
SCHOOL BUS STOP RISK FACTORS

There are a variety of things that should be considered when designating all school bus stops. At a minimum, the following list of items should be used to help assess the risks associated with each stop:

- A. The age of the students involved;
- B. Disabilities and/or special transportation needs of the students;
- C. Security threats;
- D. Visibility (daylight, darkness);
- E. Time of day;
- F. The number of students at the bus stop;
- G. The physical location of the bus stop;
- H. The roadway (single or multi-lane);
- I. Traffic on the roadway;
- J. Traffic control devices;
- K. The terrain surrounding the bus stop;
- L. The speed limit of the roadway; and
- M. Weather (rain, snow, ice, wind, dust, fog, etc.)

School bus stops should be selected with situational awareness in mind so that the driver can anticipate a potential threat or high-risk situation before stopping and picking up or discharging students. There are a multitude of other variables that may apply in any given local area that could/should be added to the list above to obtain an accurate rating for each school bus stop. For example, some jurisdictions may have locations where a bus stop is prohibited. One year a property owner may allow a school bus stop. The next year, it may be prohibited. Additionally, risk factors at a given bus stop change throughout the year, requiring a periodic assessment of each stop. For example, a low risk stop at the beginning of the year may change and become more dangerous during the school year as a result of seasonal change and/or age of students.

SCHOOL BUS STOP RISK FACTOR RATING

It is suggested that the following rating system be utilized when assessing the inherent risk of a designated bus stop (the higher the rating, the higher the risk):

"Sample" rating of each school bus risk factor: (Rating Scale: Low Risk = 0, High Risk = 10)	RATING GUIDE	BUS STOP RATING
1. Pre-School Kindergarten Age Student(s)	8-10	



2. Elementary School Age Student(s)	5-10	
3. Middle School Age Student(s)	5-10	
4. Secondary School Age Student(s)	3-8	
5. Special Needs Student(s)	8-10	
6. On the main traveled roadway bus stop (red light crossover)	5-10	
7. On the main traveled roadway bus stop (Right side only)	5-10	
8. Off the main traveled roadway bus stop (red light crossover)	5-10	
9. Off the main traveled roadway bust stop (right side only)(No Rt. Side passing)	5-8	
10. Number of students at the bus stop	3-8	
11. Visibility at bust stop (lighting, etc.)	5-8	
12. Multiple-lane roadways/divided highway/one-way roadways	5-8	
13. Urban, suburban, or rural traffic conditions	2-5	
14. Traffic control devices (signal vs. signs)	3-5	
15. Terrain (Hills, Curves or flat conditions)	3-10	
16. Highway/roadway speed limit	3-10	
17. Time of day (daylight or darkness)	3-5	
18. Line of sight visibility to or from bus stop	3-8	
19. Road conditions (dirt, mud, ice, pavement, etc.)	3-8	
20. Weather conditions (snow, rain, wind, ice, etc.)	3-8	
21. Climatic conditions (fog, smoke, dust, etc.)	3-8	
22. Hazardous conditions (animals, waterways, railroads, ditches, lakes, ponds, etc.)	3-10	
23. End of route turn around	5-10	
24. Security threat assessment (Potential for criminal activity)	3-10	
	TOTAL	

EXTRA CARE LOADING/UNLOADING PROCEDURES AT HIGH-RISK-SCHOOL BUS STOPS

Each school bus stop should be assigned a risk factor rating. The higher the risk factor rating, the greater the need to implement extra care procedures during the student loading and/or unloading process. Some examples of extra care student loading and unloading practices are as follows:

- A. Right-side only school bus stops located off the main travel portion of the roadway (prohibits right side Passing of the school bus);
- B. Door to door (right-side) only (Off the main travel portion of the roadway);
- C. Curb to curb (right-side) only; and
- D. Red light crossover escort to or from the school bus (Optional).

For questions, please contact the Office of Safe and Orderly Schools, Division of Pupil Transportation at (601) 359-1028.