

**Kimberly School District**  
**NONINSTRUCTIONAL OPERATIONS 8101**

**Safety Busing**

Safety busing is the transportation of a student who lives less than one and one-half (1 1/2) miles from school when, in the judgment of the Board of Trustees, the age or health or safety of the students warrants such action.

The Board of Trustees will only consider requests for safety busing for students living less than one and one-half (1 1/2) miles from school when one or more of the following criteria are met:

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-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;
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 existence of any of the above criteria does not automatically qualify an area for safety busing. The Board of Trustees 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 student 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 of Trustees 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 of Trustees 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 Superintendent or their designee is directed to review all existing safety busing locations at intervals of at least every three years.

Cross Reference: 8100 Transportation; 8110 Bus Routes, Stops and Non-Transportation Zones

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

First Reading: March 17, 2005  
Adopted on: April 21, 2005

## Exhibit 1

### Measuring Instrument For Walking Students

**School District:** \_\_\_\_\_ **School:** \_\_\_\_\_

**Location of Area Rated:** \_\_\_\_\_

**Date Rated:** \_\_\_\_\_

Rate the following by putting a circle around the appropriate number. The higher the number, the more hazardous the walking route.												Numeric Score
<b>Vehicular:</b>												
1. Average hourly traffic during school arrival & departure both morning & afternoon.	Over 1000	1000-901	900-801	800-701	700-601	600-501	500-401	400-301	300-201	200-101	100-0	
	<b>10</b>	<b>9</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	
	<b>10</b>	<b>9</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	
2. Truck traffic during school arrival & departure both morning & afternoon.	Over 100		100-75		75-51		50-25		25-1		0	
	<b>5</b>		<b>4</b>		<b>3</b>		<b>2</b>		<b>1</b>		<b>0</b>	
	<b>5</b>		<b>4</b>		<b>3</b>		<b>2</b>		<b>1</b>		<b>0</b>	
3. Posted traffic speed	55 mph <b>7</b>	50 mph <b>6</b>	45 mph <b>5</b>	40 mph <b>4</b>	35 mph <b>3</b>	30 mph <b>2</b>	25 mph <b>1</b>	20 mph <b>0</b>				
<b>Pedestrian:</b>												
1. Number of pupils	Over 225 <b>10</b>	225-201 <b>9</b>	200-176 <b>8</b>	175-151 <b>7</b>	150-126 <b>6</b>	125-101 <b>5</b>	100-76 <b>4</b>	75-51 <b>3</b>	50-26 <b>2</b>	25-1 <b>1</b>	0 <b>0</b>	
2. Grade level	Elementary <b>10</b>			Middle School/Junior High <b>2</b>				High School <b>0</b>				
<b>Roadway:</b>												
1. Width of road	Multi-lane divided highway, raised or painted median		Multi-lane (two-way) or Single-lane w/left turn lane		Two-lane Two-way No-passing		Two-lane Two-way Passing		Two-way, no street markings			
	<b>10</b>	<b>9</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	
Exposure time walking along (in minutes)	> 30 <b>10</b>	27-30 <b>9</b>	24-27 <b>8</b>	21-24 <b>7</b>	18-21 <b>6</b>	15-18 <b>5</b>	12-15 <b>4</b>	9-12 <b>3</b>	6-9 <b>2</b>	3-6 <b>1</b>	0-3 <b>0</b>	
2. Shoulder or sidewalk "Narrow" – under 3 feet "Wide – 3-8 feet	No shoulder or sidewalk		Narrow, unpaved shoulder, no sidewalk		Narrow, paved shoulder, no sidewalk		Wide, unpaved shoulder, no sidewalk		Wide, paved shoulder, no sidewalk		Sidewalk all way with no breaks	Sidewalk all way with no breaks, shoulder or utility strip
	<b>10</b>	<b>9</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b> <b>-10</b>
3. Accumulative walking area with no sidewalk	100% <b>10</b>	90% <b>9</b>	80% <b>8</b>	70% <b>7</b>	60% <b>6</b>	50% <b>5</b>	40% <b>4</b>	30% <b>3</b>	20% <b>2</b>	10% <b>1</b>	< 10% <b>0</b>	
4. Traffic control signs & markings (score as many as applicable)	No school signs <b>2</b>		No pavement markings <b>2</b>		No traffic signals <b>2</b>		No traffic lights – Elementary Only <b>2</b>		No crossing guard – Elementary Only <b>2</b>			

<b>Environmental: (over)</b>											
<b>Environmental: (continued)</b>											
1. Visual obstructions (trees, shrubs, hills, curves, buildings, etc.)	Comments:										
	Accumulative Exposure - % of Walking Route										
	100% <b>10</b>	90% <b>9</b>	80% <b>8</b>	70% <b>7</b>	60% <b>6</b>	50% <b>5</b>	40% <b>4</b>	30% <b>3</b>	20% <b>2</b>	10% <b>1</b>	<10% <b>0</b>
2. Cross traffic pupil's direction of travel (streets & driveways other than single family home)	Comments:										
	Accumulative Exposure - % of Walking Route										
	100% <b>10</b>	90% <b>9</b>	80% <b>8</b>	70% <b>7</b>	60% <b>6</b>	50% <b>5</b>	40% <b>4</b>	30% <b>3</b>	20% <b>2</b>	10% <b>1</b>	<10% <b>0</b>
3. Special conditions (extraordinary factors, fences, open waterway, history of crime, etc.)	Comments:										
	Accumulative Exposure - % of Walking Route										
	100% <b>10</b>	90% <b>9</b>	80% <b>8</b>	70% <b>7</b>	60% <b>6</b>	50% <b>5</b>	40% <b>4</b>	30% <b>3</b>	20% <b>2</b>	10% <b>1</b>	<10% <b>0</b>
<b>Accident Rate:</b>											
Accident rate (vehicle & pedestrian)	2 x Average for Facility		1.6 x Average for Facility		Average for Facility		.75 Average for Facility		.5 Average for Facility		
	<b>10</b>	<b>9</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	
<b>TOTAL RATING:</b>											
Contacted Agency or Individual Responsible for Making Improvements	Agency or Individual					Contact Person W/Phone Number					
	State Highway District										
	County Roads										
	City Streets										
	Canal Company										
	Developer										
	Property Owner										
Other:											
<b>Comments:</b>											

Evaluator

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Date Evaluated

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