



NORTHWESTERN ONTARIO
Student Services Consortium



TRANSPORTATION PROCEDURE	NWOSSC 119
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SECTION 100 GENERAL	Page 1 of 3
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119 SCHOOL BUS STOP ASSESSMENT AND PLACEMENT	Revised Date: October 2013
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Statement and Rationale	<p>The purpose of this procedure is to establish a guideline in determining school bus stops. Parents are responsible for their child’s safety and conduct to and from the bus stop. It is the responsibility of the Consortium to ensure that the stop itself is safe for students to board and disembark as well as for the safety of the students and driver already on the bus.</p> <p>All bus stops will be located where deemed appropriate by the Manager or designate. Only approved stops will be used for pick up and drop off of students except in cases of emergency.</p>
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Procedure	<p>In assessing a school bus stop, the Manager or designate will consider the following criteria:</p> <p>Sightlines On residential roads with speed limits less than 50 km/hr, stops should provide at least 90 metres (approximately 100 yards) visibility to motorists approaching from any direction. On roads or highways with speed limits over 50 km/hr stops should provide for at least 185 metres (approximately 200 yards) visibility to motorists approaching from any direction.</p> <p>Distance between Stops Placing stops together increases the chances of a rear-end collision or motorists failing to stop then passing on the right or left side of a stopped school bus. When proceeding from one stop to the next, the bus driver must have time to activate the warning flashers to alert motorists. For safety reasons, bus stops will be approximately 275 metres apart.</p> <p>Safe Standing Location The student waiting should have a suitable and safe waiting area off the travelled portion of</p>
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Reference to Policy	Next Review: By 2016
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TRANSPORTATION PROCEDURE	NWOSSC 119
--------------------------	------------

SECTION 100 GENERAL	Page 2 of 3
-----------------------------------	-------------

119 SCHOOL BUS STOP ASSESSMENT AND PLACEMENT	Revised Date: October 2013
---	----------------------------

	<p>the roadway. This means that a school bus or school purposes vehicle should not be stopping at the side of the road or using the paved portion of a roadway as a stop. It is preferred that a student have a waiting area away from a four way stop corner by at least 6 metres (7 yards).</p> <p>The waiting area should be large enough so students assigned to the stop can stand comfortably at least 1.8 metres (2 yards) back from the roadway edge on residential streets and at least 3 metres (3.2 yards) on connector roads and highways.</p> <p>Roadway is two (2) lanes, 2 plus passing lane, not 4 or more Where a bus is required to make a stop on a passing lane, the bus will stop in the lane closest to the shoulder of the road/highway. Throughout our geography, there is often only one road/highway throughout the available road network therefore stops will be placed on area highways.</p> <p>Grade of Hill or Curve of Roadway allows for Clear Visibility For clear visibility, stops must be kept away from natural view obstructions such as the crest of a hill or a curve. Stops placed just over a hill may not give motorists cresting the hill enough time to react to a stopped school bus and will be avoided. In most cases, the safer choice for a stop will be at the top of the hill or at the bottom of the hill allowing for sufficient visibility to allow a motorist to react and stop. Motorists must be able to view the school bus lights when approaching.</p> <p>Volume of Traffic Traffic will be assessed as low, moderate or high. If traffic volumes are high (e.g. – TransCanada Hwy.) and visibility is appropriate, stops <i>may</i> be considered closer than 275 metres apart if it is safe to stop.</p>
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Reference to Policy	Next Review: By 2016
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Student Services Consortium



TRANSPORTATION PROCEDURE	NWOSSC 119
--------------------------	------------

SECTION	100	GENERAL	Page 3 of 3
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119 SCHOOL BUS STOP ASSESSMENT AND PLACEMENT	Revised Date: October 2013
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	<p>Given that delivery of transportation services occur in Northwestern Ontario where snow conditions, lack of sidewalks, rural conditions, railway crossings and wildlife are common place conditions, these factors will not necessarily be considered in the placements of stops.</p>
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Reference to Policy	Next Review: By 2016
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