

Bus Route Service and Rider Parameters

Eligibility

Transportation is available for children who live two miles or more from their assigned school according to TEA regulations. The distance a student lives from their assigned school is determined by two methods; either by measuring from the curb at the front of the school to the curb in front of their home using the closest paved street or by a simple radius from the front-center lot line of the school property. Each school board has the option to select either method as fits the needs of the school district best. WISD school board has determined it is in the best interest of elementary student safety to provide additional transportation for these students more than ½ mile from their home campus. For this scenario we use the radius method. If the school is in the immediate neighborhood, students will not be allowed to ride within these parameters. It is always the responsibility of the parent/guardian to assure their student has the means to get to and from school, whether on a bus or otherwise.

Some students who attend more than one school to participate in vocational programs or classes not offered at his or her home campus may be transported between schools during school hours if Administration has approved it. All students must have a bus rider contract on file with WISD Transportation to ride any route bus to or from school-to-school or school-to-home and it must be signed by, at the very least, the minor's guardian. All students must follow all Laws, the Student Conduct Handbook while at bus stops and while on the bus as well as our expanded safety rules outlined in the Regular Bus Rider Handbook. Classroom rules apply. Each school year and each time a child's residence changes the Transportation Department requires a new, complete bus rider contract be submitted for review and acceptance if it meets all the requirements and matches campus enrollment (SASI) records.

Special education students are eligible for transportation if need is established through the Admission, Review, & Dismissal (ARD) process. They also must adhere to the same laws and rules that apply to regular bus riders plus other measures designated by their ARD.

Bus Route Criteria

Route Design

Bus routes are created to enhance student safety while maximizing vehicle efficiency. Stops are created that allow students to wait off the main roadway for the bus, if at all possible. Stops are also created to minimize students walking in highly traveled roadways for long distances without sidewalks. Stops are not placed in dead-end streets, whenever possible, to minimize bus accidents while backing. Backing is a very dangerous maneuver for a school bus. Stops are spread as far apart as criteria will allow in order to decrease the number of stops each bus will make on its route thus minimizing riding time for the students.

Students may be required to travel by other means up to 1/2 mile to their bus stop. Roads that are commonly closed for high water, in poor condition or other recurring situations or roads that are impassable by buses, those with low-weight limit

bridges, cattle guards or conditions that may cause buses to be damaged or students to be injured, may also need additional attention by the parent of any student residing along this area. Bus routes are designed to limit student ride time to no more than 60 minutes one-way if at all possible, however, most students ride under 45 minutes one-way. Some areas will require students to ride for longer periods if they reside in unusual, out of the way locations. Buses will not travel on any street or roadway that the Transportation Supervisor deems is unsafe for bus travel such as dirt roads or high-water locations!

Bus Capacities

School buses are rated by manufacturers to have capacities based on three riders per seat. Waxahachie ISD has adopted maximum ridership per bus of 3 riders per seat at the Kindergarten level, 2.5 riders per seat at First through Fourth grades, and 1.5-2 riders per seat at the Fifth through Twelfth grades. Should seatbelts be mandated by State law, the capacity of buses will further be reduced and limited. Additional routes will be necessary as well as additional funding to pay for these increased needs.