

Palouse Prairie Charter School

NONINSTRUCTIONAL OPERATIONS

8120

Bus Routes, Stops and Non-Transportation Zones

Each year, no later than the regular Board of Directors meeting in August, the Principal or his or her designee shall present their recommendation for bus routes, school safety busing zones, and non-transportation zones to the Board. The Board shall consider student health and safety, as well as equity of access in considering the recommendations of the Director or designee.

Definitions

“Non-Transportation Zone” shall mean an area of the attendance area designated by the Board which is not served by school transportation because sparsity of students, remoteness, or condition of roads makes such service impractical

Bus Stops

Buses should stop only at designated places approved by Charter School authorities. Exceptions should be made only in cases of emergency and inclement weather conditions. Bus stops shall be chosen with safety and protection of the health of the student in mind.

School loading and unloading zones are to be established and marked to provide safe and orderly loading and unloading of students. The Director of the Charter School is responsible for the conduct of students waiting in loading zones.

Delay in Schedule

The contracted bus service is to notify the administration of a delay in schedule. The administration will notify parents on routes and radio stations if necessary.

Responsibilities - Pupils

Pupils must realize that safety is based on group conduct. Talk should be in conversational tones at all times. There should be no shouting or loud talking which may distract the bus driver. There should be no shouting at passersby. Pupils should instantly obey any command or suggestions from the driver and/or his or her assistants.

A pupil may be denied transportation upon a showing of good cause. The reason for the denial of transportation services shall be provided to the parent/guardian in writing.

Responsibilities - Parents

The interest and assistance of each parent is a valued asset to the transportation program. Parents' efforts towards making each bus trip a safe and pleasant experience are requested and appreciated. The following suggestions are only three of the many ways parents can assist:

1. Ensure that students are at the bus stop in sufficient time to efficiently meet the bus;
2. Properly prepare children for weather conditions
3. Encourage school bus safety at home. Caution children regarding safe behavior and conduct while riding on the school bus.
4. Parents and guardians are responsible for picking their student up from the designated bus stop promptly. Bussing may be denied to any student whose parent or guardian is habitually tardy picking their student up from the bus stop. Habitually tardy is defined in this policy as being more than 15 minutes late more than 3 times in one semester.

Safety

The Director shall review written rules establishing the procedures for bus safety and emergency exit drills, and for student conduct while riding on buses, submitted by the contracted bussing service provider. These rules must comply with State law and/or Federal Highway Safety Guideline 17.

If the bus and driver are present, the driver is responsible for the safety of his or her passengers, particularly for those who must cross a roadway prior to loading or after leaving the bus. Except in emergencies, no bus driver shall order or allow a student to board or disembark at other than his or her assigned stop unless so authorized by the Director. In order to assure the safety of all, the bus driver may hold students accountable for their conduct during the course of transportation and may recommend corrective action against a student. Bus drivers are expressly prohibited from using corporal punishment.

Further, the Board shall consider the criteria set out in its measuring and scoring instrument which by this reference is incorporated and attached to this policy.

The bus driver is responsible for the use of the warning and stop signaling systems and the consequent protection of his or her passengers. Failure to use the system constitutes negligence on the part of the driver.

Inclement Weather

The Board recognizes the unpredictability and resulting dangers associated with the weather in Idaho. To achieve the maximum safety for children and efficiency of operation, the Director is empowered to make decisions as to the emergency operation of buses, the cancellation of bus routes, and the closing of the Charter School in accordance with his or her best judgment. The Board may develop guidelines in cooperation with the Principal to assist him or her in making such decisions.

Cross Reference: 8110 Safety Busing

Legal Reference: I.C. § 33-1501 Transportation Authorized
I.C. § 33-1502 Bus Routes—Non-Transportation Zones
I.C. § 49-1422 Overtaking and Passing a School Bus

Other Reference: Standards for Idaho School Buses and Operations
Idaho Department of Education, Idaho’s School Bus Driver Training
Classroom Curriculum

Policy History:

Adopted on: 12/12/16

Revised on: 12/17/18