



OSTA

Ottawa Student
Transportation
Authority

Moving Forward, Together

Policy Harmonization

Public Consultation Meetings
April 2, 3, 4, 5 and 10, 2012

Agenda

- OSTA Mandate and Proposed Policy Harmonization (V. Kyriaco)
- City of Ottawa – Service Standards for Walk Paths (Kevin Wylie)
- Process for Establishing Hazard Zone Review (Jennifer Armstrong, P. Eng. – Morrison Hershfield)
- OSTA Hazard Zone Criteria and Assessment Methodology (V. Kyriaco)
- Q&A

OSTA's Mandate

- In 2007, as a result of the Ministry of Education's Transportation Reform, the Ottawa Catholic (OCSB) and the Ottawa Carleton District School Boards (OCDSB) combined their transportation departments to create a consortium.
- The OSTA's "report card" is graded via the Ministry's Efficiency and Effectiveness Review.
- The Ministry's funding formula includes the opportunity for school boards to access additional funding to cover budget gaps by achieving a "HIGH" rating on the E&E Review.
- Consortia that do not meet Leading Practices established by the Ministry, and that do not have a HIGH rating, will experience a 1% clawback of transportation funding annually.
- At its first E&E Review, OSTA achieved a rating of "Moderate Low"

What are “Efficiency and Effectiveness”?

The Ministry’s E&E Leading Practices recommends that each consortium operate with one set of service standards that allow the following (among other things):

- Route optimization
- Shared runs/buses between schools and/or school boards
- Maximum bus capacity utilization
- Multiple runs per bus
- Reduction in courtesy seating (Empty Seats)

Policy Harmonization

- OSTA has been working with its Member School Boards to harmonize a number of policies that will enable OSTA Operations to deliver transportation services using one standard of service.
- This will ensure compliance with the Ministry's E&E requirements and will lead to additional funding of transportation costs.

Policies/Procedures in Question

- Transportation Eligibility Distances T18
 - Distances for Gr 7-8
 - Distances for Gr 9-12
 - Childcare address as alternate address
 - Special Needs Transportation
 - Distance Methodology
- Transportation Services T14
 - Travel Times
 - Hazard Zones (policy, criteria, assessment methodology)

Eligibility Distances

	OCSB	OCDSB	OSTA
JK/SK	0.8km	0.8km	0.8km
Gr 1-6	1.6km	1.6km	1.6km
Gr 7-8	1.6km	3.0km	1.6km
Gr 9-12*	3.2km	3.0km	3.2km

* Service standard remains “as is” – OCDSB does not offer transportation within Urban Transit Area

Childcare Address as Alternate

- Already in effect for OCSB
- OCDSB – May use childcare address within the transportation boundary of the school of attendance (designated school or transfer school) to determine eligibility
- School transfers continue to be governed by each school board’s transfer policies.
- Childcare address may not necessarily guarantee a transfer, nor transportation.

Special Needs Transportation

- Policy statements for OCSB and OCDSB very similar
OSTA shall provide transportation without the application of eligibility distances for students who are attending a designated school and who, for physical, mental or emotional reasons, require special transportation other than that normally provided.
Such service shall be provided subject to the approval of the applicable member school board's Superintendent responsible for the placement of the special needs students or of the General Manager (or designate) of the OSTA

Distance Methodology

- OCDSB measurement includes roadways and city-maintained walk paths. Walk paths have been used by public school students without incident for over 15 years.
- OCSB measurements currently include roadways and “regularized zones”.
- Proposed policy change for OCSB – allow walk paths and roadways to be used in calculating distances for all areas.
- Mapping of walk zones also changing to calculate exact walking distance any student might be required to walk, rather than estimating within closest natural/built boundary (OCSB and OCDSB)

Travel Times

- Currently document lists a range of 60-90 minutes for either board.
- Data demonstrates that actual average travel time is closer to 30 minutes.
- Proposed guideline is a 45 minute preferred travel time, one-way, under normal traffic and weather conditions.
- Some students may experience longer travel times due to longer distance between their pick up location and the school/program they are attending (some rural routes).

Hazard Zones

- Currently no standard criteria or process for application of hazards, either temporary or permanent, for either school board
- OSTA hired Morrison Hershfield, a qualified consultant with experience in this field, to develop standard hazard criteria and an assessment methodology that ensures consistency throughout the consortium boundary
- Specific criteria and assessment methodology to be presented separately
- Trying to avoid having two students living next door to each other, going to two schools that are next to each other, and one student gets bused, while the other walks.

Timelines

2012-2013 school year

- Gr 7-8 to 1.6km (OCDSB)
- Gr 9-12 at 3.2km (OCDSB – service standard remains as is)
- Childcare addresses may be used as alternate address (OCDSB)
- Some minor bell time adjustments
- All mapping and walk zones remain “as is” ie regularized zone

2013-2014 school year

- Full hazard zone application to all transportation zones (OCSB/OCDSB)
- Walk path integration into infrastructure and distance eligibility re-calculated (OCSB)

Communication and Feedback

- All documents are available for viewing/downloading on website www.ottawaschoolbus.ca
- Submit a comment card here at session
- Complete a comment form, attach it to an email and send it to: feedback@ottawaschoolbus.ca
- More communication and information in winter of 2013 regarding specific changes impacting students and schools.
 - Maps/directions with preferred walking route
 - New walk zones including walk paths
 - Proposed bell time changes
 - Transportation eligibility per student

Next Up:

City of Ottawa – Kevin Wylie

Morrison Hershfield – Jennifer Armstrong, P. Eng.