

Looking Inward Final Report  
Appendix E  
Transportation Impacts

The following describes a variety of possibilities which could occur in the various Family of Schools to accommodate the options suggested. While in many of the situations described, the addition of a bus is suggested, the overall view of the transportation staff is the changes for each of the options, five Family of Schools can be accommodated by one additional bus each for a total of five (5).

It should also be noted, this review was done based on current student attending and within the grade level discussion and current boundaries.

It should also be noted that the operations cost impact to the board is not significant as the funding formula would provide for the additional bussing.

**Victoria South Family of Schools**

**No Changes**

## **Victoria North Family of Schools**

**No Changes**

## **Northside Family of Schools**

### **Seton to Ferrisview**

#### Summary

- May require an additional bus
- Will require a change in Bell times
- Will require a change in bus routes

#### Student Bussing Information

Total Students – 164

Total Currently Bussed – 24

Total with Proposed Changes -80

Of these 164, 64 students (48 around downtown core and 13 in Upper North Sydney/Leitches Creek) are within the Ferrisview boundary and 3 in other school boundaries. As well, approximately 73-80 students in the Seton boundary are within walking distance to Ferrisview. The 13 students in Upper North Sydney/Leitches Creek take the current bus route into Seton so they are in the current count. A Ferrisview stop could be added into the current route.

#### Bussing Information Changes

##### Current Bussing Summary:

AM Longest Trip: 24 min (1 student)	AM Shortest Trip: 2 min	Avg time: 6 min
PM Longest Trip: 40 min (1 student)	PM Shortest Trip: 2 min	Avg time: 17 min

##### Proposed Bussing Summary:

AM Longest Trip: 27 min (1 student)	AM Shortest Trip: 5 min	Avg time: 6 min
PM Longest Trip: 43 min (1 student)	PM Shortest Trip: 5 min	Avg time: 18 min

### **Seton & Ferrisview together while removing 50 students from Population for Reallocation to Dr. T.L. Sullivan with Dr. T.L. Sullivan as a P-8**

#### Summary

- May require an additional bus
- Will require a change in boundary for Ferrisview. The new boundary could be the overpass on the 105 Highway.
- Will require changes to bus times
- Will require changes to bus routes

## Student Bussing Information

Total Students – Seton 164 Ferrisview 219 Total 383

Total Currently Bussed – Seton 24 Ferrisview 58 Total 82

Total with Proposed Changes – Seton 80, no changes to Ferrisview except for students east of highway and overpass.

East of the overpass in North Sydney has 51 current Ferrisview students and 3 Seton Students. These students are all currently transported on existing runs to both schools. 21 Students also exist outside both school boundaries (16 Ferrisview, 5 Seton). Approximately 15 of these students are transported as part of Special Needs program on existing routes. With the current numbers the students east of overpass, it appears that a change in bus routes could accommodate the reallocation. However, the fact that it may be necessary to add another bus for the Seton move to Ferrisview will assure that any overflow of Thompson transfers can be handled. This could also be the same bus that will be used to handle Florence reallocation using several runs per bus.

## Bussing Information Changes

\*\* See Seton above for Seton bussing Information changes to Ferrisview\*\*

Ferrisview East of Overpass Current Bussing Summary:

AM Longest Trip: 28min AM Shortest Trip: 6 min

PM Longest Trip: 34 min PM Shortest Trip: 7 min

Potential Bussing Summary:

The above, current, information listed for Ferrisview east of overpass would likely not see any additional time added to longest and shortest trips. The change in bussing could, however, see the students normally picked up and dropped off in the reverse order due to the location of Dr. T. L. Sullivan. Therefore, there will be no significant changes to the longest trips for students in morning or afternoon.

## **Seton & Ferrisview together while removing 50 students from Population for Reallocation to Jubilee P-5**

### Summary

- Will require an additional bus
- Will require a change in boundary for Ferrisview. This possible change in boundary will be the overpass. Everything west will remain with Ferrisview. Everything to the right will be in the new boundary.
- Will require changes to bus times
- Will require changes to bus routes

### Student Bussing Information

Total Students – Seton 164    Ferrisview 219            Total 383

Total Currently Bussed – Seton 24    Ferrisview 58            Total 82

Total with Proposed Changes – Seton 80, no changes to Ferrisview except for students east of highway and overpass.

East of the overpass in North Sydney has 51 current Ferrisview students and 3 Seton Students. These students are all currently transported on existing runs to both schools. 21 Students also exist outside both school boundaries (16 Ferrisview, 5 Seton). Approximately, 15 of these students are transported as part of Special Needs program on existing routes. With the current numbers the students east of overpass, a bus would have to be added to the Northside to accommodate this reallocation. The current busses transporting these students could not accommodate this change as they travel into the town base (currently Thompson) where they pick up transfers for Memorial. This could also be the same bus that will be used to handle Florence reallocation using several runs per bus.

### Bussing Information Changes

\*\* See Seton above for Seton bussing Information changes to Ferrisview\*\*

Ferrisview East of Overpass Current Bussing Summary:

AM Longest Trip:    28min            AM Shortest Trip: 6 min

PM Longest Trip:    34 min            PM Shortest Trip: 7 min

Proposed Bussing Summary:

The above, current, information listed for Ferrisview east of overpass would likely see an additional time of 5-10 minutes added to routes in both longest and shortest. Therefore, there will be no significant changes to the longest trips for students in morning or afternoon.

### **Florence to Dr. TL Sullivan**

#### Summary

- Will not require additional bussing
- Will not require a change in bell times
- Will not require a change in bus routes

### Student Bussing Information

Total Students – 121

Total Currently Bussed –44

Total with Proposed Changes –46 (this does not include 14 students that live in other school boundaries)

Of the 121 students attending Florence, approximately 60 students would be within walking distance should they be reallocated to Dr. T. L. Sullivan. Since we are currently bussing this number of student, and the close proximity of the schools, current bussing would accommodate the reallocation.

### Bussing Information Changes

#### Current Bussing Summary:

AM Longest Trip:	16 min	AM Shortest Trip:	1 min	Avg time:	7 min
PM Longest Trip:	13 min	PM Shortest Trip:	1 min	Avg time:	10 min

#### Proposed Bussing Summary:

AM Longest Trip:	18 min (1 student)	AM Shortest Trip:	3 min	Avg time:	7 min
PM Longest Trip:	14 min (1 student)	PM Shortest Trip:	7 min	Avg time:	18 min



## **Riverview Family of Schools**

### **East Bay to Mountainview P-5**

#### Summary

- No additional busses required
- May require a change in bell times for buses to get out to East Bay from Mountainview and back for additional runs
- Changes to current runs will be required

#### Student Bussing Information

Total Students – 38

Total Currently Bussed – 34 (2 walk, 2 non-bussed)

Total with Proposed Changes – 38

The 38 students who require bussing, will fit on the 3 runs currently travelling from East Bay through the boundary of Mountainview School. Changes to runs may be necessary, as well as transfer locations will have to be determined, for Malcolm and Riverview High School students.

#### Bussing Information Changes

##### Current Bussing Summary:

AM Longest Trip: 35 min (1 student)	AM Shortest Trip: 2 min
PM Longest Trip: 45 min (1 student)	PM Shortest Trip: 2 min

##### Proposed Bussing Summary:

AM Longest Trip: 55 min (1 student)	AM Shortest Trip: 12 min
PM Longest Trip: 55 min (1 student)	PM Shortest Trip: 8 min

### **George D. Lewis to Riverside P-8**

#### Summary

- Will require an additional bus
- May require a change in bell times
- Will require a change in bus routes

#### Student Bussing Information

Total Students – 83

Total Currently Bussed – 18

Total with Proposed Changes – 83

The reallocation of current bussing students from George D. Lewis to Riverside would not be a difficult one as far as our current runs because the bus routes currently servicing this school stop at Riverside prior to heading to George D. Lewis with students already on the bus. An additional bus would be required to take students who walk to George D. Lewis students to Riverside. This bus would also be needed to get the students home. In addition, route changes would be required to accommodate the overload to one (1) afternoon bus.

### Bussing Information Changes

#### Current Bussing Summary:

AM Longest Trip:	1 hr 10 min	AM Shortest Trip:	7 min
PM Longest Trip:	42 min	PM Shortest Trip:	17 min

#### Proposed Bussing Summary:

New runs, routes would be required to accommodate these students so a summary of the proposed bussing would be unavailable at this time. The reallocation of the P-8 students would reduce the amount of time students would spend on the bus as the students would no longer have to travel to Riverside first and then transfer to buses to take them to their home locations. For the students living in Louisbourg, a bus would be heading directly towards the town so runs would be reduced. The same situation applies to the other communities with these students.

### **George D. Lewis to Riverside (6-8 Students only)**

#### Summary

- Will require an additional bus
- May require a change in bell times
- Will require a change in bus routes

#### Student Bussing Information

Total Students – 33

Total Currently Bussed – 16

Total with Proposed Changes – 33

The reallocation of current bussing students from George D. Lewis to Riverside would not be a difficult one as far as our current runs because the bus routes currently servicing this school stop at Riverside prior to heading to George D. Lewis with students already on the bus. An additional bus would be required to take students who walk to George D. Lewis to Riverside. This bus would also be needed to get the students home. In addition, route changes would be required to accommodate the overload to that 1 bus in the afternoon.

### Bussing Information Changes

#### Current Bussing Summary:

AM Longest Trip: 1 hr 10 min      AM Shortest Trip: 7 min  
 PM Longest Trip: 42 min      PM Shortest Trip: 17 min

#### Proposed Bussing Summary:

A change in routes would be required to accommodate these students so a summary of the proposed bussing would be unavailable at this time. The reallocation of the 6-8 students would reduce the amount of time students would spend on the bus as the students would no longer have to travel to Riverside first and then transfer to buses to take them to their home locations. For the students living in Louisbourg, a bus would be heading directly towards the town so runs would be reduced. The same situation applies to the other communities with these students.

### **Mira Road to Sydney River (Students within Mira Road boundary only) P-5**

#### Summary

- Will not require an additional bus
- May require a change in bell times
- Will require a change in bus routes

#### Student Bussing Information

Total Students – 72

Total Currently Bussed – 42

Total with Proposed Changes – 72

The reallocation of current bussing students from Mira Road (within boundary only) to Sydney River would not be a difficult one as far as our current runs because the bus routes currently servicing this school could accommodate the additional students and the changes to school. Changes would be required to route configuration.

### Bussing Information Changes

#### Current Bussing Summary:

AM Longest Trip: 35 min      AM Shortest Trip: 2 min  
 PM Longest Trip: 23min      PM Shortest Trip: 4 min

#### Proposed Bussing Summary:

The change in school would add approximately 5-7 minutes to the above listed ride times.

## Mira Road to Sydney River (All Mira Road Students) P-5

### Summary

- May require an additional bus
- May require a change in bell times
- Will require a change in bus routes

### Student Bussing Information

Total Students – 132

Total Currently Bussed – 77

Total with Proposed Changes – 120 (12 in boundaries that we would not transport to, nowhere near Mira Road boundary and 40 close to Mira Road boundary off George St and Rotary Drive.

The reallocation of current bussing students from Mira Road (all students) to Sydney River may require the addition of a bus. Currently, we bus 77 students and the remainder of 43 students could not all be absorbed on current bus routes. Reconfiguration of routes may allow for the additional 43 to be transported on bussing not currently transporting Mira Road students, but rather to other schools.

### Bussing Information Changes

Current Bussing Summary:

AM Longest Trip:	54 min	AM Shortest Trip:	2 min
PM Longest Trip:	56 min	PM Shortest Trip:	4 min

Proposed Bussing Summary:

The change in school would add approximately 5-7 minutes to the above listed ride times.

## Sydney Family of Schools

### **Whitney Pier Junior High to Harbourside Elementary**

#### Summary

- Re-allocating these students will not affect bussing because of the close proximity of the schools to each other.

### **Sherwood Park to Brookland as 6-8**

#### Summary

- Students can be accommodated with current bussing.
- Bell time adjustments would be required.
- Changes to runs would be required.

#### Student Bussing Information

Total Students – 298

Total Currently Bussed – 67

Total with Proposed Changes – 78

This reallocation of students would not dramatically impact bussing as the majority of students who are within walking boundaries of Sherwood Park would also be within the walking distance of Brookland. Changes to bus runs would be minimal due to the close proximity of school locations.

#### Bussing Information Changes:

##### Current Bussing Summary:

AM longest Trip: 23 min, AM Shortest Trip: 6 min, Avg Trip – 19 min

PM longest Trip: 22 min, PM Shortest Trip: 4 min , Avg Trip – 19 min

##### Proposed Bussing Summary:

AM Longest Trip: 27 (1 student) min, AM Shortest Trip: 5min, Avg Trip - 21

PM Longest Trip: 29 (1 student) min, PM Shortest Trip: 4 min, Avg Trip – 19

### **Sherwood Park to Shipyard as 6-8**

#### Summary

- Students can be accommodated with current bussing.
- Bell time adjustments would be required.
- Changes to runs would be required.

### Student Bussing Information

Total Students – 298

Total Currently Bussed – 67

Total with Proposed Changes – 83

This reallocation of students would not dramatically impact bussing as the majority of students who are within walking boundaries of Sherwood Park would also be within the walking distance of Shipyard. Changes to bus runs would be minimal due to the close proximity of school locations.

### Bussing Information Changes:

Current Bussing Summary:

AM longest Trip: 23 min, AM Shortest Trip: 6 min, Avg Trip – 19 min

PM longest Trip: 22 min, PM Shortest Trip: 4 min , Avg Trip – 19 min

Proposed Bussing Summary:

AM Longest Trip: 31 min, AM Shortest Trip: 7min, Avg Trip - 21

PM Longest Trip: 34 min, PM Shortest Trip: 5min, Avg Trip - 18

### **Brookland to Shipyard at 450 Max and Cusack at 340 – Boundary Suggested for P-5**

#### Summary

- Will require an additional bus
- May require a change in bell times
- Will require a change in bus routes

### Student Bussing Information

Total Students – Brookland 350      Cusack 301      Shipyard 177 (Projected)

Total Currently Bussed – Total 329 (Brookland 75, Cusack 165, Shipyard 89)

Total with Proposed Changes – Total 567 ( Shipyard 341, Cusack 226)

With the reallocation of Brookland students to Shipyard and Cusack, and keeping within student capacity for both, it will be necessary to combine boundaries. The new boundary for Brookland could include all of Shipyard boundary and all of Brookland boundary. The boundary will need adjustment and board confirmation to accommodate this change. With these changes in place, we could see the school populations at Shipyard and Cusack approximately 462 and 343, respectively.

## Bussing Information Changes

### Current Bussing Summary:

#### Cusack

AM Longest Trip:	32 min	AM Shortest Trip:	1 min	Avg time	12 min
PM Longest Trip:	34 min	PM Shortest Trip:	1 min	Avg time	15 min

#### Brookland

AM Longest Trip:	18 min	AM Shortest Trip:	3 min	Avg time	11 min
PM Longest Trip:	31 min	PM Shortest Trip:	7 min	Avg time	22 min

#### Shipyard

AM Longest Trip:	17 min	AM Shortest Trip:	1min	Avg time	7 min
PM Longest Trip:	21 min	PM Shortest Trip:	1 min	Avg time	12 min

### Proposed Bussing Summary:

The above changes to school populations and boundaries would result in an additional 238 students eligible for transportation. The added bus could accommodate the additional students with numerous runs for the route of the bus and restructure of current routes. The times for Cusack should not change. It may be necessary to add an additional run. The times for Shipyard should also not change. Again, another run may be added. Brookland students would see an addition of 5-10 minutes to their current runs.

## **Shipyard to Brookland at 450 Max and Cusack at 340 – Boundary Defined P-5**

### Summary

- Will require an additional bus
- May require a change in bell times
- Will require a change in bus routes

### Student Bussing Information

Total Students – Brookland 350      Cusack 301      Shipyard 177 (Projected)

Total Currently Bussed – Total 329 (Brookland 75, Cusack 165, Shipyard 89)

Total with Proposed Changes – Total 501 ( Brookland 276, Cusack 226)

With the reallocation of Shipyard students to Brookland, and keeping within school capacity for both Brookland and Cusack, it will be necessary to combine boundaries. The new boundary for Brookland could include all of Shipyard boundary and all of Brookland boundary. The boundary for Cusack could remain the same. With these changes in place, we will see the school populations at Brookland and Cusack approximately 462 and 343, respectively.

### Bussing Information Changes

#### Current Bussing Summary:

##### Cusack

AM Longest Trip:	32 min	AM Shortest Trip:	1 min	Avg time 12 min
PM Longest Trip:	34 min	PM Shortest Trip:	1 min	Avg time 15 min

##### Brookland

AM Longest Trip:	18 min	AM Shortest Trip:	3 min	Avg time 11 min
PM Longest Trip:	31 min	PM Shortest Trip:	7 min	Avg time 22 min

##### Shipyard

AM Longest Trip:	17 min	AM Shortest Trip:	1 min	Avg time 7 min
PM Longest Trip:	21 min	PM Shortest Trip:	1 min	Avg time 12 min

#### Proposed Bussing Summary:

The above changes to school populations and boundaries would result in an additional 170 students eligible for transportation. The added bus could accommodate the additional students with numerous runs for the route of the bus and restructure of current routes. The times for Cusack should not change. It may be necessary to add an additional run. The times for Brookland should also not change. Again, another run may be added. Shipyard students would see an addition of 5-10 minutes to their current runs.



## New Waterford Family of Schools

### St. Agnes to Greenfield P-5

#### Summary

- Will require an additional bus
- May require a change in bell times
- Will require a change in bus routes

#### Student Bussing Information

Total Students – 126

Total Currently Bussed –26

Total with Proposed Changes – 126

Of the 126 students attending St. Agnes, 26 students are currently bussed. These students could be reallocated using their current bus run. However, the remaining 100 students cannot be accommodated on the current bus routes transporting students in New Waterford. An additional bus would have to be added to accommodate this change.

#### Bussing Information Changes

##### Current Bussing Summary:

AM Longest Trip: 9 min	AM Shortest Trip: 2 min	Avg time: 6 min
PM Longest Trip: 8 min	PM Shortest Trip: 5 min	Avg time: 8 min

##### Proposed Bussing Summary:

AM Longest Trip: 15 min	AM Shortest Trip: 8 min	
PM Longest Trip: 14 min	PM Shortest Trip: 11 min	

### Mount Carmel to Greenfield P-5

#### Summary

- Will require an additional bus
- May require a change in bell times
- Will require a change in bus routes

#### Student Bussing Information

Total Students – 149

Total Currently Bussed – 13

Total with Proposed Changes – 149

Mount Carmel is considered a, primarily, walking school. The only students transported are Special Needs Students. Of the 149 students attending Mt. Carmel, only 13 students are currently bussed. These students could easily be reallocated using their current bus run. However, the remaining 136 students cannot be accommodated on the current bus routes transporting students in New Waterford. An additional bus would have to be added to accommodate this change. In addition to the 149 Mount Carmel students that will have to be transported to Greenfield, we will also now have to bus 119 students who currently go to Greenfield that are not bussed. These students currently reside in the Mount Carmel and St. Agnes boundaries. Transporting these students will require an additional bus, however, the same bus to be added for St. Agnes can accommodate the additional students of both schools including the extra current Greenfield students. This one bus route will have numerous runs.

### Bussing Information Changes

#### Current Bussing Summary:

AM Longest Trip:	19 min	AM Shortest Trip:	1 min
PM Longest Trip:	19 min	PM Shortest Trip:	4 min

#### Proposed Bussing Summary:

New routes would be required to accommodate these students so a summary of the proposed bussing would be unavailable at this time. It would be safe to say, considering the close location of the majority of students, that neither morning nor afternoon transport would exceed 15-20 min.

## **Glance Bay Family of Schools**

### **Gowrie to Donkin P-8**

#### Summary

- Students can be accommodated with current bussing
- Bell time adjustments would be required.
- Changes to runs would be required

#### Student Bussing Information

Total Students – 39

Total Currently Bussed – 18

Total with Proposed Changes – 36 (2 are in Glance Bay Elementary boundary and 1 in walking distance of Donkin)

This reallocation would also eliminate the need to transport students from Gowrie to Donkin for gym purposes, Gowrie to Donkin P-3 for music and Gowrie to Donkin 4-6 to Glance Bay Elementary for music. The gym trip occurs 3 times a week, travelling 8.3 km between schools and a total of 24 km between the driver's house and schools.

#### Bussing Information Changes

##### Current Bussing Summary:

AM longest Trip:	46 min (1 student)	AM Shortest Trip:	6 min	Avg Trip – 15 min
PM longest Trip:	39 min	PM Shortest Trip:	5 min	Avg Trip – 17 min

##### Proposed Bussing Summary:

AM Longest Trip:	56 (1 student) min	AM Shortest Trip:	10 min	Avg Trip – 20 min
PM Longest Trip:	55 (1 student) min	PM Shortest Trip:	10 min	Avg Trip – 24 min

### **Combine Tompkins, MacDonald, and Bridgeport**

#### **As a New School**

With a new school scenario, it is difficult to analyze as we do not know the location of the new school.

#### **As an A&A Project at Bridgeport**

## Summary

- Students will require 1 additional bus to be transported to the proposed schools. This addition will be the same bus that will be added to accommodate the reallocation of John Bernard Croak students.
- Bell time adjustments should not be required.
- Changes to current runs will be required.

## Student Bussing Information

Total Students Tompkins – 153

Total Currently Bussed – 87

Total with Proposed Changes – 135 (18 students are within other school boundaries)

Total Students MacDonald – 152

Total Currently Bussed – 39

Total with Proposed Changes – 134 (40 students are within other school boundaries but 22 of these are in Tompkins boundaries which have to be included in reallocation.)

Tompkins students to be transported – an addition of 48 students could be absorbed between the 4 busses, currently, travelling through Reserve Mines for pickups for Tompkins, MacDonald, Oceanview Education Centre and Glace Bay High. Students could be dropped en route to the latter.

With compensating for the additional students at Tompkins, there would be no room for the additional students being reallocated from MacDonald Elementary. These 95 students would require the additional bus which is the same bus that would be added to accommodate John Bernard Croak reallocations.

18 students in outside boundaries would attend their respective schools.

## Bussing Information Changes

MacDonald Current Bussing Summary:

AM Longest Trip:	11 min	AM Shortest Trip:	1 min	Avg Trip – 6 min
PM Longest Trip:	32 min	PM Shortest Trip:	4 min	Avg trip – 19 min

Tompkins Current Bussing Summary:

AM Longest Trip:	30 min	AM Shortest Trip:	10 min	Avg Trip – 12 min
PM Longest Trip:	43 min (2 Students)	PM Shortest Trip:	10 min	Avg trip – 21min

Proposed Bussing Summary:

AM Longest Trip:	30 min	AM Shortest Trip:	4 min	Avg Trip – 15 min
PM Longest Trip:	45 min(2)	PM Shortest Trip:	4 min	Avg trip – 18 min

## **Bridgeport to Oceanview Education Centre 6-8**

### Summary

- No additional busses required
- No changes to bell times
- Changes to current runs may be required

### Student Bussing Information

Total Students – 26 (only 14 of these are in Bridgeport boundary, 12 are in Oceanview Education Centre boundary)

Total Currently Bussed – 4

Total with Proposed Changes – 26

The 26 students who require bussing will fit on the 3 runs currently travelling through the boundary of Bridgeport School. Any overflows can be handled by changes to routes. Overflows can also be handled by the additional bus that will be required to handle MacDonald and John Bernard Croak reallocations.

### Bussing Information Changes

Current Bussing Summary:

No bussing required. The bussing that does exist for the 4 students is courtesy bussing only.

Proposed Bussing Summary:

AM Longest Trip:	15min	AM Shortest Trip:	4 min	Avg Trip – 7 min
PM Longest Trip:	18 min	PM Shortest Trip:	6 min	Avg trip – 7 min