

1. My school district name is:

		Response Percent	Response Count
Algona	▮	0.6%	1
Allamakee	▮	0.6%	1
Alta		0.0%	0
Ames	▮	0.6%	1
Anamosa	▮	0.6%	1
Andrew		0.0%	0
Ankeny		0.0%	0
Anthon-Oto		0.0%	0
Aplington-Parkersburg	▮	0.6%	1
Armstrong-Ringsted		0.0%	0
Ar-We-Va		0.0%	0
Atlantic	▮	0.6%	1
Audubon	▮	0.6%	1
Aurelia		0.0%	0
Ballard		0.0%	0
Battle Creek-Ida Grove		0.0%	0
Baxter	▮	0.6%	1
BCLUW		0.0%	0
Bedford		0.0%	0
Belle Plaine		0.0%	0
Bellevue		0.0%	0

Belmond-Klemme	▮	0.6%	1
Bennett	▮	0.6%	1
Benton		0.0%	0
Bettendorf	▮	0.6%	1
Bondurant-Farrar		0.0%	0
Boone		0.0%	0
Boyden-Hull	▮	0.6%	1
Boyer Valley	▮	0.6%	1
Brooklyn-Guernsey-Malcom		0.0%	0
Burlington		0.0%	0
CAL		0.0%	0
Calamus-Wheatland	▮	0.6%	1
CAM	▮	0.6%	1
Camanche	▮	0.6%	1
Cardinal	▮	0.6%	1
Carlisle	▮	0.6%	1
Carroll		0.0%	0
Cedar Falls	▮	0.6%	1
Cedar Rapids	▮	0.6%	1
Center Point-Urbana		0.0%	0
Centerville		0.0%	0
Central	▮	0.6%	1
Central City	▮	0.6%	1
Central Clinton	▮	0.6%	1
Central Decatur		0.0%	0

Central Lee	▮	0.6%	1
Central Lyon		0.0%	0
Central Springs	▮	0.6%	1
Chariton	▮	0.6%	1
Charles City		0.0%	0
Charter Oak-Ute	▮	0.6%	1
Cherokee		0.0%	0
Clarinda	▮	0.6%	1
Clarion-Goldfield	▮	0.6%	1
Clarke	▮	0.6%	1
Clarksville	▮	0.6%	1
Clay Central-Everly		0.0%	0
Clayton Ridge		0.0%	0
Clear Creek Amana		0.0%	0
Clear Lake	▮	0.6%	1
Clearfield		0.0%	0
Clinton	▮	0.6%	1
Colfax-Mingo		0.0%	0
College	▮	0.6%	1
Collins-Maxwell	▮	0.6%	1
Colo-NESCO School		0.0%	0
Columbus	▮	0.6%	1
Coon Rapids-Bayard	▮	0.6%	1
Corning	▮	0.6%	1
Corwith-Wesley		0.0%	0
Council Bluffs	▮	0.6%	1

Creston	▮	0.6%	1
Dallas Center-Grimes	▮	0.6%	1
Danville	▮	1.1%	2
Davenport	▮	0.6%	1
Davis County	▮	0.6%	1
Decorah Community	▮	0.6%	1
Delwood	▮	0.6%	1
Denison	▮	0.6%	1
Denver	▮	0.6%	1
Des Moines Independent	▮	0.6%	1
Diagonal	▮	0.6%	1
Dike-New Hartford	▮	0.6%	1
Dows		0.0%	0
Dubuque		0.0%	0
Dunkerton		0.0%	0
Durant		0.0%	0
Eagle Grove	▮	0.6%	1
Earlham	▮	0.6%	1
East Buchanan	▮	0.6%	1
East Central		0.0%	0
East Greene		0.0%	0
East Marshall		0.0%	0
East Mills		0.0%	0
East Sac County		0.0%	0
East Union		0.0%	0
Eastern Allamakee		0.0%	0

Eddyville-Blakesburg		0.0%	0
Edgewood-Colesburg	▮	0.6%	1
Eldora-New Providence	▮	0.6%	1
Elk Horn-Kimballton	▮	0.6%	1
Emmetsburg		0.0%	0
English Valleys		0.0%	0
Essex		0.0%	0
Estherville Lincoln		0.0%	0
Exira		0.0%	0
Fairfield	▮	0.6%	1
Farragut	▮	0.6%	1
Forest City		0.0%	0
Fort Dodge	▮	1.1%	2
Fort Madison		0.0%	0
Fredericksburg		0.0%	0
Fremont		0.0%	0
Fremont-Mills		0.0%	0
Galva-Holstein		0.0%	0
Garner-Hayfield	▮	0.6%	1
George-Little Rock		0.0%	0
Gilbert	▮	0.6%	1
Gilmore City-Bradgate		0.0%	0
Gladbrook-Reinbeck	▮	0.6%	1
Glenwood	▮	0.6%	1
Glidden-Ralston	▮	0.6%	1

GMG		0.0%	0
Graettinger-Terril		0.0%	0
Grinnell-Newburg		0.0%	0
Griswold		0.0%	0
Grundy Center		0.0%	0
Guthrie Center	▮	0.6%	1
Hamburg		0.0%	0
Hampton-Dumont		0.0%	0
Harlan		0.0%	0
Harmony		0.0%	0
Harris-Lake Park		0.0%	0
Hartley-Melvin-Sanborn		0.0%	0
Highland	▮	0.6%	1
Hinton	▮	0.6%	1
H-L-V		0.0%	0
Howard-Winneshiek		0.0%	0
Hubbard-Radcliffe		0.0%	0
Hudson	▮	0.6%	1
Humboldt		0.0%	0
IKM-Manning		0.0%	0
Independence	▮	0.6%	1
Indianola	▮	0.6%	1
Interstate 35		0.0%	0
Iowa City	▮	0.6%	1
Iowa Falls	▮	0.6%	1
Iowa Valley		0.0%	0

Janesville Consolidated	▮	0.6%	1
Jefferson-Scranton	▮	0.6%	1
Jesup	▮	0.6%	1
Johnston	▮	0.6%	1
Keokuk	▮	0.6%	1
Keota		0.0%	0
Kingsley-Pierson	▮	0.6%	1
Knoxville	▮	0.6%	1
Lake Mills	▮	0.6%	1
Lamoni		0.0%	0
Laurens-Marathon		0.0%	0
Lawton-Bronson		0.0%	0
Le Mars	▮	0.6%	1
Lenox	▮	0.6%	1
Lewis Central	▮	0.6%	1
Linn-Mar	▮	0.6%	1
Lisbon	▮	0.6%	1
Logan-Magnolia	▮	1.1%	2
Lone Tree		0.0%	0
Louisa-Muscatine		0.0%	0
LuVerne		0.0%	0
Lynnville-Sully	▮	0.6%	1
Madrid	▮	1.1%	2
Manson Northwest Webster		0.0%	0
Maple Valley	▮	0.6%	1

Maquoketa	▮	0.6%	1
Maquoketa Valley	▮	0.6%	1
Marcus-Meriden-Cleghorn	▮	0.6%	1
Marion Independent		0.0%	0
Marshalltown	▮	0.6%	1
Martensdale-St Marys	▮	0.6%	1
Mason City		0.0%	0
Mediapolis		0.0%	0
Melcher-Dallas		0.0%	0
MFL MarMac	▮	0.6%	1
Midland		0.0%	0
Mid-Prairie	▮	0.6%	1
Missouri Valley	▮	0.6%	1
MOC-Floyd Valley	▮	0.6%	1
Montezuma	▮	0.6%	1
Monticello	▮	0.6%	1
Moravia		0.0%	0
Mormon Trail		0.0%	0
Morning Sun		0.0%	0
Moulton-Udell		0.0%	0
Mount Ayr		0.0%	0
Mount Pleasant		0.0%	0
Mount Vernon		0.0%	0
Murray		0.0%	0
Muscatine		0.0%	0
Nashua-Plainfield		0.0%	0

Nevada	▮	0.6%	1
New Hampton	▮	0.6%	1
New London		0.0%	0
Newell-Fonda		0.0%	0
Newton		0.0%	0
Nodaway Valley	▮	0.6%	1
North Butler		0.0%	0
North Cedar	▮	1.1%	2
North Fayette	▮	0.6%	1
North Iowa		0.0%	0
North Kossuth		0.0%	0
North Linn		0.0%	0
North Mahaska	▮	0.6%	1
North Polk	▮	1.1%	2
North Scott		0.0%	0
North Tama County	▮	0.6%	1
North Winneshiek	▮	0.6%	1
Northeast	▮	0.6%	1
Northeast Hamilton		0.0%	0
Northwood-Kensett		0.0%	0
Norwalk		0.0%	0
Odebolt-Arthur		0.0%	0
Oelwein		0.0%	0
Ogden	▮	0.6%	1
Okoboji		0.0%	0
Olin Consolidated		0.0%	0

Orient-Macksburg	▮	0.6%	1
Osage	▮	0.6%	1
Oskaloosa		0.0%	0
Ottumwa		0.0%	0
Panorama	▮	0.6%	1
Paton-Churdan	▮	0.6%	1
PCM		0.0%	0
Pekin	▮	0.6%	1
Pella	▮	0.6%	1
Perry	▮	0.6%	1
Pleasant Valley	▮	0.6%	1
Pleasantville	▮	0.6%	1
Pocahontas Area		0.0%	0
Pomeroy-Palmer		0.0%	0
Postville	▮	0.6%	1
Prairie Valley		0.0%	0
Prescott		0.0%	0
Preston		0.0%	0
Red Oak		0.0%	0
Remsen-Union		0.0%	0
Riceville		0.0%	0
River Valley		0.0%	0
Riverside		0.0%	0
Rock Valley	▮	0.6%	1
Rockwell City-Lytton	▮	0.6%	1

Roland-Story		0.0%	0
Rudd-Rockford-Marble Rk	▮	0.6%	1
Ruthven-Ayrshire		0.0%	0
Saydel	▮	0.6%	1
Schaller-Crestland	▮	0.6%	1
Schleswig	▮	0.6%	1
Sentral		0.0%	0
Sergeant Bluff-Luton	▮	0.6%	1
Seymour		0.0%	0
Sheldon		0.0%	0
Shenandoah	▮	0.6%	1
Sibley-Ocheyedan	▮	0.6%	1
Sidney		0.0%	0
Sigourney	▮	0.6%	1
Sioux Center		0.0%	0
Sioux Central		0.0%	0
Sioux City	▮	0.6%	1
Solon		0.0%	0
South Hamilton		0.0%	0
South O'Brien		0.0%	0
South Page	▮	0.6%	1
South Tama County		0.0%	0
South Winneshiek		0.0%	0
Southeast Polk		0.0%	0
Southeast Warren		0.0%	0
Southeast Webster Grand		0.0%	0

Southern Cal		0.0%	0
Spencer	▮	0.6%	1
Spirit Lake		0.0%	0
Springville	▮	0.6%	1
St Ansgar		0.0%	0
Stanton		0.0%	0
Starmont	▮	0.6%	1
Storm Lake	▮	0.6%	1
Stratford		0.0%	0
Sumner	▮	0.6%	1
Tipton	▮	0.6%	1
Titonka Consolidated		0.0%	0
Treynor	▮	0.6%	1
Tri-Center	▮	0.6%	1
Tri-County		0.0%	0
Tripoli	▮	0.6%	1
Turkey Valley		0.0%	0
Twin Cedars		0.0%	0
Twin Rivers		0.0%	0
Underwood		0.0%	0
Union	▮	0.6%	1
United	▮	0.6%	1
Urbandale		0.0%	0
Valley	▮	0.6%	1
Van Buren	▮	0.6%	1
Van Meter		0.0%	0

Ventura		0.0%	0
Villisca	▮	0.6%	1
Vinton-Shellsburg	▮	1.1%	2
Waco		0.0%	0
Walnut		0.0%	0
Wapello	▮	0.6%	1
Wapsie Valley		0.0%	0
Washington	▮	0.6%	1
Waterloo		0.0%	0
Waukee	▮	0.6%	1
Waverly-Shell Rock	▮	0.6%	1
Wayne		0.0%	0
Webster City		0.0%	0
West Bend-Mallard		0.0%	0
West Branch	▮	0.6%	1
West Burlington Ind		0.0%	0
West Central	▮	0.6%	1
West Central Valley		0.0%	0
West Delaware County	▮	0.6%	1
West Des Moines	▮	0.6%	1
West Fork CSD		0.0%	0
West Hancock	▮	1.1%	2
West Harrison		0.0%	0
West Liberty	▮	0.6%	1
West Lyon		0.0%	0

West Marshall		0.0%	0
West Monona		1.1%	2
West Sioux		0.0%	0
Western Dubuque		0.6%	1
Westwood		0.6%	1
Whiting		0.0%	0
Williamsburg		0.0%	0
Wilton		0.6%	1
Winfield-Mt Union		0.6%	1
Winterset		0.6%	1
Woden-Crystal Lake		0.0%	0
Woodbine		0.0%	0
Woodbury Central		0.6%	1
Woodward-Granger		0.0%	0

Other (please specify) 3

answered question 175

skipped question 1

2. If you would you like a copy of the survey results please provide your email address:

		Response Percent	Response Count
Email		100.0%	106
		answered question	106
		skipped question	70

3. Does your school district include school bus safety awareness in your driver education curriculum?

		Response Percent	Response Count
Yes		83.5%	137
No		16.5%	27
	Other (please specify)		25
answered question			164
skipped question			12

4. How many teaching hours are devoted to this topic?

		Response Percent	Response Count
Less than 1 hour		32.7%	33
1		40.6%	41
2		17.8%	18
3		5.0%	5
More than 3 hours		4.0%	4
answered question			101
skipped question			75

5. How extensive is your school bus safety training?

		Response Percent	Response Count
Briefly mentioned		16.7%	16
Video		40.6%	39
Quiz		11.5%	11
Specific discussion		63.5%	61
Other (please specify)			15
answered question			96
skipped question			80

6. Based on your experience and observations, please rate the existing school bus related driver training curriculum?

		Response Percent	Response Count
Poor		4.0%	4
Fair		52.5%	53
Good		40.6%	41
Excellent		3.0%	3
answered question			101
skipped question			75

7. Would you include this topic if curriculum information were made available?

		Response Percent	Response Count
Yes		66.7%	18
No		33.3%	9
Other (please specify)			9
answered question			27
skipped question			149

8. Please indicate your response to this statement: "The increased number of students driving to school has increased my concerns for school bus safety and operations."

		Response Percent	Response Count
Disagree		22.0%	28
Somewhat agree		39.4%	50
Agree		29.1%	37
Strongly agree		9.4%	12
answered question			127
skipped question			49

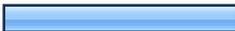
9. Are externally mounted video cameras used within your district to deter stop arm violations?

		Response Percent	Response Count
Yes		16.0%	20
No		84.0%	105
answered question			125
skipped question			51

10. How many buses are equipped with externally mounted cameras?

		Response Percent	Response Count
1 bus		20.0%	4
1-5		20.0%	4
more than 5 buses		60.0%	12
answered question			20
skipped question			156

11. Based on your experience, please rate the frequency of stop-arm violations?

		Response Percent	Response Count
Never or Almost Never		5.0%	1
Seldom		35.0%	7
Sometimes		50.0%	10
Often		10.0%	2
Always or Almost Always		0.0%	0
answered question			20
skipped question			156

12. Please comment on the following statement: "Requiring home-side loading is a feasible alternative towards improving school bus safety".

		Response Percent	Response Count
Strongly disagree		8.0%	10
Disagree		20.0%	25
No idea		20.0%	25
Agree		39.2%	49
Strongly Agree		12.8%	16
answered question			125
skipped question			51

13. What are the primary cost impacts of home-side loading on school bus operations and safety?

**Response
Count**

100

answered question

100

skipped question

76

Page 2, Q1. My school district name is:

1	Ventura CSD	Aug 7, 2012 12:52 PM
2	Brett Gibbs	Jul 31, 2012 10:19 PM
3	and	Jul 31, 2012 3:12 PM

Page 3, Q3. Does your school district include school bus safety awareness in your driver education curriculum?

1	We do not teach driver education. If you mean safety training for bus drivers then the answer is yes.	Aug 6, 2012 7:45 PM
2	we do not teach drivers' education	Aug 6, 2012 1:02 PM
3	I do not know this answer, but I had to choose Yes or No.	Aug 6, 2012 9:07 AM
4	We out source our Driver Education Program to Wright Way Inc	Aug 3, 2012 11:53 AM
5	Taught by the AEA and yes they do	Aug 3, 2012 10:53 AM
6	We do not serve middle or high school students in our Preschool-6th grade building.	Aug 2, 2012 1:48 PM
7	I am unsure and will have to find out more information.	Aug 2, 2012 1:40 PM
8	Unsure	Aug 2, 2012 8:23 AM
9	Not to my knowledge	Aug 1, 2012 9:44 AM
10	provided thru comm.college	Aug 1, 2012 8:54 AM
11	driver education is outsourced	Jul 31, 2012 9:21 PM
12	Outsourced	Jul 31, 2012 8:29 PM
13	Unsure, as we have a private entity provide driver education	Jul 31, 2012 3:33 PM
14	Note: We contract with the Mississippi Bend Area Education Agency for our Drivers Education Program.	Jul 31, 2012 3:00 PM
15	We do not offer driver's ed - this is done by a private company.	Jul 31, 2012 2:53 PM
16	Not sure	Jul 31, 2012 2:47 PM
17	We outsource driver's ed.so I am not sure what emphasis there is on bus safety	Jul 31, 2012 2:46 PM
18	Don't know if there is school bus safety awareness	Jul 31, 2012 2:40 PM
19	Driver Education is provided through StreetSmarts	Jul 31, 2012 2:37 PM
20	CRCSD does not teach Driver Education	Jul 31, 2012 2:37 PM
21	No 7-12 students	Jul 31, 2012 2:32 PM
22	We contract out all driver's ed to a private firm.	Jul 31, 2012 2:30 PM
23	We use Street Smarts as our vendor	Jul 31, 2012 2:29 PM
24	Street Smarts provides drivers education and I would expect that they do have it in their curriculum	Jul 31, 2012 2:28 PM
25	Driver Ed is privately operated.	Jul 31, 2012 2:26 PM

Page 4, Q5. How extensive is your school bus safety training?

1	ongoing employee meetings	Aug 14, 2012 1:13 PM
2	Do you mean for students (as riders) or for bus drivers?	Aug 6, 2012 7:46 PM
3	I as a superintendent go to Drivers Ed class	Aug 6, 2012 10:19 AM
4	On-going with the bus drivers' training	Aug 3, 2012 8:31 AM
5	annual 3 hour training and a short meeting at the beginning of the year	Aug 2, 2012 8:52 AM
6	lecture and discussion	Aug 2, 2012 7:57 AM
7	annual 3 hour bus driver training	Aug 1, 2012 1:55 PM
8	Power point	Aug 1, 2012 12:14 PM
9	STOP classes every year	Aug 1, 2012 10:51 AM
10	unknown, part of text and instruction plan, not required by state.	Aug 1, 2012 8:54 AM
11	Not sure	Jul 31, 2012 3:10 PM
12	Run through with drivers and kids that ride the bus	Jul 31, 2012 2:37 PM
13	Depends on if the question refers to training for students or for our bus drivers.	Jul 31, 2012 2:37 PM
14	We stage a bus on the street during driving times.	Jul 31, 2012 2:29 PM
15	All students are trained each year - complete with bus evacuation drills	Jul 31, 2012 2:23 PM

Page 5, Q7. Would you include this topic if curriculum information were made available?

1	No drivers' education curriculum for elementary students.	Aug 2, 2012 1:49 PM
2	Possibly	Aug 1, 2012 9:44 AM
3	driver education is outsourced	Jul 31, 2012 9:21 PM
4	We contract out drivers Ed	Jul 31, 2012 3:06 PM
5	We do not offer drivers ed - a private company does this.	Jul 31, 2012 2:54 PM
6	CRCSD does not teach Drivers Education	Jul 31, 2012 2:38 PM
7	Driver Education is provided through StreetSmarts	Jul 31, 2012 2:37 PM
8	Again we use an outside vendor	Jul 31, 2012 2:30 PM
9	Driver Education is privately operated.	Jul 31, 2012 2:27 PM

Page 9, Q13. What are the primary cost impacts of home-side loading on school bus operations and safety?

1	Time taken for routes. Safety issues turning around.	Aug 22, 2012 8:15 AM
2	length or routes would greatly increase because homes are on different sides of the road. Students would be riding way too long.	Aug 21, 2012 10:18 AM
3	The primary cost impact may be the purchase of another vehicle, especially if the requirement significantly lengthens the time buses are on the road. In many districts this may create a need for a lot of backtracking, which takes time and gas.	Aug 17, 2012 3:04 PM
4	time and fuel	Aug 16, 2012 9:21 AM
5	Time, additional personnel and buses. We would have to go up essentially all of the existing streets we go now twice. In addition, then would we not expect students to cross streets to get to their bus stop, which means stopping at every block, each way.	Aug 14, 2012 1:16 PM
6	Extra miles traveled for rerouting of the school bus	Aug 13, 2012 12:20 PM
7	Longer Routes	Aug 10, 2012 6:38 AM
8	Routes with no turnaround opportunities incur more mileage than needed.	Aug 9, 2012 3:15 PM
9	We try to do this as much as possible already. The cost of rerouting is the deterrent.	Aug 8, 2012 5:40 PM
10	It would add extra driving but I am concerned that there would be more pulling into driveways and backing out onto busy highways which is also dangerous.	Aug 8, 2012 9:41 AM
11	Time	Aug 7, 2012 4:32 PM
12	Multiple trips on same road, back tracking	Aug 7, 2012 9:23 AM
13	Design of the bus routes and added length of time, mileage, thus increasing costs and efficiency on number of children that could be picked up.	Aug 6, 2012 7:47 PM
14	rerouting for pickup it adds some extra miles to each route	Aug 6, 2012 5:01 PM
15	Fuel and labor and potentially more buses. The length of routes would dramatically increase meaning more miles therefore more fuel and increase labor. Also as a result of time restraints by Iowa code potentially would have to run more buses there fore more expense again...labor, fuel, insurance and so on.	Aug 6, 2012 1:28 PM
16	positioning and saving time for the 1 hour limit on the bus in rural areas	Aug 6, 2012 10:20 AM
17	Re-routing buses in order to manage this for each student.	Aug 6, 2012 9:39 AM
18	Routes would have to be redesigned so students never cross a road. Added costs for bus use/fuel. Added time to routes.	Aug 6, 2012 9:09 AM
19	Substantial	Aug 5, 2012 4:55 PM
20	I anticipate it would be difficult to cover the routes within the required time frames	Aug 5, 2012 1:06 PM

Page 9, Q13. What are the primary cost impacts of home-side loading on school bus operations and safety?

	due to having to back track and duplicate coverage of most roads. Unless more routes were added??	
21	Perhaps increased travel and expense related to the changing routes	Aug 3, 2012 11:54 AM
22	Time!	Aug 3, 2012 10:54 AM
23	length of rides for students, extra labor costs for the extra miles, extra costs for running busses longer WE DO AS MANY RIGHT HAND PICK-UPS AS POSSIBLE AND MOST OF THE REMAINING ONES ARE IN RURAL AREAS WITHOUT A LOT OF TRAFFIC.	Aug 3, 2012 8:33 AM
24	Increased mileage for bus routes/transportation, to accommodate all home-side pickup and drop off points. Increased time for students riding the buses.	Aug 2, 2012 1:51 PM
25	I am unsure at this time.	Aug 2, 2012 1:42 PM
26	Ability to do home side loading without greatly increasing the length of routes.	Aug 2, 2012 12:11 PM
27	This will clearly increase travel time and could potentially create the need for additional routes. The cost factor of that is evident in additional buses and drivers. There will be the need for more turnarounds as well, impacting most routes.	Aug 2, 2012 12:00 PM
28	Costs related to time and mileage.	Aug 2, 2012 11:38 AM
29	The bus routes will be longer; therefore, more miles driven and more time for the kids to be on the bus. There wil be spots where it will be very difficult to have home side loading. It can be done but!!!	Aug 2, 2012 8:55 AM
30	Longer routes. Increased fuel cost. Inefficient use of time.	Aug 2, 2012 8:25 AM
31	unsure at this point	Aug 2, 2012 7:59 AM
32	Most all of our stops are home-side loading. I would think that for the stops that are not home-side loading it would obviously require not only additional expense to make turn arounds, etc. But it would also add time to an already stretched schedule.	Aug 1, 2012 4:39 PM
33	The amount of time it takes to make sure buses are going the proper direction. This would also increase the amount of time students spend on the bus so to stay within those guidelines we would need to add more routes.	Aug 1, 2012 3:43 PM
34	More fuel do to re-routing.	Aug 1, 2012 2:20 PM
35	Could increase costs and time	Aug 1, 2012 1:59 PM
36	extra mileage and time	Aug 1, 2012 1:57 PM
37	Gas...if you have to turn around.	Aug 1, 2012 1:26 PM
38	Bus Driver time and mileage.	Aug 1, 2012 1:09 PM
39	Time and turn arounds	Aug 1, 2012 12:40 PM

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40	We would have to hire an additional driver to comply with home side loading or cut town routes. The cost of a driver is \$13,750. Route time would increase, which may cause us to go over the 1 hour limit or add a second additional driver. The rural routes would depend on the ability to use drive ways and lanes to turn around. These are usually not sufficient for a safe turn around so buses would have to back out onto our county roads, creating another safety issue.	Aug 1, 2012 12:19 PM
41	More fuel--which we don't receive any state aid for in the first place and are in desperate need of correcting this huge financial inequity in our state.	Aug 1, 2012 11:38 AM
42	Substantial mileage increases and time on the bus	Aug 1, 2012 11:23 AM
43	I agree that it could improve safety, but is not very feasible when you have to drive around another square mile or add another back up that could also cause a problem.	Aug 1, 2012 11:19 AM
44	Don't know ...	Aug 1, 2012 10:54 AM
45	We try to accomplish this but there are a number of factors that play into this. Requiring home-side loading could increase costs by increasing the length of some routes and could extend the amount of time that students are on buses.	Aug 1, 2012 10:51 AM
46	Length of time on the bus for some kids.	Aug 1, 2012 10:15 AM
47	Routing would be affected and routes would become longer, so additional routes would be needed given the time limit students can be on buses.	Aug 1, 2012 9:46 AM
48	I am not sure of the cost. I think it would be important to have home-side loading on Highways. I am not sure it would be necessary on gravel roads.	Aug 1, 2012 9:39 AM
49	Longer routes with more turn arounds would be our biggest problem. Our routes are already "maximum" length. Consequently, we possibly would have to add routes	Aug 1, 2012 9:36 AM
50	Increased fuel, # of busses, drivers, cost of drivers	Aug 1, 2012 9:22 AM
51	Extra fuel costs due to increased miles to make routes work for home-side loading.	Aug 1, 2012 9:03 AM
52	Right side only pickups would substantially increase number of routes and mileage most roads would have to be run twice. With current ride time restrictions we'd have to double the number of routes and buses needed.	Aug 1, 2012 8:58 AM
53	A few extra miles to route a school bus to ensure they are on the correct side of the road. Thus, fuel and drivers' time cost would be increased.	Aug 1, 2012 8:52 AM
54	fuel and time	Aug 1, 2012 8:40 AM
55	Not much of a difference since we already try to do that, I would estimate that we are around 80% on doing that now.	Aug 1, 2012 6:23 AM
56	It would add a lot of miles and the accompanying expenses. Cameras break down a lot on rural roads.	Jul 31, 2012 9:34 PM

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57	Each mile will be traveled twice especially in rural areas. This is not feasible without additional funding.	Jul 31, 2012 9:23 PM
58	We make every effort to do this now. Time is a larger concern then costs. The cost impact would be the addition of additional routes so that we made the time limitations on the bus.	Jul 31, 2012 5:32 PM
59	The extra miles the bus will need to travel in order to load on home side. The difficulty is also being able to turn around and come back and pick up the child on rural gravel roads when you may have one on one side of the road and then 1/2 mile down the road on the other side.	Jul 31, 2012 4:08 PM
60	Extended routes. Impacts miles and time.	Jul 31, 2012 4:07 PM
61	Extra time and fuel, but hard to determine these exact costs.	Jul 31, 2012 3:49 PM
62	It would add considerable miles to routes, in addition to a potential increase in the number of times buses must turn around--a safety hazard itself.	Jul 31, 2012 3:35 PM
63	Increased time on the bus for students requiring more bus routes to keep the route time limits within the state law of 60 and 75 minutes. Increased fuel and driver salary costs.	Jul 31, 2012 3:24 PM
64	none	Jul 31, 2012 3:16 PM
65	time on the road = employee pay, fuel, bus miles, possible route length issues	Jul 31, 2012 3:14 PM
66	May need to build a bus turn-around area in some cases.	Jul 31, 2012 3:11 PM
67	minimal	Jul 31, 2012 3:09 PM
68	One-size, fits all regulations do not take into account varying local situations, specific to bus safety. Local control does a better job of developing safety plans. It would seem requiring locally developed plans would address both concerns.	Jul 31, 2012 3:08 PM
69	Double route length or place bus in hazardous situation to turn around	Jul 31, 2012 3:08 PM
70	Additional miles, fuel, student ride time (length of routes) - potentially hiring additional drives to stay within the length of ride time rules.	Jul 31, 2012 3:08 PM
71	buses will have to travel more miles and it will take more time and fuel.	Jul 31, 2012 3:05 PM
72	I would encourage anyone to come drive our routes with me to fully appreciate the impact of this requirement. While I recognize and appreciate that the life of a child is priceless, Van Buren School District must spend well over 10% of its general fund dollars on transportation, significantly greater that most district. Such a requirement would compound matters even more. I would also like to comment to student driver violations from the previous question in that none of our violations nor prosecution in the past two years have been on the part of students. Thank you!	Jul 31, 2012 3:01 PM
73	We try to do this as much as possible. Especially if it a pick up/drop off where visibility is not very good (Hill, curve etc). It maybe hard to get all stops arranged this way due to the bus route itself, but yes it would be nice.	Jul 31, 2012 3:01 PM

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74	length of time for routes	Jul 31, 2012 2:59 PM
75	more stops increases cost	Jul 31, 2012 2:57 PM
76	Increased time on route, route miles, and district costs.	Jul 31, 2012 2:55 PM
77	Routes would be longer leading to additional routes and subsequently more cost. It is a guess as to how much. A 20% increase would seem likely	Jul 31, 2012 2:50 PM
78	We already do this.	Jul 31, 2012 2:49 PM
79	My response would be neutral at this time because I would like more information. It may be a time factor do to adjusting routes.	Jul 31, 2012 2:48 PM
80	Unclear to overall cost, but certainly something that would cause several adjustments, but perhaps worth implementing.	Jul 31, 2012 2:47 PM
81	None for our district as we already engage in this as our process.	Jul 31, 2012 2:47 PM
82	More driver time and longer bus routes.	Jul 31, 2012 2:45 PM
83	We agree that home-side loading would improve bus safety but it is not feasible due to an increase in the number of existing routes to meet the 60 and 75 minute requirement.	Jul 31, 2012 2:45 PM
84	This would double our transportation costs since our pK-12 facility is located in the country and ALL students potential ride the bus. Though external cameras would increase the cost of buses, I would be more in favor of this additional safety precaution. Additionally, to suggest that it is just young drivers who ignore bus stop arms, that has not been our observation. It is other drivers of various ages, including semi drivers and delivery drivers, who I feel may be checking mobile devices for their job deliveries, etc.	Jul 31, 2012 2:43 PM
85	I would think that only allowing loading and unloading on home-side would drastically increase bus time for students and add needless high costs for traveling the same roads repeatedly.	Jul 31, 2012 2:41 PM
86	Extra time and gas. Please don't get to extreme with new rules... Everything is changed in this world over emotional issues such as this one. We already have enough red tap from state and federal governments in the nutrition, budget and assessment areas--please keep it simple and rewarding for all.	Jul 31, 2012 2:40 PM
87	Not known at this time.	Jul 31, 2012 2:38 PM
88	We do this when possible. We cover 255 square miles. The bus rides are already to long. We would have to add routes to make this work. The added costed would be extensive. This is not a viable alternative.	Jul 31, 2012 2:37 PM
89	Additional costs associated with routes and the increased amount of time for those routes.	Jul 31, 2012 2:36 PM
90	It would greatly increase the time needed to run routes, and most likely would require additional school buses for our district to accommodate and still stay within the 60 minute rule.	Jul 31, 2012 2:32 PM

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91	Biggest concern is logistics of turning around so that home-side loading is feasible. Due to a small number of rural students, there isn't any good method of making this happen without doubling the number of routes or requiring state and counties to install turn around locations for buses.	Jul 31, 2012 2:32 PM
92	I believe the extra cost of gas is not the biggest issue. Instead, I'd say my experience in talking with drivers is that they do not want to add "Time" to their routes and they try to avoid the difficult task of turning around in a farm lane or having the need to go around an entire section. This is especially true in the winter when farm lanes and roads in general are slick and snow covered.	Jul 31, 2012 2:32 PM
93	More time	Jul 31, 2012 2:31 PM
94	Cost and time on buses	Jul 31, 2012 2:31 PM
95	Extending in town routes to pick up on the curb side of the street for kids.	Jul 31, 2012 2:31 PM
96	Funding for such a mandate.	Jul 31, 2012 2:29 PM
97	This could mean many more turn arounds on gravel roads and highways which cause greater risk for all students.	Jul 31, 2012 2:29 PM
98	unknown	Jul 31, 2012 2:27 PM
99	I am not sure of this cost at this time.	Jul 31, 2012 2:26 PM
100	additional mileage doubles mileage	Jul 31, 2012 2:26 PM