



STEPHENVILLE INDEPENDENT SCHOOL DISTRICT  
TRANSPORTATION DEPARTMENT  
2680 West Overhill Drive, Stephenville TX 76401  
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14 February 2018

MEMORANDUM THRU

Stephenville Independent School District Executive Director of Finance & Operations, Ms. Deborah Hummel  
Stephenville Independent School District Superintendent, Mr. Matthew Underwood

FOR Stephenville Independent School District (SISD) Board President And Members

SUBJECT: Identifying SISD Hazardous-Traffic Areas Within A Two-Mile Radius of Campuses

1. Texas Education Agency (TEA) Policy. The TEA does not fund busing services for students who live within a two-mile radius of the campus unless the school board adopts a local policy identifying hazardous-traffic areas.

2. Background. The Transportation Department provides busing services within a two-mile radius of the campuses to reduce students crossing hazardous roads on foot to and from school. High traffic areas without designated or manned pedestrian crossing points isolate every campus from residential areas. Students who live in a residential area and attend a campus where a hazardous-traffic does not have to be crossed will not be afforded district transportation. All special education students are afforded district transportation in accordance with state and federal regulations regardless of where they live. Hazardous-traffic areas have not been documented in order to be eligible for additional funding from the TEA.

3. Education Code 42.155 (d). The District may apply to the Commissioner of Education for an additional amount of up to 10 percent of its regular transportation allotment to be used for the transportation of students living within two miles of the school they attend who would be subject to hazardous traffic conditions if they walked to school. The Board shall provide to the Commissioner the definition of hazardous conditions applicable to the District and shall identify the specific hazardous areas for which the allocation is requested. A hazardous condition exists where no walkway is provided and students must walk along or cross a freeway or expressway, an underpass, an overpass or a bridge, an uncontrolled major traffic artery, an industrial or commercial area, or another comparable condition.

4. Identified Hazardous-Traffic Areas. See Enclosure 1.

a. HWY 988/Northwest Loop. This road allows driver to drive 45 mile per hour on the northwest curve and provides one traffic light at the N. Harbin Drive intersection primarily utilized to control vehicular traffic and is not conducive to pedestrian crossings. Traffic density increases every morning and afternoon during bus route hours of operation.

b. HWY 377/67/South Loop. This is a four-lane road utilized by the citizenry and people who want to by-pass the downtown area. Traffic remains steady throughout the day and is not conducive to pedestrian crossings.

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c. Business HWY 377/Washington Street. This is a heavily congested two-lane road that opens up to four lanes supporting local commerce and Tarleton State University students. It borders directly next to Central Elementary that educates pre-kindergarten and kindergarten children.

d. North Harbin Drive. This two-lane road divides the school district with three campuses on each side. It has one four-way stop sign intersection across the from the Tarleton campus. The pedestrian crossing is not manned nor does it have pedestrian crossing signs. The road is continually traversed by citizens and college students alike.

e. HWY 8/Lingleville Road. This four-lane road supports local commerce with steady traffic. There are no manned pedestrian crossings. The traffic lights are designed to regulate vehicular traffic with less emphasis on pedestrian crossings.

f. HWY 108/Graham Street. This two-lane road supports local commerce and runs directly through downtown Stephenville. The hospital and post office are also located on this road adding to congested traffic daily. Pedestrian crossings are not manned and are located on the city square.

g. HWY 281/Morgan Mill Road. This highway goes from two to four lanes supporting the region's north/south vehicular traffic to include large commerce trucks. It does not support pedestrian crossings.

h. HWY 281/East Road. This highway goes from two to four lanes supporting the region's north/south vehicular traffic to include large commerce trucks. It does not support pedestrian crossings.

5. The point of contact for this memorandum for approval is Mr. David Woods, SISD Director of Transportation at 254-968-3759 or david.woods@sville.us



David Woods.  
Director of Transportation

Enc 1: SISD Hazardous-Traffic Areas