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TO: Dr. Albert G. Roberts, Superintendent of Schools

FROM: Therese M. O'Neill, Asst. Supt. for Finance & Operations

RE: Possible Hazardous Route – Division & Woodbine

DATE: August 5, 2010

At the July 13, 2010 Board meeting, as the Recertification of Hazardous Routes agenda item was being discussed, Mr. Clouser raised a question as to whether the corner of Division & Woodbine should be certified as a hazardous crossing. I contacted the Illinois State Board of Education and spoke with a representative who forwarded to me, from the Illinois Department of Transportation, the School Safety Busing guidelines.

In reviewing same, “the local school board determines what constitutes a serious safety hazard in accordance with guidelines promulgated by the Illinois Department of Transportation, in consultation with the State Superintendent of Education.” There are four basic types of serious safety hazards which pupils walking to school encounter: (1) walking along a roadway; (2) walking on a roadway; (3) crossing a roadway; and (4) crossing railroad tracks. **A serious safety hazard is declared to exist in any single situation in which the sum of points equals or exceeds 12, utilizing the attached formula, for Section 556.140 (Crossing a Roadway) – Type III hazard and delineated below:**

Grade of Pupils – K-8	5 points
Type of Intersection Control (Two-way stop control)	1 point
(this is actually a three-way stop)	
Speed and Volume of Traffic	1 point
Speed (on Division – 30 miles per hour)	
(on Woodbine – 20 miles per hour)	
Volume of Traffic (I sat from 11:55 a.m. to 12:10 p.m. and	
Observed 111 vehicles crossing Woodbine, both east	
and west on Division – translating that to an hour would	
equal 444 vehicles)	
Width of Roadway (Division is 40 feet)	2 points
Judgment Points.....	TBD
A school district may add one or two points for judgment factors	
peculiar to the hazards due to vehicular traffic in a specific	
situation. These additions must be accompanied by adequate	
information to justify the special circumstances being considered.	
Total points (without judgment points assigned/not assigned).....	9 points

There is a stop sign at the next block east (Kenilworth & Division) and a crossing guard is stationed there.

Even if the maximum of 2 judgment points were assigned, the total would come to 11, below the threshold of 12. Given that the intersection is a 3-way stop with marked crossing paths across Woodbine and across Division on the west side of Woodbine, at this point in time, I do not believe it qualifies as a serious safety hazard. We can clearly monitor and determine if an additional crossing guard is needed at some future date.



3) Examples:

- A) Pupils going to a school with pupils through 12th grade, walking on a roadway for 100 feet because of a narrow bridge on a two-lane road posted 50 miles per hour, with an hourly volume of 500 vehicles, would have the following points:

$$2(\text{Table 6}) + 4(\text{Table 7}) + 4(\text{Table 8}) + 2(\text{Table 9}) + 1(\text{Table 10}) = 13$$

Since the point total (13) exceeds 12, all pupils through 12th grade would qualify. (Note that pupils through 8th grade would be eligible for additional points from Table 6, but since pupils through 12th grade qualify, only one submittal is required.)

- B) Pupils going to a school with pupils through 6th grade, walking 250 feet on a two-lane roadway posted for 50 miles per hour with no shoulder or walkway, with an hourly volume of 500 vehicles would have the following points:

$$5(\text{Table 6}) + 0(\text{Table 7}) + 4(\text{Table 8}) + 2(\text{Table 9}) + 1(\text{Table 10}) = 12$$

Although the point total is 12, the situation would not qualify because points from Tables 6, 7 and 10 are required to qualify for this type (Type II) of hazardous situation. The situation did not qualify for points from Table 7 because it existed only for a length of 250 feet.

Section 556.140 Crossing a Roadway. (Type III hazard).

- a) Qualification. A serious Type III safety hazard exists if the total of the points from the tables and any judgment points equals or exceeds 12 and the situation qualifies for points from at least Tables 11, 12 and 14. The situation is not disqualified if no points are obtained from Table 13. School districts should add judgment points if found proper, even though the points from the tables alone equal or exceed 12.

- b) Determination of serious safety hazard.

- 1) **Factors to be considered.** The following factors are relevant in determining whether pupils crossing a roadway are endangered by a serious safety hazard: grade of pupil, type of intersection control, speed and volume of traffic, and width of roadway. To determine whether a serious safety hazard exists in a particular situation, a school board shall assign points as appropriate for these factors, using the following tables (fractional points may be assigned only in accordance with the tables):

A) Grade of Pupil – Table 11

GRADE	POINTS
K-8	5
9-12	2

B) Type of Intersection Control – Table 12

CONTROLS ON ROADWAY BEING CROSSED	POINTS
No stop control	3
Traffic signals	2
Two-way stop control	1
Control providing pedestrian protection. (All way stop, or adult crossing guards.)	0.5

Where pupils must cross more than one roadway at an intersection, the control with greatest point value should be considered.

C) Speed and Volume of Traffic – Table 13

SPEED (MPH)	HOURLY VOLUMES	POINTS
45 - 55	Greater than 1500	5
	1000 – 1500	4
	500 – 999	3
	250 – 499	2
	100 – 249	1
30 - 40	Greater than 1500	4
	1000 – 1500	3
	500 – 999	2
	250 – 499	1
Less than 30	Greater than 1500	3
	1000 – 1500	2
	500 - 999	1

D) Width of Roadway – Table 14

WIDTH (FT)	POINTS
40 or Greater	2
25 - 39	1
24 or Less	0.5

- 2) **Judgment Points.** A school district may add one or two points for judgment factors peculiar to the hazards due to vehicular traffic in a specific situation. These additions must be accompanied by adequate information to justify the special circumstances being considered.

3) Examples:

Pupils going to a junior high school with pupils from 6th through 9th grades, crossing a highway at an intersection where the highway traffic is not required to stop, that is posted 45 miles per hour, has an hourly volume of 600, and is 48 feet wide, would have the following points:

$$2(\text{Table 11}) + 3(\text{Table 12}) + 3(\text{Table 13}) + 2(\text{Table 14}) = 10$$

Since the point total is less than 12, all pupils through 9th grade would not qualify. However, pupils through 8th grade would qualify and if special considerations could justify two judgment points, pupils up through 9th grade would qualify.

Section 556.150 Crossing Railroad Tracks (Type IV Hazard)

a) Qualification. A serious Type IV safety hazard exists if a situation qualifies for points from all of Tables 15 through 17 and the total of the points from the tables and any judgment points equals or exceeds 12. School districts should add judgment points if found proper even though the points from the tables alone equal or exceed 12.

b) Determination of serious safety hazard.

1) Factors to be considered. The following factors are relevant in determining whether pupils crossing railroad tracks are endangered by a serious safety hazard: grade of pupil, crossing protection and number of tracks, and speed and number of trains. To determine whether a serious safety hazard exists in a particular situation, a school board shall assign points as appropriate for these factors, using the following tables (fractional points may be assigned only in accordance with the tables):

A) Grade of Pupil – Table 15

GRADE	POINTS
K-8	5
9-12	2

B) Crossing Protection and Number of Tracks – Table 16

NUMBER OF TRACKS (In use during school crossing hours)	POINTS	
	Active Protection	Crossbucks Only
3 or more	3	5
2	2	4
1	1	2