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Statement	<p>Pedestrian safety is the responsibility of the local municipality.</p> <p>In situations where the local municipality, at the request of STSBHN, has not been able to resolve a safety issue, hazard transportation may be provided using the following criteria.</p>
Criteria	<p>STSBHN uses the following criteria to make a decision on the safe walkability of a route to school. Each item in and by itself does not necessarily warrant such a designation, but a combination of several factors may result in the STSBHN determining that a walking route is "hazardous."</p> <ol style="list-style-type: none"> 1. Volume of Traffic – STSBHN takes the volume of traffic into consideration for students that have to cross streets or roads. STSBHN uses Provincial warrants developed by the Ontario Traffic Conference with the Ministry of Transportation and adopted by most municipalities. It counts the number of vehicles in a 5 minute period and determines the number of gaps within the 5 minute period that would allow students time to cross. With this information STSBHN can suggest if an adult crossing guard, student patrol or no intervention is required. Intersections will be visited by staff members of STSBHN to gain a greater understanding of issues surrounding a particular intersection if deemed necessary. 2. Number of Traveled Lanes of a Road – STSBHN considers the number of traveled lanes a student would have to cross. In most cases, more lanes on a road are an indicator of higher volumes of traffic. In most cases, the metered width of a road is converted to the time it takes for a student to cross. 3. Posted Speed Limits – STSBHN takes into consideration the posted speed limits of a street or road. A safety consideration is given to roads that have speed limits above 70 kph. 4. Sidewalks – lack of sidewalks are not a consideration for bus transportation in and by itself. Many of the communities STSBHN serves either by choice or design do

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<p>Criteria...continued</p>	<p>not have sidewalks. The combination of lack of sidewalks and other factor(s), such as higher posted speeds and volume of traffic, may provide safety consideration for the walking route.</p> <ol style="list-style-type: none"> 5. Signalized Intersection or Crossings – STSBHN takes into consideration whether there is a signalized intersection to allow for a safe crossing of a student in the absence of a crossing guard or student patroller. 6. Physical Barriers – STSBHN takes into consideration physical barriers such as construction, bridges without sidewalks or railings, unguarded railroad crossings or unprotected waterways. These may provide safety considerations for the walking route. 7. Grade Level of Students – STSBHN takes into consideration the grade level of a student that has to walk to school. In some situations STSBHN will, in combination with other criteria, designate a route hazardous. 8. Historical Designations – STSBHN takes into consideration hazardous route designations that have been in place for a number of years. STSTBHN reviews each situation independently using the above criteria to determine if the walking routes should maintain that status.
<p>Procedure</p>	<ol style="list-style-type: none"> 1. STSBHN will use the above criteria to determine if a walking route is safe for students as part of their regular review process. 2. Hazard transportation is reviewed annually with the exception of circumstances that are determined to be time sensitive. <p>STSBHN has the sole discretion to determine if a walking route is hazardous for students.</p>