



NIPISSING-PARRY SOUND STUDENT TRANSPORTATION SERVICES

Section Transportation – Service Levels	Revised July 31, 2012
SL - 008 Assessing road serviceability	
General Statement	<p>As the health and safety of students in the Nipissing and Parry Sound Districts is a high priority at all times, the Nipissing-Parry Sound Student Transportation Services (NPSSTS) may refuse to provide transportation on certain roads in cases where the road has been designated as unserviceable. Such designations are at the sole discretion of the NPSSTS, whose decision is final, and will be reviewed periodically. Eligible students whose roads are designated as unserviceable will be assigned to the closest safe designated stop location.</p>
Operational Procedure	<p>The NPSSTS will consider the factors outlined in this section when evaluating the safety of a road for the purpose of student transportation. These same factors are considered when re-assessing a road currently designated as unserviceable.</p> <p>Concerns related to any one factor or combination of factors from the list below may result in the NPSSTS determining that a road is unserviceable. A concern related to any one factor in and by itself <i>may</i> but does not necessarily warrant an unserviceable designation.</p> <p>FACTORS FOR DESIGNATION OF A ROAD AS SERVICEABLE OR UNSERVICEABLE BY STUDENT TRANSPORTATION VEHICLES</p> <p>1. Factors:</p> <ol style="list-style-type: none"> a) Width of Road and Number of Traveled Lanes: school buses and other school-purpose vehicles (SPVs) contracted through the NPSSTS will not travel on roads that are less than 10 metres (approx. 30 feet) wide or that are otherwise designated as single-lane. There must be a minimum of two travelled lanes and sufficient space for vehicles to pass each other without using the road shoulder. b) Posted Speed Limits: the NPSSTS takes into consideration the posted speed limits of a street or road. A safety consideration is given to roads that have speed limits above 60 km/h. In some cases, roads with posted speed limits of 60 km/h or under may also receive safety consideration when combined with other factors. c) Sight Lines: the NPSSTS takes into consideration the sight lines at access points for a street or road. A safety consideration is given to roads that have less than 150 metres (approx. 500 feet) of clear visibility in both directions at points where the school bus or SPV would need to turn onto or out of that road.



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	<p>For roads with speed limits above 60 km/h, the minimum distance for visibility is increased because drivers need greater gaps in traffic and time to safely navigate turns and/or enter traffic.</p> <p>d) Other Road Characteristics: the general characteristics of a road will be evaluated in determining that road’s serviceability, including the gradient (slope), the road surface, and the sharpness of curves (i.e. can a school bus maintain its own lane while navigating curves in the road?).</p> <p>e) Road maintenance and ownership: the NPSSTS takes the level of road maintenance into consideration, as well as whether the road is publicly or privately owned. The NPSSTS does not allow operators to use private roads without the express written permission of the owner and a duly completed Private Property Release Form on file. The NPSSTS will consult with the municipality responsible for a publicly owned road or the individual or company responsible for a privately owned road as part of its evaluation.</p> <p>f) All-season access: the NPSSTS takes into consideration whether or not a road is accessible 12 months of the year. In some situations the NPSSTS will designate a road as unserviceable if it is a seasonal road.</p> <p>g) Turn-around location (or lack thereof): In many cases, the adequacy of a turn-around location is an essential consideration in determining the serviceability of a road. The presence alone of a turn-around location does not necessarily mean that a road is serviceable for student transportation purposes. Some turn-around locations are not suitable for a school bus, even if they are used by other large vehicles. Some turn-around locations are on private property and require a duly completed Private Property Release Form on file prior to use. All turn-around locations must be plowed and maintained, whether by the township or privately. Whether or not a turn-around location is required and whether there is an adequate such location will be part of each individual road assessment.</p> <p>h) Railroad Crossings: the NPSSTS takes into consideration whether or not a school bus or SPV would be required to cross a railroad track at any point in its provision of service to a particular road. Because school buses are required to stop at all railroad crossings, the location of the crossing will be considered along with sight lines and the presence or absence of signals indicating the approach of a train. The potential effects of a vehicle waiting at crossings for a train to pass will also be considered.</p> <p>i) Bridges: the NPSSTS takes into consideration whether or not a school bus or SPV would be required to cross a bridge at any point in its provision of service to a particular road. Items such as the weight capacity, number of lanes, and width of the bridge will be considered.</p> <p>j) Physical Barriers for Off-Road Hazards: the NPSSTS takes</p>
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	<p>into consideration the presence or absence of physical barriers protecting vehicles from off-road hazards, such as waterways.</p> <p>k) Impact on Students: the NPSSTS takes into consideration the impact of a service extension on other students who use or would use transportation via the vehicle that would service that road. In some situations the NPSSTS will designate a road as unserviceable if servicing that road cannot be done without a significant negative impact on other students.</p> <p>2. Historical Designations and Requests for Reassessment:</p> <p>The NPSSTS is willing to review unserviceable road designations that have been in place for a number of years and reviews each situation independently using the above factors to determine if the road should maintain the unserviceable status. However, if a road was assessed within the previous two (2) years of the request, a new assessment will not be conducted without a written statement from the responsible staff member of a municipality/ township or the owner (if the request concerns a private road or turn-around location) detailing how previous concerns were addressed.</p>
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