



## 701.26AP Rural School Bus Stop Assessment

**ESTABLISHED:** 2018.06.11  
**AMENDED:** 2023.08.22 (2020.02.10) (2020.01.13) (2019.01.16) (2018.06.11)  
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**APPROVED:** 2023.08.22 (2020.02.19) (2020.01.15)

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### LEGAL REFERENCE:

- *Education Act*
- School Transportation Regulation 96/2019

### CROSS REFERENCE:

- [701BP – Student Transportation Services](#)
  - [701.24AP – Paid Yard Service](#)
  - [701.24AP – Exhibit 1 Paid Yard Service Application Form](#)
  - [701.25AP – Turnaround – Essential Private Property Pick Up/Drop Off](#)
  - [701.25AP – Exhibit 1 Turnaround – Essential Private Property Pick Up/Drop Off](#)
  - [701.25AP – Exhibit 2 Turnaround – Essential Private Property Waiver Form](#)
  - [701.26AP – Exhibit 1 – Rural Bus Stop Assessment Criteria](#)
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### PROCEDURES:

The intent of the Rural School Bus Stop Assessment is to establish a reasonable safe school bus stop benchmark. The assessment is recorded on a Bus Stop Assessment template based on a range of criteria. A score for an individual stop is yielded via a calculation of points for each criterion. Some criteria are exclusive of one another. A score of 80 points will ascertain that a stop is acceptable; no change is required. A score of less than 80 points would indicate a stop modification is warranted. If the bus stop location cannot be modified the Board may choose to enter into private property or designate an alternate stop location within 1.0 km of the resident gate where the public access point meets the highway or municipal road as per the Section 4 of the School Transportation Regulation. Supervision to, from, and at the bus stop or turn around location is the responsibility of the parent/guardian.

The point system for each criterion is as follows:

**PRIMARY CRITERIA:**

- **Right side service: 0 or 20 points**  
If students do not have to cross a road to board the bus they would receive 20 points. If it is a left side pick up or drop off they would receive 0 points.
- **Sightlines: 0, 20, 60 (right side) or 0, 80 points (left side)**  
Motorist must be able to view the school bus flashing lights when they are approaching from both directions in order to give them time to react. Alberta Transportation states that the stopping sight distance of at least 150 meters is required for roads with a speed limit of 80km/h or greater. For roads 100km/h or greater, 250 meters is the minimum required stopping distance. Signage posted by the municipality/Alberta Transportation can assist motorists in knowing that a school bus stop is located ahead. If a pickup or drop off is being done on the right-hand side, the distance ahead of the stop is less of a factor than the distance behind. The points given reflect this distinction.

**Factors for point consideration:**

- For right side pickup/drop off forward visibility is over 250 m = 20 points
- For right side pickup/drop off visibility behind is over 250 m = 60 points
- For left side pickup/drop off visibility is over 250 m in both directions = 80 points

Sightline considerations may include: Signage and/or natural view obstructions (i.e. the crest of a hill, a sharp curve, vegetation, etc.).

**SECONDARY CRITERIA:**

- **Traffic level during pick up/drop off times: High = -20 points Moderate = - 10 points Low = 0 points**

**Factors for consideration:**

- gaps in traffic (are there enough safe gaps for students to cross a road along their walking path to a bus stop),
- type of road (highway/regional vs. arterial vs. local),
- level of observed traffic (during a 5 minute observation at a stop location, if more than 10 vehicles are observed, volume is considered high, during a 5 minute observation at a stop location, if more than 5 vehicles are observed, volume is considered moderate, during a 5 minute observation at a stop location, if less than 5 vehicles are observed, volume is considered low).
- **Safe standing location: Water Adjacent to stop = -10 points, less than 1-3 metres of standing area = -10 points**

**Factors for consideration:**

- the student waiting area should be located on a paved or gravel surface

- in the winter, the stop should be in an area that is reasonably clear of snow and ice.
  - snow banks around or near a bus stop reduce visibility and the ability of buses to safely turnaround or pull off the road
  - the waiting area should be large enough so students assigned to the stop can stand safely
  - bus stops should not be placed at or near railroad crossings, bridges, sinkholes, cliffs, commercial or industrial parking lots, or construction zones. School buses must stop at least 200 feet from a controlled intersection.
- **Distance between stops: less than 250 metres = -10 points**  
The bus stop is more than 250 meters from the previous stop which maximizes the effectiveness of the school bus warning light system.
  - **Left side service on primary or secondary highways: -50 points**  
The Board believes that students should never cross primary or secondary highways to get on or off the school bus.
  - **Inability to turn around at approach when route requires a change of direction: -25 points**  
As a routing requirement the bus needs to turn around (that is, physically change direction) following the pick-up or preceding the drop off. The inability of the bus to physically change direction where the public access point meets the municipal/provincial road and directly affects the viability of the bus stop location.
  - **Speed limit of 100km/hr or greater: -10 points**  
A posted speed limit of 100km/hr or more. May contain more traffic and increased risk than other rural roads.
  - **Designated Passing Lane on a Hill: -50 points**  
School bus stop is located on a hill within a designated passing lane area on a primary or secondary highway.