# COUNCIL INFORMATION PACKAGE

## December 17, 2021

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Comments

Throughout the pandemic, the Cambridge Neighbourhood Organizations (CNOs) have offered safe, flexible and creative means by which our residents could continue to remain connected while physically distancing.

This summer, the CNOs partnered with the Cowan Foundation and Conestoga College to integrate STEAM (Science, Technology, Engineering, Arts and Math) in their programming. From a range of virtual connections to craft kits, and the gradual introduction of in-person programming, our CNOs have worked to reduce the isolation that individuals and families have felt during the last many months.

The attached report from the Cambridge Neighbourhood Organizations Association elaborates on each organization’s summer achievements.

Attachment

- CNO Summer Programming Review

Approvals:
☒ Manager/Supervisor ☒ Deputy City Manager ☒ City Manager
This summer, our neighbourhoods were thrilled to be able to run in-person programming. Although our programs were not able to run at full capacity, collectively we connected with over 3000 youth safely through our various programs.

Youth volunteers are an integral part of our network’s mission for community development. By investing in the development of our youth, we are investing in the future of our neighbourhoods. The lack of opportunities to bring in youth volunteers since March 2020 has been felt in our communities. That is why the ability to bring our youth volunteers back in a meaningful way was huge--between the 8 neighbourhoods, we utilized 142 youth volunteers.

This summer, the CNO partnered with the Cowan Foundation and Conestoga College to integrate STEAM (Science, Technology, Engineering, Arts and Math) in their programs. This was done through camp themes, Pop-Up Playgrounds, and curbside kits for home programming. Our tactile and educational programming compounded the impact of being able to be back in person. Though the Neighbourhood Associations were not able to run at full capacity, the participants, volunteers and parents were more engaged and excited to play than we have seen in the past.

As you will see below through the overview of programming and statements below, the impact of our summer programming was substantial. For youth participants, youth volunteers and parents--by following city guidelines to be able to safely operate in-person or at home, our Neighbourhood Associations were able to create memories, spark interests and reconnect with our residents.

We are so looking forward to seeing how this return to in-person programming and subsequent increase in youth volunteer opportunities will continue into the winter and spring sessions.
**Alison Neighbourhood Community Centre:**

ANCC Offered 7 weeks of summer camp, totaling 85 program participants. 34 youth contributed to the community garden. 50 youth participated in the Freezie Drive and 15 joined for summer pop up playgrounds.

ANCC was able to utilize 18 youth volunteers through summer programming.

Impact statement: We had a LIT join our summer camp this year who was passionate about cake baking and cake decorating, she knew she wanted to start a business and become more polished and professional. We used summer camp as an opportunity for her to make and deliver cupcakes for one of our themed days. We taught her how to create a Facebook Business Page and an invoice. We are thankful for the opportunity to continue to invest in our youth that stretch beyond our four walls. We also continued our Freezie Drives which continue to surprise us because we are amazed at the impact it has on our community - a member shared that the ability to see our faces in the neighbourhood makes them feel like our neighbourhood has meaning.

**Fiddlesticks Community Centre:**

FCC offered 8 weeks of summer camp, totaling 86 unique campers. They distributed 650 virtual curbside/virtual kits to youth and had a total of 1586 participants in their various Pop Up Playgrounds.

FCC was able to utilize 16 youth volunteers at camp this year; we usually have 30 but due to COVID restrictions, we recruited less.

Impact statement: Rachel (5 years old) has been significantly impacted by the pandemic due to the fact that she has literally spent NO time away from her parents. Because of this, she developed immense separation anxiety to the point where she would panic when mom would get out of the car. A child therapist suggested summer camp as a way to help her cope and learn to rely on other adults.

During the first week Rachel fixated on one specific staff member as her 'safe person', however that staff was able to transition Rachel to various coworkers for short periods of time during the course of the day. Eventually, by the end of the second week Rachel was confident and comfortable at the program, and recognized that her parents were not the only safe people in her life. It was a wonderful transition to witness. From tears at drop off for the first few days of the program, to asking mom if she could stay for 'extended care', by the end of her days with us.
Greenway Chaplin Community Centre:

GCC Offered 8 weeks of summer camp totaling 96 program participants. Additionally, they provided 200 “Camp in a Box” virtual kits which included craftsman art, outdoor and sport supplies delivered to the participant’s home, accompanied with virtual programs released daily. Greenway was able to utilize 9 youth volunteers, totaling 34 community hours in summer programs.

Impact statement: I just wanted to email you to tell you that I would love to continue being a street ambassador. Everybody in the meeting seemed so kind and interesting. I also wanted to thank you for all the work you are doing to make my neighbourhood a friendlier place. Also I wanted to let you know that I would like to help with anything that involves the street meetup (aka posters, videos, gift baskets etc) I know I was pretty quiet on the meetup but that was only because I didn't want to cut anyone off and I was interested in what they were saying.

- David (Greenway youth who is a Street Ambassador Volunteer)

Grow Community Centre:

Grow Community Centre was able to run 7 weeks of summer camp, servicing 115 unique youth. Grow was able to utilize 15 youth LIT’s to run their programming.

Impact statements: One child who participated in camp for all 7 weeks expressed how much fun he had with all the STEAM activities. It was his favorite part of camp and he looked forward to it every day. He commented that he didn't know “boring stuff like math and science could actually be fun”. He built a wonderful rapport with the STEAM leader and talked about “wanting to be a STEAM teacher” when he got older.

“Being able to send my child to camp this year and knowing that they were going to be safe was an amazing feeling. The staff went above and beyond, provided great activities, and made sure my daughter had the best time possible.”
**Hespeler Village Neighbourhood Association:**

HVNA was able to run 6 weeks of summer camp, servicing 144 program participants. Additionally, they provided 960 curbside kits in the form of their “Busy Bee Bags” for at-home fun and had 217 youth join them for the various Pop-Up Playgrounds.

HVNA created its own cohort of LITs that supported our Summer Fun Camp this year. In total we had 24 unique LITs and together contributed 1680 volunteer hours to HVNA over the course of our summer program offerings.

HVNA camp wrapped up each day at 4pm however it was often 5:30 when we would have to remind the LITs to get home for dinner. It was so rewarding to HVNA staff to know that we were offering a safe space for youth to be, even outside of their volunteer day.

**Kinbridge Community Association:**

KCA was able to run 9 weeks of summer camp this year, servicing 193 total unique participants. Through their Pop-Up Playgrounds, they reached an additional 103 youth. They were able to hire 25 youth volunteers to aid in their programming this year.

Impact Statement: I wanted to share with you how much my daughter loved summer camp at Kinbridge. At first, I was worried she wouldn’t be able to stay the whole day and picked her up earlier at 3. But after two days, she asked that I pick her up at 5 because she missed out on some activities. One of those days, I waited and watched her, and her friends play, and another mum joined me in the wait. On the last day of camp, her dad had to pick her up and my daughter was so sad to leave. Her new friend couldn’t let go and started to cry. After saying bye and leaving, she started crying and her dad had to turn around and bring her back to say another bye to her friend. Over the weekend, my daughter talked about her experience at camp with all her friends and camp leaders. She really had so much fun at Kinbridge’s Summer Camp.
**Preston Heights Community Group:**

PHCG was able to connect with 300 people safely this summer. This included connecting with our local businesses and restaurants through our restaurant giveaway contest. Our goal was to reconnect our community members and local business. With the support of Greenway Chaplin and Silverheights, PHCG was able to grant 97 kids back to school haircuts free of charge.

PHCG had 3 volunteers in-person over the course of the summer, totaling in 62 hours.

Impact Statements: “My daughters had hair cuts today and they loved their hair cut. I really want to say thank you as it’s a great initiative to make kids happy especially in this pandemic and make them feel special.”

“I had my son's appointment on Thursday and we would really just like to thank you for this opportunity and we loved the haircut!”

**Silverheights Neighbourhood Association:**

SNA provided 182 curbside/virtual kits for at home programming this summer. In conjunction with the STEAM programming, they provided virtual demonstrations of experiments with the at-home kits to 88 participants. SNA ran recreation pop up programs for 47 youth this summer, 14 of which were new to the neighbourhood association for a total of 121 visits.

They were able to utilize 32 volunteers in the different programs and community garden this summer which totaled 376 community hours.

Impact Statement: From Sara, a volunteer with Silverheights Neighbourhood Association…she was thrilled that in-person programming was up and running again and that this allowed for a volunteering experience that was not virtual, which meant she could connect directly with other youth, staff and participants:

“I absolutely loved the environment there. Everybody was so friendly, and I loved interacting with the children. Could I possibly get another week of volunteering with the SNA camp?”
December 1, 2021

The Honorable Greg Rickford  
Minister of Northern Development, Mines, Natural Resources and Forestry  
greg.rickford@pc.ola.org

Re: Motion from Councillor Wolf – CBM Aggregates Application for Dance Pit Expansion

Dear Minister Rickford,

At the Special Council Meeting of November 23, 2021, the Council of the Corporation of the City of Cambridge passed the following Motion:

WHEREAS CBM Aggregates has applied for an expansion of the Dance Pit located on the south side of Cedar Creek Road (Regional Road 97) in close proximity to the City of Cambridge and Township of North Dumfries boundary, under the Aggregate Resources Act to the Ministry of Northern Development, Mines, Natural Resources and Forestry; and

WHEREAS the existing pit which boarders Cambridge and North Dumfries is controlled by CBM Aggregates and is approximately 74 hectares (182 acres) in area. The westerly portion, being approximately 45 hectares (111 acres) in area, is currently zoned and licensed for aggregate extraction. It is within the remaining 29 hectares (71 acres) along the easterly portion of the landholding that CBM seeks to secure the approvals to modify their license and expand the aggregate operation at the Dance Pit location; and

WHEREAS the expansion lands adjacent to the Cambridge and North Dumfries boundary are presently under active agricultural cultivation and to the east of the CBM landholding is the City of Cambridge and a long-established residential neighbourhood; and
WHEREAS the health and wellness of the Cambridge residents that back onto the proposed expansion for the Dance pit are of concern to area residents. Currently, the noise, dust, dirt particles, vibration, hinder the residents from being able to enjoy their backyards Monday to Friday, 7:00 am to 6:00 pm. The stress and anxiety that these factors bring to them is widespread and mounting. The residents are woken up at 7:00 am on the dot, often earlier, by the noise from the pit area. Folks that work shift work cannot sleep during the day. This community believes this expansion and the constant noise, dust and dirt that each property suffers will decrease their property values; and

WHEREAS there are more than 15 operational gravel pits within 3 miles to the West-to-Northwest of residences in the St. Andrew’s neighbourhood. Emissions of fine dust from these pits and from the heavily travelled and dusty regional roads accumulate in the air as the predominant West-to-Northwest winds blow toward the City of Cambridge. A 2021 Health Canada report concluded that exposure to elevated concentrations of fine dust is associated with short term health impacts on asthmatics, young children and the elderly, and that long-term exposure can shorten life expectancy; and

WHEREAS there is a Deed to the Land dated September 23, 1993, and an amendment to that Deed dated December 15, 1999, stating that the lands that are contained in the Dance Pit proposed expansion area shall be used for agricultural use only; and

WHEREAS the Township of North Dumfries is not in receipt of a planning application to facilitate the proposed aggregate extraction land use activity and has requested staff to send correspondence requesting additional time to complete a review of the supporting technical studies to properly inform any planning, environmental and economic/social matters or concerns; and

WHEREAS the deadline for an objection or the filing of comments on the ARA Application with the MNRF is December 14, 2021; and

THEREFORE be it resolved that the City Clerk be directed to send correspondence on behalf of the City of Cambridge Council to the Ministry of Northern Development, Mines, Natural Resources and Forestry objecting to the Aggregate Resource Act application for the expansion, and in support of the residents and requesting that CBM Aggregates honour the Deed to that parcel of land and keep it agricultural use only, and not grant CBM’s Application for License;

AND THAT that this correspondence also be sent to the Council of North Dumfries and Regional Council of Waterloo.
Re: Motion from Councillor Wolf – CBM Aggregates Application for Dance Pit Expansion
December 1, 2021
Page 3

Should you have any questions related to the approved resolution, please contact me.

Yours Truly,

Danielle Manton
City Clerk

Cc: (via email)

Township of North Dumfries Council
Region of Waterloo Council
City of Cambridge Council

governmentrelations@cambridge.ca
December 8, 2021

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

Dear Premier:

Re: Correspondence received from the Region of Durham regarding Bus Stop Dead End Roads

At the last regular General Purpose and Administration Committee meeting of the Council of the Township of Scugog held December 6, 2021, Council received and endorsed correspondence from the Region of Durham dated November 24, 2021 with respect to Bus Stop Dead End Roads. Attached please find a copy of the Region of Durham's correspondence dated November 24, 2021.

Please be advised that Committee approved the following recommendation:

“THAT correspondence received from the Region of Durham regarding Bus Stop Dead End Roads, be endorsed.”

Please note that all recommendations made by the Committee are subject to ratification at the next Council meeting of the Township of Scugog, scheduled to take place on December 20, 2021.

Should you have any concerns, please do not hesitate to contact Carol Coleman, Director of Public Works and Infrastructure at 905-985-7346 ext. 149.

Yours truly,

Becky Jamieson
Director of Corporate Services/Municipal Clerk

Attachments: News Story Overview Safer Ontario Busing for Dead End Road Kids
Municipal Support Letters in response to Township of Scugog Dead-End Road Resolution
Region of Durham’s correspondence dated November 24, 2021
cc:  Carol Coleman, Director of Public Works and Infrastructure
     Ralph Walton, Regional Clerk/Director of Legislative Services, Region of Durham
     The Honourable Stephen Lecce, Minister of Education
     The Honourable Caroline Mulroney, Minister of Transportation
     Nadiya Vl yt iv, Durham Student Transportation Services
     Durham Catholic District School Board
     Durham District School Board
     Kawartha Pine Ridge District School Board
     Peterborough, Victoria, Northumberland and Clarington Catholic District School Board
     Conseil Scolaire Catholique MonAvenir
     Conseil Scolaire Viamonde
     Rod Phillips, MPP Ajax
     Lindsey Park, MPP Durham
     Laurie Scott, MPP Haliburton/Kawartha Lakes/Brock
     David Piccini, MPP Northumberland/Peterborough South
     Jennifer French, MPP Oshawa
     Peter Bethlenfalvy, MPP Pickering/Uxbridge
     Lorne Coe, MPP Whitby
     All Ontario Municipalities
     Rural Ontario Municipal Association (ROMA)
     Ontario Good Roads Association (OGRA)
     Association of Municipalities of Ontario (AMO)
     S. Siopis, Durham Region, Commissioner of Works
November 24, 2021

The Honourable Doug Ford
Premier of Ontario
Room 281
Legislative Building, Queen’s Park
Toronto, ON   M7A 1A1

Dear Premier Ford:

RE:  Bus Stop Dead End Roads, Our File: T02

Council of the Region of Durham, at its meeting held on November 24, 2021, adopted the following resolution:

“Whereas Dead-End Road delegations have been received from parents in attached correspondence, website www.durhamdeadendroadkids.ca and video www.youtube.com/watch?v=__pCVNLsUKk&t=18s noting approximately 386 Durham Region kids and families remain in crisis walking kilometres daily to wait on highspeed roadway shoulders with winter dark coming;

And whereas the Ontario Ministry of Transportation has responded and now amended their Policy to allow and provide guidelines for reversing a school bus on a dead end road https://www.ontario.ca/document/official-ministry-transportation-mto-bus-handbook/special-safety-precautions-school-bus-drivers which is in keeping with the previous historic practice of using smaller buses, doing 3-point turns and using a spotter in rural areas;

And whereas to date 10 municipalities across Ontario have passed a resolution endorsing Scugog’s bus stops on dead end roads Resolutions CR-2021-086 (April 26, 2021) and CR-2021-175 (June 28, 2021), given family safety challenges exist on dead-end roads throughout the province;

And whereas Report PWIS-2021-022, Williams Point Road and Beacock Road School Bus Turnarounds, be received noting municipal cost for construction of school bus turnarounds is prohibitive with 178 dead end roads now not accessed by Durham District School Board alone not including hundreds of roads around province, and any funds invested in turnarounds would not be consistent with asset management priorities promoted by the Province of Ontario;

Don Beaton, BCom, M.P.A.
Commissioner of Corporate Services

If you require this information in an accessible format, please contact 1-800-372-1102 extension 2097.
And whereas to date Durham Student Transportation Services have not re-considered the previous motions or adjusted their policies, citing Ontario Ministry of Transportation policy changes are “guidelines” only, https://www.durhamregion.com/news-story/10445254-mto-tweaks-unlikely-to-reverse-scugog-route-changes-dsts/ are not “direction to school boards” https://www.durhamregion.com/news-story/10445254-mto-tweaks-unlikely-to-reverse-scugog-route-changes-dsts/, maintaining far-distanced highspeed roadside common stops are safer;

Now therefore be it resolved:

That Council request the Ministry of Education and the Province of Ontario to amend policies requiring Student Transportation Services and School Boards around the Province work with parents to facilitate the use of smaller buses, spotters, and 3-point turns or backing up where necessary, to provide safer service to dead-end and private road children and prevent the need for additional turnarounds to be constructed on municipal roads; and

That a copy of this motion and the staff report from the Township of Scugog be forwarded to Premier Doug Ford, Honorable Stephen Lecce (Minister of Education), Honorable Caroline Mulroney (Minister of Transport), Durham Student Transportation Services, all school boards serving Durham Region, Haliburton-Kawartha Lakes-Brock MPP Laurie Scott, all Durham MPPs, all Ontario Municipalities, Rural Ontario Municipal Association (ROMA), Ontario Good Roads Association (OGRA), and Association of Municipalities of Ontario (AMO).”

Please find enclosed a copy of Report #PWIS-2021-022, from the Township of Scugog, for your information.

Ralph Walton
Ralph Walton,  
Regional Clerk/Director of Legislative Services

RW/ks

Attachment

c: The Honourable Stephen Lecce, Minister of Education  
The Honourable Caroline Mulroney, Minister of Transport  
Nadiya Viytiv, Durham Student Transportation Services
Durham Catholic District School Board
Durham District School Board
Kawartha Pine Ridge District School Board
Peterborough, Victoria, Northumberland and Clarington Catholic District School Board
Conseil Scolaire Catholique MonAvenir
Conseil Scolaire Viamonde
Rod Phillips, MPP (Ajax)
Lindsey Park, MPP (Durham)
Laurie Scott, MPP (Haliburton/Kawartha Lakes/Brock)
David Piccini, MPP (Northumberland/Peterborough South)
Jennifer French, MPP (Oshawa)
Peter Bethlenfalvy, MPP (Pickering/Uxbridge)
Lorne Coe, MPP (Whitby)
All Ontario Municipalities
Rural Ontario Municipal Association (ROMA)
Ontario Good Roads Association (OGRA)
Association of Municipalities of Ontario (AMO)
S. Siopis, Commissioner of Works
Letters of Support to the Township of Scugog’s Dead-End Road Resolution

1. Township of Addington Highlands
2. Township of Armour
3. Township of Brock
4. Municipality of Calvin
5. Township of Casey
6. Municipality of Dutton Dunwich
7. Township of Harley
8. Township of Kerns
9. Loyalist Township
10. Municipality of Southwest-Middlesex
11. Township of Uxbridge has also advocated on this matter.
May 10, 2021

The Township of Scugog 181
Perry St.
P.O. Box 780
Port Perry, ON L9L 1A7
e-mailed to: kcox@scugog.ca

Re: Bus Stops on Dead End Roads

To Whom It May Concern,

Please be advised that at their May 4th, 2021 meeting, the Council of the Corporation of the Township of Addington Highlands resolved to endorse your municipality’s resolution requesting that changes be made to current policies and practices related to bus stops on dead end roads.

I trust you will find this letter of support satisfactory.

Sincerely,

Christine Reed

CAO/Clerk-Treasurer

cc. The Honourable Doug Ford, Premier – premier@ontario.ca
The Honourable Stephen Lecce, Minister of Education – minister.edu@ontario.ca
The Honourable Caroline Mulroney, Minister of Transportation – minister.mto@ontario.ca
Daryl Kramp, MPP Hastings-Lennox and Addington – daryl.kramp@pc.ola.org
May 12, 2021

Township of Scugog
181 Perry Street
PO Box 780
Port Perry, ON
L9L 1A7

Re: Support Resolution

At its meeting held on May 11, 2021, the Township of Armour passed Resolution #11 approving the request from the Township of Scugog.

A copy of Council’s Resolution #11 dated May 11, 2021 is attached for your consideration.

Sincerely,

[Signature]

Danika Hammond
Administrative Assistant
(Enclosed)
CORPORATION OF THE TOWNSHIP OF ARMOUR

RESOLUTION

Date: May 11, 2021
Motion # 1

That the Council of the Township of Armour supports the Township of Scugog in requesting that the Province make dead end roads safer for students being bused by legislating the following:
• 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;
• 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;
• "Bus Stop Ahead" warning signage be required to notify oncoming traffic, prior to Student Transportation Services moving a common stop to a main roadway;
• That Student Transportation Services be comprised of solutions like mini-buses, vans, taxis, or public transit, worked into funding formula which does not negatively impact Student Transportation Services funding statistics;
• That Kid "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 a Student Transportation Services factor to receive funding;
• That the Province provide a "Parent Portal" for ongoing busing feedback of their Student Transportation Services, so families and kids can review/provide comments, especially during Ministry Student Transportation Services reviews and revisions to funding; and
• That the Province have GPS tracking software to notify parents when children are picked up/dropped off.

Moved by: Blakelock, Rod
Brandt, Jerry
MacPhail, Bob
Ward, Rod
Whitwell, Wendy

Seconded by: Blakelock, Rod
Brandt, Jerry
MacPhail, Bob
Ward, Rod
Whitwell, Wendy

Carried

Declaration of pecuniary interest by:

Recorded vote requested by:

Recorded Vote: Blakelock, Rod
Brandt, Jerry
MacPhail, Bob
Ward, Rod
Whitwell, Wendy

For:

Opposed:

19
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 longtime residential pick ups; percentages of 830,000 Ontario bused students impacted as Student Transportation Services (STS) citing buses shouldn’t access private roads, do 3point 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

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

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

Resolution

DATE: May 25, 2021 NO. 2021-137

MOVED BY Christine Shippam

SECONDED BY Sandy Cross

"That Dead-End Road delegations be received from parents, video, site www.durhamdeaddendroadkids.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 bused students impacted as Student Transportation Services (STS) citing buses shouldn’t access private roads, do 3-point turns, or backups; 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 (e.g. 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;

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 Municipality of Calvin 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; Honourable Vic Fedeli, MPP; Honourable Anthony Rota, MP; all Ontario Municipalities; Rural Ontario Municipal Association (ROMA); Ontario Good Roads Association (OGRA); and Association of Municipalities of Ontario (AMO).

CARRIED

DIVISION VOTE

<table>
<thead>
<tr>
<th>NAME OF MEMBER OF COUNCIL</th>
<th>YEA</th>
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<tbody>
<tr>
<td>Coun Cross</td>
<td>X</td>
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<td>Coun Maxwell</td>
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<tr>
<td>Coun Olmstead</td>
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<tr>
<td>Mayor Pennell</td>
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</tbody>
</table>
May 14th, 2021

Township of Scugog
181 Perry St., PO Box 780
Port Perry ON
L9L 1A7

Fax: 905-985-9914

Your correspondence dated April 28th, 2021 was received by Casey Township Council at their meeting of May 12th, 2021 and the following resolution was passed:

Resolution No. 2021-075
That we, the Council of the Township of Casey do hereby support the Township of Scugog’s resolution as follows:

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 Student Transportation Services (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 the Township of Scugog.
“CARRIED”

Yours truly,

[Signature]

Jordan Kemp
Clerk-Treasurer
Township of Casey

JMK/Ip
COUNCIL RESOLUTION

Moved by:  ____Drouillard______________________________
Seconded by:  ____Cornell______________________________

THAT the Council of the Municipality of Dutton Dunwich supports the resolution of the Township of Scugog calling on the Province of Ontario to consider policies to allow 3-point turns or backing up where necessary, to provide safer service to dead-end and private road children and prevent the need for additional turnarounds to be constructed on municipal roads; and

THAT a copy of this resolution be forwarded to Jeff Yurek, MPP, Karen Vecchio, MP and the Township of Scugog.

<table>
<thead>
<tr>
<th>Recorded Vote</th>
<th>Yeas</th>
<th>Nays</th>
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<tbody>
<tr>
<td>P. Cornell</td>
<td>X</td>
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<tr>
<td>A. Drouillard</td>
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<tr>
<td>K. Loveland</td>
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<tr>
<td>M. Hentz</td>
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<tr>
<td>B. Purcell – Mayor</td>
<td>X</td>
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</tbody>
</table>

CARRIED:

DEFEATED:

Mayor

Mayor
May 12th, 2021

Township of Scugog
181 Perry St., PO Box 780
Port Perry ON
L9L 1A7

Fax: 905-985-9914

Your correspondence dated April 28th, 2021 was received by Harley Township Council at their meeting of May 11th, 2021 and the following resolution was passed:

Resolution No. 2021-083
That we, the Council of the Township of Harley do hereby support the Township of Scugog’s resolution as follows:

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 Student Transportation Services (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 the Township of Scugog.
"CARRIED"

Yours truly,

[Signature]

Jordan Kemp
Clerk-Treasurer
Township of Harley

JMK/lp
May 5th, 2021

Township of Scugog
181 Perry St., PO Box 780
Port Perry ON
L9L 1A7

Fax: 905-985-9914

Your correspondence dated April 28th, 2021 was received by Kernels Township Council at their meeting of May 4th, 2021 and the following resolution was passed:

Resolution No. 2021-075
That we, the Council of the Township of Kernels do hereby support the Township of Scugog’s resolution as follows:

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 Student Transportation Services (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 the Township of Scugog.
"CARRIED"

Yours truly,

[Signature]

Jordan Kemp
Clerk-Treasurer
Township of Kerns

JMK/lp
July 15, 2021

Via email only

Honorable Doug Ford, Premier of Ontario  
Honorable Stephen Lecce, Minister of Education  
Honorable Caroline Mulroney, Minister of Transport

Re: School Bus Turnarounds

Please be advised that Council of Loyalist Township, at its meeting held on Monday, June 12, 2021 passed the following resolution:

Resolution - #2021.51.19.

“That the correspondence received from Township of Scugog re: School Bus Turnarounds”, be received and supported.

Should you have any questions, please do not hesitate to contact this office.

Regards,

Cindy

Cindy Handley  
Administrative Assistant, Corporate Services  
Loyalist Township  
Box 70, 263 Main Street  
Odessa, ON K0H 2H0 613-386-7351  
Ext: 107 chandley@loyalist.ca  
www.loyalist.ca

cc:  
Becky Jamieson, Director of Corporate Services/Municipal Clerk  
Association of Municipalities of Ontario (AMO)  
Derek Sloan, MP, Hastings – Lennox and Addington  
Daryl Kramp, MPP, Hastings – Lennox and Addington
Municipality of Southwest Middlesex

#2021-130
Moved by Councillor McGill
Seconded by Councillor Cowell
THAT the resolution from the Township of Scugog regarding Bus Stops on Dead End Roads be supported and endorsed by the Council of Southwest Middlesex.

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 killing 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).

Municipality of Southwest Middlesex Resolution #2021-130  
Carried

Deputy Clerk  
June 1, 2021
DURHAM DEADEND ROAD KIDS:

Will YOU Help Parents give Safer Dead End Road Bus Stops, Keeping Kids Off Highways?

- Durham District School Board (DDSB) says "DSTS Transportation Policy governs all transportation for the Board."
- But Durham Student Transportation Service (DSTS) policy says "A Governance Committee comprised of Trustee and Senior Administration representatives from each Board oversee the activities of the DSTS consortium.
- Chair of Governance Committee (Scugog Trustee) emailed, "can't change decisions made by DSTS CAO".
- Then DDSB advised they're enacting Ministry of Transportation Policies.
- But when MTO changed policy to allow buses to back up/do 3 point turns on dead end roads, DSTS CAO says, these are "guidelines" and "not direction to school boards''.
- So parents like Grandfather of 4-Year-Old whose bus stop moved from dead end road to intersection of 80km highway get DSTS letter stating, "As noted in the DSTS Transportation Policy, the decision of the Governance Committee is final and not subject to further consideration... no further action will be taken on this matter..."
- Scugog Ward 4 Councillor Deborah Kiezebrink & Regional Councillor Wilma Wotten agree, 'It's buck passing... We've been going around in circles.'
- Scugog Mayor Bobbie Drew: “I'm very disappointed because (DSTS) is putting kids in a dangerous situation... the stops they want the kids to go to are not safe”.

- Durham Dead End Road Kids’ Website: https://durhamdeadendroadkids.ca/
- Families Tell Story in Video: https://www.youtube.com/watch?v=__pCVNLsU/Kk

Ontario Municipalities Endorsing Scugog’s Motion: https://durhamdeadendroadkids.ca/municipal-endorsements

1. Township of Addington Highlands
2. Township of Armour
3. Township of Brock
4. Municipality of Calvin
5. Township of Casey
6. Municipality of Dutton Dunwich
7. Township of Harley
8. Township of Kerns
9. Loyalist Township
10. Municipality of Southwest-Middlesex
11. Uxbridge also advocating on matter.

WEBSITE LINKS TO NEWS STORIES:

‘Ticking time-bomb’: Dead-End road bus policy sparks safety concerns  Sept. 8/21

MTO tweaks unlikely to reverse Scugog route changes: DSTS  Aug 5/21

No bus stops on Dead-End roads a matter of safety: DSTS. New guidelines from MTO won’t change affected stops  July 27/21

Child hit by car at new bus stop bottom of hill still in hospital: “Shea has now spent two hundred twelve days in the hospital...She has overcome many broken bones and is recovering from serious neuro-trauma (brain) injuries.”  Jul 3/21
https://www.yofoandme.com/?s=support-the-kerin-family&fclid=twAR0eBo1KapjYoHsUG733Z37m_UOUPo1-cleHb8zGv9YGevMFXdufYzHmA

“This could easily come back and bite us here in Brock”: Brock councillors call for change to school bus transportation policy  May 20/21

“This is unacceptable situation”: Scugog calls for bus policy change  May 13/21
https://www.niagarafallsreview.ca/local-port-perry/news/2021/05/13/this-is-an-unacceptable-situation-scugog-calls-for-bus-policy-change.html
Scugog wants help with championing Dead End road kids May 6/21
https://www.niagarafallsreview.ca/local-port-perry/news/2021/05/13/this-is-an-unacceptable-situation-scugog-calls-for-bus-policy-change.html

Horrific Collision Kills 12-Year-Old Child – His 10-Year-Old Sister Airlifted to Toronto Hospital (bus stop moved from side street to main road base of hill) Dec 2/20
https://todaysnorthumberland.ca/2020/12/02/horrible-collision-kills-12-year-old-child-his-10-year-old-sister-airlifted-to-toronto-hospital/

Twenty years after Adam Ranger’s death, family still fighting dangerous drivers: 5-year-old Adam Ranger was killed by a truck that ignored a school bus’ flashing lights Feb 11/20

“The worst nightmare of your life”: 20 years later Ranger’s legacy lives on Feb 11/20
https://northernontario.ctvnews.ca/the-worst-nightmare-of-your-life-20-years-after-later-ranger-s-legacy-lives-on-1.4807473?cache=yes%3Fclipld%3D89926

Canadian School Board (DSTS) Refuses to Move A Bus Stop 160 Feet To Accomodate A Disabled Student Jan 30/20
https://www.inquisitr.com/5864228/canada-school-bus-stop-disabled-boy/

School Board (DSTS) Refuses to move bus stop 50 metres to accommodate double amputee student Jan 29/20

Video: transport blows by stopped school bus on Highway 11 Dec 20/19

Parents seek solution to dangerous Lake of Bays school bus stop: Parent tells council his daughter has had “10 opportunities to be killed” in past year getting off bus on Highway 60 (bus stop moved from Dead End road) Dec 19/19

Concerned Peterborough County mom happy “dangerous’’ bus stop moved (back to Dead End road from highway) May 11, 2019

Tractor trailer driver charged with careless driving following accident involving school bus (At least 25 children were inside bus when hit on highway, 22 Caesarea children still on highway) Sep 19/18

It’s official: BC bus stop “wins” award for being worst in North America (dangerous bus stop conditions same for Durham children) Sep 14/18

EXCLUSIVE: Durham Region mother pulls daughter out of school to fight “unsafe” bus stop location (moved from Dead End road) Mar 16/18

Appeal to Durham Transportation in Focus Magazine: Mother Viktoria begs DSTS to pick up kids as bus drives by house instead of 40-minute walk 4 times a day Jan Issue 17
https://durhamdeadendroadkids.ca/dsts-letters-to-parents

Parents maintain Kawartha Lakes school bus stop is unsafe: Video shot by father shows one vehicle almost not stop for school bus picking up his children on Little Britain Road Jan 19/16
https://www.youtube.com/watch?v=vegQMMjCmIk

Parents make Video to show Trillium Lakelands District School Board new dangerous bus stop on S-Bend Highway where daughter nearly hit by car: police report filed Jan 8/16

Mother wins fight to move school bus stop closer to home: Halton District School Board settles case that landed at Ontario Human Rights Tribunal Oct 19/13

Young (Huntsville) family faces dangerous walk to bus stop (moved from private road) Oct 2/13

For More Information Contact:
Councillor Deborah Kiezebrink (Scugog Ward 4) dkiezebrink@scugog.ca OR Regional Councillor Wilma Wotten wwotten@scugog.ca