



Media Release

For Immediate Release: May 3, 2011

STANDARDIZED SCHOOL DAY START AND STOP TIMES

The Board of Trustees approved standardized school day start and stop times for all schools in the Division. This decision was made as the result of the Millet Bus Route Consolidation proposal that the Director of Transportation presented to the Board at its March Committees meeting. The Millet Bus Route Consolidation proposal was recommended by the Director of Transportation due to declining ridership, which is the result of the continuing decline in student enrollment throughout the Division.

Mr. George Ollenberger, Director of Instruction, presented the standard start and stop times for all schools as an option for the Board to consider when addressing concerns raised by some school councils and staffs. Those concerns involved the practice that bus schedules determined which schools were eligible to be on the modified school year calendar and the length of their school day.

Concerns emerged when some school councils and staffs decided to increase instructional time due to bus arrival and departure times. The consequence of those decisions was an increase in the total instructional time for students and staff. Affected school councils and staffs indicated that they noticed the effect on both students and staff and as a result requested that the Board offset the longer days with either a shorter year or days off in lieu during the school year.

During its deliberations the Board determined that standardized school day start and stop times would be the fairest and most equitable way to address the concerns raised. The change to standardized school start and stop times would allow school buses to arrive at schools later in the morning. As a result, pick-up times for students attending feeder schools would be better because school start times will be later in the morning. Students will also arrive home earlier in the afternoon because of earlier dismissal times for all schools in the Division.

A Modified School Year Calendar is developed for feeder schools that operate under both of the following principles:

- The feeder school is a bus transfer site; and
- The bus arrival and/or departure time is significantly different than most schools.



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The following feeder schools will be on a Modified School Calendar during the 2011 – 2012 school year:

Alder Flats
Winfield
Lakedell
Pipestone

Millet Elementary
Griffiths-Scott Middle School
Gwynne
Rosebrier

When considering route elimination, the Transportation Department uses key performance indicators to determine the viability of a route. Key Performance Indicators include:

1. Ridership falls to less than 50% of bus capacity;
2. School ridership projections do not indicate an increase in ridership over the short term;
3. Adjacent routes have the capacity to transport the students should route amalgamation occur; and
4. Ride times, with route amalgamation, are acceptable.

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