

Safety busing is the transportation of a student who lives less than 1½ miles from school when, in the judgment of the Board of Trustees, the age, health, and/or safety of the students warrants such action.

The Board of Trustees will only consider requests for safety busing for students living less than 1½ miles from school when a student walking to school would entail one or more of the following:

1. Unsupervised crossing of a heavily traveled multi-lane roadway requiring beyond-age-level comprehension of complex traffic hazards;
2. Walking along an arterial road and highway permitting fifty (50) mile per hour speeds;
3. Crossing an intersection in competition with a high volume of right-turning vehicles without the benefit of adult supervised crossing;
4. Walking in the traffic lane of an arterial or collector street because of the absence of sidewalks or usable shoulders which are at least three (3) feet wide;
5. Walking beside or over unprotected waterways;
6. Walking routes which are temporarily interrupted by major road construction, building construction, or utility construction;
7. Walking routes interrupted by numerous high traffic volume business driveways; or
8. Other unique circumstances or extraordinary factors.

The existence of any of the above criteria does not automatically qualify an area for safety busing. The Board may also consider evaluation factors including but not limited to: traffic count, traffic gap times, posted speed, width of roadway, width of walking area, length of time students would be exposed to area of concern, age of pupils, number of pupils, and traffic control signs and markings, as well as written comments from parents, patrons, and school personnel prior to a vote on the issue. Further, the Board shall consider the criteria set out in its measuring and scoring instrument, with an appropriate “cut off” for safety busing purposes when the scoring element used indicates hazards that are “reasonable” for students to encounter during their walk to and from school, which by this reference is incorporated and attached to this policy as Exhibit 1.

Each year, no later than the regular Board meeting in August, the Board shall review and vote on all requests for new safety busing locations. The Board may annually approve the formation of an ad hoc supplemental transportation committee for the purpose of objectively evaluating all hazardous routes less than 1.5 miles from the students’ home to school, using the Board approved measuring instrument. The Superintendent or his or her designee is directed to review all existing safety busing locations at intervals of no more than three years (3).

Bus Stop Location:

Whenever possible, bus stops will be located at or near corners and intersections. Generally, buses will not travel down cul-de-sacs unless the bus is picking up students with identified

disabilities. Buses will not travel down private roadways or over any road not maintained as part of a county, state, or federal highway system unless approved by the school Board. Students may have to walk several blocks to the nearest bus stop depending on the route structure, and in certain circumstances, students can be required to walk up to one and one half miles to the nearest established bus stop. Stops are designed based on student locations, traffic patterns, and route hazard considerations, and may change every year based on student population. Visibility from the home to the bus stop is not a criteria for establishing bus stops. Parents are encouraged to accompany their children while walking to/from the bus stop or have students walk together as a group.

On mid-day kindergarten runs, bus stops are located at the student's address or at the nearest accessible point to the address. Cul de sacs, private roadways, and dead end streets often necessitate locating the bus stop at a point other than the home address. Kindergarten students returning home from a.m. programs are required to have an older sibling, parent or guardian at the bus stop to receive them from the bus. Parents may sign a waiver that allows the kindergartner to walk home unattended, but if there is no completed waiver form or a parent/guardian is not present at the stop to receive the student, the driver will return the student to the school or transportation bus garage where the parent or guardian will be contacted to pick them up.

LEGAL REFERENCE:

Idaho Code § 33-1501 Transportation Authorized Standards for Idaho School Buses and Operations

ADOPTED: May 18, 2015

AMENDED/REVISED: