



**NIPISSING-PARRY SOUND
STUDENT TRANSPORTATION SERVICES**

<p>Section</p> <p>Transportation – Student Safety</p>	<p>Revised</p> <p>March 16, 2012</p>
<p>SS – 003 Unusually Hazardous Walking Routes</p>	
<p>General Statement</p>	<p>While pedestrian safety is considered a shared responsibility between pedestrians (and/or their guardians) and the municipality, mitigating factors outlined herein may be considered to designate a walking route as unusually hazardous. 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) shall endeavor to provide transportation to students residing within the walking distance to their school in cases where the walking route has been designated as unusually hazardous. Such designations are at the sole discretion of the NPSSTS, whose decision is final, and will be reviewed annually.</p>
<p>Operational Procedure</p>	<p>DESIGNATION OF A WALKING ROUTE AS UNUSUALLY HAZARDOUS</p> <ol style="list-style-type: none"> 1. NPSSTS will consider the factors outlined in this section when evaluating the safety of a walking route to school. A concern related to any item in and by itself does not warrant an “unusually hazardous” designation. However, a combination of several factors may result in the NPSSTS determining that a walking route is unusually hazardous for students. 2. Factors: <ol style="list-style-type: none"> a) Volume of Traffic and Number of Traveled Lanes: considered only for walking routes requiring a student to cross the road. In most cases, more lanes on a road are an indicator of higher volumes of traffic. NPPSTS will use Provincial warrants developed by the Ontario Traffic Conference with the Ministry of Transportation to determine the required gap time to safely cross a road. b) Posted Speed Limits: 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 deemed unusually hazardous. c) Sidewalks (or lack thereof): a lack of sidewalks is not a consideration for transportation in and by itself. Many of the communities NPSSTS services do not have sidewalks. The combination of lack of sidewalks and other factors such as higher posted speed limits and volumes of traffic may result in a safety consideration for the walking route.



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	<p>d) Signalized Intersections or Crossings (or lack thereof): NPSSTS takes into consideration whether or not there is a signalized intersection to allow for a safe crossing of a student. The presence or absence of a crossing guard or student patroller at crossings will also be considered.</p> <p>e) Physical Barriers: NPSSTS 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.</p> <p>f) Grade Level of Students: NPSSTS takes into consideration the grade level of a student that has to walk to school. In some situations NPSSTS will designate a route as unusually hazardous given the age of the student in question, in combination with other factors. Similarly, a route designated as unusually hazardous for a young student may not be designated as hazardous for an older student.</p> <p>3. Historical Designations: NPSSTS takes into consideration unusually hazardous route designations that have been in place for a number of years. NPSSTS reviews each situation independently using the above factors to determine if the walking route should maintain that status.</p>
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