

## DID YOU KNOW?

- The City of Lethbridge transports over 3,800 students every day!
- Lethbridge Transit's school bus fleet travels over 3,000 kilometers each day, servicing 84 routes for 15 Public District schools and 9 Holy Spirit District schools!
- All the students on all the School Buses in Alberta travel a total of more than 400,000 Kilometers every day! This is the equivalent of travelling around the world 10 times!

## STUDENT SAFETY IS OUR #1 PRIORITY!



## IMPORTANT NOTES

- The City of Lethbridge By-Law 5834 restricts the use of the 8 way flashing light system on all city school buses
- Though city school buses are restricted from the operation of their flashing light system, Lethbridge Transit and School Districts Public #51 and the Holy Spirit School District #4 urge all drivers to slow down and use caution when passing a stopped bus
- It is important to remember that when driving in the County of Lethbridge, all county school buses must have their 8-way flashing light system in operation. This means all drivers must stop behind the county school bus when the lights are on. It's the law!



If you have any questions or concerns, contact our office or talk to your School Bus Driver.

### LETHBRIDGE TRANSIT

619 - 4th Avenue North

Lethbridge, Alberta T1H 0K4

Office: 403-320-3885

Fax: 403-380-3876

Email: [transit@lethbridge.ca](mailto:transit@lethbridge.ca)

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24-Hour Info Line: 403-320-4978

# School Bus Transportation Department

FLASHING LIGHTS AND CITY  
SCHOOL BUS SERVICE



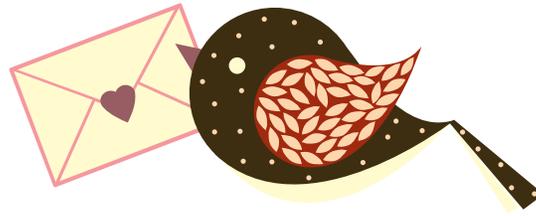
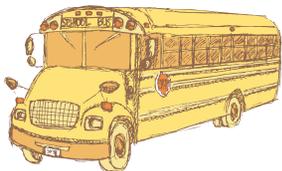
## Why don't School Buses use their red flashing lights in the City of Lethbridge?

The practice of School Buses stopping traffic with flashing lights was originally intended for use on rural roads. The reason is that rural roads are usually operated at a higher speed limit with no curbs and gutters, stop signs, crosswalks, or other traffic control devices to properly assist pedestrians crossing the road.



In rural application the use of flashing red lights is extremely effective in increasing pedestrian safety.

Due to safety concerns, the Provincial Government never allowed School Buses to stop traffic on a roadway with a posted speed limit of 50 km/hr or less until 1986. In 1986, the Provincial Government revised the Alberta "Highway Traffic Safety Act" to allow municipalities to regulate school bus flashing lights within their own jurisdiction. The Minister of Transportation at the time also urged Alberta municipalities to incorporate the necessary regulation in their traffic By-Laws before the revised Act came into effect.



### The Following is an excerpt from the Minister of Transportation's Letter:

"In some low speed urban situations, it is better to require students on school buses to use existing traffic controls such as stop signs or signals and crosswalks than to depend on school bus warning lights for protection. Where well marked intersections and roadways are present, it is actually safer to use those markings and devices than to use flashing school bus lights. With this in mind, amendment authorizes urban centres to pass a By-Law that exempts school buses from the requirement to use alternating flashing lamps on any street or roadway."

### Traffic Impact...

In an urban environment, if school buses are allowed to stop traffic on heavily travelled roadways, there would be serious disruption of traffic flow and signal synchronization and several new safety concerns would arise. Many motorists would be caught by surprise as they would not expect to be stopped at random on a city thoroughfare. This increases the risk for potential rear end collisions and vehicle/-pedestrian collisions.

### Pedestrian Safety...

Allowing buses to stop randomly mid-block and have children cross the street in front of the buses is extremely dangerous and directly increases the potential for pedestrian related accidents.

Flashing lights and stop arms encourage children to believe they have an added degree of protection, which they cannot and do not provide, a great disservice results. The real burden of safety has to be the responsibility of the pedestrian to be alert and cautious while crossing the street.

We should be encouraging children to cross only at intersections. Although the alternative crossing location may not be the most direct route home, we feel that it is the safest option... and that safety, not convenience, is the purpose of the traffic safety By-Laws.

The current By-Laws have been carefully considered and are in the best interest of students who ride our buses.

