



The Municipality of West Elgin

22413 Hoskins Line, Rodney Ontario N0L 2C0

May 14, 2021

At the Regular Meeting of Council on May 13, 2021 the Council of the Municipality of West Elgin passed the following Resolution:

Resolution No. 2021- 147

Moved: Councillor Rowe

Seconded: Deputy Mayor Leatham

Whereas *Phragmites australis* (*Phragmites*) is an invasive perennial grass that continues to cause severe damage to wetlands and beaches in areas around the Great Lakes; and

Whereas *Phragmites australis* grows and spreads rapidly, allowing the plant to invade new areas and grow into large monoculture stands in a short amount of time, and is an allelopathic plant that secretes toxins from its roots into the soil which impede the growth of neighbouring plant species; and

Whereas *Phragmites australis* results in loss of biodiversity and species richness, loss of habitat, changes in hydrology due to its high metabolic rate, changes in nutrient cycling as it is slow to decompose, and increased fire hazard due to the combustibility of its dead stalks, and can have an adverse impact on agriculture, particularly in drainage ditches; and

Whereas invasive *Phragmites* has been identified as Canada's worst invasive plant species by Agriculture and Agrifood Canada;

Whereas the Ontario government has made it illegal to import, deposit, release, breed/grow, buy, sell, lease or trade invasive *Phragmites* under the Invasive Species Act; and

Whereas volunteers, non-governmental organizations and various municipalities have invested hundreds of dollars in investments and labour annually for more than eight years in executing management plans to control invasive *Phragmites* on roads, shorelines and in wetlands; and

Whereas roads and highways where *Phragmites* that are left untreated become spread vectors that continually risk new and treated wetlands and shoreline areas; and

Whereas according to “Invasive Phragmites Best Management Practices” by the Ontario Phragmites Working Group, best roadside management practices for Phragmites australis include detection, herbicide application, cutting, and re-treatment of re-growth as necessary; and

Whereas these best management practices are most effective when used in a multi-pronged approach as opposed to when used as stand-alone control measures; and

Whereas mother nature does not recognize political boundaries. Therefore, it is imperative that Municipalities, Districts, the Province and the Federal government work together in collaboration to eradicate Canada’s worst invasive plant species Phragmites australis;

Whereas the Municipality of West Elgin has been implementing measures for eradication of Phragmites over the past 3 years, including mapping of cells along Municipal and County Roadways, applying herbicide, cutting and monitoring re-growth; and ensuring clean equipment protocols for appropriate contract tenders; and

Whereas the Ontario Ministry of Transportation (MTO) has carried out some Phragmites eradication along Provincial highways, however this process has not been successful because the process has not included a program to deal with surviving plants, and also has not dealt with growth beyond the road allowance, therefore enabling fast re-growth; and

Whereas in the past there has been no approved herbicide for use in wet sites; however, in 2020 a product (Habitat Aqua) has been approved for use in areas of lying water and along waterways in Ontario;

Now Therefore be it Resolved that the Municipality of West Elgin request the Ontario Ministry of Transportation (MTO) to map, treat, monitor, and eradicate re-growth of invasive Phragmites annually on all Provincial highways, including areas beyond the road allowances, where Phragmites cells extend; and

Be It Further Resolved that the Ontario Ministry of Transportation (MTO) communicates that strategy on mapping (detecting sites) and controlling invasive Phragmites on provincial highways, the specific highway management plans and results by each MTO region and each highway in the region and work in coordination with the Municipality of West Elgin; and

Be it Further Resolved that the Province of Ontario designate Phragmites australis as a noxious weed under the Noxious Weed Act; and in collaboration with the Ontario Federation of Agriculture, the Ontario Phragmites Working Group, and Ontario Municipalities, carry out a public education campaign regarding best practices in

eradicating Phragmites; and if possible, develop a system of grants to support the uptake of these best practices by citizens; and

Be it Further Resolved that the Council for the Corporation of the Municipality of West Elgin directs staff to send this resolution to all Municipalities in Ontario; Honourable Omar Alghabra, Minister of Transportation (Canada); Honourable Caroline Mulroney, Ontario Minister of Transport; James Corcoran, General Services Coordinator, vegetation, MTO West Region; Honourable Ernie Hardeman, Ontario Ministry of Agriculture, Food, and Rural Affairs; Jeff Yurek, MPP; and Karen Vecchio MP.

Carried

Sincerely,



Jana Nethercott
Clerk



OFFICE OF CITY CLERK

City of Belleville

169 FRONT STREET
BELLEVILLE, ONTARIO
K8V 2Y8

May 17, 2021

Kristal Chopp, Mayor
Norfolk County
50 Colborne St., S.
Simcoe, ON N3Y 4H3

Dear Mayor Chopp:

**RE: Request Federal Government Consider the Concerns of the
Agricultural Community and Move to Exempt All Primary
Agriculture Producers from Current and Future Carbon Taxes
Council Information Matters
8.c.3.d) Belleville City Council Meeting, May 10, 2021**

Please be advised that at the Council Meeting of May 10, 2021, Council passed a resolution to "receive" your correspondence. To "receive" means Council will take no further action regarding this matter and your correspondence will remain on file with the City Clerk's Department.

I trust this is sufficient.

Yours truly,

A handwritten signature in black ink, consisting of several large, overlapping loops.

Matt MacDonald
Director of Corporate Services/City Clerk

MMacD/nh



OFFICE OF CITY CLERK

City of Belleville

169 FRONT STREET
BELLEVILLE, ONTARIO
K8V 2Y8

May 14, 2021

The Honourable Patty Hajdu
Federal Minister of Health
House of Commons
Ottawa, ON K1A 0A6

Delivered by e-mail
Patty.Hajdu@parl.gc.ca

Dear Minister Hajdu:

**RE: Request Federal Government Adopt 988, a National Three-digit
Suicide and Crisis Hotline
8.c.3.j) Belleville City Council Meeting, May 10, 2021**

This is to advise you that at the Council Meeting of May 10, 2021, the following resolution was approved.

"THAT Belleville City Council supports the following resolution of The Municipality of Calvin:

'Whereas the Federal government has passed a motion to adopt 988, a National three-digit suicide and crisis hotline;

Whereas the ongoing COVID-19 pandemic has increased the demand for suicide prevention services by 200%;

Whereas existing suicide prevention hotlines require the user to remember a 10-digit number and go through directories or be placed on hold;

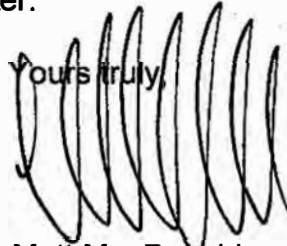
Whereas in 2022 the United States will have in place a national 988 crisis hotline;

Whereas the Town of Caledon recognized that it is a significant and important initiative to ensure critical barriers are removed to those in a crisis and seeking help;

Now therefore be it resolved that the Corporation of the Municipality of Calvin endorses this 988 crisis line initiative; and,

THAT this resolution be sent to the Honourable Vic Fedeli, MPP, Federal Minister of Health, the Canadian Radio-television and Telecommunications (CRTC) and all municipalities in Ontario.”

Thank you for your attention to this matter.

Yours truly,


Matt MacDonald
Director of Corporate Services/City Clerk

MMacD/nh
Pc: AMO
Neil Ellis, MP, Bay of Quinte
Cindy Pigeau, Clerk-Treasurer, Municipality of Calvin
C.R.T.C.



The Corporation of the Township of Terrace Bay

P.O. Box 40, 1 Selkirk Avenue, Terrace Bay, ON, P0T 2W0
Phone: (807) 825-3315 Fax: (807) 825-9576

May 18, 2021

The Honourable Patty Hajdu
Federal Minister of Health
House of Commons
Ottawa, ON
K1A 0A6

Dear Ms. Hajdu,

At the Township of Terrace Bay Regular Council Meeting held on Monday May 17, 2021, the following resolution of support was passed.

RE: City of Barrie – National 3-Digit Suicide and Crisis Hotline

Resolution: 121-2021

Moved by: Councillor Malashewski

Seconded by: Councillor Moore

RESOLVED THAT Council

WHEREAS the Federal government has passed a motion to adopt 988, a National three-digit suicide and crisis hotline; and

WHEREAS the motion calls for the federal government to consolidate all existing suicide crisis numbers into one three-digit hotline; and

WHEREAS the ongoing COVID-19 pandemic has increased the demand for suicide prevention services by 200%; and

WHEREAS existing suicide prevention hotlines require the user to remember a 10-digit number and go through directories or be placed on hold; and

WHEREAS in 2022 the United States will have in place a national 988 crisis hotline; and

WHEREAS the Township of Terrace Bay recognized that it is a significant and important initiative to ensure critical barriers are removed to those in a crisis and seeking help;

NOW THEREFORE BE IT RESOLVED as follows:

1. That the Township of Terrace Bay endorses this 988 - crisis hotline initiative.
2. That a letter demonstrating Terrace Bay's support be sent to the Honourable Patty Hajdu, Federal Minister of Health, Todd Doherty, MP Caribou-Prince George, the Honourable Christine Elliott, Provincial Minister of Health, MPP Michael Gravelle, the Canadian Radio-television and Telecommunications (CRTC) and all municipalities Ontario.

CARRIED

Thank you for your consideration.

Sincerely,



Jon Hall
CAO/Clerk

CC:

MPP – Michael Gravelle
Ontario Minister of Health – Honourable Christine Elliott
MP Caribou-Prince George - Todd Doherty
Canadian Radio-television and Telecommunications (CRTC)
All Municipalities in Ontario



THE TOWNSHIP OF JOLY
Regular Meeting – May 11th, 2021

COUNCIL RESOLUTION NO. 2021 – 054

Agenda Item 9.3 Regional Recreation Committee – Regional Recreation Committee
March 10th minutes & Report from General Government

Moved by:	Bill Black	<input type="checkbox"/>	Seconded by:	Bill Back	<input checked="" type="checkbox"/>
	Budd Brown	<input type="checkbox"/>		Budd Brown	<input type="checkbox"/>
	Tom Bryson	<input checked="" type="checkbox"/>		Tom Bryson	<input type="checkbox"/>
	Brian McCabe	<input type="checkbox"/>		Brian McCabe	<input type="checkbox"/>

Whereas, the Township of Joly is within the district of the North Bay Parry Sound District Health Unit (Health Unit); and

Whereas, the Health Unit received its first allocation of vaccine more than a month and a half later than Southern Ontario and Ottawa health regions; and

Whereas, vaccine allocation for the Health Unit has not increased over time to compensate for the delay in provision of the first vaccine allocation; and

Whereas, COVID-19 transmission rates in Northern Ontario, as evidenced by the effective reproduction numbers $R(t)$, are among the highest in the province; and

Whereas, due to the vaccine allocation, the Health Unit is still in phase 1 of the rollout while public health unit regions in Southern Ontario and Ottawa are in phase 2; and

Whereas, 26.5% of the population in the Parry Sound District and 22.4% of the population in the Nipissing District are aged 65 years or older, compared to 16.7% for all of Ontario (2016 Census); and

Whereas, the delay in the Health Unit vaccine allocations is causing increasing inequities in the booking of COVID-19 vaccination clinics; and

Whereas, due to the vaccine allocation, Indigenous populations have not received their required allocation.

Now Therefore Be It Resolved, that the Township of Joly request that the vaccine allocation be prioritized to public health unit regions that are still in phase 1 to enable them to catch up to those regions in Southern Ontario and Ottawa; and



THE TOWNSHIP OF JOLY
Regular Meeting – May 11th, 2021

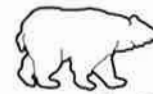
COUNCIL RESOLUTION NO. 2021 – 054

Furthermore Be It Resolved, that this motion be forwarded to the Honourable Doug Ford, Premier of Ontario, the Honourable Christine Elliot, Minister of Health, Vic Fedeli, MPP – Nipissing, Norm Miller, MPP – Parry Sound-Muskoka, John Vanthof, MPP – Timiskaming-Cochrane, Mayors/Reeves within the North Bay Parry Sound District Health Unit district, Ontario Boards of Health, and the Association of Local Public Health Agencies.

Carried

Recorded Vote:

	Yea	Nay
Bill Black	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Budd Brown	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Tom Bryson	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Brian McCabe	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Tim Bryson	<input checked="" type="checkbox"/>	<input type="checkbox"/>



“Via Email: premier@ontario.ca”

May 19, 2021

The Honourable Doug Ford
Premier of Ontario
Legislative Building
Queen's Park
Toronto, ON
M7A 1A1

Dear Premier Ford:

Re: Reopening of Greenwater Provincial Park

This will serve to advise you that Council, at its regular meeting held Tuesday, May 11th, 2021 passed the following resolution pertaining to the above noted:

“Resolution No.: 123-2021

Moved by: Councillor Daniel Bélisle Seconded by: Councillor Robert Hutchinson

WHEREAS the pandemic has caused people to stay indoors for an extended period of time; and

WHEREAS there is an extreme demand for camping and RVing from Ontarians wanting to go and enjoy our great outdoors; and

WHEREAS in 2013 approximately 10 Provincial Parks were closed by the Ministry of Natural Resources (MNR) in the North; and

WHEREAS Northerners have very little areas to be able to enjoy the outdoors, as the closest Provincial Park are Kettle Lakes and Rene Brunelle; and

WHEREAS these Provincial Parks will be fully booked with nowhere for Cochranites to go camping nearby;



THEREFORE BE IT RESOLVED THAT the Corporation of the Town of Cochrane call on Premier Ford and the Minister of Natural Resources to reopen the Greenwater Provincial Park;

AND FURTHER THAT the Council of the Corporation of the Town of Cochrane establish an Ad Hoc Committee to petition the Provincial Government;

AND FURTHER THAT a copy of this resolution be forwarded to the MP, Charlie Angus, MPP John Vanthof and the Federation of Northern Ontario Municipalities for their endorsement and support

CARRIED”

Your attention to this matter is greatly appreciated!

Yours truly,

THE CORPORATION OF THE TOWN OF COCHRANE



Alice Mercier

Clerk

/am

c.c.:

Charlie Angus, MP, Timmins – James Bay
John Vanthof, MPP, Timiskaming - Cochrane
Federation of Northern Ontario Municipalities





The Corporation of the Township of Terrace Bay

P.O. Box 40, 1 Selkirk Avenue, Terrace Bay, ON, P0T 2W0
Phone: (807) 825-3315 Fax: (807) 825-9576

May 18, 2021

Ministry of Government and Consumer Services
777 Bay St., 5th Floor
Toronto, ON
M5B 2H7

To Whom it May Concern:

At the Township of Terrace Bay Regular Council Meeting held on Monday May 17, 2021, the following resolution of support was passed.

RE: Advocacy for Reform MFIPPA

Resolution: 122-2021

Moved by: Councillor St.Louis

Seconded by: Councillor Moore

WHEREAS the Municipal Freedom of Information and Protection of Privacy Act R.S.O. 1990 (MFIPPA) dates back 30 years;

AND WHEREAS municipalities, including the Township of Terrace Bay, practice and continue to promote open and transparent government operations, actively disseminate information and routinely disclose public documents upon request outside of the MFIPPA process;

AND WHEREAS government operations, public expectations, technologies, and legislation surrounding accountability and transparency have dramatically changed and MFIPPA has not advanced in line with these changes;

AND WHEREAS the creation, storage and utilization of records has changed significantly, and the Municipal Clerk of the Municipality is responsible for records and information management programs as prescribed by the Municipal Act, 2001;

AND WHEREAS regulation 823 under MFIPPA continues to reference antiquated technology and does not adequately provide for cost recovery, and these financial shortfalls are borne by the municipal taxpayer;

AND WHEREAS the threshold to establish frivolous and/or vexatious requests is unreasonably high and allows for harassment of staff and members of municipal councils, and unreasonably affects the operations of the municipality;

AND WHEREAS the Act fails to recognize how multiple requests from an individual; shortage of staff resources or the expense of producing a record due to its size, number or physical location does not allow for time extensions to deliver requests and unreasonably affects the operations of the municipality;

AND WHEREAS the name of the requestor is not permitted to be disclosed to anyone other than the person processing the access request, and this anonymity is used by requesters to abuse the MFIPPA process and does not align with the spirit of openness and transparency embraced by municipalities;

AND WHEREAS legal professionals use MFIPPA to gain access to information launch litigation against institutions, where other remedies exist;

AND WHEREAS there are limited resources to assist administrators or requestors to navigate the legislative process;

AND WHEREAS reform is needed to address societal and technological changes in addition to global privacy concerns and consistency across provincial legislation;

BE IT RESOLVED THAT the Ministry of Government and Consumer Services be requested to review the MFIPPA, and consider recommendations as follows:

1. That MFIPPA assign the Municipal Clerk, or designate to be the Head under the Act;
2. That MFIPPA be updated to address current and emerging technologies;
3. That MFIPPA regulate the need for consistent routine disclosure practices across institutions;
4. That the threshold for frivolous and/or vexatious actions be reviewed, and take into consideration the community and available resources in which it is applied;
5. That the threshold for frivolous and/or vexatious also consider the anonymity of requesters, their abusive nature and language in requests to ensure protection from harassment as provided for in Occupational Health and Safety Act;
6. That the application and scalability of fees be designed to ensure taxpayers are protected from persons abusing the access to information process;
7. That administrative practices implied or required under the Act, including those of the IPC, be reviewed and modernized;
8. That the integrity of the Act be maintained to protect personal privacy and transparent governments.

Sincerely,



Jon Hall
CAO/Clerk

CC: Ontario Municipalities



The Corporation of
The Township of Brock
1 Cameron St. E., P.O. Box 10
Cannington, ON L0E 1E0
705-432-2355

May 19, 2021

Premier Doug Ford
Queen's Park,
Toronto, ON
M7A 1A1

Sent via email: doug.fordco@pc.ola.org

Dear Honourable Sir:

Re: Durham Dead-End Road Kids

Please be advised that the Committee of the Whole of the Township of Brock received a delegation at their meeting held on May 10, 2021 and adopted the following resolution:

Resolution Number 05-6

MOVED by Lynn Campbell

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 is being moved from long-time residential pick ups; percentages of 830,000 Ontario based students impacted as Student Transportation Services (STS) citing buses shouldn't access private roads, do 3-point turns, or back ups; kids are expected to walk 1-2 km twice daily (caregivers 4x) in the morning dark or narrow road shoulders, and with no "bus stop ahead" warning signage;

Whereas parents report employment/housing is at risk as they 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 are not helped (eg. double amputee who needs bus stop moved 160 ft and parents were told it's their "responsibility to get kids to bus safely");

Whereas parents are being told busing policy is schoolboard's, but schoolboard say its STS, who say it is the Governance Committee of Ministry of Transportation, but Ministry of Education say it's "transportation consortia who administer the policy"; and trustee, governance say cannot change policies, so parents appealing to police, press and Councils with respect to the dangers; and that an oncoming car killed 12 year old Cormac and injured his sister while waiting at a newly relocated bus stop at the base of a hill, and;

Whereas STS have advised road improvements are the responsibility of municipalities, yet municipalities do not own the needed land, nor have millions of dollars to create 77m bus turnarounds, and;

If this information is required in an accessible format,
please contact the Township at 705-432-2355.

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 Corporation of the Township of Brock requests;

1. 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; and when not possible,
2. Exceptions to allow indemnification agreements to access private land for bus turnarounds to keep bus stops safer and closer to prescribed 800m distance; and when not possible,
3. "Bus Stop Ahead" warning signage be required to notify oncoming traffic, prior to STS moving common stops to main roadway and,
4. STS be comprised of solutions like mini-buses, vans, taxis or public transit worked into funding formulas so that it does not negatively impact STS funding stats; and,
5. Kid Key Performance Indicator (KPI) be included for Ministry "Effectiveness & Efficiency Follow Up Reviews", establishing benchmarks for responsive problem solving for kids & parents' busing concerns, and that this be an STS factor to receive funding; and,
6. That the Province provide a "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; and,
7. That the Province have GPS tracking software to notify parents when children picked up/dropped off, and;

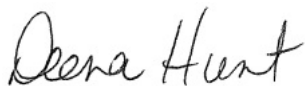
That this Motion be distributed to Premier Doug Ford; Honourable Stephen Lecce, Minister of Education; Honourable Caroline Mulroney, Minister of Transportation; Durham MPP Lindsey Park; Haliburton-Kawartha Lakes-Brock MPP Laurie Scott; all Durham MPP's; Durham Region; all Ontario Municipalities; Rural Ontario Municipal Association (ROMA); Ontario Good Roads Association (OGRA); and Association of Municipalities of Ontario (AMO)

MOTION CARRIED

Should you have any concerns please do not hesitate to contact the Clerk's Department, clerks@brock.ca.

Yours truly,

THE TOWNSHIP OF BROCK



Deena Hunt
Deputy Clerk



The Corporation of
The Township of Brock
1 Cameron St. E., P.O. Box 10
Cannington, ON L0E 1E0
705-432-2355

DH:ss

- cc. The Honourable Stephen Lecce, Minister of Education, Ontario –
stephen.lecce@pc.ola.org
The Honourable Caroline Mulroney, Minister of Transportation –
caroline.mulroney@pc.ola.org
Lindsey Park, MPP, Durham – lindsey.park@pc.ola.org
The Honourable Laurie Scott, MPP, Haliburton-Kawartha Lakes-Brock -
laurie.scottco@pc.ola.org
All Durham MPP'S
Ralph Walton, Regional Clerk, Durham Region – clerks@durham.ca
All Ontario Municipalities
Rural Ontario Municipal Association – roma@roma.on.ca
Ontario Good Roads Association - thomas@ogra.org
Association of Municipalities of Ontario – amopresident@amo.on.ca

Date:	30/04/2021
Refer to:	Not Applicable
Meeting Date:	May 10, 2021
Action:	Full
Notes:	Deputation
Copies to:	

BUS STOP NOTICE OF MOTION:

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 based 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, and
- **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:

1. **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,
2. **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,
3. **"Bus Stop Ahead" warning signage be required** to notify oncoming traffic, prior to STS moving common stop to main roadway, and
4. **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; and
5. **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; and
6. **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; and
7. **That Province have GPS tracking software to notify parents** when children picked up/dropped off, and

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).

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

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

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

@ Update



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



Brendan Kerin
Today, the unthinkable for any parent - happened to our family. In a blink of an eye, our son is dead, and our daughter is fighting for her life at Sick Kids Hospital.

I can barely bring myself to write something legible at the moment. On behalf of Jennifer, Aishling and myself, the community response and support have been overwhelming. We cannot thank you enough.

Shea is alive because of the first responders' speedy and professional actions. We are grateful to the Cobourg OPP, the Northumberland Hills Hospital, and the Trauma team at Sick Kids have given our family a sliver of hope.

All I can say at the moment, Shea needs all of our prayers and thoughts. She is still very much in a precarious situation.

Cormac was the most beautiful boy a parent could wish for. The thing to know about Cormac was how much he cared about others. He loved his school, teachers, classmates, friends and teammates. Please know how much he loved you. I can't bring myself to say much more at the moment. It is too much.

We are aware of how far this is affected people and the pain and hurt this has caused. In particular, our concern for their school classmates and staff, teammates and friends.

We ask that you keep our bus driver and the innocent children on the bus at the time in your thoughts and prayers. Amy will need all the support we can give her.

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](#)

Collision Kills 12-Yr-Old Waiting Common Stop base of hill Dec 2/20. Keep Residential Road Pickups!

READ NEWS STORY

**WHY IS MY BUS DROPPING ME OFF ON HIGHSPEED ROADWAY?
WHO WILL PICK ME UP?
HOW IS THIS "MORE-SAFE"?**

Parent Letter sent to Councillor Apr 14/21

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

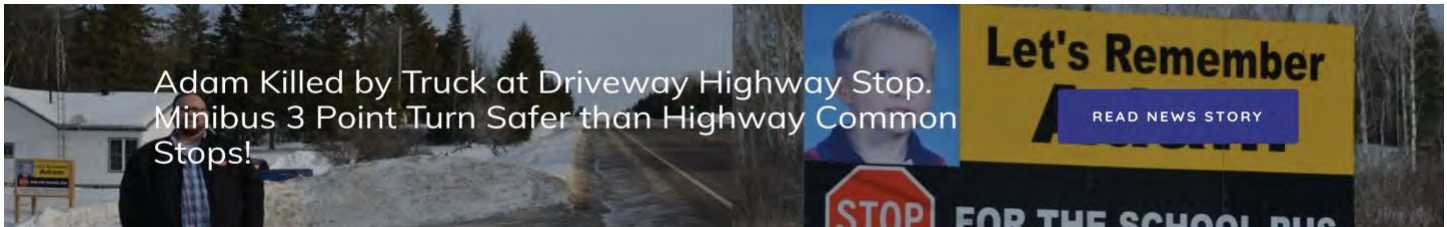
"Scary. Driving to Port Perry Hwy 2 saw child (8-10yrs) getting off school bus on side of highway, middle of nowhere. Walked alone to where? NOT ok for kids with zero road safety awareness to walk on highway. Where parents? Need safer bus stops + database so parents know where kids are." (Dad Aaron Mass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

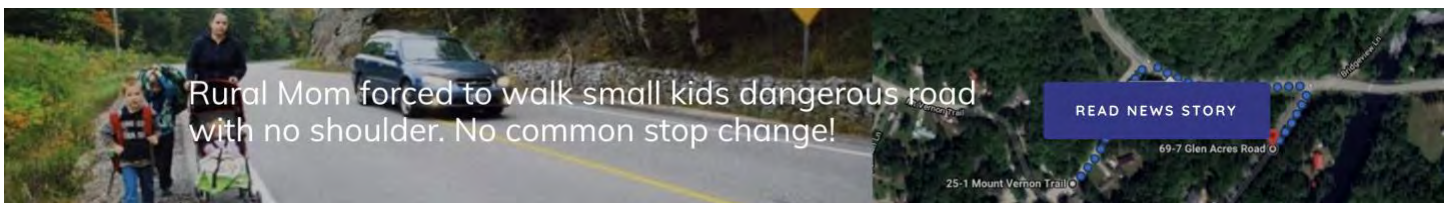


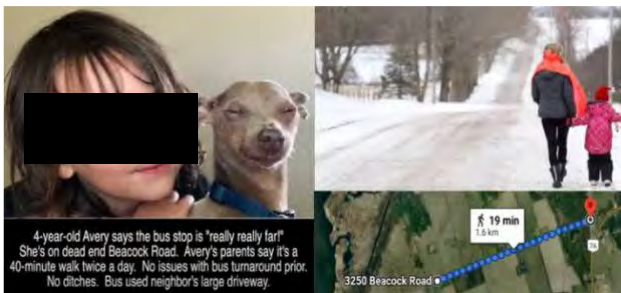
Watch Parents' Video Fearful of Trillium Lakelands District School Board's Bus Stop Change (Kawartha Lakes, Haliburton, Muskokas)

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 TLSB 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)



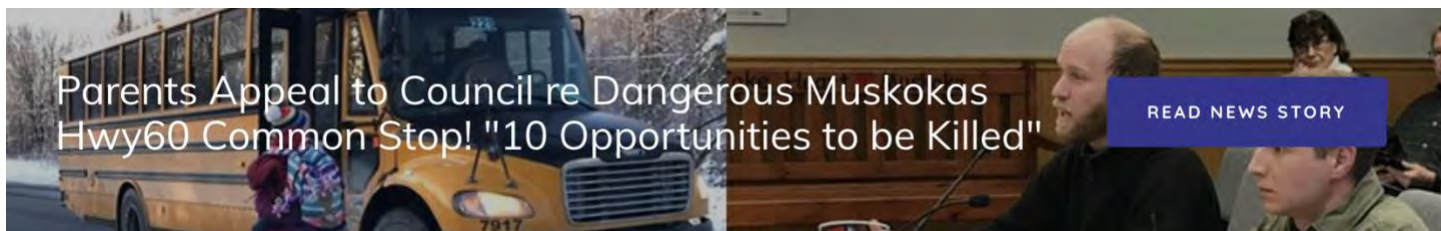


"We don't take responsibility for children, they are the parents' responsibility up until they get to the bus stop and on the bus," says Catherine Shedden, District Manager, TLDSB

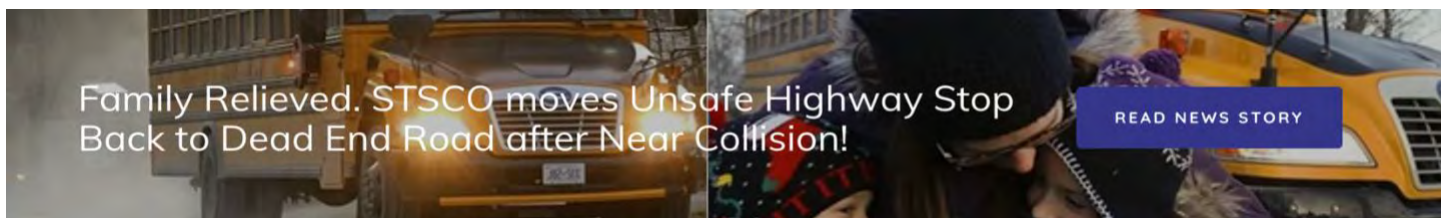
"The Governance Committee concluded that the DSTS Transportation Policy has been applied... the decision is final and not subject to further consideration. Accordingly, no further action will be taken on this matter," says Kelly Mechoulan, CAO of DSTS

(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?”**

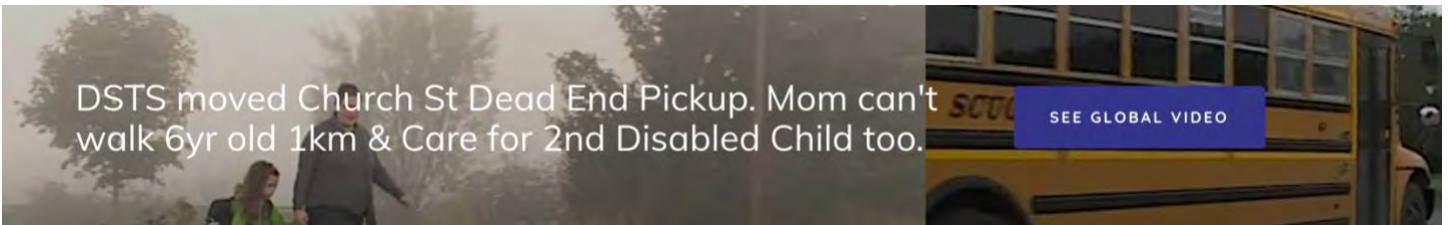
[“Please explain Mrs. Mechoulan how you are going to deal with a child getting hit by a car and all of us parents have continued to tell DSTS how unsafe it is?”](#)
 (Mom Laura Turnbull, Feb '21 Email to Trustee Morton & DSTS CAO Mechoulan)



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)



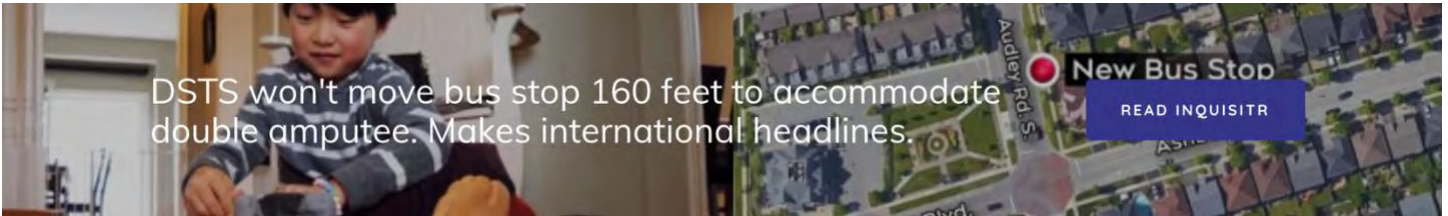
Parents being told busing policy is schoolboard’s but [they say it’s STS’s](#), but STS say busing changes are schoolboard governance & policy of Ministry of Transportation, meanwhile Ministry of Education says it’s [“transportation consortia that administer policies”](#). Parents are spinning in circles 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.**

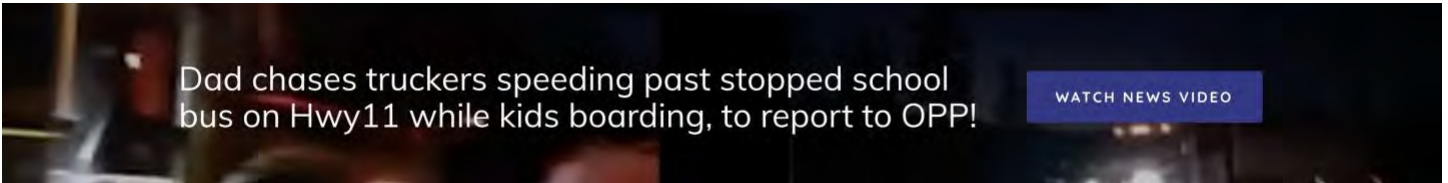
“DSTS picked a community stop but my kids only ones taking bus? ...which drives right by our house? How does 40-minute walk sound four times a day with a 2 and 4-year-old?”

(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

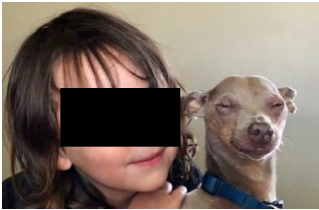


Brent Clemens, [WPCA](#) President
bclemmy@aol.com

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] Beacock rd., [redacted] Ontario. LOB 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.



November 2 2020

Curtis Swards

[redacted]
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

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]



DSTS said school bus would stop pick up here on Hwy 57 shoulder but no place for kids & caregivers to stand?

Dec 9/20 city truck tracks showing how truck made turn driving OVER curb! This is where kids supposed to wait for bus! Williams Point has no road shoulder. No place to park! Most parents WON'T use unsafe stop!



Feb 8/21 bus picked up MIDDLE of road part way down the hill (not what DSTS said). Cars stopped behind bus on hill! No TACC warning "bus stop ahead" signage required! Where were measurements taken from?



This car came round William's Point bend and nearly ran over kids accessing bus! Parents yelling "Stop, stop!" Kids scared... Cars coming over hill honking...

Durham Hwy 57 speed starts 80km, then changes to 50km just before 2 slight hills.



When drivers reach crest of 2nd hill, that's the first time they can see school bus!



But if drivers only see bus HERE, and other cars already stopped behind bus, drivers have no reaction time to STOP! This puts kids & caregivers in harm's way!



From: Laura Turnbull <[REDACTED]>
Sent: Friday, February 26, 2021 3:20 PM
To: CAROLYN MORTON; Kelly Mechoulan; Deborah Kiezebrink
Subject: School bus incident at Williams point

Good afternoon Mrs. Mechoulan,
I am beyond upset that this continues to happen, this is the first time I finally got it on camera, unfortunately I did not get the car behind the bus because it was so unsafe I cared more for the kids then the pictures, the details of the drop off are as follows:

- parents waiting at the side of Williams point for the bus to arrive 2:54
- bus shows up lights on kids begin to come off bus
- two cars stopped on the hill behind the bus
- **as kids coming off bus, car comes around bend on Williams point road and almost runs them over!**
- all parents begin yelling "Stop, Stop!" so the kids stop, car stops...
- bus closes doors and carries on
- the first car behind the bus wants to turn right on to Williams point but has to wait for the children to clear so the second and then third car start hammering on their horns so they can get by because they just came up over the hill and a car is parked
- the kids all stop walking again because they don't know what's going on with all the horns and they are scared.

How can this be safe? If this bus stop continues, please explain to me Mrs. Mechoulan how you are going to deal with the situation when one of these kids gets hit by a car and all of us parents have continued to tell the bus transportation company how unsafe it is. This is completely unacceptable and please let me remind you it's a sunny dry day, I can't even imagine if it were raining or snowing or ice. I will continue to film and take pictures of this very concerning situation.
 Laura

From: KELLY MECHOULAN <[REDACTED]>
Sent: Monday, March 1, 2021 6:04 PM
To: Laura Turnbull; CAROLYN MORTON; Deborah Kiezebrink
Cc: DAVID WRIGHT
Subject: RE: School bus incident at Williams point

Dear Ms. Turnbull,
 Thank you for letting us know about the driver at the intersection. Although, DSTS has confirmed with the bus driver that no vehicle has gone through the bus flashing lights at the Regional Road 57 and Williams Point Road, our Safety Officer has reached out to Durham Regional Police to request surveillance in the area at the time of drop off and pick up at the bus stop location.

The car at the stop sign can not legally turn into the bus lights, and the bus driver has been instructed to block as much of the intersection at time of stopping as possible.

DSTS will continue to monitor the bus stop with the bus operator and driver. The current bus stop location is the closest available bus stop location, the next closest available bus stop location is on Regional Road 57 at Park Street.

If you would prefer to use this bus stop location please let me know and DSTS staff will facilitate the change in bus stop location for your family.

Sincerely,
 Kelly Mechoulan
 Durham Student Transportation Services



AUG 7/20 Laura wrote to Durham District Schoolboard Trustee Carolyn Morton, who is also the Chair of the DDSB Governance Committee:

"Good morning, I might not be the first time you are hearing a complaint regarding this but I haven't heard of anything changing so I wanted to voice my concern as well.

My house received a letter from the Durham Bus Transportation (DSTS)... starting this school year the bus would no longer come down the road. I am located end of William's Point 2.4 km from Highway 57 the new pick up.

There is no possible way in good weather (let alone bad weather) my kids are going to be able to make it down there and back, so that leaves me no choice now but to drive them.

Due to Covid if I have to already drive them down the road I might as well drive them right to the school. However upon review of the back-to-school guidelines, I see that the board is discouraging parent drop offs as the area is not built for that many cars.

I can completely understand this, but honestly now that they took the bus away, I'll have no choice. I also would like to know what the guidelines are distance wise as a tax payer for children to receive a bus pick up?

There are kids even further past me down Jack Rabbit Run that also will no longer get bus service. Are we not entitled to bus service after a certain mileage away? Also I would like to complain that the bus has been travelling past my house for over 14 years that I've lived here with the same turn around so why now?

I understand times right now are challenging for all. I just can't sit back and say it's ok that they don't have a bus anymore knowing I pay my taxes and they had one every other year. Any guidance regarding this would be much appreciated."

Laura

From: Carolyn Morton (Trustee)

Sent: Friday, February 5, 2021 5:59 PM

I am sorry, but I have no authority to change decisions made by the CEO of DSTS. That would be out of my hands.

Sorry, Carolyn

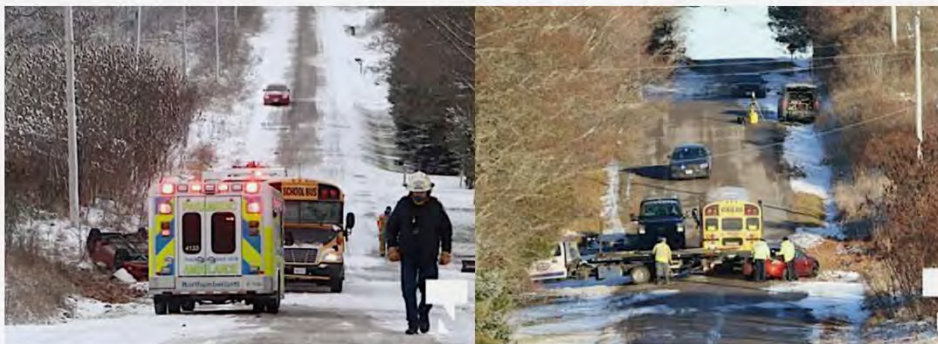
Minister Lecce, who should this mom and others like her go to, who have authority to help?

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.

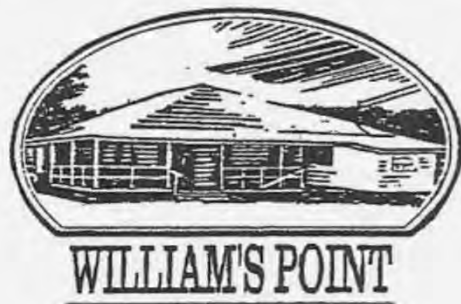
Each of our solutions, letters, and requests, have been dismissed as not possible. DSTS actions have made it clear that there is no intention to collaborate, have open dialogue or to work to resolve our very valid concerns. They have only restated what the policy is, in any email, meeting, or letter; 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>

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

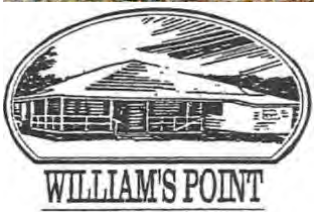
CONTACT US

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 [redacted] Williams Point Road,
Steven and Kayla Anning