

SEPTEMBER 2022



Racine Unified School District

Unusually Hazardous Location Review Process
For Areas Under 2 miles of the School of Attendance

**RACINE UNIFIED SCHOOL DISTRICT
PROCESS FOR DETERMINING UNUSUALLY HAZARDOUS SAFETY LOCATIONS
FOR AREAS UNDER 2 MILES OF THE SCHOOL OF ATTENDANCE**

Section

1	Purpose
2	Notification, Review and Appeal Process
3	Definitions
4	Walking Along a Roadway (Type I hazard)
5	Walking on a Roadway (Type II hazard)
6	Crossing a Roadway (Type III hazard)
7	Crossing Railroad Tracks (Type IV hazard)
8	Multiple Hazards
Appendix A	Unusually Hazardous Safety Findings - Example
Appendix B	Unusually Hazardous Safety Findings - Blank Form
Appendix C	RUSD Basic Safety Criteria - Blank Form

Section 1 Purpose

It is understood that all traffic situations through which pupils must travel present some degree of hazard. RUSD has established criteria by which to determine if an unusually hazardous condition is present. An "unusual hazard" is an existing condition that constitutes more than an ordinary hazard and seriously jeopardizes the safety of pupils traveling to and from school. These conditions fall under four categories: 1) Walking on a roadway, 2) Walking along a roadway, 3) Crossing roadways and 4) Crossing railroad tracks. The determination process within this document allows Racine Unified School District (RUSD) to determine if transportation is or is not provided by the District for pupils residing within 2 miles from their school of attendance due to unusually hazardous conditions.

Racine Unified School District

Unusually Hazardous Notification and Appeal Process

- 1) Parent Concern and Initial Review.
 - a. Live under the 2-mile limit and believes that the path to/from school should be considered unusually hazardous.
 - b. Submits via the General Transportation Concern Form or direct email.
 - c. The RUSD Transportation Department will within 30 days review the parents request and decide based on the “RUSD Basic Safety Criteria form” of possible unusually hazardous situations.
 - d. Parent/Guardian response will be provided via phone call if possible, as well written letter or email.
 - e. The Transportation Department is the appointed designee working on behalf of the RUSD District and School Board for Unusually Hazardous reporting.
- 2) Parent Appeal of Department Decision. (Second review)
 - a. The Supervisor of Transportation will review documentation from the initial parent concern. This review will include a full reading of both the parents written complaint, then complete the “RUSD Unusually Hazardous Safety Finding” form. A decision will be made based on the detailed criteria.
 - b. Parent/Guardian response will be provided via phone call if possible, as well written letter or email.
- 3) Parent Appeal of Transportation Supervisor’s Decision. (Third review)
 - a. The Unusually Hazardous Committee will meet to review appeal
 - b. Committee Meeting will Consists of:
 - i. Parent/Guardian (Invited but not required)
 - ii. Supervisor of Transportation (Non-voting)
 - iii. 2 District Transportation personnel (Not including staff who made initial review)
 - iv. 2 Contracted Bus Company Personnel
 - v. 1 Member of the Racine Police Department
 - c. The Unusually Hazardous Committee will meet to review the documentation from the initial concern. To make their decision, the committee will review both the parents written complaint and the “RUSD Unusually Hazardous Safety Finding” form
 - d. Any decision of the Committee must be unanimous. If a unanimous decision cannot be obtained, the decision will default to being unusually hazardous.
- 4) Parent Appeal of the RUSD Unusually Hazardous Committee. (Final Review)
 - a. The parent can appeal to:
 - i. Racine County Sheriff designee.
 - ii. State Superintendent or appointed designee.

Section 2 Definitions

The following words or phrases when used in this Part shall have the meanings ascribed to them below.

“Controls providing pedestrian protection” – Either of the following:

All way stop – all approaches to the intersection are required by signs to stop; or

Adult crossing guards – any intersection where traffic is stopped by an adult crossing guard, regardless of other traffic controls.

“Crossing protection” –

Crossbucks only – An “X” shaped sign mounted upon a post at a rail-highway crossing inscribed with the words “Railroad” on one panel and “Crossing” on the other.

Active protection – Any protection that is designed to be actuated by the approach of an oncoming train (including lights, bells and gates) or protection by a crossing guard.

“Curb” – A vertical or sloping barrier along a roadway at least 4 inches high, clearly defining the edge to motorists.

“Length of hazardous section” – The length (rounded to the nearest tenth of a mile) of the hazardous condition to which pupils walking along a roadway are exposed. For Type I hazards (see Section 556.120), it is limited to those sections where pupils walk on a shoulder within 10 feet of the roadway or behind a curb or ditch within 8 feet of the roadway. For Type II hazards (Section 556.130), it is limited to those sections where pupils must walk on the roadway because no shoulder or walkway exists off the pavement, or because of a narrow bridge or underpass. All of the pupils covered by the submittal must walk the complete length of the hazardous section.

“Narrow bridge or underpass” – A narrow bridge or underpass that forces pupils walking to school, because of the narrowness of the structure and its lack of a sidewalk, to walk on the roadway for a minimum of 50 feet.

“No stop control” – When no stop signs or traffic signals exist on the roadway the pupils are crossing, requiring vehicles to stop. Yield signs are not stop controls.

“Number of tracks” – The total number of tracks that carry trains during periods when pupils are normally going to and from school. Example: If 2 tracks carry trains during the morning period and one of those tracks carries trains during the afternoon period, the number of tracks is 2.

“Number of trains” – The daily number of trains passing through the crossing during the periods when pupils are normally going to and from school. This number may be obtained from railroad companies or by counting trains. Example: If 2 trains cross in the morning period and one crosses in the afternoon period, the number of trains is 3.

“Roadway” – The portion of a road, street or highway on which vehicles travel, consisting of the pavement surface, exclusive of the shoulders.

“RUSD” – Racine Unified School District.

“Shoulder” – The relatively flat area between the outer edge of a roadway with no curb and the point where the earth begins sloping either upward or downward, intended for the accommodation of stopped vehicles or for emergency use.

“Speed of traffic” – The speed of traffic shall be based on the posted speed limit. In special school speed zones as authorized by the speed limit that is in force when the special school speed zone is not in effect shall be used.

“Train” – One locomotive by itself, 2 or more locomotives coupled together, or one or more locomotives with train cars.

“Train speed” – The highest lawful speed at the crossing. This may be obtained from either the railroad company or the Illinois Commerce Commission, or local law enforcement officials may use radar.

“UHSC” – Unusually Hazardous Safety Committee.

“Unusually Hazardous Safety Committee” – Committee convenes to determine if an new or old areas qualify as Unusually Hazardous. The committee consists of:

- RUSD Supervisor of Transportation
- 2 - RUSD Transportation Specialists
- 2 - Contracted Bus Service Routing Experts
- 1 - Member of Local Law Enforcement

“Volume of traffic” – The peak hourly volume of traffic during the periods when pupils are going to or from school. In many cases, Average Daily Traffic (ADT) volumes may be available from the agency maintaining a road (the State or county highway department or municipal street department). In those cases, the hourly volumes may be considered as 15 percent of the ADT in rural areas and 10 percent in urban areas. If no ADT figures are available, or if the school district prefers, it may make a one-hour count (of vehicles in both directions) on a typical school day (e.g., 7:30 a.m.-8:30 a.m., 2:30 p.m.-3:30 p.m). A Wisconsin Department of Transportation resource: <https://wisdot.maps.arcgis.com/apps/webappviewer/index.html?id=2e12a4f051de4ea9bc865ec6393731f8>

“Walkway” – The area on which pupils normally walk along a street or highway, including a concrete sidewalk, a surfaced or unsurfaced pathway, or a roadway shoulder. The walkway, when immediately adjacent to the roadway, must be at least 2 feet in width and maintained in suitable walking condition throughout the school year; otherwise, the pupils should be considered walking on the roadway, a Type II hazard. Walkways also include pathways created by school districts or other groups on public land that may be used by pupils to avoid a more hazardous route.

Section 3

Walking Along a Roadway. (Type I hazard)

a) Determination of serious safety hazard. A serious Type I safety hazard exists if the total of the points from the tables equals or exceeds 12.

1) Factors to be considered. The following factors are relevant in determining whether pupils walking along a roadway are endangered by a serious safety hazard: grade of pupil, location of walkway in relation to roadway, posted speed of traffic, volume of traffic and length of hazardous sections. 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 1

GRADE	POINTS
K-5	5
6-8	3.5
9-12	2

B) Location of Walkway – Table 2

LOCATION	DIST. BETWEEN EDGES OF ROADWAY AND WALK*	POINTS
Walkway on shoulder (no curb present)	Less than 5 feet	3
	5 Feet - 10 feet	1
Walkway Behind Curb or Ditch	Less than 3 feet	2
	3 Feet - 8 feet	0.5
Sidewalk	Less than 2 feet width*	2
	More than 2 Feet width	0

*Pupils walking immediately adjacent to the roadway on a walkway less than 2 feet in width are considered to be walking on the roadway.

C) Posted Speed of Traffic – Table 3

SPEED (MPH)	POINTS
50-55	4
40-45	2
30-35	0.5
0-25	0

D) Volume of Traffic – Table 4

HOURLY VOLUME	POINTS	
	2-Lane	4-Lane
Greater than 1500	4	5
1200-1500	3	4
800-1199	2	3
400-799	1	2
100-399	0.5	1
0-99	0	0

E) Length of Potential Hazardous Section – Table 5

DISTANCE (MILES)	POINTS
Greater than 1.0	2
0.8 - 1.0	1.5
0.5 - 0.7	1
0.2 - 0.4	0.5

2) Examples:

- A) Pupils going to an elementary school with pupils through 5th grade, on a walkway 4 feet from the roadway on a shoulder along a two-lane road posted 50 miles per hour, with an hourly volume of 500 vehicles, for a distance of 1/2 mile, would have the following points:

$$5(\text{Table 1}) + 3(\text{Table 2}) + 4(\text{Table 3}) + 1(\text{Table 4}) + 1(\text{Table 5}) = 14$$

Since the point total (14) exceeds 12, the situation qualifies as unusually hazardous for all pupils at the school.

- B) Pupils going to a school with pupils through 8th grade, on a walkway 3 feet from a four-lane roadway that has curbs and is posted at 25 miles per hour, with an hourly volume of 1300 vehicles, for a distance of 1 1/4 mile, would have the following points:

$$(K-5) = 5(\text{Table 1}) + 0.5(\text{Table 2}) + 0(\text{Table 3}) + 4(\text{Table 4}) + 2(\text{Table 5}) = 11.5$$

$$(6-8) = 3.5(\text{Table 1}) + 0.5(\text{Table 2}) + 0(\text{Table 3}) + 4(\text{Table 4}) + 2(\text{Table 5}) = 10$$

Since the point totals for both are below 12, the situations do not qualify as unusually hazardous for either. However, in a case where one would qualify and one would not, only the grade level that was above 12 would be considered unusually hazardous.

Section 4 Walking on a Roadway. (Type II Hazard)

a) Determination of serious safety hazard. A serious Type II safety hazard exists if the total of the points from the tables equals or exceeds 12.

1) Factors to be considered. The following factors are relevant in determining whether pupils who must walk on a roadway are endangered by a serious safety hazard: grade of pupil, reason for walking on the roadway, posted speed of traffic, volume of traffic, and length of hazardous section. 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 6

GRADE	POINTS
K-5	5
6-8	3.5
9-12	2

B) Reason for Walking on Roadway – Table 7

LOCATION	POINTS
On roadway* for a minimum of 250 feet because no shoulder or walkway exists off the pavement	3
On roadway* for a minimum of 50 feet because of a narrow bridge or underpass	4

*Pupils walking immediately adjacent to the roadway on a walkway less than 2 feet in width are considered to be walking on the roadway.

C) Posted Speed of Traffic – Table 8

SPEED (MPH)	POINTS
50-55	4
40-45	2
30-35	0.5
0-25	0

D) Volume of Traffic – Table 9

HOURLY VOLUME	POINTS	
	2-Lane	4-Lane
Greater than 1500	4	5
1200-1500	3	4
800-1199	2	3
400-799	1	2
100-399	0.5	1
0-99	0	0

E) Length of Potential Hazardous Section – Table 10

DISTANCE (MILES)	POINTS
1.0 or Greater	5
0.8 - 0.9	4
0.6 - 0.7	3
0.4 - 0.5	2
0.2 - 0.3	1
0.1 or Less	.05

2) Examples:

- A) Pupils going to a 9th through 12th grade school, 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:

$$2(\text{Table 6}) + 0(\text{Table 7}) + 5(\text{Table 8}) + 1(\text{Table 9}) + .05(\text{Table 10}) = 12.5$$

Since the point total (12.5) exceeds 12, this situation would qualify as unusually hazardous.

- B) Pupils going to a school through 5th grade, walking 350 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:

$$5(\text{Table 6}) + 3(\text{Table 7}) + 4(\text{Table 8}) + 1(\text{Table 9}) + 0.5(\text{Table 10}) = 13.5$$

Since the point total is 13.5, the situation would qualify as unusually hazardous.

Section 5 Crossing a Roadway. (Type III hazard).

a) Determination of serious safety hazard. A serious Type III safety hazard exists if the total of the points from the tables equals or exceeds 12.

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, posted 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-5	5
6-8	3.5
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
Controls providing pedestrian protections. (Crosswalk indicators with signal lights, 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) Posted Speed and Volume of Traffic on Street Being Crossed – 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) Example:

Pupils going to a middle school with pupils from 6th through 8th 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:

$$3.5(\text{Table 11}) + 3(\text{Table 12}) + 3(\text{Table 13}) + 2(\text{Table 14}) = 11.5$$

Since the point total is less than 12, this would not qualify as unusually hazardous.

Section 6

Crossing Railroad Tracks (Type IV Hazard)

a) Determination of serious safety hazard. A serious Type IV safety hazard exists if a situation qualifies for points from the tables exceeds 12.

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-5	5
6-8	3.5
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

C) Speed and Number of Trains – Table 17

DAILY NUMBER OF TRAINS (During school crossing periods)	POINTS	
	Train Speed(mph) Less than 40	Train Speed(mph) 40 or Greater
4 or more	4	5
3	3	4
2	2	3
1	1	2

2) Example:

Pupils going to an elementary school with pupils through 8th grade, crossing a two-track crossing with flashing lights, that has 3 trains crossing daily during the periods pupils are going to and from school, at speeds up to 49 miles per hour, would have the following points:

$$(K-5) = 5(\text{Table 15}) + 2(\text{Table 16}) + 4(\text{Table 17}) = 11$$

$$(6-8) = 3.5(\text{Table 15}) + 2(\text{Table 16}) + 4(\text{Table 17}) = 9.5$$

Since the point totals for both are below 12, neither situation qualifies as unusually hazardous.

Section 7 Multiple Hazards.

- a) Pupils walking to school may encounter multiple hazardous situations. Each hazardous situation is viewed and scored individually. A serious safety hazard exists if the total of the points from the tables for any individual situation encountered by the same pupils equals or exceeds 12 points.

APPENDIX A EXAMPLE

Racine Unified School District Unusually Hazardous Safety Finding

If found to qualify as unusually hazardous: The official copy of this finding is to become part of the District Unusually Hazardous Safety Report, of which a copy is filed with the Racine County Sheriff's Department yearly. If found not to qualify as unusually hazardous: A copy will be kept on file as Resource.

Name of School District Racine Unified School District	Address of Administrative Office 3109 Mr. Pleasant Street Racine, WI 53404	
Name of School to which Children are Walking Goodland Elementary (K-5)		
Name of Contact Representative John Strack	Title Supervisor of Transportation	Phone No. (262) 664-8724

Type of Condition	1. <input checked="" type="checkbox"/> Single Hazard	Type <u>III</u>
	2. <input type="checkbox"/> Combination of Hazards	Type _____ and Type _____ (Add more if needed)
Location (Attach a map showing the described location(s).)	3. Along <u>Stanton Rd.</u>	(Street or Road Name)
	4. Type I from _____ to _____	
	5. Type II from _____ to _____	
	6. Type III at <u>Stevenson Dr.</u>	
	7. Type IV at _____	

Points (Complete only for Types listed on lines 1 or 2.)	Type I - Walking Along a Roadway	
	8. Highest qualifying grade level (through _____ grade)	_____ Points <small>Table 1</small>
	9. Location of walkway (on shoulder _____ feet from roadway, or (behind curb or ditch _____ feet from roadway)	_____ Points <small>Table 2</small>
	10. Speed of traffic (_____ mph)	_____ Points <small>Table 3</small>
	11. Volume of traffic (_____ vehicles/hour) (_____ lanes)	_____ Points <small>Table 4</small>
	12. Length of hazardous section (_____ miles)	_____ Points <small>Table 5</small>
	13. Total of lines 8 through 12	_____ Points

	Type II - Walking on a Roadway	
	14. Highest qualifying grade level (through _____ grade)	_____ Points <small>Table 6</small>
	15. Reason for walking on roadway (no shoulder or walkway off pavement for _____ feet, or narrow bridge or underpass for _____ feet)	_____ Points <small>Table 7</small>
	16. Speed of traffic (_____ mph)	_____ Points <small>Table 8</small>
	17. Volume of traffic (_____ vehicles/hour) (_____ lanes)	_____ Points <small>Table 9</small>
	18. Length of hazardous section (_____ miles)	_____ Points <small>Table 10</small>
	19. Total of lines 14 through 19	_____ Points

(Rev. 9/22)

(Example
Con'd)

- Type III - Crossing a Roadway (Name of roadway being crossed Stevenson Dr.)
20. Highest qualifying grade level (through 8 th grade) 5 Points
Table 11
21. Control on roadway being crossed (Traffic Signals) 2 Points
Table 12
22. Speed and volume of traffic (45 mph)
(2000 vehicles/hour) 5 Points
Table 13
23. Width of roadway (60 feet) 2 Points
Table 14
24. Total of lines 20 through 23 14 Points

Type IV - Crossing Railroad Tracks

25. Highest qualifying grade level (through _____ grade) ____ Points
Table 15
26. Crossing protection and number of tracks ____ Points
Table 16
(_____ protection; _____ tracks used)
27. Speed and number of trains ____ Points
Table 17
(_____ mph; _____ trains)
28. Total of lines 28 through 31 ____ Points

- Finding
29. Single hazard qualifies as unusually hazardous since 14 points in a Type III situation equals or exceeds 12 points
30. Combination of hazards qualify as unusually hazardous since at least one hazard equals or exceeds 12 points.
31. Hazard is temporary for _____ school year (resubmit annually)
32. Hazard(s) included in these findings do not qualify as Unusually Hazardous as no situations equaled or exceeded 12 points

Certification

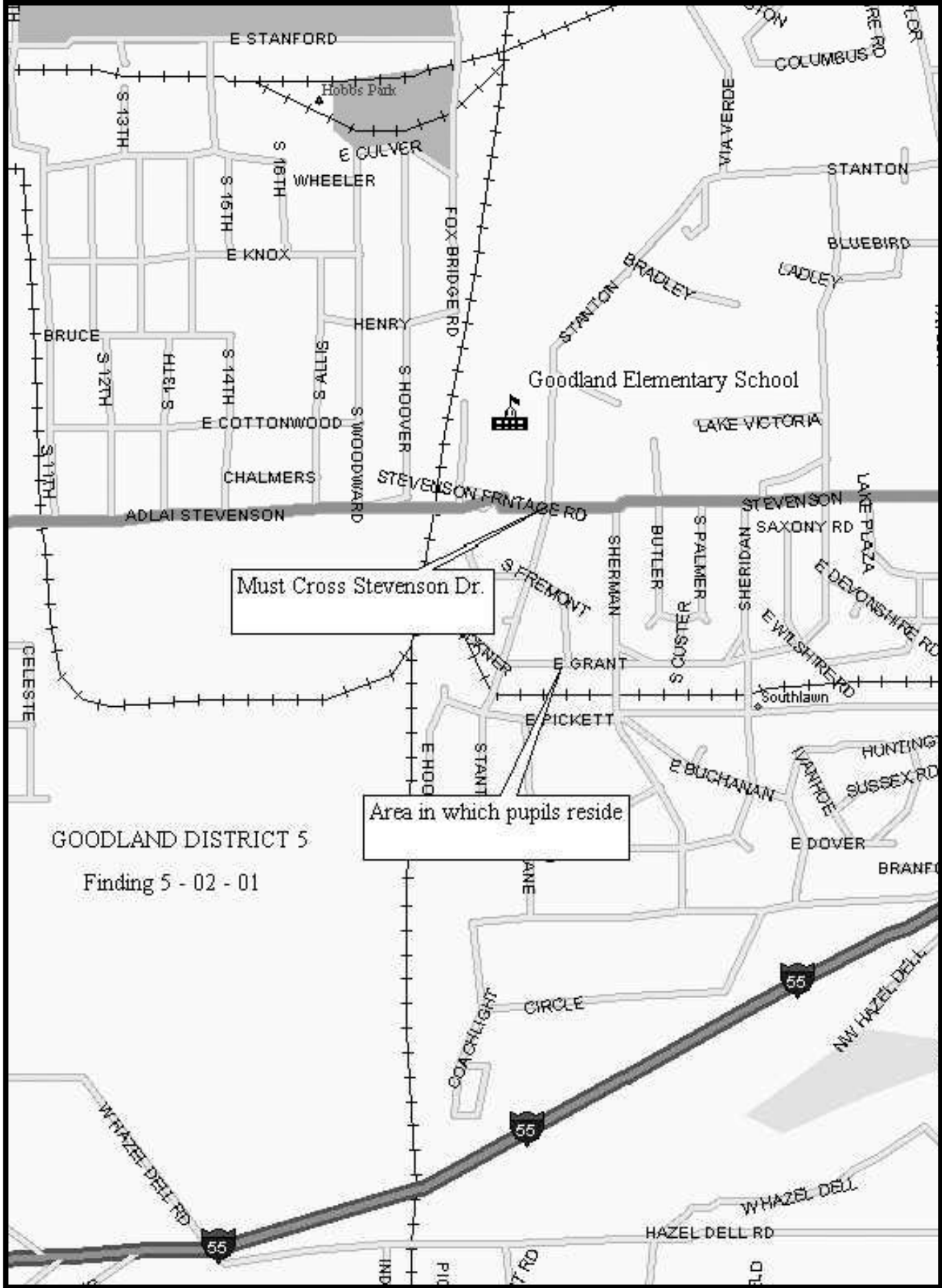
I hereby certify that the data in this application, including meeting notes with member present, as well as accompanying maps and statements, are true and correct to the best of my knowledge and belief.

July 27, 2022

Date

Signature of John Strack
RUSD Supervisor of Transportation

ATTACHMENT:
Map, Meeting Minutes



GOODLAND DISTRICT 5
Finding 5 - 02 - 01

Must Cross Stevenson Dr.

Area in which pupils reside

APPENDIX B

**Racine Unified School District
Unusually Hazardous
Safety Finding**

If found to qualify as unusually hazardous: The official copy of this finding is to become part of the District Unusually Hazardous Safety Report, of which a copy is filed with the Racine County Sheriff's Department yearly. If found not to qualify as unusually hazardous: A copy will be kept on file as Resource.

Name of School District Racine Unified School District	Address of Administrative Office 3109 Mr. Pleasant Street Racine, WI 53404	
Name of School to which Children are Walking		
Name of Contact Representative John Strack	Title Supervisor of Transportation	Phone No. (262) 664-8724

Type of Condition	1. <input type="checkbox"/> Single Hazard	Type _____
	2. <input type="checkbox"/> Combination of Hazards	Type _____ and Type _____ (Add more if needed)
Location (Attach a map showing the described location(s).)	3.	Along _____ (Street or Road Name)
	4.	Type I from _____ to _____
	5.	Type II from _____ to _____
	6.	Type III at _____
	7.	Type IV at _____

Points (Complete only for Types listed on lines 1 or 2.)	Type I - Walking Along a Roadway	
	8.	Highest qualifying grade level (through _____ grade) _____ Points <small>Table 1</small>
	9.	Location of walkway (on shoulder _____ feet from roadway, or (behind curb or ditch _____ feet from roadway) _____ Points <small>Table 2</small>
	10.	Speed of traffic (_____ mph) _____ Points <small>Table 3</small>
	11.	Volume of traffic (_____ vehicles/hour) (_____ lanes) _____ Points <small>Table 4</small>
	12.	Length of hazardous section (_____ miles) _____ Points <small>Table 5</small>
	13.	Total of lines 8 through 12 _____ Points
	Type II - Walking on a Roadway	
	14.	Highest qualifying grade level (through _____ grade) _____ Points <small>Table 6</small>
	15.	Reason for walking on roadway (no shoulder or walkway off pavement for _____ feet, or narrow bridge or underpass for _____ feet) _____ Points <small>Table 7</small>
	16.	Speed of traffic (_____ mph) _____ Points <small>Table 8</small>
	17.	Volume of traffic (_____ vehicles/hour) (_____ lanes) _____ Points <small>Table 9</small>
	18.	Length of hazardous section (_____ miles) _____ Points <small>Table 10</small>
19.	Total of lines 14 through 18 _____ Points	

(Con'd)

- Type III - Crossing a Roadway (Name of roadway being crossed _____)
20. Highest qualifying grade level (through _____ grade) _____ Points
Table 11
21. Control on roadway being crossed (_____) _____ Points
Table 12
22. Speed and volume of traffic (_____ mph)
 (_____ vehicles/hour) _____ Points
Table 13
23. Width of roadway (_____ feet) _____ Points
Table 14
24. Total of lines 20 through 23 _____ Points

Type IV - Crossing Railroad Tracks

25. Highest qualifying grade level (through _____ grade) _____ Points
Table 15
26. Crossing protection and number of tracks _____ Points
 (_____ protection; _____ tracks used)
Table 16
27. Speed and number of trains _____ Points
 (_____ mph; _____ trains)
Table 17
28. Total of lines 25 through 27 _____ Points

Finding

29. Single hazard qualifies as unusually hazardous since ____ points in a Type ____ situation equals or exceeds 12
30. Combination hazard qualifies since at least one hazard equals or exceeds 12 points
31. Hazard is temporary for _____ school year (resubmit annually)
32. Hazard(s) included in these findings do not qualify as Unusually Hazardous as no situations equaled or exceeded 12 points

Certification

I hereby certify that the data in this application, including meeting notes with member present, as well as accompanying maps and statements, are true and correct to the best of my knowledge and belief.

Date

Signature of John Strack,
RUSD Supervisor of Transportation

ATTACHMENT:
Map, Meeting Minutes

**Racine Unified School District Transportation Office
Initial Review of Potential Unusually Hazardous Location
Basic Safety Criteria form**

It is understood that all traffic situations through which pupils must travel present some degree of hazard. RUSD has established criteria by which to determine if an unusually hazardous condition is present. An “unusual hazard” is an existing transportation condition that constitutes more than an ordinary hazard and seriously jeopardizes the safety of pupils traveling to and from school. The criteria that is used is a measure applied for all similar locations across the entire are RUSD services.

This form is to be completed and attached to the submitted “General Transportation Concern Form”

Date of Review: _____ Staff Name: : _____

_____ Grade of Student ✓ = Meets District Policy ✗ = Does Not Meet District Policy

	Walking Along Roadway		Walking On Roadway		Crossing Of Roadway		Crossing Railroad Tracks
	Location of Walkway		Posted Speed of Traffic		Type of Intersection Protections		Type of Crossing Protection
	Length of Walk		Length of Walk		Traffic Speed on Road Being Crossed		

Based on the basic criteria listed above,
the location(s) **DO NOT** meet RUSD’s definition of being “Unusually Hazardous.”

To appeal this decision, please do so in writing to:
transportation.department@rusd.org
APPEAL: Attention RUSD Supervisor of Transportation