

Category: 8000 STUDENTS	Policy Number: 8783
Policy Title: TRANSPORTATION - SAFETY	Effective Date: February 21, 2007

It shall be the policy of the Board of Trustees to follow the Rules and Regulations of Idaho Code and the Department of Transportation's "The Omnibus Transportation Employee Testing Act of 1991" in the transporting of students in the Snake River School District. Each year, in the regular August board meeting, the board shall review and vote on all requests for new safety busing locations.

SAFETY BUSING

Safety busing is the routing of buses to transport students who live less than one and one-half miles from school. The district may transport any student a lesser distance than one and a half miles from the student's appropriate school when, in the Board's judgment, the age, health or safety of the pupil warrants transportation. The district shall provide a procedure for evaluating and rating all safety busing requests and shall have on file a completed measuring or rating instrument for all submitted requests. At intervals of at least every three years, the District Transportation Supervisor will chair a committee to re-evaluate and recommend all safety busing sites to the District Safety Committee for its approval. The board must approve all safety busing reimbursement requests and annually affirm that conditions of all prior approved safety busing requests are unchanged. Routes, stops, and bus schedules will be established with student safety and efficiency of operation as priority factors.

BUS INSPECTIONS

The school buses will be maintained and operated according to state guidelines and regulations. The district shall provide for an annual inspection of all school buses of not more than twelve (12) months and, at intervals of not more than sixty (60) days during each school year, the district shall cause inspection to be made of all district school buses.

BUS SAFETY

Each school loading zone will be supervised by adult monitors to provide safe bus loading and unloading. The bus drivers will be responsible for the supervision of students, according to the guidelines outlined by the Administrative Council, while students are enroute, at the Junior High "island", and embarking or disembarking from the driver's respective bus.

The district shall provide emergency training and periodic evacuation drills for students in accordance with National Highway Safety Program Guideline 17. Documentation of all evacuation drills shall be maintained for a period of three years by the school district.

In order to further protect the student's safety, all CDL license holders are subject to drug/alcohol testing according to the "1991 Omnibus Transportation Act". Following the initial pre-employment testing of all new drivers, bus drivers will be randomly tested for drugs and alcohol. Drivers refusing to take the test or who test positive will be denied employment or immediately dismissed.

Regulations limit drivers to a maximum of 10 hours of actual driving time; drivers must have 8 hours of continuous off-duty time before long trips and cannot exceed 60 hours of driving in a week.

UNAUTHORIZED SCHOOL BUS ENTRY

The district will affix notices approved by the State Department of Education on or near the school bus doors to warn individuals against unauthorized school bus entry. A person is guilty of a misdemeanor if that person 1) enters a school bus with the intent to commit a crime; 2) enters a school bus and disrupts or interferes with the driver; or, 3) enters a school bus and refuses to disembark after being ordered to do so by the driver.

DENIAL OF TRANSPORTATION

Students will be expected to load, ride and unload in a safe and courteous manner. Any student who is deemed to be disruptive or a hazard by the bus driver or a loading zone monitor may be deprived of bus riding privileges by the building administrator similar to the steps outlined in the District Discipline Policy for disruptive conduct. Any student having such privileges removed will meet with the building principal and the principal will notify the student's parents.

Riding a school bus is a privilege which each student should protect by following the policies and procedures of the Snake River School District 52. The Board of Trustees may deny transportation to any student on any school bus, upon good cause being given, in writing, to the parents or guardian of the students. In such an event, the student shall have the right to "due process."

Legal Reference: Idaho Code Section 18-522, 33-1006 (4a,b), and 33-1501, 33-1502, 1506, 1508, 1509

Reference: Policy 5030, "Transportation Insurance"

Policy 5270, "Video Surveillance"

Policy 7425, "Drug-Free Workplace"

Policy 8294, "Transportation to School Sponsored Activities"

Policy 8634, "Bus Ridership - Rules and Regulations"

Policy 8781, "Transportation - Bus Driver Requirements and Responsibilities"

Policy 8786, "Transportation - Scheduling and Routing"

Procedure 7425p, "Drug-Free Workplace"

Procedure: 8070p, "Code of Conduct - Discipline Policy"

Procedure: 8783p, "Safety Busing Evaluation"

Form: 8783f1, "Request for Safety Busing Reimbursement"

Form: 8783f2, "Measuring Instrument for Walking Students"

Snake River School District 52, 103 South 900 West, Blackfoot, Idaho 83221

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GUIDELINES FOR SAFETY BUSING

The following guidelines are suggested when reviewing and evaluating "Safety Busing" applications and the "Measuring Instrument for Walking Students". New safety-busing sites shall be reviewed with this guideline, and all safety busing sites shall be re-evaluated at intervals of at least every three years by a committee chaired by the District Transportation Supervisor. This committee shall report its recommendations to the District Safety Committee for approval before bringing their findings to the board of trustees prior to or at their August public school board meeting.

In order to qualify for reimbursement, the district will, by official board motion, approve the initial safety-busing request and allow the students in question to be transported before the application is sent to the state. Consideration for reimbursement will be contingent on the application for new safety busing being received by the State Department of Education Transportation Section on or before March 31 of the school year in which the safety busing is evaluated.

1. Width of the shoulder of the road. Children should not be expected to walk upon the traffic lanes of a highway. The speed, number and type of vehicles traveling any of the roadways would indicate that traffic lanes are unsafe for pedestrians. Shoulder width on each side of the roadway should be at least three (3) feet and should be maintained free of snow and other obstructions.
2. Traffic count. There are usually more vehicles using main highways than using secondary roads. However, a traffic count can be misleading because of variations at different times of the day. Motorists hurrying to and from work during rush hours, which coincide with school hours, present a hazard to children. Traffic counts should be taken during times students would be required to travel the area in question.
3. Lack of crossing guards. Some districts provide school crossing guards at busy intersections; others provide no extra protection for youthful pedestrians.
4. Lack of law enforcement. Posted speed limits are often ignored unless adequate enforcement is provided. This can be hazardous to schoolchildren.
5. Ages of children. While certain conditions present a degree of hazard to people of all ages, older students can be expected to accept more responsibility and exercise better judgment than younger students.
6. Railroad crossings. Moving trains as well as trains stopped at crossings present hazards to young peoples on their way to school.
7. Nature of traffic. A concentration of heavy truck traffic increases the hazards of any road. Areas near large manufacturing plants or office buildings experience heavy traffic when work shifts change.
8. Inadequate pedestrian safeguards near school areas. Shortly before the start and close of the school day large numbers of vehicles converge on the school presenting extra hazards to children who must walk.
9. Temporary hazards. Construction projects, street repairs, excavations, and similar projects present additional problems and temptations to children walking to and from school.
10. Child molesters. Where children must walk through parks and other secluded areas, child molesters may present a hazard. However, this category is difficult, if not impossible to assess.
11. Inadequate protection around waterways. Where children must walk along or across ditches, creeks, rivers, etc. without adequate protection, hazardous situations and temptations to children are present, causing unsafe conditions. Length of required exposure should be factored into assessment. Walking past versus walking along open waterways present very different hazards.
12. All areas shall be evaluated and scored using these guidelines and the *Measuring Instrument for Walking Students*. Any area scoring below 50 will not qualify for safety busing; however, the final decision to service students in any area scoring below the minimum, shall rest with the board of trustees.
13. The objective of the measuring instrument and the related scoring element is to determine 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. The philosophy for this recommendation is based on the assumption that all students must encounter "some hazards" during the course of their travel from home to school. The intent of the objective measuring instrument is to prioritize and/or weigh hazards.
14. It is recommended that each building evaluate and implement a pedestrian safety program. This program should teach students of all ages how to deal with hazards, to use existing pedestrian facilities, and follow safe walking practices. This should be a continuing program with positive reinforcement throughout the school year.
15. The district will upgrade their school zones as changing hazards suggest to employ crossing guards, install signing, and upgrade pavement markings where appropriate.
16. Each school shall create or update a school route plan to provide for an orderly review of the school area traffic control needs. The plan should consist of a simple map showing streets accessing the school, existing traffic controls, established school routes, and crossings. The number of school crossings should be limited to the fewest possible required to safely accommodate the demand.