

NONINSTRUCTIONAL OPERATIONS

8110

Safety Busing

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 student warrants such action. This includes cases where the student is transported by a vehicle other than a school bus as described in Policy 8103.

The Board 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 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. Crossing an intersection that presents a special challenge to young pedestrians and is not serviced by a trained safety person or device;
5. The presence of train traffic;
6. 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 feet wide and kept clear of snow and other obstructions;
7. Walking beside or over unprotected waterways;
8. Walking routes which are temporarily interrupted by major road construction, building construction, utility construction, street repairs, excavations, or other projects creating similar hazards for children;
9. Walking through secluded areas or busy business districts;
10. Walking routes interrupted by numerous high traffic volume business driveways; or
11. 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, type of vehicles, 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. The condition of road traffic shall be based on traffic during times students would be present in each area. Using the State of Idaho Busing mechanism, the scoring cutoff for development of safety stops will be greater than or equal to sixty-five (65). 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 Form 8110-F(1) as known 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 student's home to school, using the Board approved measuring instrument. The Board directs the Superintendent or their designee to review all existing safety busing locations at intervals of no more than three years.

Cross Reference: 8100 Transportation
 8120 Bus Routes, Stops and Non-Transportation Zones

Legal Reference: I.C. § 33-1501 Transportation Authorized

Other Reference: Standards for Idaho School Buses and Operations

Policy History:

Adopted on: May 15, 2017

Revised on: May 20, 2024

Revised on: November 17, 2025

Exhibit 1 is the measuring instrument form used by the District.