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<p>Statement</p>	<p>Pedestrian safety is the responsibility of the local municipality.</p> <p>In situations where the local municipality at the request of STWDSTS has not been able to resolve a safety issue, hazard transportation may be provided using the following criteria.</p>
<p>Criteria</p>	<p>STWDSTS 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 warrant such a designation, but a combination of several factors may result in the STWDSTS determining that a walking route is "unusually hazardous."</p> <ol style="list-style-type: none"> 1. Volume of Traffic – STWDSTS takes the volume of traffic into consideration for students that have to cross streets or roads. STWDSTS 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 STWDSTS can determine if an adult crossing guard, student patrol or no intervention is required. 2. Number of Traveled Lanes of a Road - STWDSTS considers the number of traveled lanes a student would have to cross. In most cases, more lanes on a road is an indicator of higher volumes of traffic. In determining the need for a crossing guard, the metered width of a road is converted to the time it takes for a student to cross. 3. Posted Speed Limits – STWDSTS 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 STWDSTS serves either by choice or design do not have sidewalks. The combination of lack of sidewalks and other factors such as higher posted speeds and volume of traffic may provide safety consideration for the walking route. 5. Signalized Intersection or Crossings – STWDSTS 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.



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<p>Criteria...continued</p>	<ol style="list-style-type: none"> 6. Physical Barriers – STWDSTS 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 – STWDSTS takes into consideration the grade level of a student that has to walk to school. In some situations STWDSTS will, in combination with other criteria, such as volume of traffic and number of traveled lanes designate a route unusually hazardous. 8. Historical Designations – STWDSTS takes into consideration unusually hazardous route designations that have been in place for a number of years. STWDSTS 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. STWDSTS will use the above criteria to determine if a walking route is safe for students in cases where a new school is opened or a school’s attendance boundaries have changed requiring students to walk a different route to school. 2. Hazard transportation is reviewed annually. <p>STWDSTS has the sole discretion to determine if a walking route is hazardous for students. STWDSTS decision is final.</p>