

Bus Stop Procedures and Routing Criteria

The Middle Country Central School District Transportation Department serves over 8,000 students in our 16 square mile community with over 3,600 bus stop locations each day. Bus stops and routes are designed with consideration of safety, efficiency, least cost, and with shortest over-all ride times.

How are bus stops determined?

Bus routing is designed with buses traveling main roads through neighborhoods and with students picked up and dropped off at central locations. Bus stops are located at corner or intersections whenever possible and are usually central to where students are coming from. Some bus stops are mid-block, not a corner, on very long streets. Bus stops will be up to a half mile from home for students in grades K-5, and up to one mile from home for students in grades 6-12. The manner in which a student gets to and from a bus stop is the responsibility of the parent or guardian. House stops are provided only when required by a student's IEP or 504 Plan to accommodate special transportation needs of the student.

Why are bus stops usually established at corners or intersections?

Safety

- Students are generally taught to cross at corners rather than in the middle of the street.
- Traffic controls, such as stop lights or signs are located at corners. This tends to slow down motorists at corners and they tend to be more cautious as they approach intersections. The motoring public generally expects school buses to be stopping at corners rather than individual houses. Impatient motorists are less likely to pass buses at corners than along a street. Cars passing school buses create the greatest risk to students who are getting on or off the bus.
- Buses use their light system and stop arms when picking up and dropping off students. Corner stops allow ample time for the driver to activate the yellow warning lights before getting to the stop.
- Bus drivers, especially substitutes, can see corner stops much more easily than house numbers so they can keep their focus on their driving. House numbers are located in a variety of places on houses and are often not easily visible from the street, especially in bad weather and before dawn or after dusk.

Efficiency

- Ride times for students are shorter if buses are kept on main roads and are not sent down every street. Route changes for new students can be more easily accommodated when stops are at corners. Minimizing stops also reduced costs for fuel as well as wear and tear on the buses.

Other bus stop considerations

Combinations of the following criteria are also considered when establishing bus stops:

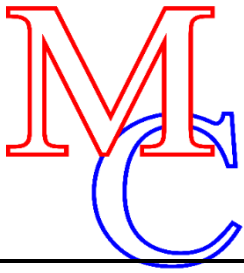
- Distance from a student's home to the stop
- Is the stop on a residential street or a main arterial road?
- Does the student have to cross the street to get to the bus stop?
- The grade level of the student
- Does the street end in a cul-de-sac?

Criteria that are not considered for adding a stop or making a house stop

- It is not possible to provide bus stops that are within sight of all students' homes or daycares unless house stops are made for all students. Most families that live even one house from the corner cannot see the corner bus stop without coming out of the house. We do encourage parents/guardians to be out at bus stops to promote proper pedestrian and bus stop behavior
- A house stop would not necessarily be made only because the bus goes past a student's house. Many routes travel past students' houses on the way to or from school. The higher frequency of stops made by the bus make the motoring public impatient and cause drivers to drive around the bus causing a greater safety concern than the distance a student must go to get to the stop.
- Likewise, a house stop would not necessarily be made because there is only one student at the stop. Other students may be assigned to the stop, but ride infrequently. Also, stops are made at corners for efficiency and to accommodate other students who may move into the neighborhood.
- A bus stop will not be made within a cul-de-sac. Usually, cul-de-sacs do not have enough room for safe access; particularly when other vehicles are parked in the cul-de-sac.
- Weather conditions are not part of the criteria for a bus stop change

Other routing considerations

The order of pick up and drop off of students is designed to be the most efficient and within the shortest possible time. Students who are first on in the morning will not necessarily be the first off in the afternoon if it is a less efficient way to run the route. In general, the farther students live from school, the longer their bus ride will be. The length of the bus ride is determined by both the distance from school and the number of stops made. For example, it takes a considerable amount of time to make thirty stops for 50-60 students. For this reason, we are making every attempt to minimize the number of bus stops and to keep them at corners.



BUS STOP CHANGE REQUEST FORM

Complete the Bus Stop Change Request form only after reviewing the Bus Stop Procedures and Routing Criteria and determining that your situation may require special consideration. The criteria are applied to all riders regardless.

I have read through the Bus Stop Procedures and Routing Criteria **AND** my child's assigned stop does not fit the criteria. YES NO

Today's Date: _____

Student Name: _____ Grade: _____

School: _____ Bus Route# _____

Requested Change for: AM route only PM route only AM & PM route

Assigned Stop: _____ Requested Stop: _____

Reason for the requested change: _____

Parent/Guardian Name: _____

Home Phone: _____ Cell Phone: _____

Email address (required): _____

Mail Completed form to: MCCSD Transportation OR Email to: LMYERS@MCCSD.NET
25 N. Bicycle Path
Selden, NY 11784

Responses will be sent to the email address provided above. If no email address is provided, the response will be sent by mail via US Postal Service.

For Office Use Only
Approved Denied
Date _____