

Did You Know?

- The City of Lethbridge transports over 4900 students every day!
- The school bus fleet, at Lethbridge Transit, has 90 routes and travels over 3500 kilometres each day. Providing service to Lethbridge School District #51 and Holy Spirit Roman Catholic Separate School Division #4.
- All students on all School Buses in Alberta travel a more than 400,000 kilometres 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 using the flashing light system, Lethbridge Transit, Lethbridge School District #51 and Holy Spirit Roman Catholic Separate School Division #4 urge all drivers to slow down and proceed with caution when passing a stopped school bus within the city limits.
- It is important to remember when driving in the county of Lethbridge, All county school buses must have the 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.

Contact Us

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Flashing Lights and City School Bus Service



CITY OF
Lethbridge

Lethbridge
TRANSIT

Why don't School Buses use the 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 of Alberta has never allowed School Buses to stop traffic on a roadway with a posted speed limit of 50 km/h 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 protections. 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 would increase the risk for potential rear end collisions and vehicle/pedestrian collisions.

Pedestrian Safety

Allowing school buses to stop randomly mid-block and have children cross the street in front of the bus 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. The burden of safety is the responsibility of the pedestrian. Pedestrians must be alert and cautious while crossing the street.

We encourage children to cross only at intersections. Although the alternative crossing location may not be the most direct route home, we feel that 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 all students who ride our buses.

