

ANACORTES SCHOOL DISTRICT #103

controls, and other crossing protection aids such as school patrols. These route plans shall limit the number of school crossings so that students move through the crossings in groups, allowing only one entrance-exit from each block to and from school. The route to school plan shall be distributed to all students with instructions that it be taken home and discussed with the parents.

Legal References:	RCW 28A..160	Student Transportation
	28A.160.020	Authorization for private school students to ride buses— Conditions
	28A.160.030	Authorizing individual transportation or other arrangements—
	WAC 392-141	Transportation – State Allocations for Operations
	392-172-204	Transportation- Special Education
	392-172-035	Definitions of “free appropriate, public education,” “adult student,” “special education”, “parent”, and “public agency”
	WAC 392-151-025	Route Plans

Page 2 of 2
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Procedure No. 6600-P
Management Support

TRANSPORTATION

ROUTE GUIDELINES

Routes should be established so as to:



ANACORTES SCHOOL DISTRICT #103

1. Avoid, whenever possible, left-hand turns when entering or exiting high speed roadways.
2. Avoid students crossing a four-lane road.
3. Minimize stopping on multi-lane roads, unless the bus can get completely off the road.
4. Avoid, if possible, crossing railroad tracks.
5. Provide transportation to students who live within the distance specified for state funding from school or who would have to walk on a roadway declared unsafe by the board.
6. Deliver students to their school no more than thirty (30) minutes before school starts. NOTE: It is desired that students arrive at school within five (5) to ten (10) minutes of starting time.
7. Pick up students at school within five (5) minutes of dismissal, unless a delay is caused by a double run, or another guideline. In that case, students should be picked up within no more than thirty (30) minutes.
8. Allow for a minimum "dead head" time between and to runs and no more than fifteen (15) minutes standby time between runs, provided that unless approved by the superintendent, all waiting time shall be on school property.
9. Avoid travel on dead end roads, unless it is necessary within these guidelines and there is an ample, safe area in which a bus can turn around, without backing.
10. Fill each bus to rated capacity, provided that it is economically feasible and within the other routing guidelines.
11. Have minimum overlap or duplication in bus routes serving the same school.
12. Avoid travel on private roads, drives or property and on unimproved roads (not surfaced to county/city standards) or roads which are in such bad condition as to cause damage to a bus.

BUS STOP GUIDELINES

Bus stops shall be established which:

1. Are frequent enough so students do not have to walk more than one (1) mile to and from the bus. Bus stops may be more frequent when the road has been declared unsafe for walking.
2. Are located where students can stand a safe distance from the road.
3. Allow, where possible, the bus to get completely off of the road.

Page 1 of 2
Adoption Date: 10/29/98

Procedure No. 6600-P
Management Support

4. Provide at least 500 feet on 35-mile-per-hour roadways, and 800 feet on 50-mile-per-hour roadways of unobstructed visibility, both ways.
5. Require as few students as possible to cross roadways with no students crossing multiple lane roads and highways.



ANACORTES SCHOOL DISTRICT #103

6. Are located where no damage is likely to occur to private property and where the number of students waiting does not create unsafe conditions and/or situations.

Page 2 of 2
Adoption Date: 10/29/98

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Management Support

STUDENT SAFETY WALKING, BIKING AND RIDING BUSES TO SCHOOL

