

# Student Transportation Service Consortium of Grey-Bruce

## *Procedures*

Bluewater District School Board  
Bruce-Grey Catholic District School Board

TCP-A005

<b>Procedure Title:</b> TRANSPORTATION DUE TO AN IDENTIFIED HAZARD		<b>Approved:</b> October 30, 2012
<b>Related Forms:</b> TCF-A005 Hazard Review	<b>Related Policies:</b>	

<b>Intent:</b>	To define a hazard area and transportation expectations within these areas.
<b>Stakeholders:</b>	Schools, Bus Operators, Public, Transportation Consortium
<b>Procedure:</b>	<p><b>Statement</b></p> <p>A hazard is an area which the Consortium does not expect students to walk through. Hazards will be avoided when measuring a student's distance to school. The resulting modified walk path may change a student's walk eligibility.</p> <p>Pedestrian safety is the responsibility of the local municipality. In situations where a hazard has been identified, and the Consortium or the Municipality has not been able to resolve through prevention strategies, hazard transportation may be provided using the criteria below.</p> <p>Reviews may be conducted as the result of a Consortium initiative, a Board initiative, or as the result of a concern raised by the public.</p> <p><b>Criteria</b></p> <p>The Consortium uses the following criteria to determine if a hazard exists. <b>Each item in and by itself does not warrant a hazard designation</b>, but a combination of criteria may result in the Consortium assessing a walk path as uniquely hazardous. The walk path will be assessed considering all of the conditions and a recommendation will be presented to the General Manager of the Consortium for approval. The General Manager may seek approval of the Consortium Management Committee.</p> <ul style="list-style-type: none"><li>• Presence of sidewalks – the presence of sidewalks is not a consideration for bus transportation in and by itself. The combination of a lack of sidewalks and other factors such as higher posted speeds and volume of traffic may provide consideration for bussing.</li><li>• Volume of Traffic – the Consortium uses Provincial warrants developed by the Ontario Traffic Conference with the Ministry of Transportation. The warrant process measures volume of vehicles and gaps in traffic against a set of standards.</li><li>• Posted Speed Limit</li><li>• Actual Traffic Speed</li><li>• Type of traffic (passenger vehicles, heavy vehicles)</li><li>• Existence of traffic lights</li><li>• Existence of municipal crossing guards</li><li>• Condition of the shoulder of the road</li><li>• Topography</li><li>• Other observations that may be unique to a walk path</li></ul> <p>When a safety concern is presented to the Consortium it will be reviewed by Consortium staff. It is recommended that reviews be done during regular bus times (between 8:15-8:45 a.m. or 3:00-3:45 p.m.) It is also recommended that the review be done by at least two staff members in order to gather more than one perspective. Staff may decide to seek further advice from the bus operator, school principal or local safety officer.</p> <p>When a hazard has been identified it will be documented in the transportation routing software. The school will</p>

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be notified. If the hazard qualifies students for transportation (who would otherwise have been required to walk) the school will be provided a list of those students.

Students may not automatically qualify for transportation when a hazard is identified. There may be a suitable walking route that would avoid the hazard.

The Consortium has the sole discretion to determine if a walking route is hazardous for students. The Consortium decision is final.