

182nd Turn Around

Dear Mr. Mayor and Council

I talked to Sandy Knight at the Forest Lake bus garage on the afternoon of 9/29/2022 and she informed me that the bus garage/ Forest Lake School District will not set a bus stop in a cul-da-sac that is less than 115' in diameter. She sent me their Bus Stop Procedures and Routing Criteria information sheet which spells out the criteria on where they will setup a bus stop. I have that sheet attached and the area highlighted in yellow that spells that out. I had Kevin draw an orange circle on a map also attached with a 115' gravel-based turn around and a 135' easement area, as you can see on the map there is a drainage ditch on the north side that we cannot impede so we had to shift the circle to the south to achieve the diameters needed. This layout would require extensive right-of-way acquisition, tree clearing and grading to accomplish the required turn-around diameter as required by the bus garage. There have been no cost estimates done as we are not sure on the direction the council wants to go.

Jim Windingstad

Public Works Director

Bus Stop Procedures and Routing Criteria

The Forest Lake Area School District serves over 7000 bus stop locations within our 240 square mile community each day. Bus stops and routes are designed with consideration of **safety, efficiency, least cost and 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 **corners or intersections** whenever possible and are usually central to where students are coming from. Some house stops are made on very busy roads or mid-way on long streets. Bus stops will generally be closer to student's houses for younger students. Older students are expected to be able to walk farther to bus stops.

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 stoplights 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 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.
- In the winter, salting and sanding is usually done at corners, providing safer stopping for buses and cars.
- Buses use their eight-way light system and stop arm 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 reduces 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:

- Length of walk to the stop.

- Time of day students are at the stop. Is there rush hour traffic? Volume of traffic on the road. Is the stop on a residential street or a main arterial road?

- If the street is busy, are there sidewalks to walk on?

- Does the child have to cross a busy street to get to the stop?

- What is the age of the student?

- Does the route require that the bus do a turn around at the stop location?

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

- It is not possible to provide bus stops that are within sight of all student's 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 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 student's 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 walk to the bus 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.

- * Bus stops generally will not be made within a cul de sac. A school bus requires 115 feet to safely turn and cul de sacs usually do not have enough room for safe access; particularly in the winter and when other vehicles are parked in the cul de sac. Going into a cul de sac forces the bus to have to backup and this is an extremely dangerous maneuver we want to avoid.

Weather conditions are not part of the criteria for a bus stop change.

Other routing considerations:

The order of pickup and drop-offs 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. It takes a considerable amount of time to make thirty stops for 50-60 students for example. For this reason, we are making every attempt to minimize the number of bus stops and to keep them at corners.

A. Regular to and from School Transportation

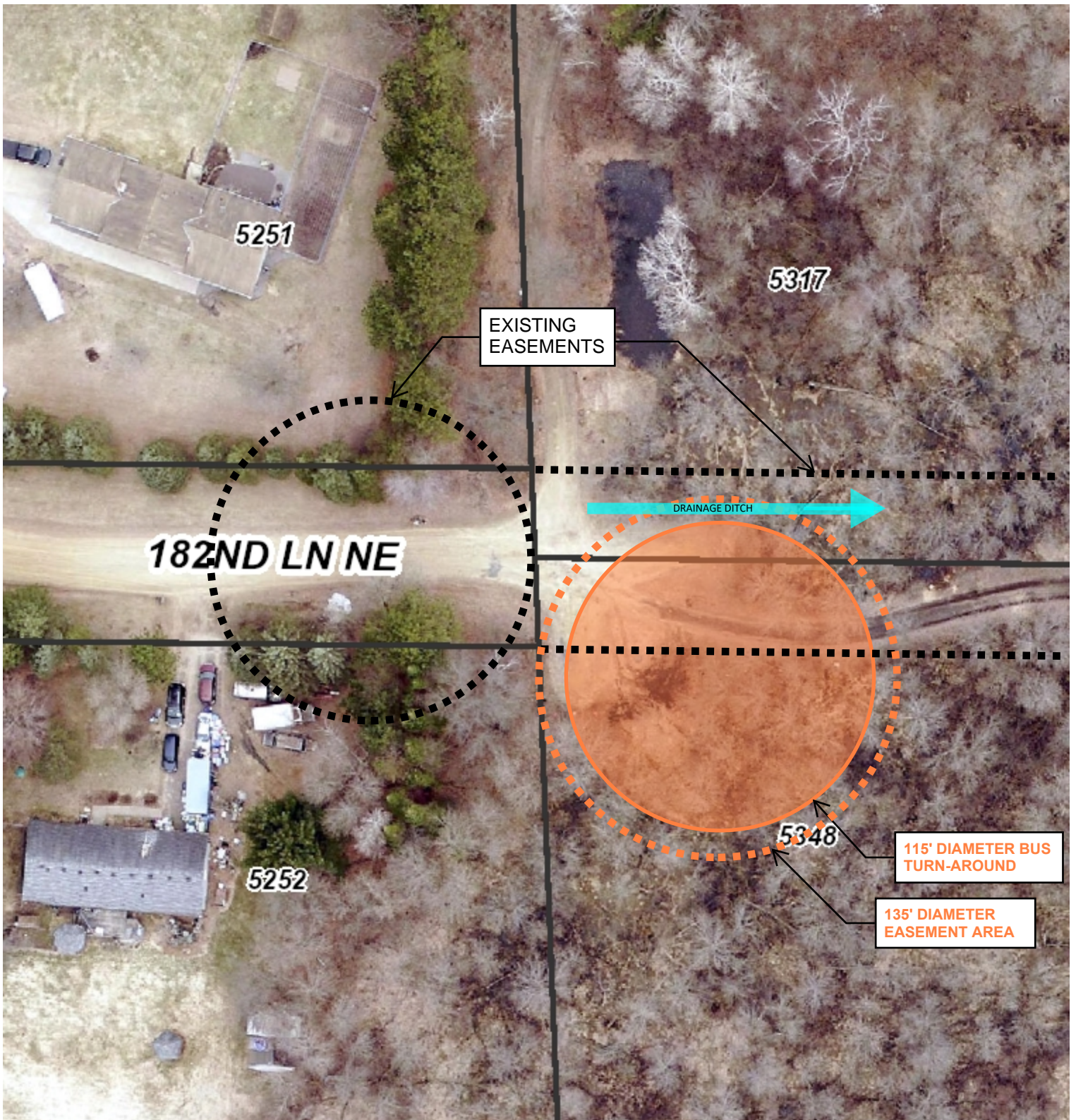
It shall be the policy of Independent School District No. 831 to make available transportation services to all students given the following guidelines:

1. The Supervisor of Transportation or designee shall establish bus stops and shall administer such bus stops in the following manner:
 - a. All students in grades kindergarten through 12 will be picked up and delivered at their driveways or designated bus stops.
 - b. The Supervisor of Transportation is hereby authorized to designate bus stops as group pickup and delivery points whenever reasonable and practical.
 - * • Pupils in grades kindergarten through 12 may be expected to walk a distance not to exceed three-tenths (3/10's) of a mile.
 - Pupils on late activity bus routes may be expected to walk a distance not to exceed one-half (1/2) of a mile.
 - c. Bus stops may be designated on private property when serving an apartment complex or a mobile home park.
2. Private driveways of less than three-tenths (3/10's) of a mile for grades kindergarten through 12, will not be entered. Private driveways greater than three-tenths (3/10's) of a mile, shall only be entered after approval of the Supervisor of Transportation.
 - a. A private driveway entrance request form may be obtained from the Supervisor of Transportation.
 - b. Consideration for approval will be based upon distance, maintenance level of the driveway and adequacy of the bus turn-around area.
3. School bus routes are initially established to provide essential student "to and from school" transportation services. Students assigned to a given school bus route shall be authorized to only ride that particular school bus route. Parents who desire a temporary route change shall make such request in writing to the Building Principal. Principals are authorized to only approve such temporary changes or requests within the load capacity of the assigned school bus and further provided the change causes no deviation from the regular bus route.

2. The School District schedules special bus routes for those students with disabilities if indicated in their individual education program.
 - a. The extent of the services provided will be determined by the individual student's needs.
3. Students who become temporarily physically disabled will be provided appropriate transportation based on the individual student's needs.
4. The School Board hereby delegates to the Superintendent of Schools and/or designee/s the authority necessary to carry out the intent of this School Board policy insofar as the transportation of students with disabilities is concerned.

Legal References:

- Minn. Stat. § 120A.22 (Compulsory Instruction)
- Minn. Stat. §§ 121A.40-121A.56 (Pupil Fair Dismissal Act)
- Minn. Stat. § 121A.59 (Bus Transportation is a Privilege Not a Right)
- Minn. Stat. § 123B.36 (Authorized Fees)
- Minn. Stat. § 123B.41 (Educational Aids for Nonpublic School Children; Definitions)
- Minn. Stat. § 123B.44 (Provision of Pupil Support Services)
- Minn. Stat. § 123B.88 (Independent School Districts, Transportation)
- Minn. Stat. § 123B.92 (Transportation Aid Entitlement)
- Minn. Stat. § 124D.03 (Enrollment Options Program)
- Minn. Stat. § 124D.04 (Enrollment Options Programs in Border States)
- Minn. Stat. Ch. 125A (Children With a Disability)
- Minn. Stat. § 125A.02 (Children With a Disability, Defined)
- Minn. Stat. § 125A.12 (Attendance in Another District)
- Minn. Stat. § 125A.15 (Placement in Another District; Responsibility)
- Minn. Stat. § 125A.51 (Placement of Children Without Disabilities; Education and Transportation)
- Minn. Stat. § 125A.515 (Placement of Students; Approval of Education Program)
- Minn. Stat. § 125A.65 (Attendance at Academies for the Deaf and Blind)
- Minn. Stat. § 126C.01 (General Education Revenue - Definitions)
- Minn. Stat. § 127A.47 (Payments to Resident and Nonresident Districts)
- Minn. Rules Part 7470.1600 (Transporting Pupils with Disability)
- Minn. Rules Part 7470.1700 (Drivers and Aides for Pupils with Disabilities)



0 50 Feet



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Disclaimer:

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182nd Lane NE Cul-De-Sac