pedestrian signs and traffic signals.

Watch for drivers turning left or right through the crosswalk.



# PROPOSED ROUTE CONSIDERATIONS

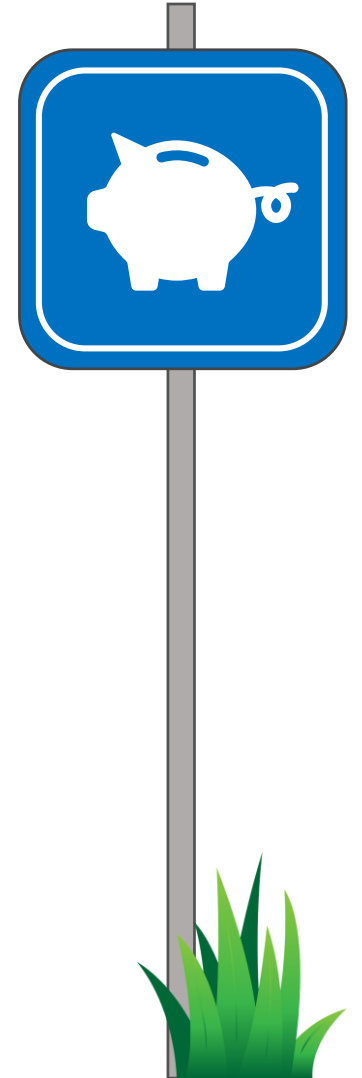
- Proposed Route Analysis
  - Consultants prepared a series of routes which have now been analyzed and compared to current service levels.
  - The proposed routes continue to provide services to eligible, courtesy and CSF students
  - Requires bell schedule adjustments at some sites
  - Reduces the total number of transfer points





## PROPOSED ROUTE CONSIDERATIONS

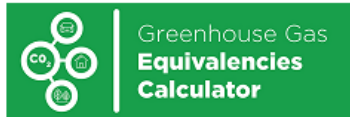
- What are the benefits?
  - Daily travel is reduced by 194 km per day
  - Saves 34,110 km of travel per school year
  - Estimated savings of \$55,000 in a school year





# PROPOSED ROUTE CONSIDERATIONS

- What are the benefits?
  - Reduction in km travel = less greenhouse gases emitted



Greenhouse Gas  
Equivalencies  
Calculator

## Equivalency Results

CO<sub>2</sub> emissions from

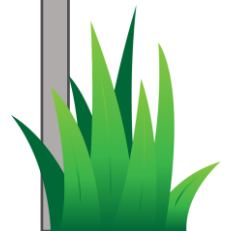
54.9



passenger  
vehicles

Estimated Reductions	kg
VOC	35
THC	36
CO	127
NO <sub>x</sub>	578
PM <sub>2.5</sub>	31
PM <sub>10</sub>	33

Data source: National Service Center for  
Environmental Publications (NSCEP)

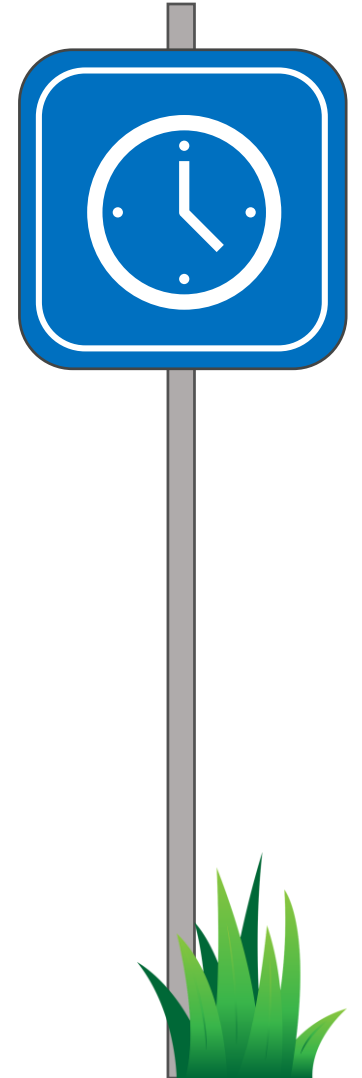
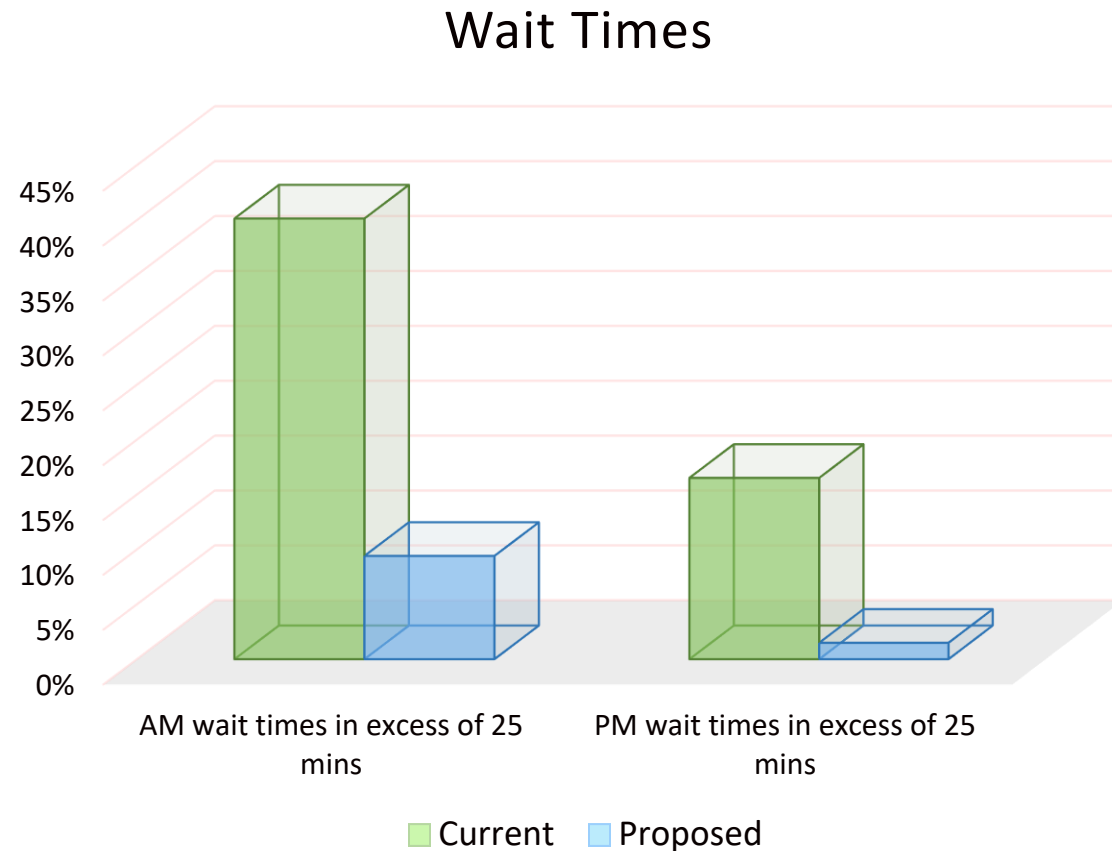




# PROPOSED ROUTE CONSIDERATIONS

## ■ What are the benefits?

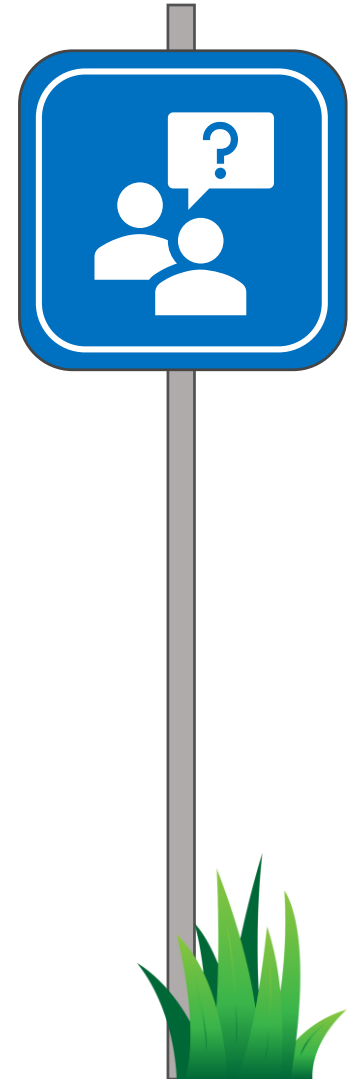
- Students will have shorter wait times at schools.
- Reduces the need for supervision at some sites.





# PROPOSED ROUTE CONSIDERATIONS

- What are the benefits?
  - Addresses survey feedback by:
    - Reducing wait times at Cedar Grove Elementary & Elphinstone Secondary,
    - Providing NEST students a more direct route in the afternoon to Gibsons area.



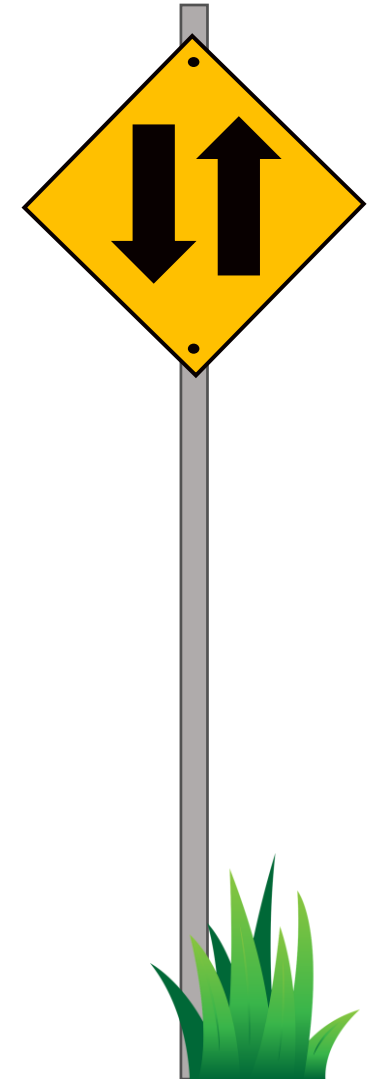
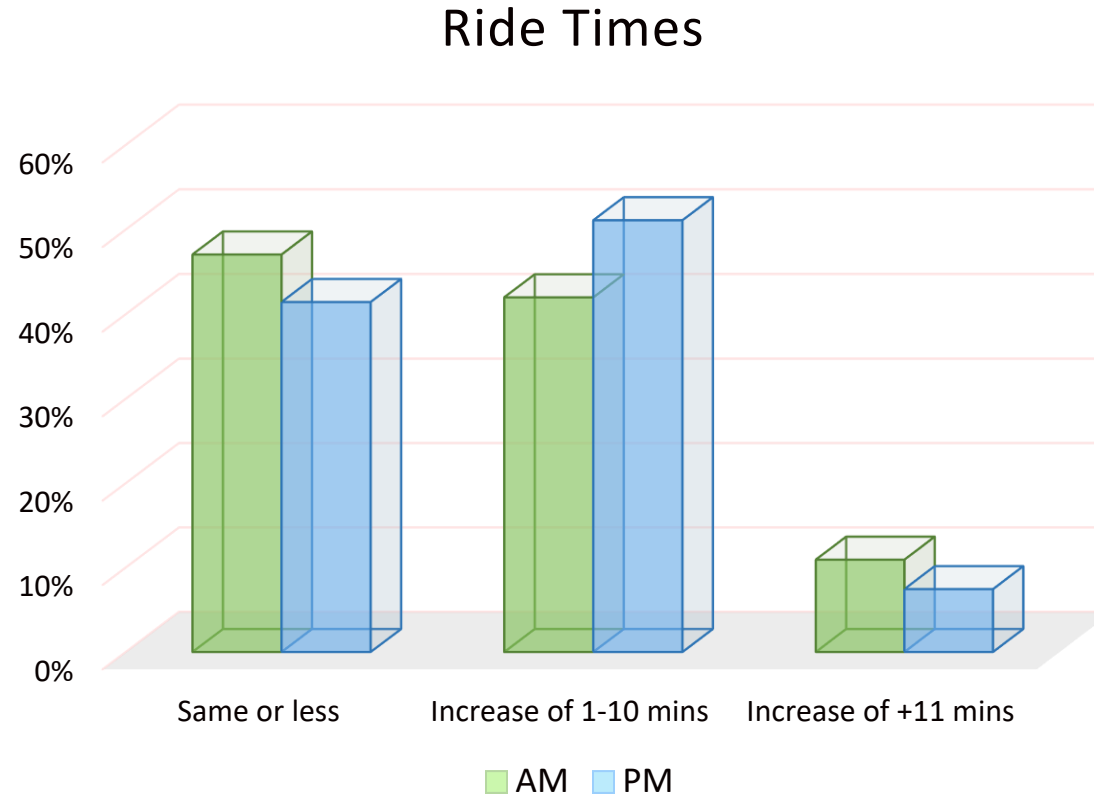




# PROPOSED ROUTE CONSIDERATIONS

## ■ What are the drawbacks?

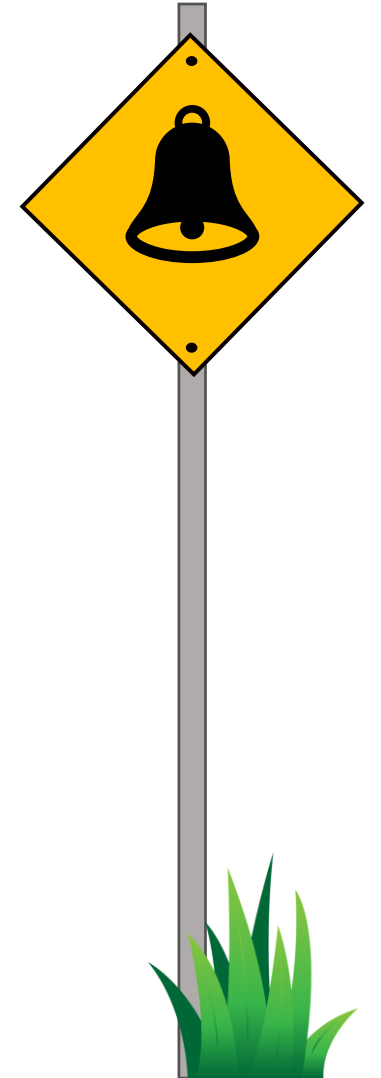
- Some students will be on the bus for a shorter period, while others will see slightly longer ride times.





# PROPOSED ROUTE CONSIDERATIONS

- What are the drawbacks?
  - Bell schedule adjustments (< 15 minutes) are required at several sites to align with the new routes.
  - *Note: minor bell schedule adjustments will be implemented for 2021-22 school year*

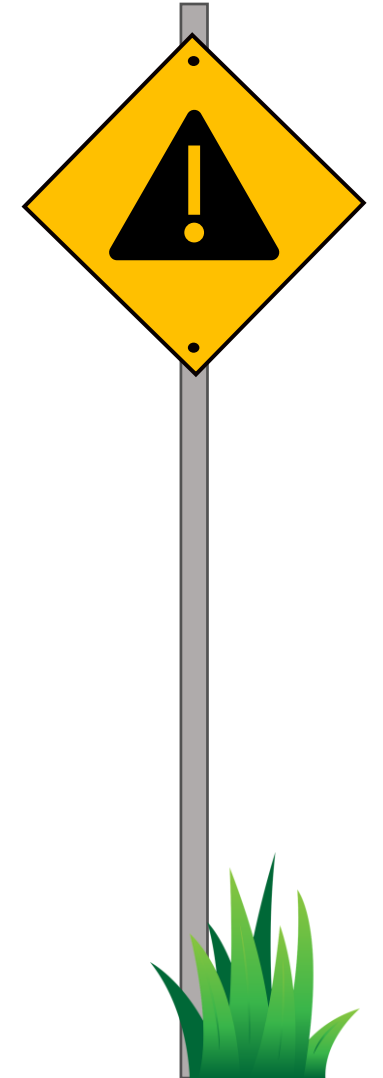
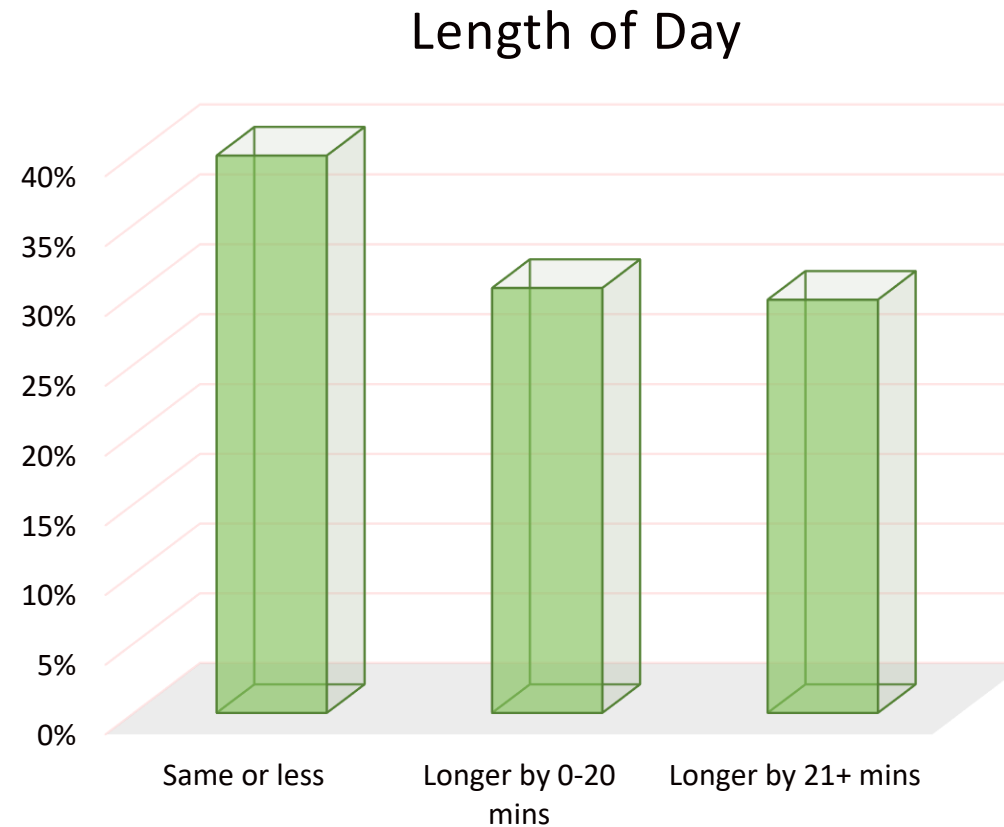




# PROPOSED ROUTE CONSIDERATIONS

## ■ What are the drawbacks?

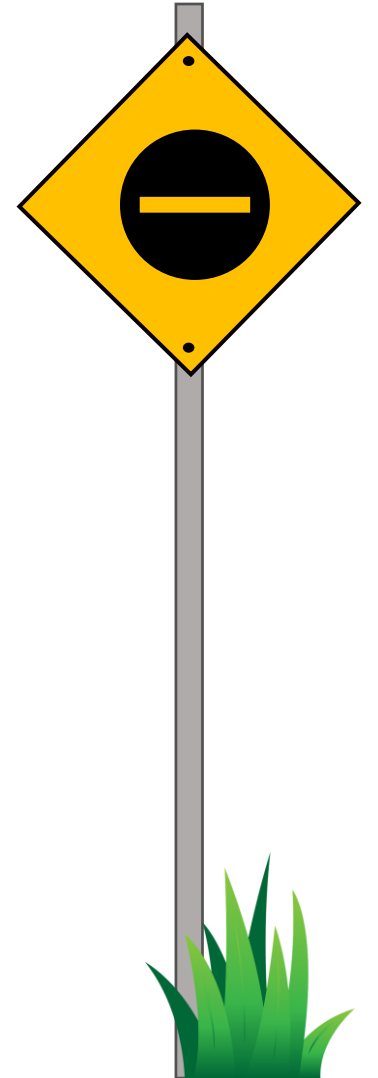
- Despite the reduction in wait times, the overall length of the day would increase by 20+ minutes for some students.





# PROPOSED ROUTE CONSIDERATIONS

- What are the drawbacks?
  - Less than 1% of current cross-boundary students will not be serviced by the proposed routes.
  - Some CSF students will be negatively impacted as the routes were designed with a focus on SD46 students.
  - SCAS students still need to be considered.





## KEY PERFORMANCE INDICATORS (KPI)

Comparison of key performance indicators for eligible riders.

Note that:

- The proposed routes include a bus from WSES to SLC for afterschool care (not included in analysis).
- The proposed routes do not currently include SCAS students.

	Current	Proposed
Average Ride Time – AM	14 mins	16 mins ↑
Average Ride Time – PM	16 mins	17 mins ↑
Longest Ride Time – AM	55 mins	57 mins ↑
Longest Ride Time – PM	50 mins	61 mins ↑
Bell schedule changes	N/A	Up to 15 mins ↑
Average Wait – AM	21 mins	15 mins ↓
Average Wait – PM	11 mins	10 mins ↓
Longest Wait - AM	55 mins	60 mins ↑
Longest Wait - PM	44 mins	45 mins ↑
Transfers Stops	2 in am / 3 in pm	1 in am / 2 in pm ↓
Courtesy seats	✓	✓
Financial Impact	💰💰💰💰💰	💰💰💰💰↓



# WHAT'S NEXT

- Phase 1:
  - Minor adjustments to bell schedules for 2021-22 school year to:
    - to address issues at Kinnikinnick Elementary and Davis Bay Elementary (>10 minutes)
    - reduce wait times at Cedar Grove Elementary and Elphinstone Secondary (where possible)



# WHAT'S NEXT

- Phase 2:
  - Continue to improve and develop proposed routes
    - Concern that current year analysis may not represent true ridership due to Covid
    - Include SCAS students to determine impact
  - Cost/benefit analysis of taking bus service 'in house'

