



April 28, 2021

Minister Stephen Lecce
Minister of Education
Sent via email to: minister.edu@ontario.ca

Re: Bus Stops on Dead End Roads

Dear Minister:

At the last regular Council meeting of the Township of Scugog held April 26, 2021, the above captioned matter was discussed and I wish to advise that the following resolution was passed:

That Dead-End Road delegations be received: from parents, [video](#), site www.durhamdeadendroadkids.ca and attached correspondence and;

Whereas Dead-End Road kids (cul-de-sacs, private roads) busing being moved from long-time residential to highspeed (some 80km) common stop pickups; percentage of 830,000 Ontario bused students impacted as Student Transportation Services (STS) citing buses shouldn't access private roads, do 3-point-turns, or back up; kids expected to walk 1-2km twice daily (caregivers 4x) in morning dark, on narrow road shoulders, with no "bus stop ahead" warning signage;

Whereas Parents report employment/housing at risk. Must leave work to drop off/pick up children to avoid safety hazards of kids walking on highways unsupervised; secondary school youth reporting education at risk as missing class/affecting grades; children with disabilities not helped like double amputee who needs stop moved 160ft; parents told it's their "responsibility to get kids to bus safely";

Whereas Parents being told busing policy is schoolboard's, but they say it's STS's, who say it's Governance Committee or Ministry of Transportation, but Ministry of Education say it's "transportation consortia who administer policy"; and trustee, governance say cannot change policies, so parents appealing to police, press, & councils re dangers then; oncoming car killed 12-yr-old Cormac and injured sister while waiting at newly relocated bus stop at the base of a hill;

Whereas STS have advised road improvements are responsibility of municipalities, yet municipalities don't own needed land, nor have \$ millions to create 77m bus turnarounds, meanwhile;

Whereas Ontario Transportation Funding is \$1 billion; Jan 27/20 Ministry said they'd improve student transportation, review funding formula; and given STS gets their funding by scoring well in reviews, and given Ministry establishing "Student Transportation Advisory Group" to hear STS sector expertise, experience and ideas;

Now therefore be it resolved that the Municipality of Scugog requests:

THAT exceptions to allow 3-point turns or backing up where necessary, to provide safer service to dead-end and private road kids, that policies be amended to reflect; when not possible;

THAT exceptions to allow indemnification agreements to access private land for bus turnarounds to keep bus stops safer and closer to prescribed 800m distance; when not possible;

THAT "Bus Stop Ahead" warning signage be required to notify oncoming traffic, prior to STS moving common stop to main roadway;

THAT STS be comprised of solutions like mini-buses, vans, taxis, or public transit, worked into funding formula so doesn't negatively impact STS funding stats;

THAT Kid KPI "Key Performance Indicator" be included for Ministry "Effectiveness & Efficiency Follow Up Reviews", establishing benchmarks for responsive-problem-solving for kids & parents' busing concerns, and this be an STS factor to receive funding;

THAT Province provide "Parent Portal" for ongoing busing feedback of their STS, so families and kids can review/provide comments, especially during Ministry STS reviews and revisions to funding;

THAT Province have GPS tracking software to notify parents when children picked up/dropped off, and

THAT this motion be distributed to Premier Doug Ford, Honorable Stephen Lecce (Minister of Education), Honorable Caroline Mulroney (Minister of Transport), Durham MPP Lindsey Park, Haliburton-Kawartha Lakes-Brock MPP Laurie Scott, all Durham MPPs, Durham Region, all Ontario Municipalities, Rural Ontario Municipal Association (ROMA), Ontario Good Roads Association (OGRA), and Association of Municipalities of Ontario (AMO).

Should you require any further information in regard to this matter, please do not hesitate to contact Carol Coleman, Director of Public Works and Infrastructure Services at 905-985-7346 ext.149.

Yours truly,



Becky Jamieson
Director of Corporate Services/Municipal Clerk

Attachments

cc: Carol Coleman, Director of Public Works and Infrastructure Services
Premier of Ontario, Honourable Doug Ford premier@ontario.ca
Honorable Caroline Mulroney, Minister of Transport minister.mto@ontario.ca
Durham MPP Lindsey Park lindsey.park@pc.ola.org
Haliburton-Kawartha Lakes-Brock MPP Laurie Scott laurie.scott@pc.ola.org
All Durham MPP's -
Rod Phillips, MPP Ajax Rod.phillips@pc.ola.org
Lorne Coe, MPP Whitby Lorne.coe@pc.ola.org
Jennifer French, MPP Oshawa Jfrench-QP@ndp.on.ca
Lindsey Park, MPP, Durham Lindsey.park@pc.ola.org
Laurie Scott, MPP Haliburton-Kawartha Lakes-Brock
Laurie.scott@pc.ola.org
Peter Bethlenfalvy, MPP Pickering-Uxbridge
Peter.bethlenfalvy@pc.ola.org
Ralph Walton, Regional Clerk, Durham Region clerks@durham.ca
All Ontario Municipalities
Rural Ontario Municipal Association (ROMA) roma@roma.on.ca
Ontario Good Roads Association (OGRA) info@ogra.org
Association of Municipalities of Ontario (AMO) amo@amo.on.ca



November 2 2020

Curtis Swards
3250 Beacock Road,
Scugog, Ontario
LOB 1L0

Re: Email to Durham Student Transportation Services Governance Committee

Dear Mr. Swards,

This letter is in response to your written request for reconsideration of transportation arrangements, received via email on September 30, 2020.

Your correspondence related to a request for a closer bus stop on Beacock Road was forwarded to Durham Student Transportation Services (DSTS) in accordance with Section 7.3 of the procedure outlined under the heading *Request for Reconsideration of Transportation Arrangements* within the DSTS Transportation Policy. Your request was reviewed at the most recent Durham Student Transportation Services Governance Committee meeting held on October 28, 2020.

The Governance Committee concluded that the DSTS Transportation Policy has been applied and administered appropriately in your situation. As outlined in the DSTS Transportation Policy, Section 3.5, "in circumstances where buses cannot gain access, students may be required to walk further to bus stops..." beyond the 800 meters. Additionally Section 7.2 outlines, "DSTS reserves the right to determine if the roadway is suitable for travel, given road conditions and necessary space requirements factoring turn radius of large school vehicles." DSTS has determined that Beacock Road where you reside does not have adequate roadway to safely turn around a school bus vehicle and the closest available school bus stop location is at Beacock Road on Regional Road 57.

As noted in the DSTS Transportation Policy, the decision of the Governance Committee is final and not subject to further consideration. Accordingly, no further action will be taken on this matter by DSTS or the Governance Committee.

Sincerely,

Kelly Mechoulan
Chief Administrative Officer, DSTS

cc: *Chairperson and Trustee, DDSB*
Director of Education, DCDSB
Director of Education, DDSB
Chairperson and Trustee, DCDSB

Minister Stephen Lecce Please Give Safe Stop - Not Highway 57!

February 18, 2021 | Durham Dead End Road Kids, Education Access, Parents Advocation, School Bus Safety



I am writing on behalf of the deeply concerned parents and community members of Williams Point. Monday, February 8, 2021 was the first pick up and drop off at the new bus stop located on the highway. Most parents found alternative measures to get their children to school as they are not willing to risk their children's physical safety by having them congregate at the bottom of a blind hill with no signage, sidewalks, or designated waiting area. Those who did send their children by bus were frightened. Other families have decided to move their children to online schooling, being forced to make a choice between their children's physical safety and their mental health. Our parents are losing sleep regarding this ongoing dispute particularly following the death of a student in Port Hope December 2/2020. [Read news story.](#) [Support the Kerin family here.](#)



Toronto Sun Reports: Cormac Kerin, 12, along with his sisters, Aishling and Shea, 10. Cormac was killed and Shea critically injured after they were struck by a vehicle while waiting for their school bus on Dec. 2/20 in Port Hope.

The parallels that can be drawn between the two bus stops are uncanny and downright terrifying to the parents of 22 kids who are expected to stand in the middle of an intersection on a highway at the base of a hill in winter to board the bus...



New Durham Highway 57 Common Stop where school bus stopping isn't visible until reaching crest of hill. Dangerous for Scugog Dead End Road Kids. Keep safer side road stops until turnaround can be built.

I would like to share with you direct quotes and feedback we have received from our community to better illustrate:

* "There is no stop sign here and the bus is stopping on the bottom of a blind hill where visibility is impossible. The snow and ice makes this dangerous spot even more dangerous. There are no sidewalks and cars are speeding in this area. As a critical care nurse, I am very concerned that this change was made and ultimately puts our children's lives at risk."

* "Pick up and drop off spot at the HWY 57 and William's Point Intersection is not an appropriate alternative. It isn't safe, it's not

suitable for family routines and not good for overall community. The proposed stop is on the downhill side of a blind hill, where vehicles are often travelling well over the posted speed limit. This is very similar to the spot in Northumberland County where a boy tragically lost his life at a school bus stop just this school year. Again, add snow, ice or slippery conditions to this situation and it becomes even more unsafe."

* We made the difficult decision to move our daughter to online. We cannot take this risk for something that should be as simple as getting to school safely. The impacts this will have on her mental health keep me up at night."

We understand that representatives from the Township of Scugog have subcontracted engineers to survey and create a design for a 77 metre turnaround for the bus at the location where it previously did a 3-point-turn, at Jack Rabbit Run and William's Point intersection. This is a very private and safe location and close for families who's children have disabilities to access. Our community has rallied together offering to donate land from our park if need to be construct a bus turnaround, to start a fundraising campaign, volunteer time, and some have even offered to build the bus turnaround themselves if need be, anything to keep our children safe.

We have requested that DSTS explore alternatives that could be available such as committing to send the mini-buses like before, having a parent or a second bus driver act as a spotter for the bus driver to turn around safely. We are aware that Councillor Kiezebrink sent letters to DSTS, our School Board Trustee Carolyn Morton, and Norah Marsh, Director of Education just last week, requesting that the bus stop remain in place in our community until the end of the school year so we can work tougher towards providing a suitable solution and allocate the appropriate amount of time and resources to have the solutions executed.

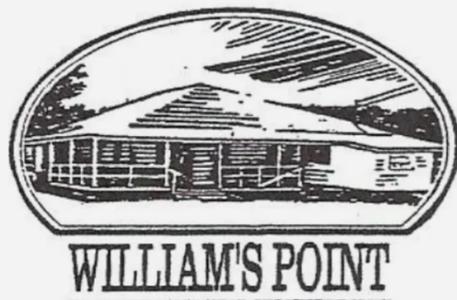
Each of our solutions, letters, and requests, have been dismissed as not possible. DSTS actions have made it clear that there is no intention to collaborate, have open dialogue or to work to resolve our very valid concerns. They have only restated what the policy is, in any email, meeting, or letter; that it's the parents' responsibility to get the children to the bus stop safely, that roadways are the municipality's responsibility, that it's not a hill, not a highway, that sight lines are met and "bus stop ahead" signage is not required (but we wonder where the measurements were taken from because the bus driver stopped mid-hill as it's the only place to stand for the students).

Parents and community members are asking when will DSTS be open and transparent with us? When will our concerns be responded to? Some parents have written letters or emails only to still receive no reply. How is this an acceptable practice of a Tax Funded Agency to simply ignore the very people who pay their taxes that provide the funding? Our families and members feel abandoned and ignored due to our rural status.

Minister Stephen Lecce, our elected Councillors (Ward Councillor Deborah Kiezebrink and Regional Councillor Wotten) have done everything they can think of to assist us. We are now asking that they engage you to investigate not only our concerns for our children's safety but how unfairly this community feels this matter has been handled by DSTS.

We wish to thank you in advance for your assistance and advocacy both on our behalf and on behalf of every Dead-End Road Child in Durham facing this same circumstance. Thank you for taking our concerns seriously and thank you to our Councillors for being safety ambassadors within Scugog Township.

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Sincerely,

Michelle Burg, WPCA Director

cc. Brent Clemens, WPCA President

READ BLOG POST:

<https://durhamdeadendroadkids.ca/blog-to-minister/f/minister-stephen-lecce-please-give-safe-stop---not-highway-57>

Durham Dead End Road Kids
Education Minister Stephen Lecce, Who Will Help Us?
www.DurhamDeadEndRoadKids.ca

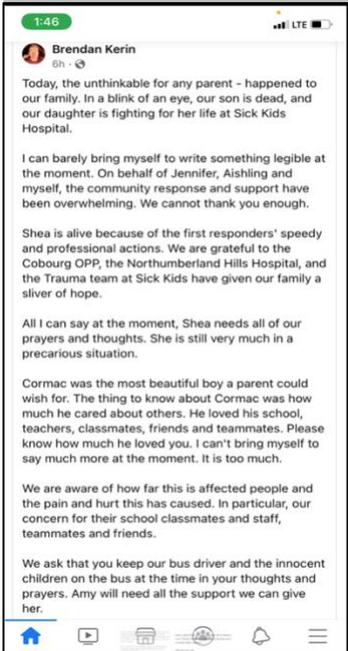
There are approximately 178 Dead End Roads DSTS doesn't enter with 386 students (as of Dec '20)

WHO WILL TAKE RESPONSIBILITY & KEEP OUR KIDS SAFE?
A STORY ABOUT PARENTS WHO FEEL ABANDONED IN A PANDEMIC.

Update



Honorable Stephen Lecce you told us, **"You Are Listening to Parents"**. We need your help.



Please help [Durham's Dead End Road Kids](#), and others around the Province!
Remember [Adam](#) & [Cormac](#). Kids Deserve Better. They Deserve to Live.
Help us Keep Busing as Safe as Possible; Keep Kids off Highspeed Roadways.
**Note: in this report, click on images/links to read more details or watch videos.*

April 15, 2021
The Honourable Stephen Lecce, Minister of Education
438 University Ave, 5th Floor, Toronto, ON M7A 1N3
Dear Minister Lecce:

Ontario School Busing is in the news... but not for the right reasons! UPS can do it, garbage trucks, snow plows, fire trucks, ambulances can provide driveway service, but schools can't? Remember when school children were picked up by school bus at their driveway? **Now private road, cul-de-sac and dead-end road kids are losing long-time neighbourhood school bus pickups.** Student Transportation Services (STS) citing "for safety" school buses cannot do, 3-point-turns, back-ups, or access private roadways even though they have been for years!

Children are being dropped on highspeed thoroughfares and high trafficked intersections and this is more-safe? Minister Lecce, [Adam died at a driveway highway pickup.](#) [Cormac died just before](#)



Parent Letter sent to Councillor Apr. 14/21

"Why is an 8 yr old dropped off on highway from school bus?"

"Scary. Driving to Port Perry Hwy 2 saw child (8-10yrs) getting off school bus on side of highway, middle of nowhere. Walked alone to where? NOT ok for kids with zero road safety awareness to walk on highway. Where parents? Need safer bus stops + database so parents know where kids are." (Dad Aaron Moss Brock Township)

[Christmas '20 accessing his bus at the base of a hill](#) (see Dad's public facebook post above). Where bus stops are located is important. Parents around the province feel sick with fear and worry for their dead-end road kids whose bus stops are being moved to higher trafficked high-speed

roadways. Further, **Dead-End Road Kids are expected to walk upwards of 1-2km twice daily** (caregivers 4x), in morning dark, on narrow road shoulders (no sidewalks). **Parents reporting employment and housing at risk** due to losing senior caregivers who can't walk to new highspeed stops. Parents now having to beg off work daily to drop off/pick up children to avoid safety hazards of then walking alone on highways unsupervised. This puts their employment at risk. Secondary School Youth reporting long distance stops impacting their ability to log back in for afternoon classes, affecting grades.

STS advised parents road improvements are responsibility of municipalities, yet municipalities don't own land adjacent to roadways needed to create 77m bus turnarounds, nor have \$ millions necessary to create turnarounds, so STS keep moving long-time neighborhood pickups to highspeed common stops.

1) Parents request exceptions to allow 3-point turns or backing up where absolutely necessary to provide safer service to dead-end and private road kids, that policies be amended to reflect.



"Something good has to come from this and that something good would be: no child was killed and no more incidents happen," (Brother Pierre talking Feb 11/20 about 20 year agony of his little 5-yr old brother Adam's death on Highway Bus Stop.)
Don't let this be the life for Durham families. Let's do everything possible!



For Durham Region alone, this change in busing policy means 178 dead end roads are not accessed by Durham Student Transportation Services (DSTS), impacting 386 students and their families in Durham Region alone (DSTS letter Dec '20)! *How many children live on private cottage roads, dead end roads or cul-de-sacs around the province affected by this?*

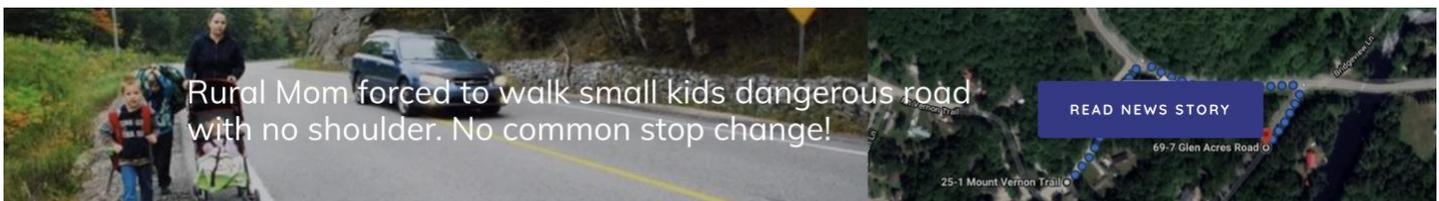
Durham Dead End Road Kids' Video re: Durham District School Board Bus Stop Changes (Ajax, Brock, Clarington, Oshawa, Pickering, Scugog, Uxbridge, Whitby)



Watch Parents' Video Fearful of Trillium Lakelands District School Board's Bus Stop Change (Kawartha Lakes, Haliburton, Muskokas)

Police report filed when daughter was nearly hit by a car. Mother reports "being thrown around like a baton" trying to get answers. "I am looking for a voice who can help me show TLDSB, that it's common sense not to ask children to stand in an intersection, on an S bend of a busy high traffic area." Kids stand in snow covered ditch or on road shoulder to wait for bus. No other space. "I need a voice who understands that keeping your children safe is a mother's job... Help me fight to keep my children safe. I pray daily that our voices will be heard." (Mom Tammy Mitchell Lakelands School District).

"I'm afraid it will be too late before they do anything." News story reports family had one vehicle leaving mom with no choice but to walk 3 children (including baby in stroller) to new dangerous bus stop. Bus used to pick up on private road since '09 but now TLDSB has denied request to keep safer private stop. "Every morning Katie walks with three young children to the bus stop... she fears they're going to get hit. "It's a blind corner and there's nowhere to go. It's so dangerous, especially with how busy this road is." (Mom Katie Morris, Huntsville)





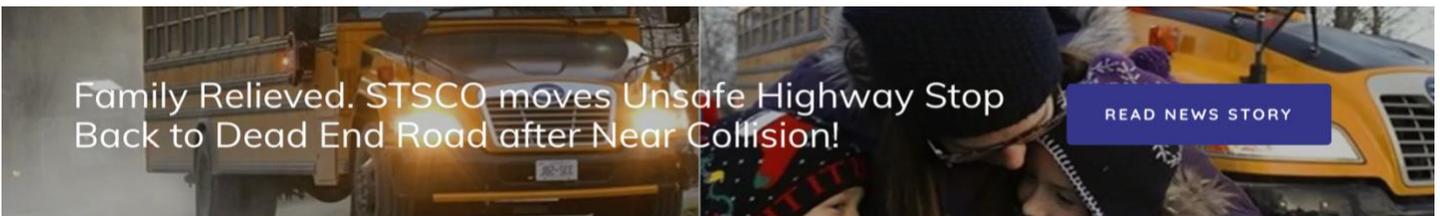
"We don't take responsibility for children, they are the parents' responsibility up until they get to the bus stop and on the bus," says Catherine Shedden, District Manager, TLDSB

"The Governance Committee concluded that the DSTS Transportation Policy has been applied... the decision is final and not subject to further consideration. Accordingly, no further action will be taken on this matter," says Kelly Mechoulam, CAO of DSTS
(Response to Grandfather trying to get his 4-yr-old granddaughter's bus stop off 80km intersection and back to dead end road.)

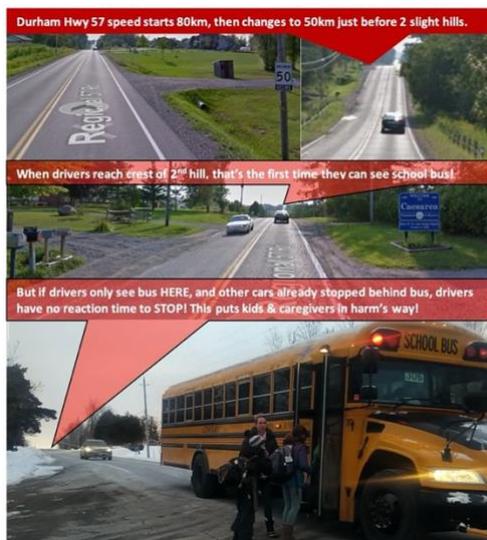
2) Parents request exceptions to allow indemnification agreements to access private land for bus turnarounds, to keep bus stops safer and closer to prescribed 800m distance away.



Dad speaks to Council Dec '19 explaining "My kids have had 10 opportunities to be killed!" at new Highway 60 common stop. Used to be picked up on dead-end Millar Hill Road. Now bus passed by speeding cars potentially hitting kids in morning dark while boarding. Even though Limberlost Forest and Wildlife Reserve has offered their entrance for a bus turnaround, TLDSB says can't use private land unless they donate it for bus turnaround. (Dad Kevin Miller, Lake of Bays)



A tractor-trailer nearly plowed into the back of kids' bus stopped on highway. STSCO had moved bus stop to Highway 7 where speed limit is 80km, to avoid dead-end Leanne Avenue. "Buses don't typically go down dead-end roads... but with the...increased traffic, STSCO recognized change needed." "It was really traumatic watching (oncoming semi-truck) because there was nothing we could do." (Parents Lisa & Matt Couture, Peterborough)



3) Parents request "Bus Stop Ahead" warning signage be required to notify oncoming traffic prior to STS moving common stop to main roadway.

Durham parents on Dead-End Roads Jack Rabbit Run & William's Point, whose children being moved to base of hill on Regional Road 57, tried to get bus stop warning signage installed, but DSTS said not warranted.

➤ "Bus stop has been on Jack Rabbit Run for years...I have two small boys ages 4.5 and 6. I live over 1.5km from Reg Rd 57. There's no possible way we can walk that far twice daily! Multiple vehicles, parents, and children congregating... There's no parking, no shoulders... I'm a Registered Nurse in critical care. I know accidents can happen without warning! Please take residents' concerns seriously! I work shift work so my elderly mother takes children to bus, but now will not be impossible! How will I support my family (if I have to leave work to pick them up)?" (Mom Cara Tunney, Registered Nurse Critical Care, Scugog)

➤ "My work takes me around province. Puts all responsibility of taking kids (2- and 4-year-olds) to highway on my wife. What drives me crazy is that it's been possible for a bus to make a three-point turn in the past... why isn't a smaller bus not a possibility?" (Dad Steve Anning on Video, Hydro One Safety Officer, Scugog)



- [“How can this be safe? I am beyond upset that this continues to happen:](#)
 - * cars stopped on hill behind bus,
 - * 1 car trying to turn right around bus,
 - * 1 car honking because came over hill and cars stopped behind bus,
 - * **ALL parents screaming because another car came around William’s Point bend and almost ran over kids boarding! Kids scared... How can this be safe? Imagine if there were snow or ice on hill?”**

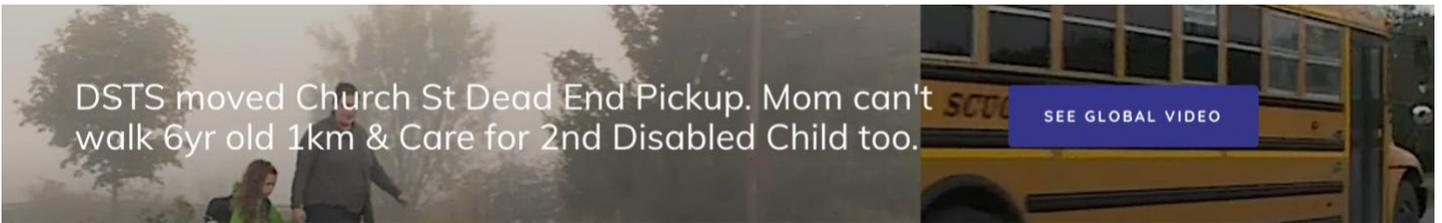
[“Please explain Mrs. Mechoulan how you are going to deal with a child getting hit by a car and all of us parents have continued to tell DSTS how unsafe it is?”](#)
 (Mom Laura Turnbull, Feb '21 Email to Trustee Morton & DSTS CAO Mechoulan)



4) Parents request STS be comprised of solutions like taxis, public transit, mini-buses or vans, worked into funding formula so doesn’t negatively impact STS funding stats. Other options could be incorporated not just full-size buses that can’t navigate dead-end roads. Why not use new [Durham Transit On-Demand?](#)

[“We were informed Friday that the bus stop is again, at Cartwright and Church intersection. This is an unsafe stop for any child... Vehicles are always speeding](#)

(over 80km/hr) not to mention when there’s a problem on 7A, they detour through that intersection. **Our neighbours are appalled DSTS refuses to send a bus down our road. All their children were picked up at the ends of their driveways. The road is in the best shape it’s ever been. Wilma (Wotten Regional Councillor) had commented that she used to ride the bus that came down this**



road. In 2017, the town came out and met with DSTS to look at areas where the bus could turn around. Nothing ever came of it (don't own enough land there to build turnaround). **We now have 6 children who live on this road, ages 4-13. None of the families are okay with the current bus stop, only one is using it (while they fight DSTS)."** (Mom of Disabled Child, Krista Ormsby, Scugog)

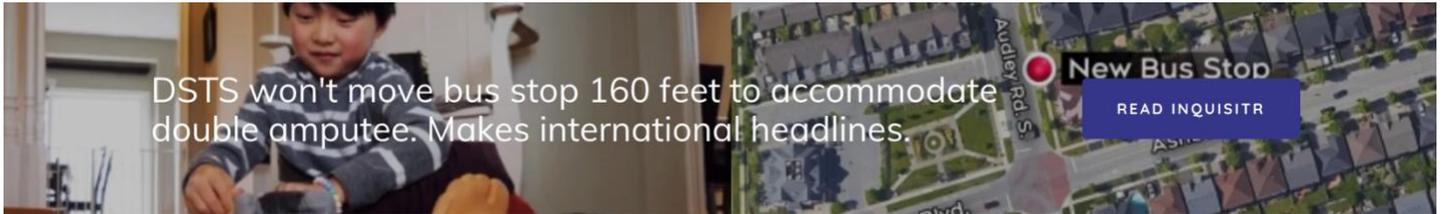


Parents being told busing policy is schoolboard’s but [they say it’s STS’s](#), but STS say busing changes are schoolboard governance & policy of Ministry of Transportation, meanwhile Ministry of Education says it’s [“transportation consortia that administer policies”](#). Parents are spinning in circles trying to figure out who to talk to, since STS not responding to their concerns!

Parents reporting frightening near accidents/deaths to Trustees, School Boards, STS, but continue to be advised **“it’s the parents’ responsibility to get children to bus stop safely”**, and are forced to appeal to councils, press, make videos, yet appeals largely unresolved and unknown liabilities mounting.

5) Parents request Kid KPI “Key Performance Indicator” be included for future Ministry “Effectiveness & Efficiency Follow Up Reviews”, establishing benchmarks for responsive problem solving for kids & parents’ busing concerns, and this be a factor to receive funding. **Viktoria says DSTS, “senseless bureaucratic approach must change.” There’s more to busing than business.**

“DSTS picked a community stop but my kids only ones taking bus? ...which drives right by our house? How does 40-minute walk sound four times a day with a 2 and 4-year-old?”
 (Mom Viktoria Brown, Scugog '17 Focus Magazine Appeal to DSTS)



DSTS won't move bus stop 160 feet to accommodate double amputee. Makes international headlines.

We need a “Kid” KPI, where high-level service is rewarded. Rui Webster who’s lost both his legs, uses prosthetic limbs to walk, yet DSTS won’t move bus stop 160 feet to accommodate. [“The bus stop was just a couple of houses down the street from him...however busing contractor changed routes...Rui has to cross intersection to reach \(new\) bus stop \(more traffic\)... snow plows deposit large banks of snow... Twice last week, Rui slipped and fell... ”](#) We just want bus stop put back where it was or to assign Rui to another bus that still goes past our house – either of these things are easy to do," Kurt says. The busing contractor has steadfastly refused to change route. School district has refused to budge as well.” (Parents Kurt & Melissa Webster, Ajax)



Dad chases truckers speeding past stopped school bus on Hwy11 while kids boarding, to report to OPP!

[Transports blowing by stopped school buses on area highways a regular occurrence.](#) "It's so stressful. It's awful. Every morning I stress out and every afternoon when I know (transport trucks) are coming back." (Mom Cara Smetana, Martin River Nipissing)

Williams Point Cottagers Association advocating for Kids!

Williams Point Cottagers Association have advocated in every way possible to protect their kids from the highway stop at base of hill. If necessary they will give up part of their park to build a turnaround. They are stunned at DSTS to put 22 kids on Regional 57 Road shoulder to board bus.

6) Province provide “Parent Portal” for ongoing busing feedback of their STS, so families and kids can review/provide comments, especially during Ministry STS reviews and revisions to funding.

Provincial funding for student transportation is projected to be more than \$1 billion and Ministry routinely has [“Effectiveness and Efficiency Follow-Up Reviews”](#) of STS which is the vehicle of STS funding.

Ontario Government announced January 27, 2020 they’d improve student transportation experience by reviewing funding formula to achieve more efficient and accountable system, reviewing three goals of: 1) equity, 2) fiscal responsibility, accountability, and 3) evidence-based decision making.

Government is establishing a Student Transportation Advisory Group meeting with Parliamentary Assistant and Ministry staff, to hear from STS sector partners expertise, experience and ideas. Parents and children should be included in this review. **Given busing is supposed to be for the children, why not give parents and kids a say?**

7) Province have GPS tracking software to notify parents where children are when dropped off/picked up, giving evidence of safety.

On behalf of Durham Dead End Road Kids, and William’s Point Cottager’s Association, we hope our website, videos, and this report help explain. We welcome the opportunity to discuss this with you further.

D. Kiezebrink

[Deborah Kiezebrink](#), Scugog Ward 4 Councillor
dkiezebrink@scugog.ca

and [Wilma Wotten](#), Scugog Regional Councillor & Deputy Mayor
wwotten@scugog.ca



Brent Clemens, [WPCA](#) President
bclemmy@aol.com

M. Burg

and Michelle Burg, WPCA Board Director
michelle.j.burg@gmail.com

cc: Premier Doug Ford, Honorable Stephen Lecce (Minister of Education), Honorable Caroline Mulroney (Minister of Transport), Durham MPP Lindsey Park, Durham Region, all Ontario Municipalities, ROMA, OGRA, and AMO.

Nov. 4, 2020

Good Day,

This letter is to inform whomever can resolve this catastrophe.

My name is Curtis Swards and live at [REDACTED] Nestleton, Ontario. L0B 1L0. I am being told that my granddaughter is to walk 1.4 km to highway 57 to the bus stop. My granddaughter is 4 and just started JK. Her mother has no car or drivers license, so both would have to walk. They would have to leave about 45 minutes before pick up, which would be in the dark during the winter months. Beacock is a dirt road and has no sidewalks or lights. This is extremely dangerous for such a cute kid.



4 years ago, I was told a similar situation, which meant my grandson would have to walk the 1.2 km to the pick-up point. The reason was it was not safe for the bus to turn around. After taking measurements, the driveway beside mine is 25 feet wide and at least 50 feet long going to a work shop. I discussed this problem with my neighbor and he had absolutely no problem with the bus turning around.

The transportation safety inspector from the bus company came to my house and spoke with said neighbor and the bus started coming with no incidence for the 2 years my grandson was here. I have also had my own 2 children bused to school for their 14 years of public-school education.

Now I am being told someone has determined no bus should turn around on a private driveway? I am not sure where this came from but my house is on a public road well maintained and plowed. I might add the grader, snowplow and garbage trucks easily use Beacock rd. If the bus company is not allowed to send the big bus, send the small one but Avrie deserves an education.

This is a problem created with the decision about bus turning, with no plan for the children. I was never consulted about the losing access to education for anyone living at my house. ***Please solve this, do it for the kids!***

If any further information is required, I am always available.

Curtis Swards
[REDACTED]

April 21, 2021

To Whom It May Concern:

We are deeply concerned about there no longer being a bus route on our dead-end street with the safety concerns that it raises for the future of our two children. My wife and I have two young children, a daughter starting school in September and a son who will be starting 2 years behind her. We're not



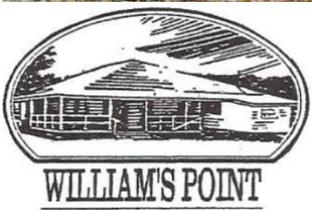
Durham Dead End Road Kids
Minister Lecce Who Will Help Us?
Durham Dead End Road Kids Need Safe Busing
[CONTACT US](#)

the only ones impacted... The Williams Point Cottagers Association is quickly growing and the number of children on the street is steadily increasing. These concerns only multiply the further away the residence is down the street from the new bus stop.

The loss of the long-time bus route on William's Point Road will force my wife to walk our daughter to the top of our street and will also force her to bring our son along 2.2km (twice daily) as my work requires that I am often on the road very early or on call while working around the province for the Ministry of Labour, Training and Skills Development and there would be no supervision for him in that time period. You can imagine the difficulties this would present for her. Tying into this, if the snowplow is no longer coming down the street early enough to accommodate for the bus route, you can envision how difficult it would be for two young children walking through unplowed streets with no sidewalk in the morning dark, as well as sharing roads with commuters on their way to work.

Though it breaks our hearts, we will have to consider leaving our beautiful community as this once proposed bus stop change has now become reality.

The challenges and safety concerns this presents for what seems like a minor issue of a three-point turn for the bus as compared to the frightful alternative of children walking up to 2.2 kilometres to reach a bus stop that impedes live traffic coming down a blind hill should really be reconsidered.



If you force parents to drive their children to the bus stop, not only will it congest narrow roadways during commuting hours, but it will also increase emissions from idling vehicles. In many cases this is not even a possibility for parents who would be unable to modify their hours of work to accommodate this. The possible economic impact of having to put off working to accommodate an amended bus route seems very inconsiderate to taxpayers who I guarantee will see no decrease in their taxation in response to the change.

I hope I have provided enough information to allow for thorough debate into this issue and I do hope that the safety of the children residing on Williams Point Road is considered the paramount concern by the school board and the Durham Student Transportation Services. I strongly urge you to reconsider this change.

We are available to discuss our concerns further at [redacted] and [redacted] or by phone at [redacted] and [redacted]. We hope you reach out.

Sincerely,

Concerned Parents Residing at 15 Williams Point Road,
Steven and Kayla Anning