

WHY IS DISTRICT 103 REVIEWING TRANSPORTATION PROCEDURES & SERVICES?

As part of the [Vision 2020 Strategic Plan](#), the District is reviewing the transportation procedures and service levels to increase the efficiency of our bus routes. To do so, we formed a committee of parent volunteers to represent various grade levels and areas of the district to help develop new practices and guidelines for bus routes. The committee included the Superintendent, Assistant Superintendent for Business, Director of Transportation and two members of the Board of Education. The committee met on three evenings beginning in September 2015, and is making a recommendation to the Board of Education in December. Any changes to the busing routes would occur in the 2016-2017 school year.

ESTABLISHING SCHOOL BUS STOPS/ROUTES

In the case of regular education, neighborhood bus stops are provided in accordance with the Lincolnshire-Prairie View School District 103 policy: 4:110 Transportation. In the case of special education programs, bus service is arranged in accordance with the students' Individualized Education Plans (IEP).

1. School bus stops will be established considering safety, efficiency, economy, and equity and will follow the distances, below. Stops may be made closer for reasons of safety. Every effort will be made to maintain the distances as listed below. However, few exceptions may occur. **Please note that these are maximum walking distances; the average walk distances will be considerably less.**
 - a. Daniel Wright – Community stops not to exceed 0.30 miles
 - b. Half Day School – Corner stops not to exceed 0.20 miles
 - c. Laura Sprague Elementary School
 - First and second grade only - Corner stops not to exceed 0.15 miles
 - Kindergarten bus stops will be determined by enrollment and geography prior to the beginning of the school year
2. Buses will not be routed into dead-ends, culs-de-sac or other streets that require a three-point turn or backing maneuver to exit unless the alternative bus stop would present an unusual safety hazard. For students located in these areas, community or corner stops will be provided.
3. Buses will not be routed on private roadways or on roads not maintained by the local, county or State governments.

OTHER ROUTING CONSIDERATIONS

The order of pick up and drop off of students is designed to be 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 not determined by the distance from school, but by the number of stops made. Every effort will be made to keep route times at approximately 30 minutes not to exceed 45 minutes per route.

Bus arrival times may differ due to circumstances beyond the driver's control. Heavy traffic, vehicle accidents and weather can affect the driver's arrival time. Students should be out at their bus stops at least five (5) minutes prior to the scheduled arrival time.

WHY ARE BUS STOPS ESTABLISHED AT CORNERS OR INTERSECTIONS?

Bus stops are located at corners for several reasons:

Safety:

1. Students are taught to cross at corners rather than in the middle of the street.
2. Traffic controls, such as stoplights or signs are located at corners. This slows 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 also 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.
3. In the winter, salting and sanding is usually done at corners, providing safe stopping for buses and cars.
4. Buses use their eight-way lamp system and stop arm when picking up and dropping off students. Corner stops allow ample time for the driver to activate the yellow warning lamps before getting to the stop.
5. The visibility for bus drivers is better at corners. Searching for house numbers can be distracting for drivers.

WHAT IS NOT CONSIDERED FOR ADDING OR CHANGING A STOP?

1. It is not possible to provide bus stops that are within sight of all student homes or daycares. Most families that live one house from the corner cannot see the corner bus stop without coming out of their homes. Parents are encouraged to be out at bus stops to promote proper pedestrian and bus stop behavior.

2. Routes travel past many students' houses; stopping at all houses would be inefficient. Other students may be assigned to the stop, but ride infrequently. Stops at corners accommodate other students who may move into the neighborhood.

REQUESTING A CHANGE

Change requests will not be processed for the first 4 weeks of school. This will allow ridership levels to normalize and will also keep the department from constantly changing routes on a daily basis causing confusion and frustration for both students and parents during the first few weeks of school. Please note: requests that increase route time will be denied. Requests are submitted online at:

www.d103.org/transportation